



Puget Sound Regional Council

## Transportation Policy Board

Thursday, June 12, 2025 • 9:30 a.m. – 11:30 a.m.

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

### Watch or listen

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

### Attend

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

### Provide public comment

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

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

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### 1. Call to Order and Roll Call (9:30) - Mayor Dana Ralph, Chair

### 2. Communications and Public Comment

Public comment must relate to an action or discussion item on the agenda.

### 3. Report of the Chair

### 4. Director's Report

### 5. Consent Agenda - Action Items (9:55)

- a. Approve Minutes of Transportation Policy Board Meeting held May 8, 2025
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

- c. Recommend Certification of Comprehensive Plans for Edmonds, Federal Way, Index, Issaquah, Lynnwood, Newcastle, and Sumner
- d. Recommend Conditional Certification of Comprehensive Plans for Lake Forest Park and Renton
- e. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Kitsap County's Ridgetop Boulevard NW, Mickelberry Road to NW Myhre Road Project

**6. Discussion Item (10:00)**

- a. Regional Transportation Plan Outreach and Engagement – *Noah Boggess, PSRC*

**7. Discussion Item (10:25)**

- a. Regional Transportation Plan Financial Strategy and Investments – *PSRC Transportation and Data Staff*

**8. Information Items**

- a. Transportation Work Program Progress Tracker
- b. Regional Electric Vehicle Charging Infrastructure Plan

**9. Next Meeting: July 10, 2025, 9:30 – 11:30 a.m.**

Major Topics for July:

- Regional Transportation Plan Development
- State Consolidated Grant Program Awards

**10. Adjourn (11:30)**

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

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

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## Puget Sound Regional Council

### **MINUTES**

#### **Transportation Policy Board**

**May 8, 2025**

**1201 3<sup>rd</sup> Ave., Ste 500, Seattle, WA 98101**

To watch a video of the meeting and hear the discussion, go to

<https://www.psrc.org/watch-meetings>

### **CALL TO ORDER AND ROLL CALL**

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

Roll call determined attendance and that a quorum was present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

There was no public comment provided.

### **REPORT OF THE CHAIR**

Mayor Putaansuu noted he would be chairing the meeting in Mayor Ralph's absence.

### **DIRECTOR'S REPORT**

Kelly McGourty, PSRC, reminded board members of the upcoming General Assembly meeting on May 22 and referred them to the registration link. Ms. McGourty discussed the update of the PSRC supplemental survey of job locations within the region which will inform transportation and growth planning functions, and asked members to encourage their staff to participate in the survey. Ms. McGourty noted that the City of Seattle withdrew their project extension request that was held over from the April meeting and therefore no further board action is necessary.

### **CONSENT AGENDA**

- a. Approve Minutes of Transportation Policy Board Meeting held April 10, 2025
- b. Recommend Certification of Comprehensive Plans for Covington, Edgewood, Enumclaw, Fircrest, Granite Falls, Kenmore, Kirkland, Lake Stevens, Milton, Redmond, Sammamish, Shoreline, Skykomish, and Snohomish

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

## **DISCUSSION ITEM: LEGISLATIVE UPDATE**

Robin Koskey, PSRC, reported on federal updates and activity, including an update on the transportation budget reconciliation process and the President's budget. She also reported that the fiscal year 2025 notice of funding opportunity for the federal Safe Streets and Roads for All grant program has been released. Ms. Koskey then provided information on the state legislative session, including highlights of revenue bills and the capital and transportation budgets. She then briefly discussed items specific to the Washington State Ferry system.

## **ACTION ITEM: PROJECT TRACKING EXCEPTION REQUESTS**

Jennifer Barnes, PSRC, provided an overview of the project tracking policies which have been in place since 2003 to ensure efficient and timely project delivery, minimize the cost of delays and preserve future federal funds for the region. The annual delivery targets for PSRC's Federal Highway Administration funds must be met or there will be a loss of unused funds. Ms. Barnes described project tracking policies specially related to the request for extensions. She noted that the policies allow agencies to request a one-time extension to the June 1 project deadline, but that the reasons for the project delay must be outside the control of the sponsor. Ms. Barnes then explained that the policies also allow for exceptions, which will only be granted if there is a compelling need, the project remains fully funded, and the phase can be implemented within 6 months of board action.

Ms. Barnes then reviewed the two exception requests: Kitsap County's Ridgetop–Mickelberry to Myhre, Phase 1 project and the city of Bothell's Bothell Way NE Multimodal Improvements, Phase 2 and 3 project. Both projects have already received a one-year extension but are requesting an additional extension due to substantial delay in federal reviews related to new stormwater policies and requirements. The requests have been reviewed by PSRC staff, the chairs of the Regional Project Evaluation Committee and the four countywide forums, and WSDOT staff. This group determined that the two agencies have demonstrated efforts to keep the projects moving forward and meet all requirements and that the delays are outside of their control. Given the current uncertainty in federal staffing levels, the recommendation is to allow a full year's extension under these circumstances.

**ACTION:** The motion was made and seconded (Arnold/Kettle) to recommend the Executive Board approve the requests for an exception under PSRC's Project Tracking Policies. The motion passed.

## **DISCUSSION ITEM: PUBLIC SURVEY RESULTS: SAFETY AND TRANSPORTATION**

Ben Bakkenta, PSRC, discussed the public opinion survey conducted in March by EMC Research to hear from residents around the region about their thoughts on road safety and their priorities related to the transportation system. This survey was funded through the grant PSRC received from USDOT's Safe Streets and Roads for All (SS4A) program. Mr. Bakkenta discussed the key takeaways from the survey results, including that residents are concerned about road safety and that driver behavior is concerning. Additional concerns include traffic congestion, public transit, and road maintenance. Mr. Bakkenta noted that these results will help inform the Regional Transportation Plan and have reinforced major themes heard to date.

Mr. Bakkenta then reviewed the survey results related to perceptions of road safety and noted that 41% of the biggest concerns noted relate to driving behavior. He also reviewed survey results on transportation priorities, noting that traffic congestion, transit and road maintenance were the top categories. Mr. Bakkenta shared further details on the survey results, including distinctions by county, and noted the results will be made available on PSRC's website.

## **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN DEVELOPMENT: PRELIMINARY REVENUES AND EXPENDITURES**

Kelly McGourty, PSRC, reminded the board of the work conducted through April 2025 towards development of the next Regional Transportation Plan (RTP), including: identification of key policy priorities; recommendation of the plan's scope of work; briefings on the current transportation system, including key trends and gaps in the system; and discussion of parameters for potential new revenue sources for the plan's long-range financial strategy. Ms. McGourty shared that over the next three months the board will review available revenues versus proposed expenditures for the next plan and discuss options to address the funding gap.

Craig Helmann, PSRC, described the four building blocks that create the RTP financial strategy: under expenditures, the categories of maintenance, preservation and operations, and system improvements including regional capacity projects; under revenues, both current law revenue and new revenue sources. Mr. Helmann then provided data on the draft revenues and expenditures for the next plan, with a preliminary gap of 23%. He described the various elements that are still under review, as well as key changes reflected since the last plan. Revised figures once these reviews are complete will be shared at the June meeting.

Ms. McGourty provided a brief summary of each category of the financial strategy noted above and reminded the board of the overall cost increases reflected across all investment categories. She provided an initial summary of the over 300 regional capacity projects submitted and noted that additional details will be provided in June. Ms. McGourty then described the levers available to the board to address the gap between available revenues and proposed expenditures, which include potential new revenue sources and/or reducing investment levels. She reminded the board of the schedule for upcoming work to move scenarios forward into modeling and analysis and ultimately develop the draft plan by the end of the year.

### **NEXT MEETING**

The next meeting is scheduled for June 12, 2025.

### **ADJOURN**

The meeting was adjourned at 11:22 a.m.

### **ATTACHMENTS**

- A. Attendance Roster – May 8, 2025.

Transportation Policy Board - May 8, 2025				5.a - Att. A			
Voting Members			✓	Non-voting Members			✓
<b>King County</b>	2	CM Jorge Barón	1	<b>Associate Members</b>			
		Vacant		Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
Seattle	2	CM Rob Saka	1	Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey	
		CM Robert Kettle	1			Marc Daily	
		CM Alexis Mercedes Rinck Alt		<b>Public Agency Members</b>			
Bellevue	1	CM Dave Hamilton		Freight Mobility Strategic Investment Board	1	Vacant	
		CM Jared Nieuwenhuis Alt				Brandy DeLange Alt	1
Cities/Towns	3	MYR Dana Ralph, Kent, <b>Chair</b>		Puget Sound Clean Air Agency	1	CM Joe Bushnell	
		MYR Mary Lou Pauly, Issaquah				Christine Cooley Alt	1
		CM Peter Kwon, SeaTac	1	Public Health	1	Jessica Jeavons, Seattle-King County	1
		CM Susan Honda, Federal Way Alt	1			Dennis Worsham, Snohomish Co. Alt	
		DEP MYR Jay Arnold, Kirkland Alt	1	WA Tran. Improvement Board	1	Vacant	
		CM Matt Mahoney, Des Moines Alt	1			CM Sam Low, Snohomish Co. Alt	
Local Transit	1	CM Rod Dembowski	1	<b>PSRC Committees</b>			
		Vacant Alt		Equity Advisory Cmte.	1	Shannon Turner	
<b>Kitsap County</b>	1	COM Oran Root				Julius Moss Alt	1
		COM Christine Rolfes Alt		Regional Staff Cmte.	1	Jason Sullivan, Bonney Lake	
Bremerton	1	MYR Greg Wheeler	1			Kelly Snyder, Snohomish Co. Alt	
		CM Eric Younger Alt		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl	1			Shane Weber, Bremerton Alt	1
		CM Doug Newell, Poulsbo Alt		Transit Operators Cmte.	1	Peter Heffernan, King County	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard, <b>Vice-Chair</b>	1			Alex Krieg, Sound Transit Alt	
		CM Anna Mockler, Bremerton		<b>Private/Civic Members-Business/Labor</b>			
<b>Pierce County</b>	1	CM Rosie Ayala	1	WA Trucking Associations	1	Sheri Call	
		CM Bryan Yambe, Alt	1	exp. 12/31/26		Jeff DeVere Alt	
Tacoma	1	CM Kristina Walker	1	Seattle Met. Chamber of Commerce	1	Lorelei Williams, WSP USA	
		CM Olgy Diaz Alt		exp. 12/31/26		Amy Grotefendt, Enviroissues Alt	
Cities & Towns	1	CM Tim Ceder, Milton	1	<b>Private/Civic Members-Community/Environment</b>			
		MYR Pro Tem Edward Wood, University Place Alt		Puget Sound Partnership	1	Bebhinn Dechery	1
Local Transit	1	CM Doug Fagundes, Fife		exp. 10/31/27		Larry Epstein Alt	
		DEP MYR John Hines, Tacoma		Individual exp. 5/31/28	1	Kim Becklund	1
<b>Snohomish County</b>	1	CM Jared Mead		Non-voting	14	Non-voting members present	8
		CM Strom Peterson Alt					
Everett	1	CM Ben Zarlingo	1				
		MYR Cassie Franklin Alt					
Cities/Towns	1	CM Jan Schuette, Arlington	1				
		CM Jacob Walker, Monroe, Alt	1				
Local Transit	1	CM Kim Daughtry, Lake Stevens	1				
		CM Jan Schuette, Arlington Alt					
<b>Regional Transit</b>	1	CM Ed Prince, Renton	1				
		MYR Kim Roscoe, Fife Alt					
<b>Federally Recognized Tribes</b>							
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.					
		Vacant Alt					
Puyallup Tribe of Indians	1	Vacant					
		Robert Barandon Alt					
Suquamish Tribe	1	CM Luther (Jay) Mills					
		CHRMN Leonard Forsman Alt					
<b>Statutory Members</b>							
Ports	1	COM Toshiko Hasegawa, Seattle	1				
		COM Cary Bozeman, Bremerton Alt					
WA Trans. Commission	1	COM Jim Restucci	1				
		COM Nicole Grant Alt					
WSDOT	1	Robin Mayhew	1				
		Todd Lamphere Alt					
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>						Abbreviations	
House Transportation Cmte.	2	Vacant				CHRMN Chairman	
		REP Jake Fey, D Alt				CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate Transportation Cmte.	2	SEN Marko Lias, D				DEP MYR Deputy Mayor	
		Vacant Alt				MYR Mayor	
		Vacant, R				MYR Pro Tem	
		Vacant, R Alt				REP Representative	
Voting	32	(Quorum = 14) Quorum Total	20			SEN Senator	
		Total Voting members present	23				



## Puget Sound Regional Council

June 5, 2025

### **CONSENT AGENDA**

**To:** Transportation Policy Board

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

**Subject:** **Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)**

### **IN BRIEF**

Five agencies submitted six projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state, and federal funding through various funding processes, such as the Move Ahead Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend Executive Board adoption of 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 modifications to PSRC's FTA funds. The modifications were found to be consistent with PSRC's project tracking policies.

Intercity Transit (IT) requests to redistribute a total of \$1,220,000 in PSRC's 2024 FTA Earned Share funds from two projects—*FY 2024 Capital Preventive Maintenance* and *FY 2024 Vanpool Vans*— to *FY 2024 Replacement Fixed Route Coaches*. This will allow IT to replace four fixed-route coaches that have met their useful life, which is a higher priority than capital preventive maintenance and van purchases at this time. The Transportation Operations Committee recommended approval of this request at their May 28 meeting.

Community Transit (CT) requests to redistribute \$4,667,387 in PSRC's 2023 and 2024 FTA Equity Formula funds from the *Zero Emissions Transit Revenue Vehicles 2023-2026* project to the *Swift BRT Gold Line* project. The funds were originally awarded to purchase zero-emission buses for the Gold Line project. The bus purchases are delayed

because CT is conducting an extended scoping study with enhanced community engagement and coordination with partner jurisdictions. In addition, the scope of the Gold Line project is modified to add a low-emissions bus option, due to battery range issues and overall difficulty in obtaining 60-foot battery electric buses. The scope for both projects will otherwise remain the same and CT will offset the redistribution with local funds. PSRC staff determined the redistribution meets all requirements related to Equity Formula funding. This request is pending recommendation by the Transportation Operations Committee, which will be finalized and reported at the June 12 Transportation Policy Board meeting.

### **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
BR	Federal Bridge program
MAW	State Move Ahead Washington account
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: June

Year: 2025

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Community Transit	<b>Swift BRT Gold Line</b>	\$4,667,387 Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project receiving redistributed funds from CT-80: Zero Emissions Transit Revenue Vehicles 2023-2026 for Bus Rapid Transit providing fast, frequent service between Everett Station, Marysville, and Arlington's Smokey Point Transit Center.	\$4,667,387 Total				
2. Intercity Transit	<b>FY 2024 Replacement Fixed Route Coaches</b>	\$1,220,000 Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Existing project receiving redistributed funds from IT-12: FY24 Capital Preventive Maintenance and IT-13: FY24 Vanpool Vans for replacement of four fixed route coaches. The funds will go toward the proportion of replacement cost associated with fixed route express coach revenue miles in the Seattle-Tacoma-Everett UZA.	\$305,000 Local				
		\$1,525,000 Total				
3. Kenmore	<b>84th Avenue Pedestrian and Bicycle Project (NE 150th Street - NE 155th Street)</b>	\$3,100,000 State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering, right-of-way, and construction phases for new sidewalk, curb and gutter; new bike lanes on both sides of the street; and a new RRFB crossing.	\$312,000 Local				
		\$3,412,000 Total				
4. Marysville	<b>Ingraham Boulevard and 84th Street NE Pavement Preservation</b>	\$3,602,000 Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering and construction phases for grind and overlay, pavement repair, upgraded curb ramps, and loop/video detection.	\$3,602,000 Total				
5. WSDOT Northwest Region	<b>SR 525 Mukilteo Bridge Over Railroad - Bridge Replacement</b>	\$44,240,459 Federal BR	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	New project programming preliminary engineering, right-of-way, and construction phases for replacement of the SR 525 bridge over railroad tracks in Mukilteo.	\$622,000 MAW				
		\$1,380,766 MVA				
		\$46,243,225 Total				

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
6. WSDOT Northwest Region	<b>I-5 Ship Canal Bridge - Stormwater Treatment Facility</b>	\$10,320,600	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		MAW				
		\$1,676,986				
		State				
	New project programming preliminary engineering and construction phases for an enhanced runoff treatment for the stormwater generated from the Ship Canal Bridge to treat contaminant 6PPD and other pollutants at high volumes, and for WSDOT stormwater retrofits to be integrated with community needs in the urban area.	\$11,997,586				
		Total				



## Puget Sound Regional Council

June 5, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Certification of Comprehensive Plans for Edmonds, Federal Way, Index, Issaquah, Lynnwood, Newcastle, and Sumner**

### IN BRIEF

PSRC staff has reviewed and recommends certification of the 2024 comprehensive plan updates for Edmonds, Federal Way, Index, Issaquah, Lynnwood, Newcastle, and Sumner.

### RECOMMENDED ACTION

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

- **City of Edmonds 2024 Comprehensive Plan ([link](#))**
- **City of Federal Way 2024 Comprehensive Plan ([link](#))**
- **Town of Index 2024 Comprehensive Plan ([link](#))**
- **City of Issaquah 2024 Comprehensive Plan ([link](#))**
- **City of Lynnwood 2024 Comprehensive Plan ([link](#))**
- **City of Newcastle 2024 Comprehensive Plan ([link](#))**
- **City of Sumner 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:

- **Edmonds** adopted its 2024 comprehensive plan update on December 17, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Federal Way** adopted its 2024 comprehensive plan update on December 16, 2025. PSRC staff provided comments on the draft plan in August 2024.
- **Index** adopted its 2024 comprehensive plan update on February 3, 2025. PSRC staff provided comments on the draft plan in December 2024.
- **Issaquah** adopted its 2024 comprehensive plan update on December 2, 2025. PSRC staff provided comments on the draft plan in March 2024.
- **Lynnwood** adopted its 2024 comprehensive plan update on January 27, 2025. PSRC staff provided comments on the draft plan in October 2024.
- **Newcastle** adopted its 2024 comprehensive plan update on March 18, 2025. PSRC staff provided comments on the draft plan in November 2024.
- **Sumner** adopted its 2024 comprehensive plan update on January 6, 2025. PSRC staff provided comments on the draft plan in April 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 acted to recommend certification at its June meeting. The Executive Board will consider policy board recommendations later this month. Additional local plans will be brought forward to recommend for certification at the board's July meeting.

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).



## Puget Sound Regional Council

June 5, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Conditional Certification of Comprehensive Plans for Lake Forest Park and Renton**

### IN BRIEF

PSRC staff has reviewed and recommends conditional certification of the 2024 comprehensive plan updates for Lake Forest Park and Renton.

### RECOMMENDED ACTION

**The Growth Management Policy Board and Transportation Policy Board should recommend that the Executive Board conditionally certify that the transportation-related provisions in the following conform to the Growth Management Act and are substantially consistent with multicounty planning policies and the Regional Transportation Plan, provided that additional amendments are incorporated into the comprehensive plan:**

**City of Lake Forest Park 2024 Comprehensive Plan ([link](#))**

Conditional status is in place until the City of Lake Forest Park completes transportation planning requirements by December 31, 2025. These conditions are described on pages 9-10 of the certification report.

**City of Renton 2024 Comprehensive Plan ([link](#))**

Conditional status is in place until the City of Renton completes transportation planning requirements by December 31, 2025. These conditions are described on page 10 of the certification report.

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 conditional certification of the following adopted comprehensive plans:

- Lake Forest Park adopted its 2024 comprehensive plan update on December 12, 2024. PSRC staff provided comments on the draft plan in November 2024.
- Renton adopted its 2024 comprehensive plan update on November 26, 2026. PSRC staff provided comments on the draft plan in October 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](#). 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.

### **Conditional Certification**

Overall, the comprehensive plans for Renton and Lake Forest Park were well prepared and meet a majority of planning requirements for consistency with the multicounty planning policies, the Regional Transportation Plan, and the Growth Management Act. Both plans are based on thorough research and analysis, respond to community input, and advance important regional policy issues. However, similar issues with the transportation element in both plans should be addressed prior to full certification.

Conditional certification is recommended where a limited amount of additional work is necessary to bring the plan into full conformity with criteria for certification, and where the jurisdiction and PSRC have agreed upon a schedule to make the necessary amendments. Jurisdictions that are conditionally certified will be fully eligible to apply for regional funding and may proceed with projects submitted into the Regional Transportation Improvement Program as long as they are following the agreed-upon schedule. Coordination between the jurisdiction and PSRC will ensure progress is being made toward addressing the identified issue(s). A conditionally certified plan will revert to “not certified” status if the jurisdiction fails to meet the conditions.

### **City of Lake Forest Park Comprehensive Plan**

The City of Lake Forest Park adopted their comprehensive plan on December 12, 2024. PSRC staff reviewed the update and found the plan to be largely consistent with the multicounty planning policies and the Regional Transportation Plan, and to conform to most transportation planning requirements in the Growth Management Act. However, the plan as adopted does not fulfill all the transportation planning requirements of the Growth Management Act, and staff recommend certification with conditions. Specifically, the city should include mapped inventories of existing transportation facilities, updated travel forecasts, a long-range multimodal project list, and a multiyear financing plan. PSRC have been working with the city on the plan update, and the city is committed to updating the transportation element. The city supported conditional certification to allow them to be eligible to compete in PSRC’s fall funding competitions.

### **City of Renton Comprehensive Plan**

The City of Renton adopted their comprehensive plan on November 26, 2024. PSRC staff reviewed the update and found the plan to be largely consistent with the multicounty planning policies and the Regional Transportation Plan, and to conform to most transportation planning requirements in the Growth Management Act. However, the plan as adopted does not fulfill all the transportation planning requirements of the Growth Management Act, and staff recommend certification with conditions. Specifically, the city should include mapped inventories of existing transportation facilities, updated travel forecasts, a long-range multimodal project list, multimodal level of service standards to gauge performance of the system, and a multiyear financing plan. PSRC have been working with the city on the plan update, and the city is committed to updating the transportation element. The city supported conditional certification to allow them to be eligible to compete in PSRC’s fall funding competitions.

## **NEXT STEPS**

The Growth Management Policy Board acted to recommend certification at its June meeting. The Executive Board will consider policy board recommendations later this month. Additional local plans will be brought forward to recommend for certification at

the board's July 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

June 5, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Kitsap County's Ridgetop Boulevard NW, Mickelberry Road to NW Myhre Road Project**

### IN BRIEF

Kitsap County has submitted a request to change the status of the *Ridgetop Boulevard NW – Mickelberry Road to NW Myhre Road* project from "Candidate" to "Conditionally Approved for Right of Way" in the Regional Transportation Plan. The County is awaiting final approvals on the project's environmental documentation, and conditional approval status will allow for expedited processing of the right of way phase once environmental approvals are received. Per PSRC's adopted procedures, requests to change project status require board action.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board authorization of a change to the Regional Transportation Plan project status for Kitsap County's *Ridgetop Boulevard NW, Mickelberry Road to NW Myhre Road* project from "Candidate" to "Conditionally Approved for Right of Way."

### 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. In the case of Conditional Approval for Right of Way, in general full approval by the board would still be required before advancing to the construction phase.

This project will widen Ridgetop Boulevard NW to four lanes with access control to support transit access, widen sidewalks, and add bike lanes and transit shelter pads. The project will also reconstruct intersections at Mickelberry Road and NW Myhre Road, add a mid-block intersection, and add an eastbound lane and bike lane east of NW Myhre Road to the transit center. This project is part of a larger investment on Ridgetop Boulevard NW that extends from Silverdale Way NW to SR 303.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change. Conditional approval is requested so that the County may advance the right of way phase as soon as the environmental documentation has final signatures. Construction of the project is planned to be completed in three segments and the County will need to return to the board to request a change to "Approved" status for each segment prior to construction.

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

<b>Review Criteria</b>	<b>Ridgetop Boulevard NW – Mickelberry Road to NW Myhre Road</b>
<b>Total Project Cost</b>	\$28,894,540
<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>	The NEPA Determination of Non-Significance (DNS) finalization is pending completion of the Biological Assessment review by the National Marine Fisheries Service (NMFS).
<b>Other Planning Requirements</b>	No planning agreements are necessary.
<b>Financial Feasibility</b>	The project design, right of way, and phase 1 construction phases are fully funded with \$3,925,040 of local funds and \$12,492,500 of federal funds. The remaining \$12,477,000 needed

	to fund construction of phases 2 and 3 is currently unsecured. The total project cost is \$28,894,540 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

June 5, 2025

### DISCUSSION ITEM

**To:** Transportation Policy Board

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

**Subject:** **Regional Transportation Plan Outreach and Engagement**

### IN BRIEF

Work to develop the next Regional Transportation Plan has been underway since February 2024. Various outreach activities have already begun with communities and stakeholders, and PSRC has contracted with Uncommon Bridges to conduct comprehensive public engagement prior to adoption of the plan in May 2026. Staff will brief the board on planned outreach activities at the June 12 meeting.

### DISCUSSION

In alignment with PSRC's equitable engagement guidance, a robust public involvement plan has been developed that will guide the outreach and engagement activities to be conducted as part of developing the next Regional Transportation Plan (RTP). Certain activities have already begun, but many more are planned and will be launched in the coming months. These will include the following:

- An online [RTP Engagement Hub](#)
- Summer and fall community tabling events
- Regional public meetings in each county
- Focus groups
- Key stakeholder interviews
- Public comment period

The Transportation Policy Board will be briefed at their June 12 meeting on current and upcoming opportunities to gather public feedback to inform development of the plan.

For more information, please contact Noah Boggess, Senior Public Engagement Specialist, at [nboggess@psrc.org](mailto:nboggess@psrc.org) or 206-464-6170.



## Puget Sound Regional Council

June 5, 2025

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Regional Transportation Plan Financial Strategy and Investments**

### **IN BRIEF**

Between January and April 2025 the board was briefed on various elements of the current transportation system to help provide a foundation and inform development of the next Regional Transportation Plan (RTP) to be adopted in 2026. Staff has also gathered information on available revenues and planned expenditures for the transportation system through 2050, including programmatic expenditures such as maintenance and operational activities as well as system improvements and expansions. Preliminary results of this data were presented to the board in May.

In June, final draft figures will be presented to the board, representing refinements to the data since May and inclusion of the recently passed state budget. Further details on submitted regional capacity projects will also be provided. Over the next two months the board will discuss options for addressing the gap between available revenues and proposed expenditures. This will include revisiting the parameters and scenarios for potential new revenue sources.

### **DISCUSSION**

Work to develop the next Regional Transportation Plan (RTP) has been underway since early 2024. The board identified key policy priorities and recommended the plan's scope of work, which was adopted in December by the Executive Board. The board also discussed preliminary parameters for identifying potential new revenue sources should they be needed as part of the plan's financial strategy. Throughout the first quarter of 2025, the board was briefed on various elements of the current transportation system, including key trends and notable gaps in the system. This information will be published in an interim report and will provide a foundation for



discussion of planned future investments and needs for the transportation system through 2050 in the coming months.

Per federal and state requirements, the RTP must include a financial plan demonstrating how these investments, including maintenance, preservation and operations, can be funded over the life of the plan. The financial plan must include system-wide estimates of both costs and revenue sources that are reasonably expected to be available and should also include recommendations on additional financing strategies necessary to fully fund plan investments and an assessment of their viability.

In coordination with member agencies, PSRC has gathered detailed information on available revenues and planned expenditures for the transportation system through 2050. Data on available revenues - those that are already authorized and are referred to as “current law revenues” – has been collected through the current year and forecast through 2050. Data on proposed investments has been collected for all aspects and modes of the transportation system. This includes the following:

- Maintenance, preservation and operations of the current system and assets across all modes. The default assumption, per preliminary board direction, is that the backlog of maintenance needs is met, and the system is maintained in a state of good repair through the life of the plan.
- System improvements planned across all modes. Information was gathered from city and county comprehensive plans, transit agency plans, the Washington State Department of Transportation and Washington State Ferries. Improvements that do not add capacity to the regional system as defined per established thresholds are considered programmatic investments in the plan.
- Regional capacity projects across all modes. Per federal and state law the regional transportation system is explicitly defined and any projects adding or changing capacity to that system must be explicitly identified and captured in the plan analysis. An application process and plan consistency review was conducted on each project requesting submission into the plan.

At the May 8 meeting, staff reviewed preliminary figures for available revenues and planned expenditures. Additional review and refinements of all datasets has since been concluded, and a final set of figures will be provided in June. Additional information on submitted regional capacity projects will also be provided. A [listing](#) of all proposed projects, including sponsoring agency, title, description, cost and plan consistency framework information is available, as is an [online visualization tool](#) where projects may be viewed on a map and within context of other detailed layers. A summary overview of the projects is provided in Attachment A. Also provided in Attachment A is a brief description of the maintenance and preservation assumptions included in the expenditure figures.

The current law revenue figures have been updated since May to incorporate the recently adopted state budget. Based on these refinements and updates since May, the

gap between available revenues and proposed expenditures is 21%. More details on these figures will be provided at the June 12 meeting. The board will be asked to revisit the previously discussed parameters for potential new revenue sources, and information will be provided on various revenue scenarios. Attachment B includes information on these parameters as well as the various sources under consideration.

Over the next two months, the board will be asked to review the financial strategy figures and address the gap between available revenues and proposed expenditures. In particular, the following two levers will be discussed, with board direction sought in July on one or more scenarios to move forward into modeling and analysis over the summer.

- Levels of investments, including system improvements and assumptions for maintenance and preservation.
- Potential new revenue sources and levels to be included in the plan's financial strategy.

Analysis results would then be brought back to the board in the fall for further discussions and development of a draft plan by the end of the year.

Staff will also build from the information provided earlier in the year regarding gaps in the current transportation system to conduct a similar analysis of the future transportation system based on the draft plan submittals and direction by the board on modeled scenarios. This information is anticipated to be presented in the fall along with the modeling and analysis results.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601 or Craig Helmann, Director of Data, at [chelmann@psrc.org](mailto:chelmann@psrc.org) or 206-389-2889.

## **ATTACHMENTS**

- A. Summary of Proposed RTP Investments
- B. New Revenue Parameters and Sources

## ATTACHMENT A: SUMMARY OF PROPOSED RTP INVESTMENTS

### Regional Capacity Projects Summary

The following is a brief summary of the Regional Capacity Projects submitted for consideration to the next Regional Transportation Plan. As a reminder, any projects adding or changing capacity to the regional system must be explicitly identified and captured in the plan analysis. An application process and plan consistency review was conducted on each project requesting submission into the plan. Improvements that do not add capacity to the regional system as defined per established [thresholds](#) are considered programmatic investments in the plan.

- Total number of projects submitted = 314
- Total cost of all projects submitted (in 2026 dollars) = \$72.7 billion
- 80 projects are new to the plan (i.e., not submitted in previous plans)

#### *Since 2022:*

- 50 projects have been completed
- 87 projects in the currently adopted 2022 plan were not submitted to the 2026 plan – either canceled or deferred

#### *Committed Funding:*

- Of the 314 projects submitted:
  - 121 projects have some level of funding currently committed
    - These 121 projects have a total combined cost of \$54.2 billion, or 75% of the total submitted
    - The committed funding in these projects reflects 28% of the total project costs

#### *Schedule:*

- Of the 314 projects submitted:
  - 37 projects are not scheduled to begin until 2040 or later
  - These 37 projects have a combined total project cost of \$4.1 billion

#### *Plan Consistency Framework:*

- Of the 314 projects submitted:
  - 72 have a total plan consistency grade of 75% or higher
  - 172 have a total plan consistency grade between 50-75%
  - 63 have a total plan consistency grade between 25-50%
  - 7 projects have a total plan consistency grade of 25% or lower

As a reminder, there are nine policy measures by which projects are evaluated, including Supporting Freight, Supporting Employment, Emissions, Puget Sound Land and Water, Transportation Alternatives, Travel Reliability, Support for Centers, Safety & System

Security, and Community Benefits. Project sponsors respond to specific questions under each policy area in the application process. The complete projects report identifies the grade for each measure, as well as the total plan consistency grade of all nine combined.

*Projects by Agency:*

The following table illustrates the number and total costs of projects submitted by each agency.

<b>Agency</b>	<b>Total Cost of Projects</b>	<b>Total Projects</b>
Sound Transit	\$ 41,640,461,620	18
WSDOT	\$ 14,538,324,106	49
Seattle	\$ 3,194,419,634	62
Port of Seattle	\$ 2,185,549,050	3
King County Metro	\$ 2,037,269,216	27
King County	\$ 1,789,862,982	22
Tacoma	\$ 932,055,050	25
Federal Way	\$ 647,800,000	4
Pierce County	\$ 607,171,757	7
Bellevue	\$ 567,409,200	7
Snohomish County	\$ 483,969,287	7
Kitsap Transit	\$ 400,550,559	6
Renton	\$ 352,210,703	7
Community Transit	\$ 351,899,425	3
Bainbridge Island	\$ 321,958,357	2
Fife	\$ 311,803,508	4
Shoreline	\$ 302,860,703	9
Lynnwood	\$ 267,814,102	3
Kent	\$ 201,747,378	3
Bothell	\$ 190,998,230	3
Issaquah	\$ 187,191,608	2
Edgewood	\$ 164,691,700	2
Woodinville	\$ 162,695,423	2
Bremerton	\$ 111,373,723	4
Kitsap County	\$ 99,425,000	1
Everett	\$ 92,573,346	3
Marysville	\$ 85,878,253	4
Maple Valley	\$ 70,816,210	3
Port Orchard	\$ 53,210,727	2
Covington	\$ 52,518,128	3
Pierce Transit	\$ 47,662,500	2
Kirkland	\$ 43,540,828	1
Redmond	\$ 41,092,545	2
Sumner	\$ 40,825,774	1

Bonney Lake	\$ 39,279,417	1
Auburn	\$ 36,234,200	4
Des Moines	\$ 34,968,000	3
Tukwila	\$ 18,273,700	3
<b>TOTAL</b>	<b>\$ 72,708,385,949</b>	<b>314</b>

#### Programmatic System Improvements

Information was gathered from city and county comprehensive plans, transit agency plans, the Washington State Department of Transportation and Washington State Ferries. Improvements that do not add capacity to the regional system as defined per established thresholds are considered programmatic investments in the plan. This may include improvements on local roadways, sidewalks, bicycle lanes, safety improvements, signalization and other efficiency improvements, etc. The sum of all planned investments in these categories from these sources, forecast to 2050, is included in the expenditures table.

#### Maintenance, Preservation and Operations

Information was gathered from surveys or other correspondence with cities, counties, transit agencies and the state on the maintenance, preservation and operational costs across all asset categories. The broad assumptions included in the draft expenditure figures are summarized below.

**Pavement:** Estimates of the costs associated with maintaining and preserving roadway pavement condition for cities, counties and the state.

- For cities and counties, an estimate was developed of the costs to improve pavement condition to a state of good repair, and to maintain the system at the improved level through 2050. The total cost of these expenditures through 2050 = \$24.1 billion.
  - The cost to bring the current system up to a state of good repair for cities and counties (i.e., the backlog), over a 10-year period = \$9.3 billion
- For WSDOT, the combined preservation and maintenance costs – inclusive of pavement, bridges and other assets – through 2050 = \$16.4 billion. *Staff is working with the state to provide additional details on the breakout by category similar to what's shown here and below for cities and counties.*

**Bridges:** Estimates of the costs for routine bridge maintenance, preservation, operation and bridge replacement for cities, counties and the state.

- For cities and counties, cost estimates from the WSDOT Bridge Office were used to estimate annual routine maintenance costs for all local bridges, as well as the replacement of bridges reaching the end of their useful life.
  - 76 local bridges are expected to reach the end of their useful life prior to 2040, with a combined replacement cost of \$3.2 billion

- 44 local bridges are expected to reach the end of their useful life after 2040, with a combined replacement cost of \$1.8 billion
- *See the note above regarding state expenditures in this category.*

Culverts and Stormwater: Estimates of costs associated with maintenance, preservation and replacement of culverts expected to reach the end of their useful life and with correction of fish passage barriers, as well as costs associated with all other stormwater infrastructure, for cities, counties and the state. The total estimated costs by 2050 = \$16.4 billion.

Other maintenance, preservation and operational costs for cities, counties and the state: Estimates of these costs for assets such as traffic control and intelligent transportation systems, administration, pedestrian and bicycle facilities, etc. total \$24.2 billion by 2050.

Local transit maintenance and preservation: Estimates of costs associated with maintaining and preserving transit assets, including vehicle replacement and other capital maintenance. For local transit agencies the combined costs by 2050 = \$11.1 billion.

Local transit operations: Estimates of costs to operate transit at current service levels. For local transit agencies the combined costs by 2050 = \$41.0 billion.

Other local transit maintenance, preservation and costs such as administration = \$0.6 billion.

Sound Transit: Estimates of the combined costs associated with all maintenance, preservation and operations of Sound Transit facilities and services through 2050 is \$49.5 billion. A breakout between these categories is not available at this time.

Washington State Ferries maintenance and preservation costs: Estimates of costs associated with replacing, maintaining and preserving Washington State Ferries vessels and terminals through 2050. The total cost through 2050 = \$6.4 billion.

Washington State Ferries operations: Estimates of costs associated with operating Washington State ferries and terminals through 2050. The total cost of these expenses = \$4.9 billion.

## ATTACHMENT B: NEW REVENUE PARAMETERS AND SOURCES

As discussed by the Transportation Policy Board in the fall of 2024, the preliminary parameters by which new revenue sources would be considered as part of the next Regional Transportation Plan (RTP) financial strategy included the following:

- Sources that could be implemented consistently across the region; and
- Sources that would be more likely to generate higher levels of revenue.

Five specific sources were discussed for further consideration:

- A road usage charge, at some combination of state levels under consideration plus a regional overlay, to begin no earlier than 2035
- An increase to existing vehicle fees or taxes, to be applied to all vehicles on the road
- An increase in the sales tax rate for local transit agencies
- Lifting the county road level cap on property taxes from the current 1%
- An emerging retail delivery fee

At the June 12 meeting, staff will provide scenarios illustrating the revenue potential at different levels of these five sources.

As a reminder, the current RTP includes information on additional potential sources of new revenue. Some of these sources have since been implemented at the state level, while others have lower revenue potential and/or would be implemented on an agency by agency basis, rather than consistently across the region. These sources include:

- Parking surcharges
- Transportation impact fees
- Street utility tax
- Employee tax
- Transit and ferry fare increases

# PSRC Transportation Work Program - Progress Reporting

Progress Chart (Timeline as of June 5, 2025)

## Status

<span style="color: purple;">■</span>	Preparing
<span style="color: teal;">■</span>	In Progress
<span style="color: orange;">■</span>	Complete
<span style="color: gray;">■</span>	Tentative

Project	Status to-date
<b>Regional Transportation Plan</b>	
Alignment of RTP and Funding Cycles	TBD - pending further board discussions
Update RTP Project Plan Consistency Framework	Complete
Board work group to determine 2026 RTP scope of work	RTP Steering Committee, February-September 2024; board action completed November / December 2024
TPB direction on scope of work for 2026 RTP	February through December 2024; complete
RTP development	Q2 2024-Q2 2026
Financial Strategy Refinement	Board discussions Q2 2024 - Q3 2025
<b>PSRC Funding</b>	
2026 Policy Framework for PSRC's Federal Funds	Work to develop the next Policy Framework will begin in Fall 2025
FHWA/FTA Project Selection: Board Action	Board action July 2026
Annual FTA Adjustments Process	Pending, Spring 2025
Rural Town Centers and Corridors Project Selection	Pending, Fall 2025
Transportation Alternatives Project Selection	Pending, Fall 2025
Consolidated Grant Program Regional Rankings	Board action January 2025
<b>Transportation Improvement Program (TIP)</b>	
2025 -2028 TIP Development	Complete
Conduct Equity Analysis of draft 2025-2028 TIP	Complete
Release of 2025-2028 TIP for Public Comment	Complete
Board Action on 2025-2028 TIP	Complete, October 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
<b>Climate: GHG Analysis and Planning</b>	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Complete
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration Outreach	Ongoing
Develop Climate Implementation Strategy with Partners	CPRG planning work underway with partners, Preliminary Climate Action Plan submitted to EPA March 1, 2024, Comprehensive Climate Action Plan due December 2025
PSRC Board Progress Briefings	Ongoing
<b>Regional Safety Plan</b>	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 complete
Research current plans, roles and responsibilities	Complete, included in the draft Regional Safety Action Plan
Convene Stakeholders	Complete - Regional Safety Summit held June 29, 2023
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Complete - General Assembly adoption May 2025
<b>Performance Measures and Dashboard</b>	
<i>Align with Equity Tracker, other related monitoring efforts</i>	



Identify Measures	Complete
Develop Dashboard Outline for Board Feedback	Complete
Assemble Data	Initial set complete; ongoing and continuous
Publish Draft Dashboard	Complete
Refinement and Updates	Ongoing
Annual Board Briefings	Briefing February 2024 and annually thereafter; information being captured in the RTP current system briefings in 2025
<b>Active Transportation Plan Repackaging</b>	
Repackage Active Transportation Plan	Complete
<b>ADA Transition Plan Technical Assistance</b>	
Research current plans, roles and responsibilities	Preliminary research complete; moving to monitoring role
Board Briefing and Discussion	TPB briefing June 2023
<b>Annual Transit Integration Report</b>	
Report Development	Complete
Publish Report	Released November 2023
<b>Big Ideas/Transformational Planning</b>	
Regional Convenings to Support Effort	TBD - pending further board discussions
Future of HCT Regional Convening	TBD - pending further board discussions
<b>Data Collection, Analysis, Performance Metrics</b>	
Data collection, maintenance of viz tool and improvements	In Progress
Equity, EJ analysis methodology improvements	Q4 2024-Q1 2025
<b>RTP Financial Strategy</b>	
Collaborate with Partners on Implementation Steps	Early board discussions complete; draft plan figures to be prepared for May-July discussions of investment levels.



## Puget Sound Regional Council

June 5, 2025

### INFORMATION ITEM

**To:** Transportation Policy Board

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

**Subject:** **Regional Electric Vehicle Charging Infrastructure Plan**

### IN BRIEF

In collaboration with PSRC, the Puget Sound Clean Air Agency (PSCAA) is preparing to issue a Request for Proposals for development of a Regional Electric Vehicle (EV) Charging Infrastructure Plan.

PSCAA and PSRC have partnered to advance transportation electrification efforts throughout the region via the Puget Sound Regional Electric Vehicle (REV) Collaborative since 2019. This collaboration with participating cities and counties surfaced a desire for a regional EV charging infrastructure plan.

Meeting transportation electrification goals will require coordinated infrastructure buildout. A regional approach to infrastructure will enhance collaboration and make our region more competitive for funding opportunities. PSCAA is currently collaborating with staff from King, Kitsap, Pierce, and Snohomish Counties to understand regional needs for the plan.

If you would like more information or have questions about the Regional EV Charging Infrastructure Plan, please reach out to [PugetSoundREV@pscleanair.gov](mailto:PugetSoundREV@pscleanair.gov).