



Puget Sound Regional Council

## Executive Board

Thursday, April 23, 2026 • 10:00 a.m. – 12:00 p.m.

**Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101**

### Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 857 5380 1742, Passcode: 718323

### Attend

- The public can attend meetings at [PSRC's offices](#).
- PSRC staff will be available to provide floor access from 10 minutes before the meeting starts until 15 minutes after it begins.
- 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:**  
[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 [srogers@psrc.org](mailto:srogers@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](#).

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1. **Call to Order (10:00)** – Executive Dave Somers, President
2. **Communications and Public Comment**  
Public comment must relate to an action or discussion item on the agenda.
3. **President's Remarks**
4. **Executive Director's Report**
5. **State Legislative Update (10:20)** – Robin Koskey, PSRC
6. **Committee Report**
  - a. Operations Committee – Executive Ryan Mello, Vice President

## 7. Consent Agenda - Action Items (10:35)

- a. Approve Minutes of Meeting Held March 26, 2026
- b. Approve Vouchers Dated March 13, 2026, Through April 6, 2026, in the Amount of \$1,174,443.47
- c. Approve Contract Authority for Consultant Services for Inclusive Outreach and Engagement Consultant
- d. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program
- e. Authorizing a Change in the Regional Transportation Plan Project Status for City of Auburn's East Valley Highway Widening Project
- f. Approve 2026 Project Tracking and Delivery: Project Extensions and Exceptions
- g. Approve Distribution of Federal Transit Administration World Cup Funding
- h. Approve Certification of Comprehensive Plans for Bonney Lake, Pacific, and Seattle

## 8. Discussion Item (10:40)

- a. Housing Futures Center Presentation – *Professor Gregg Colburn, University of Washington*

## 9. Action Item (11:05)

- a. Recommend Adoption of Fiscal Years 2026-2027 Supplemental Biennial Budget and Work Program – *Andrew Werfelmann, PSRC*

## 10. Action Item (11:15)

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

## 11. Action Item (11:35)

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

## 12. Information Items

- a. Joint Board Session on Addressing Underserved Communities in Our Region, April 30, 2026
- b. Housing Mini-Academy Workshop, May 15, 2026, 8:30 a.m. – 3:00 p.m.
- c. Summer Planning Academy (SPA) for High School Students Applications Due May 18, 2026
- d. PSRC General Assembly, May 28, 2026, 10:00 a.m. – 1:00 p.m. [Register now!](#)

## 13. Other Business

## 14. Next Meeting: NO MEETING IN MAY

The next meeting is scheduled for **Thursday, June 25, 2026, 10:00 AM - 12:00 PM**

## 15. Adjourn (12:00)

Board members please submit proposed amendments and materials prior to the meeting for distribution. Organizations/individuals may submit information for distribution. Send to Sheila Rogers, e-mail [srogers@psrc.org](mailto:srogers@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**

#### **Executive Board**

**Thursday, March 26, 2026**

**Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101**

### **CALL TO ORDER AND ROLL CALL**

The meeting of the Executive Board was called to order at 10:00 AM by Executive Dave Somers, PSRC President. A video of the meeting was streamed live as well as recorded and is 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 live. Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

There were no public comments received.

### **PRESIDENT'S REMARKS**

President Somers reported that the Operations Committee met earlier today and expressed appreciation to Mayor Pro Tem Bryan Wahl for chairing the meeting in place of Operations Committee Chair, Executive Ryan Mello.

The committee approved vouchers and contract authority for consultant services related to a federal policy and grant consultant (items 6b and 6c of the agenda packet). The committee also received updates on the monthly budget, contract status, and grant status reports.

### **EXECUTIVE DIRECTOR'S REPORT**

Josh Brown Updates and Announcements:

- Announced that the Cross Lake opening will take place over the weekend.
- Reported PSRC hosted a successful workshop for newly elected officials, with more than 25 attendees. Thanks were extended to President Dave Somers, Executive Ryan Mello, Mayor Angela Birney, and Councilmember Ashley Mathews for participating in a panel discussion.
- Attended the groundbreaking celebration of King County Metro's RapidRide 1 Line.
- Participated in the Economic Development Board of Pierce County's Annual Meeting.

- Highlighted additional outreach, including engagement with Sammamish, Monroe, Steilacoom, Duvall, Buckley, and King County Department of Local Services staff. As well as outreach with the Washington State Labor Council, President April Sims.

## LEGISLATIVE UPDATE

Robin Koskey, Director of Government Relations and Communications, provided the board with an update on key federal and state policy updates.

## CONSENT AGENDA

**ACTION:** It was moved and seconded (Wahl/Stern) to:

- Approve Minutes of Meeting Held February 26, 2026**
- Approve Vouchers Dated February 9, 2026, Through March 11, 2026, in the Amount of \$1,855,838.89**
- Approve Contract Authority for Consultant Services for a Federal Policy and Grant Consultant**
- Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program**
- Authorize a Change in the Regional Transportation Plan Project Status for City of Woodinville's SR 202 Widening and Trestle Replacement Project**
- Approve 2026 Project Tracking and Delivery Supplemental Funding Request**
- Approve Certification of Comprehensive Plans for Puyallup and Renton**

The motion passed unanimously.

## DISCUSSION ITEM: REGIONAL ECONOMIC STRATEGY AND IMPLEMENTATION COORDINATION

Josh Brown introduced the item. Jason Thibedeau, Program Manager - Economic Development, provided an overview of the Economic Development District (EDD) and its board, noting the board's responsibility for developing and adopting the region's Comprehensive Economic Development Strategy (CEDS), a five-year framework that guides regional collaboration and enables access to U.S. EDA funding.

Mr. Thibedeau reported that the Regional Economic Strategy (RES) update is underway and will serve as the region's federally recognized CEDS. The 2025 update process included stakeholder engagement, policy and funding analysis, and a regional SWOT assessment. The draft strategy identifies priorities focused on global competitiveness, business climate, economic opportunity, and quality of life. Adoption will support continued EDA funding eligibility and coordinated regional implementation.

Challenge Seattle staff, including former Governor Christine Gregoire, presented plans to develop an actionable regional economic development implementation plan in partnership with Boston Consulting Group. The effort will align partners around shared outcomes, defined roles, and accountability, and will identify short-, medium-, and long-term actions. The project is anticipated to run from spring 2026 through June 2026.

Both PSRC and Challenge Seattle emphasized coordination to align the RES with the forthcoming implementation plan and to leverage regional partnerships.

Board members were asked to provide feedback on key questions related to barriers to competitiveness, priority actions, and high-impact business–government partnerships.

### **ACTION ITEM: APPROVE REDESIGNATION OF REGIONAL GROWTH CENTERS AND CERTIFICATION OF SUBAREA PLANS**

Liz Underwood-Bultmann, Principal Planner, and Nancy Ferber, Senior Planner, briefed the board on the proposed redesignation of regional growth centers and certification of subarea plans under the Regional Centers Framework. Regional centers remain central to VISION 2050 and the Regional Growth Strategy, guiding growth, planning, and transportation funding priorities. The 2025 review (the first under the 2018 framework) evaluated all centers for consistency with adopted criteria.

GMPB conducted the review from July to October 2025 and approved a full package of recommendations in March, finding that most centers are performing well, meet regional criteria, and demonstrate strong growth supported by local investments.

Some redesignations include conditions, generally through 2028, to address gaps such as subarea plan updates, boundary reviews, or growth targets, while maintaining eligibility for PSRC transportation funding.

**ACTION: It was moved and seconded (Walters/Wahl) to redesignate regional growth centers and certify regional growth center subarea plans as shown in Attachment A and direct staff to create a formal exception pathway for boundary review.**

The motion passed unanimously.

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

Kelly McGourty, Director of Transportation Planning, and Ben Bakkenta, Director of Regional Planning, reported on the public comment period for the draft Regional Transportation Plan (RTP), which concluded on February 2, 2026. A total of 332 comments were received from 61 respondents and were reviewed, categorized and posted in a summary matrix. Comments were grouped into three categories: no action, technical corrections, and items requiring board input.

Staff summarized key comment themes, particularly those elevated for board input, including rural transportation, emerging technologies and performance monitoring. No additional plan refinements were submitted by the Transportation Policy Board following its March 4 deadline.

The Transportation Policy Board is scheduled to review final edits and consider a recommendation for adoption at its April 9 meeting. The Executive Board is expected to take action on April 28, with final adoption by the General Assembly scheduled for May 28, 2026.

**INFORMATION ITEMS**

Included in the agenda packet:

- Joint Board Session on Addressing Underserved Communities in Our Region, April 30, 2026
- Summer Planning Academy (SPA) for High School Students Applications Due May 18, 2026
- Annual General Assembly Save the Date, May 28, 2026

**OTHER BUSINESS**

There was no other business brought before the board.

**NEXT MEETING**

The next meeting is scheduled for Thursday, April 23, 2026, from 10:00 a.m. to 12:00 p.m.

**ADJOURN**

The meeting was adjourned at 11:59 a.m.

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Adopted this 23<sup>rd</sup> day of April 2026.

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Executive Dave Somers, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

**ATTACHMENT:**

- A. Executive Board Attendance, March 26, 2026

Members and Alternates that participated for all or part of the meeting included:		Present
<b>King County</b>	Executive Girmay Zahilay	
	CM Sarah Perry	1
	Vacant Alt	
	Vacant Alt	
Seattle	Vacant	
	CM Rob Saka	1
	CM Eddie Lin	1
	CM Alexis Mercedes Rinck	1
	CM Robert Kettle Alt	
	CM Dan Strauss Alt	
Bellevue	Vacant Alt	
	MYR Mo Malakoutian	
Federal Way	DP MYR Dave Hamilton Alt	
	MYR Jim Ferrell	1
Kent	Vacant Alt	
	MYR Dana Ralph	1
Kirkland	CM Toni Troutner Alt	1
	MYR Kelli Curtis	
Renton	DP MYR Neal Black Alt	1
	MYR Armondo Pavone	
Redmond	CM James Alberson, Jr. Alt	1
	MYR Angela Birney	1
Auburn	CM Melissa Stuart Alt	
	MYR Nancy Backus	1
Other Cities/Towns in King County	DR MYR Tracey Taylor-Turner Alt	
	CM Jeff Wagner, Covington	1
	MYR Thomas McLeod, Tukwila	
	CM Amy Lam, Sammamish	1
	MYR Chris Roberts, Shoreline Alt	1
	MYR Katy Kinney Harris, Yarrow Point Alt	1
<b>Kitsap County</b>	CM Mark Joselyn, North Bend Alt	1
	COMM Katie Walters	1
Bremerton	COMM Christine Rolfes Alt	
	MYR Greg Wheeler	
Port Orchard	CM Jane Rebelowski Alt	
	MYR Rob Putaansuu	1
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Ed Stern, Poulsbo	1
<b>Pierce County</b>	CM Ashley Mathews, Bainbridge Island Alt	1
	EXEC Ryan Mello <b>VICE PRESIDENT</b>	
	CM Rosie Ayala	
	CM Robyn Denson Alt	
Tacoma	MYR Anders Ibsen	1
	CM Kristina Walker Alt	
Lakewood	CM Ryan Pearson	1
	DP MYR Patti Belle Alt	
Other Cities/Towns in Pierce County	CM Stan Flemming, University Place	
	CM Jeff Sproul, Orting Alt	
<b>Snohomish County</b>	EXC Dave Somers <b>PRESIDENT</b>	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Scott Bader Alt	1
Other Cities/Towns in Snohomish County	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Pro Tem Jacob Walker, Monroe	1
	CM Susan Paine, Edmonds Alt	
	MYR Mike Rosen, Edmonds Alt	
<b>Port of Bremerton</b>	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
<b>Port of Everett</b>	COMM David Simpson	1
	COMM Glen Bachman Alt	
<b>Port of Seattle</b>	COMM Ryan Calkins	1
	COMM Toshiko Hasegawa Alt	
<b>Port of Tacoma</b>	COMM John McCarthy	1
	COMM Kristin Ang Alt	
<b>Washington State Department of Transportation</b>	Secretary Julie Meredith	
	Assistant Secretary John White Alt	1
<b>Washington State Transportation Commission</b>	COMM Nicole Grant	1
	COMM Gael Tarleton Alt	



## Puget Sound Regional Council

April 16, 2026

### CONSENT AGENDA

**To:** Executive Board

**From:** Executive Ryan Mello, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated March 13, 2026, Through April 6, 2026, in the Amount of \$1,174,443.47**

### IN BRIEF

Two representatives of the Operations Committee review and sign off on the vouchers. In accordance with RCW 42.24.080, following the Operations Committee's review, the Executive Board approves the vouchers.

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
03/16/26 - 04/06/26	AP Vouchers	\$ 335,621.32
03/13/26 - 3/31/26	Payroll	\$ 838,822.15
		<b>\$ 1,174,443.47</b>

For additional information, please contact Andrew Werfelmann, Budget Manager, at [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org) or 206-971-3292.



## Puget Sound Regional Council

April 16, 2026

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Executive Ryan Mello, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Consultant Services for Inclusive Outreach and Engagement Consultant**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a consultant contract to assist PSRC with strengthening outreach and public engagement and incorporating accessibility considerations.

### **RECOMMENDED ACTION**

Recommend the Executive Board authorize the Executive Director to enter a consultant contract for inclusive outreach and engagement for up to \$50,000.

### **DISCUSSION**

PSRC is committed to making its outreach and public engagement activities more inclusive and accessible for all communities. The agency is also working to ensure equal access to digital and physical spaces, including our website, regular board meetings and public events. As a public agency, PSRC is required by federal law to meet new legal accessibility standards.

The work with the consultant will build on efforts to enhance and deepen outreach and accessibility for the 2026 Regional Transportation Plan and embed best practices in all outreach and engagement work in the future.

The selected consultant will collaborate with PSRC to develop and implement a work plan that includes staff training, tools and supporting materials.

The proposed contract will support the following proposed tasks:

- Design and deliver a training series for PSRC staff to explore best practices to ensure agency outreach is inclusive.
- Audit PSRC boardroom and board meeting procedures.
- Create meeting checklists to ensure inclusivity is considered and accessibility standards are met.
- Review video presentation format on PSRC's website to ensure meeting videos and presentations take accessibility into account.
- Devise suggested list and profile of community-based organizations to partner with to further network and impact.

This work is anticipated to be completed by the end of 2026. We anticipate the consultant will charge a regular monthly fee that will be the same amount each month. The consultant will provide a list of activities performed with each monthly invoice.

## **LEGAL BACKGROUND**

PSRC is subject to Title II of the Americans with Disabilities Act (ADA), which requires state and local government entities to provide people living with disabilities an equal opportunity to benefit from their programs, services, and activities, ensuring equal access to public services, facilities, and digital content.

In April 2024, the U.S. Department of Justice (DOJ) updated its regulations for Title II, establishing specific requirements for web content and mobile applications. All digital content must meet the Website Content Accessibility Guidelines (WCAG) 2.1 Level AA standards, or the exception criteria, by April 26, 2027

For more information contact Robin Koskey, Director of Government Relations and Communications, at (206) 971-3602 or [rkoskey@psrc.org](mailto:rkoskey@psrc.org).



## Puget Sound Regional Council

April 16, 2026

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **Adopt 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. At its meeting on April 9, the Transportation Policy Board recommended adoption of the amendment.

### **RECOMMENDED ACTION**

The Executive Board should adopt 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](mailto: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	<b>2023 Everett Station HVAC Replacement</b> 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	<b>2026 Operations Base Generator Enhancements</b> 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	<b>NE 155th Street Ped-Bike (81st Avenue NE - Simonds Road NE)</b> 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)	<b>King County Metro Bus Acquisition 2023-2024</b> 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)	<b>Vehicle, Equipment and Facilities Maintenance 2021-2024</b> 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	<b>Kitsap Transit Training Facility</b> 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	<b>Meeker Pedestrian Improvements</b> 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	<b>SR 99 NB Duwamish River Bridge - Grid Deck Replacement</b> 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	<b>SR 16/Burley Creeks - Remove Fish Barriers</b> 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 16, 2026

### CONSENT AGENDA

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**Subject:** **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. At its meeting on April 9, the Transportation Policy Board recommended authorization of the change.

### RECOMMENDED ACTION

The Executive Board should authorize 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.

<b>Review Criteria</b>	<b>East Valley Highway Widening</b>
<b>Total Project Cost</b>	\$10,700,000
<b>Consistency with Regional Policies</b>	This project has been determined to be consistent with regional policies.
<b>Benefit-Cost Analysis</b>	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
<b>Environmental Documentation</b>	Environmental review is underway and is expected to be completed in Spring 2028. The NEPA determination will be provided to PSRC once completed.
<b>Other Planning Requirements</b>	N/A
<b>Financial Feasibility</b>	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.
<b>Air Quality Conformity</b>	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](mailto:mkoch@psrc.org) or 206-464-7537.



## Puget Sound Regional Council

April 16, 2026

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Mayor Dana Ralph, Transportation Policy Board

**Subject:** **Approve 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 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 Executive Board should 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 administering 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 administering 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](mailto:jbarnes@psrc.org) or 206-389-2876.

**ATTACHMENT**

- 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.
<b>TOTAL:</b>		<b>\$39,285,540</b>		

### 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.
<b>TOTAL:</b>		<b>\$1,439,681</b>		

### 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.
<b>TOTAL:</b>		<b>\$8,042,500</b>		

### 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
<b>TOTAL:</b>		<b>\$8,898,481</b>	



## Puget Sound Regional Council

April 16, 2026

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Approve Distribution of Federal Transit Administration World Cup Funding**

### **IN BRIEF**

On March 3, 2026, the Federal Transit Administration (FTA) announced \$100.3 million to reimburse public transportation agencies for expenses they will incur to support matches or other public events held in U.S. cities for the 2026 FIFA World Cup. The greater Seattle region is receiving \$8.4 million to support these activities.

PSRC is required to identify the distribution of this funding to specific agencies and submit the information to FTA by June 1, 2026. Given the quick turnaround and since no board meetings are scheduled in May, staff is working closely with the region's transit agencies to develop the distribution methodology and recommended funding by agency in time for the April 23 Executive Board meeting.

### **RECOMMENDED ACTION**

The Executive Board should approve the distribution of \$8.4 million in FTA funding to the region's transit agencies. The specific amounts per agency are expected to be available by the April 23 meeting.

### **DISCUSSION**

The 2026 FTA FIFA World Cup funding will reimburse transit agencies for a variety of planning, capital, and operating expenses in support of matches and other public events. Eligible activities include transit service, safety and security, wayfinding,

communications, customer support, maintenance and other needs.

PSRC is working in coordination with the region's transit agencies to determine the distribution of the \$8.4 million allocated to the Seattle-Tacoma-Everett Urbanized Area. Agencies providing service into the area in support of World Cup activities are eligible to receive funding.

The distribution of funding by agency must be submitted to FTA by June 1, 2026. The Transit Operators Committee met on April 13 and will meet again on April 22 with the goal of finalizing a list of recommended funding by agency. Once concluded, information will be forwarded to the Executive Board.

For additional information, please contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or (206) 971-3601.



## Puget Sound Regional Council

April 16, 2026

### CONSENT AGENDA

**To:** Executive Board

**From:** Councilmember Ed Prince, Chair, Growth Management Policy Board  
Mayor Dana Ralph, Chair, Transportation Policy Board

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

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024 comprehensive plan updates for Bonney Lake, Pacific, and Seattle. The certification reports describe how the comprehensive plans meet applicable requirements.

### RECOMMENDED ACTION

**The Executive Board should 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 recommended 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 Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024-2025 comprehensive plan updates for Puyallup and Renton. 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 and Transportation Policy Board acted to recommend certification at their March and April meetings. Additional local plans will be brought forward to recommend for certification at future meetings.

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



## Puget Sound Regional Council

### **DISCUSSION ITEM**

April 16, 2026

**To:** PSRC's Executive Board  
**From:** Josh Brown, Executive Director  
**Subject:** **Housing Futures Center Presentation**

### **IN BRIEF**

Professor Gregg Colburn will provide an update on the launch of the Housing Futures Center at the University of Washington's College of Built Environments.

### **DISCUSSION**

In mid-2024, PSRC began partnering with the University of Washington to establish a center focused on research, teaching, and engagement to address regional housing and affordability challenges. Together, PSRC and UW conducted targeted outreach to affordable housing and nonprofit developers, financial institutions, housing advocates, business leaders, and local and state elected officials to help shape the center's focus and identify key research opportunities. PSRC also supported UW's fundraising efforts to advance engagement activities and the center's ongoing work, and led a campaign at the state legislature.

This work is culminating in the official launch of the Housing Futures Center at the University of Washington's College of Built Environments. Professor Colburn will provide an update on current work and upcoming priorities.

PSRC and UW will host a launch event on Wednesday, April 22, from 4:00 to 6:00 p.m. at the Vive Conference Center, located in PSRC's office building (1201 Third Ave, Seattle). Executive Board members are welcome to attend. See Attachment 1 for event details and how to register. [RSVP here](#). Additional details about the Housing Futures Centers can be found in Attachment 2.

Professor Colburn is the Marsha and Jay Glazer Endowed University Professor and Associate Professor in the Runstad Department of Real Estate at the University of Washington's College of Built Environments. He has published research on housing and homelessness, and he is co-author of *Homelessness is a Housing Problem: How Structural Factors Explain U.S. Patterns* and *Affordable Housing in the United States*. [His full bio is available for reference.](#)

For additional information, please contact Robin Koskey, Director of Government Relations and Communications, at [rkoskey@psrc.org](mailto:rkoskey@psrc.org).

**ATTACHMENTS:**

1. Housing Futures Center Launch Event Invitation
2. Housing Futures Center Two-Pager



## Housing Futures Center

### *Advancing a Future with Housing for All*

**There is still time to RSVP!** Join the University of Washington, in partnership with Puget Sound Regional Council to **celebrate the launch of the Housing Futures Center.**

- **Date:** Wednesday, April 22, 2026
- **Time:** 4:00 – 6:00 PM
- **Location:** Vive Conference Center | 1201 3rd Avenue, 24th Floor, Seattle

[Please RSVP](#)

**Washington faces significant housing challenges.** We collectively confront a growing housing shortage and, in particular, insufficient housing that is affordable to middle- and lower-income households.

**Meeting that need will require coordinated, informed, and sustained action.**

**The Housing Futures Center is a new interdisciplinary initiative** designed to build capacity and strengthen decision-making across Washington’s housing ecosystem. By

integrating applied research, education, and cross-sector engagement, the Center supports those who shape housing policy, finance, development, and community outcomes.

This launch will introduce the Center’s initial **research agenda, outline opportunities for partnership, and convene leaders** committed to advancing housing attainability, stability, and shared prosperity across our state.

The program will include remarks from **Gregg Colburn, Founder and Director of the Housing Futures Center, and Josh Brown, Executive Director of the Puget Sound Regional Council.**

We hope you will join us for this important moment. Additional speakers and program details will be announced in the coming weeks.

Gregg Colburn, PhD, MBA, MSW

Founder and Director, Housing Futures Center  
Marsha & Jay Glazer Endowed University Professor  
Associate Professor, Runstad Department of Real Estate  
College of Built Environments | University of Washington

Josh Brown  
Executive Director  
Puget Sound Regional Council

# Housing Futures Center

## Advancing a Future with Housing for All

### Our Vision

The Housing Futures Center (HFC) at the University of Washington is a bold, forward-looking initiative designed to address Washington's most pressing housing challenges—today and in the years ahead. With a mission to build capacity and advance informed decision-making, the Center integrates education, research, and community engagement to support policymakers, advocates, developers, housing providers, tenants, and homeowners in shaping a future where every Washingtonian has access to affordable and stable housing.

### Motivation

Housing in Washington is increasingly out of reach. We don't have enough homes—and the homes we do have are among the most expensive in the country. Over the next two decades, Washington will need more than 1.1 million new housing units, two-thirds of which must be affordable to households earning less than 80% of the area median income.

Washington and the millions of people who call it home can't risk leaving this crisis unaddressed. The consequences of unattainable housing are severe, including increased financial instability, eviction, displacement, and homelessness. These consequences disproportionately affect low-income families, households of color, and, increasingly, older adults. At a broader level, for our state, counties, and cities, unaffordable housing can limit economic growth and place significant burdens on governments.

### Approach

Solving the scale and complexity of Washington's housing challenges requires coordinated, informed, and sustained action. The Housing Futures Center meets this need by advancing three strategies:

#### Research

Addressing our complex housing needs necessitates informed decision-making. The HFC conducts applied, locally-relevant research and maintains accessible data resources that policymakers, community advocates, developers and agencies can use to support their housing-related decision-making. This includes generating insights into housing supply, affordability, displacement, and systemic barriers—equipping stakeholders with the evidence needed to design effective programs, policies, and interventions.

#### Education

Building the future of housing requires a new generation of housing practitioners. The HFC develops the next generation of policymakers, advocates, financiers, providers, and developers, through a range of educational offerings. These include:

- ▶ Coursework rooted in housing systems, policies, and production
- ▶ Real-world learning and experience via case competitions and applied research projects
- ▶ Financial support for housing-related internships and fellowships
- ▶ Access to mentors and industry leaders through lectures and community gatherings

#### Engagement

Complex problems require diverse perspectives. The Center convenes policymakers, developers, advocates, residents, and civic leaders in communities across the state in solution-focused conversations across sectors. Through structured dialogue and design sessions, the HFC creates conditions for shared problem-solving by fostering mutual understanding, highlighting promising practices, and supporting collaborative action across conventional divides toward shared housing goals.



*Yesler Terrace Multi-Family Housing in Seattle.*



Rolling farm landscape in the Palouse region of Washington State.



Row of new townhouses in downtown Spokane, Washington.

## Shared Goals

Aligned with state and local priorities, the Housing Futures Center does not construct housing or establish housing policy. It works to support and inform those who do. Our work is designed to advance the following shared goals:

- ▶ Housing attainability, affordability, & stability
- ▶ Thriving communities
- ▶ Informed decision-making
- ▶ Shared prosperity

## Our Values

HFC operates with intention and integrity, guided by values ensuring our work is responsive, rigorous, and rooted in community. We are:

- ▶ **Pragmatic**—We focus on real-world impact, helping partners navigate systems and shape implementable solutions.
- ▶ **Conscientious**—We approach every project with integrity, rigor, and a commitment to equity.
- ▶ **Humble**—We recognize that no single approach will solve Washington’s housing crisis. We center community voices and value diverse perspectives, essential to scaling effective, inclusive solutions.



Newport Shores neighborhood along Lake Washington in Bellevue.

## The University of Washington as a Partner

As a leading public research university committed to serving the people of Washington, the University of Washington brings deep interdisciplinary expertise, robust legislative and industry partnerships, and a longstanding commitment to community engagement.

The HFC leverages interdisciplinary partnerships—especially across the College of Built Environments and the Evans School of Public Policy & Governance—alongside our legislative, industry, and nonprofit networks. Together, we’re building a hub where knowledge and connection produce action.

## How to Engage

- ▶ **Share Your Expertise**—Partner with the HFC as a mentor, guest lecturer, or case competition advisor.
- ▶ **Advance Student Learning**—Host student interns or fellows within your organization.
- ▶ **Invest in the Center**—Make a philanthropic contribution to support research, student opportunities, and statewide engagement.
- ▶ **Promote Research & Collaboration**—Suggest areas for research, support targeted projects, or share data that can inform statewide solutions.
- ▶ **Engage in Solution Seeking**—Attend a community dialogue and design session.

## Contact

To learn more about the Housing Futures Center at the University of Washington, please contact:

**Gregg Colburn** | [colburn3@uw.edu](mailto:colburn3@uw.edu)  
**Alex Haslam** | [alexec3@uw.edu](mailto:alexec3@uw.edu)



COLLEGE OF BUILT ENVIRONMENTS

UNIVERSITY of WASHINGTON



EVANS SCHOOL OF PUBLIC POLICY & GOVERNANCE

UNIVERSITY of WASHINGTON



## Puget Sound Regional Council

April 16, 2026

### **ACTION ITEM**

**To:** Executive Board

**From:** Executive Ryan Mello, Chair, Operations Committee

**Subject:** **Recommend Adoption of Fiscal Years 2026-2027 Supplemental Biennial Budget and Work Program**

### **IN BRIEF**

On Thursday, April 23, 2026, the Executive Board will be asked to recommend the Fiscal Years 2026-2027 Supplemental Biennial Budget and Work Program for adoption by the General Assembly on May 28, 2026.

An April approval by the Executive Board is needed to stay on schedule for adoption at the May 28<sup>th</sup> General Assembly.

### **RECOMMENDED ACTION**

1. **Recommend that the Executive Board approve the Proposed FY 2026-2027 Supplemental Biennial Budget and Work Program and recommend adoption by the General Assembly on May 28, 2026.**
2. **Recommend that the General Assembly adopt Resolution PSRC-A-2026-02 authorizing the submittal of the adopted Fiscal Year 2026-2027 Supplemental Biennial Budget and Work Program.**

### **BUDGET IMPACT**

The proposed FY 2026-2027 Supplemental Biennial Budget and Work Program of \$45.6 million is based on revenue and expense assumptions illustrated in Tables 1 through 7, beginning on page 17 of the Draft Supplemental FY2026-2027 Biennial Budget and Work Program Document.

## DISCUSSION

The Puget Sound Regional Council is the federally designated Metropolitan Planning Organization and state designated Regional Transportation Planning Organization for the four-county area and has specific responsibilities under the Infrastructure Investment and Jobs (IIJA) Act, Fixing America's Surface Transportation (FAST) Act, Clean Air Act (CAA), the state Growth Management Act (GMA), the Economic Development Act (EDA), and the Interlocal Agreement approved by PSRC members.

PSRC is funded through a combination of federal and state grants and local funds. The federal grants traditionally make up nearly 80% of the funding, while state grants contribute about 5%. Local funds provide approximately 15% and are used to match the state and federal grants, and fund work not covered by federal and state grants.

PSRC's major activities in the FY 2026-2027 Supplemental Budget and Work Program will build on and enhance efforts begun with the FY 2026-2027 Adopted Budget, focusing on meeting mandates and continuing to provide essential services to members. The budget contains the following elements: Planning Management, Regional Growth Planning, Transportation Planning, Economic Development, Data, Council Support, Communications, and Administrative Services.

The Operations Committee, which has primary responsibility for developing the annual Budget and Work Program began work on the budget in September with a review of key dates. In October, the committee reviewed the revenue and expenditure assumptions as well as PSRC's financial policies. The resulting draft Supplemental Budget and Work Program received a final review by the Operations Committee on December 4, 2025.

The Executive Board, Transportation Policy Board, Growth Management Policy Board, and Economic Development District Board were given information on the proposed draft Supplemental Budget and Work Program in January 2026.

By the conclusion of their April 23<sup>rd</sup> meeting, the Operations Committee will have finalized a recommended Budget and Work Program for presentation to the Executive Board for approval at their meeting on April 23<sup>rd</sup>, 2026. The action to adopt the Proposed FY 2026-2027 Supplemental Biennial Budget and Work Program by the General Assembly is contingent upon Executive Board approval in April.

To view the Proposed Supplemental Biennial Budget and Work Program, Fiscal Years 2026-2027 online, please refer to: <https://www.psrc.org/about/budget>

If you have questions, please call Andrew Werfelmann, PSRC Budget Manager, at (206) 971-3292 or email [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org).

## ATTACHMENTS

- A. Resolution PSRC-A-2026-02



Puget Sound Regional Council

**RESOLUTION NO. PSRC-A-2026-02**

**A RESOLUTION of the Puget Sound Regional Council  
Authorizing Submittal of the Fiscal Years 2026-2027 Supplemental  
Biennial Budget and Work Program**

**WHEREAS**, the General Assembly of the Puget Sound Regional Council (PSRC), at its meeting on May 28, 2026, adopted the Supplemental Biennial Budget and Work Program for Fiscal Years 2026-2027;

**WHEREAS**, that the Executive Director of the Puget Sound Regional Council is authorized to submit to the federal and state agencies the grant application to carry out the Biennial Budget and Work Program, and all supporting information, including procedures to ensure compliance with the requirements of the U.S. Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation.

**NOW THEREFORE BE IT RESOLVED** that the Executive Director is designated as the authorized official to execute grant contracts on behalf of the Puget Sound Regional Council with the United States Department of Transportation, the Economic Development Administration; the Environmental Protection Agency; the Federal Aviation Administration; the United States Geological Survey; and the Washington State Department of Transportation in support of the adopted budget and work program; and

**BE IT FURTHER RESOLVED** that the Executive Director of PSRC is authorized to incur costs beginning on July 1, 2025, and receive planning monies from the federal and state agencies and local jurisdictions pursuant to the adopted Biennial Budget and Work Program for Fiscal Years 2026-2027 for the Puget Sound Regional Council.

**ADOPTED** by the Assembly this 28<sup>th</sup> day of May 2026.

\_\_\_\_\_  
Dave Somers, Executive  
Snohomish County  
President, Puget Sound Regional Council

ATTEST: \_\_\_\_\_  
Josh Brown, Executive Director



## Puget Sound Regional Council

April 16, 2026

### **ACTION ITEM**

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

**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 Executive Board was briefed on 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 Transportation Policy 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 Transportation Policy Board recommended adoption of the final draft plan.

### **RECOMMENDED ACTION**

The Executive Board should recommend adoption of the 2026-2050 Regional Transportation Plan to the General Assembly.

### **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 26 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 Transportation Policy 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 Transportation Policy Board recommended adoption of the final plan 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](mailto: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.



## Puget Sound Regional Council

April 16, 2026

### **ACTION ITEM**

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

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

### **IN BRIEF**

In February, staff briefed the Transportation Policy 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 23 Executive Board meeting. In addition, returned funding is available for redistribution to a project on the adopted contingency lists, per the project tracking policies. At its meeting on April 9, the Transportation Policy Board recommended approval of these actions.

### **RECOMMENDED ACTION**

The Executive Board should 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.

Over the last several months the Transportation Policy Board has 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 (action related to 2026 delivery and increasing federal shares was taken as part of the March 26 Executive Board Consent Agenda).

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. Staff have reviewed the allocations and finalized the 2026 FHWA delivery target and supplemental funding action necessary. At the April 23 Executive Board meeting, staff will provide a summary overview of the pilot program, next steps, and request the board approve 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](mailto: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: \$276,800 (*corrected as of April 14*)

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



# 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.

To RSVP, email Kristin Mitchell at [kmitchell@psrc.org](mailto:kmitchell@psrc.org).



# 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](mailto: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



# 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](http://www.psrc.org/our-work/summer-planning-academy) or scan the QR code.

Questions? Email us at [spa@psrc.org](mailto:spa@psrc.org).



# 2026 GENERAL ASSEMBLY

## Register Now



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!**

[Register Here](#)



Puget Sound Regional Council