



## Puget Sound Regional Council

### Executive Board

Thursday, April 24, 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: 867 1180 7347, Passcode: 211969

#### Attend

- The public can attend meetings at [PSRC's offices](#).
- PSRC staff will be available to provide floor access from 10 minutes before the meeting starts until 15 minutes after it begins.
- If you arrive outside of these times, please call 206-464-7090 for assistance.

#### Provide public comment

- **Public comment must relate to an action or discussion item on the agenda. Each member of the public will have 2 minutes to speak.**
- **In-person**  
Public comment may be made in person at PSRC's offices.
- **Comment during the meeting by Zoom or phone:**  
[Registration](#) is required and closes at 8:00 a.m., the day of the meeting. Late registrations will not be accepted.
- **Written comments**  
Comments may be submitted via email to [srogers@psrc.org](mailto:srogers@psrc.org) by 8:00 a.m., the day of the meeting. Comments will be shared with board members.

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

---

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. **Legislative Update (10:20)** – *Robin Koskey, PSRC*
6. **Committee Report**
  - a. Operations Committee – *Executive Dave Somers, Vice President*

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

- a. Approve Minutes of Meeting Held March 27, 2025
- b. Approve Vouchers Dated March 12, 2025, Through April 7, 2025, in the Amount of \$1,416,765.66
- c. Approve Contract Authority for Traffic Modeling Software Maintenance
- d. Approve Contract Authority for Ongoing Administrative Support
- e. Adopt Resolution Appointing Executive Director to Receive Claims
- f. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- g. Approve 2025 Project Tracking: Extension Requests and Contingency Funding
- h. Approve a Change in the Regional Transportation Plan Project Status for the City of Bellevue's 150th Avenue SE Mobility Improvements Project
- i. Approve Certification of Comprehensive Plans Arlington, Carbonado, Kent, Marysville, Mill Creek, Monroe, North Bend, Orting, SeaTac, South Prairie, Sultan, University Place, and Woodway

## **8. Action Item (10:40)**

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

## **9. Action Item (10:50)**

- a. Recommend Adoption of Regional Safety Action Plan – *Ben Bakkenta, PSRC*

## **10. Discussion Item (11:15)**

- a. Washington State Department of Commerce – *Director Joe Nguyễn*

## **11. Discussion Item (11:40)**

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

## **12. Information Items**

- a. Toolbox Series: Streamlining Housing with Pre-Approved ADU Plans, May 9, 2025, 10:00 – 11:30 a.m. via Zoom. Learn more about the Toolbox Series or register to attend [here](#).
- b. PSRC General Assembly, May 22, 2025, 10:00 a.m. – 1:00 p.m., Seattle Convention Center – Summit Building, Downtown Seattle, register [here](#).

## **13. Other Business**

## **14. Next Meeting: NO MEETING IN MAY**

Thursday, June 26, 2025, 10:00 a.m. – 12:00 p.m.

## **15. Adjourn (12:00)**

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

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

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

### INFORMATION ITEM

April 17, 2025

**To:** Executive Board

**From:** Robin Koskey, Director of Government Relations and Communications

**Subject:** **Federal and State Legislative Updates**

### IN BRIEF

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

### DISCUSSION

#### Federal

PSRC continues to monitor the impact of federal funding directives and staff reductions for our region during President Trump's first few months in office. We are also keeping in close contact with members of our federal delegation to relay the consequences of actions at the federal level to local governments and our region.

PSRC posted a [form on our website](#) for local jurisdictions to report impacts of federal actions, including:

- Funding term and/or scope renegotiation or cancellation due to a change in administration priorities.
- Inability to access funding through portals or other federal funding mechanisms.
- Delays or other issues related to reduction in federal staffing.

Please use the form to report any issues you are experiencing so we can share with our members of congress. Our delegation staff have repeatedly told us that they want to hear from us and appreciate sharing information.

#### State

The Washington State Legislature is in the last stretch of the 105-day legislative session. Budget development, addressing significant budget deficits and revenue have taken center stage as legislators are charged with passing a biennial budget. Almost

2,300 bills were introduced so far this session, with legislative priorities identified by what remains in play after bills make it through opposite house cutoff on April 16.

While concerns have been raised about whether a budget agreement can be made in the time remaining for negotiations, legislative leadership has remained optimistic that a deal will be reached by Sine Die on April 27.

The final resolution adopted by the Executive Board at the March meeting supporting sustainable revenue to ensure critical investments are made in the state transportation system [can be found here](#).

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



April 3, 2025

**Recommend Certification of Comprehensive Plans for Arlington, Carbonado, Kent, Marysville, Mill Creek, Monroe, North Bend, Orting, SeaTac, South Prairie, Sultan, University Place, and Woodway**

The board recommended the Executive Board certify the 2024 comprehensive plan updates for Arlington, Carbonado, Kent, Marysville, Mill Creek, Monroe, North Bend, Orting, SeaTac, South Prairie, Sultan, University Place and Woodway. The board also discussed housing requirements for plan certification. [View video](#) and [presentation](#).

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

**Regional Economic Strategy Update**

The board was briefed on the Regional Economic Strategy as well as the timeline and process to develop the analysis. The Economic Development District Board has to develop the region's Comprehensive Economic Development Strategy every five years. Staff is taking a two-phased approach to develop the updated Regional Economic Strategy. The first phase focuses on the development of a summary background of the region's economic conditions and a SWOT analysis. Staff will perform this outreach and analysis during the spring and summer of 2025 to develop a regional economic analysis. [View presentation](#).

For more information contact Jason Thibedeau, Economic Development Program Manager, at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org) or 206-389-2879.

## **Regional Comprehensive Climate Action Plan Development**

The Growth Management Board was briefed on the Puget Sound Clean Air Agency's work to develop the Regional Comprehensive Climate Action Plan, funded through the Climate Pollution Reduction Grants Program. The Comprehensive Climate Action Plan is due to EPA December 2025 and will inform the development of the next Regional Transportation Plan, which is to be adopted in 2026. [View presentation.](#)

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



## Puget Sound Regional Council

### MINUTES

**Puget Sound Regional Council Executive Board  
Thursday, March 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

There were no public comments received.

### PRESIDENT'S REMARKS

President Becky Erickson thanked members for participating.

### STATE LEGISLATIVE UPDATE

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

### COMMITTEE REPORTS

President Erickson noted that the Operations Committee did not convene this morning.

### CONSENT AGENDA

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

- 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

The motion passed unanimously.

## **ACTION ITEM**

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

Robin Koskey, PSRC Director of Government Relations and Communications, presented a resolution to the board advocating for sustainable revenue to ensure continued critical investment in the state's transportation system. In the discussion that followed, board members recognized the need for resources for maintenance and preservation of regional infrastructure, addressing safety on our roadways, restoring full ferry service and completing projects of regional significance.

**MAIN MOTION:** It was moved and seconded (Pauly/Mathews) that the Executive Board 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.

**FIRST AMENDMENT:** An amendment was made and seconded (Birney/Walker) to add the following 'Whereas' clause: WHEREAS, delay or loss of state funds for transportation projects may result in loss of dedicated federal funds, and there is currently heightened uncertainty regarding federal resources. **VOTE:** The amendment passed with Low and Meredith abstaining.

**SECOND AMENDMENT:** An amendment was made and seconded (Roberts/Pauly) to change the last 'Be It Further Resolved' clause to: BE IT FURTHER RESOLVED, that the Puget Sound Regional Council supports sustainable state transportation revenue that provides funding for local preservation, maintenance, operations and safety improvements, prevents diversion of funds, and increase investments in the Public Works Assistance Account; and supports local funding options to preserve and maintain public transportation systems.

**AMENDMENT TO THE SECOND AMENDMENT:** An amendment was made and seconded (Buxton/Birney) to modify the amendment as follows: BE IT FURTHER RESOLVED, that the Puget Sound Regional Council supports sustainable state transportation revenue that provides funding for local preservation, maintenance, operations and safety improvements, prevents diversion of funds, and supports local funding options to preserve and maintain public transportation systems. **VOTE:** The amendment to the amendment passed with Low and Meredith abstaining.



**VOTE:** The amendment passed with Low and Meredith abstaining.

**THIRD AMENDMENT:** An amendment was made and seconded (Mello/Walker) to add the following 'Whereas' clause: **WHEREAS**, protecting transit programs from budgetary cuts and taxes is vital to sustaining existing services, expanding service areas and investing in the modernization of transit fleets and facilities to meet the growing needs of the region. **VOTE:** The amendment passed with Low and Meredith abstaining.

**FOURTH AMENDMENT:** An amendment was made and seconded (Grant/Saka) to add the following 'BE IT FURTHER RESOLVED' clause: **BE IT FURTHER RESOLVED**, that the voice of the WA State Transportation Commission be preserved and their engagement with communities across the state protected. We ask that the Senate Transportation Committee remove sections 701, 702, 703, and 704 from SB 5801.

**FRIENDLY AMENDMENT:** A friendly amendment was proposed and accepted (Walker/Saka) to make it a 'WEREAS' clause and remove the last sentence, so it reads: **WEREAS**, the voice of the WA State Transportation Commission should be preserved and their engagement with communities across the state protected.

**VOTE:** The amendment passed with Low, McCarthy, Meredith and Walters abstaining.

**FIFTH AMENDMENT:** An amendment was made and seconded (Mathews/Saka) to modify the sixth **WHEREAS** clause to: **WHEREAS**, the Washington State Ferries and passenger-only ferry systems is a marine highway system that are 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.

**FRIENDLY AMENDMENT:** A friendly amendment was proposed by Mayor Birney and accepted to modify the amendment to read: **WHEREAS**, the Washington State Ferries system is a marine highway system including passenger-only ferries that are 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.

The amendment passed with Low and Meredith abstaining.

**VOTE MAIN MOTION:** The main motion passed, with Pearson voting against it and both Low and Meredith abstaining from the vote.

## DISCUSSION ITEMS

### Equity Advisory Committee (EAC) Update

Maria Fergus, Co-chair, and Shannon Turner, Former Co-chair, presented the EAC's progress in co-developing key resources and programs, provided a status update and outlined upcoming activities.

Equity remains a core focus of VISION 2050, guiding regional growth. As part of RC-Action-3, PSRC collaborates with the EAC to integrate equity across its initiatives. This year, staff collaborated with the EAC on key initiatives across multiple sectors:

- **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

These efforts support the integration of equity into regional planning and policy development. The EAC will next meet on April 3 to review the Regional Housing Strategy.

### Regional Safety Action Plan Public Comment and Next Steps

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on key themes from public comments on the Regional Safety Action Plan and initiated a discussion on next steps. PSRC released the Draft Regional Safety Action Plan (RSAP) for public review from January to February 14, 2025.

The RSAP, developed since fall 2023 following the June 2023 Regional Safety Summit and USDOT grant funding, has been regularly updated to the Executive Board. In January 2025, the plan was opened for public comment via various channels, closing on February 14, 2025. Comments from about 60 public members, PSRC jurisdictions, and organizations were received, categorized, and will be summarized at the March 27 meeting. A preliminary discussion of how the RSAP will inform the Regional Transportation Plan and other PSRC programs will occur. The board will review the final plan for approval in April, with final adoption scheduled for the May 22, 2025 General Assembly meeting.

### Regional Comprehensive Climate Action Plan Development

Because of time constraints, this item has been rescheduled for the April meeting.

### Federal Legislative Update

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

## INFORMATION ITEMS

Included in the agenda packet:

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

**OTHER BUSINESS**

There was no other business brought before the board.

**NEXT MEETING**

The next meeting will be on Thursday, April 24, 2025 from 10:00 a.m. – 12:00 p.m.

**ADJOURN**

The meeting was adjourned at 12:00 p.m.

---

Adopted this 24<sup>th</sup> day of April 2025.

---

Mayor Becky Erickson, President  
Puget Sound Regional Council

ATTEST:

---

Josh Brown, Executive Director

**ATTACHMENT:**

- A. Executive Board Attendance, March 27, 2025

**Executive Board - March 27, 2025 Meeting**

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



## Puget Sound Regional Council

April 17, 2025

### CONSENT AGENDA

**To:** Executive Board

**From:** Executive Dave Somers, Chair, Operations Committee

**Subject:** **Approve Vouchers Dated March 12, 2025, Through April 7, 2025, in the Amount of \$1,416,765.66**

### IN BRIEF

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

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

<b>REQUESTED</b>			<b><u>TOTALS</u></b>
<b><u>WARRANT DATE</u></b>	<b><u>VOUCHER NUMBER</u></b>		
03/12/25 - 04/07/25	AP Vouchers	\$	535,728.85
03/14/25 - 03/31/25	Payroll	\$	881,036.81
			<b>\$ 1,416,765.66</b>

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



## Puget Sound Regional Council

April 17, 2025

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Executive Dave Somers, Chair, Operations Committee

**Subject:** **Approve Contract Authority for Traffic Modeling Software Maintenance**

### **IN BRIEF**

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize one or more contracts for the maintenance of PSRC's traffic modeling software maintenance for the Fiscal Years 2026-2027, contingent on the General Assembly's approval of the FY 2026-2027 Biennial Budget and Work Program.

### **RECOMMENDED ACTION**

Recommend the Executive Board authorize the Executive Director to enter into one or more contracts to maintain its traffic modeling software in an amount not to exceed \$26,000 for the FY 2026-2027 biennium.

### **BUDGET IMPACT**

The recommended Biennial Budget and Work Program for Fiscal Years 2026-2027 includes funding for both the traffic modeling software and its maintenance for the biennium.

### **DISCUSSION**

For decades, PSRC has purchased software licenses for its data staff to assist in traffic modeling, one of its core functions. The software enables the team to make PSRC's traffic data clear and actionable. As of 2024, the annual maintenance cost exceeds \$10,000 and therefore PSRC staff are requesting contract authority to ensure

maintenance of the traffic modeling software. To ensure all ongoing services and contracts are aligned with our biennial budget and work program, we are asking for contract authority now.

For additional information, please contact Craig Helmann, Director of Data, at [chelmann@psrc.org](mailto:chelmann@psrc.org) or 206-289-3889.



## Puget Sound Regional Council

April 17, 2025

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Approve Contract Authority for Ongoing Administrative Support**

### **IN BRIEF**

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize new contracts in an amount not to exceed \$1,197,000 for ongoing administrative consulting and related services for the Fiscal Years 2026-2027 biennium, contingent on the General Assembly's approval of the FY 2026-2027 Biennial Budget and Work Program.

### **RECOMMENDED ACTION**

Authorize the Executive Director to enter into contracts for administrative, legal, and information technology services in a total amount not to exceed \$1,197,000 for the FY 2026-2027 biennium.

The contract authority amount requests for specific services during the FYI 2026-2027 biennium are as follows:

1. Accounting and financial consulting services, not to exceed \$147,000.
2. Legal services, not to exceed \$225,000.
3. HR support services, not to exceed \$95,000.
4. Informational technology consulting services, not to exceed \$50,000.
5. Audio/visual support services, not to exceed \$100,000.
6. Web-streaming services, not to exceed \$55,000.
7. General office software programs, not to exceed \$145,000.
8. Electronic records database services, not to exceed \$25,000.
9. Copiers leasing services, not to exceed \$28,000.



10. Cloud hosting services, not to exceed \$240,000.
11. Website support services, not to exceed \$65,000.
12. Facility-related needs, including plant maintenance, not to exceed \$22,000.

## **BUDGET IMPACT**

The recommended Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funding for these administrative support services. Specifically, the proposed budget includes \$184,500 for the biennium for accounting and financial consulting services, \$307,500 for the biennium for legal services, \$102,000 for the biennium for human resources assistance, \$130,000 for information technology services, \$30,000 for records database services, and \$75,000 for website support services, under Administrative Services (Task 900).

## **DISCUSSION**

For the fiscal years 2026-2027, PSRC would like to continue our practice of using outside consultants to provide finance, legal service, human resource assistance and information technology consulting.

### Finance

Contracted accounting and financial management services include, but are not limited to audit preparation, internal audit services and ongoing accounting and financial management consulting. In addition, staff have worked to transition Safe Streets for All sub-recipient monitoring to our consultants. A competitive procurement process was completed in 2021 for financial and accounting services. A new competitive process will be completed in 2027.

### Legal

PSRC currently contracts out legal counsel to provide on-call legal support for the agency. PSRC will continue contracting out legal support for the fiscal years 2026-2027. A competitive procurement process was completed in December 2019 for legal services. We will conduct a new competitive process in May 2025, with new contracts scheduled to be in place July 2025.

### Human Resources

Contracted on-call human resource assistance includes, but is not limited to continued recruitment assistance, employee surveys and ongoing general human resource support, including online learning for staff on a variety of topics. A competitive procurement process was completed in August 2021 for human resources services. We will conduct a new competitive process in May 2025, with new contracts scheduled to be in place July 2025.

### Information Technology Services

PSRC outsources network management and maintenance to assist PSRC's information technology (IT) staff. Services include review of PSRC's network and IT needs, incident

response, project engineering and back-up “help desk” support. A new competitive process will be conducted in May 2025, with new contracts scheduled to be in place July 2025. Staff also rely on on-call audio-visual support services to help troubleshoot various A/V related issues as they arise.

In addition, the agency has a whole host of IT-related needs for which the agency is seeking contract authority. Most are software as a service (SaaS) tools, including cloud services to store electronic content, web-streaming services for meetings, internet services, cell phone services for certain staff and general office software for e-mail, video meetings, word processing, spreadsheets, survey tools and presentation creation.

#### Information Management Database

Staff also have procured a database management system to allow staff to create, modify and query databases while ensuring data integrity, security and efficient access. Contract authority is requested to continue to use these services.

#### Website Support Services

Finally, PSRC contracts for support, maintenance and accessibility-related changes for its website. Services include core and module security updates, help desk assistance, and design and programming adjustments. Contract authority is requested to continue to support these functions.

#### Facility-Related

With the move to its current location at 1201 Third Avenue, the agency has purchased plants and is using a plant maintenance firm for their upkeep. There may be other facility-related needs that arise during the biennium.

For more information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at (206) 464-7527 or by email at [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org).



## Puget Sound Regional Council

April 17, 2025

### **CONSENT AGENDA**

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Adopt Resolution Appointing Executive Director to Receive Claims**

### **IN BRIEF**

As a local governmental entity within the meaning of RCW 4.96.010, Puget Sound Regional Council's governing body is required to appoint an individual to accept claims for damages made under Chapter 4.96 RCW. Resolution PSRC-EB-2025-02, if adopted, would appoint the Executive Director to receive claims.

### **RECOMMENDED ACTION**

The Executive Board should approve Resolution PSRC-EB-2025-02 to appoint PSRC's Executive Director to receive claims.

### **DISCUSSION**

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 of the central Puget Sound region encompassing King, Kitsap, Pierce and Snohomish counties and, as such, is a local governmental entity within the meaning of RCW 4.96.010. RCW 4.96.020 requires the governing body of each local governmental entity to appoint an agent to receive any claims for damages made under Chapter 4.96 RCW. The interlocal agreement establishing the Puget Sound Regional Council sets out the role of Executive Director, who is subject to the direction of the Executive Board, making the position of Executive Director the logical appointee for receipt of claims.

For additional information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at [nbgrennan@psrc.org](mailto:nbgrennan@psrc.org) or 206-464-7527.

### **ATTACHMENT**

A. Resolution No. PSRC-EB-2025-02



# Puget Sound Regional Council

## Resolution No. PSRC-EB-2025-02

### **A RESOLUTION of the Puget Sound Regional Council designating the Executive Director as the agency's agent to receive any claims for damages made under Chapter 4.96 RCW**

**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 of the central Puget Sound region encompassing King, Kitsap, Pierce and Snohomish counties and, as such, is a local governmental entity within the meaning of RCW 4.96.010;

**Whereas**, RCW 4.96.020 requires the governing body of each local governmental entity to appoint an agent to receive any claims for damages made under Chapter 4.96 RCW;

**Whereas**, the interlocal agreement establishing the Puget Sound Regional Council sets out the role of Executive Director, who is subject to the direction of the Executive Board;

**NOW, THEREFORE, BE IT HEREBY RESOLVED** by the Puget Sound Regional Council Executive Board that:

The Puget Sound Regional Council Executive Director is hereby appointed to receive any claim for damages to the Puget Sound Regional Council made under Chapter 4.96 RCW. During normal business hours, the Executive Director may be reached at 1201 Third Avenue, Suite 500, Seattle, Washington 98101.

**ADOPTED** by the Executive Board this 24th day of April 2025.

---

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

ATTEST: 

---

Josh Brown, Executive Director



## Puget Sound Regional Council

April 17, 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**

Five agencies submitted five 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 National Highway Performance Program awards. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on April 10, the Transportation Policy Board recommended adoption of the amendment.

### **RECOMMENDED ACTION**

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

### **DISCUSSION**

Under the Infrastructure Investment and Jobs Act (IIJA), PSRC has project selection authority for all projects programming regional funds from the Federal Highway Administration (FHWA) - Surface Transportation Block Grant Program (STBG) 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 two requests for modification to PSRC's FTA funds. The modifications were found to be consistent with PSRC's project tracking policies and were reviewed and recommended by the Transportation Operations Committee (TOC) at their meeting on March 26, 2025.

Community Transit (CT) requests to redistribute \$2,758,945 in 5307 Urbanized Area Formula funds from the *Swift BRT Gold Line* project to the *Marysville UZA Transit Operations 2021-2022* project. The Swift BRT Gold Line is delayed due to conducting an extended scoping study with enhanced community engagement and coordination with partner jurisdictions, and the redistribution will allow the funds to be used sooner. CT will backfill the redistributed amount with local funds so the scope and cost will remain the same. The Marysville UZA Transit Operations project will utilize the additional funds to add a new demand response mode and more service hours.

Sound Transit requests to redistribute \$1,016,951 in 5339 Bus and Bus Facilities funds from the *Regional Express Bus Program (2023-2024)* project to the *SR 522/NE 145th St BRT* project and exchange an equal amount of local funds so the scopes and costs of both projects will remain the same. Sound Transit is currently in the process of procuring new zero-emission buses for the new BRT service, which is scheduled to open in 2027, and the redistribution will allow the funds to be used sooner.

### **Federal and State Fund Source Descriptions**

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

5307 (Urban)	FTA Urbanized Area Formula Program
5339	FTA Buses and Bus Facilities Program
Discretionary	Other federal discretionary award
MVA	State Motor Vehicle Account
NHPP	National Highway Performance Program

For additional information, please contact Jennifer Barnes, Program Manager, at [jbarnes@psrc.org](mailto:jbarnes@psrc.org) or 206-389-2876.

### **ATTACHMENT**

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

Month: April

**Projects Proposed for  
Routine Amendment to 2025-2028 TIP**

Year: 2025

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed				
			Project Tracking	New Project/ Phase	UPWP Other	Amend	
1. Community Transit	<b>Marysville UZA Transit Operations 2021-2022</b> Existing project receiving redistributed funds from Swift BRT Gold Line to add a new demand response mode and more service hours.	\$2,758,945	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,758,945	Local				
		\$5,517,890	Total				
2. Federal Way	<b>21st Ave SW Preservation Project</b> New project programming preliminary engineering and construction phases for pavement overlay and related improvements between SW 339th Street and SW 320th Street.	\$2,590,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$500,000	Local				
		\$3,090,000	Total				
3. Port of Seattle	<b>Sea-Tac S Concourse Reconstruction</b> New project programming a preliminary engineering phase for reconstruction of the Seattle- Tacoma International Airport Airport South Satellite (S Concourse). Work will extend the useful life of the facility and will include structural/seismic and ADA upgrades.	\$69,000,000	Federal Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$23,000,000	Local				
		\$92,000,000	Total				
4. Sound Transit	<b>SR 522/NE 145th St BRT</b> Existing project receiving redistributed funds from the Regional Express Bus Program (2023-2024) for a Bus Rapid Transit (BRT) system between the south Shoreline light rail station, UW Bothell, and Woodinville, to include new and upgraded transit centers, new park-and ride capacity, and access improvements to the stations. This is a multi-year project and the programming reflects the funds available within the span of the current TIP.	\$1,016,951	Federal 5339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,016,951	Total				



Month: April

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

**Exhibit A**

Year: 2025

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP Other	Amend
5. WSDOT Olympic Region	<b>SR 512 and SR 410 Puyallup and Sumner Vicinity-Paving</b> New project programming a preliminary engineering phase to grind and inlay the roadway with hot mix asphalt.	\$861,161	State MVA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$861,161	Total				



## Puget Sound Regional Council

April 17, 2025

### **ACTION ITEM**

**To:** Executive Board

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

**Subject:** **Approve 2025 Project Tracking: Extension Requests and Contingency 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. The reason for the gap included, among other factors, delayed projects requesting an extension to the next fiscal year.

In March, the Executive Board approved a supplemental funding action to increase the federal shares of projects awarded PSRC's 2025 FHWA funds. At its meeting on April 10, the Transportation Policy Board recommended approval of project extension requests and redistributed funding to projects on the currently adopted contingency lists, consistent with the adopted project tracking policies.

### **RECOMMENDED ACTION**

The Executive Board should approve the actions related to 2025 project tracking and delivery as detailed in Attachment A, 2025 Project Extension Recommendations (Table 1) and Attachment B, 2025 Contingency Award Recommendations.

### **DISCUSSION**

Per PSRC's Project Tracking Policies, early action to increase the federal share of previously awarded projects was requested in March to streamline the processing and

approval timeframes and expedite use of the funding to help meet the region's 2025 delivery target. The estimated delivery gap discussed at that time accounted for the 2025 project extension requests and returned funds. It also provided a buffer to account for additional uncertainties regarding future returns and the final 2025 federal allocation amounts which have not yet been determined.

### **2025 Project Extension Requests**

The project tracking policies have evolved over the years to ensure the successful delivery of projects by addressing issues caused by project delays and the potential risk of losing unused funding. However, the policies recognize the challenges to project delivery, and a provision is included to allow short-term extensions for delayed projects. This provision has varied over the years to establish guidelines for allowable reasons for delays and the time allowed for the extension.

The adopted policies allow sponsors to request one of two possible extensions. The first provides a 45-day extension for those projects that need a bit more time past the original June 1 deadline, but do not need until the end of the calendar year to deliver. These extensions would remain within the current fiscal year and minimize any impact on the delivery target. The second extension allows more time for those projects that are facing greater delay, outside of the reasons noted in the policies for which an extension would not be granted. These projects would receive a one-year extension that requires approval by PSRC's boards.

PSRC staff has reviewed the requested extensions for 2025 in collaboration with the Washington State Department of Transportation (WSDOT) and the chairs of the Regional Project Evaluation Committee (RPEC) and the four countywide transportation forums. A very thorough and detailed review of every project is conducted, with an assessment of each request's consistency with the adopted project tracking policies. All except one of the one-year extension requests are recommended for approval. A summary of each project and the reason for the delay, as well as the reason behind the recommendation to deny the one request which was then withdrawn by the sponsor, is included in Attachment A. The Transportation Policy Board will further discuss this withdrawn project for action at their May meeting.

### **Supplemental Funding – Contingency Project Award Recommendations**

PSRC funds may be returned through cost savings at time of grant completion or on a voluntary basis by sponsors due to major project changes or delays, project cancellations, obtaining other grant funding such that PSRC funds are no longer needed or other circumstances.

Contingency lists of prioritized projects are approved as part of each project selection process in case additional funds become available prior to the next process. Per PSRC's Project Tracking Policies, returned funds may be distributed to the adopted contingency list in effect at the time for the same forum and category as the original

award. This redistribution occurs separately from the annual rebalancing process to achieve the delivery target when necessary and is allowed within a timeframe that does not impact or interfere with the adopted policies and procedures for the rebalancing process.

Approximately \$13.1 million in returned 2025 funds was available for award to eligible contingency list projects that could demonstrate readiness to obligate this year. Of the eligible projects on the current adopted contingency lists, there were three that demonstrated the ability to deliver in 2025 and are recommended for award. The three projects for which funding award is recommended are summarized in Attachment B, for a total of \$2.22 million. Since not all the returned funds were able to be distributed to the contingency list in a timely manner, this does impact the 2025 delivery target. Therefore, the remaining \$10.9 million of returned funds was added to the necessary target amount and incorporated into the gap and supplemental funding action necessary to achieve the target.

As noted at the March meeting, the supplemental funding action taken at that time to increase the federal shares of 2025 awarded projects is anticipated to be adequate to achieve the 2025 delivery target, inclusive of the extensions requested for action this month. There have been no significant changes to the estimated 2025 delivery gap presented in March. However, there are still factors that may impact the final need, including any additional return of funds and the final funding allocations once confirmed through the federal appropriation bill. Staff will return to the Transportation Policy Board in May to confirm the final delivery target, as well as any further project delivery actions that may be required. This includes several projects requesting exceptions to the project tracking policies which will be presented for recommendation.

For additional information, please contact Jennifer Barnes, Program Manager, at [jbarnes@psrc.org](mailto:jbarnes@psrc.org) or 206-389-2876.

#### **ATTACHMENTS**

- A. 2025 Project Extension Recommendations
- B. 2025 Contingency Award Recommendations

## Attachment A: 2025 Project Extension Recommendations

### Table 1: One-Year Extensions Recommended for Approval

Sponsor	Project Title	Award Amount	Phase	Summary of Reason for Delay
Bothell	Bothell Way NE Multimodal Improvements	\$3,960,000	Right-of-Way	Delay due to length of federal review of Biological Assessment for environmental permitting.
Burien	4th Ave SW Multimodal Improvements Project	\$2,370,000	Construction	Delay due to right-of-way process and requirements that were out of the agency's control.
Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	\$6,330,000	Other	Delay due to fleet restructure to align with Link Light Rail Stations opening in Snohomish County. The fleet restructure is required before obligation in order to comply with FTA rules.
Community Transit	Zero Emissions Transit Revenue Vehicles 2027-2028	\$4,800,000	Other	
Edmonds	Hwy 99 Revitalization Project (Stage 4)	\$2,597,500	Right-of-Way	Delay due to length of federal review of Biological Assessment for environmental permitting.
Fife	6224 Pacific Highway E Sidewalk Gap Completion Project	\$488,350	Construction	Delays due to right-of-way process and requirements for Indirect Cost Rates (IRCs) for subconsultants.
King County Roads	NE Big Rock Road Overlay	\$792,340	Construction	Combining with another project with 2026 delivery to leverage resources and economies of scale.
Lynnwood	44th Ave W I-5 Underpass	\$1,370,000	Construction	Delays due to additional design requirements that were not originally anticipated.
King County	South Annex Base Expansion and Electrification	\$8,225,000	Construction	The project is being reevaluated to determine the best approach for construction and bringing the new base online, given current limitations and availability of electric battery buses and charging development systems.
NW Seaport Alliance	Zero-Emission Drayage Demonstration Program	\$1,800,000	Other	Delays encountered in administering funds due to the unique project type and compliance with Build America, Buy America (BABA) requirements.
Sound Transit	Daylight and Restore Scriber Creek Tributary at Lynnwood City Center Station	\$1,848,600	Construction	Delays encountered in confirming project eligibility for Transportation Alternatives Program (TAP) funding.
SeaTac	Airport Station Pedestrian Improvements	\$3,995,000	Construction	Delays due to complications with right-of-way acquisition, coordination with utilities, and how to develop special provisions that specify suspension of work during the 2026 FIFA World Cup.
Shoreline	Multimodal Connections to the Shoreline South Regional Transit Hub	\$733,888	Construction	Delays due to connection of this project's staging and schedule as it relates to other adjacent project phases.
Tacoma	E Portland Ave (64-72) Overlay	\$750,000	Construction	Additional right-of-way needs have been identified that were not originally anticipated.
Tacoma	On Track for the Future: Tacoma Rail Battery-Electric Switcher Locomotive Replacement	\$3,645,000	Other	Coordination between WSDOT and the Federal Railroad Administration (FRA) to confirm lead agency took longer than anticipated.
Tulalip Tribes	Marine Drive / Hermosa Heights Safety Improvements	\$618,833	Construction	A retaining wall needed to be incorporated into scope of the project that was not originally anticipated.
University Place	67th Avenue Improvements Phase 1	\$2,875,400	Construction	Delays encountered in the right-of-way process due to a gap in title for one property.
<b>TOTAL:</b>		<b>\$47,199,911</b>		

## Attachment A: 2025 Project Extension Recommendations

**Table 2: One-Year Extension Request Withdrawn (no pending action, and further TPB discussion in May)**

Sponsor	Project Title	Award Amount	Phase	Reason for Denial
Seattle	Pioneer Square Historic Areaway Restoration, Phase 1	\$2,343,500	Construction	Delay is due to National Historic Preservation Act Section 106 requirements that cannot be completed in time to accommodate 2025 construction. The NEPA/Section 106 process was initiated in January 2025, more than a year after funds were obligated and after a lengthy RFP development process. This has not left sufficient time to complete these prerequisites in time for 2025 construction obligation. In consultation with WSDOT and the chairs of RPEC and the countywide forums, it was determined that the design and environmental timeline needed for a historical restoration project should have been anticipated, and therefore the reason is not consistent with those outlined in the project tracking policies. The City has opted to voluntarily return these funds and has the option for this project to recompet in the 2025 Transportation Alternatives Program project selection process.
<b>TOTAL:</b>		<b>\$2,343,500</b>		

**Table 3: 45-Day Extensions (information only)**

Sponsor	Project Title	Award Amount	Phase
Bellevue	Mountains to Sound Greenway Trail (C): 132nd Avenue SE to 150th Avenue SE	\$2,370,000	Construction
Edgewood	48th St E Preservation	\$600,000	Construction
Kent	Meet Me on Meeker - Thompson Ave to Interurban Trail	\$4,757,500	Construction
Renton	Oakesdale Ave SW Pavement Preservation	\$1,300,000	Construction
Steilacoom	Rigney Rd. Preservation Project	\$385,540	Construction
<b>TOTAL:</b>		<b>\$9,413,040</b>	

## Attachment B: 2025 Contingency Award Recommendations

### Recommended Award of FHWA Funds to the Adopted Contingency Lists

Sponsor	Project Title	Phase	Score	Amount Requested for Phase	Recommended Contingency Funding Amount
<b>King Countywide</b>					
WSDOT*	SR 167 Implementation Plan King County	Planning	34	\$ 2,000,000	\$ 1,000,000
<b>SUB-TOTAL:</b>					<b>\$ 1,000,000</b>
<b>Snohomish Countywide</b>					
Snohomish County**	Poplar Way: 204 <sup>th</sup> St SW to Lynnwood City Limits	Preliminary Engineering/ Design	58.5	\$ 2,000,000	\$ 916,666
<b>SUB-TOTAL:</b>					<b>\$ 916,666</b>
<b>Transportation Alternatives Program</b>					
Bainbridge Island***	Bucklin Hill Road NM Imp and Eagle Harbor Boardwalk - connecting centers	Preliminary Engineering/ Design	57	\$ 300,000	\$ 300,000
<b>SUB-TOTAL:</b>					<b>\$ 300,000</b>
<b>TOTAL RECOMMENDED FUNDING TO CONTINGENCY LIST PROJECTS</b>					<b>\$ 2,216,666</b>

\*The project sponsor is able to accept the lower available contingency funding amount by backfilling the difference with other funding sources.

\*\*The sponsor is scaling the project to accept the available funding amount. The remaining segment, Poplar Way: Larch Way to 204th Street SW, will remain on the contingency list.

\*\*\*Verifying project extents and potential scaling of award.



## Puget Sound Regional Council

April 17, 2025

### CONSENT AGENDA

**To:** Executive Board

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

**Subject:** **Approve a Change in the Regional Transportation Plan Project Status for City of Bellevue's 150th Avenue SE Mobility Improvements Project**

### IN BRIEF

The City of Bellevue has submitted a request to change the status of the *150<sup>th</sup> Avenue SE Mobility* project from "Candidate" to "Approved" in the Regional Transportation Plan. Per PSRC's adopted procedures, requests to change project status require board action. At its meeting on April 10, the Transportation Policy Board recommended authorization to the City of Bellevue's request.

### RECOMMENDED ACTION

The Executive Board should authorize the change to the Regional Transportation Plan project status for the City of Bellevue's *150th Avenue SE Mobility Improvements* project from Candidate to Approved.

### DISCUSSION

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



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

This project will re-channelize southbound 150th Avenue SE with a new third general-purpose lane from SE 28th Street to SE 38th Street as well as various new/adjusted turn pockets, signal modifications, re-channelization and ramp extensions and improvements benefiting the 150th Avenue SE/ I-90 interchange.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change.

**Table 1: Project Details and Review Criteria**

<b>Review Criteria</b>	<b>150<sup>th</sup> Avenue SE Mobility Improvements</b>
<b>Total Project Cost</b>	\$17,600,000
<b>Consistency with Regional Policies</b>	This project is consistent with regional policies.
<b>Benefit-Cost Analysis</b>	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
<b>Environmental Documentation</b>	SEPA Determination of Non-Significance (DNS) was issued December 2024.
<b>Other Planning Requirements</b>	The City of Bellevue was granted a General Use Permit from WSDOT which was executed March 2025.
<b>Financial Feasibility</b>	The project is fully funded with \$12,878,320 of local funds and \$4,721,680 of state funds for a total project cost of \$17,600,000 in 2025 year of expenditure dollars.
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

For additional information, please contact Mitch Koch, Associate Planner, at [mkoch@psrc.org](mailto:mkoch@psrc.org) or 206-464-7537.



## Puget Sound Regional Council

April 17, 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 Arlington, Carbonado, Kent, Marysville, Mill Creek, Monroe, North Bend, Orting, SeaTac, South Prairie, Sultan, University Place, and Woodway**

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024 comprehensive plan updates for Arlington, Carbonado, Kent, Marysville, Mill Creek, Monroe, North Bend, Orting, SeaTac, South Prairie, Sultan, University Place, and Woodway. 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 Arlington 2024 Comprehensive Plan ([link](#))**
- **Town of Carbonado 2024 Comprehensive Plan ([link](#))**
- **City of Kent 2024 Comprehensive Plan ([link](#))**
- **City of Marysville 2024 Comprehensive Plan ([link](#))**
- **City of Mill Creek 2024 Comprehensive Plan ([link](#))**
- **City of Monroe 2024 Comprehensive Plan ([link](#))**
- **City of North Bend 2024 Comprehensive Plan ([link](#))**
- **City of Orting 2024 Comprehensive Plan ([link](#))**
- **City of SeaTac 2024 Comprehensive Plan ([link](#))**
- **Town of South Prairie 2024 Comprehensive Plan ([link](#))**
- **City of Sultan 2024 Comprehensive Plan ([link](#))**

- **City of University Place 2024 Comprehensive Plan** ([link](#))
- **Town of Woodway 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:

- **Arlington** adopted their 2024 comprehensive plan update on December 2, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **Carbonado** adopted their 2024 comprehensive plan update on December 9, 2024. PSRC staff provided comments on the draft plan in September 2024.
- **Kent** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Marysville** adopted their 2024 comprehensive plan update on December 9, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **Mill Creek** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Monroe** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **North Bend** adopted their 2024 comprehensive plan update on December 3, 2024. PSRC staff provided comments on the draft plan in November 2022 and August 2024.
- **Orting** adopted their 2024 comprehensive plan update on December 11, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **SeaTac** adopted their 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in November 2024.

- **South Prairie** adopted their 2024 comprehensive plan update on November 26, 2024. PSRC staff provided comments on the draft plan in September 2024.
- **Sultan** adopted their 2024 comprehensive plan update on December 5, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **University Place** adopted their 2024 comprehensive plan update on December 2, 2024. PSRC staff provided comments on the draft plan in July 2024.
- **Woodway** adopted their 2024 comprehensive plan update on December 2, 2024. PSRC staff provided comments on the draft plan in May 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 April meetings. Additional local plans will be brought forward to recommend for certification at the board's May meeting.

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



## Puget Sound Regional Council

April 17, 2025

### **ACTION ITEM**

**To:** Executive Board

**From:** Operations Committee

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

### **IN BRIEF**

On Thursday, April 24, 2025, the Executive Board will be asked to recommend to the Executive Board the Fiscal Years 2026-2027 Biennial Budget and Work Program for adoption by the General Assembly on May 22, 2025.

Additional information on dues options will be sent to Executive Board members to facilitate the discussion and to finalize the budget proposal.

An April approval by the Executive Board is needed to stay on schedule for adoption at the May 22<sup>nd</sup> General Assembly.

### **RECOMMENDED ACTIONS**

1. **Recommend that the Executive Board approve the Proposed FY 2026-2027 Biennial Budget and Work Program and recommend adoption by the General Assembly on May 22, 2025.**
2. **Recommend that the General Assembly adopt Resolution PSRC-A-2025-01 authorizing the submittal of the adopted Fiscal Year 2026-2027 Biennial Budget and Work Program.**

### **BUDGET IMPACT**

The proposed FY 2026-2027 Biennial Budget and Work Program of \$41.8 million is based on revenue and expense assumptions illustrated in Tables 1 through 7, beginning on page 17 of the Draft FY2026-2027 Biennial Budget and Work Program Document.

## DISCUSSION

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

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

PSRC's major activities in the FY 2026-2027 Budget and Work Program will build on and enhance efforts carried forward from Fiscal Years 2024-2025, focusing on meeting mandates and continuing to provide essential services to members. The budget contains the following elements: Planning Management, Regional Growth Planning, Transportation Planning, Economic Development, Data, Council Support, Communications, and Administrative Services.

The Operations Committee is responsible for developing the annual Budget and Work Program. Budget development started September 2024 with a review of key dates. In October, the committee reviewed the revenue and expenditure assumptions as well as PSRC's financial policies. The resulting draft Budget and Work Program was reviewed by the committee at its January 23, 2025 meeting.

In January 2025, the Executive Board, Transportation Policy Board, Growth Management Policy Board, and Economic Development District Board had the opportunity to review the proposed draft Budget and Work Program and provide comments. No changes were proposed.

At its April 24 meeting, the Operations Committee will recommend the Budget and Work Program for Executive Board approval. Pending Executive Board approval, the General Assembly is scheduled to adopt the Proposed FY 2026-2027 Biennial Budget and Work Program at its May 22 meeting.

View the [Proposed Biennial Budget and Work Program, Fiscal Years 2026-2027](#) online.

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

## ATTACHMENTS

- A. Resolution PSRC-A-2025-1



Puget Sound Regional Council

**RESOLUTION NO. PSRC-A-2025-01**

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

**WHEREAS**, the General Assembly of the Puget Sound Regional Council (PSRC), at its meeting on May 22, 2025, adopted the Biennial Budget and Work Program for Fiscal Years 2026-2027;

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

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

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

**ADOPTED** by the Assembly this 22<sup>nd</sup> day of May, 2025.

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

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



## Puget Sound Regional Council

April 17, 2025

### **ACTION ITEM**

**To:** Executive Board

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

**Subject:** **Recommend Adoption of the Regional Safety Action Plan**

### **IN BRIEF**

PSRC released the draft Regional Safety Action Plan for public comment in mid-January, concluding on February 14, 2025. At the March 27 meeting, the Executive Board was briefed on high level themes from the comments received, which have now been categorized and draft responses developed.

At its meeting on April 10, the Transportation Policy Board reviewed proposed revisions and corrections to the draft Regional Safety Action Plan and recommended adoption to the Executive Board.

### **RECOMMENDED ACTION**

The Executive Board should recommend adoption of the Regional Safety Action Plan to the General Assembly, including the technical corrections and revisions as shown in Attachment A.

### **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 were delineated and categorized by topic and noted as being either general plan comments requiring no further action, technical corrections or clarifications, or comments requiring board review. A [spreadsheet of the comments](#) is posted on PSRC's website on the [Regional Safety Action Plan page](#). This spreadsheet has been updated since the March meeting to include the full categorization and staff responses.

At the April 24 meeting, staff will review with the board the categories and proposed staff responses to comments received, specifically the proposed technical corrections and minor revisions to the plan, which are detailed in Attachment A and which were reviewed by the Transportation Policy Board at their meeting on April 10. The board will then be asked to recommend adoption of the final Regional Safety Action, 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](mailto:kmcgourty@psrc.org) or 206-971-3601, or Ben Bakkenta, Director of Regional Planning, at [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) or 206-971-3286.

## **ATTACHMENT**

- A. Attachment A – PSRC Regional Safety Action Plan Errata and Edits

# PSRC Regional Safety Action Plan Errata and Edits - 4/16/25

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
5	Apex Driving School-Montlake Terrace	<p>"I have been working on this issue of 'individual decision making' for years, trying to get the state to properly address.</p> <p>Safety Starts with Behavior Roadway safety issues like speeding and distracted driving are heavily dependent on the individual making decisions that affect other people. We need to find a way to grow our safety culture regionally.</p> <p>However, the individual's decision making is based upon their personal knowledge, and we as a state just take that for granted." As just one example of many, "reckless driving". Here is the homework for 'Reckless Driving'. - I emailed to some of the representatives on the state legislative transportation committee. Washington Traffic Safety Education Required Curriculum Standards – to be published by DOL in March 2025 "C. Explain Washington State laws, consequences, and best practices concerning rules of the road1. Reckless driving Class 9.0 - To comply with Washington traffic laws and regulations, you must be able to: "instructors will provide lessons that ensure students are able to</p> <p>I am trying to get DOL to write more substantial requirements in driver education for driving schools to teach, instead of just relying upon expectations the driving school will look up the laws and teach from them.</p> <p>"I wrote this in just a few hours;</p>	Board Review	Add the following language after the last paragraph on p. 78: "PSRC will continue to emphasize safety throughout all aspects of regional planning processes, from the overall system goal as identified in VISION 2050, to the long-range planning and investments identified in the Regional Transportation Plan, and through the more detailed project evaluation criteria that are used to award PSRC's federal transportation dollars to specific near-term transportation investments. PSRC's work program will not only periodically reassess safety conditions, but will build on the strategies and information contained in the RSAP to expand strategies, countermeasures, and information to help proactively eliminate deaths and serious injuries on the region's roadways. At PSRC board direction, this could include future work programs including research, convenings and workshops."
20	City of Bellevue	<p>Bellevue encourages PSRC to incorporate the established high injury network (HIN) corridors of member agencies into the RSAP. The draft RSAP acknowledges (page 3) that: "There are 86 jurisdictions within the central Puget Sound region, many of which have their own transportation safety-related priorities, policies, and plans. The RSAP acts as an umbrella for these related priorities, policies, and plans, and is a resource to help local jurisdictions with a baseline of tools and strategies for understanding the current transportation safety issues existing today and potential solutions into the future." Appendix D of the RSAP provides a local jurisdiction policy inventory; however, there is no documentation of established local HIN corridors. To better account for local area safety priorities, the RSAP should incorporate in its mapping of regional HIN corridors (pages 17-25) a section on locally established HIN corridors. Including this recommendation in the RSAP will account for the efforts of the many member agencies in the region that have expended resources developing local area knowledge and HIN designations that informs their road safety planning, demonstration, and implementation activities. For example, the City of Bellevue conducts road safety assessments on each of its HIN corridors to identify safety issues and prioritize improvements for implementation.</p>	Board Review	Add the following language after the paragraph on p.17: "High Injury Network (HIN) analyses can be conducted at the state, regional, and local levels, each focusing on identifying areas with high crash rates to prioritize safety interventions. Regional analyses examine crash data across multiple jurisdictions to inform regional-level safety planning on regional facilities, developing regional safety strategies, and promoting collaboration among jurisdictions. Equally important, state and local HIN analyses identify specific locations with high crash rates based on their own tailored methodologies and facilities. State, regional, and local HIN analyses, where available, should inform PSRC's safety planning and implementation."
24	City of Kent	<p>Impairment as a contributing factor appears to be increasing in each of the four counties over the study time period in the State of Safety in the Region report. According to data reported by the Washington Traffic Safety Commission, impairment involvement in fatal crashes in King County, as an example, increased from 59% (2014-2018) to 65% over the same time period (2019 to 2023, WTSC dashboard as of May 2024). The increase is even more stark locally in Kent: 51% (2014-2018), to 71% (2019 to 2023). However, the State of Safety report notes impairment as related to only 22-24% of fatal crashes, regionally. We believe impairment is being severely underreported in the WSDOT crash data.</p>	Board Review	

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
25	City of Kent	We found impairment underreporting in our own data. Kent uses the same WSDOT data as other agencies for our safety analysis. We found out that the WSDOT crash data is not updated when the results of toxicology tests are completed. Testing can take more than one year. WSDOT data is only updated if responding law enforcement agency amends the crash report when the toxicology results are received. The WSTC crash data for fatalities is updated with data directly from the WSP Toxicology Lab and is therefore more representative. It appears that WSDOT does not receive the toxicology results to update their data.	Board Review	Add the following language after the fourth paragraph on p. 15 preceding Table 2-1: "Both impairment and distraction rank among the top five factors contributing to crashes in the central Puget Sound region. Due to the nature of the way empirical data are collected, impairment is underreported as a contributing factor. In particular, delays in completing toxicology reports and updating collision reports results in an underreporting of impairment in the latest available safety data. In fact, impairment appears to be the largest contributing factor to crashes statewide. This should be considered when assessing appropriate policies and projects in high crash locations. It should be noted that several factors can combine to contribute to a single crash, such as impairment, speeding, and distraction. PSRC will conduct research and potentially pursue additional datasets to better document this issue of underrepresenting impairment in future updates to the High Injury Network and RSAP."
26	City of Kent	The City of Kent encourages PSRC to highlight this discrepancy and note that impairment is likely a much higher contributing factor than the existing data suggest.	Board Review	
27	City of Kent	The plan needs to highlight that impairment data for serious injuries is not required to be collected, so reporting is underrepresented in the plan. We share interest in proposed solutions. Kent encourages PSRC to expand durable solutions that reduce impacts from impairment including education and enforcement. A number of solutions appear focused on speeds. Reducing speed on regional links should also be noted in the context of tradeoffs, as reducing speeds for, say, a community's sole arterial also reduces the access to jobs and opportunity for those using the arterial whether by car or transit. Any prioritization of improvements should take tradeoffs such as these into account.	Board Review	
31	City of Kirkland	Greetings. These comments are from the City of Kirkland which have been coordinated with staff and City Council:  1. The High Injury Network does not include speed, volume or number of lanes. Due to this, if the HIN ends up being included in future funding criteria, local HIN's or Vision Zero plans should be included as of equal value as local analysis often includes a richer look at this that does include these factors.	Board Review	Add the following language after the paragraph on p.17: "High Injury Network (HIN) analyses can be conducted at the state, regional, and local levels, each focusing on identifying areas with high crash rates to prioritize safety interventions. Regional analyses examine crash data across multiple jurisdictions to inform regional-level safety planning on regional facilities, developing regional safety strategies, and promoting collaboration among jurisdictions. Equally important, state and local HIN analyses identify specific locations with high crash rates based on their own tailored methodologies and facilities. State, regional, and local HIN analyses, where available, should inform PSRC's safety planning and implementation."
35	City of Redmond	3. Page 78-Suggestion related to this statement: Once adopted, PSRC's boards will provide direction on how the RSAP and the HIN will further inform PSRC's future project selection processes. Please acknowledge and factor in local priorities as articulated in local safety action plan, including local HIN/HRNs in future project selection processes. It would make sense that regionally-identified HIN may score higher, but points or other consideration should be given to locally-identified safety priorities and HIN/HRNs.	Board Review	After the second paragraph on p. 78, add: "Staff propose to incorporate state, regional and local HINs and safety planning into both PSRC's project selection processes and the project consistency review for the Regional Transportation Plan."

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
41	City of Seattle, Department of Transportation	Alignment between the RSAP and local Safety Action Plans is essential to streamline strategies and efforts to address safety issues across the region, while preserving flexibility for PSRC member agencies to utilize countermeasures that directly address safety needs at a local level. SDOT recommends strengthening recognition of local safety action plans, networks, and policies across PSRC's 86 member jurisdictions. Local jurisdictions continuously monitor safety priorities by tracking collisions, developing systemic analyses to plan both responsive and proactive safety measures, and engaging communities on neighborhood-level safety needs. While the RSAP provides a useful tool for understanding crashes regionally and can fill gaps where local jurisdictions have not developed transportation safety plans, the plan does not capture the broader context of safety included in many local safety plans. Appendix D could be considered a start in this direction, however SDOT encourages PSRC to go beyond a review of policies and countermeasures by also considering the autonomy that local plans bring to the regional framework. Given the importance of recognizing local plans, SDOT also encourages PSRC to clarify if and how they intend to defer to local safety action plans when local data differs from regional data, specifically as it relates to project selection and High Injury Networks (HIN).	Board Review	See proposed changes in responses 20, 33, and 35.
60	City of Tacoma	Specify if and how PSRC intends to acknowledge and defer to local plans when local data differs from regional data, particularly in project selection.	Board Review	
62	City of Tacoma	The PSRC Regional Safety Action Plan should serve as a regional framework for addressing equity at a broad scale while continuing to recognize the unique characteristics of each city's High Injury Network, High-Risk Network, and locally identified safety priorities. Cities like Tacoma have a deep understanding of their specific safety challenges and needs, making it critical that PSRC respects and integrates these existing local plans. For example, Tacoma's Vision Zero Action Plan goes beyond a High-Injury Network by incorporating a High-Risk Network to better address safety concerns. We appreciate the statement on page 77 that regional strategies should complement local safety initiatives. This allows for a more effective and targeted approach to reducing traffic-related injuries and fatalities.	Board Review	
116	King County - Regional Public Health	4. Address impairment discrepancies. According to data reported by the Washington Traffic Safety Commission, impairment involvement in fatal crashes in King County, for example, increased from 59% (2014-2018) to 65% over the same period of time (2019 to 2023). However, the State of Safety report notes impairment related to only 22-24% of fatal crashes. While the data dashboards provided by WTSC do not account for serious injury crashes, the fatal crash impairment data is derived from toxicology reports. In contrast, WSDOT crash data does not include all toxicology reporting. We suggest acknowledging this data reporting/limitation in the plan. Impaired driving is the leading cause of traffic fatalities and injuries in King County. It is concerning to underrepresent the actual impairment involved in fatal and serious injury crashes; if the impairment is discounted, then solution highlights may represent a missed opportunity to affect cause compared to others under the Safe System Approach.	Board Review	Add the following language after the fourth paragraph on page 15 preceding Table 2-1: "Both impairment and distraction rank among the top 5 factors contributing to crashes in the central Puget Sound region. Due to the nature of the way this data is collected, it may be underreported as a contributing factor. In particular, delays in completing toxicology reports may result in an underreporting of impairment in the latest available safety data. This should be considered when assessing appropriate policies and projects in high crash locations. In addition, several of these factors can combine to contribute to a single crash, such as impairment, speeding, and distraction. Strategies to address speeding may also address impairment or other contributing factors."
117	King County - Regional Public Health	5. Integrate local and municipal data. The RSAP acts as an umbrella for local priorities, policies, and plans and is a resource to help local jurisdictions with a baseline of tools and strategies for understanding the current transportation safety issues today and potential solutions in the future. Appendix D of the RSAP provides a local jurisdiction policy inventory; however, there is no documentation of established local HIN corridors. To better account for local area safety priorities, the RSAP should incorporate a section on locally established HIN corridors in its mapping of regional HIN corridors.	Board Review	

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
125	King County Department of Local Services	5. The role of asset management agencies is not clearly described. The plan should highlight that the HIN and high collision locations are useful to provide a high-level regional perspective, but that each asset-management agency may use alternate data, methodology, and engineering judgment to identify and prioritize locations for improvements. Further, it should be noted that some of the identified locations may already have been addressed since the crash occurred.	Board Review	Add the following language after the paragraph on p.17: "High Injury Network (HIN) analyses can be conducted at the state, regional, and local levels, each focusing on identifying areas with high crash rates to prioritize safety interventions. Regional analyses examine crash data across multiple jurisdictions to inform regional-level safety planning on regional facilities, developing regional safety strategies, and promoting collaboration among jurisdictions. Equally important, state and local HIN analyses identify specific locations with high crash rates based on their own tailored methodologies and facilities. State, regional, and local HIN analyses, where available, should inform PSRC's safety planning and implementation."
129	King County Department of Local Services	9. PSRC should make recommendations to its boards on how the RSAP and HIN should inform future project selection to ensure that safety is a key element of funding decisions but that inclusion on the HIN does not displace local-level assessments of safety, appropriate countermeasures, or other sources of accepted standards. Other sources of standards should be listed in the plan itself.	Board Review	After the second paragraph on p. 78, add: "Staff propose to incorporate state, regional and local HINs and safety planning into both PSRC's project selection processes and the project consistency review for the Regional Transportation Plan."
159	Port of Everett	As you are aware, Washington state, and particularly Snohomish County, is a leader in international commerce, regional trade, and freight transport. The Port of Everett is the third largest container port in the state, and exports on average \$21 billion worth of cargo. This cargo comes and goes through the Port via marine vessels, truck and trailer, and rail, and includes heavy hauls, over-dimensional cargoes, and more. This economic portfolio diversifies and enriches the local economy. Success in trade and manufacturing requires the need for transportation and land use planners to be aware of local and regionally recognized distinct freight corridors that allow for the transport of cargo safely, efficiently, and without conflict with pedestrian uses.	Board Review	
160	Port of Everett	The Port urges PSRC to recognize this important need for the Plan and ensure that designated freight corridors are recognized and maintained for their unique and regionally significant purpose. Any improvements for pedestrian, bicycle, and vehicular traffic should be made with consideration of designated freight corridors in mind. If improvements for alternative forms of transportation are proposed for established freight corridors, they should be planned to accommodate freight traffic, not impact it. If these improvements must occur on designated freight corridors, safety should be paramount, and these improvements should provide distinct physical barriers to separate pedestrians and bicyclists from freight traffic.	Board Review	
161	Port of Everett	Ideally, bicycle routes would not be located at all on designated freight corridors but instead be routed on lower impact side streets.	Board Review	

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
162	Port of Everett	The Port recognizes that safety improvements for alternative forms of transportation are a benefit to the greater good, but emphasizes the need to not allow those improvements to take place at the expense of maintaining safe and vital freight corridors.	Board Review	Add the following language after the last paragraph in the introduction to Safety Strategies on p. 43: "Lastly, consideration of local context and the core purpose and function of roadways will be paramount in determining which countermeasures may be appropriate for a given corridor. For example, designated freight corridors have unique heavy-duty transportation needs with few alternative routes. The application of certain strategies may not be suitable in these locations, for example those that may hamper the movement of freight and/or result in conflicting uses of the facility. Local jurisdictions and agencies must make this determination."
164	Port of Seattle, The Northwest Seaport Alliance   Port of Tacoma	However, we have one concern: the RSAP does not provide unique strategies the MICs, where strategies should be tailored recognizing the industrial land uses and higher percentages of trucks than on roads in Urban Centers or Urban Villages. While the RSAP acknowledges land use as the foundation shaping our transportation system, this plan specifically and deliberately defines freight and rail as "outside the scope" of the current plan. Page 16 recognizes that "motorcycles and heavy vehicles (e.g. trucks and tractor-trailers) had more severe outcomes for people involved ... However, they represent a small proportion of total traffic-related deaths and serious injuries." The pie charts in Figure 2-3 show heavy vehicles involvement is 8-9% of the deaths by vehicle type. We believe this proportion warrants specific strategies and tools for truck (and rail crossings) treatments in the RSAP. In order for its safety solutions to be effective, as well as support the transportation system, this plan should include additional solutions for all the region's land use typologies when recommending street improvements. If the RSAP does not address safety around heavy trucks, this could diminish both opportunities for transportation safety grants in industrial areas and reduce visibility in future regional policy development.	Board Review	
165	Port of Seattle, The Northwest Seaport Alliance   Port of Tacoma	Arterials in industrial areas need to be designed to accommodate the higher proportion of heavy trucks (and rail crossings). Safety projects on these roads will need to suit realistic design vehicles and acknowledge that increased truck congestion will result in negative economic and environmental impacts. We recommend the following changes to better address this gap:  -Incorporate land use into the strategy tables by indicating what strategies are more compatible with improving safety while maintaining efficiency on roads with a significant truck share. -Acknowledgement that some roads are essential to freight and industry. On these roads, the priority may need to be on removing the conflict between modes by prioritizing alternate routes or separated pathways. This is consistent with the safe system approach as removal of a conflict between modes is a Tier One approach under FHWA's Safe System Roadway Design Hierarchy. -Add a section in the body report discussing the unique safety considerations of large and heavy commercial vehicles. These include driver's blind spots that are larger than on passenger vehicles, as well as trucks' larger turning radii, requiring using multiple lanes on some urban streets. Unique counter measures include truck aprons, maintaining sufficient lane widths, driveway-crossing treatments to raise awareness of truck access, etc. -Recognize that light rail extensions through the MICs will increase potential for conflict between industrial and non-industrial users, at the same time as the demand for housing results for increased pressure to add residential uses in the vicinity of industrial areas and along roads that are major truck streets.	Board Review	
181	Snohomish County	What are appropriate details that local agencies can add to tailor the PSRC's HIN methodology to include enough detail while maintaining regionwide consistency? Here are some key aspects of Snohomish County's approach for PSRC consideration:  o Our methodology has identified both an urban and rural HIN. We think this will help us account for volume differences on roads that may otherwise be filtered out of the HIN.	Board Review	
182	Snohomish County	o We have included all crashes in the HIN, with a weighting factor for serious and fatal injuries. We believe this captures a level of risk that is detailed enough for the county.	Board Review	

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
186	Snohomish County	The equity analysis identifies a number of trends and focus areas. o How will PSRC incorporate the lessons learned from the equity analysis. Local agencies are required to develop a prioritization framework for our Road Safety Plan and we are looking for guidance on how this can be incorporated in a regionwide consistent manner.	Board Review	Add the following language after the last paragraph on p. 78: "PSRC will continue to emphasize safety throughout all aspects of regional planning processes, from the overall system goal as identified in VISION 2050, to the long-range planning and investments identified in the Regional Transportation Plan, and through the more detailed project evaluation criteria that are used to award PSRC's federal transportation dollars to specific near-term transportation investments. PSRC's work program will not only periodically reassess safety conditions, but will build on the strategies and information contained in the RSAP to expand strategies, countermeasures, and information to help proactively eliminate deaths and serious injuries on the region's roadways. At PSRC board direction, this could include future work programs including research, convenings and workshops."
3	A	There is some good information in the draft plan and draft summary. Most of the treatments are labeled "safer" instead of "safe", which the correct way to describe safety improvements. However, there are still a couple of places in both documents that still identify "safe" when describing pedestrian crossing treatments. The strategies and treatments described in the plans can make crossings "safer", but they do not necessarily make them safe. Please consider revising the body of the text in both documents to reflect my suggestions.	Technical Correction	On p. 49, edit the language to read "Countermeasures include...safer crossing treatments..." On p. 53, edit the language to read "...provide bicyclists with a safer..."
15	City of Auburn	Page 18 – Map shows E Main Street, east of R Street SE as being on the Arterial HIN. However, Main Street is not an arterial at this location. Please remove.	Technical Correction	
16	City of Auburn	Page 18 – Please provide details of how Main Street was designated as a HIN. This was not identified as a HIN (called Safety Emphasis Corridor) in Auburn's plan.	Technical Correction	Modify the third sentence on page 12 to read: "It consists of interstates, state highways, principal arterials, minor arterials of regional significance (e.g. that serve transit), and in some cases other local roadways that connect these facilities."
19	City of Auburn	Multiple Pages (51,56, 70) – The text notes that automated enforcement cameras can be deployed in ways that perpetuate historical inequities. Can you please elaborate on this? What inequities have cameras created in the past and how can deployment of them avoid this?	Technical Correction	Insert footnote or citation on p. 51: "Making Speed Safety Cameras Effective & Fair: From Planning to Action. Vision Zero Network. <a href="https://visionzeronetwork.org/promoting-equity-in-speed-safety-camera-programs-from-planning-to-action">https://visionzeronetwork.org/promoting-equity-in-speed-safety-camera-programs-from-planning-to-action</a> . Accessed 4/2/25"
28	City of Kent	Speed or speeding is referenced 148 times in the plan. Impaired or impairment references number less than 20 and ranks below excessive speed as a contributing crash factor. The plan notes that impairment and speed are correlated. Consider that solutions for one may also be applied to the other for mitigation.	Technical Correction	The change suggested in response to comment #24 will address this issue.

Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
29	City of Kent	Map detail comments: The map on page 18 has errors. i. SR 99 in Federal Way, Kent, Des Moines, and SeaTac is a managed access state highway. It is not limited access ii. SR 516 in Kent from 30th Ave S (west of I-5) to the Union Pacific rail crossing (east of SR 167) is a limited access state highway operated by WSDOT. It is not managed access and not operated by Kent. iii. The map shows and extension of S 196th St extending from 84th Ave S across SR 167 and connecting to S 192nd St east of SR 167. This road does not exist. The map on page 22 also has an error. The map shows and extension of S 196th St extending from 84th Ave S across SR 167 and connecting to S 192nd St east of SR 167. This road does not exist.	Technical Correction	PSRC will review the HIN for miscoding and make necessary corrections.
32	City of Kirkland	2. One edit is needed to Kirkland's summary in appendix table. This shows a 'No' for Kirkland having a Safety section in our Transportation Strategic Plan which is not true. We've had safety as part of our plan since 2015 including a Vision Zero goal carried forward from our 2015 plan into our newly adopted Transportation Strategic Plan.	Technical Correction	The reference in the Appendix D table D-2 will be corrected.
33	City of Redmond	The City of Redmond is greatly appreciative of the work that has gone into the Regional Safety Action Plan (RSAP) and the useful strategies therein to address our region's traffic safety challenges. Redmond staff have reviewed the Regional Safety Action Plan and would like to submit the following comments. Comments 1 – 3 are of particular interest to the City of Redmond given that it has developed its own Safer Streets Action Plan, which includes both a High Injury and High Risk Network that are responsive to the contextual safety issues of Redmond.  1. Page 3 – please consider adding the red text to this sentence: However, the Regional Safety Action Plan is not the only plan addressing safety in the region. There are 86 jurisdictions within the central Puget Sound region, many of which have their own transportation safety-related priorities, policies, <u>High Injury or High Risk Networks</u> , and plans. The RSAP acts as an umbrella for these related priorities, policies, <u>networks</u> , and plans, and is a resource to help local jurisdictions with a baseline of tools and strategies for understanding the current transportation safety issues existing today and potential solutions into the future. <u>Conversely, local plans, policies, and priorities, including High Injury or High Risk Networks, may go beyond what is presented in the RSAP in addressing locally-specific risk factors, contexts, and emphasis areas.</u>	Technical Correction	Add the suggested language on p.3: "However, the Regional Safety Action Plan is not the only plan addressing safety in the region. There are 86 jurisdictions within the central Puget Sound region, many of which have their own transportation safety-related priorities, policies, <u>High Injury or High Risk Networks</u> , and plans. The RSAP acts as an umbrella for these related priorities, policies, <u>networks</u> , and plans, and is a resource to help local jurisdictions with a baseline of tools and strategies for understanding the current transportation safety issues existing today and potential solutions into the future. <u>Conversely, local plans, policies, and priorities, including High Injury or High Risk Networks, may go beyond what is presented in the RSAP in addressing locally-specific risk factors, contexts, and emphasis areas.</u> "
34	City of Redmond	2. Page 17 – please consider adding the red text to this sentence: The HIN helps communities and partners identify areas where they may want to prioritize safety investments. Many local jurisdictions have developed their own HIN (or HRNs), which tend to have many more segments and intersections due to the use of different parameters and crash risk factors derived from a more local analysis of crash data.	Technical Correction	The suggested language in response to comment #31 addresses this issue.
44	City of Seattle, Department of Transportation	Crash Analysis by Location (pg. 17) PSRC's HIN utilizes an 85th percentile score region-wide for deaths and serious injuries on roadways and for vulnerable road users. SDOT requests PSRC clarify their reasoning behind utilizing a threshold of 85th percent. As an alternative, PSRC should consider expanding the score to capture additional density of crashes along corridors across the region. The HIN has a minimum segment length of 0.6 miles, and a minimum threshold of 2 deaths or serious injuries. However, in areas with a dense street network, corridors as short as 0.25 miles are worth including in a HIN to highlight crash-prone street segments and intersections. Seattle's updated HIN includes street segments 0.25 miles and longer, which are prioritized based on the total number of crashes (excluding sideswipe, parking, and rear-end crashes) and the total number of injury-causing crashes. Currently, PSRC's identified "High Crash Locations" account for only serious injury and fatal spot locations. We recommend broadening the definition to consider all crash types that are most likely to cause injury (excluding less severe crashes such as sideswipe, parking, and rear-end crashes). This will help identify recurring patterns that could result in future injuries, serious injuries, or fatalities.	Technical Correction	The 85th percentile was chosen to identify the places where there are the greatest concentration of incidents in order to prioritize where to focus projects and interventions.  Add the following language before the last sentence in of the High Injury Network description on p. 17: "Given the extent of the regional roadway network, a shorter minimum segment is not appropriate for regional analysis. Shorter roadway segment lengths used for local analyses may identify additional roadways that do not meet the regional threshold. High Injury Networks developed by local jurisdictions for more detailed application may want to select shorter roadway lengths to understand conditions with more dense street networks."
55	City of Tacoma	Align the Plan/its information with the recently completed Washington Target Zero Plan by incorporating Safer Land Use into the Safe System Approach.	Technical Correction	To better align with the Washington State Strategic Highway Safety Plan 2024, PSRC will add a "Land Use" wedge to the Safe System Approach graphic on p. 6.



Response ID#	Commenter ID	Comment	Response Class	Recommended Plan Changes
61	City of Tacoma	Additionally, we have questions about the methodology used to create the Pedestrian and Bicycle High Injury Network map (page 24). Specifically, while N. 26th Street is identified, Portland Avenue—a principal arterial with twice the number of pedestrian and bicycle crashes—is not. We would appreciate further discussion on these discrepancies so the PSRC plan effectively identifies and supports Tacoma’s safety needs or a commitment that local Vision Zero Plans will be recognized as an equal (or greater) factor during project selection when data and equity considerations are met.	Technical Correction	PSRC will review the HIN for miscoding and make necessary corrections.
104	King County	<p>1. Page 32:</p> <p>a. Frequent transit stations are defined as clusters of stations that have at least four transit trips per hour.</p> <p>i. Define “clusters of stations”. Seems to suggest a collection of points but is referring to an area. Is a “frequent station” only identified if it is in proximity to multiple “frequent stations” (i.e. cluster). How are the “frequent transit station areas” drawn – are they a 1/4 walking distance, geographic buffer, etc.?</p> <p>ii. Please provide more clarification on the how frequent transit stations are defined.</p> <p>b. From 2016 to 2023, there were roughly 106 people walking or biking in frequent transit station areas per square mile that suffered a serious injury or fatality as compared to less than three overall in the region’s urban areas.</p> <p>i. The usage of “per square mile” usage hard to follow, though important for comparison. Consider providing clear terminology that is conveys the message.</p> <p>c. Clarify what is meant by “In areas near frequent transit station areas”.</p> <p>i. “In areas near frequent transit stations” or “In frequent transit station areas”</p> <p>d. Clarify text the text that states “roughly 15 people walking or biking died per square mile, in comparison to the much lower ratio of one person every two square miles that died in a crash in the region’s urban areas (excluding frequent transit station areas)”.</p> <p>i. This language suggest: People walking or biking in frequent transit areas experienced a deadly crash at a rate nearly 30 times greater than people walking or biking in the region’s urban areas outside of frequent transit areas.</p>	Technical Correction	Edit the Frequent Transit Stations description on p. 32 to read: “Frequent transit station are defined as <u>an area with</u> clusters of stations <u>within 100 meters of each other</u> that <u>each</u> have at least four transit trips per hour. These locations account for 14 percent of pedestrian and bicycle deaths or serious injuries. From 2016 to 2023, <u>roughly 106 people walking or biking in these areas suffered a serious injury or fatality per square mile compared to less than three per square mile in the overall urban area. People walking or biking in frequent transit areas experienced a deadly crash at a rate nearly 30 times greater than people walking or biking in the region’s urban areas outside of frequent transit station areas, shown in Table 2-6.</u> ”
118	King County - Regional Public Health	6. Strengthen the description of the role of agencies with direct jurisdiction over the roadway. The report does not clearly convey that jurisdictions may use more localized data, analytical methodology, and site-specific engineering judgment to assess road networks.	Technical Correction	
124	King County Department of Local Services	4. The PSRC, its role, and its levers of change are not clearly described. The plan needs a section that explicitly describes who the PSRC is, what it does, and how it can and can’t affect traffic safety. The bulk of the document describes what asset management agencies could do, but does not identify what PSRC could or will do. For example, the regionally significant network is described as the “PSRC network” as shorthand for the regionally significant road network, which gives the misleading impression that PSRC owns any assets or exerts any direct control over the road network.	Technical Correction	Add the following language at the end of the Plan Purpose section on p. 3: “While PSRC develops strategies and guidance and can establish regional priorities, it is the responsibility of local transportation agencies to develop, implement, and operate safety projects and programs.”
204	Y	My main concern is the pedestrian countermeasure in table 4-2 which simply states “High-Visibility Crosswalks”. I think this language could give the false impression that installing crosswalk markings inherently improves safety outcomes. The representation of this countermeasure in the table does not provide enough context to represent the intent of the associated study, which compares high-visibility markings to transverse lines. Instead of the current language, I recommend alternative language such as Replace Transverse Crosswalks with High Visibility Crosswalks, or Use High Visibility Style Markings When Marking Crosswalks, which would more accurately depict the intent. While the context in the section that follows does seem to hint at the idea that this countermeasure is a comparison between marking styles, it doesn't say so outright and I'd be concerned about the message being misconstrued (as I've seen happen in claims I've served as an expert witness on).	Technical Correction	Edit the description of “High-Visibility Crosswalks” on p. 47 to read: “High-visibility crosswalk markings can be more easily seen by drivers than traditional parallel markings, and can be more effective in preventing crashes and injuries.” In addition, add the following language to the introductions to the plan’s summary tables 4-2 through 4-6 (pp. 45; 52; 57; 63; 67): “Local context and conditions will be critical in determining which countermeasures may be appropriate for a given roadway or location.”
205	Z	Please adopt the Washington State 2024 Strategic Highway Safety Plan’s Safe Systems Approach framework, which also incorporates ‘Safer Land Use’.	Technical Correction	To better align with the Washington State Strategic Highway Safety Plan 2024, PSRC will add a “Land Use” wedge to the Safe System Approach graphic on p. 6.



## Puget Sound Regional Council

### DISCUSSION ITEM

April 17, 2025

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Washington State Department of Commerce**

### IN BRIEF

At its April 24 meeting, the Executive Board will welcome Washington State Department of Commerce Director Joe Nguyễn for a conversation about the department's priorities and initiatives.

### DISCUSSION

Director Joe Nguyễn brings a deep commitment to community and public service. A lifelong Washingtonian and second-generation Vietnamese American, he is a passionate advocate for equitable investment in Washington's families and communities, expanded economic opportunity, and bold action on climate change.

Appointed by Governor Bob Ferguson on December 27, 2024, Director Nguyễn officially began leading the Department of Commerce on January 15, 2025. He previously served as a Washington State Senator from 2019 to 2024, where he chaired the Environment, Energy & Technology Committee. During his tenure, he championed legislation advancing housing affordability, health care access, public transit, climate policy, and education.

Nguyễn grew up in White Center, attended high school in Burien, and earned his degree from Seattle University. He currently resides in West Seattle. His professional background includes roles at Expedia and Microsoft, and he has long been engaged in community service, particularly in homelessness advocacy and law enforcement oversight.

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



## Puget Sound Regional Council

April 17, 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 April 24, 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 April 24. 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](mailto:kmcgourty@psrc.org).



## TOOLBOX SERIES

# Streamlining Housing with Pre-Approved ADU Plans



**Date: Friday, May 9, 2025**

**Time: 10:00 – 11:30 AM**

**Format: Zoom**

Join us for the next TOOLBOX session as we explore the successes and challenges of pre-approved ADU programs in the central Puget Sound region. Speakers will share insights on implementation strategies, program successes, and lessons learned.

One AICP CM credit will be available for those who participate on May 9.

### **SPEAKERS**

- Washington Department of Commerce
- City of Renton
- City of Seattle
- City of Poulsbo
- Kitsap Regional Coordinating Committee

Each work session will feature a panel presentation focused on sharing information, resources, and tools with planners in the central Puget Sound region.

Sessions are open to the public. Materials and video from past sessions can be found on the PSRC website.



Learn more about the TOOLBOX Series  
or register to attend at  
<https://www.psrc.org/our-work/toolbox>



Puget Sound Regional Council

Packet pg. 53





**REGISTER NOW!**

**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**.

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

Detailed agenda coming soon.

[Register here.](#)

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



Puget Sound Regional Council

Packet pg. 54