

Executive Board

Thursday, March 27, 2025 • 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: 896 0658 1818, Passcode: 992625

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) – *Mayor Becky Erickson, 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 Dave Somers, Vice President*

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

- a. Approve Minutes of Meeting Held February 27, 2025
- b. Approve Vouchers Dated February 4, 2025, Through March 10, 2025, in the Amount of \$1,091,697.54
- c. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- d. Approve a Change in the Regional Transportation Plan Project Status for Two Projects: City of Fife's I-5/Port of Tacoma Road Interchange Project and Kitsap Transit's SR 16 Park and Rides Project
- e. Approve Certification of Comprehensive Plans for Bellevue, Bothell, Burien, Port Orchard and Wilkeson
- f. Approve 2025 Project Delivery Tracking and Supplemental Funding

8. **Action Item (10:30) (Added)

- a. Adopt Resolution in Support of a Balanced Approach to Transportation Funding that Includes New, Sustainable Revenue

9. Discussion Item (10:40)

- a. Equity Advisory Committee (EAC) Update – *Co-Chair Maria Fergus and Former Co-Chair Shannon Turner*

10. Discussion Item (10:55)

- a. Regional Safety Action Plan Public Comment and Next Steps – *Kelly McGourty*

11. Discussion Item (11:20)

- a. Regional Comprehensive Climate Action Plan Development – *Sara Hetrick, Puget Sound Clean Air Agency*

12. Discussion Item (11:40)

- a. Federal Legislative Update – *Leslie Pollner, Holland & Knight*

13. Information Item

- a. PSRC Annual General Assembly, May 22, 2025, 10:00 a.m. – 1:00 p.m., Seattle Convention Center – Summit Building, 900 Pine Street, Seattle, WA 98122
- b. 2025 Summer Planning Academy Flyer
- c. 2025 Regional Household Travel Survey Flyer

14. Other Business

15. Next Meeting:

Thursday, April 24, 2025, 10:00 a.m. – 12:00 p.m.

16. Adjourn (12:00)

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

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

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Puget Sound Regional Council

Information Item

March 20, 2025

To: Executive Board
From: Josh Brown, Executive Director
Subject: **State Legislative Update**

IN BRIEF

PSRC continues to track budget and policy developments and the work of the Washington State Legislature related to regional priorities. Director of Government Relations and Communications, Robin Koskey, will brief the board on recent state activity.

Discussion

The legislature is over the halfway point of the 105-day legislative session. Legislators have transitioned from focusing on bills originating in their chamber to bills sent over from the opposite chamber. The next important cutoff will occur on April 2, the opposite house policy committee cutoff. Nearly 2,200 bills have been filed.

Legislators will pass a biennial budget and deficits in both the operating and transportation budgets have been a major focus for lawmakers. Governor Bob Ferguson has remained steadfast that revenue should only be an option after budget reductions are made. He proposed [\\$4 billion in budget cuts](#) in addition to the \$3 billion already proposed in Governor Inslee's December budget proposal.

House Democrats released a web site called [WA Budget Cuts](#) highlighting the impacts of a no revenue budget. Senate Republicans have released a no revenue budget proposal called [Save Washington](#) drawing on funds currently restricted to climate related uses from the Climate Commitment Act to fund the Working Families Tax Credit. Senate Ways and Means Chair June Robinson responded with [a statement](#) stating that the final budget must be a balance between budget cuts and revenue.

The next revenue forecast will be released on March 18 and legislative budget proposals will follow the week of March 24.

Speaker of the House Laurie Jinkins indicated that a special session may be needed to address possible federal budget changes to Medicaid and other programs. While there was a special session in 2023 to address a drug possession policy, the last special session convened to address budget matter was in 2017.

PSRC continues to convene a local elected official group to share information about ferry policy and funding for communities across Puget Sound. We submitted a letter to Governor Ferguson and transportation budget leaders advocating resources to build and maintain vessels and the ferry workforce [supported by over 50 local elected leaders.](#)

The [Road Usage Charge bills, rent stability proposal](#), a bill to [limit parking requirements](#) and the [Transit Oriented Development bill](#) all continue to make their way through the legislative process.

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



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board

Thursday, February 27, 2025

Hybrid Meeting, PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 a.m. by Mayor Becky Erickson, 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

The following individual provided public comment:

- Alex Tsimerman

PRESIDENT'S REMARKS

President Becky Erickson reported on the following changes to membership on the Executive Board:

- **Councilmember Mark Solomon** will serve as an alternate for Seattle.
- **Councilmember Alexis Mercedes Rinck** will also serve as an alternate for Seattle.
- **Deputy Mayor Cheryl Rakes** will serve as an alternate for Auburn.
- **Councilmember Robyn Denson** will serve as a representative for Pierce County.
- **Orting Councilmember Jeff Sproul** will serve as a representative for Other Cities & Towns in Pierce County.
- **Councilmember Mary Fosse** will serve as an alternate for Everett.
- **Edmonds Councilmember Susan Paine** will serve as an alternate for Other Cities & Towns in Snohomish County.
- **Lynnwood Councilmember George Hurst** will also serve as an alternate for Other Cities & Towns in Snohomish County.

President Erickson reported that in preparation for the General Assembly, she has appointed the nominating committee, which will propose candidates for the positions of PSRC President and Vice President at the May 22 General Assembly. She stated that she will serve as chair and committee members are:

- Councilmember Claudia Balducci, King County
- Executive Ryan Mello, Pierce County
- Councilmember Sam Low, Snohomish County
- Commissioner Katie Walters, Kitsap County
- Mayor Cassie Franklin, City of Everett
- Councilmember Rob Saka, City of Seattle
- Councilmember Kristina Walker, City of Tacoma
- Commissioner Axel Strakeljahn, Port of Bremerton

President Erickson commented that following this meeting, she will email board members a copy of Executive Director Josh Brown's goals. These goals will serve as the basis for evaluating Josh's performance during the next annual review in December 2025.

President Erickson asked members to join her in welcoming Port Orchard Mayor Rob Putaansuu as the newly appointed Vice Chair of the Transportation Policy Board!

EXECUTIVE DIRECTOR'S REPORT

Josh Brown Updates and Announcements

- PSRC celebrates its 13th consecutive clean audit.
- Mayor Rob Putaansuu joins PSRC's leadership as TPB Vice Chair.
- Addressing Federal uncertainty, PSRC remains committed to its established priorities, guided by the Executive Board and regional plans.
- Updates from Robin Koskey and Holland & Knight highlight ongoing coordination with Federal partners. Efforts to enhance communication continue, including the February 6 Federal Funding Call.
- Financially, PSRC is stable, with 80% of planning funds from federal grants, a \$2M contingency fund and \$6M in untapped federal funds. Concerns remain about impacts on member project delivery and staff are actively engaged in support.

LEGISLATIVE UPDATE

Robin Koskey, Director of Government Relations and Communications, provided the board with an update on key state legislative developments.

COMMITTEE REPORTS

Vice President and Chair of the Operations Committee, Executive Somers, reported on the outcomes of today's Operations Committee meeting. The committee recommended approval of vouchers dated January 15, 2025 through February 3, 2025, in the Amount of \$1,437,654.97.

The committee also approved contract authority for PSRC's General Assembly.

Additionally, the committee received a report from the State Auditor's Office on the completion of audits for both PSRC and the EDD. Both entities received a clean audit, marking the 13th consecutive year of clean audit reports for the agency.

CONSENT AGENDA

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

- a. **Approve Minutes of Meeting Held January 23, 2025.**
- b. **Approve Vouchers Dated January 15, 2025 Through February 3, 2025, in the Amount of \$1,437,654.97.**
- c. **Approve Contract Authority for 2025 General Assembly.**
- d. **Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP).**
- e. **Approve Certification of Comprehensive Plans for Lakewood, Mountlake Terrace, Stanwood and Steilacoom.**

The motion passed unanimously.

DISCUSSION ITEMS

Federal Legislative Update

Leslie Pollner, Holland & Knight, provided a timely update on the presidential transition, recent federal funding directives and congressional legislative efforts in Washington, DC.

Introduction of Julie Meredith, New WSDOT Secretary

Josh Brown, PSRC Executive Director, introduced Julie Meredith, the newly appointed Washington State Department of Transportation Secretary, selected by Governor Bob Ferguson. Julie has spent her entire career at WSDOT since joining in 1989. Rising through leadership roles, she has overseen major transportation projects, including SR 520, the Alaskan Way Viaduct replacement, and corridor improvements for I-405, SR 167, and SR 509. She played a key role in regional mobility planning, Sound Transit expansions and tolling operations.

A licensed professional engineer, Julie is known for problem-solving, partnership-building and inclusive leadership. She has received multiple accolades, including the Distinguished Leadership Award from the Design Build Institute of America. She holds a degree in Forest Resources from the University of Washington.

INFORMATION ITEMS

Included in the agenda packet:

- Federal Funds Obligated to Projects in the PSRC Region in 2024 and 2025
- VISION 2050 Awards – Call for Nominations
- Save the Date! PSRC Annual General Assembly, Thursday, May 22, 2025, 10:00 a.m. – 1:00 p.m. Location to be determined

OTHER BUSINESS

A reception to welcome the newly appointed Washington State Department of Transportation Secretary Julie Meredith followed the meeting in the PSRC Board Room.

NEXT MEETING

The next meeting will be on Thursday, March 27, 2025 from 10:00 a.m. – 12:00 p.m.

ADJOURN

The meeting was adjourned at 11:15 a.m.

Adopted this 27th day of March 2025.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, February 27, 2025

Executive Board Meeting - updated February 27, 2025 Meeting
7.a - Att. A

Members and Alternates that participated for all or part of the meeting included:		Present
King County	EXC Dow Constantine CM Claudia Balducci Vacant Alt Vacant Alt	1
Seattle	MYR Bruce Harrell CM Robert Kettle CM Sara Nelson CM Rob Saka CM Mark Solomon Alt CM Dan Strauss Alt CM Alexis Mercedes Rinck Alt	1
Bellevue	MYR Lynne Robinson CM Janice Zahn Alt	1
Federal Way	MYR Jim Ferrell Vacant Alt	1
Kent	MYR Dana Ralph CM Toni Troutner Alt	1
Kirkland	MYR Kelli Curtis DP MYR Jay Arnold Alt	1
Renton	MYR Armando Pavone CM James Alberson, Jr. Alt	
Redmond	MYR Angela Birney CM Vanessa Kritzer Alt	1
Auburn	MYR Nancy Backus DR MYR Cheryl Rakes Alt	1
Other Cities/Towns in King County	MYR Jeff Wagner, Covington MYR Thomas McLeod, Tukwila MYR Mary Lou Pauly, Issaquah MYR Traci Buxton, Des Moines Alt MYR Mason Thompson, Bothell Alt CM Chris Roberts, Shoreline Alt	1 1 1 1
Kitsap County	COMM Katie Walters COMM Christine Rolfs Alt	
Bremerton	MYR Greg Wheeler Eric Younger Alt	1
Port Orchard	MYR Rob Putaansuu CM Jay Rosapepe Alt	1
Other Cities/Towns in Kitsap County	MYR Becky Erickson, Poulsbo PRESIDENT MYR Ashley Mathews, Bainbridge Island Alt	1 1
Pierce County	EXEC Ryan Mello CM Robyn Denson CM Dave Morell Alt	1 1
Tacoma	CM Krstina Walker MYR Victoria Woodards Alt	1
Lakewood	CM Ryan Pearson MYR Jason Whalen Alt	1
Other Cities/Towns in Pierce County	CM Jeff Sproul, Orting DP MYR Dennis King, Puyallup Alt	1
Snohomish County	EXC Dave Somers VICE PRESIDENT CM Sam Low CM Jared Mead Alt	1 1
Everett	MYR Cassie Franklin CM Mary Fosse Alt	1
Other Cities/Towns in Snohomish County	MYR Jon Nehring, Marysville MYR Pro Tem Bryan Wahl, Mountlake Terrace CM Susan Paine, Edmonds Alt CM George Hurst, Lynnwood Alt	1 1
Port of Bremerton	COMM Axel Strakeljahn COMM Gary Anderson Alt	1
Port of Everett	COMM David Simpson COMM Glen Bachman Alt	1
Port of Seattle	COMM Hamdi Mohamed COMM Toshiko Hasegawa Alt	
Port of Tacoma	COMM John McCarthy COMM Kristin Ang Alt	1
Washington State Department of Transportation	Secretary Julie Meredith Vacant Alt	1
Washington State Transportation Commission	COMM Nicole Grant COMM Jim Restucci Alt	1



Puget Sound Regional Council

March 20, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated February 4, 2025, Through March 10, 2025, in the Amount of \$1,091,697.54**

IN BRIEF

In accordance with RCW 42.24.080, two representatives of the Operations Committee review and sign off on the vouchers.

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED WARRANT DATE	VOUCHER NUMBER	TOTALS
02/04/25 - 03/10/25	AP Vouchers	\$ 658,246.20
02/14/25 - 02/28/25	Payroll	\$ 433,451.34
<hr/> \$ 1,091,697.54		

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



Puget Sound Regional Council

March 20, 2025

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 three 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 the Highway Safety Improvement Program. 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 March 13, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

The Executive Board should adopt an amendment to the 2025-2028 Regional TIP to include the projects as shown in Exhibit A.

DISCUSSION

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) - and Federal Transit Administration (FTA) - Urbanized Area Formula Program (5307), State of Good Repair (5337), and Bus and Bus Facilities Formula (5339).

While PSRC does not have project selection authority for other types of federal, state or local funds, the Executive Board does have responsibility for adding these projects to

the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

The recommended action would approve the TIP amendment request based on a finding of consistency with VISION 2050, the Regional Transportation Plan and the air quality conformity determination of the Regional TIP. Approval is also based on a determination that funding is reasonably expected to be available to carry out the project. Information describing plan consistency, air quality conformity and the funding basis for approving the request is further described below.

Consistency with VISION 2050 and the Regional Transportation Plan

The projects recommended for action were reviewed by PSRC staff and have been determined to be consistent with the multicounty policies in VISION 2050 and the Regional Transportation Plan.

Air Quality Conformity

The projects in Exhibit A were reviewed and it has been determined that a new air quality analysis and conformity determination is not required because each project falls into one or more of the following categories:

- It is exempt from air quality conformity requirements.
- It is an existing project already included in the current air quality modeling.
- It is a non-exempt project not able to be included in the regional model.

Funding Reasonably Expected to be Available

For the projects in Exhibit A, PSRC has confirmed that the funds are reasonably expected to be available.

PSRC's Project Tracking Policies

This amendment includes one request for modification to PSRC's FTA funds. The modification was found to be consistent with PSRC's project tracking policies and was reviewed and recommended by the Transportation Operations Committee (TOC) at their meeting on February 26, 2025.

King County Metro requests to redistribute \$1,864,761 in 5337 High Intensity Fixed Guideway Earned Share funds from the *Atlantic Base Trolley Power System Replacement* to a new project, the *SR 520 Portage Bay Bridge Trolley Infrastructure Replacement*. The redistribution is needed because the Atlantic Base Trolley Power project has been significantly delayed and is now on pause until approximately 2030. The SR 520 Portage Bay Bridge Trolley Infrastructure Replacement needs the funds to help maintain trolley bus service on routes utilizing this infrastructure and will allow Metro to maintain a schedule that aligns with WSDOT's related SR 520 work.

Since it is a new project, the *SR 520 Portage Bay Bridge Trolley Infrastructure Replacement* has been released for public review. Two anonymous public comments have been received as of March 20 which are included in Exhibit B. Any additional public comments received will be provided to the Executive Board at the March 27 meeting, prior to final approval.

Federal and State Fund Source Descriptions

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

5337 HIFG	FTA High Intensity Fixed Guideway State of Good Repair Program
HSIP	Federal Highway Safety Improvement Program
TIB	State Transportation Improvement Board funding

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

ATTACHMENT

- A. Exhibit A - Project(s) Proposed for Routine Amendment to the 2025-2028 TIP
- B. Exhibit B – Public comments received for *SR 520 Portage Bay Bridge Trolley Infrastructure Replacement* project

Month: March
Year: 2025

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			New Project Tracking	Project/ Phase	UPWP Other Amend	
1. Bellevue	150th Avenue SE Mobility Improvements New project programming preliminary engineering, right-of-way, and construction phases to rechannelize southbound 150th Avenue SE with a new 3rd general purpose lane from SE 28th Street to SE 38th Street as well as various new/adjusted turn pockets, signal modifications, rechannelization and ramp extensions/ improvements benefiting the 150th Ave / I-90 interchange.	\$3,990,000 Other TIB \$10,709,516 Local \$14,699,516 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. King County Department of Transportation (Transit)	SR 520 Portage Bay Bridge Trolley Infrastructure Replacement New project redistributing funds from MET-235: Atlantic Base Trolley Power System Replacement for removal of trolley infrastructure on the 10th Avenue E Bridge over SR 520, installation of trolley infrastructure on the new Roanoke Lid over SR 520, and coordination with WSDOT Portage Bay and Roanoke Lid projects. Project is funded with federal funds using state toll credits as local match.	\$1,864,761 Federal 5337 HIFG \$1,864,761 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Seattle	Vision Zero Leading Pedestrian Intervals (LPI) and No Turn on Red (NTOR) Restrictions New project programming preliminary engineering and construction to install leading pedestrian intervals and no-turn-on-red restrictions at intersections citywide.	\$1,978,000 Federal HSIP \$2,083,892 Local \$4,061,892 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

EXHIBIT B: NEW KING COUNTY METRO PROJECT - PUBLIC COMMENTS RECEIVED

Reflecting all comments received through March 20, 2025

Comment 1:

I approve of this! We need more trolley buses. They are the only way to efficiently meet our climate goals.

Comment 2:

I am in favor of doing anything to preserve, update, and expand trolley wires in the city of Seattle. I use the 49 through this segment as well as frequently bike from Delmar and up 10th ave.

Currently for work on the J line, the 70 is using diesel buses. I hope the 49 will continue to use trolleybuses, since KCM updated them to extend battery operations duration. Since this is a short section of missing trolley wire, the addition of catchers at either end should allow the bus to operate on battery.

This approach should also be taken on other existing routes which are mostly under wire, such as the 48.

The bankruptcy of Proterra and the retirement of their fully battery electric buses highlights that the most proven technology we have for reducing carbon emissions of buses is the trolleybus. In a city like Seattle which already has a widespread and robust trolleybus network, progress should be pushing across the city to install new catenaries and bring more buses under wire, extending for short segments with batteries that use in motion charging. This will allow all of the benefits of electric buses without having to carry huge battery packs and the environmental and efficiency harm that carries, as well as lower demand at any given time as batteries don't need to be charged at high power because they are out of service for charging.

While not relevant to the work on catenaries, I hope that the lid will improve the facilities as currently there are only door zone bike lanes on 10th over 520 and bicycle gutters on Delmar. Since the speed difference for cyclists going up and cars is large it would add safety to have a buffer or better a protected bike lane, especially once the portage bay bike bridge is completed.



Puget Sound Regional Council

March 20, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Cahir, Transportation Policy Board

Subject: **Approve a Change in the Regional Transportation Plan Project Status for Two Projects: City of Fife's I-5/Port of Tacoma Road Interchange Project and Kitsap Transit's SR 16 Park and Ride Project**

IN BRIEF

Two agencies have submitted two requests to change the status of Regional Capacity Projects in the Regional Transportation Plan. Per PSRC's adopted procedures, requests to change project status require board action. At its meeting on March 13, the Transportation Policy Board recommended approval of the requests.

RECOMMENDED ACTION

The Executive Board should approve a change to the Regional Transportation Plan project status for two projects: City of Fife's *I-5/Port of Tacoma Road Interchange* project and Kitsap Transit's *SR 16 Park and Ride* project.

DISCUSSION

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

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

Two projects are requesting changes in project status from “Candidate” to “Approved”—the City of Fife’s *I-5 / Port of Tacoma Road Interchange* project and Kitsap Transit’s *SR 16 Park and Ride* project. Additional details of each project are provided in Exhibit A, including the project description and criteria applied to review the projects for the requested status change.

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

ATTACHMENT**A. Regional Capacity Projects Status Change Requests**

ATTACHMENT A: REGIONAL CAPACITY PROJECTS STATUS CHANGE REQUESTS

Sponsor	City of Fife	Kitsap Transit
Project Title	I-5 / Port of Tacoma Road Interchange	SR 16 Park & Ride
Project Description	<p>This project will complete the reconfiguration of the I-5/Port of Tacoma Road interchange into a split-diamond with one-way couplet. The Port of Tacoma Road will become a one-way southbound street from 12th Street E to 20th Street E. 34th Avenue E will be reconstructed and extended to a one-way northbound street from 20th Street E to 12th Street E. The I-5 ramps will be reconfigured to complete the diamond couplet. The new 34th Avenue E roadway includes a new bridge crossing over I-5. Within the project area, improvements include sidewalks, turn lanes, and new traffic signals.</p>	<p>This project will include a park & ride along SR 16 between mileposts 20 and 28, near Port Orchard, WA. This park & ride will include at least 150 parking stalls, bus loading areas, pedestrian features, lighting, cameras, bike storage, and shelters. This project is part of a larger investment that includes at least four new or expanded park & ride locations with up to 500 parking stalls along the SR 16 corridor.</p>
Total Project Cost	\$129,187,882	\$8,992,920
Consistency with Regional Policies	This project is consistent with regional policies.	This project is consistent with regional policies.
Benefit-Cost Analysis	A benefit-cost ratio of 2.72 was determined in 2021 based on the U.S. DOT 2021 Benefit-Cost Analysis Guidance for Discretionary Grant Programs.	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
Environmental Documentation	NEPA Categorical Exclusion (CE) was issued April 2022. NEPA re-evaluation of Categorical Exclusion (CE) was issued September 2024.	NEPA Documented Categorical Exclusion (DCE) was issued July 2024.
Other Planning Requirements	The City of Fife and WSDOT have entered into two Right of Way Acquisition agreements. The City of Fife also received an environmental permit from the Department of the Army. The Port of Tacoma approved ROW and funding Interlocal Agreements in October 2015 and 2023. The City of Tacoma approved an Intersection and Traffic Signal Improvements Agreement in November 2017. The City of Tacoma also approved Work Order Review permits for intersections within the project vicinity.	The City of Port Orchard is finalizing building, signage, and construction permits for this project. Kitsap Transit anticipates the permits will be approved in May 2025.
Financial Feasibility	The project is fully funded with \$18,786,516 of local funds, \$85,235,260 of state funds, and \$25,166,106 of federal funds for a total project cost of \$129,187,882 in 2024 year of expenditure dollars.	The project is fully funded with \$2,231,759 of local funds and \$6,761,161 of federal funds for a total project cost of \$8,992,920 in 2024 year of expenditure dollars.
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.	Approving this project will not change the region's air quality conformity determination.



Puget Sound Regional Council

March 20, 2025

CONSENT AGENDA

To: Executive Board

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

Subject: **Approve Certification of Comprehensive Plans for Bellevue, Bothell, Burien, Port Orchard and Wilkeson**

IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024 comprehensive plan updates for Bellevue, Bothell, Burien, Port Orchard and Wilkeson. The certification reports describe how the comprehensive plans meet applicable requirements.

RECOMMENDED ACTION

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

- **City of Bellevue 2024 Comprehensive Plan ([link](#))**
- **City of Bothell 2024 Comprehensive Plan ([link](#))**
- **City of Burien 2024 Comprehensive Plan ([link](#))**
- **City of Port Orchard 2024 Comprehensive Plan ([link](#))**
- **Town of Wilkeson 2024 Comprehensive Plan ([link](#))**

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 plans and recommends certification of the following adopted comprehensive plans:

- **Bellevue** adopted their 2024 comprehensive plan update on October 22, 2024. PSRC staff provided comments on the draft plan in July 2024.
- **Bothell** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in May 2024.
- **Burien** adopted their 2024 comprehensive plan update on October 28, 2024. PSRC staff provided comments on the draft plan in February and August 2024.
- **Port Orchard** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **Wilkeson** adopted their 2024 comprehensive plan update on November 27, 2024. PSRC staff provided comments on the draft plan in September 2024.

The comprehensive plans were reviewed in accordance with the adopted plan review process using PSRC's [Plan Review Manual](#) and [VISION 2050 consistency tool](#). 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 plans and the development of the certification reports.

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

- Certify that the plan is consistent with multicounty planning policies and the Regional Transportation Plan and conforms to Growth Management Act requirements for transportation planning, or
- Conditionally certify that the plan addresses most provisions of regional plans and policies and the Growth Management Act, with a requirement that a limited set of outstanding issues be addressed prior to full certification, or
- Do not certify.

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

NEXT STEPS

The Growth Management Policy Board and Transportation Policy Boards acted to recommend certification at their March meetings. Additional local plans will be brought forward to recommend for certification at the board's April meeting.

For additional information, please contact Paul Inghram, Director of Growth Management, at pingram@psrc.org or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



Puget Sound Regional Council

March 20, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Approve 2025 Project Delivery Tracking and Supplemental Funding

IN BRIEF

A requirement to meet an annual delivery target for PSRC's Federal Highway Administration (FHWA) funds has been in place since 2013. PSRC's adopted project tracking policies identify the procedures to be followed when there is a risk the target will not be met, including the development of a supplemental funding action. Information provided by project sponsors to date indicates that there will be a gap to the 2025 delivery target and a supplemental funding action required.

Per the PSRC Project Tracking Policies, early action on increasing the federal share of previously awarded projects is being requested to streamline the processing and approval timeframes and expedite use of the funding to help meet the region's delivery target. Additional actions may be required in April, as staff finalizes all relevant project data. At its meeting on March 13, the Transportation Policy Board recommended that the Executive Board should approve a supplemental funding increase.

RECOMMENDED ACTION

The Executive Board should approve a supplemental funding action to increase the federal shares for projects awarded PSRC's 2025 FHWA funds, up to the amounts identified in Attachment A.

DISCUSSION

PSRC has been monitoring the progress of projects awarded PSRC's federal funds through a project tracking system first implemented in 2000. The adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase

the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, PSRC's project tracking policies provide a firm obligation deadline of June 1 of each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include the prioritized strategies listed below that are implemented when there are not enough projects able to deliver in a given year, and additional measures need to be taken in order to meet the required annual delivery target:

1. Advance projects from later years.
2. Exchange federal funds for local funds between phases or stages of a single project, or between projects within the same agency.
3. Increase the federal share of awarded projects.
4. Fund immediately-ready-to-go projects from the current adopted contingency lists.
5. Solicit new immediately ready to go projects.

Preliminary Estimate of 2025 Delivery Gap

Per PSRC's project tracking policies, extension requests for projects with 2025 delivery were due on February 15, and are currently under review by PSRC, the Washington Department of Transportation, and the chairs of the Regional Project Evaluation Committee and the countywide forums. Request for board action on the one-year extension requests will occur in April. These extensions create a substantial gap to achieving the current year delivery target.

In addition, there are two projects that received an extension last year for which an exception to PSRC policies is being requested. These requests are also under review and will be brought to the board in April. If the exception requests are denied the funds will be returned. Regardless of the outcome, these projects add to the 2025 delivery gap. Several projects have also returned PSRC funding, either due to project cancellations, cost savings or other reasons, further adding to the 2025 delivery gap.

PSRC has begun the rebalancing process based on the adopted strategies above, including identifying projects with later years' funding that can advance to 2025 and researching projects that may be eligible for an exchange. Based upon the information available to date, the gap to the 2025 delivery target is estimated to be up to \$35 million and a supplemental funding action to increase the federal share of awarded projects is required.

Supplemental Funding Action

At the March 13 meeting, the Transportation Policy Board was asked to recommend a supplemental funding action to increase the federal shares of projects awarded 2025 funds, up to the amount per project as summarized in Attachment A. Early action is being requested to streamline the processing and approval timeframes and expedite the use of these funds in order to support the 2025 delivery target. Per adopted procedures, an equal amount of funding is applied to all projects based on the total amount necessary to fill the delivery gap. The amount per project can be no more than the maximum federal share allowable. Once a project has reached this maximum any remaining funds will be uniformly distributed to the other projects that still have capacity to accept additional federal funds, until the total additional funds needed to fill the gap have been awarded. This methodology is reflected in the amounts per project identified in Attachment A.

While these figures are a draft, staff expects this supplemental funding action to be adequate to achieve the 2025 delivery target. However, there are still factors that may impact the final need in the coming months, including any additional return of funds and the outcome of the federal appropriation bill and subsequent final funding allocations. Staff will return to the board in April with a request for action on the projects seeking extensions and exceptions, as well as any further increases to the projects listed in Attachment A if needed.

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

ATTACHMENT

- A. Increased Federal Shares for PSRC Funded Projects with 2025 Delivery

ATTACHMENT A: Increased Federal Shares for PSRC Funded Projects with 2025 Delivery

7.f - Att. A

Sponsor	Project Title	Original PSRC Award	Maximum Additional FHWA Funds
Auburn	Auburn Way S (SR-164) - Hemlock to Poplar	\$ 3,605,087	\$ 2,449,913
Auburn	A Street SE Preservation (37th Street SE to Lakeland Hills Way)	\$ 905,000	\$ 660,650
Auburn	1st Street NE/NW and N Division Street Pedestrian Improvements	\$ 80,000	\$ 6,500
Bellevue	Mountains to Sound Greenway Trail (C): 132nd Avenue SE to 150th Avenue SE	\$ 2,370,000	\$ 5,720,170 *
Bellevue	Main Street Off-Street Multipurpose Pathway (108th Avenue to 112th Avenue)	\$ 1,041,000	\$ 1,467,764
Bellevue	NE Spring Boulevard Zone 3, Arterial/Multimodal Network Completion	\$ 3,500,000	\$ 2,335,000
Bothell	228th Street SE from 35th Ave SE to 39th Ave SE Widening Project	\$ 1,000,000	\$ 218,785
Bothell	240th St SE Overlay (Meridian Ave S to Bothell-Everett Highway)	\$ 700,000	\$ 669,064
Edgewood	48th St E Preservation	\$ 600,000	\$ 52,210
Everett	Broadway (California to 18th Ave) Preservation	\$ 696,480	\$ 125,270
Federal Way	BPA Trail - City Center Extension	\$ 567,491	\$ 124,509
Fife	58th Avenue E and Valley Avenue E Roundabout	\$ 510,200	\$ 91,148
Issaquah	Newport Way NW Improvement Project - SR 900 to SE 54th Street	\$ 2,200,000	\$ 647,234
Kent	Benson Corridor (SR 515) 20-minute Neighborhood Plan	\$ 709,364	\$ 69,136
Kent	Meet Me on Meeker: Washington to Thompson	\$ 2,500,000	\$ 95,000
Kent	South 212th Street Preservation (59th Place S to 72nd Avenue South)	\$ 1,500,000	\$ 1,216,100
Lakewood	112th Street S - S Tacoma Way to Steele Street S	\$ 42,857	\$ 18,667
Lynnwood	Alderwood Mall Parkway Pavement Preservation	\$ 750,000	\$ 631,405
Lynnwood	33rd Ave W (184th St SW to Poplar Wy Bridge)	\$ 700,000	\$ 1,324,100
Marysville	67th Ave NE (Grove St to 88th St NE)	\$ 550,000	\$ 255,714
Monroe	Tjerne Phase III (Woods Creek Road to Old Owen Rd)	\$ 460,000	\$ 15,837
Pierce County	TDM Support for Communities, Businesses, and Commuters	\$ 900,000	\$ 138,000
Renton	Oakesdale Ave SW Pavement Preservation	\$ 1,300,000	\$ 437,015
Shoreline	NE 155th Street Preservation, 1st Ave NE to 15th Ave NE	\$ 150,000	\$ 109,500
Snohomish	Bickford & Weaver Intersection Improvements	\$ 394,480	\$ 394,400
Sound Transit	Light Rail Vehicles	\$ 8,200,000	\$ 5,720,170 *
Steilacoom	Rigney Rd. Preservation Project	\$ 385,540	\$ 65,125
Sultan	US-2 / Main Street Roundabout	\$ 480,000	\$ 39,000
Sumner	Stewart Road ITS Corridor Improvements	\$ 402,289	\$ 26,133
Tacoma	McKinley Ave ITS and Signal Coordination	\$ 195,000	\$ 7,626
Tacoma	Portland Avenue Vision Zero Improvements	\$ 2,119,250	\$ 34,600
University Place	67th Avenue Improvements Phase 3	\$ 297,500	\$ 5,250
University Place	40th Street	\$ 146,665	\$ 26,335
Wash State Ferries	Terminal Electrification - Seattle and Bainbridge Island Terminals	\$ 6,000,000	\$ 3,082,500
WSDOT	SR 167/SR 512 to Ellingson Road Vicinity - SB Congestion Management	\$ 1,500,000	\$ 5,720,170 *
WSDOT	SR 167/I-5 to SR 161 Stage 2	\$ 3,580,000	\$ 1,000,000
		Total	\$ 35,000,000

*Project has additional capacity to accept PSRC FHWA Funds. All other projects have achieved their maximum federal share.

**More information on the status of the WSF Terminal Electrification project is being gathered to determine applicability.



Puget Sound Regional Council

March 24, 2025

ACTION ITEM (Added)

To: Executive Board

From: Mayor Becky Erickson, President, Puget Sound Regional Council

Subject: Adopt Resolution in Support of a Balanced Approach to Transportation Funding that Includes New, Sustainable Revenue

IN BRIEF

The House and Senate Transportation Committees released budgets on March 24, 2025. Given budget deficits due to lower revenues and increasing costs, deep cuts to transportation spending would be needed without new revenue. Both working to reduce costs and sustainable revenue are needed to ensure local, regional and state transportation system goals can be met.

RECOMMENDED ACTION

The Executive Board should adopt Resolution EB-2025-01: A Resolution of the Puget Sound Regional Council in support of a balanced approach to transportation funding that includes new, sustainable revenue.

DISCUSSION

On March 24, 2025, Transportation Committee Chairs Senator Marko Lias (D-Edmonds) and Representative Jake Fey (D Tacoma) released transportation budget proposals. Both committees published budget proposals with new revenue. The Senate also published a current law budget to demonstrate substantial cuts and project delays would be necessary without new revenue.

The FY 25-27 current law transportation budget has a deficit of over \$1 billion and a 6-year deficit of over \$6 billion due to lower revenues, cost increases and addressing culverts, as required by a court order. A budget with revenue will fund regional transportation priorities including ferry construction and workforce to fully restore

service, maintenance and preservation of roadways and transportation projects of regional significance.

[This article in the Seattle Times](#) provides a summary of the budget proposals and highlights that the Senate proposal is bi-partisan with Senator King (R-Yakima) and Senator Goehner (R-Chelan) supporting the proposal.

Budget Documents:

Note: The resource summaries are a good way to review the revenue proposals.

Senate Transportation Budget Proposal

- [PSSB 5160](#) Senate Transportation Budget Proposal
- [Narrative Summary](#)
- [SB 5801](#) Resources Bill
- [Senate Transportation Resources Summary](#)
- [All Senate transportation budget documents](#)

Senate Revenue Proposals:

- 0.3% of state sales tax revenue dedicated to transportation budget
- 6 cent increase to state fuel tax indexed to inflation in FY2027
- Electric vehicle fee
- Rental car tax
- Luxury vehicle tax
- Title and registration fees
- Tire disposal fee
- Driver's license fees
- E-bike surcharge
- Large event transportation assessment
- Work zone safety violation 1st offense fine
- Increase traffic infraction assessment
- Washington State Ferries increases of 1.5% per year to ferry fares, impose credit card surcharge

House Transportation Budget Proposal

- [PSHB 1227](#) House Transportation Budget Proposal
- [Narrative Summary](#)
- [PSHB 2043](#) Resources Bill
- [Revenue Summary](#)
- [All House transportation budget documents](#)

House Revenue proposals:

- 9 cent increase to fuel tax (gasoline and diesel) indexed to inflation beginning in FY2027

- Special Fuel (Diesel) Differential Rate 3 cent increase above gasoline rate in 2026, 3 cent increase in 2028, and indexed to inflation in 2029
- Weight fees for trucks and passenger vehicles
- Title and Registration Service and Filing fees
- Highway use fee (version of Road Usage Charge)
- Tire replacement tax
- Motor vehicle sales and use tax from .03% to 1% and graduate graduated tax on vehicles worth more than \$50,000
- Washington State Ferries increases of 1.5% per year to ferry fares, impose credit card surcharge and increase capital vessel surcharge from 50 cents to \$1

Given the timing of release of budget documents, this summary is not comprehensive. Additional budget details will be provided at the Executive Board meeting.

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

ATTACHMENT:

Resolution EB-2025-01



Puget Sound Regional Council

RESOLUTION NO. PSRC-EB-2025-01

A RESOLUTION of the Puget Sound Regional Council Supporting a Balanced Approach for the Washington Transportation Budget

WHEREAS, the Puget Sound Regional Council is designated by local governments and under federal and state laws as the Metropolitan Planning Organization and Regional Transportation Planning Organization for the central Puget Sound region encompassing King, Kitsap, Pierce and Snohomish counties;

WHEREAS, the Puget Sound Regional Council develops policies and coordinates decisions about regional growth, transportation and economic development planning within the central Puget Sound region;

WHEREAS, a primary responsibility of the Puget Sound Regional Council is to develop and maintain a long-range Regional Transportation Plan describing how the region will create a sustainable, equitable, affordable, safe, and efficient multimodal transportation system;

WHEREAS, the Regional Transportation Plan places specific emphasis on an integrated regional transit network that supports the region's growth strategy and promotes vitality of the region's economy, environment, and health;

WHEREAS, the safety on regional roadways is a critical concern and Puget Sound Regional Council is adopting a Regional Safety Action Plan to reverse the troubling increase in deaths and serious injuries on our roadways and to support the Washington State Strategic Highway Safety Plan, Target Zero;

WHEREAS, the Washington State Ferries system is a marine highway system that is essential to Puget Sound communities and investment in new vessels, boat maintenance and workforce is needed to restore reliable cross sound service and reduce environmental impact;

WHEREAS, the region's communities face a significant backlog of maintenance and preservation needs for roadways, bridges, sidewalks, and other transportation infrastructure;

WHEREAS, climate change is an urgent environmental, economic, and equity threat and the central Puget Sound region's leaders have committed to taking actions to reduce greenhouse gas emissions and create a sustainable urban region;

WHEREAS, costs of completing major transportation projects continue to increase and projects of regional significance must be built as quickly as possible as the region continues to grow;

WHEREAS, the fuel (gasoline and diesel) tax is a major source of transportation revenue and collections are declining as a result of people driving less, increases in vehicle fuel economy and adoption of hybrid and electric vehicles, and revenues are expected to continue to moderately decline each year in the future and new stable revenue sources are needed to support continued investment in the transportation system;

NOW, THEREFORE, BE IT RESOLVED, that the Puget Sound Regional Council supports continued collaboration with local, state and federal partners to find solutions to fulfill the transportation needs of the region and state;

BE IT FURTHER RESOLVED, that the Puget Sound Regional Council recognizes that the Washington State transportation budget provides critical funding to address long-term financial needs identified in the Regional Transportation Plan and the long-range plans of local governments, transit agencies and the State of Washington;

BE IT FURTHER RESOLVED, that the Puget Sound Regional Council supports a balanced approach to funding transportation investments with identified cost savings where possible and new, sustainable sources for revenue to ensure the local, regional and state transportation system goals can be met.

ADOPTED by the Executive Board this 27th day of March 2025.

Becky Erickson, Mayor
City of Poulsbo
President, Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director



Puget Sound Regional Council

DISCUSSION ITEM

March 20, 2024

TO: Executive Board

FROM: Josh Brown, Executive Director

SUBJECT: Equity Advisory Committee Update

IN BRIEF

Equity is a key policy area in [VISION 2050](#), the region's long-range plan for growth. An action in VISION 2050 (RC-Action-3) directs PSRC to collaborate with the [Equity Advisory Committee](#) (EAC) to make equity central to PSRC's work. During the upcoming Executive Board meeting, staff will share the progress the committee has made co-creating various resources, plans and programs.

DISCUSSION

Based on feedback from PSRC boards and committees as well as various stakeholders from around the region, staff worked with the Equity Advisory Committee to co-create various resources, plans and programs. This year staff have provided overviews and collaborated with the EAC on a wide array of topics related to Growth, Transportation, Economic Development, etc. These topics include:

Growth

- Tribal Engagement

Transportation

- Consolidated Mobility Plan
- Regional Safety Action Plan
- Regional Transportation Plan

Economic Development

- Regional Economic Strategy

Data

- Title VI
- Demographic Profile

Other

- State Legislative Update

The EAC co-chairs will share an update on the progress the committee has made co-creating these resources with PSRC staff. They will also share an overview of the schedule for the upcoming months.

Next Steps

The next meeting of the Equity Advisory Committee will be held on April 3, 2025. During this meeting, members will receive an update on the agency's Regional Housing Strategy.

For more information, please contact Charles Patton, Program Manager – Equity Policy and Initiatives, at cpatton@psrc.org.



Puget Sound Regional Council

March 20, 2025

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: Regional Safety Action Plan Public Comments and Next Steps

IN BRIEF

PSRC released the Draft Regional Safety Action Plan for public review and comment in mid-January, concluding on February 14, 2025. At the March 27 meeting, the Executive Board will be briefed on high-level themes from the comments received and begin a discussion of next steps.

DISCUSSION

The Regional Safety Action Plan (RSAP) has been under development since fall of 2023, following the June 2023 Regional Safety Summit and receipt of grant funding from USDOT's Safe Streets and Roads for All (SS4A) program. The Executive Board was briefed regularly over the last 15 months on key milestones and findings, including the scope of work for the plan, data and analysis results, best practices, emphasis areas, tools and strategies, and community engagement efforts.

In January 2025, the Transportation Policy Board authorized the release of the plan for public comment. Opportunities for public comments included an online engagement hub, email to PSRC, direct mail or PSRC board meeting. Notice was provided to PSRC mailing lists, on PSRC's website, through social media and by partner networks. The public comment period closed on February 14, 2025.

Comments were received from approximately 60 members of the public, PSRC member jurisdictions, and other organizations. Comments will be delineated and categorized by topic and noted as being either general plan comments, technical corrections or clarifications, or comments requiring board review. A spreadsheet of the comments is posted on PSRC's website at <https://www.psrc.org/our-work/regional-safety-action-plan>.

Once comments are categorized and responses prepared, this spreadsheet will be updated.

Staff and the public engagement consultant team, Uncommon Bridges, are reviewing all comments and will summarize high level themes at the March 27 Executive Board meeting. A preliminary discussion of next steps will be held, including how the Regional Safety Action Plan will inform development of the Regional Transportation Plan and other PSRC programs.

The board will be asked to recommend approval of the final Regional Safety Action Plan at their meeting in April, with final adoption scheduled for the May 22, 2025 General Assembly meeting.

For more information, please contact Kelly McGourty, Director of Transportation Planning at kmcgourty@psrc.org or 206-971-3601, or Ben Bakkenta, Director of Regional Planning, at bbakkenta@psrc.org or 206-971-3286.



Puget Sound Regional Council

March 20, 2025

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: Regional Comprehensive Climate Action Plan Development

IN BRIEF

Work is underway to develop the regional 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. At the meeting on March 27, 2025, PSCAA staff will provide the board with a briefing on the status and schedule of this work.

DISCUSSION

Climate is a significant element of VISION 2050, the Regional Transportation Plan (RTP) and PSRC's project selection processes. PSRC has collaborated with partner agencies around the region to further advance work related both to the reduction of greenhouse gas emissions and preparing for climate impacts.

PSRC's focus as the Metropolitan Planning Organization is emissions from on-road transportation, with emission reduction strategies that address land use, transportation choices, pricing and technology. However, the state and regional climate goals are reflective of emissions from all sectors of the economy, including energy, agriculture and others. As such, the current RTP called for PSRC to continue working with partner agencies to develop a climate implementation strategy for achieving the region's climate goals and to monitor progress.

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 is leading the planning efforts on behalf of the region, in collaboration with PSRC, the four counties and several cities. The near-term Priority Climate Action Plan was submitted to EPA on March 1, 2024. The Comprehensive Climate Action Plan (CCAP) is due by December 2025 and development efforts are currently underway. More information may be found on PSCAA's [website](#).

PSCAA staff will brief the board on these efforts at the meeting on March 27, 2025. Further discussions will be held at the board in the coming months to identify how the CCAP will inform development of the next RTP, to be adopted in 2026.

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



Puget Sound Regional Council

DISCUSSION ITEM

March 20, 2025

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Federal Legislative Update**

IN BRIEF

PSRC's federal consultants, Leslie Pollner and Lauri Hettinger, Senior Policy Advisors from Holland & Knight, will provide a timely update on the presidential transition, recent federal funding directives and congressional legislative efforts in Washington, DC. Leslie Pollner will be visiting in-person.

DISCUSSION

PSRC began working with Holland & Knight (H&K) in December 2022 and renewed their contract for an additional two years in December of 2024 after a competitive request for proposals process.

H&K 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. H&K also facilitates deepened relationship building with federal agency staff and members of PSRC's federal congressional delegation and staff. PSRC staff meet with H&K weekly and contemporaneous updates are provided on breaking developments to remain up to date on what is happening in Washington, D.C.

On February 27, Ms. Pollner provided a federal funding directive and budget update to the PSRC Executive Board. You may view a recording of the webinar [here](#). PSRC and AWC plan to convene future meetings on emerging federal issues, as needed when important updates are warranted.

PSRC has shared a [news post](#) outlining recent federal developments on the PSRC web site to be updated as new information emerges. A link to [H&K's Executive Order Tracker](#)

detailing presidential directives that may have impacts on local government may be found on the post.

Ms. Pollner will be in-person and Ms. Hettinger will be presenting virtually.

Biographies

Leslie I. Pollner, Senior Policy Advisor

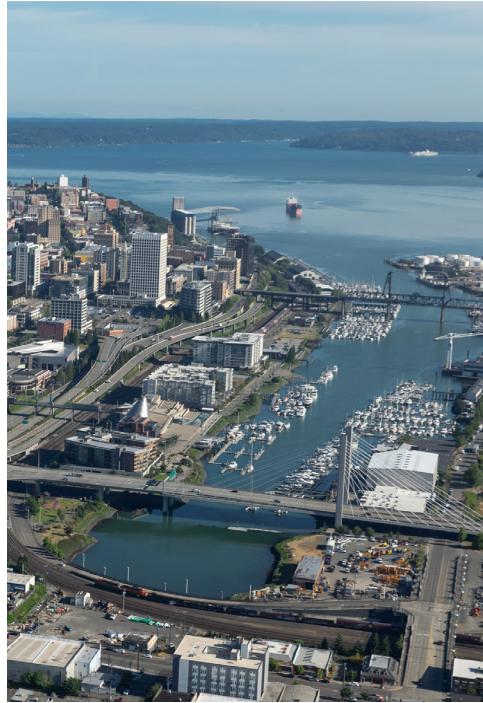
Leslie Pollner is co-leader of Holland & Knight's Local Government Group and a member of the firm's Public Policy & Regulation Group. Ms. Pollner focuses on several key industries, including transportation, economic development and housing. Her extensive experience in government at both the federal and local level allows her to help clients develop innovative solutions and advocacy strategies to achieve results. Packet pg. 329.a Prior to joining the firm, Ms. Pollner was the deputy mayor for federal affairs in Los Angeles under Mayor Antonio Villaraigosa. She led the City of Los Angeles' office in Washington, D.C., directed its federal advocacy efforts and managed lobbying teams at the Los Angeles port, airport and public utilities commissions. Ms. Pollner was also the principal liaison with the U.S. Conference of Mayors while Mayor Villaraigosa was the president of the organization and worked with mayors across the country on key issues, including building a coalition to support the transportation reauthorization bill. Prior to that, Ms. Pollner was a two-time chief of staff for U.S. Reps. Suzanne Kosmas and Tim Mahoney, both of Florida. She has also worked in public affairs consulting and crisis communications support for Fortune 500 companies and helped develop communications strategies for the Bill & Melinda Gates Foundation, concentrating on the nonprofit's education investments.

Lauri A. Hettinger, Senior Policy Advisor

Lauri Hettinger is a senior policy advisor in the Public Policy & Regulation Group in the Washington, D.C., office of Holland & Knight. Ms. Hettinger advocates for local government municipalities' and industry's infrastructure needs, including surface transportation, water resources, economic development and Army Corps of Engineers.

Prior to joining Holland & Knight, Ms. Hettinger served as staff director for the Senate Environment and Public Works Committee's Subcommittee on Transportation and Infrastructure Ranking Member, George Voinovich (R-OH). In this role, she served as his primary advisor on transportation, water infrastructure, environment, Army Corps of Engineers and economic development. Ms. Hettinger also served as a legislative assistant to Senator Norm Coleman (R-MN), handling his infrastructure, environment, energy and appropriations issues. During the 2002 election cycle, Ms. Hettinger was a senior research analyst for the National Republican Senatorial Committee. She started her legislative career in the office of Senator Strom Thurmond (R-SC) as a legislative correspondent.

For more information contact Robin Koskey at rkoskey@psrc.org or 206-798-4462.



SAVE THE DATE

Puget Sound Regional Council

2025 ANNUAL GENERAL ASSEMBLY

📍 Thursday, May 22, 2025 | 10:00 AM to 1:00 PM
📍 Seattle Convention Center | Summit Building
900 Pine Street, Seattle, WA 98122

PSRC's General Assembly will meet on **May 22, 2025**, to vote on major decisions, establish the budget, and elect new officers. Please save the date!

All mayors, county executives, commissioners, and councilmembers of PSRC member jurisdictions and tribes have votes at the Assembly and are encouraged to participate.

Registration will open in **early April**.

For questions, please contact **Sheila Rogers** at **(206) 354-6560** or email srogers@psrc.org.



Puget Sound Regional Council

Packet pg. 39



Summer Planning Academy (SPA) for High School Students

Are you curious about how cities grow, change, and develop? Have you ever wondered how governments decide where train lines should go? Do you have ideas about how to make our communities better places for everyone? If so, you should apply for the Summer Planning Academy (SPA)!



Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) is looking for high school students from King, Snohomish, Pierce, and Kitsap counties who want to learn about urban planning in our region and share ideas about how to make the central Puget Sound region a better place to live, work, and play.

SPA is a leadership development opportunity offered free of charge to students interested in planning a better future for our region. The program encourages students to think creatively about how better planning can help people lead better lives.

Upon successful completion of SPA, students are eligible to receive a **\$500** scholarship. SPA sessions will take place in Downtown Seattle on July 30, August 1, 6, and 8.

To learn more about PSRC, SPA, and to apply, go to www.psrc.org/our-work/summer-planning-academy or scan the QR code.

Questions? Email us at spa@psrc.org.





2025 REGIONAL HOUSEHOLD TRAVEL SURVEY

PSRC's Household Travel Survey gathers day-to-day information from households in the central Puget Sound region: how we travel, where we go, how long it takes us – even where we choose to live and whether we get home deliveries. The data helps communities throughout the region plan for transportation improvements, new housing and job growth.

The data collection for the 2025 survey is underway through June. PSRC is partnering with Pierce County this year.

The survey is only open to people who receive invitations in the mail. Please take part if you receive one and encourage community members to participate.

