



Puget Sound Regional Council

Executive Board

Thursday, July 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: 848 3458 1810, Passcode: 993682

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 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 (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 (10:40)

- a. Approve Minutes of Meeting Held June 25, 2026
- b. Approve Vouchers Dated June 8, 2026, Through July 6, 2026, in the Amount of \$1,635,834.59
- c. Approve Membership for Port Gamble S’Klallam Tribe
- d. Approve Increase in Revolving Fund Amount
- e. Approve PSRC FY2027 Indirect Cost Rate
- f. Approve 2026 Federal Transit Administration Adjustments
- g. Approve Critical Urban and Rural Freight Corridor Designations
- h. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program

8. Action Item (10:45)

- a. Approve Rural Town Centers and Corridors Program/Transportation Alternatives Program Project Recommendations – *Jennifer Barnes, PSRC*

9. Discussion Item (11:05)

- a. Regional Centers Framework – *Liz Underwood-Bultmann, PSRC*

10. Discussion Item (11:25)

- a. Puget Sound Data Trends – *Craig Helmann, PSRC*

11. Information Item

- a. New Employee Status Report

12. Other Business

13. Next Meeting: NO MEETING IN AUGUST

- **Thursday, September 24, 2026, 10:00 AM - 12:00 PM**

14. 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, or mail.

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

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



Puget Sound Regional Council

MINUTES

Executive Board

Thursday, June 25, 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 10:02 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 Dave Somers reported on the May 28 Annual Meeting, where members re-elected him as President and Pierce County Executive Ryan Mello as Vice President. The Assembly adopted the Fiscal Years 2026–2027 Supplemental Biennial Budget and Work Program and the Regional Transportation Plan. Members also heard a discussion on implementation of the Regional Transportation Plan and received presentations on regional economic development, including remarks from former Governor Chris Gregoire, a presentation by Boston Consulting Group, and a panel discussion with regional business leaders on the region's economic opportunities and challenges.

EXECUTIVE DIRECTOR'S REPORT

Josh Brown Updates and Announcements:

- Congratulated Executive Dave Somers and Executive Ryan Mello on their re-elections and noted that it was a successful General Assembly.
- Mentioned the region's successful FIFA events, which generated extensive international media coverage and record-breaking transit ridership, with appreciation expressed to the FIFA Local Organizing Committee, transit agencies, first responders, and other partners.

- Noted the launch of outreach efforts for the Regional Open Space Conservation Plan, including a community survey and photo challenge, and encouraged members to help promote public participation.
- Additional updates included the Port Gamble S'Klallam Tribe's interest in PSRC membership, presentation of a VISION 2050 Award to the Kitsap Regional Coordinating Council for its ADU Program, hosting a delegation from the Delaware Valley Regional Planning Commission, and ongoing outreach to local jurisdictions on housing and regional planning.

FEDERAL AND STATE POLICY UPDATE

Robin Koskey, Director of Government Relations and Communications, provided the board with a federal and state budget and policy update.

COMMITTEE REPORT

Vice President and Operations Committee Chair Executive Ryan Mello reported that the Operations Committee recommended Executive Board approval of vouchers dated April 13, 2026, through June 3, 2026, in the Amount of \$2,601,607.86.

He also reported that the committee recommended approval of contract authority for state legislative consultant services and approval of a budget amendment and increased contract authority for consultant services to support the Regional Household Travel Survey Program.

CONSENT AGENDA

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

- Approve Minutes of Meeting Held April 23, 2026**
- Approve Vouchers Dated April 13, 2026, Through June 3, 2026, in the Amount of \$2,601,607.86**
- Approve Contract Authority for State Legislative Consultants**
- Approve Budget Amendment and Increase Contract Authority for Consultant Services for the Third Survey Wave (2027) of an Eight-Year Household Travel Survey Program**
- Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program**

The motion passed unanimously.

ACTION ITEM: APPROVE REDESIGNATION OF MANUFACTURING/INDUSTRIAL CENTERS AND CERTIFICATION OF SUBAREA PLANS

Liz Underwood-Bultmann, PSRC Principal Planner, presented the Growth Management Policy Board's recommendation to redesignate the region's manufacturing/industrial centers and certify associated subarea plans. She explained that the review, conducted under the Regional Centers Framework, found that the centers generally continue to meet regional designation criteria and play a critical role in supporting industrial employment, freight movement, and economic development. She noted that several redesignations included conditions requiring

jurisdictions to complete additional planning work or demonstrate progress toward employment goals while maintaining eligibility for PSRC-managed transportation funding. She also shared that the Growth Management Policy Board would consider potential updates to the Regional Centers Framework later in 2026.

ACTION: It was moved and seconded (Ibsen/Wahl) to redesignate manufacturing/industrial centers and certify subarea plans as shown in Attachment A.

The motion passed with Commissioner Axel Strakeljahn abstaining.

DISCUSSION ITEM: REGIONAL OPEN SPACE CONSERVATION PLAN UPDATE

Erika Harris, PSRC Senior Planner, presented an update on the Regional Open Space Conservation Plan, which is being revised in advance of the next update to VISION 2050. She reviewed the plan's role in protecting the region's farms, forests, parks, trails, aquatic systems, and other open spaces while improving equitable access to recreational opportunities. Ms. Harris outlined the update process and timeline, noted ongoing engagement with local jurisdictions and advisory groups, and invited Executive Board members to provide feedback on key challenges and strategies for conserving and enhancing the region's open space network.

DISCUSSION ITEM: HOUSING DEVELOPMENT DATA TOOL DEMONSTRATION AND DISCUSSION

Robin Koskey, PSRC Director of Government Relations and Communications, introduced consultants from HR&A, who developed the Housing Development Data Tool, and Uncommon Bridges, which is supporting the regional outreach strategy. The board received a demonstration of the new regional housing data tool, developed through an Amazon grant to support housing affordability and increase housing supply across the central Puget Sound region. Ms. Koskey explained that the interactive platform provides parcel-level housing data, mapping, and redevelopment analysis to inform local housing planning and development decisions. The board also heard about plans for the tool's public launch, regional outreach, and training to promote its use by local jurisdictions and community partners. The platform will be launched on PSRC's YouTube channel on July 22, 2026.

INFORMATION ITEM

Included in the agenda packet:

- New Employee Status Report

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next Executive Board meeting is scheduled for Thursday, July 23, 10:00 a.m. to 12:00 p.m.

ADJOURN

The meeting was adjourned at 11:45 a.m.

Adopted this 23rd day of July 2026.

Executive Dave Somers, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

A. Executive Board Attendance, June 25, 2026

Executive Board - June 25, 2026 Meeting		7.a-Att. A
Members and Alternates that participated for all or part of the meeting included:		Present
King County	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	
	CM Robert Kettle Alt	
	CM Dan Strauss Alt	
Bellevue	Vacant Alt	
	MYR Mo Malakoutian	1
Federal Way	DP MYR Dave Hamilton Alt	
	MYR Jim Ferrell	
Kent	Vacant Alt	
	MYR Dana Ralph	
Kirkland	CM Toni Troutner Alt	
	MYR Kelli Curtis	1
Renton	DP MYR Neal Black Alt	
	MYR Armondo Pavone	
Redmond	CM James Alberson, Jr. Alt	
	MYR Angela Birney	
Auburn	CM Melissa Stuart Alt	
	MYR Nancy Backus	
Other Cities/Towns in King County	DR MYR Tracey Taylor-Turner Alt	
	CM Jeff Wagner, Covington	
	MYR Thomas McLeod, Tukwila	1
	CM Amy Lam, Sammamish	1
	MYR Chris Roberts, Shoreline Alt	1
	MYR Katy Kinney Harris, Yarrow Point Alt	1
Kitsap County	CM Mark Joselyn, North Bend Alt	1
	COMM Katie Walters	1
Bremerton	COMM Christine Rolfes Alt	
	MYR Greg Wheeler	1
Port Orchard	CM Jane Rebelowski Alt	
	MYR Rob Putaansuu	
Other Cities/Towns in Kitsap County	CM Jay Rosapepe Alt	
	MYR Ed Stern, Poulsbo	
Pierce County	CM Ashley Mathews, Bainbridge Island Alt	
	EXEC Ryan Mello VICE PRESIDENT	1
	CM Rosie Ayala	1
	CM Robyn Denson Alt	
Tacoma	MYR Anders Ibsen	1
	CM Kristina Walker Alt	
Lakewood	CM Ryan Pearson	
	DP MYR Patti Belle Alt	
Other Cities/Towns in Pierce County	CM Stan Flemming, University Place	
	CM Jeff Sproul, Orting Alt	
Snohomish County	EXC Dave Somers PRESIDENT	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	1
	CM Scott Bader Alt	
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	1
	MYR Mike Rosen, Edmonds Alt	
Port of Bremerton	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
Port of Everett	COMM David Simpson	
	COMM Glen Bachman Alt	1
Port of Seattle	COMM Ryan Calkins	
	COMM Toshiko Hasegawa Alt	
Port of Tacoma	COMM John McCarthy	
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Julie Meredith	
	Assistant Secretary John White Alt	
Washington State Transportation Commission	COMM Nicole Grant	
	COMM Gael Tarleton Alt	



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Vouchers Dated June 8, 2026, Through July 6, 2026, in the Amount of \$1,635,834.59**

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>
06/08/26 - 07/06/26	AP Vouchers	\$ 833,770.34
06/15/26 - 06/30/26	Payroll	\$ 802,064.25
		\$ 1,635,834.59

For additional information, please contact Andrew Werfelmann, Budget Manager, at 206-971-3292 or awerfelmann@psrc.org.



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Membership for Port Gamble S’Klallam Tribe**

IN BRIEF

The Port Gamble S’Klallam Tribe has requested membership in the Puget Sound Regional Council.

RECOMMENDED ACTIONS

1. Recommend that the Executive Board approve the membership request from Port Gamble S’Klallam Tribe to join the Puget Sound Regional Council, effective July 23, 2026.
2. Recommend the Executive Board authorize the Executive Director to assess the Port Gamble S’Klallam Tribe membership dues beginning in Fiscal Year 2028 (July 1, 2027 - June 30, 2028).

BUDGET IMPACT

PSRC will waive the first year of membership dues for the Port Gamble S’Klallam Tribe. The estimated annual dues beginning fiscal year 2028 will be approximately \$794.00 per year. The dues are based on the schedule of Indian tribe members as identified in the budget.

The addition of the Port Gamble S’Klallam Tribe will increase the dues revenue by \$794.00. The addition of the Port Gamble S’Klallam Tribe will be reflected in the Fiscal Years 2028-2029 Biennial Budget and Work Program.

For additional information, please contact Josh Brown, Executive Director, at jbrown@psrc.org.



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Increase in Revolving Fund Amount**

IN BRIEF

PSRC utilizes King County Treasury as its bank and remits invoice payments through King County's warrant process. Because invoice payments require coordination with King County, staff need additional processing time before checks can be issued. To help ensure timely payment of invoices, PSRC would like to increase the limit on its revolving fund account.

RECOMMENDED ACTION

The Executive Board should authorize the Executive Director to increase the amount of the revolving fund account from \$10,000 to \$20,000.

BUDGET IMPACT

There is no budget impact.

DISCUSSION

The revolving fund allows the agency to issue payments promptly rather than wait the minimum five business days required to receive warrants from King County. PSRC uses the revolving fund to pay invoices with an immediate due date, remit prompt payment for delivery fees and cover benefit expenses.

PSRC's revolving fund account currently has a limit of \$10,000, which has remained unchanged since 2009. Since that time, both the volume of transactions and cost of goods and services have increased. Additionally, the agency has had to allow for additional time to receive warrants from King County Treasury. Increasing the current revolving fund limit to \$20,000 would provide additional flexibility to manage payment

obligations and allow for timing differences between payment needs and warrant processing.

Internal controls and security measures that guide the use of the revolving fund remain unchanged. The account is reconciled monthly with any issues identified and resolved promptly.

NEXT STEPS

For more information, please contact Lili Mayer at 206-971-3268 or LMayer@psrc.org.



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve PSRC FY 2027 Indirect Cost Rate**

IN BRIEF

Staff request approval of PSRC's Fiscal Year 2027 Indirect Cost Rate Proposal (ICRP).

RECOMMENDED ACTION

Recommend the Executive Board approve PSRC's Fiscal Year 2027 indirect cost rate proposal with a benefit rate of 54.03% and indirect rate of 48.21%.

BUDGET IMPACT

The attached ICRP is used to allocate PSRC's budgeted benefits and indirect costs to federal awards. The benefits and indirect costs were included as part of PSRC's Supplemental Biennial Budget and Work Program for Fiscal Years 2026-2027 as adopted by the General Assembly on May 28, 2026.

DISCUSSION

Indirect costs are costs incurred for common or joint purposes that cannot be easily identified with a particular final cost objective. These costs benefit more than one cost objective or program and are allocated to federal awards by use of an indirect cost rate.

Our federal cognizant agency, the Federal Transit Administration (FTA), last reviewed and approved PSRC's ICRP on February 15, 2018. Subsequent ICRPs do not need to be submitted for approval unless PSRC changes its accounting system, changes its ICRP methodology, or if PSRC's ICRP exceeds the rate last approved by the FTA by more than 20%.

The MPO/RTPO Agreement between PSRC and the Washington State Department of Transportation (WSDOT) requires Executive Board approval of PSRC's indirect cost proposal. Once approved, staff will include the proposal within the budget and work program.

For more information, please contact Andrew Werfelmann at 206-971-3292 or awerfelmann@psrc.org.

ATTACHMENT**A. FY2027 Indirect Cost Plan Proposal**



July 1, 2026

Federal Transit Administration – Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

To Whom it May Concern,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2027 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2027 benefit rate is 54.03% of salaries. The proposed indirect rate is 48.21% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2025 Audited Financial Statements
- Proposal Reconciliation with FY 25 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-971-3268 or lmayer@psrc.org.

Thank you,

A handwritten signature in cursive script that reads "Lili Mayer".

Lili Mayer
Finance Manager
Phone: 206-971-3268
Email: lmayer@psrc.org
Enclosure

INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1F Appendix F “Cost Allocation Plans” and Appendix G “Indirect Cost Rate Proposals”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

PSRC has made no change in its accounting system. PSRC’s proposed indirect rate does not exceed its previously approved 2017 rate of 53.73% by more than 20%. PSRC has not changed its Indirect Cost Rate Proposal methodology. PSRC will not submit the plan to FTA for approval but will be kept on file and made available to review as required.

**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH
VS PAID DIRECT EMPLOYEE BENEFITS
FOR THE YEAR ENDING JUNE 30, 2025**

Total Employee Benefits Incurred:

Employee Leave Benefits	1,365,759	
Employee non-leave Benefits	2,772,180	
Total Employee Benefits Incurred	\$ 4,137,939	

2025 Actual Benefit Rate Calculation:

<u>Total Actual Benefits</u>	=	<u>4,137,939</u>	60.50%
Total Actual Salaries		6,840,091	

Total Direct Salaries	\$ 5,504,104	
Total Allocated Direct Benefits (@ 53.89% of Total Direct Salaries)	2,966,162	
Total Direct Salaries and Allocated Direct Benefits	<u>\$ 8,470,266</u>	
Total Allocated Indirect Cost per Government Wide Statement ((@43.18% of Direct Salaries and Allocated Benefits (\$8,470,265.09 x 43.18%))	\$ 3,657,462	
Less: Total Actual Net Indirect Cost for FY 2025	3,767,634	
Allocated Indirect Cost less Actual Indirect Cost Over (Under)		\$ (110,172)

Total Allocated Direct Benefits	\$ 2,966,162	
Less: Total Actual Direct Benefits	3,329,729	
Allocated Direct Benefits less Actual Direct Benefits Over (Under)		\$ (363,566)

Allocated Indirect Cost and Direct Benefits Over (Under)		\$ (473,738)
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Indirect Salaries	1,335,986	
Indirect Benefits	808,210	
Indirect Costs	1,623,438	
Total Indirect Incurred	\$ 3,767,634	

2025 Actual Indirect Rate Calculation:

<u>Total Actual Indirect Costs</u>	=	<u>3,767,634</u>	42.65%
Total Direct Salaries/Benefits		8,833,833	

Note: FY 2025 Allocated Benefit Rate of 53.89% and Indirect Rate of 43.18% (Based on final Budget vs Actual Report for FY2025)

**PUGET SOUND REGIONAL COUNCIL
BENEFIT RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2027**

FY 2027 Budgeted Benefits	\$ 4,364,736
FY 2027 Budgeted Direct Salaries	6,718,204
FY 2027 Budgeted Indirect Salaries	1,360,812
Total Salaries	<u>\$ 8,079,016</u>

BENEFIT RATE

<u>Total Benefits</u>	=	<u>4,364,736</u>	=	<u>54.03%</u>
<u>Total Salaries</u>		<u>8,079,016</u>		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2027 BENEFIT COST**

Benefit	2027 Budget
Fica/Medicare	\$ 666,625
State L&I	34,856
State Unemployment	156,853
OR State TriMet	800
Vacation/Personal Time	795,462
Excess comp	0
Sick leave	4,432
Floating holiday	70,097
Holiday	376,706
Bereavement/Other	19,158
State Retirement	486,244
PERS Admin Fee	12,731
457 Plan	346,500
401A Mission Square	9,564
Medical /Vision Insurance	1,100,457
Dental Insurance	101,919
LTD	48,278
Life insurance	6,583
Long term care	6,878
STD	60,036
EAP/Misc	5,000
Jury duty	321
EE recog	5,000
Transportation Incentive	50,235
Total	<u>\$ 4,364,736</u>

**PUGET SOUND REGIONAL COUNCIL
INDIRECT COST RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2027**

FY 2027 Budgeted Indirect Cost	\$ 4,988,791
FY 2027 Budgeted Direct Salaries	6,718,204
FY 2027 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)	3,629,846
Estimated FY 2027 Direct Salaries & Benefits	\$ 10,348,050

INDIRECT COST RATE

<u>Total Indirect Cost</u>	=	4,988,791	=	48.21%
Total Direct Salaries & Benefits		10,348,050		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2027. INDIRECT COST BUDGET**

Categories	2027 Budget
Indirect Salaries and Benefits	\$ 2,096,079
Other contract services	239,489
Accounting and auditing	93,000
legal services	157,500
Rent	737,868
Paper	2,100
Copier Expense	14,700
Graphics & Printing	10,500
Postage	2,100
Office Supplies	10,500
Records Storage	8,400
Maintenance & Repairs	21,000
Telephone	31,500
Furniture & fixtures	37,800
Delivery charges	263
Advertising	1,575
Conferences	10,500
Education & Training	55,125
Meetings	21,000
Professional Dues	59,850
Publications	4,200
Translation Services	10,500
Web Page	54,600
Equipment lease	21,000
Recruiting & Advertising	10,500
moving	84,000
Vehicle Parking & Fuel& maintenance	24,344
Data Acquisition	1,050
Miscellaneous	525
Hardware	52,500
Software	195,250
Hardware Maintenance	69,300
Software Maintenance	-
Telecoferencing	15,750
Internet	21,000
Computer Supplies	15,750
Cloud Services	126,000
Temporary Personnel	15,750
Insurance	148,296
Travel	15,750
Depreciation	300,000
FY2027 Total Indirect Costs	4,796,913
Plus: Estimated Cumulative Under Allocation as of 06/30/2025	191,878
Totals	\$ 4,988,791

**PUGET SOUND REGIONAL COUNCIL
SCHEDULE OF DIRECT AND INDIRECT COST
FOR THE YEAR ENDING JUNE 30, 2027**

Categories	Total Cost	Direct Cost	Indirect Cost
Salaries	\$ 6,840,091	\$ 5,504,104	\$ 1,335,986
Benefits	4,137,939	3,329,729	808,210
Total Salaries & Benefits	\$ 10,978,029	\$ 8,833,833	\$ 2,144,196
Other contract services	4,084,059	3,942,512	141,547
Accounting and auditing	62,595	0	62,595
legal services	40,552	0	40,552
Rent	14,376	0	14,376
Outreach Compensation	0	0	0
Paper	0	0	0
Copier Expense	13,769	0	13,769
Graphics & Printing	7,844	4,275	3,569
Postage	904	7	896
Office Supplies	29,025	203	28,822
Records Storage	5,867	0	5,867
Maintenance & Repairs	1,240	0	1,240
Telephone	11,668	0	11,668
Furniture & fixtures	2,158	0	2,158
Delivery charges	0	0	0
Advertising	458	458	0
Conferences	34,440	26,017	8,423
Education & Training	27,466	881	26,585
Meetings	36,548	35,027	1,521
Professional Dues	21,095	400	20,695
Publications	3,283	1,121	2,162
Translation Services	810	810	0
Web Page	12,331	0	12,331
Equipment lease	0	0	0
Recruiting & Advertising	4,836	0	4,836
moving	0	0	0
Vehicle & Parking	16,805	93	16,712
Data Acquisition	65,837	64,965	872
Miscellaneous	0	0	0
Hardware	4,569	0	4,569
Software	200,792	57,248	143,544
Hardware Maintenance	12,344	0	12,344
Software Maintenance	0	0	0
Teleconferencing	11,938	0	11,938
Internet	36,739	29	36,710
Computer Supplies	247	0	247
Cloud Services	104,647	0	104,647
Temporary Personnel	106,040	106,040	0
Insurance	66,357	1,421	64,936
Travel	62,436	48,842	13,594
Interest Expense (Office)	607,478	0	607,478
Depreciation	202,237	0	202,237
Totals	\$ 5,913,788	\$ 4,290,351	\$ 1,623,438
Total Actual Net Indirect Cost for FY 2025			<u>3,767,634</u>

Total Indirect Cost Collected :

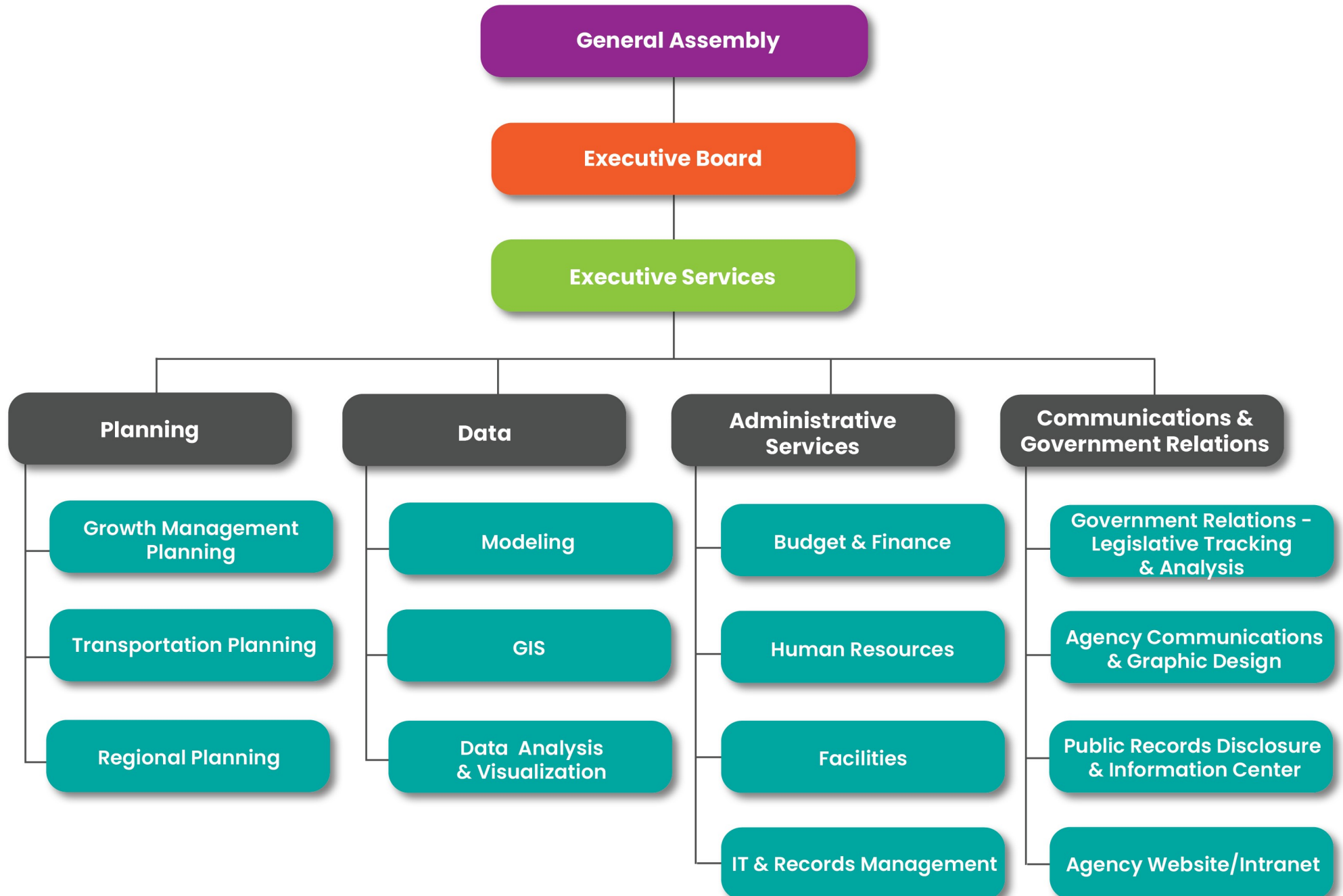
(Direct Salaries + Allocated Benefits) x Indirect Rate	\$ 3,657,462
Total Allocated Indirect Cost less Actual Net Indirect Cost	\$ (110,172)
Total Allocated Direct Employee Benefits less Direct Employee Benefits Paid	\$ (363,566)
Allocated Cost FY2025 less Actual Cost	<u>\$ (473,738)</u>

Over (Under) Allocated

Total Over (Under) Allocated Cost Collected for Year Ending 06/30/25	\$ (473,738)
Cumulative Over (Under) Allocated Carryforward from 06/30/24	281,860
Cumulative Over (Under) Allocated @ 06/30/25	<u>(191,878)</u>

Puget Sound Regional Council Functional Organization Chart

7.e - Att. A



CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2027, are to establish billing or final indirect costs rates for July 1, 2026 through June 30, 2027 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: Lili Mayer

Name of Official: Lili Mayer

Title: Finance Manager

Date of Execution: 07/02/2026



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **2026 Federal Transit Administration Adjustments**

IN BRIEF

In March, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2026 Federal Transit Administration (FTA) formula funds. FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being lower than the original estimates used for programming, there is \$7.4 million less available for distribution. At its meeting on July 9, the Transportation Policy Board recommended approval of the 2026 annual adjustments as described.

RECOMMENDED ACTION

The Executive Board should approve the 2026 annual adjustments of PSRC's FTA funds as summarized in Attachment B.

DISCUSSION

There are three urbanized areas (UZAs) in the region: the Seattle-Tacoma-Everett (STE) UZA, the Bremerton UZA and the Marysville UZA. Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, so these agencies recommend projects for the FTA funds earned within their respective UZAs. Approximately 86% of the FTA funds earned within the STE UZA are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the

region based on regional attributes such as population density. Per adopted regional policy, these funds were distributed in 2023 via an equity formula allocation.

The STE UZA includes three agencies that are external to the UZA but provide service to the area: Kitsap Transit, Intercity Transit in Thurston County and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide to the region.

Supporting materials for the project adjustments are described in the following attachments:

- Attachment A provides information on PSRC's 2026 FTA annual adjustments process, including an itemization of funding adjustments within each UZA by agency and funding source, as well as by the distribution categories.
- Attachment B identifies the recommended funding adjustments to each agency and project.
- Attachment C provides information on requests for redistribution of currently programmed 2026 funds and information about a fund exchange between Sound Transit and King County Metro.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. In addition, staff affirmed the projects submitted by the external transit agencies adhere to the adopted policies and the use of the funds will support service into the region. The Transit Operators Committee recommended approval of the project adjustments at their meeting on June 24, 2026. The Transportation Policy Board recommended approval at their meeting on July 9.

There is one new project identified in Attachment B. Per adopted procedures, the project was released for public review on June 29. Comments will be accepted until the Executive Board meeting on July 23, at which time final approval is scheduled. As of July 15, one comment has been received and is included in Attachment D.

For more information, please contact Doug Cox at dcox@psrc.org or 206-971-3050.

ATTACHMENTS

- A. PSRC 2026 FTA Annual Adjustments Summary Information
- B. 2026 PSRC FTA Adjustments - Project Changes
- C. 2026 FTA Redistribution Requests and Fund Exchange Information
- D. Public Comments Received

PSRC 2026 FTA Annual Adjustments

Summary Information

PSRC coordinates with the Federal Transit Administration (FTA) and the region's public transit agencies to distribute PSRC's FTA funds to projects in the three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett (STE). On an annual basis, the FTA requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. More information about this process is available in the current [Project Tracking Policies for PSRC's Federal Funds](#) as well as in the *PSRC FTA Annual Adjustments Process Overview* technical addendum, which is available upon request.

Table 1: PSRC FTA 5307, 5337 & 5339 Funding Apportionments for FFY 2026

Table 1 shows the 2026 FTA full-year funding apportionments, published by the FTA on March 31, 2026. The UZAs received their 2026 funding apportionments under three separate FTA grant programs: 5307, 5337 (HIFG & HIMB), and 5339.

Funding Source	Bremerton UZA	Marysville UZA	Seattle-Tacoma-Everett UZA	Grand Total
5307	\$5,998,799	\$3,662,761	\$151,238,946	\$160,900,506
5337 HIFG	\$542,303	\$0	\$90,352,953	\$90,895,256
5337 HIMB	\$0	\$0	\$27,736,658	\$27,736,658
5339	\$490,025	\$332,384	\$10,046,315	\$10,868,724
Total	\$7,031,127	\$3,995,145	\$279,374,872	\$290,401,144

Table 2: Overall Adjustments of FFY 2026 PSRC FTA Funds by UZA

Table 2 provides an overview of the funding changes needed for each UZA for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2026.

Bremerton UZA			
Funding Source	Programmed	Final 2026 Amount	Adjustment
5307	\$6,277,475	\$5,973,799	-\$303,676
5307 – PSRC Work Program	\$25,000	\$25,000	\$0
5337 HIFG	\$465,411	\$542,303	\$76,892
5339	\$436,700	\$490,025	\$53,325
Total	\$7,204,586	\$7,031,127	-\$173,459

Marysville UZA			
Funding Source	Programmed	Final 2026 Amount	Adjustment
5307	\$3,056,360	\$3,647,761	\$591,401
5307 – PSRC Work Program	\$15,000	\$15,000	\$0
5339	\$348,362	\$332,384	-\$15,978
Total	\$3,419,722	\$3,995,145	\$575,423

Seattle-Tacoma-Everett (STE) UZA			
Funding Source	Programmed	Final 2026 Amount	Adjustment
Earned Share (excluding 5311 agency amounts)			
5307 (earned share only)	\$122,412,963	\$114,336,192	-\$8,076,771
5307 – PSRC Work Program	\$1,210,000	\$1,210,000	\$0
5337 HIFG	\$86,988,130	\$90,352,953	\$3,364,823
5337 HIMB	\$28,427,584	\$27,736,658	-\$690,926
5339	\$8,074,997	\$7,075,463	-\$999,534
Subtotal	\$247,113,674	\$240,711,266	-\$6,402,408
Remaining Regional Funds for Equity Formula Distribution (including 5311 agency amounts)			
5307 (equity formula only)	\$40,030,831	\$35,692,755	-\$4,338,076
5339	\$0	\$2,970,852	\$2,970,852
Subtotal	\$40,030,831	\$38,663,607	-\$1,367,224
Total	\$287,144,505	\$279,374,873	-\$7,769,632

The following three tables include information on PSRC's FTA funds for the STE UZA based on the 2026 edition of PSRC's STE UZA disaggregation tool. A copy of the tool is available upon request. The following three tables show the balance of funds after \$1,210,000 was set-aside for PSRC's Work Program.

Table 3a: STE UZA Earned Shares by Agency for FFY 2026

Table 3a identifies the currently programmed funds by source for each agency within the STE UZA, their final earned share amounts, and any necessary adjustments. *NOTE: These tables do not reflect the previously agreed upon funding exchanges between agencies. PSRC staff will work directly with these agencies to identify their final 2026 earnings by source.*

	Agency	Currently Programmed for 2026	Final 2026 Earned	Adjustment
5307	Community Transit	\$10,361,686	\$ 8,728,581	-\$1,633,105
	Everett Transit	\$1,087,232	\$ 1,196,512	\$109,280
	Intercity Transit	\$2,636,150	\$ 2,778,634	\$142,484
	King County Metro	\$56,338,693	\$ 49,421,075	-\$6,917,618
	Kitsap Transit (STE UZA Earned Share only)	\$1,624,688	\$ 2,425,727	\$801,039
	Pierce County Ferry Operations	\$0	\$ 500,227	\$500,227
	Pierce Transit	\$9,329,705	\$ 7,780,093	-\$1,549,612
	City of Seattle	\$262,788	\$ 294,902	\$32,114
	Skagit Transit	\$464,617	\$ 209,480	-\$255,137
	Sound Transit	\$34,224,875	\$ 34,271,966	\$47,091
	Washington State Ferries	\$6,082,529	\$ 6,728,995	\$646,466
	5307 Earned Share Subtotals	\$122,412,963	\$114,336,192	-\$8,076,771

5337 HIFG	King County Metro	\$39,439,856	\$ 40,893,971	\$1,454,115
	Kitsap Transit (STE UZA Earned Share only)	\$37,576	\$ 146,477	\$108,901
	Pierce County Ferry Operations	\$0	\$ 1,156,520	\$1,156,520
	City of Seattle	\$702,982	\$ 736,243	\$33,261
	Sound Transit	\$31,284,917	\$ 34,007,111	\$2,722,194
	Washington State Ferries	\$15,522,799	\$ 13,412,632	-\$2,110,167
	5337 HIFG Earned Share Subtotals	\$86,988,130	\$90,352,953	\$3,364,823

	Agency	Currently Programmed for 2026	Final 2026 Earned Share	Adjustment
5337 HIMB	Community Transit	\$4,218,528	\$ 4,189,745	-\$28,783
	King County Metro	\$12,138,166	\$ 11,053,362	-\$1,084,804
	Pierce Transit	\$218,264	\$ 433,225	\$214,961
	Sound Transit	\$11,852,626	\$ 12,060,326	\$207,700
	<i>5337 HIMB Earned Share Subtotals</i>	<i>\$28,427,584</i>	<i>\$27,736,658</i>	<i>-\$690,926</i>

5339	Community Transit	\$1,010,831	\$ 889,547	-\$121,284
	Everett Transit	\$106,062	\$ 121,939	\$15,877
	Intercity Transit	\$257,181	\$ 283,176	\$25,995
	King County Metro	\$4,294,491	\$ 3,807,051	-\$487,440
	Kitsap Transit (STE UZA Earned Share only)	\$38,714	\$ 19,062	-\$19,652
	Pierce Transit	\$748,569	\$ 792,884	\$44,315
	Skagit Transit	\$45,328	\$ 21,348	-\$23,980
	Sound Transit	\$1,573,821	\$ 1,140,456	-\$433,365
	<i>5339 Earned Share Subtotals</i>	<i>\$8,074,997</i>	<i>\$7,075,463</i>	<i>-\$999,534</i>
<i>Earned Share Totals</i>		<i>\$245,903,674</i>	<i>\$239,501,266</i>	<i>-\$6,402,408</i>
Note: The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.				

Table 3b: FTA Regional Funds for FFY 2026

Table 3b identifies the amount of regional funds available, distributed via the Equity Formula

Regional Fund Source	Final 2026 Amounts	Currently Programmed for 2026	Additonal Regional Funds
5307/5311 [^]	\$35,692,755	\$40,030,831	-\$4,338,076
5339	\$2,970,852		\$2,970,852
Totals	\$38,663,607	\$40,030,831	-\$1,367,224
[^] Please see FFY2026 Disagregation Tool for explanation of the 5311 reference.			

As a reminder, the regional equity formula distribution only programs 5307 funds, so the amount of 5339 regional funding in the table above will need to be exchanged.

Table 3c: Equity Formula Funds and Net Adjustments for FFY 2026

Table 3c shows how the FFY 2026 regional funds distributed to qualifying agencies under the Equity Formula distribution will need to be adjusted.

	Currently Programmed for 2026	Equity Formula Share	Final 2026 Amounts	Adjustments
Community Transit	\$6,004,625	15.0%	\$5,799,541	-\$205,084
Everett Transit	\$1,441,110	3.6%	\$1,391,890	-\$49,220
King County Metro	\$17,253,288	43.1%	\$16,664,014	-\$589,274
Pierce County Ferry System	\$0	0.3%	\$115,991	\$115,991
Pierce Transit	\$5,764,439	14.1%	\$5,451,569	-\$312,870
City of Seattle	\$1,280,987	3.2%	\$1,237,235	-\$43,752
Sound Transit	\$6,645,118	16.6%	\$6,418,159	-\$226,959
Washington State Ferries	\$1,641,264	4.1%	\$1,585,208	-\$56,056
Totals	\$40,030,831	100%	\$38,663,607	-\$1,367,224

Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2026

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2026. Slight differences between the funding amounts in the tables above and the published apportionments (Table 1) are due to rounding and will be corrected as part of agency project adjustments.

Total FFY 2026 FTA Funds			
	Programmed	Final 2026 Amount	Adjustment
Bremerton UZA	\$7,204,586	\$7,031,127	-\$173,459
Marysville UZA	\$3,419,722	\$3,995,145	\$575,423
STE UZA	\$287,144,505	\$279,374,872	-\$7,769,633
Total FFY 2026 FTA funds	\$297,768,813	\$290,401,144	-\$7,367,669

Table 5: 2026 PSRC FTA Funds Currently Programmed by UZA and Project

The following tables describe how FTA funds are currently programmed for projects within each UZA. Each agency will be asked to identify the projects to which 2026 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction.

Bremerton UZA				
Project ID	Sponsor	Project	Source	Programmed
KT-28	Kitsap Transit	North Kitsap Base	5307	\$6,277,475
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital	5337 HIFG	\$465,411
KT-28	Kitsap Transit	North Kitsap Base	5339	\$436,700
PSRC-25	PSRC	Regional Transportation Planning and Programming, FY26-27	5307	\$25,000
Total				\$7,204,586

Marysville UZA				
Project ID	Sponsor	Project	Source	Programmed
CT-78	Community Transit	Marysville UZA Transit Operations 2025-2026	5307	\$1,756,360
CT-79	Community Transit	Preventive Maintenance 2025-2026	5307	\$1,300,000
CT-80	Community Transit	Transit Revenue Vehicles 2023-2026	5339	\$348,362
PSRC-25	PSRC	Regional Transportation Planning and Programming, FY26-27	5307	\$15,000
Total				\$3,419,722

Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
5307 Funds				
CT-80	Community Transit	Transit Revenue Vehicles 2023-2026	5307	\$10,361,686
ET-57	Everett Transit	Transit Maintenance and Operations Base Design FFY 25-28	5307	\$800,000
ET-58	Everett Transit	2025-2026 Operations Base Generator	5307	\$287,232
IT-14	Intercity Transit	Replacement Coaches 2024-2026	5307	\$2,636,150
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5307	\$1,624,688
MET-268	King County	Vehicle, Equipment and Facilities Maintenance 2025-2026	5307	\$32,078,530
MET-269	King County	Trolley Bus Acquisition 2025-2026	5307	\$24,260,163
PT-181	Pierce Transit	2025-2026 ADA Operating Services	5307	\$1,656,259
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5307	\$5,440,927
PT-183	Pierce Transit	2025-2026 Preventative Maintenance	5307	\$2,232,519
PSRC-25	PSRC	Regional Transportation Planning and Programming, FY26-27	5307	\$1,210,000
SEA-269	City of Seattle	Monorail System Maintenance 2025-2026	5307	\$262,788
TBD	Skagit Transit	Unprogrammed	5307	\$464,617
RTA-98	Sound Transit	Tacoma Dome Link Extension	5307	\$17,112,437
RTA-117	Sound Transit	Operations and Maintenance Facility South	5307	\$17,112,438
WSF-124	Washington State Ferries	System-wide ADA Preservation and Improvements	5307	\$858,736
WSF-125	Washington State Ferries	Vessel Preservation and Improvement (2025-2026)	5307	\$5,223,793
			Subtotal	\$123,622,963

Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
5337 HIFG Funds				
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$37,576
MET-261	King County	500 KW Traction Power Substations State of Good Repair	5337 HIFG	\$5,593,700
MET-264	King County	Marine Vessel Engine Overhaul	5337 HIFG	\$1,842,602
MET-265	King County	Marine Vessel Maintenance 2025-26	5337 HIFG	\$1,000,000
MET-271	King County	Trolley System Asset Management 2025-2026	5337 HIFG	\$5,000,000
TBD	King County	Unprogrammed	5337 HIFG	\$26,003,554
SEA-269	City of Seattle	Monorail System Maintenance 2025-2026	5337 HIFG	\$702,982
RTA-119	Sound Transit	Sounder and Link State of Good Repair 2025-2026	5337 HIFG	\$31,284,917
WSF-125	Washington State Fe	Vessel Preservation and Improvement (2025-2026)	5337 HIFG	\$15,522,799
Subtotal				\$86,988,130
5337 HIMB Funds				
CT-80	Community Transit	Transit Revenue Vehicles 2023-2026	5337 HIMB	\$4,218,528
MET-262	King County	Bus Acquisitions 2025-2026	5337 HIMB	\$12,138,166
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5337 HIMB	\$218,264
RTA-120	Sound Transit	Regional Express Bus Program (2025-2026)	5337 HIMB	\$11,852,626
Subtotal				\$28,427,584
5339 Funds				
CT-80	Community Transit	Transit Revenue Vehicles 2023-2026	5339	\$1,010,831
ET-60	Everett Transit	2025-20262 Bus Shelters (Passenger Amenities)	5339	\$106,062
IT-14	Intercity Transit	Replacement Coaches 2024-2026	5339	\$257,181
KT-28	Kitsap Transit	North Kitsap Base	5339	\$38,714
MET-262	King County	Bus Acquisitions 2025-2026	5339	\$4,294,491
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5339	\$748,569
TBD	Skagit Transit	Unprogrammed	5339	\$45,328
RTA-120	Sound Transit	Regional Express Bus Program (2025-2026)	5339	\$1,573,821
Subtotal				\$8,074,997
Total STE UZA Earned Share				\$247,113,674

Seattle-Tacoma-Everett UZA – Equity Formula Distribution				
Project ID	Sponsor	Project	Source	Programmed
CT-74	Community Transit	Swift BRT Gold Line	5307	\$6,004,625
ET-56	Everett Transit	2025-2026 Vehicle Preventive Maintenance	5307	\$1,441,110
MET-266	King County	Rapid Ride R Line	5307	\$17,253,288
PT-184	Pierce Transit	Shuttle Revenue Vehicles Replacement 2025-2026	5307	\$5,764,439
SEA-270	City of Seattle	Maintenance for the First Hill Streetcar Line 2025-2026	5307	\$409,685
SEA-271	City of Seattle	Aurora Avenue N Safety & Transit Access Improvements	5307	\$871,302
RTA-100	Sound Transit	I-405 Bus Rapid Transit	5307	\$6,645,118
WSF-124	Washington State Ferries	System-wide ADA Preservation and Improvements	5307	\$1,641,264
Total				\$40,030,831

Total STE UZA \$287,144,505

Grand Total 2026 FTA Funds Programmed \$297,768,813

ATTACHMENT B: 2026 PSRC FTA Adjustments - Project Changes

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-28	North Kitsap Base	5307	\$ 6,277,475	\$ (303,676)		\$ 5,973,799
			5339	\$ 436,700	\$ 53,325		\$ 490,025
	KT-76	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$ 465,411	\$ 76,892		\$ 542,303
PSRC	PSRC-25	Regional Transportation Planning and Programming, FY26-27	5307	\$ 25,000	\$ -	\$ -	\$ 25,000
Total				\$ 7,204,586	\$ (173,459)	\$ -	\$ 7,031,127

Marysville UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit ^	CT-78	Marysville UZA Transit Operations 2025-2026	5307	\$ 1,756,360	\$ 591,401	\$ 300,000	\$ 2,647,761
	CT-79	Preventive Maintenance 2025-2026	5307	\$ 1,300,000	\$ -	\$ (300,000)	\$ 1,000,000
	CT-80	Transit Revenue Vehicles 2023-2026	5339	\$ 348,362	\$ (15,978)		\$ 332,384
PSRC	PSRC-25	Regional Transportation Planning and Programming, FY26-27	5307	\$ 15,000	\$ -	\$ -	\$ 15,000
Total				\$ 3,419,722	\$ 575,423	\$ -	\$ 3,995,145

Seattle-Tacoma-Everett UZA - Earned Share							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-80	Transit Revenue Vehicles 2023-2026	5307	\$ 10,361,686	\$ (4,603,957)		\$ 5,757,729
			5337 HIMB	\$ 4,218,528	\$ (28,783)		\$ 4,189,745
			5339	\$ 1,010,831	\$ 2,849,568		\$ 3,860,399
Community Transit Totals				\$ 15,591,045	\$ (1,783,172)	\$ -	\$ 13,807,873
Everett Transit	ET-56	2025-2026 Vehicle Preventitive Maintenance	5307	\$ -	\$ 109,280		\$ 109,280
	ET-57	Transit Maintenance and Operations Base Design FFY 25-28	5307	\$ 800,000			\$ 800,000
	ET-58	2025-2026 Operations Base Generator	5307	\$ 287,232			\$ 287,232
	ET-60	2025-2026 Bus Shelters (Passenger Amenities)	5339	\$ 106,062	\$ 15,877		\$ 121,939
Everett Transit Totals				\$ 1,193,294	\$ 125,157	\$ -	\$ 1,318,451
Intercity Transit	IT-14	Replacement Coaches 2024-2026	5307	\$ 2,636,150	\$ 142,484		\$ 2,778,634
			5339	\$ 257,181	\$ 25,995		\$ 283,176
Intercity Transit Totals				\$ 2,893,331	\$ 168,479	\$ -	\$ 3,061,810
King County Metro ^	MET-261	500 KW Traction Power Substations State of Good Repair	5337 HIFG	\$ 5,593,700	\$ -	\$ -	\$ 5,593,700
	MET-262	Bus Acquisitions 2025-2026	5337 HIMB	\$ 12,138,166	\$ (1,084,804)	\$ (2,809,448)	\$ 8,243,914
			5339	\$ 4,294,491	\$ (487,440)		\$ 3,807,051
	MET-264	Marine Vessel Engine Overhaul	5337 HIFG	\$ 1,842,602	\$ -	\$ -	\$ 1,842,602
	MET-265	Marine Vessel Maintenance 2025-26	5337 HIFG	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
	MET-268 #	Vehicle, Equipment and Facilities Maintenance 2025-2026	5307	\$ 32,078,530		\$ 20,042,404	\$ 52,120,934
			5337 HIMB	\$ -		\$ 2,809,448	\$ 2,809,448
	MET-269	Trolley Bus Acquisition 2025-2026	5307	\$ 24,260,163	\$ (6,917,619)	\$ (17,342,544)	\$ -
MET-271	Trolley System Transit Asset Management 2025-2026	5337 HIFG	\$ 5,000,000	\$ -	\$ -	\$ 5,000,000	
TBD	Unprogrammed	5337 HIFG	\$ 26,003,554	\$ 1,454,114		\$ 27,457,668	
King County Metro Totals				\$ 112,211,206	\$ (7,035,749)	\$ 2,699,860	\$ 107,875,317

Kitsap Transit	KT-28	North Kitsap Base	5339	\$ 38,714	\$ (19,652)		\$ 19,062
			5307	\$ 1,624,688	\$ 801,039		\$ 2,425,727
	KT-76	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$ 37,576	\$ 108,901		\$ 146,477
Kitsap Transit Totals				\$ 1,700,978	\$ 890,288	\$ -	\$ 2,591,266

Seattle-Tacoma-Everett UZA - Earned Share (continued)							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Pierce Transit ^	PT-181	2025-2026 ADA Operating Services	5307	\$ 1,656,259	\$ -	\$ (712,575)	\$ 943,684
	PT-182	2025-2026 Clean Fuels Bus Replacement	5307	\$ 5,440,927	\$ -	\$ (2,720,927)	\$ 2,720,000
			5337 HIMB	\$ 218,264	\$ 214,961	\$ -	\$ 433,225
			5339	\$ 748,569	\$ 44,315	\$ -	\$ 792,884
	PT-183	2025-2026 Preventative Maintenance	5307	\$ 2,232,519	\$ 107,135	\$ 3,433,502	\$ 5,773,156
Pierce Transit Totals				\$ 10,296,538	\$ 366,411	\$ -	\$ 10,662,949
PSRC	PSRC-25	Regional Transportation Planning and Programming, FY26-27	5307	\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
PSRC Totals				\$ 1,210,000	\$ -	\$ -	\$ 1,210,000
Seattle	SEA-269	Monorail System Maintenance 2025-2026	5307	\$ 262,788	\$ -	\$ -	\$ 262,788
			5337 HIFG	\$ 702,982	\$ 33,261	\$ -	\$ 736,243
			5307	\$ -	\$ 32,114	\$ -	\$ 32,114
Seattle Totals				\$ 965,770	\$ 65,375	\$ -	\$ 1,031,145
Skagit Transit	TBD	Unprogrammed	5307	\$ 464,617	\$ (255,137)	\$ -	\$ 209,480
			5339	\$ 45,328	\$ (23,980)	\$ -	\$ 21,348
Skagit Transit Totals				\$ 509,945	\$ (279,117)	\$ -	\$ 230,828
Sound Transit^	RTA-98*	Tacoma Dome Link Extension	5307	\$ 17,112,437	\$ -	\$ (1,454,904)	\$ 15,657,533
	RTA-117	Operations and Maintenance Facility South	5307	\$ 17,112,438	\$ -	\$ (17,112,438)	\$ -
	RTA-111*	Everett Link	5307	\$ -	\$ -	\$ 15,657,533	\$ 15,657,533
	RTA-119	Sounder and Link State of Good Repair 2025-2026	5337 HIFG	\$ 31,284,917	\$ 2,722,194	\$ -	\$ 34,007,111
	RTA-120	Regional Express Bus Program (2025-2026)	5337 HIMB	\$ 11,852,626	\$ 207,700	\$ -	\$ 12,060,326
			5339	\$ 1,573,821	\$ (433,365)	\$ -	\$ 1,140,456
RTA-114	At Grade Crossing	5307	\$ -	\$ 47,091	\$ 209,949	\$ 257,040	
Sound Transit Totals				\$ 78,936,239	\$ 2,543,620	\$ (2,699,860)	\$ 78,779,999
Washington State Ferries	WSF-124	System-wide ADA Preservation and Improvements	5307	\$ 858,736	\$ -	\$ -	\$ 858,736
	WSF-125	Vessel Preservation and Improvement (2025-2026)	5307	\$ 5,223,793	\$ (510,054)	\$ -	\$ 4,713,739
			5337 HIFG	\$ 15,522,799	\$ (953,647)	\$ -	\$ 14,569,152
Washington State Ferries Totals				\$ 21,605,328	\$ (1,463,701)	\$ -	\$ 20,141,627
Seattle-Tacoma-Everett UZA - Regional Formula Distribution							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-74	Swift Gold Line	5307	\$ 6,004,625	\$ (205,084)	\$ -	\$ 5,799,541
Everett Transit	ET-56	2025-2026 Vehicle Preventive Maintenance	5307	\$ 1,441,110	\$ (49,220)	\$ -	\$ 1,391,890
King County Metro ^	MET-266	Rapid Ride R Line	5307	\$ 17,253,288	\$ (589,274)	\$ -	\$ 16,664,014
Pierce Transit ^	PT-184	Shuttle Revenue Vehicles Replacement 2025-2026	5307	\$ 5,764,439	\$ (196,879)	\$ (2,271,290)	\$ 3,296,270
	NEW	ADA Eligibility Assesment Facility	5307	\$ -	\$ -	\$ 2,271,290	\$ 2,271,290
Seattle	SEA-270	Maintenance for the First Hill Streetcar Line 2025-2026	5307	\$ 409,685	\$ (43,752)	\$ -	\$ 365,933
	SEA-271	Aurora Avenue N Safety & Transit Access Improvements	5307	\$ 871,302	\$ -	\$ -	\$ 871,302
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$ 6,645,118	\$ (226,959)	\$ -	\$ 6,418,159
Washington State Ferries	WSF-124	System-wide ADA Preservation and Improvements	5307	\$ 1,641,264	\$ (56,056)	\$ -	\$ 1,585,208
STE UZA Regional Totals				\$ 40,030,831	\$ (1,367,224)	\$ -	\$ 38,663,607
STE UZA Grand Totals				\$ 287,144,505	\$ (7,769,633)	\$ -	\$ 279,374,872

^ See Attachment C

includes additional \$2,699,860 exchanged with Sound Transit for 2024 5337 HIFG funds

* includes portion of overall reduction of \$2,699,860 exchanged with King County Metro for 2024 5337 HIFG funds

ATTACHMENT C: 2026 FTA REDISTRIBUTION REQUESTS and FUND EXCHANGE

REDISTRIBUTIONS

Four agencies are requesting redistribution of funds, as illustrated in Attachment B. A brief summary of these requests is provided below.

1. Community Transit is redistributing funds from the Preventative Maintenance 2025-2026 project into the Marysville UZA Transit Operations 2025-2026 project in order to adjust the project programming to the current spending estimates. Because spending on the Preventative Maintenance 2025-2026 project is relatively slow, the redistribution will help ensure the funds are utilized before they lapse. The maintenance hours and amount of local funds programmed will be reduced proportionally to keep the local match at 20%. Service hours and the amount of local funds will be increased to keep a 50/50 ratio of local and federal funds for the Marysville UZA Transit Operations 2025-2026 project.

2. King County Metro is redistributing funds from the Trolley Bus Acquisition 2025-2026 project into the Vehicle, Equipment and Facilities Maintenance 2025-2026 project.

King County Metro is also redistributing funds from the Bus Acquisitions 2025-2026 project to the Vehicle, Equipment and Facilities Maintenance 2025-2026 project.

The Trolley Bus Acquisition project is being postponed.

The Bus Acquisitions project is reducing the total number of battery electric buses purchased due to several factors including lack of availability of the planned vehicle types and equipment, and increased costs of the vehicles that will be delivered.

The Vehicle, Equipment and Facilities Maintenance 2025-2026 project has capacity to increase the federal share of the total project cost.

3. Pierce Transit is redistributing funds from both the 2025-2026 ADA Operating Services project and the 2025-2026 Clean Fuels Bus Replacement project into the 2025-2026 Preventative Maintenance project.

The funds currently programmed in the 2025-2026 ADA Operating Services project exceed the 10% threshold of Section 5307 funds that Pierce Transit is permitted to allocate for paratransit operations, as defined by 49 U.S.C. § 5307. As a result, the remaining funds are being redistributed to ensure compliance with federal funding limits and to maximize the effective use of available resources.

Pierce Transit has been awarded a \$6.7 M FTA discretionary grant for the purchase of six new CNG buses that are programmed as a separate project. The grant will allow Pierce Transit to redistribute a portion of the 5307 funds currently programmed in the 2025-2026 Clean Fuels Bus Replacement project to the 2025-2026 Preventative Maintenance project. The reduction of FY26 5307 funds in the 2025-

2026 Clean Fuels Bus Replacement project will reduce the number of buses purchased from six to four, and the total project cost will be reduced accordingly. The scope and total cost of the 2025-2026 Preventative Maintenance project will be increased to allow for additional preventative maintenance work to be performed and help offset increased costs compared to what was estimated when the funds were originally programmed.

Pierce Transit is also redistributing regional equity funds from the Shuttle Revenue Vehicles Replacement 2025-2026 project into a new project: ADA Eligibility Assessment Facility. Pierce Transit is reducing the scope and cost of the Shuttle Revenue Vehicles Replacement 2025-2026 project because all necessary replacement of shuttle vehicles is accounted for and there are fewer vehicles to be replaced than originally estimated. Pierce Transit will renovate the former Greyhound facility at Tacoma Dome Station to establish a permanent ADA Paratransit Eligibility Assessment Center. Roughly 2,020 sq ft of vacant space will be converted into offices and assessment areas used exclusively to determine eligibility for ADA complementary paratransit service. PSRC has reviewed this redistribution request and confirmed it meets all applicable criteria for these funds.

4. Sound Transit is redistributing funds from the Tacoma Dome Link Extension project and the Operations and Maintenance Facility South project into the Everett Link project and At Grade Crossing project. The redistribution from the Operations and Maintenance Facility South project will preserve funding capacity for future Capital Investment Grants. Local funds will be added to the Tacoma Dome Link Extension project and removed from the Everett Link project to keep the total project costs and scopes the same. The remaining funds are needed for the At Grade Crossing project to comply with an FTA safety set-aside requirement.

FUND EXCHANGE

King County Metro and Sound Transit are exchanging \$2,699,860 of 2026 5307 Earned Share funds for an equal amount of 2024 5337 HIFG funds.

Sound Transit is removing \$1,349,930 of 2026 5307 funds from two projects – Tacoma Dome Link Extension and Everett Link Extension. Both projects will be backfilled with local funds. King County Metro is programming the \$2,699,860 of 2026 5307 funds to the Vehicle, Equipment and Facilities Maintenance 2025-2026 project.

\$2,699,860 of 2024 5337 HIFG funds will be removed from King County Metro's unprogrammed funds. Sound Transit is programming the \$2,699,860 of 2024 5337 HIFG funds to Sounder and Link State of Good Repair 2025-2026.

Attachment D – Public Comments Received

Comment 1

1 July 2026

Hi there PSRC;

Just want to lend my voice of support to the Regional Transportation Improvement Program projects for King County Metro and Pierce Transit. It's important to invest in accessibility for Pierce Transit.

Also, if we fail to fund maintenance for ferries, we will pay more later - see Washington State Ferries after I-695. The King County Water Taxi is a key investment for mobility, and for tourism - I should know, as I've used the West Seattle Water Taxi as a photo platform multiple times over the years.

Thoughtfully;

Joe A. Kunzler

Response to Comment 1

Thank you for submitting a comment on the new projects recommended to be added to the Regional Transportation Improvement Program (TIP) as part of the 2026 annual adjustments to PSRC's Federal Transit Administration funds.

A summary of all comments received will be provided to PSRC's Executive Board, which is scheduled to approve the final adjustments on July 23, 2026.

Thank you for taking the time to provide these comments.

Regards,

Doug Cox, Principal Planner
Puget Sound Regional Council



Puget Sound Regional Council

July 16, 2026

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approval of Critical Urban and Rural Freight Corridor Designations**

IN BRIEF

Metropolitan Planning Organizations (MPOs) have a role under the federal transportation act in designating Critical Urban and Critical Rural Freight Corridors (CUFC and CRFC). The primary purpose of these designations is to allow a freight transportation project located on a designated segment to be eligible to compete for funding from the National Highway Freight Program (NHFP) or the Nationally Significant Multimodal Freight & Highway Projects Program (INFRA). Each state is allocated a maximum number of miles, and designations are certified by the Federal Highway Administration (FHWA). The process within Washington State is led by the Washington State Department of Transportation (WSDOT) in coordination with MPOs and Regional Transportation Planning Organizations (RTPOs). PSRC's Freight Advisory Committee (FAC) has recommended the revised corridor designations within the region as identified in Attachment A. The Transportation Policy Board recommended approval at their meeting on July 9.

RECOMMENDED ACTION

The Executive Board should approve the CUFC/CRFC designations identified in Attachment A to be submitted to WSDOT for inclusion with the rest of the state candidate designations for federal certification.

DISCUSSION

Background

The CUFC and CRFC are federal roadway designations first established under the Fixing America's Surface Transportation (FAST) Act. CUFC and CRFC designation may be applied to highways and roadways with a strong freight-supportive function for inclusion on the federally designated National Highway Freight System.

Washington State is allotted a total of 150 miles of CUFC segments and 300 miles of CRFC segments. Of these, up to 71 miles of CUFC and 17 miles of CRFC are allotted to the PSRC region. The primary purpose of the designation is to allow freight transportation projects located on these corridors to be eligible to compete for federal NHFP or INFRA funding. WSDOT administers the state's process, but tasks MPOs and RTPOs to determine the recommended segments for designation within their respective regions. The first designation process occurred in 2016.

In 2022, PSRC worked extensively with staff from the state, cities, counties and ports throughout the region to develop an updated list of corridors consistent with VISION 2050 (adopted in 2020) and the Regional Transportation Plan, while also recognizing critical freight needs that could benefit from funding. Through this process, the allotted 71 CUFC miles and 2.2 CRFC miles were designated. Freight-supportive roadways are eligible for CRFC designation only if they are located outside of the federally designated urbanized area, and statewide 176 CRFC miles have been designated out of the total 300-mile allotment.

2026 Process

The 2026 process employed a streamlined approach that built upon the 2022 effort. The CUFC/CRFC designation process is implemented in conjunction with the NHFP funding process, for which applications were due to WSDOT in February 2026. Thirteen projects from the PSRC region applied for NHFP funds. The primary purpose of this process is to ensure that the submitted projects are on corridors designated as CUFC or CRFC to enable their eligibility.

The FAC determined that to provide capacity for new corridor designations, existing CUFCs that are no longer high priority should be de-designated. Kent, Seattle and Pierce County confirmed previously-designated segments that could be de-designated either because their freight improvement projects had been completed or they had no longer been identified as high priority freight corridors.

With de-designation of these corridors, and addition of the corridors with the thirteen projects submitted for NHFP funding, the region's miles of recommended CUFC corridors remain within its allotment. No changes to the 2022 CRFC designations are proposed. At their June meeting, the FAC unanimously recommended the 2026 CUFC/CRFC designations identified in Attachment A. The Transportation Policy Board recommended approval at their meeting on July 8.

The 2026 candidate CUFC/CRFC designations will be submitted to WSDOT in August to be included in the statewide list and will be certified by FHWA prior to their adoption.

It is expected that the CUFC/CRFC designations will be revisited in conjunction with the next NHFP notice of funding opportunity, which typically happens on a 4-to-5-year cycle.

For more information, please contact Doug Cox, at dc Cox@psrc.org or 206-971-3050.

ATTACHMENT

- A. 2026 Proposed Critical Urban and Rural Freight Corridor Designations for the PSRC Region

ATTACHMENT A: 2026 Proposed Critical Urban and Rural Freight Corridor Designations for the PSRC Region

Agency	Approx. Length	Corridor Type	Corridor *	Start	End
Arlington	3.54	CUFC	SR 531	MP 6.34 at I-5	MP 9.88 at SR 9
Auburn	1.24	CUFC	East Valley Highway *	800ft north of Lakeland Hills Way	1,300ft south of East Valley Access Rd
Bellevue	1.00	CUFC	148th Ave NE	NE 8th St	NE 24th St
Bellevue	0.73	CUFC	148th Ave SE	SE Eastgate Way	SE 22nd St
Bothell	0.81	CUFC	SR 527 / Bothell-Everett Highway	MP 2.93 at 220th St SE	MP 3.74 at SR 524
Des Moines	0.50	CUFC	24th Ave S	S 216th St	S 208th St
Des Moines	0.20	CUFC	S 216th St	24th Ave S	SR 99
Edmonds	1.35	CUFC	SR 104 *	226th St SW	236th St SW
Everett	0.56	CUFC	41st St	Rucker Ave	I-5
Everett	0.91	CUFC	Rucker Ave	41st St	Pacific Ave
Everett	3.76	CUFC	SR 526	MP 0.76	MP 4.52
Everett	0.05	CUFC	SR 526	11.87	11.92
Everett	0.07	CUFC	W Marine View Dr / SR 529	MP 2.38 - 17th St	MP 2.45 - 17th St
Federal Way	0.54	CUFC	SR 18 (S 348th St)	MP 2.20B at SR 99 (Pacific Highway S)	MP 2.73B = MP 0.00 at I-5
Federal Way	1.99	CUFC	SR 99 (Pacific Highway S)	MP 6.15 at South City Limits	MP 8.14 at SR 18 (S 348th St)
Fife	0.10	CUFC	12th St E	34th Ave E	Port of Tacoma Rd
Fife	0.18	CUFC	34th Ave E (proposed section)	20th St E	I-5 SB off-ramp
Fife	0.30	CUFC	34th Ave E (section open to traffic)	I-5 SB off-ramp	12th St E
Fife	1.61	CUFC	70th Ave E	20th St E	45th St. Ct. E
Kent	0.94	CUFC	84th Ave S	SR 167	S 212th St
Kent	1.36	CUFC	S 212th St	SR 181	SR 167
Kent	0.14	CUFC	S 228th St	I-5	Military Rd S
Kent	3.12	CUFC	S 228th St	Military Rd S	84th Ave S near SR 167
King Co.	2.57	CUFC	SE 272nd/277th St	I-5	SR 167
King County	0.22	CUFC	148th Ave SE *	SE 224th St	SE 224th St
King County	0.40	CUFC	Kent-Black Diamond Rd SE *	400' North of SE 290th St	125' South of 160th Ave SE
King County	0.37	CUFC	Military Rd S *	S 360th St	S 360th St
Kitsap Co.	1.38	CUFC	SR 16	MP 27.81 - Begin bridge over SR 166	MP 29.19 - SR 3

Agency	Approx. Length	Corridor Type	Corridor *	Start	End
Pierce Co.	3.59	CUFC	Canyon Rd E	138th St E	196th St E
Pierce Co.	0.17	CUFC	Canyon Rd E *	196th St E	200th St E
Pierce Co.	4.76	CUFC	Canyon Rd E / 70th Ave E	45th St. Ct. E	SR 512
Pierce Co.	2.20	CRFC	Nisqually River Rd	Nisqually River	I-5
Puyallup	1.64	CUFC	Valley Ave E	Freeman Rd	SR 161 / Meridian
Sea-Tac	0.30	CUFC	24th Ave S	S 148th St	SR 518 Overpass
Sea-Tac	0.09	CUFC	International Blvd / SR 99	SR 518	S 154th St
Sea-Tac	0.31	CUFC	International Blvd / SR 99	S 160th St	SR 518
Sea-Tac	0.09	CUFC	S 154th St	SR 518 Off-Ramp	International Blvd
Sea-Tac	0.55	CUFC	S 154th St	24th Ave S	SR 518 Off-Ramp
Sea-Tac	0.25	CUFC	S 160th St	NB Airport Expressway On-Ramp	International Blvd / SR 99
Sea-Tac	0.09	CUFC	S 160th St	Air Cargo Rd	NB Airport Expressway On-Ramp
Seattle	0.40	CUFC	15th Ave NW *	Ballard Bridge Draw Span	NW 50th St
Seattle	1.82	CUFC	15th Ave W *	Elliott Ave W	Ballard Bridge Draw Span
Seattle	0.97	CUFC	1st Ave S	S Spokane St	S Hudson St
Seattle	1.11	CUFC	4th Ave S	S Dawson St	S Spokane St
Seattle	0.06	CUFC	Denver Ave S *	Colorado Ave S	UP Argo Yard Gate
Seattle	0.10	CUFC	Diagonal Ave S *	S Oregon St	SR 99 / E Marginal Way S
Seattle	0.23	CUFC	E Marginal Way S	SR 99 / E Marginal Way S	S Spokane St
Seattle	0.16	CUFC	E Marginal Way S	SR 99 / E Marginal Way S	E Marginal Way S
Seattle	0.16	CUFC	Elliott Ave W	S Galer St Grade Xing	15th Ave W
Seattle	0.23	CUFC	Harbor Island *	Klickitat Ave SW	SW Florida St
Seattle	0.49	CUFC	Olson Pl SW / 1st Ave S *	2nd Ave SW	S Cloverdale St
Seattle	0.39	CUFC	S Holgate St	1st Ave S	6th Ave S
Seattle	0.37	CUFC	S Industrial Way	4th Ave S	Airport Way S
Seattle	0.04	CUFC	S Oregon St *	Diagonal Ave S	Denver Ave S
Seattle	0.28	CUFC	SR 99 / E Marginal Way S	MP 28.26 / Diagonal Ave S	MP 28.73 / E Marginal Way S
Seattle	0.30	CUFC	W Galer St Grade Seperation	Elliott Ave W	Alaskan Way W
Shoreline	0.33	CUFC	N 175th St *	Meridian Ave N	Meridian Ave N
Sumner	1.68	CUFC	142nd Ave E	Puyallup St	24th St E

Agency	Approx. Length	Corridor Type	Corridor *	Start	End
Sumner	0.09	CUFC	24th St E	136th Ave E	SR 167
Sumner	0.40	CUFC	24th St E	142nd Ave E	136th Ave E
Sumner	1.30	CUFC	Stewart Rd	SR 167	E Valley Highway
Sumner	0.28	CUFC	Tacoma Ave *	Puyallup St	White River Bridge
Tacoma	0.10	CUFC	Milwaukee Way	Pacific Highway	SR 509
Tacoma	0.22	CUFC	Milwaukee Way	Pacific Highway	SR 509
Tacoma	0.80	CUFC	Portland Ave	Lincoln Ave	E 11th St
Tacoma	0.69	CUFC	Portland Ave	E 27th St	Lincoln Ave
Tacoma	0.56	CUFC	Puyallup River Bridge (Eells St)	Portland Ave	Milwaukee Way / Fife city limits
Tacoma	5.86	CUFC	Tacoma Tideflats *	various	various
Tukwila	0.21	CUFC	42nd Ave S	Interurban Ave S	S 124th St
WSDOT	3.55	CUFC	SR 167 - segment 1	I-5(MP 1.56)	SR 161 / existing SR 167 Valley Fwy(MP 5.11)
WSDOT	1.56	CUFC	SR 167 - segment 2	SR 509 mainline(MP 0.0)	I-5(MP 1.56)
WSDOT	3.20	CUFC	SR 509	I-5	existing SR 509 Burien Fwy

** denotes 2026 NHFP Project Candidate Corridor*

Total CUFC miles	69.72
Total CRFC miles	2.2



Puget Sound Regional Council

July 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

Four agencies submitted 12 projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various funding processes, such as Motor Vehicle Account 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 July 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 several requests from King County Metro for modifications to PSRC's FTA funds. These include both redistributions and allocations of currently unprogrammed funding. More details are described in Attachment B, and the projects are also included in Exhibit A.

The recommended modifications 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 June 24, 2026.

One new project is recommended for funding, and per adopted procedures, the project was released for public review on June 29. Comments will be accepted until the Executive Board meeting on July 23, at which time final approval is scheduled. As of July 15, one comment has been received and is included in Attachment C.

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 HIFG	FTA High Intensity Fixed Guideway State of Good Repair funds
5337 HIMB	FTA High Intensity Motor Bus State of Good Repair funds
HSIP	Federal Highway Safety Improvement Program
MAW	State Move Ahead Washington 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.

ATTACHMENTS

- A. Exhibit A - Projects Proposed for Routine Amendment to 2025-2028 TIP
- B. King County Metro Redistribution and New Allocation Requests
- C. Public Comments Received

Month: July
Year: 2026

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP Other	Amend
1. Bellevue	Bellevue Grand Connection Crossing: I-405 Crossing - Downtown to Eastrail New project programming preliminary engineering and right-of-way phases for a new non-motorized crossing over I-405 between City Hall Plaza and Eastrail, including a paved pathway on a grade-separated structure, railings, ADA access, street connections, rest areas and plazas, stormwater facilities, and amenities.	\$55,701,100 Local	☐	☒	☐	☐
		\$55,701,100 Total				
2. Lakewood	Military Road SW; Edgewood to 112th Existing project programming a new right-of-way phase for resurfacing and construction of bike lanes, sidewalks, streetlights, curb and gutter, stormwater facilities, and installation of a HAWK signal at the Holden Road SW intersection.	\$2,398 Local	☐	☒	☐	☐
		\$2,398 Total				
3. King County Department of Transportation (Transit)	Vessel Maintenance 2023-2024 Existing project programming previously unprogrammed funds for increased ferry vessel maintenance costs.	\$600,000 Federal 5337 HIFG	☒	☐	☐	☐
		\$600,000 Federal 5337 HIFG				
4. King County Department of Transportation (Transit)	Replacement of Overhead Trolley Infrastructure 2021-2022 Existing project programming previously unprogrammed funds for increased construction costs of overhead infrastructure, including wires, switches, and other hardware.	\$880,000 Federal 5337 HIFG	☒	☐	☐	☐
		\$880,000 Federal 5337 HIFG				
5. King County Department of Transportation (Transit)	KCM Water Taxi Vessel and Barge Mid-Life Maintenance New project programming previously unprogrammed funds for maintenance of water taxi and maintenance barge vessels.	\$180,000 Federal 5337 HIFG	☒	☒	☐	☐
		\$180,000 Federal 5337 HIFG				
6. King County Department of Transportation (Transit)	Atlantic Base Substation Replacement Existing project programming previously unprogrammed funds for replacement of two Atlantic Base traction power substations. Project is funded with federal funds using state toll credits as local match.	\$14,402,038 Federal 5337 HIFG	☒	☐	☐	☐
		\$14,402,038 Federal 5337 HIFG				

Month: July
Year: 2026

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	Other	UPWP Amend
7. King County Department of Transportation (Transit)	KCM Bus Acquisition 2023-2024	\$3,000,000	Federal 5337 HIFG	☒	☐	☐
	Existing project receiving redistributed funds from	\$5,000,000	Federal 5307(Urban)			
	MET-253: Vehicle, Equipment and Facilities Maintenance	\$8,000,000	Total			
	2021-2024 and MET-266: Rapid Ride R Line, for purchase of replacement buses.					
8. King County Department of Transportation (Transit)	Vehicle, Equipment and Facilities Maintenance 2025-2026	\$4,000,000	Federal 5337 HIMB	☒	☐	☐
	Existing project receiving redistributed funds from	\$24,687,325	Federal 5307 (Urban)			
	MET-262: Bus Acquisitions	\$28,687,325	Total			
	2025-2026 for preventative maintenance of transit-related vehicles, equipment, and facilities.					
9. WSDOT Olympic Region	SR 166/Wolves Rd - Compact Roundabout	\$1,729,695	Federal HSIP	☐	☒	☐
	Existing project programming	\$35,300	MVA			
	construction phase for a new compact roundabout.	\$1,764,995	Total			
10. WSDOT Olympic Region	SR 305/Unnamed Tribs to Eagle Harbor - Remove Fish Barriers	\$1,486,426	Federal NHPP	☐	☒	☐
	New project programming	\$165,158	MVA			
	preliminary engineering phase for replacement of fish barrier with a fish passable structure.	\$1,651,584	Total			
11. WSDOT Olympic Region	SR 166/1 Mile E of SR 16 - Slope Stabilization	\$5,788,489	Federal NHPP	☐	☒	☐
	New project programming	\$165,797	MAW			
	preliminary engineering and construction phases for repair of the drainage system to stabilize the slope.	\$5,954,286	Total			
12. WSDOT Olympic Region	SR 161/1 Mile N of SR 167 - Slope Stabilization	\$2,926,443	Federal NHPP	☐	☒	☐
	New project programming	\$93,296	MVA			
	preliminary engineering and construction phases for repair of shoulders, tension cracks and shallow slope failure to stabilize the slope.	\$3,019,739	Total			

King County Metro – Funding Allocation Request

Request: King County Metro (KCM) requests to allocate \$16,062,038 in Seattle-Tacoma-Everett (STE) UZA 5337 HIFG funds to the projects identified below.

Explanation: KCM seeks to allocate \$16,062,038 of unprogrammed STE UZA 5337 HIFG funds to the three existing projects identified below, plus one new project. The additional funding will be used to cover:

- increased vessel maintenance costs for MET-246;
- increased construction costs for MET-227;
- mid-life maintenance and repair costs for vessels and barges for the new project; and
- design and construction costs for MET-270.

The FY2027 funds will be used for design, and the FY2028 funds will be used for construction of MET-270. The project was originally planned to start in 2025, but has been reprioritized to start in 2027.

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2024	MET-246	Vessel Maintenance 2023-2024	STE UZA 5337 HIFG	\$900,000	\$600,000	\$1,500,000
2025	MET-227	Replacement of Overhead Trolley Infrastructure 2021-2022	STE UZA 5337 HIFG	\$0	\$880,000	\$880,000
2025	MET-NEW	KCM Water Taxi Vessel and Barge Mid-Life Maintenance	STE UZA 5337 HIFG	\$0	\$180,000	\$180,000
2027	MET-270	Atlantic Base Substation Replacement	STE UZA 5337 HIFG	\$0	\$1,894,979	\$1,894,979
2028	MET-270	Atlantic Base Substation Replacement	STE UZA 5337 HIFG	\$0	\$12,507,059	\$12,507,059

King County Metro Redistribution Request

Request: King County Metro (KCM) is submitting a request to redistribute funds from *Vehicle, Equipment and Facilities Maintenance 2021-2024* [MET-253] to *King County Metro Bus Acquisition 2023-2024* [MET-238].

KCM is also submitting a request to redistribute funds from *Bus Acquisitions 2025-2026* [MET-262] to *Vehicle, Equipment and Facilities Maintenance 2025-2026* [MET-268].

Explanation: KCM requests to redistribute FY2024 Seattle-Tacoma-Everett Urbanized Area (STE) 5337 HIMB funds from MET-253 to MET-238 in order to prioritize the use of the 5337 HIMB funds for the bus acquisition projects. Local funds will be adjusted to offset the redistribution so that the scopes and total costs for both projects remain the same.

KCM also requests to redistribute FY2025 STE 5307 Earned Share and 5337 HIMB funds from MET-262 to MET-268. The funds are being reduced in MET-262 due to several factors including lack of availability of the planned vehicle types and equipment, increased costs of the vehicles that will be delivered, and changing market conditions that is reducing the total number of battery electric buses that will be purchased under this bucket project. MET-268 is able to use the FY2025 funds immediately. Local funds will be reduced in MET-268 to offset the redistributions so that the scope and total cost remains the same.

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2024	MET-253	Vehicle, Equipment and Facilities Maintenance 2021-2024	STE UZA 5337 HIMB	\$10,890,290	-\$3,000,000	\$7,890,290
2024	MET-238	KCM Bus Acquisition 2023-2024	STE UZA 5337 HIMB	\$0	\$3,000,000	\$3,000,000
2025	MET-262	Bus Acquisitions 2025-2026	STE UZA 5307 Earned Share	\$24,687,325	-\$24,687,325	\$0
2025	MET-268	Vehicle, Equipment and Facilities Maintenance 2025-2026	STE UZA 5307 Earned Share	\$19,423,063	\$24,687,325	\$44,110,388
2025	MET-262	Bus Acquisitions 2025-2026	STE UZA 5337 HIMB	\$10,784,448	-\$4,000,000	\$6,784,448
2025	MET-268	Vehicle, Equipment and Facilities Maintenance 2025-2026	STE UZA 5337 HIMB	\$0	\$4,000,000	\$4,000,000

King County Metro Redistribution Request

Request: King County Metro (KCM) is submitting a request to redistribute funds from *Rapid Ride R Line* [MET-266] to *King County Metro Bus Acquisition 2023-2024* [MET-238].

Explanation: KCM requests to redistribute FY2025 STE 5307 Equity Funds from MET-266 to MET-238. MET-266 is being defederalized. The redistribution will remove all federal funds from the PE phase of MET-266, which would otherwise lapse if not obligated this year. The scope and total cost for MET-238 will remain the same, with an equivalent decrease in local funding.

Per PSRC's Project Tracking Policies, Equity funds cannot be moved between projects, with exceptions demonstrating a compelling need considered on a case-by-case basis. In this case, the funds would be moved into a project that has previously received Equity funds through the 2024 Annual Adjustments process. At that time KCM demonstrated that the buses that will be acquired with the Equity funds will allow KCM to provide reliable and safe service to the identified equity focus populations located in South King County. Therefore, PSRC has determined that the proposed transfer is consistent with these policies.

Appropriation Year	TIP ID	Project Title	Source	Current	Proposed Change	Final
2025	MET-266	Rapid Ride R Line	STE UZA 5307 Equity	\$5,000,000	-\$5,000,000	\$0
2025	MET-238	King County Metro Bus Acquisition 2023-2024	STE UZA 5307 Equity	\$11,228,713	\$5,000,000	\$16,228,713

Attachment C – Public Comments Received

Comment 1

1 July 2026

Hi there PSRC;

Just want to lend my voice of support to the Regional Transportation Improvement Program projects for King County Metro and Pierce Transit. It's important to invest in accessibility for Pierce Transit.

Also, if we fail to fund maintenance for ferries, we will pay more later - see Washington State Ferries after I-695. The King County Water Taxi is a key investment for mobility, and for tourism - I should know, as I've used the West Seattle Water Taxi as a photo platform multiple times over the years.

Thoughtfully;

Joe A. Kunzler

Response to Comment 1

Thank you for submitting a comment on the new projects recommended to be added to the Regional Transportation Improvement Program (TIP) as part of the 2026 annual adjustments to PSRC's Federal Transit Administration funds.

A summary of all comments received will be provided to PSRC's Executive Board, which is scheduled to approve the final adjustments on July 23, 2026.

Thank you for taking the time to provide these comments.

Regards,

Doug Cox, Principal Planner
Puget Sound Regional Council



Puget Sound Regional Council

July 16, 2026

ACTION ITEM

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve Rural Town Centers and Corridors Program/Transportation Alternatives Program Project Recommendations**

IN BRIEF

PSRC recently conducted competitive processes to award funds under two separate programs: the Rural Town Centers and Corridors Program and the Transportation Alternatives Program. On June 11, 2026, the Transportation Policy Board authorized the release of projects recommended for funding under both programs for public review and comment, including a prioritized contingency list of projects should additional funds become available prior to the next selection processes. At its meeting on July 9, the Transportation Policy Board recommended approval of the recommended projects to the Executive Board.

RECOMMENDED ACTION

The Executive Board should approve the Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachments A and B, respectively, along with the recommended prioritized lists of contingency projects.

DISCUSSION

Rural Town Centers and Corridors Program

In 2003, PSRC established the Rural Town Centers and Corridors (RTCC) Program to assist rural communities in implementing town center and corridor improvements. PSRC's project selection process for Federal Highway Administration (FHWA) funding

has set aside an amount for this program since 2004, with competitions for the available funding in the subsequent year. The funding amount for the program has increased over time, and the 2026 process was funded at 10% of the regional portion of FHWA funds, which equaled approximately \$6.07 million of federal fiscal year (FFY) 2027-2028 funds.

In January 2026, a call for projects was released by PSRC for all eligible sponsors, and a virtual workshop was held for prospective project sponsors on January 28, 2026. Eight projects—three from Pierce County jurisdictions, two each from King County and Snohomish County jurisdictions, and one from Kitsap County—were submitted, with requests totaling approximately \$8 million.

PSRC staff confirmed that all submitted projects met eligibility requirements and conducted the evaluation and scoring of the eight applications based on the adopted project evaluation criteria. All project sponsors were invited to present their projects to PSRC staff and the RTCC Project Selection Committee, which consisted of representatives from each of the four countywide forums, on May 6, 2026. The committee met on May 26, 2026, to develop a recommended list of projects to receive the available funds. At this meeting, the committee reviewed the scores and details of the projects. In addition to project scores, the committee discussed other considerations in preparing its recommendation, which included geographic balance, balance among categories and scalability.

The committee voted unanimously on the recommended list of projects and contingency list, which are identified in Attachment A. The committee recommended full funding for five of the six recommended projects, and a small reduction for one project to allow adequate funding to be available for the sixth project. The sponsor confirmed they can accept the reduced award amount and will backfill with local funding to ensure the phase is fully funded. The other two submitted projects are recommended for the contingency list, in rank order by score, should additional funds become available for this program prior to the next process.

Transportation Alternatives Program

The Transportation Alternatives Program (TAP) is a set-aside of FHWA funds under the federal transportation act that provides funding for community-based transportation improvements such as bicycle and pedestrian facilities, historic preservation of transportation assets, environmental mitigation and others. Metropolitan Planning Organizations such as PSRC have a role in the selection of projects to receive TAP funding within each region. For the 2026 TAP competition, PSRC is distributing \$16.1 million of FFY 2027-2028 funds.

In February 2026, a call for projects was released by PSRC for all eligible applicants, and a virtual workshop was held for prospective project sponsors on February 10, 2026. Sponsors submitted a total of 29 project applications, with requests totaling approximately \$41 million. PSRC staff confirmed that all submitted projects met

eligibility requirements and conducted the evaluation and scoring of the applications based on the adopted project evaluation criteria.

The TAP project selection committee consisted of two representatives from each of the four countywide forums and one representative from PSRC's Bicycle and Pedestrian Advisory Committee. The committee met on May 20 and 21 to develop a recommended list of projects to receive the available funds. At this meeting, the committee reviewed PSRC staff scores and details of the projects. In addition to project scores, the committee discussed other considerations in preparing its recommendation, which included geographic balance, agency balance and balance among phases. Recommendations were also guided by the year for which funds were requested, as there was a higher proportion of requests for 2028 and the funding recommendations needed to be balanced by year.

Based on these considerations, the committee recommended full funding of 12 projects and partial funding for two projects. Both sponsors have confirmed their ability and willingness to accept a lower award by using local funds to backfill the reduced amount to fully fund their requested phase. The committee voted unanimously on the recommended list of projects and contingency list of projects in rank order by score, as identified in Attachment B.

Summary of Public Comments

On June 11, the Transportation Policy Board authorized the release of recommended projects from both competitions for public review and comment. A news release was sent to PSRC's media contacts and was shared on social media. The public comment period was also featured in the Executive Director's newsletter, which is sent to contacts comprised of PSRC's boards and committees, stakeholder groups and interested parties. Materials were also posted on PSRC's website, which invited the public to comment by mail or email. PSRC responds to every comment submitted, and comments regarding specific projects are also forwarded to the appropriate project sponsor for additional response.

As of July 15, two comments have been received and are included in Attachment C along with a staff response. The Executive Board is scheduled to review all comments and take final action at their July 23 meeting.

For additional information on the RTCC or TAP programs, please contact Doug Cox at dc Cox@psrc.org or 206-971-3050 .

ATTACHMENTS

- A. 2026 Rural Town Centers and Corridors Program Project Recommendations and Contingency List
- B. 2026 Transportation Alternatives Program Project Recommendations and Contingency List
- C. Public Comments Received

Attachment A: 2026 Rural Town Centers and Corridors Program Project Recommendations and Contingency List**Projects Recommended for Funding**

Agency	Project Title	Phase Requested	Project Score	Amount Requested	Amount Recommended	Project Description
North Bend	North Bend Way & Mt. Si Road Roundabout	Construction	90	\$2,217,082	\$2,217,082	Construct a roundabout to replace the existing two-way stop-controlled intersection. Includes illuminated pedestrian/bicycle crossings with rectangular rapid flash beacons and multi-use pathways at all legs of the intersection.
Orting	Whitehawk Boulevard Extension	Right-of-Way	85	\$750,000	\$750,000	Construct a new roadway connector from Whitehawk Boulevard NW/Orting Avenue NW to Calistoga Street W/Coe Lane SW, consisting of a single travel lane in each direction with curb and gutter, planter strips, sidewalk on one side and a shared-use path on one side, and stormwater facilities.
Sultan	US 2 / Sultan Basin Road Roundabout	Preliminary Engineering/Design	83	\$675,000	\$675,000	Construct a two-lane roundabout to replace the existing signalized intersection. The project includes pedestrian and bicycle facilities, rectangular rapid flash beacons, lighting and storm drainage improvements.
King County	NE Woodinville-Duvall Road at West Snoqualmie Valley Road NE Improvements	Preliminary Engineering/Design	81	\$1,600,000	\$1,419,583	Construct a single-lane roundabout. The project includes widened shoulders, marked crosswalks, landscaping, illumination and drainage / water quality improvements.
Kitsap County	Suquamish / Augusta - South Street to Winfred	Right-of-Way	78	\$692,000	\$692,000	Install sidewalk and a bike lane along each side of the corridor.
Snohomish County	S Machias Road and Three Lakes Road Intersection Improvements	Right-of-Way	76	\$316,335	\$316,335	Construct a compact roundabout and make improvements to Centennial Trail crossing to improve sight distance and visibility, including illumination.
Total Funds Recommended				\$	6,070,000	

Projects Recommended for Contingency List (in priority order)

Project Sponsor	Project Title	Phase	Project Score	Amount Requested	Project Description
Bonney Lake	Veterans Memorial Drive at Angeline Road Intersection	Construction	79	\$1,000,000	Construct a roundabout at the intersection and a shared use path from Locust Avenue to the Fennel Creek Trail.
Pierce County	Foothills Trail Extension - South Prairie to Wilkeson Alignment Study	Planning	64	\$605,500	Evaluate and select a preferred alternative to extend the Foothills Trail from the Town of South Prairie to the Town of Wilkeson. The project will engage property owners, residents, tribal partners and other stakeholders to ensure the project reflects community values and input.
Total Funds Recommended for Contingency List				\$1,605,500	

Attachment B: 2026 Transportation Alternatives Program Project Recommendations and Contingency List

Projects Recommended for Funding

Agency	Project Title	Phase Requested	Project Score	Amount Requested	Amount Recommended	Project Description
Port of Tacoma	Port of Tacoma Esplanade	Preliminary Engineering/Design	96	\$735,000	\$735,000	Install the Foss Waterway Esplanade connecting the Port of Tacoma Maritime Center site to 15th Street in Tacoma, and restoration along the Foss Waterway to improve salmon and marine habitats in Commencement Bay.
Tacoma	S Pine St Pedestrian, Bike & Transit Access Improvements: Center St - S 47th St	Construction	95	\$2,484,371	\$2,484,371	Reduce vehicle lanes and construct protected bikes lanes that transition to a shared-use path at the south end, construct new sidewalk where there are missing links, and add pedestrian lighting, curb ramps, pedestrian signal improvements, and high visibility crosswalks.
Kent	Willis Street (SR 516) Interurban Trail Connection	Preliminary Engineering/Design	86	\$346,000	\$346,000	Install a shared-use path on the north side of Willis Street (SR 516) from Washington Avenue (SR 181) to the Interurban Trail. The project includes complete streets design and on-ramp crossing treatments.
SeaTac	S 204th Street Improvements Project	Construction	84	\$800,000	\$800,000	Construct pedestrian improvements including a 6-foot sidewalk, a landscaped strip with pedestrian lighting, a high visibility crosswalk, and bicycle sharrows.
Fife	Valley Ave E Pedestrian & Bicycle Improvements – 54th Ave E to 28th St E	Preliminary Engineering/Design	83	\$1,460,192	\$1,460,192	Install a south-side shared use path, north-side sidewalk, planter strip buffers, illumination, curb and stormwater conveyance.
Redmond	161st Ave Cycle Track	Preliminary Engineering/Design	83	\$850,000	\$850,000	Install two-way protected bike lanes from Bear Creek Parkway to NE 90th Street.
Sumner	Fryar Avenue Shared Use Trail	Construction	83	\$2,315,000	\$2,315,000	Construct approximately 3,000 feet of shared use path paralleling Fryar Avenue from W Main Street to Puyallup Street. The project will include ADA upgrades at driveway approaches and curb ramps.
Seattle	Renton Ave S Sidewalk & Neighborhood Greenway	Construction	82	\$2,046,960	\$1,200,000	Construct curb ramp upgrades, intersection improvements, sidewalks, road edge treatments, and neighborhood traffic calming and signage. Install a new shared-use path between the greenway on S Walden Street and Renton Avenue S.
Washington State Department of Transportation	SR 518/SR 99 Active Transportation	Construction	80	\$1,200,000	\$1,200,000	Construct improvements at two locations along SR 518 including new and updated signage, high visibility crosswalk markings, curb ramps, accessible pedestrian push buttons, rectangular rapid flashing beacons, advanced stop bar and extending the existing signal to control the slip lane.
Monroe	West Main Street Sidewalk Project	Preliminary Engineering/Design	77	\$100,000	\$100,000	Construct 800 feet of concrete sidewalk with curb and gutter, and preserve the existing bike lane.
Snohomish County	Interurban Trail Improvements: 167th PI SW to 160th St SW	Construction	71	\$1,588,140	\$1,588,140	Construct a 0.5-mile segment of the Interurban Trail. The project includes curb ramps, signage, marked crossings, grading and drainage improvements.
North Bend	Tanner Trail Extension	Construction	71	\$1,183,082	\$1,183,082	Construct a shared use path connecting to the Snoqualmie Valley Trail system. Improvements include installation of a paved trail section with gravel shoulder, conduits and handholes for future pedestrian lighting and a rain garden.

Everett	SR 99 Evergreen Way and Center Rd	Preliminary Engineering/Design	69	\$519,000	\$519,000	Install a signalized pedestrian crossing, including a pedestrian traffic signal and necessary signal infrastructure, including median pedestrian refuge, high-visibility crosswalk striping, curb extensions, curb ramps and some vehicle turning movement restrictions.
Kitsap County	West Kingston - Bridge to Middle School	Construction	64	\$1,634,175	\$1,334,175	Construct a sidewalk on north side and designate bike lanes on both sides of the roadway.
Total Funds Recommended				\$ 16,114,960		

Projects Recommended for Contingency List (in priority order*)

Project Sponsor	Project Title	Phase	Project Score	Amount Requested	Project Description
SeaTac	34th Ave S Phase 2	Construction	88	\$4,000,000	Construct sidewalks with curb and gutter, planter strips, bike lanes, lighting, pedestrian crossing improvements, and stormwater improvements.
Auburn	East Valley Highway Widening	Construction	80	\$1,814,000	Construct a fish passage as part of the broader roadway improvement project.
Pierce County	B Street Sidewalks	Construction	78	\$2,200,000	Construct shared-use paved shoulders, curb, gutter and sidewalk on both sides of the roadway between 176th and 192nd Street E, including curb ramps, crossings, luminaires, and minor pavement and crown adjustments as needed to match the new sidewalk and provide drainage.
King County Roads	Improved Pedestrian Safety Along SW 102nd St. in White Center	Construction	75	\$1,397,831	Install a new sidewalk along the north side of SW 102nd Street from 8th to 15th Avenue SW, including sidewalk curb ramps at each street, and driveway reconnects and stormwater improvements.
Maple Valley	SR 169 Pedestrian Bridge at SE 258th Street	Construction	69	\$2,000,000	Construct a pedestrian bridge over SR 169, connecting at-grade sidewalks with ADA ramps on both sides of bridge.
North Bend	Cedar Falls Way Shared Use Path Project	Construction	68	\$2,403,155	Construct a new sidewalk, ADA improvements, signage and related safety features as part of a broader project along SE Cedar Falls Way.
Shoreline	175th Street Corridor Improvements Project – Phase 1	Construction	67	\$1,273,340	Construct pedestrian/bicycle improvements at all corners of the intersection including sidewalks and gutters, pedestrian handrails, a gravity block wall, tree replacement, bollards and signage as part of the broader 175th Corridor Improvement Project.
Edmonds	100th Ave. Southbound Bike Lane (SR-104 @ 100th Ave. W Intersection)	Preliminary Engineering/Design	65	\$445,475	Install ~1,200 feet of separated southbound bike lane along 100th Avenue W protected by 2-foot buffer from the travel lane, and a mid-block crossing with refuge island north of the intersection.
Sound Transit	Safety Enhancements along MLK Jr Way	Construction	65	\$4,000,000	Construct nonmotorized safety enhancements at 28 locations along the corridor including enhanced signage, warning systems, improved signal coordination and upgraded physical infrastructure.
King County	Safe Routes to Transit (SR2T) Safety Analysis	Planning	62	\$1,000,000	Expand the scope of Metro's Safe Routes to Transit (SR2T) program by completing a comprehensive countywide safety study to identify and prioritize transit access improvements at crash hotspots near transit stops.

Poulsbo	Mesford Road Improvements	Preliminary Engineering/Design	61	\$432,500	Install new sidewalks along the sections of Mesford Avenue that are currently missing and add a rectangular rapid flashing beacon to a heavily used crosswalk.
Kenmore	Burke Gilman Trail Accessibility Project	Construction	58	\$2,000,000	Construct an ADA accessible walkway from the southwest corner of SR 522 and 61st Avenue NE connecting to the Burke-Gilman Trail. The project includes concrete retaining walls, a concrete ramp/walkway and landings, metal railings, pedestrian scale lighting, wayfinding signage and slope restoration.
Northwest Railway Museum	North Bend Depot Tracks & Platform	Construction	58	\$576,365	Construct a switch (or turnout) to connect existing double-track sections with the railway mainline and add approximately 600 feet of track to improve safety and an ADA-accessible lift. A new pedestrian and bicycle railway crossing will also be installed.
University Place	Chambers Creek Rd Phase 2	Preliminary Engineering/Design	57	\$259,500	Install pedestrian and bicycle facilities between Bridgeport Way and the Chambers Creek Regional Park, including new sidewalks, curb ramps, bike lanes, pedestrian-oriented street lighting, landscaped buffers, benches and bike racks.
Sammamish	Sammamish Town Center Bicycle and Pedestrian Corridor Study	Planning	54	\$217,500	Evaluate bicycle and pedestrian infrastructure needs along the two corridors connecting to the western side of Sammamish Town Center, including determination of the preferred cross-sections to accommodate sidewalk and bike facility needs. The study will also address bicycle and pedestrian needs at intersections including crosswalks and bicycle treatments.
Total Funds Recommended for Contingency List				\$24,019,666	

* Projects with the same score are considered "tied" for priority and are shown here in alphabetical order.

Attachment C – Public Comments Received

Comment 1

From the Foothills Rails-to-Trails Coalition; see attached.

Response to Comment 1

Thank you for your comments on the Rural Town Centers and Corridors (RTCC) recommendations.

A summary of all comments received will be provided to PSRC's Executive Board prior to its July 23 meeting where it is scheduled to take action on the project recommendations.

While the Foothills Trail Extension Study was not recommended for funding at this time, it is included on the recommended contingency list of projects should additional funding become available. In response to your suggestion that feedback on the application be provided, after the 2026 process has concluded PSRC staff is available to meet with project sponsors at their request to provide such feedback.

Thank you for taking the time to provide these comments.

Regards,

Doug Cox, Principal Planner
Puget Sound Regional Council

Comment 2

ForeverGreen Trails (FGT) would like to provide the following comment on the Rural Town Centers and Corridors (RTCC) and Transportation Alternatives Program.

We wanted PSRC to fully appreciate the Community Support surrounding Pierce County's application in the RTCC program. FGT along with the Foothills Rails-to-Trail Coalition, Pierce County Parks, and the Town of Wilkeson hosted two events in Wilkeson in support of this project and grant application. Our Trails & Ales presentation focused on the vision for the Foothills National Recreation Trail, the importance of the trail for local communities (especially those impacted by the closure of the Fairfax Bridge), and details about the County's route-finding project from South Prairie to Wilkeson. We then walked to the end of the Wilkeson section of the trail where the route-finding study would connect. Along the way, community partners from Friends of the Carbon Canyon, Families First Coalition, White River Partnership, and the Foothills Historical Museum spoke to the attendees about the trail and their work in supporting the rural communities of the area who face limited transportation options, an economy

highly-dependent on tourism, and the impacts of a likely five-plus-year delay in replacing the Fairfax Bridge. I have rarely seen such Community Support and alignment on a project in my professional work in active mobility and I wanted to underscore the efforts the County has taken to both listen to local residents and to collaborate with partners.

I also wanted to provide some feedback about the clarity of the project rankings in both programs since projects are not necessarily listed by their Project Score. For instance, in the RTCC program, Bonney Lake's project is on the Contingency List despite it having a higher score than the bottom two Projects Recommended for Funding. Similarly, the TAP program lists several Contingency List projects with higher scores than many Projects Recommended for Funding. In the TAP program criteria, there is a reference to project categories that might potentially point to other factors determining rank/whether a project is recommended for funding, but they aren't described clearly enough explain the seemingly out-of-order rankings. The RTCC program criteria provides even less information to explain final rankings, with only one reference to project categories.

Was the intent to recommend funding for the top scoring projects in each program's categories? If so, Pierce County's Planning Project, despite its score, should have received a recommendation for funding as it was the only project in the Planning category. Regardless, greater clarity and transparency about how rankings are determined would be helpful in respective program materials. For now, a small addendum to the respective ranked lists might be helpful for members of the Transportation Policy Board and Executive Board to help ensure they are making informed recommendations and final funding decisions.

A reply clarifying this would be appreciated.

Thank you.

Larry Leveen, Executive Director
ForeverGreen Trails

Response to Comment 2

Thank you for your comments on the Transportation Alternatives (TAP) and Rural Town Centers and Corridors (RTCC) recommendations.

A summary of all comments received will be provided to PSRC's Executive Board prior to its July 23 meeting where it is scheduled to take action on the project recommendations.

For each competition, project funding recommendations were determined by a Project Selection Committee made up of agency representatives from throughout the region.

Prior to deliberation, each committee identified factors in addition to scores that could be considered in determining project recommendations. For both the RTCC and TAP recommendations, in addition to the project scores, each committee's recommendations took into account geographic balance across the region's four counties, and the year for which funds were requested, as the total awards must also be balanced between years. While the Foothills Trail Extension Study was not recommended for funding at this time, it is included on the recommended contingency list of projects should additional funding become available.

Thank you for taking the time to provide these comments.

Regards,

Doug Cox, Principal Planner
Puget Sound Regional Council



**FOOTHILLS
NATIONAL RECREATION TRAIL
PRIMARY SUPPORTER**

Board of Directors July 7, 2026

Theresa Turpin Puget Sound Regional Council Transportation Policy Board and Executive Board

President **Re: Public Comment in Support of Pierce County's Foothills Trail Extension – South Prairie to Wilkeson Alignment Study**

Kim Wells
Vice-President Dear PSRC Transportation Policy Board and Executive Board Members,

John Hopkins I am writing in strong support of Pierce County's Foothills Trail Extension – South Prairie to Wilkeson Alignment Study, submitted through the Rural Town Centers and Corridors Program.

Treasurer This connection is one of the most asked-for missing links in the Foothills Trail system. Extending the trail from South Prairie to Wilkeson would connect this rural town to the existing regional trail system and create a safer, more accessible active transportation and recreation route for residents and visitors.

Audrey Pitigliano
Secretary This connection is especially important now. Since the closure of the Fairfax Bridge, Wilkeson and the Carbon River Valley have lost a major access point to Mount Rainier National Park and surrounding public lands. That closure has had real economic impacts on local businesses and the broader visitor economy. A completed Foothills Trail connection to Wilkeson would help bring trail users directly into town, support small businesses, and strengthen Wilkeson's role as a gateway community.

Alex Juchems
Dan Bucci
Dan Whitaker This is not simply a recreational project. The South Prairie to Wilkeson connection would provide a safer active transportation route between rural communities that currently have limited non-motorized options. Today, people walking, biking, and rolling in this corridor often rely on rural roads and state highways with higher vehicle speeds, incomplete shoulders, and limited sight distance. A separated trail connection would improve safety for vulnerable users while reducing conflicts between vehicles and people traveling outside of cars.

Chris Gardner
Jaime Collings
John Peranzi The planning study is necessary because prior feasibility work determined that the previously identified canyon alignment was not feasible. Additional planning is now needed to evaluate alternative routes, understand right-of-way needs, assess environmental and engineering constraints, engage property owners and tribal partners, and select a preferred alignment that can move into future design and construction.

Janine Williamson
Nicole Martineau This project strongly aligns with the purpose of the Rural Town Centers and Corridors Program. It supports rural mobility, strengthens connections between small towns, advances locally adopted trail and active transportation goals, and supports the economic vitality of communities in the Carbon River Valley.

Steve Brown
Tim O'Brien I respectfully ask PSRC to reconsider the importance of this project within the current funding process and, at minimum, ensure that it remains positioned for funding if additional dollars become available. I also encourage PSRC to provide clear feedback on the scoring so Pierce County and its community partners can strengthen future applications for this important regional connection.

Victoria Lincoln Thank you for your consideration and for your continued investment in rural communities, active transportation, and safe regional trail connections.

Sincerely,

Breanna Fokes
Executive Director



Puget Sound Regional Council

July 16, 2026

DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: Regional Centers Framework

IN BRIEF

The [Regional Centers Framework](#) provides policy direction and criteria for regional growth and manufacturing/industrial centers. The Growth Management Policy Board (GMPB) has started discussing an update to the Regional Centers Framework. The Executive Board will receive a briefing on the project timeline and focus areas.

DISCUSSION

[Regional centers](#) are the hallmark of VISION 2050 and the Regional Growth Strategy. They guide regional growth allocations, advance local planning, inform transit service planning and represent priority areas for PSRC's federal transportation funding.

The region has 30 designated regional growth centers. These locations contain significant business, governmental and cultural facilities, and are areas planning for significant growth. The region's 10 designated manufacturing/industrial centers are locations for more intensive industrial activity. Both regional growth centers and regional manufacturing/industrial centers are focal points for planned growth, economic development, and transportation infrastructure investments.

Regional Centers Framework

The [Regional Centers Framework](#) established criteria and planning expectations to ensure centers are developing as thriving and connected communities with sufficient market potential to accommodate new jobs and housing. The framework outlines eligibility and designation criteria for new regional centers, provides minimum criteria for countywide centers, outlines planning requirements and other implementation steps, and directs the monitoring and redesignation of existing centers.

Since the framework was adopted in 2018, there have been a variety of changes that call for additional review and potential updates. New state laws have changed how cities are planning for housing and transit-oriented development. Regional centers have continued to grow and adjust with changes to the regional economy. The [2025 Regional Centers System Monitoring Report](#) provided an opportunity to evaluate current processes. Through the regional growth center redesignation process, the Growth Management Policy Board and Executive Board also specifically directed development of an exception process for the review of center boundaries.

The update of VISION 2050 will begin next year, and PSRC will open an application process for new centers in 2027. Work to identify refinements to the framework this year will address the changes noted above, support the VISION update, and inform the next application process for new centers.

Existing boards and committees, including the Regional Staff Committee, Regional Transit-Oriented Development Committee and the Equity Advisory Committee, will review potential updates in the summer and fall of 2026. GMPB will evaluate policy options later this fall. The Executive Board will consider updates to the framework once the GMPB acts on a recommendation, currently anticipated in early 2027.

Staff will provide the Executive Board with an update on the focus areas for this project and the proposed timeline.

NEXT STEPS

GMPB will discuss policy updates to the Regional Centers Framework this fall. The Executive Board will be updated on this project as work progresses.

For additional information, please contact Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

July 16, 2026

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Puget Sound Data Trends**

IN BRIEF

At the July 23rd Executive Board meeting, PSRC staff will provide a background report on the latest Trends in the Puget Sound region.

DISCUSSION

As part of the long-range performance-based planning process, PSRC is involved in an ongoing effort to track a variety of regional demographic and transportation trends across the region. This presentation will look at trends in population and housing growth based on the latest estimates of housing and population released by the Office of Financial Management in July 2026 along with relevant employment and transportation trends for the first half of the year.

Following the presentation, PSRC staff will take questions and comments from board members. For additional information, please contact Craig Helmann, Director of Data, at chelmann@psrc.org.



Puget Sound Regional Council

July 16, 2026

INFORMATION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: **New Employee Status Report**

PSRC has one new employee:

Heidi Shepard – Data Technician, Transportation Planning

For more information, please contact Thu Le, HR Manager, at tle@psrc.org or 206-464-6175.