



Puget Sound Regional Council

Executive Board

Thursday, September 24, 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: 872 2657 9838 Passcode: 650396

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 (10:15) – Robin Koskey, PSRC

6. Committee Report

a. Operations Committee – Executive Ryan Mello, Vice President

7. Consent Agenda - Action Items (10:25)

- a. Approve Minutes of Meeting Held July 23, 2026
- b. Approve Vouchers Dated July 13, 2026, Through September 8, 2026, in the Amount of \$2,557,803.35
- c. Approve an Increase to Fixed Asset and Inventory Thresholds
- d. Approve Contract Authority for Investment Advisor for Deferred Compensation (457B)
- e. Approve Contract Authority for 2030 Planning Support
- f. Approve Contract Authority for Consultant Services for Board Room Audio
- g. Approve Contract Authority for Continued Information Technology (IT) Support
- h. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program
- i. Approve Project Tracking/Contingency Funding Awards

8. Discussion Item (10:30)

- a. Federal Legislative Update – *Leslie Pollner and Lisa Barkovc, Manatt*

9. Discussion Item (10:50)

- a. Transportation Management Area (TMA) Planning Certification Report – *Brian Hasselbach, FHWA*

10. Discussion Item (11:05)

- a. Special Guest – *President Robert J. Jones, University of Washington*

11. Information Items

- a. New Employee Status Report
- b. Annual Weighted Votes Revision
- c. TOD on a Roll—Making the Most of New Transit Connections:
 - October 16, Webinar, 10:00 a.m. - 12:00 p.m.
 - October 16, Shoreline TOD Walking Tour, 1:30 - 3:30 p.m.
 - October 23, Marymoor and Downtown Redmond Walking Tour, 1:30 - 3:30 p.m.
- d. Joint Board Session on Community Outreach, October 29, 10:00 a.m. - 12:00 p.m.

12. Other Business

13. Next Meeting: Thursday, October 22, 2026, 10:00 a.m. - 12:00 p.m.

14. Adjourn (11:15) – Reception Immediately Following the Meeting

(11:15 a.m. – 12:00 p.m.)

Meet and Greet Reception with University of Washington President Robert J. Jones.

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.

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Puget Sound Regional Council

MINUTES

Executive Board

Thursday, July 23, 2026

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

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 AM by Executive Dave Somers, PSRC President. A video of the meeting was streamed live as well as recorded and is available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments received.

PRESIDENT'S REMARKS

President Dave Somers announced that University of Washington President Robert Jones will join the Executive Board as a special guest at its September 24 meeting. He encouraged board members to make every effort to attend in person to help extend a warm welcome to President Jones.

EXECUTIVE DIRECTOR'S REPORT

Josh Brown Updates and Announcements:

- Congratulated everyone on a successful World Cup and recognized the region's strong collaboration in hosting the event.
- Noted that, as part of the Consent Agenda, the board would be asked to approve the Port Gamble S'Klallam Tribe's membership as a full member of PSRC.
- Noted that, as part of the Consent Agenda, the board would be asked to approve \$22 million in awards through the Rural Town Centers and Corridors Program and Transportation Alternatives Program. The award placed a strong emphasis on safety, main street economic development, and infrastructure improvements in underserved communities.

- Announced that University of Washington President Robert Jones would be a special guest at the September meeting and encouraged members to attend in person. A reception is planned to follow the meeting.
- Announced the virtual launch of the Build Here, Puget Sound Housing Tool.
- Highlighted recent outreach activities, including the Sound Cities Association Summer Social and engagement with partners at Washington State University, Greater Seattle Partners, and the Economic Solutions Summit.
- Recognized the recipients of the 2026 VISION 2050 Awards.

STATE LEGISLATIVE 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 June 8, 2026, through July 6, 2026, in the Amount of \$1,635,834.59.

He also reported that the committee recommended approval of the Port Gamble S’Klallam Tribe’s membership, an increase to the revolving fund amount, and the FY 2027 Indirect Cost Rate.

CONSENT AGENDA

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

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

The motion passed unanimously.

ACTION ITEM: APPROVE RURAL TOWN CENTERS AND CORRIDORS PROGRAM/TRANSPORTATION ALTERNATIVES PROGRAM PROJECT RECOMMENDATIONS

Jennifer Barnes, Program Manager, briefed the board on the requested action to approve funding recommendations for the 2026 Rural Town Centers and Corridors (RTCC) Program

and Transportation Alternatives Program (TAP), including prioritized contingency project lists should additional funding become available.

The RTCC Program will distribute approximately \$6.07 million in federal funds to support six rural community projects, with two additional projects placed on a contingency list. The TAP will distribute approximately \$16.1 million in federal funds, fully funding 12 projects and partially funding two projects, with sponsors providing local funds to complete those projects.

Both programs followed PSRC's competitive project selection process, including staff evaluation, committee review, public comment, and recommendation by the Transportation Policy Board. Two public comments were received during the review period and were included with staff responses for the Executive Board's consideration.

ACTION: It was moved and seconded (Birney/Walker) to approve the Rural Town Centers and Corridors Program and Transportation Alternatives Program funding to the list of projects identified in Attachment A and B, respectively, along with the recommended prioritized lists of contingency projects.

The motion passed unanimously.

DISCUSSION ITEM: REGIONAL CENTERS FRAMEWORK

Liz Underwood-Bultmann, Principal Planner, provided an update on the Regional Centers Framework, including the project timeline and key focus areas. The framework guides the designation and planning of the region's growth and manufacturing/industrial centers, which are central to VISION 2050, regional growth planning, and transportation investments.

The update will address changes in state housing and transit-oriented development laws, regional growth trends, monitoring findings, and the development of a center boundary exception process. Policy recommendations will be developed through board and committee review during 2026, with Executive Board consideration anticipated in early 2027.

DISCUSSION ITEM: PUGET SOUND DATA TRENDS

Craig Helmann, Director of Data, updated the board on the latest population, housing, economic, and transportation trends across the Puget Sound region. He highlighted key growth and migration trends along with national comparisons, changes in housing development and affordability, regional economic conditions, and transportation patterns. The presentation provided an overview of how these trends are shaping the region and the challenges and opportunities they present for future planning, investment, and policy decisions.

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, September 24, from 10:00 a.m. to 12:00 p.m.

ADJOURN

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

Adopted this 24th day of September 2026.

Executive Dave Somers, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

A. Executive Board Attendance, July 23, 2026

Executive Board - July 23, 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	
	CM Alexis Mercedes Rinck	
	CM Robert Kettle Alt	
	CM Dan Strauss Alt	
	Vacant Alt	
Bellevue	MYR Mo Malakoutian	1
	DP MYR Dave Hamilton Alt	
Federal Way	MYR Jim Ferrell	
	Vacant Alt	
Kent	MYR Dana Ralph	
	CM Toni Trouther Alt	1
Kirkland	MYR Kelli Curtis	1
	DP MYR Neal Black Alt	
Renton	MYR Armondo Pavone	
	CM James Alberson, Jr. Alt	1
Redmond	MYR Angela Birney	1
	CM Melissa Stuart Alt	1
Auburn	MYR Nancy Backus	1
	DR MYR Tracey Taylor-Turner Alt	
Other Cities/Towns in King County	CM Jeff Wagner, Covington	1
	MYR Thomas McLeod, Tukwila	1
	CM Amy Lam, Sammamish	1
	MYR Chris Roberts, Shoreline Alt	
	MYR Katy Kinney Harris, Yarrow Point Alt	1
	CM Mark Joselyn, North Bend Alt	1
Kitsap County	COMM Katie Walters	1
	COMM Christine Rolfes Alt	
Bremerton	MYR Greg Wheeler	1
	CM Jane Rebelowski Alt	
Port Orchard	MYR Rob Putaansuu	
	CM Jay Rosapepe Alt	
Other Cities/Towns in Kitsap County	MYR Ed Stern, Poulsbo	1
	CM Ashley Mathews, Bainbridge Island Alt	1
Pierce County	EXEC Ryan Mello VICE PRESIDENT	1
	CM Rosie Ayala	1
	CM Robyn Denson Alt	
Tacoma	MYR Anders Ibsen	
	CM Kristina Walker Alt	
Lakewood	CM Ryan Pearson	1
	DP MYR Patti Belle Alt	
Other Cities/Towns in Pierce County	CM Stan Flemming, University Place	
	CM Jeff Sproul, Orting Alt	
Snohomish County	EXC Dave Somers PRESIDENT	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Scott Bader Alt	1
Other Cities/Towns in Snohomish County	MYR Pro Tem Bryan Wahl, Mountlake Terrace	
	Mayor Pro Tem Jacob Walker, Monroe	1
	CM Susan Paine, Edmonds Alt	1
	MYR Mike Rosen, Edmonds Alt	1
Port of Bremerton	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
Port of Everett	COMM David Simpson	1
	COMM Glen Bachman Alt	
Port of Seattle	COMM Ryan Calkins	
	COMM Toshiko Hasegawa Alt	
Port of Tacoma	COMM John McCarthy	1
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Julie Meredith	
	Assistant Secretary John White Alt	
Washington State Transportation Commission	COMM Nicole Grant	1
	COMM Gael Tarleton Alt	



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Vouchers Dated July 13, 2026, Through September 8, 2026, in the Amount of \$2,557,803.35**

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>
07/13/26 - 09/08/26	AP Vouchers	\$ 947,490.90
07/15/26 - 08/31/26	Payroll	\$ 1,610,312.45
		\$ 2,557,803.35

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



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve an Increase to Fixed Asset & Inventory Thresholds**

IN BRIEF

Currently, PSRC capitalizes assets that are in excess of \$5,000 with a useful life of more than two years. In addition, small and attractive assets (items that are less than \$5,000, but more than \$300 for laptops, tablets and cellphones and more than \$1,000 but less than \$5,000 for camera equipment, desktop computers, server and television equipment) are inventoried and tracked.

PSRC has found that the volume of depreciable assets under \$10,000 is 66% of total assets, but only 9% of total value. The thresholds have not been adjusted for inflation for over 20 years.

RECOMMENDED ACTION

PSRC would like to update the financial budgetary policies to reflect the following:

- Increase depreciable assets from \$5,000 to \$10,000
- Increase threshold for small and attractive assets (laptops, tablets and cellphones) from \$300 to \$1,000
- Increase threshold for small and attractive assets (camera equipment, desktop computers, server and television equipment) from \$1,000 to \$2,000

BUDGET IMPACT

The budget can support this change in policy.

DISCUSSION

The change will capture the higher value depreciable assets and save time on tagging and tracking small and attractive assets with little impact to total fixed asset value.

For additional information, please contact Lili Mayer, Finance Manager, at LMayer@psrc.org or 206-971-3268, or Andrew Werfelmann, Budget Manager, at AWerfelmann@psrc.org or 206-971-3292.

ATTACHMENT

A. PSRC Financial Budgetary Policies 2026

Attachment A – Financial & Budgetary Policies

PSRC FINANCIAL & BUDGETARY POLICIES

The following financial and budgetary policies were developed to guide and inform decision making, and related administrative procedures and practices. These policies will be incorporated into the Biennial Budget and Work Program and will be reviewed and updated every two years by the Operations Committee during the budget development process, or as necessary.

PSRC exercises its authority and carries out its responsibilities pursuant to a variety of statutes per Resolution No. PSRC-EB-2015-01, adopted July 23, 2015 (Appendix A-2).

FINANCIAL & BUDGETARY PLANNING POLICIES**1. Balanced Budget Policy**

PSRC is committed to a balanced budget and will maintain a balanced budget over the two-year period of the Biennial Budget and Work Program. This means that operating revenues must fully cover operating expenditures.

2. Budgeted Carryover

Awarded grant revenues that were not expended in the biennium will be carried over into the next biennium. The local funds required to match the remaining grant would also be carried over into the next biennium. Project progress will be monitored by quarterly progress meetings with finance and Program Directors.

3. Budgetary Authority

Two levels of budgetary authority exist to amend budgetary amounts within the corresponding budgetary classifications of Task and Sub-Tasks within the Biennial Budget and Work Program:

- Directors will have the flexibility to transfer budgetary amounts from one sub-task to another within a task provided the amount transferred does not exceed 20% of the total biennial budget.
- The Executive Director will have authority to transfer budgetary amounts between tasks provided that the amount transferred does not exceed 20% of the total biennial budget.
- The Executive Board's approval will be required to transfer budgetary amounts between Work Elements when the amount exceeds 20% of the biennial total budget.

4. Budget Development, Adoption and Amendment

The Operations Committee has primary responsibility for the development and maintenance of the biennial budget and work program. Every two years a biennial budget is prepared with the option of a supplemental budget after the first year. The Operations Committee recommends budgets and budget amendments to the Executive Board for approval. The General Assembly meets annually in the spring and votes to adopt the approved biennial budget or supplemental budget.

Budget amendments: A budget amendment is needed for a major revision to the budget and work program that involves either the addition or deletion of a major work task; the addition or deletion of a new funding source; or any transfer of funds within the budget that exceeds 10% of the overall budget. Budget amendments require Executive Board approval.

Administrative budget modifications: Administrative budget modifications include minor changes to the funding of a previously- included work task; or minor changes (less than 10% of total budget amount) to a previously included funding amounts. Administrative budget modifications do not require Operations Committee review or Executive Board approval. Budget modifications are approved by the Executive Director or their designee.

5. Unified Planning Work Program Amendments (UPWP)

Washington State Department of Transportation (WSDOT) tracks all amendments to the UPWP. Budget amendments that do not exceed 10% of the total budget may be amended without approval by WSDOT. All other budget amendments, including those that add new sources of funding and new scopes of work, must be included in an UPWP amendment request sent to WSDOT, Federal Highway Administration and Federal Transit Administration for approval before funds can be spent.

6. Long Range Financial Planning

PSRC will assess the long-term financial implications of changes to our current or proposed budget. PSRC will develop and maintain a six-year financial plan and project a long-term revenue and expenditure forecast of proposed changes. The six-year financial plan will serve as a forecast of likely financial outcomes of our proposed workplan.

7. Assets

a. Inventory

Accounting is responsible for maintaining records for all assets (capital and small and attractive assets) belonging to the Puget Sound Regional Council.

- Capital assets are any asset such as computers, office equipment and software systems, with a unit cost greater than \$10,000 and an estimated useful life in excess of two years. Capital assets are recorded at cost and depreciated or amortized on the straight-line method over the estimated useful life of the asset. PSRC will recognize an half year's depreciation in the year of acquisition and a half year's depreciation in the final year of useful life, regardless of when the asset was acquired during the fiscal year. Additional assets may be capitalized if their individual acquisition is below \$10,000 but if in the aggregate collectively exceeds \$100,000. Such assets may include computers and furniture.
- A small and attractive asset includes, but is not limited to, any asset, excluding furniture, with a unit cost of less than \$10,000 but:
 - More than \$1,000 for laptops, tablets, and smart phones.
 - More than \$2,000 for camera equipment, desktop computers, server equipment, and television equipment.
 Small and attractive assets are inventoried for physical and accounting control, but not capitalized.
- Finance staff, with the help of IT staff, will inventory and assess the condition of all capital assets annually, or periodically, as needed. Information recorded about assets may include description, location, physical dimension, condition, warranties, maintenance history, estimated replacement cost, usage statistics (mileage), book value, original useful life and remaining useful life. Assets will also be evaluated periodically to determine if they still provide the most appropriate method to deliver services.
- Staff complete an Employee Use Agreement Form for all PSRC equipment issued to them and are responsible for safeguarding those assets. The Budget Manager in charge of inventory is the custodian of these forms and will keep them current.

- As needed, the Senior IT Specialist regularly monitors the list of assets that need replacement and proposes to the Deputy Executive Director and Finance. Procurement for asset replacement(s) will follow PSRC's Purchasing Policies.
- The biennial budget will anticipate the need for asset replacements and provide ample budget within the depreciation line item of the indirect cost budget to cover the cost of replacing obsolete assets.

b. Lost or Stolen Property

It is PSRC's duty to immediately report any known or suspected loss of public funds or assets or illegal activities (RCW 43.09.185). If, after a thorough search, an asset is determined to be lost or stolen, it will be reported immediately to the Finance Manager. The Finance Manager will report the loss to the State Auditor's Office. For more information on reporting known or suspected losses, refer to the SAO website at <http://www.sao.wa.gov>. In addition, a police report may also be filed.

REVENUE POLICIES

8. Revenue Diversification & Stabilization

PSRC encourages diversification of revenue sources by seeking funding opportunities that contribute to accomplishing the Budget and Work Program and fulfill the mission of PSRC. Diversified sources of revenue enhance agency stabilization and allow PSRC to handle fluctuation in any one revenue source.

9. Membership Dues

PSRC and Central Puget Sound Economic Development District (EDD) assess dues to membership annually. Revenue from membership dues is used to provide match funds for Federal and State grants and to support the agency Work Program.

PSRC and EDD dues are invoiced annually to each member on a single combined invoice. Each biennium, while developing the revenue and expenditure assumptions for the next biennial budget and work program, PSRC will reassess the need for a dues increase.

10. Use of Project Specific Revenues

Project specific revenues will support project specific expenditures as well as the appropriate overhead cost.

11. Use of Unpredictable Revenues

For budgeting purposes, revenues shall be estimated conservatively. Highly likely but uncertain revenue sources will be classified as anticipated. The expenditures associated with these anticipated revenues will be shown in the budget as encumbered until the anticipated revenues are secured.

EXPENDITURE POLICIES

12. Debt Capacity

Use of debt requires authorization of the Operations Committee and Executive Board. PSRC may use short-term debt, with a term of three years or less, to cover cash flow shortages that may be caused by a temporary delay in receiving federal and or state grant reimbursements.

The use of long term debt, with a term of more than three years, may be considered on a case-by-case basis subject to approval by the Executive Board.

13. Reserve Account

A reserve fund amount will be budgeted every two years to provide for unanticipated expenditures of a nonrecurring nature and/or to meet unexpected increases in costs or decreases in revenue.

PSRC will maintain a reserve fund balance of between one and three months of projected expenditures. A target reserve fund balance of two months of operating expenditures is recommended. If PSRC falls below the recommended reserve fund balance then any excess year-end local funds will be used to build or replenish the reserve fund.

a. Authorization of Use of Reserve Funds

Reserve funds can be authorized for use in either a non-emergency or emergency situation.

Authorization of reserve funds in a non-emergency situation will be approved by the Operations Committee and Executive Board. A non-emergency situation can include, but is not limited to temporary revenue shortfalls, temporary cash flow shortfalls or unpredicted one-time expenditures.

Either the PSRC Executive Board President or Vice President may determine if an emergency situation exists and authorize the Executive Director or their designated representative to use reserve funds to provide continuity of business. Use of reserve funds for an emergency shall not exceed more than 50% of total reserve funds. An emergency is generally considered to be an event or set of circumstances—natural, technological, or human-caused—that requires a response to protect life or property, or results in loss of life or property (e.g., earthquakes, severe weather, flood or water damage, fire, tsunamis, public health and medical emergencies, and other occurrences requiring an emergency response).

Following an emergency, financial staff will complete a financial reconciliation report of emergency funds expended for review by the Operations Committee.

14. Operating Expenditure Accountability

To help project managers stay on time and under budget with their projects, monthly budget-to-actual, grant status, and contract status reports are produced by finance and distributed to directors, program managers and project managers as needed. Quarterly meetings between financial management and program management ensure that project progress is monitored and operating expenditures are consistent with revenues. Budget adjustments are made as necessary.

AMENDMENTS

Approved by the Operations Committee December 4, 2014

Adopted by the General Assembly April 30, 2015

Amended by the Operations Committee December, 2016

Administratively Amended May, 2017

Administratively Amended August 2021

Administratively Amended August 11, 2023

Administratively Amended December 5, 2023



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Contract Authority for Investment Advisor for Deferred Compensation (457B)**

IN BRIEF

PSRC contracts with Mission Square to provide our employer-sponsored deferred compensation (457B) plan. To fulfil PSRC's fiduciary responsibility and to maximize the benefits of our 457B plan, we want to explore 457B plan servicing options.

RECOMMENDED ACTION

Authorize the Executive Director to enter into a consultant contract for \$10,000 or more.

BUDGET IMPACT

No budget impact.

DISCUSSION

PSRC is interested in partnering with an investment advisory service group to help PSRC work with current 457B plan sponsor to maximize plan benefits. In addition, the vendor will scope and compare Mission Square to other 457 plan sponsors, their investment options and fee structures. The Council will release an RFP prior to hiring an investment advisory company but may need to pay upfront for work done on this effort.

Costs paid are expected to be recovered with the savings in plan fees.

For additional information, please contact Marc Daily, Director of Administrative Services, at MDaily@psrc.org or 206-464-7528.



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Contract Authority for 2030 Planning Support**

IN BRIEF

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. This request is to authorize a new contract in an amount not to exceed \$50,000 for consulting services related to aligning and maximizing the benefit of several planning efforts scheduled for completion in 2030. Costs would be incurred under the current Fiscal Years 2026-2027 biennial budget and may extend into the Fiscal Years 2027-2029 biennial budget.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into a contract for consulting services related to 2030 planning in a total amount not to exceed \$50,000 for FY 2026-2027.

BUDGET IMPACT

The approved Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funding for these consulting support services.

DISCUSSION

PSRC is preparing to develop two to three major regional plans to be completed in 2030. These include Vision 2060 and an update of the Regional Transportation Plan. PSRC also seeks close alignment with the Regional Economic Strategy and the Regional Open Space Conservation Plan scheduled for completion before 2030. PSRC

seeks a consultant to help define strategic goals for this cycle, align the management team and staff, build a shared vision across the plans, and clarify how major cross-cutting issues, especially addressing housing needs, should shape plan content and sequencing.

For more information, please contact Marc Daily, Director of Administrative Services, at (206) 464-7528 or by email at mdaily@psrc.org.



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Contract Authority for Consultant Services for Board Room Audio**

IN BRIEF

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. This request is to authorize a new contract in an amount not to exceed \$15,000 for IT services to reprogram cameras in PSRC's boardroom. Consultation costs would be incurred under the current Fiscal Years 2026-2027 biennial budget.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into a contract for IT services to reprogram cameras in the PSRC boardroom. The total contract amount is not to exceed \$15,000 for FY 2026-2027.

BUDGET IMPACT

The approved Supplemental Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funding for these IT support services.

DISCUSSION

When PSRC moved into its current office space in 2022, cameras were installed in the boardroom and pre-programmed for specific views throughout the boardroom. This initial programming is limited and has been insufficient to provide adequate user experience without continuous monitoring and adjustment by IT staff. Such monitoring and real-time camera adjustment is an inefficient use of PSRC's IT staff time. This contract would provide reprogramming of the cameras and boardroom interface to

facilitate automatic camera adjustment, resulting in better user experience with less impact on limited staff resources.

For more information, please contact Marc Daily, Director of Administrative Services, at (206) 464-7528 or by email at mdaily@psrc.org.



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Contract Authority for Continued Information Technology (IT) Support**

IN BRIEF

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. This request is to authorize a one-year contract in an amount not to exceed \$66,370 for IT support services through June 2027.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into a contract for IT Support Services not to exceed \$66,370 for FY 2026-2027.

BUDGET IMPACT

The approved Supplemental Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funding for these IT support services.

DISCUSSION

PSRC is working with Seitel Systems to support the agency's IT infrastructure. At the beginning of the 2026-2027 budget implementation, the Executive Board approved the first year of the contract with Seitel. This request funds the second year of the biennium. The full two-year amount is included in the approved budget.

For more information, please contact Marc Daily, Director of Administrative Services, at (206) 464-7528 or by email at mdaily@psrc.org.



Puget Sound Regional Council

September 17, 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

Three agencies submitted fifteen 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 September 10, 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), Congestion Mitigation and Air Quality Improvement Program (CMAQ), 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

Due to an emergent issue, a redistribution of PSRC's FTA funds was processed in the August TIP amendment for Kitsap Transit. For full transparency, the details of the redistribution are included in this month's documentation for board review and approval.

The emergent issue was to address a discrepancy in the obligation paperwork for Kitsap Transit's *North Kitsap Base* project that occurred due to the timeline and processing of PSRC's 2026 annual adjustments process for FTA funds. An emergency correction was needed to ensure expeditious obligation of the federal funds in the project, including a \$17 million RAISE grant.

The correction required a redistribution of PSRC FTA Earned Share funds between the following projects:

- Redistribute \$33,673 of FTA 5339 Program funds from the *North Kitsap Base* project to the *West Bremerton Hydrogen Fueling/Transit Center Park & Ride* project.
- Redistribute \$303,676 of FTA 5307 Program funds from the *Passenger Only Ferry System Preventative & Capital Maintenance (25-26)* project to the *North Kitsap Base* project.

Additional local funds are also being programmed in the *North Kitsap Base* project and the scope updated to change procurement of five double-decker clean fuel buses to standard technology buses.

These redistributions were found to be consistent with PSRC's project tracking policies and will be shared with the Transportation Operations Committee at their September meeting for full transparency.

Federal and State Fund Source Descriptions

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

5307 (Urban)	FTA Urbanized Area Formula Grants
5339	FTA Bus and Bus Facilities program.
CWA	State Connecting Washington Account
HIP	Federal Highway Infrastructure Program
MAW	State Move Ahead account
MVA	State Motor Vehicle Account
NHPP	Federal National Highway Performance Program

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

ATTACHMENT

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

Month: September

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. Edgewood	Interurban Trail Phase III (Jovita Canyon) Existing project programming a new right-of-way phase to construct a non-motorized trail with paved surface and gravel shoulders along Puget Sound Electric Railway corridor, linking disconnected segments of the regional Interurban Trail.	\$400,000	Local	☐	☒	☐
		\$400,000	Total			☐
2. Kitsap Transit	North Kitsap Base Existing project receiving redistributed funds for the North Kitsap base, a park-and-ride lot with 265 stalls, bus storage facility, bus maintenance facility, and bus wash and fueling structures. Project also includes purchase of 5 double decker buses.	\$303,676	Federal 5307(Urban)	☒	☐	☐
		\$2,792,777	Local			☐
		\$3,096,453	Total			
3. Kitsap Transit	West Bremerton Hydrogen Fueling/ Transit Center Park & Ride Existing project receiving redistributed funds for the West Bremerton Hydrogen Fueling/ Transit Center Park & Ride, a park-and-ride lot with 210 stalls, 5 bus berths, a hydrogen fueling facility, and pedestrian features, including canopies, crosswalks, and bicycle storage.	\$33,673	Federal 5339	☒	☐	☐
		\$66,103	Local			☐
		\$99,776	Total			
4. WSDOT Northwest Region	I-5 Archie Codiga Bridge - Special Bridge Repair New project programming a preliminary engineering phase to repair and replace fire-damaged bridge bracing members and clean the bridge drains. This is a multi-year project and the programming reflects the funds within the span of the current regional TIP.	\$526,303	MAW	☐	☒	☐
		\$526,303	Total			☐
5. WSDOT Northwest Region	I-5/Ship Canal Bridge - Drainage Repair New project programming preliminary engineering and construction phases to repair and upgrade drainage infrastructure, including scuppers and downspouts.	\$10,200,000	Federal NHPP	☐	☒	☐
		\$2,228,660	MVA			☐
		\$256,824	CWA			
		\$29,948,103	MAW			
		\$81,086	State Gas Tax			
		\$42,714,673	Total			

				PSRC Action Needed			
Sponsor	Project Title and Work Description	Funding	New Project Tracking	Project/Phase		UPWP Other Amend	
6. WSDOT Northwest Region	I-5 NB Lucile St Over I-5 - Deck Repair New project programming a preliminary engineering phase to perform deck repair. This is a multi-year project and the programming reflects the funds within the span of the current regional TIP.	\$526,303	MAW	☐	☒	☐	☐
		\$526,303	Total				
7. WSDOT Northwest Region	I-5/Yesler Way to NE 117th St - Ramp Paving New project programming preliminary engineering and construction phases to grind and inlay hot mix asphalt on I-5 ramps.	\$45,000,000	Federal NHPP	☐	☒	☐	☐
		\$3,087,178	MAW				
		\$1,923,294	State Gas Tax				
		\$703,031	CWA				
		\$50,713,503	Total				
8. WSDOT Northwest Region	SR 202 Tolt Hill Rd Vic to Tokul Rd - Paving & ADA New project programming preliminary engineering and right-of-way phases to resurface SR 202 in both directions from Tolt Hill Road vicinity to Tokul Road with pedestrian curb ramp upgrades as required.	\$1,509,694	Federal NHPP	☐	☒	☐	☐
		\$149,043	MVA				
		\$1,658,737	Total				
9. WSDOT Northwest Region	SR 169 SE 400th St Vic to Lawson St Vic - Paving & ADA New project programming preliminary engineering and right-of-way phases to grind and inlay the roadway and make pedestrian curb ramp upgrades as required.	\$1,359,587	Federal NHPP	☐	☒	☐	☐
		\$132,365	MVA				
		\$1,491,952	Total				
10. WSDOT Northwest Region	SR 529 Snohomish River Bridges - Special Bridge Repair and Painting New project programming a preliminary engineering phase for repairs and painting to extend the useful life of the SR 529 Snohomish River Bridges.	\$8,539,493	Federal NHPP	☐	☒	☐	☐
		\$844,565	MVA				
		\$9,384,058	Total				
11. WSDOT Northwest Region	US-2 No Name Creek & BN Railroad Bridges - Deck Replacement New project programming preliminary engineering and construction phases to repair and resurface the existing bridge deck.	\$3,888,115	Federal NHPP	☐	☒	☐	☐
		\$118,793	MVA				
		\$4,006,908	Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	Other	UPWP Amend
12. WSDOT Olympic Region	SR 104/Hood Canal Bridge - Pontoon Deck Overlay New project programming preliminary engineering and construction phases to perform a pontoon deck overlay to preserve the structural integrity of the bridge.	\$4,622,701	☐	☒	☐	☐
		\$128,776				
		\$4,751,477				
		Total				
13. WSDOT Olympic Region	SR 161/ 255th St E to 224th St E - Paving New project programming preliminary engineering and construction phases to inlay the existing roadway with hot mix asphalt.	\$3,406,795	☐	☒	☐	☐
		\$418,936				
		\$3,825,731				
		Total				
14. WSDOT Olympic Region	SR 16 Tacoma Narrows Bridge - Deck Rehabilitation New project programming a preliminary engineering phase to rehabilitate the bridge deck.	\$3,612,173	☐	☒	☐	☐
		\$401,353				
		\$4,013,526				
		Total				
15. WSDOT Olympic Region	SR 16 Tacoma Narrow Bridge Superstructure Rehabilitation New project programming preliminary engineering and construction phases to rehabilitate the existing bridge superstructure.	\$16,235,344	☐	☒	☐	☐
		\$1,966,672				
		\$18,202,016				
		Total				



Puget Sound Regional Council

September 17, 2026

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve Project Tracking/Contingency Funding Awards**

IN BRIEF

Per the adopted *Policy Framework for PSRC's Federal Funds*, contingency lists of prioritized projects are approved as part of each project selection process in case additional funds become available prior to the next process. If any funds are returned after award, PSRC's adopted project tracking policies guide the distribution of these funds to projects on the contingency list. This process is conducted separately from the annual rebalancing process to achieve the required delivery target of PSRC's Federal Highway Administration (FHWA) funds and occurs within a timeframe that does not impact or interfere with the adopted policies and procedures for the rebalancing process.

Approximately \$7 million of PSRC's 2027 FHWA funds have been returned and are available for redistribution to two projects on the current adopted contingency lists as described below. At its meeting on September 10, the Transportation Policy Board recommended approval of the awards.

RECOMMENDED ACTION

The Executive Board should approve the award of PSRC's FHWA funds to two projects on the current adopted contingency lists: \$5,460,000 to the City of Issaquah's *Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 2*, and \$1,297,000 to King County's *SE Kent-Kangley Rd / Landsburg Rd SE Intersection Improvement* project.

DISCUSSION

PSRC funds may be returned through cost savings at time of grant completion or on a voluntary basis by sponsors due to major project changes or delays, project cancellations,

obtaining other grant funding such that PSRC funds are no longer needed, or other circumstances.

Contingency lists of prioritized projects are approved as part of each project selection process in case additional funds become available prior to the next process. Per the *Project Tracking Policies for PSRC's Federal Funds*, returned funds may be distributed to the adopted contingency list in effect at the time from the same forum as the original award. Distribution of contingency funding occurs separately from the annual rebalancing process to achieve the delivery target when necessary and is allowed within a timeframe that does not impact or interfere with the adopted policies and procedures for the rebalancing process.

Approximately \$7 million of PSRC 2027 FHWA funds was returned from projects originally awarded in 2024 from the King Countywide process. Per the process described above, funds are distributed to projects in priority order on the adopted contingency list from the appropriate forum, with the added requirement that projects must be able to utilize the funding in the year available, in this case 2027.

The following two contingency projects met the eligibility requirements and are recommended for award:

- City of Issaquah's Newport Way NW Improvement Project - SR 900 to SE 54th Street - Phase 2, \$5,460,000 for the construction phase.
- King County's *SE Kent-Kangley Rd at Landsburg Rd SE Intersection Improvement*, \$1,297,000 for the preliminary engineering/design phase.

The recommended awards total \$6,757,000, which is \$243,000 less than the available returned funding. No other contingency projects could accept this amount of funding and utilize it in 2027. Therefore, in accordance with the adopted project tracking policies, the remaining returned funds will be redistributed through PSRC's annual rebalancing process in 2027.

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



Puget Sound Regional Council

DISCUSSION ITEM

September 17, 2026

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Federal Legislative Update**

IN BRIEF

PSRC's federal consultants, Leslie Pollner, Managing Director, and Lisa Barkovc, Senior Policy Advisor, from Manatt will provide a timely update on recent federal budget and policy developments and implications for local governments.

DISCUSSION

Manatt is a bi-partisan firm and provides PSRC with advice, expert information and relationship building support on federal affairs, legislation and programs. The law firm has expertise and capacity to provide in-depth analysis of federal legislation and provide updates on federal programs and funding, adding capacity for PSRC staff. Manatt also facilitates deepened relationship building with federal agency staff and members of PSRC's federal congressional delegation and staff. PSRC staff meet with Manatt weekly and contemporaneous updates are provided on breaking developments to remain current on what is happening in Washington, DC.

PSRC began working with Ms. Pollner as our federal consultant in December 2022, when she was at Holland & Knight. Ms. Pollner moved to Manatt in October of 2025. Given that Ms. Pollner was the primary PSRC consultant and represented the agency well, we moved to her new firm.

Ms. Pollner and Ms. Barkovic will be presenting virtually.

Biographies

Leslie Pollner, Managing Director

Leslie Pollner is a managing director in Manatt's Government Advocacy & Contracting practice in Washington, D.C., leveraging her federal, state and local government

experience to help public and private-sector clients develop innovative solutions and advocacy strategies to reach their goals. Her practice spans transportation and infrastructure, water, energy and environment, housing, community and economic development, public safety and homeland security, technology and innovation, workforce development, public health and human services, education, and tax and local finance.

Previously, Leslie served as senior policy advisor and co-leader of the Local Government Advocacy team at a global law firm. She was also deputy mayor for federal affairs in Los Angeles under Mayor Antonio Villaraigosa, where she led the city's Washington, D.C. office, directed federal advocacy initiatives and oversaw lobbying efforts for the Los Angeles port, airport and public utilities commissions. During Mayor Villaraigosa's presidency of the U.S. Conference of Mayors, Leslie acted as the city's principal liaison, collaborating with mayors nationwide on priority issues. Earlier in her career, Leslie was chief of staff to U.S. Representatives Suzanne Kosmas and Tim Mahoney. In addition, she has held senior roles in public affairs consulting and crisis communications, advising Fortune 500 companies and shaping communications strategies for national organizations.

Lisa Barkovic, Senior Legislative Advisor

Lisa Barkovic is a senior legislative advisor in Manatt's Government and Regulatory practice. Leveraging her unique experience in federal appropriations, transportation, housing, economic development, environment, and public safety, Lisa helps clients across all levels of government develop innovative and tailored advocacy strategies to advance their goals in Washington.

Her practice centers on guiding local governments, public safety agencies and private organizations through evolving state and federal regulations on disaster response, drawing on her extensive background with FEMA-related legislation and local law enforcement coordination. Lisa also advises clients on public transportation policy, with a focus on both formula and discretionary grant programs, surface transportation reauthorization and emerging tech issues, such as shared autonomous mobility. Before joining Manatt, Lisa spent more than 20 years as a senior policy and public affairs advisor at a global law firm, where she counseled clients on public policy, regulatory compliance, transportation and infrastructure initiatives, and federal budget and appropriations. She also served in the office of former Congressman Mark Foley, where she contributed to drafting legislation and appropriations requests, developed legislative strategies and acted as the primary liaison to the Congressional Travel & Tourism Caucus.

For more information, please contact Robin Koskey, Director of Government Relations and Communications, at rkoskey@psrc.org or 206-798-4462.



Puget Sound Regional Council

September 17, 2026

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Transportation Management Area (TMA) Certification Report**

IN BRIEF

Per federal legislation, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to review and certify the planning processes for federally designated Transportation Management Areas (TMAs) every four years. A TMA is designated for urbanized areas with greater than 200,000 population, and PSRC is the designated TMA for the central Puget Sound area.

The current review process was conducted in July 2026 and resulted in continued certification of PSRC's planning processes. The FHWA Washington Division Administrator will provide remarks to the Executive Board at its September 24 meeting.

DISCUSSION

PSRC regularly coordinates and collaborates with FHWA and FTA on regional planning processes, including the Regional Transportation Plan and the Transportation Improvement Program. Every four years, certification of these processes is required, and the 2026 review process was concluded in July.

Attached is the final report detailing PSRC's 2026 certification finding. The report discusses a variety of administrative and planning functions and provides information on FHWA and FTA's findings and recommendations. PSRC continues to meet the federal transportation planning requirements and is certified for the next four years.

The FHWA Washington Division Administrator will attend the September 24 Executive Board meeting to provide an overview of the 2026 certification process, including discussion of the commendations and recommendations included in the report.

For more information, contact Josh Brown at jbrown@psrc.org or (206) 464-7515.

ATTACHMENTS

- A. 2026 PSRC TMA Federal Certification Letter
- B. 2026 PSRC TMA Certification Review Report



**U.S. Department
of Transportation**

U. S. DEPARTMENT OF TRANSPORTATION

**FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501**

**FEDERAL TRANSIT ADMINISTRATION
REGION 10
915 SECOND AVENUE, SUITE 3190
SEATTLE, WA 98174**

September 26, 2026

Josh Brown, Executive Director
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

Puget Sound Regional Council (PSRC) 2026 TMA Certification Review

Dear Mr. Brown:

The Bipartisan Infrastructure Law (BIL) retained the requirement for the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) to review and certify the planning processes for Transportation Management Areas (TMAs) at least every four years. The Puget Sound Regional Council (PSRC) is the MPO serving the Seattle-Tacoma and Bremerton TMAs; Bremerton is a newly designated TMA effective June 5, 2023. The previous TMA planning certification for PSRC was completed on September 26, 2022.

FHWA and FTA staff conducted a joint review of PSRC's transportation planning process, including a review of key planning documents, and two meetings on July 7, 2026 with staff from PSRC and WSDOT. This final report includes a list of our findings and identifies several recommendations for continued improvement in the metropolitan planning process. The report also includes commendations for work that we want to acknowledge as particularly well done.

The overall conclusion of the Certification Review is that the planning process for the PSRC complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. Based on this review, the FHWA and FTA determined that PSRC meets the requirements for metropolitan transportation planning established under 23 CFR 450, and therefore, we jointly certify the PSRC planning process. The planning processes at PSRC is continuing, cooperative, and comprehensive, and reflects a significant professional commitment to deliver quality in regional transportation planning.

We appreciate the time and assistance that your staff provided during this review. If you have any questions regarding this review process or action, please direct them to Matthew Pahs of the FHWA Washington Division, at 360-753-9418, or Danielle Casey of the FTA Region 10, at (206) 220-7964.

**BRIAN D
HASSELBACH**

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Date: 2026.09.08
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Brian Hasselbach
Washington Division Administrator
Federal Highway Administration

**SUSAN KAY
FLETCHER**

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Date: 2026.09.03
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Susan Fletcher
Regional Administrator, Region 10
Federal Transit Administration

Enclosure

cc: Kelly McGourty, Puget Sound Regional Council
Matthew Pahs, Federal Highway Administration
Danielle Casey, Federal Transit Administration
Gabe Philips, Washington State Department of Transportation
Karena Houser, Washington State Department of Transportation



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration



Transportation Management Area Planning Certification Review

2026

Puget Sound Regional Council Planning Certification Review

Prepared by:

Federal Highway Administration (FHWA) Washington Division

and

Federal Transit Administration (FTA) Region 10



September 26, 2026

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INTRODUCTION

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the 2026 Planning Certification Review of the transportation planning process for the Puget Sound Regional Council (PSRC). FHWA and FTA must jointly review, evaluate, and certify the transportation planning process in Transportation Management Areas (TMAs) (urbanized areas over 200,000 in population) at least once every four years.

FHWA and FTA are required to ensure that the metropolitan planning process of a Metropolitan Planning Organization (MPO) serving a TMA is being carried out in accordance with applicable provisions and planning requirements in 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450. Certification of the planning process is a prerequisite to the approval of Federal funding for transportation projects in TMAs.

The Planning Certification Review focuses on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO, the State DOT, and public transportation operators in conducting the metropolitan transportation planning process. The review is also an opportunity to assist with new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed capital and operating investment decisions.

The Planning Certification Review process is individually tailored to focus on topics of significance and risk in each metropolitan planning area. Federal reviewers prepare reports to document the results of the review process. The report describes findings and includes Federal Actions (i.e., Commendations, Recommendations, and Corrective Actions) for the MPO, State DOT, and public transportation operators. The report is the joint responsibility of the FHWA and FTA field offices, and content will vary to reflect the planning process reviewed.

The Planning Certification Review process is one of several methods used to assess the quality of a regional metropolitan transportation planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide opportunities for this type of review and comment on the Unified Planning Work Program (UPWP), the Metropolitan Transportation Plan (MTP), Metropolitan Transportation Improvement Program (TIP), Statewide Transportation Improvement Program (STIP) findings, air quality conformity determinations in nonattainment and maintenance areas, as well as a range of other formal and less formal contacts. The results of these other processes are considered in the Planning Certification Review process. While the report itself may not fully document these ongoing checkpoints, the findings and federal actions of the Planning Certification Review are based upon the cumulative findings of the entire review effort.

This report documents the major Findings and Federal Actions of the 2026 TMA Planning Certification Review of PSRC, and issues a joint determination of certification.

PREVIOUS FINDINGS AND DISPOSITION

The 2022 Planning Certification Review found that the metropolitan transportation planning process for the PSRC substantially met the Federal planning requirements in 23 U.S.C. 134 and 49 U.S.C. 5303 and 23 CFR 450. As such, FHWA and FTA certified the transportation planning process for the PSRC TMA on September 26, 2022. This certification is valid through September 25, 2026.

REVIEW PROCESS

The 2026 TMA Planning Certification Review of PSRC was conducted by the Federal Review Team (FHWA and FTA) through a combination of document reviews, public input and engagement, and virtual meetings with PSRC staff and regional stakeholders. The Federal Review Team focused on PSRC compliance with federal regulations. Special attention was paid to Bremerton, as this urbanized area is a newly-designated TMA and is part of the PSRC MPO planning area.

The Federal Team held a kick-off meeting on February 26, 2026 that covered introductions, requirements, and an overview of the process. PSRC provided the Federal Team with links to planning documents on their website and additional information about the planning process. In March 2026, the Federal Team began a desk review of PSRC planning documents. In June, public comments on the metropolitan transportation planning process were received. Two virtual meetings were held on July 7, 2026 with PSRC and Washington State Department of Transportation (WSDOT) to discuss findings of the desk review. At these meetings, the Federal Team asked for clarity on numerous questions from the desk review topics and from the public comments received. Each of the responses from PSRC and WSDOT in the virtual meetings were considered during this review.

REVIEW TOPICS

The following topics are required parts of the metropolitan transportation planning process in 23 U.S.C. 134 and 49 U.S.C. 5303. The review was based on the implementing regulations in 23 CFR Part 450. The review areas, observations, commendations, and recommendations are summarized in a table below.

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
#1 MPO ORGANIZATIONAL STRUCTURE AND POLICY BOARD 23 CFR 450.310	The PSRC, established by the 1991 interlocal agreement, consists of a General Assembly, boards and committees, and staff led by an Executive Director. The Transportation Policy Board members represent tribal governments, local governments, transit agencies, ports, WSDOT, Washington State Senate and House Transportation Committees, and others. The boundaries were designated by the Governor on September 24, 1991. PSRC develops policies and makes decisions about transportation planning, economic development and growth management within King, Kitsap, Pierce, and Snohomish counties. PSRC is composed of nearly 100 members, including counties, cities, towns, ports, state and local transportation agencies and Tribal governments within the region. While Bremerton was designated as a new TMA in 2023, that area has equitable and proportional representation on PSRC boards and committees.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: None
#2 METROPOLITAN PLANNING AREA (MPA) BOUNDARIES 23 CFR 450.312	The PSRC Metropolitan Planning Area (MPA) boundaries were designated by the Governor on September 24, 1991. The PSRC boundaries do not overlap with adjacent MPAs, and the urbanized areas do not extend into adjacent MPOs.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: None

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
#3 MPO PLANNING AGREEMENTS 23 CFR 450.314	The 1993 PSRC Interlocal Agreement identifies responsibilities for carrying out the metropolitan transportation planning process between the MPO(s), the State(s), and the public transportation operator(s) serving the MPA. All federally recognized Indian Tribes within the jurisdiction area are eligible to petition for approval as members of the agency, with voting representation in the General Assembly. There is only one MPO designated to serve the urban area. The 2016 WSDOT and PSRC Metropolitan/Regional Transportation Planning Organization Agreement identifies the federal planning factors in 23 CFR 450.306, but it contains an error by stating there are eight when there are ten. The 2016 WSDOT and PSRC Metropolitan/Regional Transportation Planning Organization Agreement identifies federally required plans but does not include the state freight plan. The PSRC Bylaws were last updated in 2009.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Team recommends WSDOT and PSRC update the Metropolitan/Regional Transportation Planning Organization Agreement to accurately include the Planning Factors. Recommendation: The Federal Team recommends WSDOT and PSRC update the Metropolitan/Regional Transportation Planning Organization Agreement to include the state freight plan.

Requirements Citations & Assessment	Observations, Commendations, Recommendations and Corrective Actions
#4 METROPOLITAN TRANSPORTATION PLANNING PROCESS 23 CFR 450.306 23 CFR 450.316 23 CFR 450.318 23 CFR 450.322 Also: 23 CFR part 490 23 USC 134 23 USC 201-204 49 USC 5304 49 USC 70202	The Metropolitan Transportation Planning Process (MTPP) is designed to be continuous, cooperative, and comprehensive (3C), ensuring compliance with Federal requirements while effectively addressing applicable planning factors. It employs a performance-based approach to decision-making and utilizes PSRC staff, consultants, and local partners for implementation. The MTPP is carried out in coordination with the statewide transportation planning process, with compliance ensured through PSRC's 2026-2050 Regional Transportation. The 2016 WSDOT and PSRC Metropolitan/Regional Transportation Planning Organization Agreement ensures the planning process is continuous, cooperative, and comprehensive and is being carried out in coordination with the statewide transportation planning process. Additionally, the process demonstrates effective stakeholder coordination with WSDOT, regional transit providers, local governments, and other partners to foster an integrated planning approach. PSRC has established performance targets that address the performance measures or standards to use in tracking progress toward attainment of critical outcomes for the region. PSRC follows WSDOT's lead on target setting. FHWA participates in TPM discussions.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Review Team recommends for the next update of the MTP and TIP that PSRC develop a documented process that outlines roles, responsibilities, and key decision points for consulting and appropriately involving Federal Land Management Agencies by using the Federal Land Management Agencies Database. Enhanced communication will assist PSRC in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Resources: Transportation Planning Capacity Building - Federal Land Management Agencies Database webpage (https://www.planning.dot.gov/FLMA_Database.aspx)

#5 PARTICIPATION BY INTERESTED PARTIES 23 CFR 450.316	The PSRC Public Participation Plan (PPP), adopted in June 2023, effectively establishes a clear framework for public involvement that includes targeted outreach to underserved populations. The plan describes how PSRC provides timely notice and reasonable access to information about transportation issues and processes and describes the visualization techniques that PSRC uses. The plan also describes how PSRC reviews the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Team recommends PSRC update the PPP to include additional descriptions of how requirements are met for coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of 23 CFR 450. Recommendation: The Federal Team recommends PSRC update the PPP by removing rescinded Executive Orders, including 12898 and 13166. Recommendation: The Federal Team recommends PSRC update the PPP by removing reference to Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act.
#6 CONGESTION MANAGEMENT PROCESS (CMP) 23 CFR 450.322	The PSRC does not have an independent Congestion Management Process (CMP) document. PSRC has integrated the CMP into the agency-wide performance program, including the MTP. This method complies with Federal requirements, and PSRC includes all elements required by 23 CFR 450.322(d) in various documents. The PSRC developed the RTP Performance Dashboard, System Performance Report, and other MTP-related reports that describe: the methods used to monitor and evaluate the performance of the multimodal transportation system; identification of the underlying causes of recurring and non-recurring congestion; identification and evaluation of alternative strategies; information supporting the implementation of actions; and evaluation of the effectiveness of implemented actions.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Team recommends PSRC consider developing an independent CMP for the next MTP update, similar to the various reports that are part of the 2026 RTP. This may better communicate regional priorities around congestion management and may provide clarity around meeting Federal requirements in 23 CFR 450.322.

#7 UNIFIED PLANNING WORK PROGRAM (UPWP) 23 CFR 450.308 23 CFR 420.111 Also: IIJA § 11206	The FY 2026-2027 Unified Planning Work Program (UPWP), adopted May 2025, provides a comprehensive framework for metropolitan transportation planning. It incorporates performance-based planning principles that align with federal requirements and facilitate data-driven decision-making. The UPWP emphasizes full and transparent public participation, encouraging community involvement to ensure that planning decisions reflect public input. The 2025 Annual Performance and Expenditure Report (APER) provided to FHWA and FTA by WSDOT was accepted on December 12, 2025. The PSRC APER includes a comparison of actual performance with established goals, and a comparison of revenues and expenditures.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Team recommends PSRC follow the UPWP amendment procedures guidelines that are being revised by WSDOT in 2026.
#8 METROPOLITAN TRANSPORTATION PLAN 23 CFR 450.324 23 CFR 450.314 23 CFR 450.316	The PSRC 2026-2050 Regional Transportation Plan was adopted on May 28, 2026, and serves as a long-range MTP that is updated every four years. The PSRC Air Quality Conformity Determination for the 2050 Metropolitan Transportation Plan (MTP) was made on June 18, 2026. The MTP is built on six foundations, including maintenance and preservation, multimodal, safety, climate, goal evaluation, and finance. The RTP includes several related reports and tools, including a System Performance Report and dashboard, Current and Future System Reports and visualization tools, a Regional Capacity Projects list, an Air Quality Conformity Report, a Water Quality Report, a Climate & Resilience Report, a Financial Strategy report, and an Outreach & Engagement Report, and other reports that pull together information for the overall RTP. It also includes a freight story map with multimodal detail on tonnage and corridors. In addition, the PSRC developed a Federal Requirements report that addresses the Federal Planning Factors and Congestion Management Process Federal Performance Targets.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Commendation: The PSRC RTP identifies the Transit, Pedestrian, and Bicycle Facilities in the PSRC region in detail, including gap analyses. Commendation: The PSRC RTP contains links to visualization tools for the current and future transportation systems, and a detailed freight story map. Recommendation: The Federal Team recommends PSRC reference WSDOT's 2026 Freight System Plan, currently in development; this will ensure updated statewide trends and issues for the PSRC region are captured in the PSRC Current and Future System Reports and will ensure freight funding is captured in the Financial Strategy.

#9 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) 23 CFR 450.326 23 CFR 450.316 23 CFR 450.328 23 CFR 450.332 23 CFR 450.336	The PSRC 2025-2028 Regional TIP was adopted in October 2024. Air Quality Conformity Determination for Puget Sound Regional Council's TIP was made in December 2024. The TIP meets all requirements outlined in 23 CFR 450.326. The TIP is a fiscally constrained program of regionally significant projects aligned with the MTP. Developed through a performance-driven, outcome-based process, it supports federal performance targets and includes a required assessment of its impact on achieving those targets. PSRC used public participation procedures consistent with its public participation plan when developing the TIP.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Commendation: The Federal Team commends PSRC for the TIP webpage, which provides materials and resources to member agencies and the public. The webpage also includes a TIP map, which helps to visualize the projects in the TIP. Recommendation: The Federal Team recommends PSRC improve the next version of the TIP by including a link to the PPP and a discussion on how public comments are addressed. Recommendation: The Federal Team recommends PSRC update the TIP glossary, revised in 2010, to be more aligned with current terms and definitions. This includes Federal Functional Classification, and the current surface transportation act.
#10 ANNUAL LISTING OF PROJECTS (ALOP) 23 CFR 450.334	The current PSRC annual listing of obligated projects (ALOP) is posted on the PSRC TIP website as Appendix G. The ALOP includes all federally funded projects authorized or revised to increase obligations in 2025, and identifies, for each project, the Federal funding that was obligated, and the Federal funding unobligated.
ASSESSMENT: Compliant	Commendation(s), Recommendation(s) or Corrective Action: Recommendation: The Federal Team recommends PSRC enhance the ALOP to be more public facing by including an introduction, a requirements section, and links to other planning documents.

PUBLIC COMMENTS

PSRC created a public engagement tool on a webpage dedicated to the 2026 TMA Planning Certification Review. The tool provided background information on the process and the following overview information about the review:

- What is the Planning Certification Review Process? A federal evaluation conducted every four years by the FHWA and FTA to certify the regional planning process, per [23 CFR 450.336\(b\)](#).
- Who is covered? The Puget Sound Regional Council (PSRC), which coordinates transportation for King, Kitsap, Pierce and Snohomish counties.
- What is the process and goal? The FHWA and FTA review key planning products and processes to ensure that regional transportation decisions are made through a "3-C" approach: Continuing, Cooperative, and Comprehensive.
- What is the outcome? A final report that certifies PSRC's transportation planning process, and identifies any necessary corrective actions, recommendations or commendations.

The tool provided links to the following key planning products:

- [Unified Planning Work Program \(UPWP\)](#): PSRC's budget and work program
- [Metropolitan Transportation Plan \(MTP\)](#): PSRC's long-range regional transportation plan through 2050, including federally required elements such as the Congestion Management Process
- [Transportation Improvement Program \(TIP\)](#): PSRC's list of transportation projects underway across the region over the next four years using federal, state and local funds
- [Public Participation Plan \(PPP\)](#): PSRC's plan for public outreach and engagement on regional planning activities

The tool provided the following examples of feedback that could be provided:

The federal team is looking for feedback on the public's experience with PSRC's planning process. Please consider the following:

- Your experience navigating PSRC's website
- Your experience with PSRC's planning processes
- Your experience receiving notifications about PSRC's planning processes
- Your opportunity to comment on PSRC's planning documents and PSRC's responsiveness to your comments
- Your ability to access PSRC's meetings and documents to meet your specific accessibility needs, including physical and language requirements

The tool provided a link to a FHWA email address where comments were to be sent, and a deadline. Comments were received beginning June 2 through July 4.

Examples of positive feedback received include the following:

- The agency does an excellent job of engaging local governments, stakeholders, and the public throughout the development of regional plans and programs.
- The communication tools used by PSRC help keep interested parties informed and aware of opportunities to participate in the planning process.

- PSRC consistently provides opportunities for public and stakeholder input on planning documents.
- Meetings and documents are readily available, virtual participation options are offered when appropriate, and information regarding accommodations is clearly communicated.
- I feel that PSRC actively reaches out for input and provides notification of planning documents available for public comment.

Examples of feedback received for the TIP include the following:

- The website could be improved. It is cumbersome that you have to begin entering information before you can see all available fields for the entire form.
- There should be a separate form for FTA funds versus FHWA funds.
- The process from submitting a TIP amendment to getting federal approval in the STIP is too long.

Examples of feedback received for the MTP include the following:

- The 2050 plan should discuss construction related GHG emissions.
- The PSRC and Sound Transit plans are not in alignment.
- Congestion Management Process is inadequate. It is silent on congestion pricing and parking charges.
- No forecasts for HOV system performance have been included.
- For the PSRC plan to present a credible vision the plan needs to discuss and model scenarios that reflect the real-world trends.

The feedback received was discussed in the virtual meetings held on July 7, 2026 and was taken into consideration in development of this report.

JOINT DETERMINATION BY FHWA WASHINGTON DIVISION AND FTA REGION 10

FHWA and FTA determination: CERTIFIED

Based on the results of the 2026 Transportation Management Area (TMA) Planning Certification Review of the Puget Sound Regional Council (PSRC), the Federal Highway Administration (FHWA) Washington Division and the Federal Transit Administration (FTA) Region X find that the PSRC metropolitan transportation planning process substantially meets the Federal requirements stipulated in 23 U.S.C. 134 and 49 U.S.C. 5303.

LIST OF PARTICIPANTS

Federal Highway Administration

Matthew Pahs, Planning and Freight Program Manager

Federal Transit Administration

Danielle Casey, Community Planner

Puget Sound Regional Council

Josh Brown, Executive Director

Kelly McGourty, Director of Transportation Planning

Ben Bakkenta, Director of Regional Planning

Marc Daily, Director of Administrative Services

Craig Helmann, Director of Data

Paul Inghram, Director of Growth Management

Andrew Werfelmann, Budget Manager

Gil Cerise, Program Manager

Lili Mayer, Finance Manager

Robin Koskey, Director of Government Relations and Communications

Washington State Department of Transportation

Gabe Phillips, Tribal and Regional Integrated Planning Manager

Ryan Clemens, Tribal and Regional Integrated Planning Coordinator



Puget Sound Regional Council

September 17, 2026

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: Introduction of Robert J. Jones, President, University of Washington

DISCUSSION

University of Washington President Robert J. Jones will join the Executive Board meeting as a special guest. A reception with light refreshments will follow the board meeting, providing an opportunity for attendees to meet and connect with President Jones.

Biography of President Robert J. Jones

Robert J. Jones took office as the 34th president of the University of Washington on Aug. 1, 2025. He holds a faculty appointment in the Department of Biology in the College of Arts and Sciences. Prior to leading the UW, Jones served as chancellor of Illinois' flagship university, the University of Illinois Urbana-Champaign, and prior to that as president of the State of New York University at Albany (SUNY Albany). He is a distinguished scholar whose research focuses on crop physiology, and he has served in leadership roles in national academic organizations and the Big Ten Conference.

Jones served for nine years as the 10th chancellor of the University of Illinois Urbana-Champaign, the state's largest and flagship land-grant university. He was previously chair of the board of directors for the Association of American Universities (AAU), board chair of the Association of Public and Land-grant Universities (APLU) and chair of the Big Ten Council of Presidents and Chancellors.

At Illinois, Jones led the university in establishing a bold new vision of the land-grant university for the 21st century and beyond, while honoring the institution's long history of achievement. Under his leadership, the university completed a \$2.7 billion philanthropic campaign, the largest in its history. Jones also oversaw the launch of the Carle Illinois

College of Medicine, the first accredited engineering-based medical school in the world. During his nine years as chancellor, he grew the university's enrollment by 25%. He also significantly expanded the Illinois Commitment, a program that guarantees four years' free tuition to state residents with family incomes less than \$75,000, making the university's founding promise of an accessible and affordable world-class college education the centerpiece of his administration.

During Jones' tenure, the university's research enterprise became a central component of Illinois' efforts to build an infrastructure for innovation and discovery. He was selected by Governor J.B. Pritzker to co-chair the Innovate Illinois partnership to coordinate the state's efforts to secure critical federal research investments, and he led the university in being selected for multiple high-profile research partnerships. Under Jones' leadership, the university was also recognized as the state institution best positioned to convene public and private partnerships and collaborations to solve problems that are too large and complex for any single institution to address alone. He also served for more than a decade as a consultant to Archbishop Desmond Tutu's South African Education Program, designed to educate Black South African students in American universities to help advance the nation post-Apartheid.

A Georgia native, Jones is a first-generation college student who earned a bachelor's degree in agronomy from Fort Valley State College, a master's degree in crop physiology from the University of Georgia, and a doctorate in crop physiology from the University of Missouri–Columbia. He is a member of the American Academy of Arts and Sciences and is a fellow of the American Society of Agronomy and the Crop Science Society of America. He began his academic career in 1978 as a faculty member at the University of Minnesota, where he spent more than three decades as an internationally respected authority on plant physiology and a nationally recognized university administrator. For more than 30 years, Jones also recorded and performed with the Grammy-award winning choral ensemble The Sounds of Blackness.

Jones is married to Dr. Lynn Hassan Jones, M.D., a musculoskeletal diagnostic radiologist. Together they have five children and a growing number of grandchildren.

For additional information, please contact Robin Koskey, Director of Government Relations and Communications, at 206-971-3602 or rkoskey@psrc.org.



Puget Sound Regional Council

September 17, 2026

INFORMATION ITEM

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

PSRC has one new employee:

Arushi Sharma – Government Relations and Communications Intern, Government Relations and Communications

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



Puget Sound Regional Council

September 17, 2026

INFORMATION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Annual Weighted Votes Revision**

IN BRIEF

Every September, the weighted vote for the General Assembly and the Executive Board is revised to reflect the most recent population figures from the Washington State Office of Financial Management (OFM). The weighted votes as revised effective September 25, 2025, are attached.

DISCUSSION

The weighted votes are updated every September. The methodology for allocating the weighted votes for the General Assembly and the Executive Board is set forth in the Interlocal Agreement (ILA), Article V, Section B.2, which provides that the total votes of all city and county jurisdictions within each county will be proportional to each county's share of the regional population. Further, county governments will be entitled to fifty (50) percent of their respective county's total vote. City and town votes will be based on their respective share of the total incorporated population of their county.

For example, the April 1, 2026, OFM population figures show the region's member jurisdictions have a population of 4,552,595, up from 4,523,775 in 2025. Kitsap County's share of that regional population is 6.410%, with a total resident population of all member jurisdictions of 291,800. Therefore, Kitsap and all the member jurisdictions receive 64.10 total weighted votes ($6.410\% \times 1000$ weighted votes). Half of those total weighted votes or 32.05 go to Kitsap County and the other half are allocated to the cities within Kitsap County based upon their respective share of the total incorporated population of the county.

For more information, please contact Marc Daily, Director of Administrative Services, at mdaily@psrc.org or 206-464-7528.

ATTACHMENT

A. PSRC Executive Board Votes and Representatives effective 9/24/26

PSRC Executive Board Weighted Votes and Representatives effective September 24, 2026					
	OFM 4/1/2026 Population	% of Population	Rep. Based on % of Population	Representatives	FY 2027 Weighted Vote
King	2,424,700	53.260%	15.978	15.88	532.60
County	250,540	5.503%	1.651	2	266.30
Seattle	823,400	18.086%	5.426	4	100.85
Bellevue	158,300	3.477%	1.043	1	19.39
Federal Way	103,000	2.262%	0.679	1	12.62
Kent	140,400	3.084%	0.925	1	17.20
Kirkland	98,860	2.172%	0.651	1	12.11
Redmond*	83,320	1.830%	0.549	1	10.21
Renton	109,800	2.412%	0.724	1	13.45
Auburn	80,290	1.764%	0.529	0.88	9.83
Other Cities & Towns	576,790	12.669%	3.801	3	70.65
Kitsap	291,800	6.410%	1.923	4	64.10
County	185,830	4.082%	1.225	1	32.05
Bremerton	46,310	1.017%	0.305	1	14.01
Port Orchard*	20,500	0.450%	0.135	1	6.20
Other Cities & Towns	39,160	0.860%	0.258	1	11.84
Pierce	965,615	21.210%	6.363	5.12	212.10
County	453,780	9.968%	2.990	2	106.05
Tacoma	231,000	5.074%	1.522	1	47.86
Auburn	10,060	0.221%	0.066	0.12	2.08
Lakewood*	64,980	1.427%	0.428	1	13.46
Other Cities & Towns	205,795	4.520%	1.356	1	42.64
Snohomish	870,480	19.121%	5.736	5	191.20
County	381,290	8.375%	2.513	2	95.60
Everett	114,900	2.524%	0.757	1	22.46
Other Cities & Towns	374,290	8.221%	2.466	2	73.14
Cities/Towns/Counties	4,552,595	100%	30.000	30	1,000.00
Statutory Members					
Port of Bremerton				1	3
Port of Seattle				1	50
Port of Tacoma				1	30
Port of Everett				1	10
WA State Dept of Trans				1	30
WA Trans. Commission				1	30
Statutory Members				6	153
Grand Total				36	1,153.00
NOTES:					
A) Population figures provided by OFM and only include member jurisdictions. (Non-members include Brier, Carbonado, Gold Bar, Index, and South Praise.)					
B) Weighted votes are updated every September, and representatives for the Executive Board are reviewed every three years, per Interlocal Agreement, Article V.c.3. and as prescribed in RCW 47.80.010 and RCW 47.80.060.					
C) RCW 47.80.060 requires the PSRC Executive Board to include representatives from the following:					
1) Washington State Transportation Commission					
2) Washington State Department of Transportation					
3) The four largest public port districts within the region as determined by gross operating revenue					
4) Any incorporated Principal City of a metropolitan statistical area within the region, as designated by the US census bureau					
5) Any incorporated city within the region with a population in excess of 80,000					
D) *Principal City per OMB					
E) By Executive Board direction, charter counties (King, Pierce, and Snohomish) are entitled to two seats to provide representation by both executive and legislative branches of the county government.					

TOD on a Roll: Making the Most of New Transit Connections



The region has been on a roll opening new transit stations, fulfilling a decades-long promise to connect communities with high-capacity transit. Join community leaders to hear highlights of recent TOD opportunities and discuss what's next. A webinar will highlight recent work to support transit-oriented development. In-person walking tours will feature work in Shoreline and Redmond to improve transit access, provide more housing, and connect neighborhoods.

Friday, October 16, 2026



10:00 a.m. – 12:00 p.m.

Zoom – Virtual Event

[Register for the webinar](#)



1:30 p.m. – 3:30 p.m.

Shoreline TOD Walking Tour

[Register for the tour](#)

Friday, October 23, 2026



1:30 p.m. – 3:30 p.m.

Marymoor and Downtown Redmond Walking Tour

[Register for the tour](#)

Free to attend. Space limited for walking tours.

Learn more about the event at psrc.org.

Joint Board Session on Community Outreach

**Thursday, October 29
10:00 AM — 12:00 PM
Hybrid Meeting**



PSRC is hosting a joint board session focused on innovative community outreach practices. There will be examples from across the region highlighting how to engage the public including hard to reach populations.

Designed for both board members and their staff, we hope you can take away ideas to use in your jurisdiction to help cultivate inclusive and resilient communities with opportunity for all. All PSRC board members are highly encouraged to attend.

RSVP details to come.

Questions?

Email **Charles Patton** at cpatton@psrc.org.



Puget Sound Regional Council