Puget Sound Regional Council

# Transportation Policy Board

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

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

**Watch or listen**

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

**Attend**

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

**Provide public comment**

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

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

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1. **Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair**
2. **Communications and Public Comment**

   Public comment must relate to an action or discussion item on the agenda.
3. **Report of the Chair**
4. **Director's Report**
5. **Consent Agenda - Action Items (9:50)**
   a. Approve Minutes of Transportation Policy Board Meeting held October 8, 2026
   b. Recommend Certification of Comprehensive Plans for Carnation, Mercer Island, Ruston, and Kitsap County

6. **Action Item (9:55)**
    a. Regional Transportation Plan Amendment for the ST3 System Plan Update – *Kelly McGourty and Craig Helmann, PSRC*
7. **Discussion Item (10:25)**
    a. Regional Climate Coordination – *Sara Hetrick, Puget Sound Clean Air Agency*
8. **Discussion Item (10:55)**
    a. Regional Transportation Plan Implementation: Safety and Finance Work Programs – *Gary Simonson, PSRC*
9. **Information Items**
    a. 2027 Project Selection Process Background
    b. 2026 Transportation Work Program Tracker
    c. Member Invitation - Rep. Fey Listening Session
10. **Next Meeting: December 10, 2026, 9:30 – 11:30 a.m.**

    Major Topics for December:

    - 2027 Policy Framework for PSRC's Federal Funds
    - State Consolidated Grant Program Briefing
11. **Adjourn (11:30)**

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

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

Puget Sound Regional Council

**MINUTES**

**Transportation Policy Board**
**October 8, 2026**
**1201 3rd Ave., Ste 500, Seattle, WA 98101**

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

## CALL TO ORDER AND ROLL CALL

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

## COMMUNICATIONS AND PUBLIC COMMENT

The board received one written comment.

## REPORT OF THE CHAIR

Vice Chair Putaansuu welcomed the board.

## DIRECTOR'S REPORT

Kelly McGourty, PSRC, reminded the board of the upcoming joint board session on community outreach.

## CONSENT AGENDA

a. Approve Minutes of Transportation Policy Board Meeting held September 10, 2026

b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

c. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for City of Tacoma's Puyallup Avenue Transit/Complete Street Improvements Project

**ACTION: The motion was made and seconded (Paine/Walker) to adopt the Consent Agenda. The motion passed.**

## DISCUSSION ITEM: 2027 RECOMMENDATIONS TO THE STATE LEGISLATURE

Alyssa Quinn, PSRC, provided information on the federal government's proposed changes to the 2030 Census. She also reviewed the Federal Transit Administration's proposed changes to guidance for the Capital Investments Grants program. Robin Koskey, PSRC, provided information on state agency upcoming budget requests, the state revenue forecast and a potential highway use fee proposal. Ms. Quinn and Ms. Koskey then reviewed the process for developing PSRC's 2027 recommendations to the State Legislature. The 2026 recommendations were summarized, including the four key topic areas of Keep the Region Moving Safely, Increase Housing Choices and Affordability, Significantly Reduce Greenhouse Gas Emissions, and Sustain a Strong Economy.

Board members commented on clean energy and data centers; a local option for the highway use fee and multimodal eligibility; bicycle and pedestrian needs; ferry needs; and regional transit bonding authority.

## DISCUSSION ITEM: 2027 PROJECT SELECTION PROCESS

Kelly McGourty, PSRC, reminded the board of the briefings to date to develop the process for the 2027 project selection process. Jennifer Barnes, PSRC, provided an overview of the project selection process to distribute both Federal Highway Administration and Federal Transit Administration funds. She described the Policy Framework that will be adopted by the board and that guides the process, based on VISION 2050 and the Regional Transportation Plan. Ms. Barnes summarized key features of the process, such as the policy focus and specific set-asides. She also provided a summary of the project evaluation criteria, which are guided by key VISION 2050 policy areas, and described significant improvements developed in the last process. Ms. Barnes then reviewed highlights of projects awarded funding in the 2024 process and their benefits correlated to regional priorities.

Ms. McGourty reminded the board of three areas of refinement for the next process, based on direction from the board and specific direction from the recently adopted Regional Transportation Plan. These areas of refinement include: prioritizing regional and local high injury networks per the Regional Safety Action Plan; incorporating facility typologies and level of traffic stress per the Active Transportation Plan; and aligning the process with current state and federal requirements. Ms. McGourty described each area and the specific refinements to be applied, including the updated Opportunity Index

developed in collaboration with PSRC's Equity Advisory Committee to address the needs of underserved communities.

Ms. Barnes reviewed next steps including board discussion of the draft Policy Framework in December, followed by recommendation to adopt in January. The call for projects would then be released in February 2027.

Board members expressed support for the refinements and asked questions related to how land use is incorporated; requested more detail on topics the board can influence; coordination of the Opportunity Index with other state and federal efforts; and future incorporation of local data.

**NEXT MEETING**

The next meeting is scheduled for November 12, 2026.

**ADJOURN**

The meeting was adjourned at 11:03 a.m.

**ATTACHMENTS**

A. Attendance Roster – October 8, 2026

# Transportation Policy Board - October 8, 2026

| Voting Members | | | ✓ |
|---|---|---|---|
| **King County** | 2 | CM Teresa Mosqueda | |
| | | CM Steffanie Fain | 1 |
| | | Vacant Alt | |
| Seattle | 2 | CM Rob Saka | 1 |
| | | CM Alexis Mercedes Rinck | |
| | | CM Dionne Foster Alt | |
| Bellevue | 1 | CM Jared Nieuwenhuis | |
| | | DEP MYR Dave Hamilton Alt | |
| Cities/Towns | 3 | MYR Dana Ralph, Kent, **Chair** | |
| | | CM Jay Arnold, Kirkland | 1 |
| | | CM Peter Kwon, SeaTac | 1 |
| | | CM Susan Honda, Federal Way Alt | 1 |
| | | CP Ruth Pérez, Renton Alt | 1 |
| | | CM Erika Boyd, Issaquah Alt | 1 |
| Local Transit | 1 | CM Claudia Balducci | |
| | | Vacant Alt | |
| **Kitsap County** | 1 | COM Oran Root | 1 |
| | | COM Christine Rolfes Alt | |
| Bremerton | 1 | MYR Greg Wheeler | 1 |
| | | CM Jane Rebelowski Alt | |
| Cities/Towns | 1 | CM Leslie Schneider, Bainbridge Isl | 1 |
| | | CM Britt Livdahl, Poulsbo Alt | |
| Local Transit | 1 | MYR Rob Putaansuu, Port Orchard, **Vice-Chair** | 1 |
| | | MYR Clarence Moriwaki, Bainbridge, Alt | |
| **Pierce County** | 1 | CM Rosie Ayala | 1 |
| | | CM Bryan Yambe, Alt | |
| Tacoma | 1 | CM Kristina Walker | 1 |
| | | CM Olgy Diaz Alt | |
| Cities & Towns | 1 | CM Shannon Reynolds, Fircrest | |
| | | CM Edward Wood, University Place Alt | |
| Local Transit | 1 | CM Olgy Diaz, Tacoma | |
| | | DEP MYR John Hines, Tacoma, Alt | |
| **Snohomish County** | 1 | CM Jared Mead | |
| | | CM Strom Peterson Alt | |
| Everett | 1 | CM Ben Zarlingo | 1 |
| | | MYR Cassie Franklin Alt | |
| Cities/Towns | 1 | MYR Stephanie Vignal, Mill Creek | 1 |
| | | CM Yvonne Gallardo, Arlington, Alt | 1 |
| Local Transit | 1 | CM Susan Paine, Edmonds | 1 |
| | | CM David Parshall, Lynnwood, Alt | |
| **Regional Transit** | 1 | CM Ed Prince, Renton | |
| | | MYR Kim Roscoe, Fife Alt | |
| **Federally Recognized Tribes** | | | |
| Muckleshoot Indian Tribe | 1 | CM John Daniels, Jr. | |
| | | Vacant Alt | |
| Puyallup Tribe of Indians | 1 | Vacant | |
| | | Robert Barandon Alt | |
| Suquamish Tribe | 1 | CM Luther (Jay) Mills | |
| | | CHRMN Leonard Forsman Alt | |
| **Statutory Members** | | | |
| Ports | 1 | COM Toshiko Hasegawa, Seattle | |
| | | COM Cary Bozeman, Bremerton Alt | 1 |
| WA Trans. Commission | 1 | COM Gael Tarleton | |
| | | Vacant Alt | |
| WSDOT | 1 | Vacant | |
| | | JoAnn Schueler Alt | 1 |
| **Legislative Transportation Cmte. (Not Counted for Quorum)** | | | |
| House Transportation Cmte. | 2 | Vacant | |
| | | REP Jake Fey, D Alt | |
| | | REP Dan Griffey, R | |
| | | REP Andrew Barkis, R Alt | |
| Senate Transportation Cmte. | 2 | SEN Marko Liias, D | |
| | | Vacant Alt | |
| | | SEN Keith Goehner, R | |
| | | Vacant, R Alt | |
| Voting | 32 | (Quorum = 14) Quorum Total | 16 |
| | | Total Voting members present | 19 |

| Non-voting Members | | | ✓ |
|---|---|---|---|
| **Associate Members** | | | |
| Island County | 1 | COMM Melanie Bacon | |
| | | COMM Jill Johnson Alt | |
| Thurston Regional Planning Council | 1 | MYR Andy Ryder, Lacey | |
| | | Vacant Alt | |
| **Public Agency Members** | | | |
| Freight Mobility Strategic Investment Board | 1 | Vacant | |
| | | Brandy DeLange Alt | |
| Puget Sound Clean Air Agency | 1 | CM Joe Bushnell | |
| | | Christine Cooley Alt | 1 |
| Public Health | 1 | Jessica Jeavons, Seattle-King County | 1 |
| | | Kim VanPelt, Snohomish County Alt | |
| WA Tran. Improvement Board | 1 | Vacant | |
| | | CM Sam Low, Snohomish Co. Alt | |
| **PSRC Committees** | | | |
| Equity Advisory Cmte. | 1 | Autrina Martindale | 1 |
| | | Jewel Shepherd-Sampson Alt | 1 |
| Regional Staff Cmte. | 1 | Jason Sullivan, Bonney Lake | |
| | | Kelly Snyder, Snohomish Co. Alt | |
| Regional Project Evaluation Cmte. | 1 | Doug McCormick, Snohomish Co. | 1 |
| | | Shane Weber, Bremerton Alt | |
| Transit Operators Cmte. | 1 | Peter Heffernan, King County | 1 |
| | | Alex Krieg, Sound Transit Alt | |
| **Private/Civic Members-Business/Labor** | | | |
| WA Trucking Associations exp. 12/31/26 | 1 | Sheri Call | |
| | | Jeff DeVere Alt | |
| Seattle Met. Chamber of Commerce exp. 12/31/26 | 1 | Lorelei Williams, WSP USA | |
| | | Amy Grotefendt, Enviroissues Alt | |
| **Private/Civic Members-Community/Environment** | | | |
| Puget Sound Partnership exp. 10/31/27 | 1 | Jenn Grimm | 1 |
| | | Paris McClusky Alt | 1 |
| Individual exp. 5/31/28 | 1 | Kim Becklund | 1 |
| Non-voting | 14 | Non-voting members present | 9 |

Abbreviations
CHRMN Chairman
CM Councilmember
CP Council President
COM Commissioner
DEP MYR Deputy Mayor
MYR Mayor
MYR Pro Tem
REP Representative
SEN Senator

Puget Sound Regional Council

November 5, 2026

**CONSENT AGENDA**

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director of Transportation Planning

**Subject:** **Recommend Certification of Comprehensive Plans for Carnation, Mercer Island, Ruston, and Kitsap County**

## IN BRIEF

PSRC staff have reviewed and recommends certification of the 2024 comprehensive plan updates for Carnation, Mercer Island, Ruston, and Kitsap County.

## RECOMMENDED ACTION

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

- **City of Carnation 2024 Comprehensive Plan (PDF)**
- **City of Mercer Island 2024 Comprehensive Plan (PDF)**
- **City of Ruston 2024 Comprehensive Plan (PDF)**
- **Kitsap County 2024 Comprehensive Plan (PDF)**

The draft certification reports are available at the links provided for the board's review.

## DISCUSSION

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

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

- Carnation adopted its 2024 comprehensive plan update on January 20, 2025. The Carnation plan was selected by the state Department of Commerce for review under the Housing Accountability Act, and the city adopted an amended Housing Element on August 18, 2026. PSRC provided comments on the draft plan on June 5, 2024, and August 19, 2025, to inform the final plan adopted by the city.

- Mercer Island adopted its 2024 comprehensive plan update on November 19, 2024. The plan was appealed to the Growth Management Hearings Board (GMHB) in February 2025 and the GMHB made a final decision and order in August 2025, providing the city with a full year to address the identified compliance issues. The city completed significant work addressing housing capacity and affordability as well as station area planning, and adopted an update to its comprehensive plan to comply with the board's order on July 21, 2026. In September 2026, the GMHB issued an order on compliance and dismissed the case.

- Ruston adopted its 2024 comprehensive plan update on March 3, 2026. PSRC staff provided comments on the draft plan in August 2025.

- PSRC conditionally certified the Kitsap County 2024 periodic update of the comprehensive plan on September 25, 2025. On June 22, 2026, the county adopted amendments to the plan that address the conditions of certification and resubmitted the plan for review and full certification.

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

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

- Certify that the plan is consistent with multicounty planning policies and the Regional Transportation Plan and conforms to Growth Management Act requirements for transportation planning, or
- Conditionally certify that the plan addresses most provisions of regional plans and policies and the Growth Management Act, with a requirement that a limited set of outstanding issues be addressed prior to full certification, or

- Do not certify.

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

**Kitsap County Comprehensive Plan Amendments**

PSRC conditionally certified the Kitsap County 2024 comprehensive plan. The conditional approval of the 2024 update required the county to resolve an appeal to the Growth Management Hearings Board to address deficiencies in housing and employment capacity documented in the comprehensive plan, and to include a policy on transportation-related air quality. The Growth Management Hearings Board identified several aspects of the plan that needed correction. The county adopted the amended plan on June 22, 2026, and the hearings board issued an order on compliance on August 8, 2025. The amended comprehensive plan includes:

- Updated housing capacity figures that demonstrate capacity for each household income range
- Updated employment capacity figures that demonstrate sufficient capacity
- Policies regarding multimodal evacuation procedures and planning for evacuations
- A goal and policies to address wildfire planning and protection
- A policy to address deficiencies in planned housing or employment growth
- A policy to establish periodic monitoring and reporting of residential and employment capacity
- Policies to protect the public health and to reduce air pollutants and greenhouse gas emissions from the transportation sector

Staff reviewed the adopted comprehensive plan and found the amended plan to be consistent with certification requirements.

**NEXT STEPS**

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

For additional information, please contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org, or Erika Harris, Principal Planner, at eharris@psrc.org.

Puget Sound Regional Council

November 5, 2026

**ACTION ITEM**

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director of Transportation Planning

**Subject:** **Regional Transportation Plan Amendment for the ST3 System Plan Update**

**IN BRIEF**

The current Regional Transportation Plan (RTP) was adopted by the General Assembly in May 2026. The RTP includes adopted procedures to allow for amendments that may be approved by the Executive Board on an ad hoc basis, in between the scheduled four-year plan development cycles. In these instances, the plan analysis is updated, and the amendments are evaluated for consistency with the plan's air quality conformity determination, environmental analysis under the State Environmental Policy Act (SEPA) and the adopted financial strategy.

On May 28, the Sound Transit Board adopted an updated ST3 System Plan to address a $34.5 billion gap in funding through 2046. The Transportation Policy Board was provided a briefing on this updated plan at the July 9 meeting. Sound Transit has now requested an amendment to the RTP to reflect the updated ST3 System Plan and long-range financial plan.

More information is provided below on the proposed RTP amendment and the evaluation process. Additional details of the updated plan analysis will be provided at the November 12 meeting for Transportation Policy Board review and recommendation.

**RECOMMENDED ACTION**

The Transportation Policy Board should recommend the Executive Board adopt an amendment to the Regional Transportation Plan to reflect the updated ST3 System Plan.

**DISCUSSION**

Sound Transit's Fall 2025 Long-Range Financial Plan estimated a shortfall of $34.5

billion to fully fund the ST3 program through 2046. In May 2025, Sound Transit launched the "Enterprise Initiative," a comprehensive effort aimed at delivering the maximum benefits of ST3 within available financial resources. Upon conclusion of this work and outreach to the public, the Sound Transit Board adopted an updated ST3 System Plan on May 28, 2026. At their meeting on July 9, the Transportation Policy Board was briefed on the evaluation conducted under the Enterprise Initiative, changes in the updated ST3 System Plan and the work ahead. Additional information may be found on Sound Transit's website. Sound Transit has now requested an amendment to the RTP to reflect the updated ST3 System Plan.

The current RTP was adopted in May 2026 and contains all capital and operational investments of the current and future transportation system. While PSRC is required by federal law to develop a new plan at least every four years, it is recognized that changes may occur to projects or priorities that require a plan amendment prior to the next four-year plan cycle. A call for project updates is regularly offered at the 2-year midpoint that accommodates revisions that cannot wait for the next plan development process. In addition, specific amendment requests may be made on an ad hoc basis for board consideration.

All plan amendments must be evaluated and found consistent with the plan's air quality conformity determination,[1] SEPA review and financial strategy. Amendments that add new investments, remove investments, or change the scope, timing or location of existing investments require updated regional modeling and a new air quality conformity determination. In addition, amendments must not negatively impact the RTP financial strategy so that the RTP remains financially constrained.

The suite of changes identified in the updated ST3 System Plan are identified in the Sound Transit Board Resolution No. R2026-11. These include changes to the scopes and costs of existing projects, deferral of projects and operational service changes. All changes to investments currently identified in the RTP are identified and included in the requested amendment (see Attachment A). However, operational changes to Sound Transit services outside of this list, and impacts to the redeployment of local transit services, have not yet been fully determined. Once the agencies complete this next phase of planning and identify specific adjustments, a future RTP amendment may be requested.

PSRC staff have reviewed the changes included in the requested amendment. The regional model has been updated, and the region will maintain a positive air quality conformity finding. In addition, the amendment remains consistent with the analysis

[1] Air quality conformity must be addressed for areas designated by the U.S. Environmental Protection Agency as nonattainment or maintenance for specific pollutants. Within the Puget Sound region, there is currently a fine particulate matter (PM2.5) maintenance area. The region is in attainment of all other criteria pollutants. The State Implementation Plan for Air Quality (SIP) provides a blueprint of how these areas will meet and maintain the National Ambient Air Quality Standards. Positive findings of conformity to the SIP are required for transportation plans and projects within these areas.

reflected in the RTP SEPA Addendum. The RTP financial strategy assumes Sound Transit has available current and future revenues to meet all anticipated expenditures, based on the adopted Sound Transit long-range financial plan in place at the time. The requested amendment will update the RTP financial strategy to reflect the updated ST3 System Plan and Sound Transit's newly balanced financial plan to retain the financial constraint of the RTP.

Additional details of the amendment and updated RTP analysis will be provided at the November 12 meeting. Once the plan amendment is approved, all relevant RTP documents will be updated to reflect the changes.

For more information, please contact Kelly McGourty at kmcgourty@psrc.org or 206-901-3601.

**ATTACHMENTS**

A. RTP Amendment for the Updated ST3 System Plan

# RTP Amendment for the Updated ST3 System Plan

The following changes will be made to investments in the adopted 2026-2050 Regional Transportation Plan to reflect the ST3 System Plan update.

## Sound Transit Link Light Rail

### 1 Line (Tacoma to Ballard)

#### RTP ID: 5681 (Boeing Access Road Infill Station)

- The Boeing Access Road Infill Station will be reflected in the RTP as being funded only through Preliminary Engineering / Design

#### RTP ID: 5683 (Downtown Seattle to Ballard Extension)

- The portion of the Downtown Seattle to Ballard Extension project between Seattle Center and Ballard will be reflected in the RTP as being funded only through Preliminary Engineering / Design
- The completion year will be changed from 2039 to 2042

#### RTP ID: 5684 (Downtown Seattle Tunnel)

- The completion year will be changed from 2039 to 2042

#### RTP ID: 5685 (Federal Way to Tacoma Extension)

- Funding is no longer included for parking at Fife and South Federal Way

### 3 Line (West Seattle to Everett)

#### RTP ID: 5682 (Downtown Seattle to West Seattle Extension)

- Stations at Stadium and Avalon Station are no longer included
- The completion year will be changed from 2032 to 2035

#### RTP ID: 2519 (Lynnwood to Everett)

- Funding is no longer included for parking at Mariner and Everett Station

### 4 Line (Issaquah to S. Kirkland)

#### RTP ID: 2529 (Issaquah to S. Kirkland Extension)

- The completion year will be changed from 2044 to 2050

### T Line (Tacoma Link)

#### RTP ID: 4075 (Tacoma Link Extension to Tacoma Community College)

- The completion year will be changed from 2041 to 2043

## Sound Transit Sounder Commuter Rail

### S Line (Tacoma to Seattle)

#### RTP ID: 2533 (Sounder Extension to DuPont)

- The Sounder Extension to DuPont will be reflected in the RTP as being funded only through Planning

### N Line (Everett to Seattle)

- The N Line will be discontinued in 2033

## Sound Transit STRIDE BRT

### S1 Line (Burien to Bellevue)

#### RTP ID: 5836 (I-405 BRT Parking Facilities)

- Parking at N 44th Street and Kingsgate is removed
- The completion date will be changed from 2035 to 2034

### S3 Line (Bothell to Shoreline)

#### RTP ID: 5835 (SR 522 BRT Parking Facilities)

- Parking in Lake Forest Park, Kenmore and Bothell is removed

# King County Metro

- The RapidRide D line is continued in the 2050 network until such time as full funding of light rail to Ballard is identified.
- Route 1039 is continued in the 2050 network to serve Graham Street Light Rail station.

Puget Sound Regional Council

November 5, 2026

**DISCUSSION ITEM**

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director of Transportation Planning

**Subject:** **Regional Climate Coordination**

## IN BRIEF

The Puget Sound Region Comprehensive Climate Action Plan, led by the Puget Sound Clean Air Agency (PSCAA) and funded through the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant Program, was completed in December 2025. Since then, PSCAA has been working with partners and gathering feedback on next steps towards implementation of the plan.

## DISCUSSION

In the spring of 2023, the U.S. Environmental Protection Agency (EPA) released the Climate Pollution Reduction Grants Program (CPRG). The CPRG program provided funds to states and large urban areas to develop near- and long-term climate action plans. PSCAA led the planning efforts on behalf of the region, in collaboration with PSRC, the four counties and major cities in the region. The Puget Sound Region Comprehensive Climate Action Plan (CCAP) was completed in December 2025.

The CCAP identifies a comprehensive list of strategies across six sectors to reduce greenhouse gas emissions and maximize benefits in overburdened communities. It builds from and complements a significant amount of work already undertaken across the region and state, both in alignment with and reinforcing these existing climate planning efforts. The CCAP provides a blueprint for implementation of the actions necessary to achieve the regional and state climate goals.

Since completion of the plan, PSCAA has been working with partners and engaging with communities to develop a coordinated regional approach to accelerate

implementation of these emission reduction strategies. The agency has developed a proposal, outlined in Attachment A, for how they will provide support for regional climate action in four key areas: (1) Scaling Program Implementation, (2) Relationship Building, (3) Funding Coordination and (4) Tracking and Reporting. The board will be provided a briefing on the PSCAA proposal at the November 12 meeting.

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

**ATTACHMENTS**

A. Puget Sound Clean Air Agency Support for Regional Climate Action

# PUGET SOUND CLEAN AIR AGENCY SUPPORT FOR REGIONAL CLIMATE ACTION

## Opportunity Statement

The Puget Sound Region is home to over 40 local climate action plans[1] which serve as the foundation of the Puget Sound Region Final Comprehensive Climate Action Plan (CCAP). Many local jurisdictions and organizations have formed groups to take on the work of implementing these climate plans. The Puget Sound Clean Air Agency's (PSCAA) goal is to develop a coordinated regional approach to accelerate implementation of strategies that reduce emissions, focusing on those in the CCAP, while continuing to build on the extensive climate planning and implementation work already underway in the region. ***PSCAA proposes taking several actions to support collaborative climate action in the region.***

**Call to Action**

***Let us know your thoughts!***

Do you believe the work outlined will help our region meet its emissions reduction targets? Do you have questions or reservations? Contact Sara Hetrick (SaraH@pscleanair.gov)

***Stay engaged!***

Join our email list to stay up to date with the latest information.

## Background

Throughout CCAP development, PSCAA consistently heard the need for coordinated approaches to regional climate program implementation. Following discussions with regional partners at the CCAP Celebration & Next Steps Meeting (December 2025), PSCAA conducted outreach in Spring and Summer 2026[2] to engage key partners, ask questions, and incorporate regional perspectives into the design of its proposal to support regional climate action. This outreach confirmed commonly expressed needs to build collaborative climate efforts, coordinate funding, and develop methods to track and report progress at a regional level, among others. Coordinated regional climate efforts would benefit partners by leveraging collective resources, increasing opportunities for competitive grant funding, and aligning priorities to maximize emissions reductions and other important co-benefits.

## Objectives

PSCAA will support regional climate action by coordinating efforts, raising awareness of opportunities and challenges, tracking and reporting progress, coordinating funding opportunities, and supporting policy development. PSCAA's objectives are to:

- Provide a shared vision and priorities among regional and state partners for reducing regionwide emissions, building on existing successful programs already underway in the region.
- Complement and reinforce existing climate collaboratives and regional venues for action by leveraging the systems and capacity already in place.
- Support climate strategies of regional importance, prioritizing strategies that cross jurisdictional boundaries, and provide opportunities for shared implementation, action, and advocacy.
- Serve as a "hub" and central coordinating force behind shared initiatives, providing new and expanded partnership opportunities and support for jurisdictions with limited capacity to implement climate programs at scale.
- Identify opportunities for regional grant applications and help to spearhead competitive, multi-jurisdiction grant applications with the largest potential for regional impact.
- Provide regular updates at local climate forums on emissions reductions progress by sector to share and build on program successes, and share best practices to help bridge local efforts with regional efforts.
- Support legislative advocacy and enhance coordination between regional and state partners on public and private funding sources.

[1] See Final CCAP Appendix F

[2] Outreach included presentations at 9 regional groups, 1 virtual listening session, interviews with 10 elected officials, and an online survey.

# Proposed Agency Support

Based on input received, PSCAA proposes to provide support for regional climate action in four key areas: **(1) Scaling Program Implementation**, **(2) Relationship Building**, **(3) Funding Coordination**, and **(4) Tracking and Reporting**. PSCAA will reevaluate its role every three years to ensure it remains effective for regional climate collaboration as new opportunities and challenges emerge.

## 1. Scaling Program Implementation

PSCAA will focus initial efforts on scaling implementation of existing climate programs that reduce emissions in the built environment and transportation sectors, the two largest sources of climate pollution in the Puget Sound, by:

- Supporting expansion of existing building decarbonization programs (e.g., Energize, Energy Smart Eastside) by working with existing forums to determine the needs and opportunities that exist for future program implementation.
- Supporting consistent buildout of EV charging infrastructure in line with the recommendations in the forthcoming Regional EV Charging Infrastructure Plan and expansion of existing partnerships (e.g., Puget Sound Zero-Emission Truck Collaborative), with an initial focus on multi-family and medium- and heavy-duty vehicle charging infrastructure.

## 2. Relationship Building

PSCAA will focus on fostering new and expanded partnerships to scale climate initiatives regionally by:

- Convening an annual Regional Climate Action Program Summit with local and state leaders (Commerce, Ecology and the Governor's Office) to discuss regional challenges and solutions.
- Continuing to participate in county and regional climate forums (e.g., K4C, ASCA, Pierce County Sustainability Collaborative, Kitsap County Environment Consortium and Snohomish County Tomorrow) to share information and identify new partnership opportunities.

## 3. Funding Coordination

PSCAA will take an active role in supporting climate funding coordination by:

- Seeking out regionally-relevant public and private funding opportunities at the local, state, and federal level and identifying "coalitions of the willing" to participate in funding opportunities.
- Providing procurement, contracting, and grant administration support and, where feasible, acting as lead applicant for multi-party grant applications.
- Building and maintaining relationships with private and philanthropic organizations to discuss regional priorities and attract private sector investment in regional climate programs.

### Partner Input on Program Implementation

*"This program should have a hyperfocus on emissions reduction progress and identifying and facilitating opportunities for shared regional action and advocacy."*

*"We know where the win-wins are, focus on those and actually show we can deliver real tangible benefits to community."*

*"A regional coordination program should complement and connect existing efforts, rather than duplicate them"*

*"Act as convenor for regional mitigation endeavors, like Energize and the Regional EVSE Infrastructure Plan."*

### Partner Input on Relationship Building

*"Looking at ways to pull the organizations, their priorities, and efforts together could really help get more done and develop momentum that transcends each organization."*

*"What we really need…is a collective regular meeting of elected officials to move legislative priorities along."*

*"We would welcome support from PSCAA facilitating state and local government conversations in each sector to establish clarity."*

### Partner Input on Funding Coordination

*"Grant support and staffing capacity is a huge gap for smaller jurisdictions."*

*"There would be great value in PSCAA writing grants and administering programs on behalf of several cities."*

## 4. Tracking and Reporting

PSCAA will develop methods to demonstrate how collective local action is helping to meet regional and state emission reduction targets by:

- Developing a method to capture information from local jurisdictions on climate program updates and track and report on progress towards meeting climate goals.
- Creating a dashboard, impact calculator, and/or information-sharing platform on PSCAA's website to show progress on emissions reductions and maintain this as a resource for ongoing climate action planning in the region.
- Serving as technical assistant and thought partner to help regional partners understand emerging issues, apply for grants, and refine implementation approaches to existing programs.
- Providing technical assistance for emissions inventory work at the 4-county level in strong coordination with state, city, and port inventories to improve consistency among inventories.

**Partner Input on Tracking and Reporting**

*"A regional coordination program should provide technical support to existing groups and help them align on broad topics for collective action and legislation advocacy."*

*"A single, clear entry point for finding relevant resources and connecting with peer jurisdictions would be very valuable, along with a platform for facilitating coordination and sharing information across networks."*

*"Help keep score on emissions reductions by tracking progress on metrics for the 4-county region and completing GHG inventories in a way that is low burden to local jurisdictions."*

## Next Steps

**We are seeking your input and buy-in as we build out these proposed program efforts!**

This fall, we'll seek input and guidance from our Board of Directors and start to implement support in the four key action areas outlined. We will also revisit existing climate groups and forums in the region to share our plans for action and get input on next steps for implementation, tentatively including:

- Pierce Sustainability Collaborative (Sept. 17)
- PSCAA Board of Directors and Advisory Committee (Sept. 24)
- K4C (Sept. 22)
- PSRC Regional Staff Committee (Oct. 1)
- PSRC Transportation Policy Board (Oct. 8)
- ASCA (Nov. 20)
- Snohomish County Tomorrow (TBD)
- Kitsap Environmental Consortium (TBD)

Please send any written comments or questions about the proposed actions to Sara Hetrick (SaraH@pscleanair.gov).

Puget Sound Regional Council

November 5, 2026

**DISCUSSION ITEM**

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director of Transportation Planning

**Subject:** **Regional Transportation Plan Implementation: Safety and Finance Work Programs**

## IN BRIEF

The Regional Transportation Plan (RTP) was unanimously adopted by PSRC's General Assembly on May 28, 2026. The RTP includes specific action items calling for future work on a variety of topics, in addition to identifying continued improvements in ongoing work program areas. The Transportation Work Program Tracker (Agenda item #9) will be kept updated to reflect these new initiatives along with the full suite of activities to be conducted.

In June 2026, the Transportation Policy Board was provided a brief overview of the upcoming work program and the potential timeline for RTP implementation activities. Two work program areas will be described in greater detail at the November meeting – safety and transportation finance.

## DISCUSSION

At the June 11 meeting, staff provided a brief overview of upcoming board briefings and major work program items anticipated through the rest of the year. Examples included the next project selection process for PSRC's federal funds, a report from Sound Transit, PSRC's role in the state's Consolidated Grant Program and others.

Specific implementation items called for in the adopted RTP were also discussed, including their potential timelines. These include:

- Transportation Finance
- Maintenance & Preservation

- Transportation Safety
- Climate
- Future System Gaps
- Rural Transportation Needs
- Performance Measurement & Monitoring
- Transportation Technologies

Transportation finance and safety were identified as near-term priorities, and staff has been developing specific work programs for these two areas. At the November 12 meeting, an overview of the proposed work programs will be provided for board feedback.

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

# 2027 Project Selection Process Background

The following information provides a high-level overview of the primary policy guidance and components of PSRC's project selection process. The board was briefed on these elements and specific refinements in September and October 2026. Further discussion on the *Draft 2027 Policy Framework for PSRC's Federal Funds* will be held in December, followed by recommendation to the Executive Board in January.

## PSRC's Federal Funds

PSRC has project selection authority over specific sources of funds from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). There are specific eligibilities tied to each funding source – for example, one of the FHWA funding sources is focused solely on reducing emissions of air pollutants, and two of the FTA funding sources are focused on state of good repair.

- Two sources of FHWA funds, ~$90 million per year on average over the last two federal transportation acts
- Four sources of FTA funds, ~$230 million per year on average over the last two federal transportation acts

## Policy Framework for PSRC's Federal Funds

Per federal regulation, PSRC is required to document the process used for prioritizing and programming these funds. The *Policy Framework for PSRC's Federal Funds* serves this purpose by providing policy direction and guidelines for the selection of projects to receive PSRC funds. Based on VISION 2050 policies and consistency with the Regional Transportation Plan, the *Policy Framework* is refined and updated by the board prior to each project selection process to address new or updated federal or state requirements, and new or updated regional policy direction.

### Policy Focus

VISION 2050 identifies the policy focus for the distribution of PSRC's federal funds as *support for centers and the corridors that serve them.* The application of this policy focus is detailed later in this document.

### Eligibilities

In addition to the specific eligibility for each federal funding source, all projects submitted to PSRC for funding must demonstrate the following:

- Consistency with VISION 2050 and the regional transportation plan;
- Consistency with local comprehensive plans;
- Required matching funds available or reasonably expected to be available;
- Consistency with the region's air quality conformity determination;
- Consistency with federal and state requirements such as functional classification; and
- Consistency with PSRC's project tracking policies.

## FHWA Funding Process

Competitive processes are conducted for the distribution of PSRC's FHWA funds, split between a regional competition and competitions conducted through each of the four countywide forums. Key features to highlight for these competitions include specific set-asides that are distributed through the countywide competitions, the project evaluation criteria, and application of the policy focus of support for centers. Technical and administrative details include caps on the number of projects and funding amounts requested, to comply with adopted project tracking policies and to ensure annual delivery targets are met.

### *Set-Asides*

Set-asides established by the board include:

- Preservation – 20% of the total estimated Surface Transportation Block Grant Program (STBG) funding *(the larger and more flexible of the two FHWA funding sources)*
- Bicycle / Pedestrian – 10% of the total amount of FHWA funds *(both sources)*
- Kitsap County adjustment – an adjustment is applied to provide a modest increase in funding for the Kitsap Countywide competition, since it is eligible for funding from only one of the two sources of FHWA funds
- Rural Town Centers & Corridors Program – 10% of the regional portion of the funds, for a competition that is generally conducted in the subsequent year
- PSRC's work program - $1 million of STBG funds per year

### *Policy Focus*

For the regional competition, centers are defined as regional growth centers and regional manufacturing/industrial centers as designated by PSRC's Executive Board. For the countywide competitions, centers are defined as regional growth and regional manufacturing/industrial centers, centers as designated through countywide processes, town centers, and other locally identified centers (including military facilities).

### *Project Evaluation Criteria*

The evaluation criteria used in both the regional and countywide competitions are based on regional policies and board guidance. Countywide competitions may also include additional criteria tailored to local priorities. Point distributions may vary somewhat depending on the competition, but the chart below provides an illustration of regional point values. As discussed at recent board meetings, in 2024 substantial improvements were made to strengthen the priorities of safety and supporting underserved communities. Modest refinements will be included in the 2027 process, based on board direction and implementation items identified in the recently adopted Regional Transportation Plan.

| **Criteria Category** (refer to the October presentation for more details) | **Point Values** | |
|---|---|---|
| | **STBG** | **CMAQ** |
| Development of Centers | 28 | 13 |
| Mobility & Accessibility | 24 | 12 |
| Outreach & Displacement | 12 | 10 |
| Safety & Security | 16 | 15 |
| Air Quality / Climate Change | 20 | 50 |
| TOTAL | 100 | 100 |

The three areas of refinement to the criteria for 2027 are summarized below. The refinements will be incorporated into the core criteria and structure illustrated in the table above, which remain unchanged.

- Prioritizing regional and local high injury networks per the Regional Safety Action Plan.
- Incorporating PSRC's Pedestrian and Bicycle Facility Typologies and Bicycle Level of Traffic Stress per the Active Transportation Plan.
- Aligning with current state and federal requirements by applying the updated Opportunity Index to address the needs of underserved communities. As discussed, the Opportunity Index was developed collaboratively with the Equity Advisory Committee and refines the tool to focus on outcomes and needs around the region rather than demographic characteristics.
    - *A question was raised at the October board meeting regarding how PSRC's Opportunity Index compares to the federally designated "Opportunity Zones." The federal "Opportunity Zones 2.0" designation process has more limited eligibility and criteria, with significantly fewer Census tracts designated in the region compared to areas of Low Opportunity as illustrated in PSRC's Opportunity Index. More information on the state's process may be found on the Washington State Department of Commerce website. Additional details on this topic will be provided at the December board meeting.*

## FTA Funding Process

There are nine transit operators in the PSRC region, operating within three designated urbanized areas. The allocation of FTA funds to each urbanized area is based on a national distribution formula based on federal census data and public transit system data.

The majority of PSRC's FTA funds are distributed via a process referred to as the Earned Share distribution. This distribution "unpacks" the federal formula to identify the portion of funds "earned" in the region from each transit agency's operations.

A smaller amount of PSRC's FTA funds - approximately 14% of the total funding within the largest of the three urbanized areas - is allocated based on regional attributes such as population density. The distribution methodology for these funds was updated in 2023 to focus

on supporting underserved communities. This methodology is being updated to be in line with the discussion above related to alignment with current federal guidance and use of the Opportunity Index rather than demographic data.

Transit agencies propose projects to receive funding through the distribution processes described above, for board consideration and approval. In addition, a set-aside of $1.25 million per year is provided for PSRC's transit-related work program.

# PSRC 2026 Transportation Work Program

| Activity | Progress |
|---|---|
| **2026 Regional Transportation Plan** | |
| Public Comment Period | *Concluded* |
| Development of Final Plan | *Concluded* |
| ACTION ON FINAL PLAN | *Adopted May 28, 2026* |
| **PSRC Funding** | |
| Rural Town Centers and Corridors Program competition | *Concluded* |
| Transportation Alternatives Program competition | *Concluded* |
| Review of next process and new requirements | In process; est. Q1 - Q3 2026 |
| Policy Framework for PSRC's Federal Funds | Discussion Q4 2026, adoption January 2027 |
| Annual FTA adjustments process | *Concluded* |
| Consolidated Grant Program regional rankings process | Overall process will run throughout 2026; board review of rankings December 2026 for action in January 2027 |
| **Transportation Improvement Program (TIP)** | |
| Monthly TIP Amendments | *Concluded for 2026* |
| Project Tracking and annual rebalancing process | *Concluded for 2026* |
| **Safety** | |
| Ongoing member agency support / partnerships / convenings | Rural safety workshops underway Fall 2026; future work program in development |
| Annual data collection | *Q2 2026; report out July 2026* |
| **Climate** | |
| Regional partnerships: | |
| Regional Electric Vehicle Collaboration / Regional EV Plan | Ongoing; REV Plan under development / PSCAA lead, anticipated December 2026 completion |
| Regional Comprehensive Climate Action Plan - Implementation | November board briefing |
| Puget Sound Climate Preparedness Collaborative | Ongoing / monthly |
| C2ES South-Central Puget Sound Climate Communities Accelerator Program | Year 2 activities begun - *Strengthening Regional Heat and Smoke Communication* |
| **Transit Access** | |
| Regional Transit Access Assessment | In progress; anticipated completion Q4 2026, member outreach Q3-4 2026 |
| **Performance Measures and Dashboard** | |
| RTP Dashboard updates and data collection | Ongoing |
| Annual Board briefings | *March 2026* |
| Federal performance targets | Ongoing, regular update cycles |
| **RTP Implementation** | |
| Future work programs per action items in the RTP: | |
| Transportation finance | tbd, with some overlap to work program areas listed above |
| Maintenance and preservation | |
| Safety | |
| Climate | |
| Future system gaps | |
| Rural transportation | |
| Performance measurement and monitoring | |
| Transportation technologies | |

| **Potential Future Board Briefings** |
|---|
| Emerging technologies |
| Washington State Ferries |
| Revive I-5 |
| FIFA World Cup *(June 2026)* |
| Transit planning updates *(Sound Transit July 2026)* |
| I-5 Master Plan / Cascadia High Speed Rail *(Sept. 2026)* |
| Other projects, emerging topics |
| **Other / Ongoing Work** |
| TIP database & web application system upgrade |
| Federal certification process *(July 2026)* |
| Transit plan reviews |
| PSRC transportation staff advisory committees: |
| Regional Project Evaluation Committee |
| Transit Operators Committee |
| Freight Advisory Committee |
| Coordinated Mobility and Accessibility Committee |
| Bicycle Pedestrian Advisory Committee |

Puget Sound Regional Council

November 5, 2026

**INFORMATION ITEM**

**To:** Transportation Policy Board

**From:** Kelly McGourty, Director of Transportation Planning

**Subject:** **Member Invitation: Representative Fey Listening Session**

**INFORMATION**

House Transportation Committee Chair Jake Fey will give a brief overview of the Highway User Fee proposal he plans to introduce during the 2027 state legislative session at a discussion for PSRC members. This is an important opportunity for local elected officials to share information on city and county transportation needs. Please join the listening session to learn more about the proposal and provide feedback.

**Date:** Friday, November 13

**Time:** 9 am – 10 am

**Format:** Online Zoom Connection (to be provided)

Please RSVP to Alyssa Quinn at Aquinn@psrc.org to confirm attendance.