



Puget Sound Regional Council

Transportation Policy Board

Thursday, February 12, 2026 • 9:30 a.m. – 11:30 a.m.

Hybrid Meeting - PSRC Board Room – 1201 Third Avenue, Suite 500, Seattle, 98101

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 885 0829 0750, Passcode: 165415

Attend

- The public can attend meetings at [PSRC's offices](#).
- PSRC staff will be in the lobby near the elevators 10 minutes before the meeting's start time and up to 15 minutes after the meeting's start time.
- If you arrive outside of these times, please call 206-464-7090 for assistance.

Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**
Public comment may be made in person at PSRC's offices.
- **Comment during the meeting by Zoom or phone:** [Register here](#)
To allow staff time to process requests, registration is required and closes at 8:00 a.m. the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to aleach@psrc.org by 8:00 a.m. the day of the meeting. Comments will be shared with board members.

Public comments are public records and may be subject to disclosure pursuant to the Public Records Act, RCW Chapter [42.56](#).

1. Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair

2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

3. Report of the Chair

4. Director's Report

5. Consent Agenda - Action Items (9:50)

- a. Approve Minutes of Transportation Policy Board Meeting held January 8, 2026
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

- c. Recommend Certification of Comprehensive Plan for Des Moines

6. Action Item (9:55)

- a. Project Tracking Policies: Proposed Revisions – *Jennifer Barnes, PSRC*

7. Discussion Item (10:20)

- a. Project Tracking Policies: Potential Bridge Funding Pilot Program – *Kelly McGourty, PSRC*

8. Discussion Item (10:55)

- a. Regional Transportation Plan Preliminary Public Comments – *Ben Bakkenta & Noah Boggess, PSRC*

9. Information Items

- a. General Assembly Save the Date – May 28
- b. 2026 Transportation Work Program Tracker
- c. VISION2050 Award Nomination – Flyer
- d. Summer Planning Academy (SPA) 2026 – Flyer
- e. Economic Update: Puget Sound Region Loses 12,900 Jobs in 2025

10. Next Meeting: March 12, 2026, 9:30 – 11:30 a.m.

Major Topics for March:

- Regional Transportation Plan Public Comments
- RTP Performance Dashboard

11. Adjourn (11:30)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Alexa Leach, e-mail aleach@psrc.org or mail.

For language or ADA assistance at PSRC board meetings, please contact us at 206-464-7090 at least 72 hours in advance of the meeting. For TTY-based telecommunications relay service dial 711.

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



Puget Sound Regional Council

MINUTES

Transportation Policy Board

January 8, 2026

1201 3rd Ave., Ste 500, Seattle, WA 98101

To watch a video of the meeting and hear the discussion, go to
<https://www.psrc.org/watch-meetings>

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 9:31 a.m. by Chair Mayor Dana Ralph. Mayor Ralph stated that a video of the meeting would be streamed live as well as recorded. The video would be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen to the meeting live.

COMMUNICATIONS AND PUBLIC COMMENT

There was no public comment provided.

REPORT OF THE CHAIR

Mayor Ralph reminded the board of the important work to be completed in the coming months leading to adoption of the Regional Transportation Plan in May and acknowledged the significant amount of work completed thus far.

DISCUSSION ITEM: LEGISLATIVE BRIEFING

This item was advanced to earlier on the agenda. Robin Koskey, PSRC, provided a status report on federal activities including the 2026 appropriations process. She then congratulated six agencies in the region that were awarded funding through the 2025 Safe Streets and Roads for All grant program. Ms. Koskey shared information on the governor's proposed transportation budget and operating budget. She then provided information on the impacts of federal funding changes in the state of Washington. Lastly, she summarized PSRC's 2026 recommendations to the State Legislature.

DIRECTOR'S REPORT

Ben Bakkenta, PSRC, navigated through the online RTP Engagement Hub and the materials for the draft Regional Transportation Plan that have been made available for public review and comment. Mr. Bakkenta reminded the board that the public comment period is ongoing through February 2.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held December 11, 2025
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

ACTION: The motion was made and seconded (Zarlingo/Saka) to adopt the Consent Agenda. The motion passed.

DISCUSSION ITEM: PROJECT TRACKING POLICIES

Jennifer Barnes, PSRC, provided background on PSRC's funding and project tracking policies and processes. She then described specific project tracking policies that are in place to address the annual delivery requirements for PSRC's Federal Highway Administration (FHWA) funds.

Ms. Barnes then discussed the two FHWA project tracking policies that are currently being reviewed for potential revisions: (1) the administrative transfer of PSRC funds between phases and (2) the process by which an increase in the federal share of awarded phases may be considered.

Regarding the first policy, the current limit for administrative transfer of PSRC funds between phases is \$50,000. Ms. Barnes reviewed the rationale for the existing policy and the discussions held by the Regional Project Evaluation Committee (RPEC). RPEC has made a preliminary recommendation to increase this amount to \$100,000.

Regarding the second policy, currently only the phase cost provided at the time of award is considered when evaluating a project's capacity to receive an increase to their federal share, and cost increases are not considered. Ms. Barnes reviewed the rationale for the existing policy and the ongoing discussions being held by RPEC regarding a potential revision. She shared that RPEC has made a preliminary recommendation to allow consideration of increased phase cost estimates to be incorporated into the process, but that additional parameters and limits are still being discussed.

Initial board feedback was requested on these two topics. Board members had questions regarding the general cost estimation process and in general supported these proposed revisions. Unanticipated cost increases were acknowledged, but members supported setting a limit on the incorporation of increased cost estimates. RPEC will

provide a final recommendation to the board in February for action.

DISCUSSION ITEM: 2026 WORK PROGRAM

Kelly McGourty, PSRC, briefed the board on PSRC's upcoming transportation work program for 2026. She reminded the board of the schedule of activities leading up to adoption of the Regional Transportation Plan (RTP) in May and described the process for reviewing public comments and refining the draft plan in the coming months.

Ms. McGourty was joined by Jennifer Barnes and Gil Cerise of PSRC to provide a brief overview of major activities and work program items anticipated in 2026. These activities covered a variety of topics related to, among other things: safety, climate, funding, performance monitoring, finance, coordination and partnerships, transit and improvements to PSRC's tools.

A poll was conducted to gather feedback from board members on their major topics of interest for 2026 and any additional briefings they would like to hear.

NEXT MEETING

The next meeting is scheduled for February 12, 2026.

ADJOURN

The meeting was adjourned at 11:15 a.m.

ATTACHMENTS

- A. Attendance Roster –January 8, 2026

| Transportation Policy Board - January 8, 2026 | | | | Item 5.a - Att. A | | | |
|--|----|--|----|--|----|--------------------------------------|---|
| Voting Members | | | ✓ | Non-voting Members | | | ✓ |
| King County | 2 | CM Jorge Barón | 1 | Associate Members | | | |
| | | Vacant | | Island County | 1 | COMM Melanie Bacon | |
| | | Vacant Alt | | | | COMM Jill Johnson Alt | |
| Seattle | 2 | CM Rob Saka | 1 | Thurston Regional Planning Council | 1 | MYR Andy Ryder, Lacey | |
| | | CM Alexis Mercedes Rinck | | | | Vacant Alt | |
| | | CM Dionne Foster Alt | | Public Agency Members | | | |
| Bellevue | 1 | CM Dave Hamilton | 1 | Freight Mobility Strategic Investment Board | 1 | Vacant | |
| | | CM Jared Nieuwenhuis Alt | | | | Brandy DeLange Alt | 1 |
| Cities/Towns | 3 | MYR Dana Ralph, Kent, Chair | 1 | Puget Sound Clean Air Agency | 1 | CM Joe Bushnell | |
| | | CM Jay Arnold, Kirkland | 1 | | | Christine Cooley Alt | |
| | | CM Peter Kwon, SeaTac | 1 | Public Health | 1 | Jessica Jeavons, Seattle-King County | 1 |
| | | CM Susan Honda, Federal Way Alt | 1 | | | Kim VanPelt, Snohomish County Alt | |
| | | CP Pro Tem Ruth Pérez, Renton Alt | 1 | WA Tran. Improvement Board | 1 | Vacant | |
| | | Deputy CP Barb de Michele, Issaquah Alt | 1 | | | CM Sam Low, Snohomish Co. Alt | |
| Local Transit | 1 | CM Rod Dembowski | | PSRC Committees | | | |
| | | Vacant Alt | | Equity Advisory Cmte. | 1 | Autrina Martindale | 1 |
| Kitsap County | 1 | COM Oran Root | 1 | | | Jewel Shepherd-Sampson Alt | 1 |
| | | COM Christine Rolfes Alt | | Regional Staff Cmte. | 1 | Jason Sullivan, Bonney Lake | |
| Bremerton | 1 | MYR Greg Wheeler | 1 | | | Kelly Snyder, Snohomish Co. Alt | |
| | | Vacant Alt | | Regional Project Evaluation Cmte. | 1 | Doug McCormick, Snohomish Co. | 1 |
| Cities/Towns | 1 | CM Leslie Schneider, Bainbridge Isl | | | | Shane Weber, Bremerton Alt | 1 |
| | | CM Doug Newell, Poulsbo Alt | | Transit Operators Cmte. | 1 | Peter Heffernan, King County | 1 |
| Local Transit | 1 | MYR Rob Putaansuu, Port Orchard, Vice-Chair | 1 | | | Alex Krieg, Sound Transit Alt | |
| | | CM Anna Mockler, Bremerton | | Private/Civic Members-Business/Labor | | | |
| Pierce County | 1 | CM Rosie Ayala | 1 | WA Trucking Associations exp. 12/31/26 | 1 | Sheri Call | |
| | | CM Bryan Yambe, Alt | | | | Jeff DeVere Alt | |
| Tacoma | 1 | CM Kristina Walker | 1 | Seattle Met. Chamber of Commerce exp. 12/31/26 | 1 | Lorelei Williams, WSP USA | 1 |
| | | CM Olgy Diaz Alt | | | | Amy Grotefendt, Enviroissues Alt | |
| Cities & Towns | 1 | CM Tim Ceder, Milton | | Private/Civic Members-Community/Environment | | | |
| | | MYR Pro Tem Edward Wood, University Place Alt | | Puget Sound Partnership exp. 10/31/27 | 1 | Bebhinn Dechery | |
| Local Transit | 1 | CM Doug Fagundes, Fife | | | | Larry Epstein Alt | |
| | | DEP MYR John Hines, Tacoma | | Individual exp. 5/31/28 | 1 | Kim Becklund | 1 |
| Snohomish County | 1 | CM Jared Mead | | Non-voting | 14 | Non-voting members present | 8 |
| | | CM Strom Peterson Alt | | | | | |
| Everett | 1 | CM Ben Zarlingo | 1 | | | | |
| | | MYR Cassie Franklin Alt | | | | | |
| Cities/Towns | 1 | Vacant | | | | | |
| | | CM Jacob Walker, Monroe, Alt | 1 | | | | |
| Local Transit | 1 | Vacant | | | | | |
| | | Vacant Alt | | | | | |
| Regional Transit | 1 | CM Ed Prince, Renton | 1 | | | | |
| | | MYR Kim Roscoe, Fife Alt | | | | | |
| Federally Recognized Tribes | | | | | | | |
| Muckleshoot Indian Tribe | 1 | CM John Daniels, Jr. | | | | | |
| | | Vacant Alt | | | | | |
| Puyallup Tribe of Indians | 1 | Vacant | | | | | |
| | | Robert Barandon Alt | | | | | |
| Suquamish Tribe | 1 | CM Luther (Jay) Mills | | | | | |
| | | CHRMN Leonard Forsman Alt | | | | | |
| Statutory Members | | | | | | | |
| Ports | 1 | COM Toshiko Hasegawa, Seattle | | | | | |
| | | COM Cary Bozeman, Bremerton Alt | | | | | |
| WA Trans. Commission | 1 | COM Jim Restucci | | | | | |
| | | COM Nicole Grant Alt | | | | | |
| WSDOT | 1 | Robin Mayhew | 1 | | | | |
| | | Todd Lamphere Alt | | | | | |
| Legislative Transportation Cmte. (Not Counted for Quorum) | | | | | | Abbreviations | |
| House Transportation Cmte. | 2 | Vacant | | | | CHRMN Chairman | |
| | | REP Jake Fey, D Alt | | | | CM Councilmember | |
| | | REP Dan Griffey, R | | | | CP Council President | |
| | | REP Andrew Barkis, R Alt | | | | COM Commissioner | |
| Senate Transportation Cmte. | 2 | SEN Marko Lias, D | | | | DEP MYR Deputy Mayor | |
| | | Vacant Alt | | | | MYR Mayor | |
| | | SEN Keith Goehner, R | 1 | | | MYR Pro Tem | |
| | | Vacant, R Alt | | | | REP Representative | |
| Voting | 32 | (Quorum = 14) Quorum Total | 15 | | | SEN Senator | |
| | | Total Voting members present | 19 | | | | |



Puget Sound Regional Council

February 5, 2026

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)**

IN BRIEF

Seven agencies submitted nine projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various funding processes, such as Move Ahead Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2025-2028 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Federal Transit Administration (FTA) Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

While PSRC does not have project selection authority for other types of federal, state or local funds, the Executive Board does have responsibility for adding these projects to

the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This amendment includes the following requests by Community Transit (CT) for modifications to projects awarded PSRC's FTA funds:

- Redistribute \$11,652,669 in 2025-2026 5307 Equity funds from *Transit Revenue Vehicles 2023-2026* to *Swift BRT Gold Line*.
- Redistribute \$318,315 in 2025 5307 Earned Share funds from *Transit Revenue Vehicles 2023-2026*, and \$8,053,615 in 2023 5339 Earned Share funds from *Swift BRT Gold Line* to *Facilities Rehabilitation, Renovation and Maintenance*.

The scope for *Transit Revenue Vehicles 2023-2026* will remain the same; the overall funds in the project will be reduced after the redistributions because the average cost of the buses was previously over-estimated.

The scope and total cost for *Swift BRT Gold Line* will also remain the same. In addition to the FTA redistributions, state funds will be added and local funds removed to maintain the same project cost. The redistribution is needed due to a delay in the bus purchases for the Gold Line project that will prevent the Equity funds from meeting the obligation deadline. The redistribution will allow the funds to instead be used for design work on the Gold Line project. This has been confirmed to meet all requirements related to Equity Formula funding.

Funds redistributed to *Facilities Rehabilitation, Renovation and Maintenance* will be directed to projects at facilities with the highest need, with the scope updated to include the Smokey Point Transit Center, Kasch Park Operations and Maintenance Campus, and bus stop repairs in Marysville. CT now has firmer plans for the facility rehabilitation locations and has determined that the total estimated project cost will remain the same.

Additionally, CT will be requesting an extension for \$8,000,000 in 2026 CMAQ funds awarded to *Swift BRT Gold Line* and a scope change from the purchase of zero emission buses to hybrid buses. The agency has been able to proceed with the purchase of 10 zero emission buses funded by PSRC in other projects. However, manufacturers have expressed uncertainty regarding future zero emission bus availability and timelines—particularly for the 60-foot articulated buses required for the Gold Line's 15-mile route. These requests will be processed through PSRC's annual extension process, which is currently underway. Extension recommendations will be brought to the April board meetings for review and approval.

The redistributions described above were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee at their meeting on January 28, 2026.

Federal and State Fund Source Descriptions

The following federal and state funding sources are referenced in Exhibit A.

| | |
|---------------|--|
| 5307 (Urban) | FTA Urbanized Area Formula Grants |
| 5339 | FTA Bus and Bus Facilities program |
| 5339(C) | FTA Low or No-Emission Vehicle Program |
| Demonstration | Federal Congressionally Directed Spending Earmarks |
| MAW | State Move Ahead Washington Account |
| NHPP | National Highway Performance Program |
| PFG | FTA Passenger Ferry Grant Program |

For additional information, please contact Jennifer Barnes, Program Manager, at jbarnes@psrc.org or 206-389-2876.

ATTACHMENT

A. Exhibit A - Projects Proposed for Routine Amendment to 2025-2028 TIP

Month: February

Year: 2026

Project(s) Proposed for Routine Amendment to 2025-2028 TIP

Exhibit A

| Sponsor | Project Title and Work Description | Funding | PSRC Action Needed | | | |
|---------------------------------------|---|--------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|
| | | | Project Tracking | New Project/ Phase | UPWP Other | Amend |
| 1. Community Transit | Swift BRT Gold Line Existing project receiving redistributed funds for Bus Rapid Transit providing fast, frequent service between Everett Station, Marysville, and Arlington's Smokey Point Transit Center. | \$11,652,669 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$2,000,000 | | | | |
| | | \$400,946 | | | | |
| | | \$14,053,615 | | | | |
| 2. Community Transit | Facilities Rehabilitation, Renovation and Maintenance Existing project receiving redistributed funds for rehabilitation, renovation, and maintenance of transit facilities, including at Hardeson base building in Everett and Smokey Point Transit Center in Arlington, and bus stop repairs in Marysville. | \$8,053,615 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$318,315 | | | | |
| | | \$8,371,930 | | | | |
| | | | | | | |
| 3. King County Parks Department | Eastrail Corridor South New project programming a preliminary engineering phase for a paved regional trail between Gene Coulon Park and Lake Washington Boulevard N, from Burnett Avenue N to Houser Way N. | \$200,000 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,020,800 | | | | |
| | | \$4,220,800 | | | | |
| | | | | | | |
| 4. Kitsap Transit | KT Fast Ferry Passenger-Only Vessel Replacement New project programming a construction phase for replacement of the MV Finest with a modern, high-speed, high- capacity passenger-only ferry for the Kingston-Seattle route. | \$13,500,000 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$4,031,963 | | | | |
| | | \$17,531,963 | | | | |
| | | | | | | |
| 5. Mukilteo | 5th Street Preservation and Bicycle & Pedestrian Project New project programming preliminary engineering, right-of- way, and construction phases for a grind and overlay of the roadway, a new separated shared use path, RRFBs, drainage, and lighting. | \$5,020,000 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$1,264,000 | | | | |
| | | \$6,284,000 | | | | |
| | | | | | | |

| | | | | PSRC Action Needed | | | |
|---------------------------|--|--------------|-----------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|
| Sponsor | Project Title and Work Description | Funding | | Project Tracking | New | UPWP | |
| | | | | | Project/Phase | Other | Amend |
| 6. Pierce County | 168th Street E Existing project programming a new construction phase for bike lanes, sidewalk, bicycle and pedestrian crossing treatments, curb and gutter improvements, and illumination between SR 7 and B Street E with on-street parking on the north side of the street. | \$2,218,984 | Federal Demonstration | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$346,316 | Local | | | | |
| | | \$2,565,300 | Total | | | | |
| | | | | | | | |
| 7. Pierce Transit | CNG Bus Replacement and Workforce Development Training New project programming an other phase for replacement of six diesel hybrid buses with six new compressed natural gas (CNG) buses and related workforce development training in CNG engine systems. | \$6,704,879 | Federal 5339(c) | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$1,185,766 | Local | | | | |
| | | \$7,890,645 | Total | | | | |
| | | | | | | | |
| 8. WSDOT Northwest Region | SR 518/Gilliam Creek Fish Passage (Phase 1) New project programming preliminary engineering and construction phases for removal of existing fish passage barriers and replacement with a fish passable structure. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP. | \$26,246,000 | MAW | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$26,246,000 | Total | | | | |
| | | | | | | | |
| | | | | | | | |
| 9. WSDOT Olympic Region | SR 16/Goodnough Creeks & McCormick Creeks - Remove Fish Barriers Existing project programming right-of-way and construction phases for removal of existing fish passage barriers and replacement with a fish passable structure. This is a multiyear project and the programming reflects the funds available within the span of the regional TIP. | \$9,749,440 | Federal NHPP | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| | | \$217,874 | MAW | | | | |
| | | \$9,967,314 | Total | | | | |
| | | | | | | | |



Puget Sound Regional Council

February 5, 2026

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Certification of Comprehensive Plan for Des Moines**

IN BRIEF

PSRC staff have reviewed and recommended certification of the 2024 comprehensive plan update for Des Moines.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should recommend that the Executive Board certify that the transportation-related provisions in the following conform to the Growth Management Act and are consistent with the multicounty planning policies and the Regional Transportation Plan:

- [City of Des Moines 2024 Comprehensive Plan](#)

The draft certification report is available at the link provided for the board's review.

DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional and transit agency policies and plans for compatibility and consistency.

Consistent with [PSRC's plan review process](#), PSRC staff provided comments on the draft plan and now recommends certification of the following adopted comprehensive plan:

- **Des Moines** adopted its 2024 comprehensive plan update on September 25, 2025. PSRC staff provided comments on the draft plan in May and July 2025.

The comprehensive plan was reviewed in accordance with the adopted plan review process using PSRC's [Plan Review Manual](#) and [VISION 2050 consistency tool](#). The plan was found to be substantially consistent with VISION 2050 (the multicounty planning policies) and the Regional Transportation Plan and to conform to transportation planning requirements in the Growth Management Act. PSRC staff coordinated with jurisdictional staff in the review of the plan and the development of the certification report.

The adopted plan review process calls for the Executive Board to take certification action on comprehensive plans on recommendation from the Growth Management and Transportation Policy Boards. Options for Executive Board action are to:

- Certify that the plan is consistent with multicounty planning policies and the Regional Transportation Plan and conforms to Growth Management Act requirements for transportation planning, or
- Conditionally certify that the plan addresses most provisions of regional plans and policies and the Growth Management Act, with a requirement that a limited set of outstanding issues be addressed prior to full certification, or
- Do not certify.

Based on previous board direction, jurisdictions with plans that are certified or conditionally certified are then eligible to apply for PSRC funding or proceed with any project submitted into the Regional Transportation Improvement Program.

NEXT STEPS

The Executive Board will consider the board's recommendation at its February meeting. Additional certifications will be brought forward for consideration at future board meetings.

For additional information, please contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



Puget Sound Regional Council

February 5, 2026

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Project Tracking Policies: Proposed Revisions**

IN BRIEF

PSRC's [Project Tracking Policies](#) are designed to ensure the timely use of PSRC's federal funds and to increase the delivery of transportation investments that support the region's long-range plans. Among other things, the policies address the required annual delivery target of PSRC's Federal Highway Administration (FHWA) funds. Each year, a rebalancing process is conducted to address any gaps in delivery, following a specific set of procedures identified in the project tracking policies.

PSRC's Regional Project Evaluation Committee (RPEC) is recommending revisions to two specific project tracking policies. In January, staff briefed the board on the preliminary RPEC discussions on these topics. The final RPEC recommendations will be presented to the board in February for action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend approval of the following updates to the *Project Tracking Policies for PSRC's Federal Funds*:

- Increase the limit for administrative transfer of FHWA funds between phases from \$50,000 to \$100,000.
- In PSRC's rebalancing process to address gaps in the region's annual delivery target for FHWA funds, allow cost estimate increases to be eligible for consideration of increased federal shares. The additional funds, over and above the standard procedures for increased federal shares, will be capped up to a limit of 20% over the phase cost estimate at the time of award, or \$750,000, whichever is smaller. These limits will be reviewed again after two years of implementation.

DISCUSSION

PSRC's project tracking program was first implemented in 2000 to monitor delivery of projects awarded PSRC's federal funds and has evolved over time to reflect new and emerging circumstances. The project tracking policies have been revised over the years to ensure the successful delivery of projects by addressing issues caused by project delays and the potential risk of losing unused funding, but are balanced with the recognition that unexpected project issues can occur that call for some flexibility in the policies.

In September, RPEC began a review and discussion of potential revisions to two project tracking policies. The committee's discussion and final recommendations for updates to these two policies are summarized below.

Administrative Transfer of PSRC Funds Between Phases

While PSRC's FHWA funding awards are granted competitively to specific phases of projects, current policies include a provision that allows the administrative transfer of up to \$50,000 between phases within a project to accommodate evolving needs, provided all applicable phases remain fully funded. For the transfer of funds between phases above the \$50,000 threshold, a policy exception is required and must be approved by PSRC's Executive Board. The \$50,000 limit was adopted by the board in 2015.

Through extensive previous deliberations by both RPEC and PSRC's boards, the following parameters guide this policy:

- PSRC funds are awarded by project phase, not to the entire project.
- If a project is unable to utilize awarded funds for the requested purpose, unspent funds should go to the next eligible project on the adopted contingency list.
- The policy also acknowledges the benefit of some limited flexibility to accommodate minor changes in project conditions.
- The limit for administrative transfer is based on an amount determined reasonable for a potential new funding award.
- Administrative transfer up to the established limit is allowed, providing all phases remain fully funded.

RPEC recommends that the limit for administrative transfer between phases of a project be increased from \$50,000 to \$100,000. The basis for the revision is acknowledgement that project costs have increased substantially since the limit was previously set in 2015. Additionally, data shows that funding requests below \$100,000 do occur but they are less common; as such, \$100,000 is determined to be a reasonable amount for a potential new funding award. Consistent with the existing policy, all applicable phases must remain fully funded, and requests for transfer of funds greater than \$100,000 would be a policy exception and require board approval.

Allowable Cost Estimate Increases for Increased Federal Shares

The adopted project tracking policies include a rebalancing process to address any gaps to meeting the region's annual delivery target for FHWA funds. One key component of these procedures is to increase the amount of the federal award to projects awarded PSRC's FHWA funds in the current year. This strategy is referred to as increasing the project's "federal share," which has a ceiling of 86.5% of the total cost of the awarded phase.

Once a delivery gap amount is determined, an equal amount of funds is applied to all eligible projects up to this overall amount needed to fill the gap. Once a project phase reaches its maximum allowable federal share, any remaining funds still required to fill the gap are uniformly distributed to other projects that still have capacity to accept additional federal funds. The additional federal funds are exchanged with an equal amount of existing local and/or state funds in the project phase.

Under current policies, only the phase cost provided at the time of award is considered when evaluating a project's capacity to receive an increase to its federal share. If the cost estimate at the time of delivery is higher than initially submitted, that is not currently factored in a project's capacity to receive additional funds.

The following parameters guide this policy:

- Over many previous deliberations, PSRC's boards and RPEC have to date been firm that cost overruns are the responsibility of the sponsor.
- PSRC staff does not have the time or expertise needed to review or vet project cost estimates that are provided with funding applications, and as such cost estimates are accepted as submitted by the project sponsor. However, it is expected that cost estimates are based upon best available information and technical understanding of the project scope elements and site characteristics, and include an appropriate contingency factor to cover potential risks and uncertainties.

Feedback from RPEC acknowledged that initial planning-level cost estimates should be carefully developed by project sponsors, but that unanticipated cost increases can still occur. This may sometimes be due to inflation that has exceeded historical trends, or scope elements that evolve as a project's design progresses. There was a suggestion that concerns could be balanced by placing a limit on the amount of a phase cost increase that could potentially be covered by increased federal shares. Additionally, while requiring, for example, a stamped, signed engineer's cost estimate may not always be feasible at the time of initial funding request, it is something that can reasonably be expected as a sponsor is preparing to obligate a project's federal funds in a construction phase.

For policy consistency and fairness to all jurisdictions, the following parameters were identified as necessary for a cost estimate increase to be considered for award of increased federal shares:

- Only projects with delivery in the current fiscal year would be considered. To be included in the current year's annual FHWA rebalancing process, the updated cost will need to be submitted to PSRC no later than February 15.
- An updated construction cost estimate submitted for consideration will need to be stamped and signed by a licensed engineer. For other phases, appropriate documentation specific to the details of the phase cost—e.g., a letter signed by a licensed engineer, right-of-way plan or other relevant document—will be required. The reason for the cost estimate increase must also be provided.
- The cost increase will only be considered as applied to the scope of work as awarded; added scope elements are not eligible for supplemental award.
- As it is tied to each year's potential delivery gap and the annual rebalancing process, there is no guarantee of the availability or amount of additional funding award. As such, a cost estimate increase submittal must include financial documentation showing sufficient local funds to cover the full amount of the cost increase are either secured or can be reasonably expected (per standard programming rules).

RPEC recommends that increased phase cost estimates be eligible for consideration of increased federal shares, within the parameters outlined above but within the following limits: any additional funds awarded, over and above the standard procedures for increased federal shares, will be capped up to a limit of 20% over the cost estimate at the time of award, or \$750,000, whichever is smaller. The committee determined that this would accommodate unanticipated project cost increases within a reasonable limit consistent within typical cost estimate contingency assumptions. The committee also recommends that this limit be reviewed after two years of implementation to determine if additional adjustments are warranted.

The Transportation Policy Board is asked to recommend approval of these revisions to the project tracking policies at their February 12 meeting. If approved by the Executive Board, consideration of increased phase cost estimates will be included in this year's rebalancing process for FHWA funds.

For more information, please contact Jennifer Barnes at jbarnes@psrc.org or (206) 389-2876.



Puget Sound Regional Council

February 5, 2026

DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Project Tracking Policies: Potential Bridge Funding Pilot Program**

IN BRIEF

PSRC staff has been asked to consider opportunities for PSRC to support bridge funding needs in the region. A potential pilot program is proposed for consideration, tied to PSRC's adopted project tracking policies and the provision by which a supplemental funding action is required to achieve the annual delivery target for PSRC's Federal Highway Administration (FHWA) funds.

At the meeting on February 12, the board will be briefed on the proposed pilot program and feedback received to date from PSRC's Regional Project Evaluation Committee (RPEC). In addition, a larger PSRC work program to review the region's bridges and funding needs is proposed.

DISCUSSION

During discussions with PSRC's Executive Committee, the concept of PSRC providing more focused support of bridges throughout the region was brought forward. In particular, recent bridge closures and the impact to surrounding communities have highlighted the significant maintenance and preservation needs of these facilities. Staff was asked to consider opportunities for how PSRC could support these needs.

Given the high level of competition and detailed policies and procedures already in place as part of PSRC's project selection process, and to mitigate any impact to other project needs, staff turned their attention to opportunities potentially available during the annual process to achieve the required FHWA delivery target. Since the annual targets were established in 2013, in only two years has a supplemental funding action not been required.

The board has recently been briefed on the project tracking policies and the procedures for developing a supplemental funding action. The conceptual bridge pilot program is proposed to be funded as part of this supplemental funding action, after other awarded projects have received an increase in their federal shares (refer to Agenda Item #6 for more details).

Should it move forward, it is proposed that the pilot program be for a period of two years and begin with the four counties. The focus of the pilot would be on strategic maintenance and preservation activities that are necessary to repair, extend the life of, or are otherwise necessary for continued operation of the bridge. If successful, after the two-year pilot period, the program would be expanded to cities throughout the region. Importantly, by tying the pilot to the annual supplemental funding action, any bridge project receiving funding must be able to complete a phase and utilize the funds immediately.

PSRC staff has discussed this concept with the RPEC and countywide chairs and held three one-hour meetings during which RPEC members and alternates reviewed the proposal and provided feedback. Questions regarding criteria, expanded maintenance and preservation needs, eligibility, and the relationship to other funding programs and policies were posed. Conducting a pilot program over a two-year period, and initiating a broader PSRC bridge research program, would provide time for PSRC to work with RPEC and other partners to develop more specific parameters should the program be continued and expanded into the future.

At the February 12 meeting, staff will provide additional details on the proposed pilot program, funding parameters and initial RPEC feedback. Feedback from the Transportation Policy Board will be subsequently discussed at the February 27 RPEC meeting, and if there is support for the program the board would be asked to recommend approval at the March 12 meeting.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at kmcgourty@psrc.org or 206-971-3601.



Puget Sound Regional Council

February 5, 2026

DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Regional Transportation Plan Preliminary Public Comments**

IN BRIEF

The public comment period for the draft Regional Transportation Plan concluded on February 2, 2026. At the February Transportation Policy Board meeting, staff will provide a preliminary overview of the comments received, including the number and type of commenters and overall comment themes. More refined details and staff responses to comments will be provided in March for further board discussion.

DISCUSSION

The draft Regional Transportation Plan (RTP) was made available for public review and comment between December 15, 2025 and February 2, 2026. As a reminder, Attachment A is a brief summary of the work conducted to develop the draft plan prior to its release for public comment. Staff has begun the process to review and categorize all comments received, which will be organized in a summary matrix and posted on PSRC's [RTP Engagement Hub](#) when complete.

At the meeting on February 12, staff will provide a preliminary overview of the public comments received and discuss next steps for board review and action. To facilitate this review, staff will be categorizing the comments across specific plan topics as well as by three comment types: general plan comments, technical corrections or comments for board review. Staff will also be working to provide draft responses to each comment.

This information will be provided in a complete report that will be posted to the website prior to the March board meeting. At the March meeting, staff will review this information for more detailed board review and discussion of the comments received and corresponding draft staff responses.

In addition to any public comment proposals that will be brought for board review, Transportation Policy Board members will be asked to submit any additional proposed plan amendments to PSRC prior to the March 12 board meeting. Notification will be sent to members once the comments report is published. Staff will compile all proposed amendments and include them in the agenda packet to be mailed on March 5.

The board will review proposed edits or amendments to the draft plan at their meetings on March 12 and April 9, when a recommendation to the Executive Board to adopt the final RTP is scheduled. Formal action on individual amendments or combined categories of actions will be processed via board member motions. The Executive Board is scheduled to take action at their April 28 meeting to recommend that the General Assembly adopt the final RTP at their meeting on May 28, 2026.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at 206-971-3601 or kmcgourty@psrc.org, or Ben Bakkenta, Director of Regional Planning, at 206-971-3286 or bbakkenta@psrc.org.

ATTACHMENT

A. Summary of RTP Development

SUMMARY OF RTP DEVELOPMENT

Work to develop the 2026-2050 Regional Transportation Plan began in February 2024.

PSRC's Transportation Policy and Executive Boards identified key priorities guiding development of the plan, including:

- Safety
- Climate
- Equity
- Transit & Accessibility
- Recognize Diverse Needs and Community Context
- Maintenance & Preservation
- Decarbonize the System
- Financial Strategy
- Ferry System Service & Reliability

Data collection on the current transportation system was conducted throughout 2024 and the board began detailed discussions on the plan's potential financial strategy. A scope of work reflecting current policy priorities was adopted in December 2024.

NEW FEATURES AND EXPANDED OUTREACH

- ✓ Reflecting a unique moment in time, the investments submitted into the draft plan are based on *newly updated comprehensive plans, current transit plans and a new State Highway System Plan*, reflecting the most current assessment of transportation needs and costs moving forward.
- ✓ The *plan consistency framework* addressed by each Regional Capacity Project submitted into the plan was updated to reflect current state of the practice.
- ✓ The board spent many months throughout both 2024 and 2025 discussing and reassessing the plan's *financial strategy*, including how and at what level new revenues should be considered.
- ✓ As part of that reassessment, the board directed analysis of *four plan scenarios* representing different levels of investment and different levels of needed revenues.
- ✓ Extensive *public outreach and engagement* was conducted throughout the process, including community tabling events, seven regional public meetings and an online survey and feedback opportunity via the [RTP Engagement Hub](#).
 - ❖ *Public feedback informed the ultimate plan scenario selected to move forward into the draft plan.*
 - ❖ Materials were made available on the Hub throughout the process, including new *Current Transportation System* and *Future Transportation System* reports and visualization tools
- ✓ The new *Regional Safety Action Plan* adopted in May 2025 and the new *Regional Comprehensive Climate Action Plan* completed in November 2025 informed and are incorporated into the new RTP.

2026 GENERAL ASSEMBLY

Save the Date



Thursday, May 28, 2026

10:00 a.m. — 1:00 p.m.

**Seattle Convention
Center – Summit
900 Pine St,
Seattle, WA 98101**

This annual meeting is a key opportunity for members to vote on major decisions, including the adoption of PSRC's budget and the election of officers. **All mayors, county executives, commissioners, and councilmembers from PSRC member jurisdictions and tribes are eligible to vote** and are strongly encouraged to attend. We ask that at least one elected official from your jurisdiction participate to help establish a quorum.

We look forward to gathering with you—please save the date!

**Registration will open in
early April.**



Puget Sound Regional Council

PSRC 2026 Transportation Work Program

| Activity | Progress |
|--|---|
| 2026 Regional Transportation Plan | |
| Public Comment Period | Concluded |
| Development of Final Plan | March-April 2026 |
| ACTION ON FINAL PLAN | April board recommendation; May General Assembly action |
| PSRC Funding | |
| Rural Town Centers and Corridors Program competition | In process; January - May 2026 |
| Transportation Alternatives Program competition | In process; February - May 2026 |
| Review of next process and new requirements | In process; est. Q1 - Q3 2026 |
| Policy Framework for PSRC's Federal Funds | Adoption January 2027 |
| Annual FTA adjustments process | Pending 2026 federal allocations |
| Consolidated Grant Program regional rankings process | Overall process will run throughout 2026; board review of rankings December 2026 for action in January 2027 |
| Transportation Improvement Program (TIP) | |
| Monthly TIP Amendments | Ongoing |
| Project Tracking and annual rebalancing process | In process; March-April 2026 action |
| Safety | |
| Ongoing member agency support / partnerships / convenings | Concepts and discussions in process, anticipated Q3 - Q4 2026 |
| Annual data collection | Q3 2026 |
| Climate | |
| Regional partnerships: | |
| Regional Electric Vehicle Collaboration / Regional EV Plan | Ongoing; REV Plan under development / PSCAA lead |

| | |
|--|-----------------------------------|
| Regional Comprehensive Climate Action Plan - Implementation | tbd |
| Puget Sound Climate Preparedness Collaborative | Ongoing / monthly |
| C2ES South-Central Puget Sound Climate Communities Accelerator Program | In process; year 2 activities tbd |

Transit Access

| | |
|------------------------------------|--|
| Regional Transit Access Assessment | In progress; anticipated completion Q2 2026, member outreach Q3 2026 |
|------------------------------------|--|

Performance Measures and Dashboard

| | |
|---|--------------------------------|
| RTP Dashboard updates and data collection | Ongoing |
| Annual Board briefings | March 2026 |
| Federal performance targets | Ongoing, regular update cycles |

RTP Implementation

| | |
|--|-----|
| Future work programs per action items in the RTP | tbd |
|--|-----|

Potential Future Board Briefings

| | |
|--------------------------|--|
| Emerging technologies | Transit planning updates |
| Washington State Ferries | I-5 Master Plan and Cascadia High Speed Rail |
| Revive I-5 | Other projects, emerging topics |
| FIFA World Cup | |

Other / Ongoing Work

TIP database & web application system upgrade

Federal certification process

Transit plan reviews

PSRC transportation staff advisory committees:

Regional Project Evaluation Committee

Transit Operators Committee

Freight Advisory Committee

Coordinated Mobility and Accessibility Committee

Bicycle Pedestrian Advisory Committee

VISION 2050 AWARDS



Puget Sound Regional Council

Call for Nominations 2026

The Puget Sound Regional Council is seeking nominations for the VISION 2050 Awards Program through **March 27, 2026**.

The VISION 2050 Awards celebrate progress to enhance the region's communities and natural environment while advancing equity and opportunity for all. The awards recognize innovative work to create a better future for central Puget Sound.

Eligibility

PSRC will only be accepting nominations directly from its [membership](#). Others seeking to nominate projects can do so through the member jurisdiction in which the project is located. PSRC will help connect potential nominees with local governments to help with the nomination process. Please contact [Michele Leslie](#) with questions.

Nominations must be for projects, programs, plans or partnerships within the four-county region of King, Kitsap, Pierce and Snohomish counties that help achieve VISION 2050. More information about the goals and themes of VISION 2050 can be found at psrc.org/vision.

All nominated projects must be completed and open, plans must be adopted by their jurisdictions, programs must be in operation and partnerships must be formally working together.

Submit a Nomination!

Nominations must be submitted online through the [VISION 2050 Awards Nomination Form](#)

Learn more at: www.psrc.org

Scan the code for
the nomination form



The region's VISION for 2050

is to provide exceptional quality of life, opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy. More information about the goals and themes of VISION 2050 can be found at www.psrc.org

Summer Planning Academy (SPA) for High School Students

Are you curious about how cities grow, change, and develop? Have you ever wondered how governments decide where train lines should go? Do you have ideas about how to make our communities better places for everyone? If so, you should apply for the Summer Planning Academy (SPA)!



Puget Sound Regional Council



The Puget Sound Regional Council (PSRC) is looking for high school students from King, Snohomish, Pierce, and Kitsap counties who want to learn about urban planning in our region and share ideas about how to make the central Puget Sound region a better place to live, work, and play.

SPA is a leadership development opportunity offered free of charge to students interested in planning a better future for our region. The program encourages students to think creatively about how better planning can help people lead better lives.

Upon successful completion of SPA, students are eligible to receive a **\$500** scholarship. SPA sessions will take place in Downtown Seattle on July 29, 31, August 5, and 7.

To learn more about PSRC, SPA, and to apply, go to www.psrc.org/our-work/summer-planning-academy or scan the QR code.

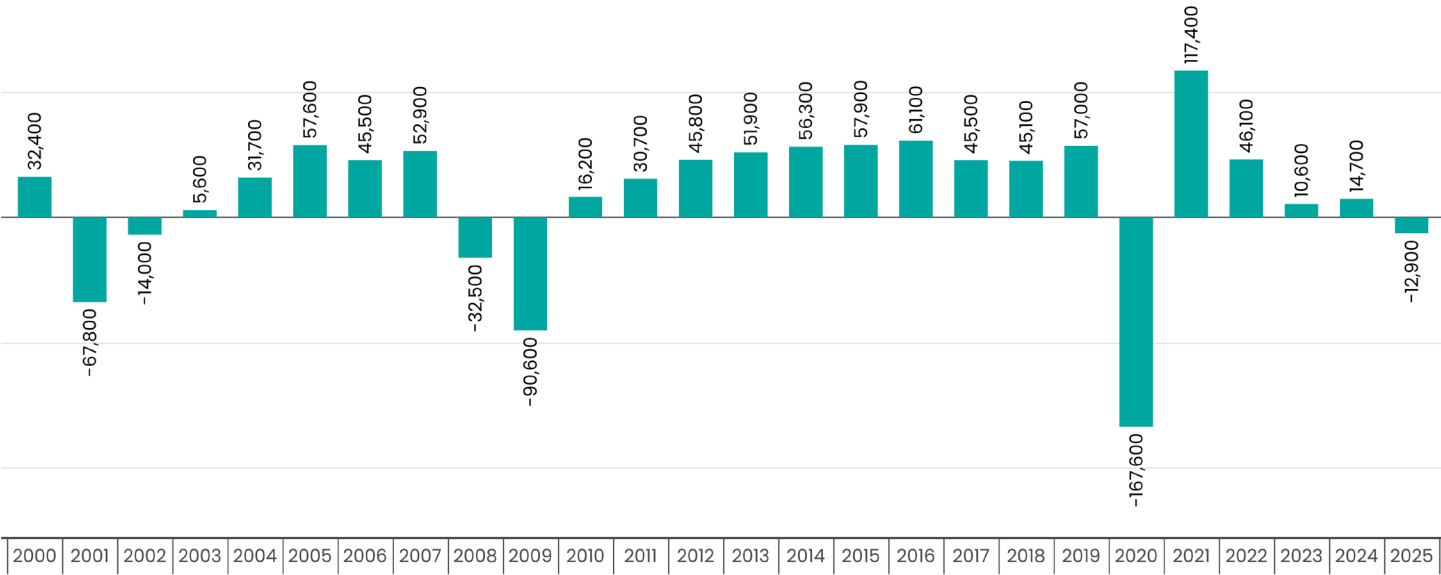
Questions? Email us at spa@psrc.org.





Economic Update: Puget Sound Region Loses 12,900 jobs in 2025

Job Change: Year Over Year



Source: Washington State Employment Security Department

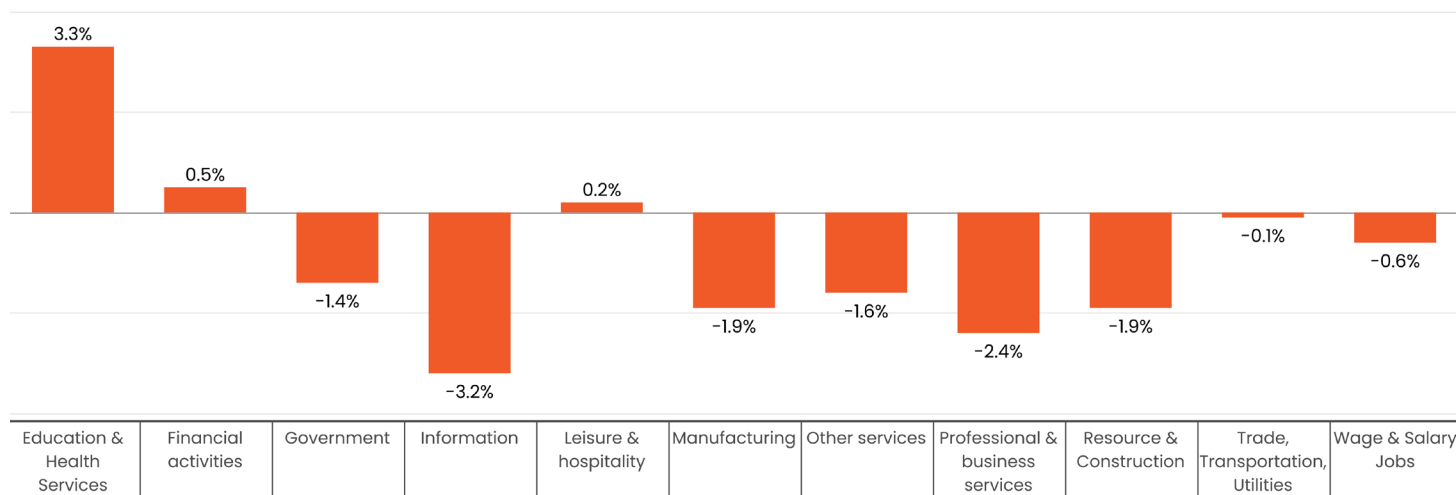
Jobs data reported for King, Pierce, Snohomish and Kitsap counties

In 2025, the central Puget Sound region lost 12,900 jobs. If you exclude the anomaly of the COVID-19 pandemic, this is the first time the region has experienced an annual decrease of jobs since 2009, during the depths of the Great Recession.

The loss of 12,900 jobs in 2025 comes on the heels of slowing regional job growth in 2023 (10,600 jobs added) and 2024 (14,700 jobs added).

Historically, jobs in the Puget Sound region have grown by between 30,000-40,000 jobs per year. Employment growth during the Amazon boom was significantly higher, peaking at 61,100 jobs added in 2016.

% Change in jobs by Sector, 2025/24



Source: Washington State Employment Securities Department

The sectors hit hardest by losses are construction and service industry jobs, which includes tech. Job growth continued in the health care sector. Monthly job data disaggregated by individual industry is not available.

Regional Economic Strategy

PSRC is working with partners to craft a new Regional Economic Strategy that will align regional efforts to boost economic growth. Regional leaders are exploring strategies to support job growth as part of the plan. The plan will be adopted in December 2026 and focus on expanding economic opportunity, business climate, global competition and quality of life.

About PSRC

Puget Sound Regional Council (PSRC)—the Metropolitan Planning Organization for the greater Seattle area—coordinates strategic decisions among local governments to shape the region's future. Representing nearly 100 members, including four counties (King, Pierce, Snohomish and Kitsap), cities and towns, ports, Tribal governments and state and local transportation agencies, PSRC plays a central role in guiding regional transportation, economic development and growth.

For more information, please contact:

Robin Koskey

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