

SR 167 Master Plan
Planning and Environmental Linkages Study

Attachment F. FHWA Concurrence and Agency Support Letters

Final Study

JUNE 2023



Prepared by:
Washington State Department of Transportation



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
SR 167 Master Plan Planning and Environmental Linkages (PEL) Study

Approved by:



U.S. Department
of Transportation
**Federal Highway
Administration**

Ralph Rizzo
FHWA, Washington Division Administrator

6/28/2023

Date



Julie Meredith
WSDOT, Assistant Secretary of
Urban Mobility, Access and Megaprograms

6/28/2023

Date



Brian Nielsen
WSDOT, Northwest Region Administrator

6/28/2023

Date

June 7, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region, especially South King County, is thriving and attracting large population and employment growth due to the more affordable nature of the area. This growth and the missing middle housing directives of the State Legislature increases the strain on our local and regional transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There continues to be a need to move people and goods by providing a multimodal transportation system that works now and into the future and serves our diverse communities.

Over the past year and a half, the City of Auburn has coordinated closely with the Washington State Department of Transportation and other jurisdictions and agencies with interest in improving the corridor to develop the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work to develop a plan that best meets the needs of our diverse communities.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move towards implementation and encourage and support WSDOT to seek funding for the SR167 Implementation Plan that is necessary to keep this moving forward and address the needs of South King County and the SR167 Corridor. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future and the City looks forward to continued partnership and collaboration with WSDOT and other Stakeholders on the next steps.


The City appreciates and commends WSDOT for their efforts to include all agencies impacted and served by the SR 167 Corridor and to include the voices of those communities who are historically underserved or disadvantaged. The SR 167 Corridor serves a diverse population with a variety of transportation needs and finding a balance between capacity improvements for passengers and freight, pedestrian and bicycle infrastructure needs, and transit expansion was not an easy task along a corridor that has not been served well historically.

As noted in the final plan, the City continues to be concerned about the potential changes to SR 167 Tolling System for high-occupancy vehicles and the timing of those changes as it's related to the timing of infrastructure improvements identified in the Master Plan and the potential negative impact these changes, if timed incorrectly, may have on our diverse populations served by the Corridor. The change from high occupancy and toll (HOT) lane to an express toll lane (ETL) system will bring the consistency to the regions tolling system, which we support. However, the possible change to increase the HOV occupancy requirements for usage before making improvements to SR 167 will increase congestion in the general-purpose lanes and put an undue burden on the equity populations that use SR 167 as described in the Master Plan document. As identified in the Master Plan, the City supports the development of a low income toll program as it has the potential to greatly benefit the region and our diverse populations in South King County.

The City would also like to request that the Legislature prioritize implementation and funding of projects within the Master Plan, specifically the completion of the SR 18 / SR 167 interchange. Completion of the interchange would have significant regional and local benefit and is long overdue. The City looks forward to the opportunity to work collaboratively with WSDOT and the Washington State Transportation Commission to ensure that these changes are made such that they create the least harm.

We look forward to the ongoing discussion and collaboration with WSDOT and the other jurisdictions and agencies as we work towards project prioritization, funding, and implementation.

Sincerely,

A handwritten signature in black ink that reads "Nancy Backus". The signature is written in a cursive, flowing style.

Nancy Backus
Mayor



June 1, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, the City of Edgewood has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work, focusing on closing gaps and removing barriers in our area.

We would like to share our support the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future. In addition to proposed improvements along SR 167 itself, Edgewood is pleased to see support for the Interurban Trail and Meridian Business Access and Transit (BAT) Lanes.

We look forward to the ongoing discussion as we work towards project prioritization, funding, and implementation.

Sincerely,



Daryl Eidinger
Mayor



June 29, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:


The Puget Sound region is thriving and attracting large population and employment growth. This growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, the City of Fife has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future.

We look forward to the ongoing discussion as we work towards project prioritization, funding, and implementation.

Sincerely,



Mayor Kim Roscoe



Councilmember Pat Hulcey



OFFICE OF THE MAYOR

Dana Ralph, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6700

PHONE: 253-856-5700

June 15, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future. The SR 167 Corridor supports diverse transportation needs. It connects some of the remaining affordable housing in the south to living wage jobs in the valley and northern King County. The Corridor also provides a vital freight link between manufacturing and warehousing in the industrial valley to port facilities near the valley and freight destinations to the east.

Over the past year and a half, the City of Kent has coordinated closely with the Washington State Department of Transportation and other jurisdictions and agencies with interest in improving the corridor to develop the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals, and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future. We encourage, and support, WSDOT seeking funding for an SR 167 Implementation Plan so these needed improvements can be prioritized for funding.

We look forward to the continuing discussion with WSDOT and the other jurisdictions and agencies as we work towards project prioritization, funding, and implementation.

Sincerely,

A handwritten signature in black ink that reads "Dana Ralph".

Dana Ralph
Mayor



Armondo Pavone Mayor

May 30, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

RE: Letter of Support for SR 167 Master Plan

Dear Secretary Millar:

The Puget Sound region is thriving and attracting increased population and employment growth. This growth increases the strain on our existing transportation infrastructure and services, resulting in increased traffic congestion and the need for investment in the maintenance and preservation of our transportation system. There creates a need to move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, the City of Renton has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals, and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support of the final recommendation for the SR 167 Master Plan and are ready to engage in the next steps as we move toward implementation. We are particularly interested in further definition of interchange improvements at South 43rd Street and completing improvements at the I-405 interchange. We are also grateful that the Legislature included \$750,000 in the 2023-25 Transportation Budget to study transit access improvements to the new transit center located at SR 167 and Grady Way South. This collaborative effort between WSDOT, Sound Transit, and the City of Renton will be critical to the speed and reliability of the new BRT STRIDE service.

The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future.

We look forward to the ongoing cooperation as we work towards project prioritization, funding, and implementation.

Sincerely,

Armondo Pavone
Mayor



CITY OF
SUMNER
WASHINGTON

1104 MAPLE STREET, SUMNER WA 98390

June 21, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

Like the Puget Sound region around us, Sumner continues to grow, both with residents as we add critical missing middle housing and with employees as businesses continue to grow and thrive in our Manufacturing Industrial Center. This growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, the City of Sumner has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future.

Generally, the City agrees with the final recommendation, primarily the improvements to SR 167 lane configurations. However, we have concerns about the direct access ramps identified near Sumner Station and how these ramps would affect our community. The State of Washington has required cities like Sumner to add the missing middle housing, especially around transit; Sumner's Town Center Plan encourages extensive multi-family development in this same area. WSDOT must work closely and collaboratively with City planners to ensure this project supports transportation access and high-occupancy users without displacing needed affordable housing near transit.

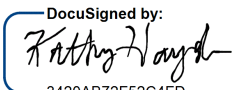
Secretary Millar
Page 2
June 21, 2023

Separately, the City has concerns about the timing of changes to the high-occupancy vehicle lanes with future shifts to tolling and the potential to increase high-occupancy vehicle requirements from two persons to three persons. The City plans to actively coordinate with WSDOT to determine the ideal timing of these changes in coordination with corridor capital improvements.

We look forward to the ongoing discussion as we work towards project prioritization, funding, and implementation.

Sincerely,

DocuSigned by:

A handwritten signature in black ink that reads "Kathy Hayden". The signature is written in a cursive style and is enclosed within a blue rounded rectangular border.

3420AB72F52C4FD...

Kathy Hayden, Mayor
City of Sumner



June 8, 2023

Roger Millar, Secretary of Transportation
Washington State Department of Transportation (WSDOT)
P.O. Box 47316
Olympia, WA 98504-7316

Subject: SR 167 Master Plan Recommendation

Dear Secretary Millar,

We all recognize that the Puget Sound region is thriving and attracting large population and employment growth. However, this growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and ever greater needs for maintenance and preservation. Now, more than ever, there is also a need to move people and goods by providing a fully integrated multimodal transportation system that works not only today but well into the future.

Over the past year and a half, Pierce Transit has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the vision, goals and metrics to the draft recommendation, we have provided comments and insights to help advance the work. We also participated in a transit-specific subgroup with our Sound Transit and King County Metro agency partners as high capacity transit is proposed for the new and extended SR 167 corridor within Pierce County.

We would like to share our support the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future.

In closing, we very much look forward to the ongoing discussion as we collectively work towards project prioritization, funding, and implementation.

Kindest regards,

A handwritten signature in black ink that reads "Mike Griffus".

Mike Griffus
Chief Executive Officer

Cc: Lindsey Schmel - Pierce Transit
Darin Stavish - Pierce Transit





June 7, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region is thriving and attracting large population and employment growth. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future. Both the Port of Tacoma and the Northwest Seaport Alliance, a port development authority governed by the ports of Seattle and Tacoma, are dependent on a reliable, efficient and safe transportation system that connects our Tacoma cargo facilities to warehousing and distribution centers in the Green River Valley, and to agricultural exporters in Eastern Washington. SR-167 in its entirety is a critical corridor that provides these connections.

Over the past year and a half, the Port of Tacoma and The Northwest Seaport Alliance have coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move towards implementation. The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future. It provides critical connections between our facilities and our business partners.

We look forward to the ongoing discussion as we work towards project prioritization, funding, and implementation.

Sincerely,

A handwritten signature in blue ink that reads "Dick Marzano".

Commissioner Dick Marzano
Port of Tacoma and Northwest Seaport Alliance



Puget Sound Regional Council

1011 WESTERN AVENUE, SUITE 500 \\\ SEATTLE, WA 98104-1035 \\\ psrc.org \\\ 206-464-7090

June 29, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases the strain on our transportation infrastructure and services, resulting in increased traffic congestion and increased needs for maintenance and preservation. There is a need to move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, the Puget Sound Regional Council has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals and Metrics to the draft recommendation, we have provided comments and insights to help advance the work.

We would like to share our support of the final recommendation and are ready to engage in the next steps as we move towards implementation. This will include working with partners to ensure all investments are in alignment with the Regional Transportation Plan and the Regional and State Transportation Improvement Programs.

The SR 167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future. We look forward to the ongoing discussion as this important work moves forward.

Sincerely,

Josh Brown, Executive Director
Puget Sound Regional Council



June 29, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
PO Box 47316
Olympia, WA 98504-7316

Subject: Letter of Support for SR-167 Master Plan

Dear Secretary Millar:

The Puget Sound region is thriving and attracting large population and employment growth. This growth increases the strain on our transportation infrastructure and services, resulting in more traffic congestion and greater needs for maintenance and preservation. As a result, we must move people and goods by providing a multimodal transportation system that works now and into the future.

Over the past year and a half, Sound Transit has coordinated closely with the Washington State Department of Transportation (WSDOT) on the SR-167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals, and Metrics to a draft recommendation, we have provided comments and insights to help advance the work.

We are happy that the Master Plan references our Sounder S Line Commuter Rail. The S Line serves SR-167 corridor communities from Seattle to Lakewood, with plans for a future extension to DuPont. Stations near SR-167 include Tukwila, Kent, Auburn, Sumner, and Puyallup. These stations are hubs to other modes of transit in these communities. Later this year, we will begin updating the Sounder South Strategic Plan and considering opportunities for Sounder trips beyond the primarily peak travel periods served today. We look forward to collaborating with WSDOT and local jurisdictions in that work.

In addition to and complementing Sounder rail service, Sound Transit serves the SR-167 corridor with weekday ST Express bus routes. All-day service connects Puyallup, Sumner, Auburn, Federal Way, and Seattle, and peak-period service connects certain stations with Renton, Bellevue, Redmond, Lakewood, and Bonney Lake.

With travel along the SR-167 corridor currently supported by Sounder, ST Express, and other bus routes operated by Pierce Transit and King County Metro, we view the Master Plan's proposed Bus Rapid Transit (BRT) route as a welcome inclusion that would elevate the corridor's level of transit service to that envisioned in the ST Long-range Plan.

CHAIR

Dow Constantine
King County Executive

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Washington State Secretary of Transportation

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Peter von Reichbauer
King County Councilmember

Kristina Walker
Tacoma Deputy Mayor

CHIEF EXECUTIVE OFFICER

Julie E. Timm

Letter of Support for SR-167 Master Plan
June 29, 2023
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Although not funded in Sound Transit 3 (ST3), BRT service and infrastructure is logical and helpful to include in the SR-167 Master Plan, as are all the other Plan elements that improve transit operations and coverage within and through the corridor.

Sound Transit supports the final recommendations and stands ready to engage in next steps as WSDOT moves towards implementation. The SR-167 Master Plan final recommendation provides multimodal transportation solutions that meet community needs and are sustainable into the future.

We look forward to the ongoing discussion as we collectively work towards project prioritization, funding, and implementation.

Sincerely,



Don Billen
Executive Director of Planning, Environment & Project Development

cc: April Delchamps, WSDOT Planning Manager, Management of Mobility Division
Chelsea Levy, Sound Transit Acting Deputy Executive Director of Capitol Project Development
Eric Chipps, Sound Transit Principal Transportation Planner, Office of Planning & Integration
Austin Neilson, Sound Transit Government & Community Relations Manager
Alex Krieg, Sound Transit Director of Access, Integration & Station Area Planning

A Case for Transit Improvements for the [State Route 167 Corridor](#)

This document was developed, reviewed, and approved by WSDOT, King County Metro, Pierce Transit, and Sound Transit.

April 13, 2023

Purpose: Highlight partnership and coordination strategies to implement transit and multimodal projects identified in the State Route 167 Master Plan.

Overall Statement of Policy: The existing multimodal transportation system in the SR 167 corridor and broader study area needs expansion to fully meet the transportation needs of residents and businesses, particularly the most disadvantaged populations, and address the climate crisis. According to the Puget Sound Regional Council, many communities along the SR 167 corridor are at higher risk of displacement as economic growth puts pressure on the housing market. In keeping with regional development policies, equitable investment in local transit could help offset this risk and reduce displacement.ⁱ In addition, the COVID-19 pandemic has fundamentally changed travel patterns and demand, requiring a nimbler, data-driven set of mobility options and planning tools. These conditions necessitate a new approach to transportation investment within the SR 167 study area to provide access to economic and social opportunities, reduce emissions, and improve safety.

The SR 167 Master Plan, a collaboration between the Washington State Department of Transportation (WSDOT), regional transit providers, the community, freight partners and local jurisdictions, is pursuing a comprehensive mix of multi-modal transportation solutions for the SR 167 corridor from a regional context that increases transportation options, transit speed and reliability, and that integrates existing and future land use policies and practices. This approach is anticipated to be executed using data related to trip type, social equity (access for those that need transit the most), and safety. Partnership and coordination are critical to attaining the SR 167 Master Plan co-created vision. During the development of the SR 167 Master Plan, a collaboration effort between WSDOT and regional transit agencies identified six strategies to include in the comprehensive approach for implementing the SR 167 Master Plan.

Partnership Strategies

Rationale/Positioning

<p>1</p>	<p>Managing demand through equitable pricing, policies, and technologies</p>	<p><i>Managing demand is a critical strategy for addressing traffic congestion on SR 167 (as opposed to increasing general purpose capacity). This strategy makes efficient use of the existing facilities, maximizes any strategic capacity investments, provides flexibility in adapting to changing conditions, and is essential for reducing emissions. Dynamically managing demand on roadways improves bus speeds and reliability and increases ridership. WSDOT already manages demand on SR 167 using high-occupancy toll lanes and can support further lane management policies in coordination with the Washington State Transportation Commission. However, any implementation should center social equity in the policy development process to not exacerbate inequities in the transportation system. With lessons learned from I-405, there is a timely opportunity to test equitable pricing to manage demand along the SR 167 corridor.</i></p> <p><i>Examples of actions to manage demand include, but aren't limited to:</i></p> <ul style="list-style-type: none"> • <i>Pilot equitable pricing policies and programs on SR 167.</i> • <i>Consider the expansion of managed lanes on complementary and connecting highways to manage traffic within the broader study area.</i> • <i>Outreach, information, and marketing to increase public awareness of newly implemented options as well as alternatives to driving on SR 167.</i>
<p>2</p>	<p>Investment in a frequent, all-day transit network and support for land use integration</p>	<p><i>Increasing transit service across the transportation network to provide frequent service for at least 18 hours a day, all days of the week should be prioritized. Implementation should be conducted in partnership with jurisdictions to better optimize service across all types of facilities and land uses. Implementation will be informed by a strong focus on providing service where it is most needed.</i></p> <p><i>Examples of actions to develop an all-day network include, but aren't limited to:</i></p> <ul style="list-style-type: none"> • <i>Invest in bus service that is directly allocated to vulnerable populations and overburdened communities.</i> • <i>Evaluate and implement methods to strengthen local comprehensive plans' Transportation Elements to better synchronize land use plans to be measurably transit supportive.</i> • <i>Ensure state highway and local street networks optimize transit operations where they intersect.</i> • <i>Working with cities, develop formal capital agreements that assist transit travel times, safety, and the role of micro transit. Transit</i>

	<p><i>must be planned ahead to maximize access and reliability. Support communication between WSDOT, jurisdictions, and regional transit agencies to identify and implement process improvements to deliver transit facilities and services.</i></p> <ul style="list-style-type: none"> • <i>Work with federal and state agencies, transit agencies, cities, counties, tribal governments, and railroads to expand capacity and use of rail infrastructure along and within the SR 167 corridor for passenger rail (e.g., Amtrak, Sounder) and freight rail services. Railroad rights-of-way that parallel and intersect SR 167 provide significant long-term opportunities to increase transport capacity without relying on roadway expansion.</i>
<p>3 Expansion of Bus Rapid Transit</p>	<p><i>Bus Rapid Transit (BRT) lines provide faster, more reliable connections as part of the region's high-capacity transit network. Planned BRT investments include:</i></p> <ul style="list-style-type: none"> • <i>King County Metro is slated to add several more RapidRide lines, including the I Line serving and improving connectivity between Auburn and Renton in a corridor parallel to SR 167. In addition, Metro is beginning the process of studying and prioritizing additional RapidRide routes serving corridors that intersect with SR 167.</i> • <i>Sound Transit is adding a new BRT line on I-405 between Bellevue and Burien that connects to RapidRide I.</i> • <i>Sound Transit Express service currently operates on a portion of 167 and has plans to extend service to Fife upon completion of WSDOT's SR 167 Completion Project</i> • <i>Pierce Transit plans to begin Stream BRT service to the Tacoma Dome station in 2027 and is exploring additional BRT lines to and through Puyallup as part of its Bus Rapid Transit System Expansion Study.</i> <p><i>Examples of actions to further expand bus rapid transit include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Facilitate project coordination, land use and design that support the future operation of BRT service on key corridors.</i> • <i>Invest in speed and reliability improvements in advance of or in coordination with BRT service.</i> • <i>Improve or develop interchanges to allow safe and efficient operations for existing or potential future BRT lines that intersect with but do not travel on SR 167.</i> • <i>Invest in complete streets to support access to bus rapid transit.</i> • <i>Develop partnerships between transit agencies, WSDOT, local jurisdictions and PSRC to pursue opportunities for coordinated transit improvement and define roles and responsibilities.</i> • <i>Focus on connecting new BRT service, especially east-west connections, with existing and planned BRT, Link Light rail, Sounder, and transit hubs.</i>

4	<p>Collaboration for speed and reliability improvements</p>	<p><i>Transit agencies and cities often partner on transit priority improvements within local roadways to increase transit speeds and reliability, which in turn allows for greater system efficiency. Transportation partners (cities, transit agencies, and WSDOT) should prioritize Business Access and Transit (BAT) lanes where needed based on performance data.</i></p> <p><i>Examples of actions to improve bus speed and reliability at a relatively low cost and low impact to cities include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Explore opportunities to ensure transit buses are not slowed down at key intersections serving SR 167 to the greatest degree possible.</i> • <i>Bus priority treatments should be identified in collaboration with regional transit providers and cities to optimize transit speeds, reliability, and safety.</i> • <i>Explore opportunities for incentives for local jurisdictions to collaborate with transit for speed and reliability improvements.</i> • <i>Support/develop/advocate for new state and local policies and provisions to incentivize bus priority solutions in concert with cities' comprehensive and transportation plans.</i>
5	<p>Regional transit integration (Pierce Transit, Sound Transit, and King County Metro)</p>	<p><i>Key joint rail/bus hubs in Kent, Auburn, Puyallup, Fife, and other locations should be highly prioritized for improving access to these high-use points of transit connection in the region, including all types of access improvement for riders to easily gain access to these locations. In addition, identifying opportunities for smaller transit hubs and Battery Electric Bus charging can support joint needs for bus-to-bus transfers, layover, and agencies' fleet electrification efforts.</i></p> <p><i>Examples of actions better integrate regional transit include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Collaborate with transportation partners to ensure planned projects and longer-range plans leverage opportunities at key locations.</i> • <i>Explore opportunities to improve transit connections, add mobility options, and improve the overall modal transfer experience.</i> • <i>Explore opportunities to site and develop Battery Electric Bus charging facilities at existing or new transit hubs for joint use by agencies' buses.</i>

<p>6 Other critical transit access solutions – micro transit, ped/bike</p>	<p><i>Expanding access to existing, high-quality transit service improves peoples’ transportation options and leverages the existing system. The region’s transit system relies upon a rich network of access solutions to improve transit operations and customer experience, including robust pedestrian and bicycle systems, innovative mobility services, such as micro transit and conveyances where access could be optimized, and multimodal hubs to allow people to conveniently and safely transfer between services and connect to different modes. Access solutions are a critical component for realizing the benefits associated with strategy #1 noted above.</i></p> <p><i>Examples of actions for potential city/transit projects could include, but are not limited to:</i></p> <ul style="list-style-type: none"> • <i>Pilot new Flexible Service transit projects.</i> • <i>Completion or addition of sidewalks, bicycle facilities, and protected crossings in Regional Growth Centers (RGCs), Countywide Centers, and Manufacturing and Industrial Centers (MICs) and to access transit centers and high-capacity transit stops.</i> • <i>Transit-Oriented Development (TOD) efforts and collaboration with cities to identify and implement complementary transit and land use.</i>
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ⁱ For example, Puget Sound Regional Council, Vision 2050 Multicounty Planning Policies, MPP-DP-23 – “Evaluate planning in regional growth centers and high-capacity transit station areas for their potential physical, economic, and cultural displacement of marginalized residents and businesses. Use a range of strategies to mitigate displacement impacts.” <https://www.psrc.org/sites/default/files/2022-02/vision-2050-mpps.pdf>, accessed Jan 31, 2023.



General Manager's Office

201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

July 3, 2023

Roger Millar
Secretary of Transportation
Washington State Department of Transportation
P.O. Box 47316
Olympia, WA 98504-7316

Dear Secretary Millar:

The Puget Sound region continues to experience rapid growth attracting significant increases in residents and jobs. This growth strains our regional network of transportation infrastructure and services, resulting in worsening traffic congestion and additional resources and attention to maintain and preserve the state's system for which drivers and transit riders depend. The set of solutions to move people and goods requires a robust multimodal transportation system that works now and well into the future.

Over the past year and a half, King County Metro has coordinated closely with the Washington State Department of Transportation on the SR 167 Master Plan and Planning and Environmental Linkages Study. From working through the Vision, Goals, and Metrics to the draft recommendation, we have provided comments, substantive policy recommendations, projects for future consideration and prioritization, and professional insights to help advance this shared work.

We would like to share our support for the final recommendation and are ready to engage in the next steps as we move toward the steps of implementation. The SR 167 Master Plan's final recommendation provides for a myriad of multimodal transportation solutions that meet our region's respective community needs and are sustainable.

King County Metro looks forward to participating in the ongoing discussion as we work toward project prioritization, funding, and implementation.

Sincerely,

DocuSigned by:

A handwritten signature in black ink that reads "Ernest Kandilige". The signature is written in a cursive style.

4D0347F055B6410
Ernest Kandilige

Acting General Manager
King County Metro