



Puget Sound Regional Council

Transportation Policy Board

Thursday, April 9, 2026 • 9:30 a.m. – 11:00 a.m. (**Revised Meeting Time**)

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 March 12, 2026
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

- c. Recommend Certification of Comprehensive Plans for Bonney Lake, Pacific, and Seattle
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Auburn’s East Valley Highway Widening Project

6. Action Item (9:55)

- a. 2026 Project Tracking and Delivery: Project Extensions and Exceptions – Jennifer Barnes, PSRC

7. Action Item (10:15)

- a. 2026 Project Tracking and Delivery: Bridge Funding Pilot Program and Contingency – Kelly McGourty, PSRC

8. Action Item (10:40)

- a. Regional Transportation Plan Recommendation – Kelly McGourty, PSRC

9. Information Items

- a. General Assembly Save the Date – May 28
- b. 2026 Transportation Work Program Tracker
- c. Summer Planning Academy (SPA) 2026 – Flyer
- d. Addressing Underserved Communities 2026 – Flyer
- e. Housing Mini-Academy 2026 - Flyer

10. Next Meeting: June 11, 2026, 9:30 – 11:30 a.m. – No Meeting in May

Major Topics for June:

- Rural Town Centers and Corridors Program / Transportation Alternatives Program Project Recommendations
- Sound Transit Update
- FIFA World Cup Transportation Planning

11. Adjourn (11:00)

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.

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Puget Sound Regional Council

MINUTES

Transportation Policy Board

March 12, 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 9:32 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

The board received one written comment which was shared with board members via email.

REPORT OF THE CHAIR

Mayor Ralph thanked everyone who has been involved in the development process of the Regional Transportation Plan. She noted that the outreach efforts were significant throughout development of the draft plan, and staff will report on the public comments received at today's meeting.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, notified the board that the region has received \$8.4 million in Federal Transit Administration funding in support of World Cup activities. PSRC will be working with the region's transit agencies to determine how the funds will be distributed. Ms. McGourty then described various transportation work programs that are happening concurrent to development of the RTP. She then introduced Robin Koskey, PSRC's Director of Government Relations and Communications, who provided a report on federal and state legislative activities.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held February 12, 2026
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- c. Recommend Certification of Comprehensive Plans for Puyallup and Renton
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for the City of Woodinville's SR 202 Widening and Trestle Replacement Project

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

ACTION ITEM: 2026 PROJECT TRACKING AND DELIVERY: SUPPLEMENTAL FUNDING ACTION

Jennifer Barnes, PSRC, provided an overview of the project tracking policies which have been in place since 2003 to ensure efficient and timely project delivery, minimize the cost of delays and preserve future federal funds for the region. The annual delivery targets for PSRC's Federal Highway Administration funds must be met or there will be a loss of unused funds. PSRC conducts extensive monitoring and communication with all project sponsors on delivery status throughout the year.

Ms. Barnes described the circumstances under which a gap to meeting the delivery target occurs, including requests allowable under the project tracking policies for extensions of time, returned funding and higher federal allocations than estimated. She also described the adopted procedures for filling the gap to ensure the delivery target is met, including increasing the federal shares of currently awarded projects. Ms. Barnes informed the board that the 2026 delivery gap is not yet known, as the region is awaiting the final 2026 federal allocation amounts.

The board was asked to recommend approval to increase the federal shares of currently awarded projects, up to a maximum amount. While the final amounts are not yet known, authorization will allow timely processing and facilitate earlier delivery towards the target once finalized. Staff will return to the board with the final data once available.

ACTION: The motion was made and seconded (Paine/Putansuu) to authorize staff to award increased federal shares to the projects listed in Attachment A, not to exceed the maximum amounts shown depending on the final 2026 delivery needs. The motion passed.

DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN: PUBLIC COMMENTS AND PLAN REFINEMENTS

Ben Bakkenta, PSRC, provided a summary of the public comments received on the draft Regional Transportation Plan. PSRC staff have reviewed all comments and classified each as no action taken, technical correction, or requires board input. Mr. Bakkenta reviewed the comprehensive spreadsheet that includes the classification and the PSRC staff response to each comment. He also reviewed the overall topic themes from the public comments and described the technical and administrative corrections staff propose to make for the final draft plan.

Ms. McGourty described three comment themes flagged for board input. These include rural transportation issues, ongoing performance measurement and monitoring, and emerging transportation technologies. Staff propose that PSRC develop future work programs related to each of these three topics. Ms. McGourty then reminded the board of the upcoming schedule, with recommendation of the final plan to occur in April and General Assembly adoption in May.

Board members supported the approach for technical corrections and endorsed the three topic areas proposed for future PSRC work programs.

DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN PERFORMANCE DASHBOARD

Craig Helmann, PSRC, described the current updates to the RTP Performance Dashboard, either achieved or in progress. This includes updated data sets as well as accessibility and design improvements. Mr. Helmann then provided a demonstration of the updated dashboard.

NEXT MEETING

The next meeting is scheduled for April 9, 2026.

ADJOURN

The meeting was adjourned at 11:16 a.m.

ATTACHMENTS

- A. Attendance Roster – March 12, 2026

Transportation Policy Board - March 12, 2026				5.a - Att. A	
Voting Members			✓	Non-voting Members	✓
King County	2	CM Teresa Mosqueda	1	Associate Members	
		CM Steffanie Fain	1	Island County	1
		Vacant Alt			1
Seattle	2	MYR Rob Saka	1	Thurston Regional Planning Council	1
		CM Alexis Mercedes Rinck			1
		CM Dionne Foster Alt			1
Bellevue	1	CM Jared Nieuwenhuis	1	Public Agency Members	
		DEP MYR Dave Hamilton Alt		Freight Mobility Strategic Investment Board	1
Cities/Towns	3	MYR Dana Ralph, Kent, Chair	1	Puget Sound Clean Air Agency	1
		CM Jay Arnold, Kirkland	1		1
		CM Peter Kwon, SeaTac	1	Public Health	1
		CM Susan Honda, Federal Way Alt			1
		CP Ruth Pérez, Renton Alt	1	WA Tran. Improvement Board	1
		CP Barb de Michele, Issaquah Alt			1
Local Transit	1	CM Claudia Balducci		PSRC Committees	
		Vacant Alt		Equity Advisory Cmte.	1
Kitsap County	1	COM Oran Root	1		1
		COM Christine Rolfes Alt		Regional Staff Cmte.	1
Bremerton	1	MYR Greg Wheeler	1		1
		CM Jane Rebelowski Alt		Regional Project Evaluation Cmte.	1
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl	1		1
		CM Gary McVey, Poulsbo Alt	1	Transit Operators Cmte.	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard, Vice-Chair	1		1
		CM Anna Mockler, Bremerton, Alt			1
Pierce County	1	CM Rosie Ayala		Private/Civic Members-Business/Labor	
		CM Bryan Yambe, Alt		WA Trucking Associations exp. 12/31/26	1
Tacoma	1	CM Kristina Walker	1	Seattle Met. Chamber of Commerce exp. 12/31/26	1
		CM Olgy Diaz Alt			1
Cities & Towns	1	CM Shannon Reynolds, Fircrest		Private/Civic Members-Community/Environment	
		CM Edward Wood, University Place Alt		Puget Sound Partnership exp. 10/31/27	1
Local Transit	1	CM Olgy Diaz, Tacoma	1		1
		DEP MYR John Hines, Tacoma, Alt		Individual exp. 5/31/28	1
Snohomish County	1	CM Jared Mead		Non-voting	14
		CM Strom Peterson Alt			9
Everett	1	CM Ben Zarlingo	1		
		MYR Cassie Franklin Alt			
Cities/Towns	1	MYR Stephanie Vignal, Mill Creek	1		
		CM Yvonne Gallardo, Arlington, Alt	1		
Local Transit	1	CM Susan Paine, Edmonds	1		
		CM David Parshall, Lynnwood, 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 Gael Tarleton	1		
		COM Nicole Grant Alt			
WSDOT	1	Robin Mayhew	1		
		JoAnn Schueler Alt			
Legislative Transportation Cmte. (Not Counted for Quorum)					
House Transportation Cmte.	2	Vacant		Abbreviations	
		REP Jake Fey, D Alt		CHRMN Chairman	
		REP Dan Griffey, R		CM Councilmember	
		REP Andrew Barkis, R Alt		CP Council President	
Senate Transportation Cmte.	2	SEN Marko Lias, D		COM Commissioner	
		Vacant Alt		DEP MYR Deputy Mayor	
		SEN Keith Goehner, R		MYR Mayor	
		Vacant, R Alt		MYR Pro Tem	
Voting	32	(Quorum = 14) Quorum Total	19	REP Representative	
		Total Voting members present	22	SEN Senator	



Puget Sound Regional Council

April 2, 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

Six 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 funds 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 summarizes the actions 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 requests from two agencies for modifications to PSRC's FTA funds. These redistributions 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 March 31, 2026.

Everett Transit requests the following redistributions: (1) \$361,334 in 2025 FTA Earned Share funds from *2025-2026 Operations Base Generator* to *2023 Everett Station HVAC Replacement*, and (2) \$80,000 in 2026 FTA Earned Share funds from *2026 Driver Training Equipment* to *2025-2026 Operations Base Generator*. The scope of *2025-2026 Operations Base Generator* will be revised to install automatic switches on the existing generators instead of purchasing a replacement generator. The project cost will be reduced accordingly and the title revised to *2026 Operations Base Generator Enhancements*. The scope of *2023 Everett Station HVAC Replacement* will remain the same; the cost will be increased to offset the actual construction costs, which have exceeded the estimated budget. Funds are no longer needed for *2026 Driver Training Equipment* and the project will be cancelled.

King County Metro (KCM) requests redistribution of FTA Earned Share funds to *Vehicles, Equipment, and Facilities Maintenance 2021-2024* from the following projects:

- \$1,247,758 in 2021 funds from *KCM Service Expansion Battery Electric Bus Service*. Local funds will be used to offset the redistribution and the scope will remain the same.
- \$4,540,751 in 2021 funds and \$3,800,000 in 2022 funds from *KCM Sound Transit Link Passenger Improvements*. Local funds will be used to offset the redistribution and the scope will remain the same.
- \$22,017,333 in 2023 funds and \$29,404,645 2024 funds from *King County Metro Bus Acquisition 2023-2024*. The scope and cost reflect a reduction in the number of vehicles.

The primary use of the funds in *Vehicle, Equipment and Facilities Maintenance 2021-2024* is staff costs for preventative maintenance activities. The proportion of federal funds will be increased to reflect the redistributions summarized above and the scope will remain the same.

KCM also requests to redistribute \$11,228,713 in 2025 Equity funds from *Rapid Ride R Line* to *King County Metro Bus Acquisition 2023-2024*, which previously received Equity funds in 2024. At that time KCM demonstrated that the buses acquired with the Equity funds will support reliable and safe service to equity focus populations in south King County. PSRC has determined that the current redistribution remains consistent with these policies. The scope of *Rapid Ride R Line* will remain the same; local funds will be used to offset the redistribution.

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
5337 HIMB	FTA State of Good Repair program
5339(c)	FTA Bus Low or No Emission Grant Program
BR	Federal Bridge Program
CDBG	Federal Community Development Block Grant
CSRF	State Coronavirus State Recovery Fund
MAW	State Move Ahead account
MVA	State Motor Vehicle Account
NHPP	Federal National Highway Performance 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: April

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

Year: 2026

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Everett Transit	2023 Everett Station HVAC Replacement Existing project receiving redistributed funds for replacement of the HVAC system at Everett Station, including possible replacement of air handlers, terminal utilities, and controls.	\$361,334	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$361,334	Total				
2. Everett Transit	2026 Operations Base Generator Enhancements Existing project receiving redistributed funds for new automatic switches for the generator at the Everett Transit Operations Base on Cedar Street in Everett.	\$80,000	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$80,000	Total				
3. Kenmore	NE 155th Street Ped-Bike (81st Avenue NE - Simonds Road NE) New project programming preliminary engineering, right-of-way, and construction phases for speed zone signage with flashing beacons, lane width reduction, curb extensions and reduced radii, ped crossing improvements, bike lanes, and bike wayfinding signs and markings.	\$4,451,000	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$431,500	Local				
		\$4,882,500	Total				
4. King County Department of Transportation (Transit)	King County Metro Bus Acquisition 2023-2024 Existing project receiving redistributed funds for replacement of 89 buses.	\$11,228,713	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$11,228,713	Total				
5. King County Department of Transportation (Transit)	Vehicle, Equipment and Facilities Maintenance 2021-2024 Existing project receiving redistributed funds for vehicle, equipment, and maintenance facility maintenance.	\$50,120,197	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$10,890,290	Federal 5337 HIMB				
		\$61,010,487	Total				
6. Kitsap Transit	Kitsap Transit Training Facility New project programming preliminary engineering, right-of-way, and construction phases for a new training facility, including an administrative and instructional building, canopy covered spaces, and an uncovered area.	\$15,000,000	Federal 5339(c)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$7,542,536	Local				
		\$22,542,536	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/Phase	UPWP Other	Amend	
7. Puyallup	Meeker Pedestrian Improvements Existing project programming a new right-of-way phase and adding funds to preliminary engineering and construction for sidewalk widening, curb extensions, crosswalks, and other amenities on E Meeker Avenue between S Meridian and 3rd Street SE.	\$850,000	Federal CDBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,449,230	State				
		\$3,248,286	Local				
		\$5,547,516	Total				
8. WSDOT Northwest Region	SR 99 NB Duwamish River Bridge - Grid Deck Replacement New project programming preliminary engineering and construction phases for full replacement of the grid deck.	\$29,031,677	Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,849,397	MAW				
		\$592,483	MVA				
		\$32,473,557	Total				
9. WSDOT Olympic Region	SR 16/Burley Creeks - Remove Fish Barriers Existing project programming a new construction phase and adding funds to preliminary engineering and right-of-way phases for removal of fish barriers. This is a multi-year project, and the programming reflects the planned expenditure schedule within the span of the current TIP.	\$16,395,795	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$153,843	CSRF				
		\$951,701	MAW				
		\$334,608	MVA				
		\$17,835,947	Total				



Puget Sound Regional Council

April 2, 2026

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Certification of Comprehensive Plans for Bonney Lake, Pacific, and Seattle**

IN BRIEF

PSRC staff has reviewed and recommends certification of the 2024 comprehensive plan updates for Bonney Lake, Pacific and Seattle.

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 Bonney Lake 2024 Comprehensive Plan](#)
- [City of Pacific 2024 Comprehensive Plan](#)
- [City of Seattle 2024 Comprehensive Plan](#)

The draft certification reports are available at the links 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:

- **Bonney Lake** adopted its 2024 comprehensive plan update on December 9, 2025. PSRC staff provided comments on the draft plan in August 2024 and October 2025.
- **Pacific** adopted its 2024 comprehensive plan update on December 8, 2025. PSRC staff provided comments on the draft plan in November 2024.
- **Seattle** adopted its 2024 comprehensive plan update on December 16, 2025. PSRC staff provided comments on the draft plan in May 2024 and February 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 Growth Management Policy Board reviewed the plans and recommended certification at its March meeting. The Executive Board will consider the board's recommendation at its April 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

April 2, 2026

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for City of Auburn’s East Valley Highway Widening Project**

IN BRIEF

The City of Auburn has submitted a request to change the status of the *East Valley Highway Widening* project from “Candidate” to “Conditionally Approved for Right-of-Way” in the Regional Transportation Plan. This will allow for expedited processing of the right-of-way phase while the city finalizes the environmental review of this project. Per PSRC’s adopted procedures, requests to change project status require board action.

RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board authorization of a change to the Regional Transportation Plan project status for the City of Auburn’s *East Valley Highway Widening* project from “Candidate” to “Conditionally Approved for Right-of-Way.”

DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC’s Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved, or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan, and/or other planning requirements. A project’s status is changed to Approved once these requirements have been met.

Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

This project will widen East Valley Highway between Lakeland Hills Way and East Valley Access Road to include a four- to five-lane cross section and a separated non-motorized trail along the east side of the project corridor. Improvements will include stormwater, illumination and Intelligent Transportation System (ITS) upgrades.

Table 1 provides additional details on the project, including the criteria used to review the project for the requested status change. The City of Auburn is requesting the status change of the *East Valley Highway Widening* project from “Candidate” to “Conditionally Approved for Right of Way.” This will allow the right-of-way phase to begin while the city finalizes the environmental review of this project; these are allowed to occur concurrently since the right-of-way phase is locally funded. Expediting the right-of-way process will help facilitate the city’s obligation of construction prior to its June 2028 deadline.

Review Criteria	East Valley Highway Widening
Total Project Cost	\$10,700,000
Consistency with Regional Policies	This project has been determined to be consistent with regional policies.
Benefit-Cost Analysis	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
Environmental Documentation	Environmental review is underway and is expected to be completed in Spring 2028. The NEPA determination will be provided to PSRC once completed.
Other Planning Requirements	N/A
Financial Feasibility	The project is fully funded with \$3,324,000 of local funds, \$700,000 of state funds, and \$6,676,000 of federal funds for a total project cost of \$10,700,000 in 2028 year of expenditure dollars.
Air Quality Conformity	Approving this project will not change the region’s air quality conformity determination.

For additional information, please contact Mitch Koch, Associate Planner, at mkoch@psrc.org or 206-464-7537.



Puget Sound Regional Council

April 2, 2026

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **2026 Project Tracking and Delivery: Project Extensions and Exceptions**

IN BRIEF

A requirement to meet an annual delivery target for PSRC's Federal Highway Administration (FHWA) funds has been in place since 2013. PSRC's adopted project tracking policies identify the procedures to be followed when there is a risk the target will not be met, including the development of a supplemental funding action. Information on the preliminary gap to meeting the 2026 delivery target was provided to the board at their meeting on March 12. The reason for the gap included, among other factors, delayed projects requesting an extension to the next fiscal year.

In March, the Transportation Policy Board recommended approval of a supplemental funding action to increase the federal shares of projects awarded PSRC's 2026 FHWA funds, which was subsequently approved by the Executive Board at their meeting on March 26. Since the region's final 2026 federal allocations had not yet been received, staff was granted authority to proceed with increased federal shares based on an estimated delivery gap. At the April 9 meeting, the Transportation Policy Board will be asked to review and recommend approval of project extension requests and three requests for an exception to allow additional time under PSRC's Project Tracking Policies. These project extensions were accounted for in the estimated delivery gap discussed in March.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the actions related to 2026 project tracking and delivery as detailed in Attachment A: 2026

Project Extension and Exception Recommendations.

DISCUSSION

The project tracking policies have evolved 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. The policies include strict deadlines for project delivery each year, but allow a sponsor to request a one-time extension if a project is delayed due to unexpected circumstances outside of the agency's control.

2026 Extension Requests

The adopted policies allow sponsors to request one of two possible extensions. The first provides a 45-day extension for those projects that need a bit more time past the original June 1 deadline, but do not need until the end of the calendar year to deliver. These extensions would remain within the current fiscal year and minimize any impact on the delivery target. The second extension allows more time for those projects that are facing greater delay outside of the reasons noted in the policies for which an extension would not be granted. These projects would receive a one-year extension that requires approval by PSRC's boards.

PSRC staff has reviewed the requested extensions for 2026 in collaboration with the Washington State Department of Transportation (WSDOT) and the chairs of the Regional Project Evaluation Committee (RPEC) and the four countywide transportation forums (the "Chairs group"). A very thorough and detailed review of every project is conducted, with an assessment of each request's consistency with the adopted project tracking policies.

PSRC's project tracking policies authorize staff to review and approve 45-day extension requests in consultation with the Chairs group. Seven requests for 45-day extensions were approved and are provided as information in Attachment A. Of the one-year extension requests, 16 are recommended for approval. Two requests did not meet the project tracking policy requirements and are not recommended for approval; these requests have been withdrawn by their sponsors, and the funds will be returned. These projects may recompile for funding in future project selection cycles. A summary of each project and the reason for the delay is provided in Attachment A.

2026 Project Exception Requests

The adopted project tracking policies also include provisions for when agencies may request an exception. Exception requests are evaluated on a case-by-case basis and may be approved if the following parameters are met: (a) the phase in question remains fully funded, (b) the phase in question can be implemented within six months of board action, and (c) there is a compelling need for the exception. In general, exceptions may be granted when the reason is outside the control of the sponsoring agency.

Three agencies are requesting an exception per the adopted project tracking policies for projects awarded PSRC's FHWA funds. These projects were originally awarded 2025 funding and were granted a one-year extension to deliver in 2026. The projects are:

- City of Edmonds, Highway 99 Revitalization Project - Stage 4 from 220th St SW to 240th St SW. The exception request is to provide additional time due to unforeseen and lengthy delays related to Biological Assessment reviews by the U.S. National Marine Fisheries Service (NMFS).
- Northwest Seaport Alliance, Zero-Emission Drayage Demonstration Program. The exception request is to provide additional time to evaluate options for administrating the grant, due to changes in federal and state administrative procedures that were unforeseen at the time of award and uncertainties in current interpretation of applicable federal rules.
- City of Tacoma, On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement. The exception request is to provide additional time to evaluate options for administrating the grant, due to changes in federal and state administrative procedures that were unforeseen at the time of award and uncertainties in current interpretation of applicable federal rules.

PSRC staff have reviewed these requests and conclude that they meet the requirements as set forth in the adopted project tracking policies for exceptions. The phases remain fully funded and there is a compelling need demonstrated that was outside the control of the sponsor. The City of Edmonds submitted its Biological Assessment more than a year in advance of the approval date needed, and the extended federal review timeline is outside their control. The policy and process changes that triggered the lengthy NMFS review period were not yet in place at the time the project schedule was developed, nor at the time of their funding award. The Northwest Seaport Alliance and the City of Tacoma were each awarded funds to implement vehicle electrification projects, for freight trucks and a locomotive, respectively. Both projects require partnerships similar to other electrification projects that had been successfully administered in the past. However, there have been changes in procedures unforeseen at the time of grant award and, combined with current federal uncertainties, this has resulted in no clear path yet identified to administer these grants. Both agencies are requesting additional time to continue to work with state and federal partners to determine if there is a path forward for implementation of these projects.

Under typical timelines, all three projects would be on track for their applicable phase to be implemented within six months of board action, should the exception requests be granted. However, the current uncertainties in federal staffing levels and rule interpretations are unprecedented and were not anticipated at the time that the six-month delivery timeline was established in PSRC's exception policies. For these reasons, it is recommended that a full year additional extension (to June 1, 2027) be granted to these projects. This would allow projects to still deliver in federal fiscal year 2027, but remove the need to revisit delivery timelines again at mid-year if continued uncertainties further impede the review.

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

ATTACHMENTS

- A. 2026 Project Extension and Exception Recommendations

Attachment A: 2026 Project Extension and Exception Recommendations

1-Year Extensions Recommended for Approval

Sponsor	Project Title	Award Amount	Phase	Reason for Delay
BELL-96	Eastrail - Mountains to Sound Greenway Regional Trails Connection	\$2,500,000	Construction	Additional right-of-way needs have been identified that were not originally anticipated.
BON-18	Veterans Memorial Drive at Angeline Road Intersection	\$43,250	Right-of-Way	Delays due to additional design requirements that were not originally anticipated.
BOTH-53	Bothell Way NE Multimodal Improvements Project (Phase 1)	\$5,480,000	Construction	Delay due to length of federal review of Biological Assessment for environmental permitting.
BOTH-53	Bothell Way NE Multimodal Improvements Project (Phase 2)	\$2,597,500	Construction	
CT-74	Swift BRT Gold Line	\$8,000,000	Construction	Reasons for delay are community-driven design updates, and bus purchase market factors outside the agency's control.
FW-36	Pacific Highway Non-Motorized Corridor - 16th Ave S (S 308th St to S 288th St)	\$3,600,000	Construction	Additional right-of-way needs have been identified that were not originally anticipated.
ISS-36A	Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 1	\$5,380,000	Construction	Delay due to length of federal review of Biological Assessment for environmental permitting.
KTCO-68	Lund & Hoover	\$2,279,363	Construction	Delay due to length of federal review of Biological Assessment for environmental permitting.
NWSA-3	Zero Emission Drayage Demonstration Program	\$1,000,000	Construction	Delay due to shifts in WSDOT's administrative approach for unique project type that are outside of the sponsor's control and require additional time and coordination to resolve.
PB-22	Noll Road Shared Use Path - Middle Segment	\$1,018,879	Construction	Delays due to connection of this project's staging and schedule as it relates to other adjacent project phases.
PCO-179	159 ST E	\$1,500,000	Construction	Additional right-of-way needs have been identified that were not originally anticipated.

SL-27	NE 155th Street Preservation, 1st Ave NE to 15th Ave NE	\$750,000	Construction	Delays due to additional design requirements and utility coordination that were not originally anticipated.
SUL-10	US-2 / Main Street Roundabout	\$2,650,793	Construction	Delay due to length of federal review of Biological Assessment for environmental permitting.
SUM-26	Valley Ave Overlay - Sumner City Limits to Meade McCumber Rd E	\$659,480	Construction	Delays due to additional utility coordination that was not originally anticipated.
WDNW-2092	SR 99/S 272nd St to SR 516 Vicinity - Paving & ADA Compliance	\$1,450,000	Construction	Additional right-of-way needs have been identified that were not originally anticipated.
WDNW-2131	SR 900/57th Ave S to S 135th St - Pedestrian Improvements	\$376,275	Right-of-Way	Delay is due to additional design requirements and community outreach activities that were not originally anticipated.
TOTAL:		\$39,285,540		

1-Year Extension Requests Withdrawn

Sponsor	Project Title	Award Amount	Phase	Reason for Denial
Fife	58th Avenue E and Valley Avenue E Roundabout	\$182,300	Right-of-Way	Delay is due to anticipated length of federal review of Biological Assessment (BA) for environmental permitting that must be completed before right-of-way may be obligated. However, the City is several months away from the expected BA submittal, and with a typical 2-3 year timeline for the review process, it is highly unlikely that the subsequent right-of-way phase could be obligated in 2027.
Orting	Foothills Trail Realignment and Safety Enhancement	\$1,257,381	Construction	Delay is due to community-driven design changes. The City has prepared an updated schedule by which the revised design will be completed in 2028, and it will not be feasible to obligate the subsequent construction phase in 2027.
TOTAL:		\$1,439,681		

Exceptions to Allow Additional 1-Year Extension Recommended for Approval

Sponsor	Project Title	Award Amount	Phase	Reason for Delay
Edmonds	Hwy 99 Revitalization Project - Stage 4 from 220th St SW to 240th St SW	\$2,597,500	Right-of-Way	Delay due to length of federal review of Biological Assessment for environmental permitting.
Northwest Seaport Alliance	Zero-Emission Drayage Demonstration Program	\$1,800,000	Other	Delay due to changes in administrative procedures that were unforeseen at the time of award and uncertainties in current interpretation of applicable federal rules.
Tacoma	On Track for the Future: Tacoma Rail Battery Electric Switcher Locomotive Replacement	\$3,645,000	Other	Delay due to changes in administrative procedures that were unforeseen at the time of award and uncertainties in current interpretation of applicable federal rules.
TOTAL:		\$8,042,500		

Approved 45-Day Extensions (information only)

Sponsor	Project Title	Award Amount	Phase
Bremerton	SR 303 Adaptive Signals (Sheridan to Riddell)	\$1,600,000	Construction
Marysville	88th ST NE Corridor Improvement Project - Phase 1	\$2,597,500	Construction
Monroe	North Kelsey Overlay	\$696,481	Construction
Port Orchard	SR166/ Bay Street Improvements - Preservation	\$2,000,000	Construction
Sultan	US-2 Route Corridor Trail Phase One	\$840,000	Construction
University Place	70th Ave Improvements Phase 2	\$603,500	Construction
University Place	40th Street	\$561,000	Construction
TOTAL:		\$8,898,481	



Puget Sound Regional Council

April 2, 2026

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **2026 Project Tracking and Delivery: Bridge Funding Pilot Program and Contingency**

IN BRIEF

In February, staff briefed the board on a potential bridge funding pilot program which would be funded as part of PSRC's adopted project tracking program 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. The pilot would be for a two-year period and begin with the four counties, focused on immediately ready-to-go bridge replacement, rehabilitation or maintenance projects.

Three bridge projects have been identified for potential funding under the parameters of the pilot program. Additional information will be provided and action requested at the April 9 Transportation Policy Board meeting. In addition, returned funding is available for redistribution to a project on the adopted contingency lists, per the project tracking policies.

RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve a supplemental funding action for three county bridge projects as part of the bridge funding pilot program and a redistribution of funding to a contingency project, as identified in Attachment A.

DISCUSSION

Bridge Funding Pilot Program

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 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.

The pilot program will be for a period of two years and begin with the four counties. The focus of the pilot will be on replacement or strategic maintenance and preservation activities of county owned bridges. 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.

In addition to the funding pilot, PSRC will develop a work program to further investigate bridge data and priority needs throughout the region. Conducting a pilot program over a two-year period, and initiating this broader bridge research program, will provide time for PSRC to work with partners to develop more specific parameters, should the program be continued and expanded into the future.

Staff worked with the four counties to solicit bridge projects that met the parameters of the pilot, namely that a phase would be completed with the available funding and was immediately ready to proceed. One project from each county was requested. Three of the four counties identified a project that met the parameters; Kitsap County does not have a candidate in 2026, but will consider a viable candidate project for the second year of the pilot. The proposed projects are included in Attachment A.

The final 2026 federal allocations were received on April 1, so this information remains preliminary. Staff will review the allocations and final FHWA delivery target and finalize all figures by the April 9 board meeting. At that time, staff will provide a summary overview of the pilot program, next steps, and request the board recommend approval of the project awards based on the available funding.

Contingency Funding

Contingency lists of prioritized projects are approved as part of each project selection process in case additional funds become available prior to the next process. Per

PSRC's adopted project tracking policies, returned funds may be distributed to the adopted contingency list in effect at the time for the same forum and category as the original award. This redistribution occurs separately from the annual rebalancing process to achieve the delivery target when necessary and is allowed within a timeframe that does not impact or interfere with the adopted policies and procedures for the rebalancing process.

The City of Sumner's *Puyallup River Trail Crossing* planning study is recommended to receive 2026 returned funds in the amount of \$300,169 and is able to deliver the funds within the required timeframe. This recommendation is in accordance with the adopted project tracking policies.

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

ATTACHMENT

- A. Bridge Funding Pilot Project Recommendations and Recommended Contingency Funding

ATTACHMENT A: BRIDGE FUNDING PILOT PROJECT RECOMMENDATIONS AND RECOMMENDED CONTINGENCY FUNDING

Recommended Year 1 Bridge Projects

King County

Title: Cottage Lake Creek Bridge #240A Replacement

Description: Replacement of a narrow, structurally deficient short span timber bridge.

Phase: Preliminary Engineering and Design

Preliminary Funding Award: \$1,297,500

Pierce County

Title: Chambers Creek Bridge Replacement Project

Description: Replacement of the functionally obsolete Chambers Creek bridge as part of the larger Chambers Bay Estuary Restoration project.

Phase: Preliminary Engineering and Design

Preliminary Funding Award: \$7.0 million

Snohomish County

Title: Short Span Bridge Maintenance

Description: Rehabilitation and maintenance activities to prolong the life of the Barr Creek Bridge 158 and Hyland Road Bridge 271.

Phase: Construction

Preliminary Funding Award: \$320,000

Recommended Contingency Funding Distribution

City of Sumner

Title: Puyallup River Trail Crossing Planning Study

Description: Planning study of two potential pedestrian bridge crossings over the Puyallup River. The study will look at the feasibility of the crossings, locations and cost estimates.

Phase: Planning

Funding Award: \$300,169



Puget Sound Regional Council

April 2, 2026

ACTION ITEM

To: Transportation Policy Board
From: Kelly McGourty, Director of Transportation Planning
Subject: **Regional Transportation Plan Recommendation**

IN BRIEF

Over the last two years, the Transportation Policy Board has worked with staff to develop the 2026-2050 Regional Transportation Plan. This has included extensive public outreach and engagement, comprehensive discussions of investment levels and transportation finance, and review of detailed analyses reflecting system performance and ongoing needs.

In March, the board reviewed the public comments submitted on the draft plan and the corresponding staff responses, including proposed technical corrections and actions to incorporate into the final draft. The board directed staff to amend the plan documents as detailed in the responses in the comment summary matrix and additional actions discussed at the meeting. On April 9, the board will be asked to recommend approval of the final draft plan.

ACTION

The Transportation Policy Board should recommend approval of the 2026-2050 Regional Transportation Plan to the Executive Board.

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. Submissions were received by 61 respondents, resulting

in 332 unique comments. Staff reviewed and categorized all comments received, organized in a summary matrix that was posted on PSRC's [RTP Engagement Hub](#).

At the March 12 meeting, staff provided a summary of the public comments received, the categorization process and the proposed actions to be taken. These actions included a variety of minor technical and administrative corrections to the draft plan, and three comment themes elevated for board review. Staff proposed future PSRC work programs be added as action items to the plan based on these comments, for the topics of rural transportation issues, emerging transportation technologies and continued improvements to performance monitoring and measurement.

The board concurred with the staff proposals for edits and directed that they be incorporated into the draft plan, which are available to view on the [RTP Engagement Hub](#). No other plan refinements were proposed. At the meeting on April 9, the board will finalize discussions on the 2026-2025 Regional Transportation Plan and recommend approval to the Executive Board. The Executive Board is scheduled to take action at their April 23 meeting to recommend that the General Assembly adopt the final RTP at their meeting on May 28, 2026.

An [addendum](#) to the VISION 2050 Final Supplemental Environmental Impact Statement (SEIS) was prepared to support this action. The potential environmental impacts of the RTP are anticipated to be within the levels identified and analyzed in the VISION 2050 Final SEIS. No new significant adverse environmental impacts are anticipated.

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

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	<i>Concluded</i>
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

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.

Applications are due **May 18**.

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.



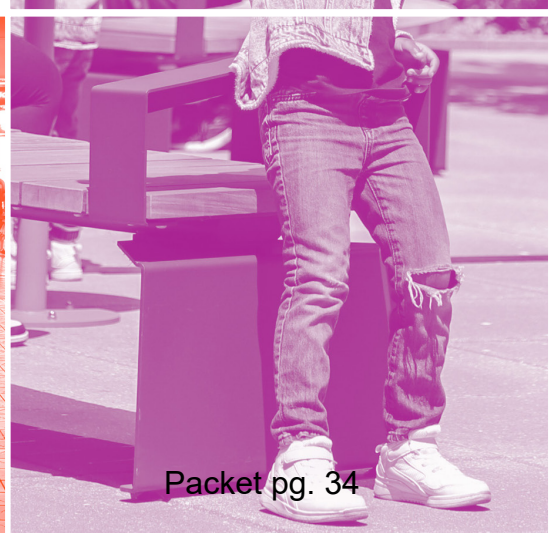


Joint Board Session On Addressing Underserved Communities In Our Region

Thursday, April 30
10:00 AM — 12:00 PM
Hybrid Meeting

PSRC hosted four joint board sessions focused on underserved communities in 2021 – 2023. A new series is planned, and the first session will revisit the importance of building inclusive and resilient communities with opportunity for all in the Puget Sound region. Designed for both new and returning board members and their staff, the session will provide a timely refresher to support the development of effective strategies for today’s political climate. All PSRC board members are highly encouraged to attend.

RSVP information coming soon.



HOUSING MINI-ACADEMY FOR ELECTED LEADERS

Help us kick off Affordable Housing Week! The **Housing Mini-Academy** will equip elected policy-makers across Washington State with the knowledge, tools, and partnerships needed to address the housing affordability crisis.

The Mini-Academy will include:

- Exploration of the fundamentals of the housing crisis
- Small group discussion of solutions to housing costs
- Cutting-edge strategies and innovative funding models

The Mini-Academy is also being hosted by other MPOs to support local discussions of housing. Contact **Paul Inghram** at pinghram@psrc.org for more information.

Save Your Seat!

Register today at <https://www.eventbrite.com/e/1985326262294?aff=oddtcreator>



Friday, May 15, 2026

8:30 AM – 3:00 PM

PSRC Office
1201 Third Avenue
Suite 500
Seattle, WA 98101



Puget Sound Regional Council

