



Puget Sound Regional Council

Regional Staff Committee | Remote Only

Date: Tuesday, June 17, 2025 from 9:30-11:30 am

- 1. Welcome and Introductions (9:30)** – *Kelly Snyder, Snohomish County*
- 2. Reports (9:35)**
 - a. Meeting Summary for May 15, 2025*
 - b. PSRC Announcements and Updates
- 3. Discussion Item (9:45)**
 - a. UW Evans School of Public Policy & Governance Certificate Programs* – *Steve Page, University of Washington*
- 4. Discussion Item (10:00)**
 - a. Regional Transportation Plan Financial Strategy and Investments* – *Kelly McGourty, PSRC*
- 5. Discussion Item (10:30)**
 - a. Regional Economic Strategy: Local Economic Development Discussion* – *Jason Thibedeau, PSRC*
- 6. Information Items**
 - a. Regional Electric Vehicle Charging Infrastructure Plan*
 - b. 2030 Census Local Update of Census Addresses (LUCA) Operation*
- 7. Next Meeting: July 17, 2025 – This meeting will be hybrid, with a lunch to follow.**
- 8. Adjourn (11:30)**

*Supporting materials attached.

Zoom Remote Connection Details

- To join via a smart device or web browser, go to <https://psrc-org.zoom.us/j/86160332142?pwd=NctOvYle3zNiGPJmeYAKwbfnI5NAwz.1> and enter Meeting ID: 861 6033 2142 and Passcode: 967817.
- To join via phone, call 877 853 5257 US Toll-free or 888 475 4499 US Toll-free and enter Meeting ID: 861 6033 2142 and Passcode: 967817.

- 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

Regional Staff Committee Meeting Summary

Date: May 15, 2025

Location: Remote Only

Presentations from the meeting are available on the PSRC website:

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

Audio recording of the meeting is available by request.

Introductions and Announcements

Kelly Snyder, Co-Chair, called the meeting to order at 9:30 am. Participants were asked to view the meeting attendance on the “chat” feature on Zoom, and phone-in participants were asked to identify themselves verbally.

Reports

Ben Bakkenta, Director of Regional Planning, welcomed members. He asked members to share the Summer Planning Academy application with their networks, and reminded the committee that the Regional Household Travel Survey is underway. Ben shared that the PSRC General Assembly would be held on May 22, with guest speaker Shailen Bhatt, former head of the Federal Highways Administration. Finally, he encouraged members to register for the Transfer of Development Rights (TDR) and Land Conservation and Local Infrastructure Programs (LCLIP) workshop hosted by the Washington State Department of Commerce on June 11.

Discussion: Federal and State Government Relations Updates

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, briefed the committee on recent federal and state activity and policy proposals.

You can view the presentation [here](#).

For more information, contact Robin Koskey, Director of Communications and Government Relations, at rkoskey@psrc.org.

Discussion: Comprehensive Plan Certification Update

Liz Underwood-Bultmann, Principal Planner, briefed the committee with an update on progress to review and certify 2024 comprehensive plans.

You can view the presentation [here](#).

For more information, contact Liz Underwood-Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.

Discussion: Regional Transportation Plan: Current System Report & Work Plan

Over the last four months, the Transportation Policy Board has been 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 May 2026. Staff have also been gathering information on available revenues and planned expenditures for the transportation system through 2050. This includes programmatic expenditures such as maintenance and operational activities as well as system improvements and expansions.

Kelly McGourty, Director of Transportation Planning, provided the committee with preliminary results of these financial figures, including information on the board's feedback to preliminary information provided at their May meeting. Feedback from the committee will assist staff in developing materials for the June board meeting.

You can view the presentation [here](#), and the Surface Transportation Reauthorization Recommendations [here](#).

For more information, contact Kelly McGourty, Director of Transportation Planning, at kmcgourty@psrc.org.

Adjourn

The meeting adjourned at 11:00 am.

Members and Alternates Represented at the Table

See attached attendance roster.

PSRC Staff and Other Guests Present

Mikayla Svob, PSRC
 Robin Koskey, PSRC
 Paul Inghram, PSRC
 Kelly McGourty, PSRC
 Alyssa Quinn, PSRC
 Katie Enders, PSRC
 Jason Thibedeau, PSRC
 Liz Underwood-Bultmann, PSRC
 Noah Boggess, PSRC
 Ted Vanegas, Washington State Dept. of Commerce
 Gil Cerise, PSRC
 Brian Lee, PSRC
 Nancy Ferber, PSRC
 Healthy Communities
 Josh Brown, PSRC

Jeff Aken, Washington State Dept. of Commerce
Pauline Mogilevsky
David Paine, City of Kent
MElsawi
Carol Naito, PSRC
Darren Groth, Snohomish County LRP

ATTACHMENTS:

- A. RSC Member Attendance for the May 15, 2025, Meeting

PSRC Regional Staff Committee - Attendance Roster

2.a - Att. A

Jurisdiction		Member		Jurisdiction		Member	
King County	2	Ivan Miller, King County Executive Office	R	Federal, Regional, State, Tribal & Other Agencies			
		McCaella Daffern, King County	R	FHWA	1	Matthew Pahs, Community Planner	
		Rebecca Maskin, Demographer Alt				Vacant Alt	
		Valerie Kendall, King County Alt		FTA	1	Danielle Casey	
At-Large	2	Vacant				Vacant Alt	
		Kwame Simmons, Policy Advisor Alt		Health	1	Cristina Ciupitu-Plath, Snohomish County	R
		Dan Cardwell, Local Services/Utilities, King Co				Richard Gelb, King County Alt 1	
		Susan McLain, Local Services/Subarea Planning Alt				Jennifer Halverson Kuehn, Tacoma/Pierce Health Alt 2	
Transit	1	Peter Heffernan, King Co Metro	R	Ports	1	Geri Poor, Port of Seattle, Gov. Affairs	
		Hester Serebrin, King County Metro Alt				Deirdre Wilson, Northwest Seaport Alliance Alt	R
Economic Dev.	1	Amie Danielewicz, King Co Exec Office Alt		PSCAA	1	Jennifer Keene, Program Director	R
		Jesse Reynolds, Local Services/Econ Dev Alt				Kathy Strange, Air Quality Programs Alt	
Seattle	2	Michael Hubner, OPCD	R	Puget Sound	1	Larry Epstein, Deputy Director	
		Jonathan Lewis, SDOT	R	Partnership		Bebhinn Dechery Alt	R
		Jim Holmes, OPCD Alt		Sound Transit	1	Alex Krieg, Planning & Innovation	R
		Joanna Valencia, SDOT Alt				Vacant Alt	
Bellevue	1	Thara Johnson, Planning Manager, Comm Dev	R	Tribal	1	Vacant	
		Lacey Jane Wolfe, Alt	R	Representatives		Vacant Alt	
		Laura Benjamin-LaPitz, Alt	R	US EPA	1	Susan Sturges	R
Cities/Towns	3	Minnie Dhaliwal, City of Issaquah	R			Erik Peterson Alt	R
		Eric Perry, City of Renton	R	US HUD	1	Vacant	
		Mark Rigos, City of North Bend				Vacant Alt	
		John Vicente, City of Kenmore, Alt	R	WA Dept. of	1	Grace Yoo	
		Becky Frey, City of Redmond, Alt	R	Commerce		Keith Swenson	
		Rhonda Ender, City of Carnation, Alt	R	WSDOT	1	April Delchamps, WSDOT	R
Kitsap County	1	Rafe Wysham, Kitsap County	R			Matthew Kenna, WSDOT Alt	
		Scott Diener, Alt		PSRC Committees			
At-Large	1	Heather Wright, Planning Director		PSRC Co-Chair	1	Ben Bakkenta, Director of Regional Planning	R
		Patty Charnas, Bainbridge Island Alt		RPEC	1	Doug McCormick, RPEC Chair	
Transit	1	Edward Coviello, Kitsap Transit				Shane Weber, RPEC Vice Chair	
		Vacant Alt		R = Remote attendance			
Economic Dev.	1	Joe Morrison, KEDA					
		Vacant Alt					
Bremerton	1	Andrea Spencer, Community Dev, Co-Chair	R				
		Garrett Jackson, Planning Manager, Alt					
Cities/Towns	1	Nick Bond, Comm Development, Port Orchard	R				
		Patty Charnas, Bainbridge Island Alt					
Pierce County	1	Mike Galizio, Transportation Planning Supervisor	R				
		Alon Bassok, PPW Long Range Planning Manager, Alt					
At-Large	2	Tiffany Speir, Lakewood, Planning	R				
		Jason Sullivan, Bonney Lake, Planning, Co-Chair	R				
		Ryan Windish, Sumner, Alt					
		Angelie Stahlnecker, Milton, Alt					
Transit	1	Andrew Arnes, Pierce Transit	R				
		Darin Stavish, Pierce Transit, Alt					
Economic Dev	1	Rob Allen, Economic Development					
		Vacant Alt					
Tacoma	1	Peter Huffman, Planning & Dev Svcs					
		Vacant					
Cities/Towns	1	Kendall Wals, Puyallup	R				
		Chris Larson, Fife, Alt					
Snohomish County	1	Mike McCrary, PDS Director					
		David Killingstad, Planning & Development					
At-Large	2	Kelly Snyder, Director, Co-Chair	R				
		Ken Klein, Executive Director					
		Jay Larson, Public Works Supervisor, Alt					
		Joshua Dugan, Exec Operations Officer, Alt					
Transit	1	Melissa Cauley, Community Transit					
		Sabina Araya, Everett Transit Alt	R				
Economic Dev	1	Mike Fong, Economic Dev					
		Vacant Alt					
Everett	1	Yorik Stevens-Wajda, Planning Director	R				
		Alice Ann Wetzel, Long Range Planning Mgr	R				
Cities/Towns	1	Russ Wright, Lake Stevens, Comm Dev. Director	R				
		Karl Almgren, Lynnwood, Alt					
Total Members	45		Attended	35			



Puget Sound Regional Council

June 17, 2025

DISCUSSION ITEM

To: Regional Staff Committee

From: Ben Bakkenta, Director of Regional Planning

Subject: **UW Evans School of Public Policy & Governance Certificate Programs**

IN BRIEF

Steve Page, Associate Professor at the University of Washington Evans School of Public Policy & Governance, will present information about two professional graduate certificate programs designed for local government leaders.

BOARD CALENDAR

This agenda item is intended to provide information to Regional Staff Committee members.

DISCUSSION

Professor Steve Page of the UW Evans School will brief the committee on two of its graduate certificate programs aimed at providing professional development opportunities for staff in local government.

The Evans School's new graduate certificate in *Building Resilient Local Governments* is designed to equip local government officials with the knowledge, skills, and tools needed to build organizational resilience and respond to the increasingly complex challenges they face.

The graduate certificate in *Leading Public Innovation* fosters policy and program innovations that make services more convenient, streamlined, and human centered by infusing the work of public service with imagination, creativity, and possibility.

See attachments A and B for more information about the certificate programs.

NEXT STEPS

Professor Page will answer any questions that Regional Staff Committee members may have about the certificate programs.

For additional information, please contact Ben Bakkenta, Director of Regional Planning, at bbakkenta@psrc.org or 206-971-3286.

ATTACHMENTS

- A. Building Resilient Local Governments
- B. Leading Public Innovation

GRADUATE CERTIFICATE

BUILDING RESILIENT LOCAL GOVERNMENTS

The Evans School's new graduate certificate in *Building Resilient Local Governments* is designed to equip local government officials with the knowledge, skills, and tools needed to build organizational resilience and respond to the increasingly complex challenges they face.

Building Resiliency

Local and regional governments are essential to addressing the most pressing policy problems of our time. This eight-month program prepares leaders to build resiliency and overcome challenges unique to their local contexts.

Designed for local government leaders, this program runs from January through August with flexible, hybrid course schedules accessible to working professionals. Over three quarters, students will take three core courses and complete a capstone experience.

Students who successfully complete the certificate are eligible to apply for admission to our Executive MPA program, counting some completed credits towards this degree or other Evans School graduate certificates.

Why Evans?

Over the past 60 years, the Evans School has built a reputation as one of the top public policy and management schools in the nation. Our faculty members are recognized for their cutting-edge scholarship and renowned as some of the best educators of public policy and governance in the country. They are driving change and shaping innovative policy solutions in communities worldwide.



Program Outcomes

Local government leaders better:

understand differences, overcome barriers, engage diverse stakeholders, and identify and implement relevant equity-centered approaches to move towards inclusivity within their communities;

respond with awareness, equity, effectiveness, and agility in high stress settings;

design and manage resilient and diverse partnerships.

Requirements

- Local government leader committed to building capacity for resilience within their context
- Bachelor's degree
- Not currently enrolled at Evans School
- Submit application by Fall quarter deadline

Organizational Partnerships

The Evans School partners with membership organizations representing local government officials, including the WCMA, to co-design course content and provide fellowships to members participating in this certificate.



Timeline

FALL QUARTER

Application deadline

Participants notified

Online orientation

WINTER QUARTER

Leading for Equity (4 Credits)

SPRING QUARTER

Collaborative Management Across Sectors (4 credits)

SUMMER QUARTER

Methods for Engaging Communities (4 credits)

Capstone: Simulation in Resiliency (3 credits)

Capstone Experience



Interested in Learning More?

Contact:

Steve Page, Faculty Program Director
 evansadm@uw.edu



GRADUATE CERTIFICATE

LEADING PUBLIC INNOVATION

The University of Washington (UW) Evans School's graduate certificate in Leading Public Innovation fosters policy and program innovations that make services more convenient, streamlined, and human centered by infusing the work of public service with imagination, creativity, and possibility.

Leadership for Transformative Change

Today's fiscal constraints, community needs, and urgency to revitalize public institutions demand new approaches to innovation. This certificate program helps public service professionals lead transformative change to improve customers' experiences of public programs and services using applied knowledge, frameworks, and tools drawn from research, theory, and practice.

Participants take four graduate courses over eight months at UW, delivered in formats accessible to working professionals. Experiential, interactive coursework and customized learning enable them to co-create improvements in the public systems and services they manage. Participants improve their ability to:

- Apply human-centered design and engagement methods to improve the speed, accessibility, uptake, equity, and effectiveness of public programs and services;
- Think strategically and act courageously;
- Collaborate across agencies to integrate knowledge and transform institutional operations and service delivery using a tool kit of shared practices and terms.

Pathway to MPA or Executive MPA Programs at Evans

Participants who successfully complete the certificate are eligible to apply for admission to our MPA or Executive MPA programs, counting some completed credits towards their degree.



Who Can Participate?

The program welcomes both individual applicants and participants joining as part of an organizational partnership with the Evans School. The program is designed especially for directors and program managers at large public agencies who are well-positioned to lead innovation and manage the redesign of public services at their institutions.

Organizational Partnerships

The Evans School partners with local governments, state agencies, and other employers to increase individual and organizational potential and improve results by:

Decreasing tuition for participants. Program costs are shared evenly by 1) the employer, 2) the Evans School, and 3) the participant.

Offering priority access to other Evans School supports for innovation, including the Evans Public Innovation Collaborative, our Public Redesign Toolkit, MPA student internships, and Consulting Lab Research by MPA students and faculty.

Individual Applicants

Individuals are welcome to apply to the program without an Evans School organizational partner affiliation.

Requirements

Leader committed to making change that advances equity and inclusion
Bachelor's Degree
Not currently enrolled at Evans School
Submit application by fall quarter deadline



Timeline



Contact:

Steve Page, Faculty Program Director
evansadm@uw.edu



Puget Sound Regional Council

June 17, 2025

DISCUSSION ITEM

To: Regional Staff Committee

From: Kelly McGourty, Director of Transportation Planning

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

IN BRIEF

Between January and April 2025, the Transportation Policy 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, and in June the board will review and discuss final draft figures.

At the June 17 Regional Staff Committee meeting, staff will review the materials presented to the board and the discussion of options for addressing the gap between available revenues and proposed expenditures.

BOARD CALENDAR

The Transportation Policy Board is leading on this topic with relevant information coming to the board monthly, through spring 2026. Between May and July the board is reviewing available revenues and proposed expenditures for the next plan, and in July will be asked to direct staff to move forward one or more plan scenarios into modeling and analysis over the summer. 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.

DISCUSSION

Per federal and state requirements, the RTP must include a financial plan demonstrating how all transportation 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.

In May, preliminary figures of available revenues and planned expenditures was reviewed with the board and advisory committees. 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%. The Transportation Policy Board will be reviewing these figures at their 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.

NEXT STEPS

The Transportation Policy Board will be asked to provide direction to staff at the July meeting on one or more plan scenarios to move forward into modeling and analysis over the summer. These scenarios could include different levels and/or types of investments based on the discussions noted above. 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. In addition, outreach and engagement activities have begun and will continue through development of the draft plan and its release for public comment. The Regional Staff Committee will continue to be briefed as development of the plan moves forward.

For more information, please contact Kelly McGourty, Director of Transportation Planning, at kmcgourty@psrc.org or 206-971-3601 or Gil Cerise, Program Manager, at gcerise@psrc.org or 206-971-3053.

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.

Agency	Total Cost of Projects	Total Projects
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
TOTAL	\$ 72,708,385,949	314

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



Puget Sound Regional Council

June 17, 2025

DISCUSSION ITEM

To: Regional Staff Committee

From: Jason Thibedeau, Economic Development Program Manager

Subject: **Regional Economic Strategy: Local Economic Development Discussion**

IN BRIEF

Staff will discuss the draft SWOT analysis, analysis on employment data, goals from comprehensive plans at the local jurisdictional level, and gather input from the committee to inform the update to the Regional Economic Strategy.

BOARD CALENDAR

Feedback from the Regional Staff Committee and other stakeholder input will be discussed with the Economic Development District Board at its September 2025 meeting.

DISCUSSION

The Central Puget Sound Economic Development District (EDD) is responsible for updating the region's Comprehensive Economic Development Strategy (CEDS) every five years. The CEDS is designed to build capacity and guide the economic prosperity and resiliency of a region, building off other regional planning efforts. The CEDS is required to include a summary background of the region's economic conditions, a SWOT analysis, and a set of strategies to address the identified challenges and opportunities.

Implementation of the CEDS is accomplished by a broad set of regional stakeholders, highlighting important ongoing economic development programs and initiatives as well as identifying new opportunities for implementation. Adoption of a regional CEDS

enables local jurisdictions and eligible organizations to qualify for funding under U.S. Economic Development Administration programs. The EDD Board adopted the current CEDS, referred to locally as the Regional Economic Strategy (RES), at its December 2021 meeting. The EDD is required to adopt an updated 5-year CEDS by the end of 2026.

To inform the development of the strategy, staff is coordinating the development of a regional profile and SWOT (Strengths, Weaknesses, Opportunities & Threats) analysis. The SWOT analysis will be informed by other recent economic strategies and analysis, as well as changes to state and federal policy and funding. Staff is also seeking input from PSRC boards and committees, regional economic stakeholders, and the public. To enable a broad set of input, staff have developed an RES Engagement Hub, which will provide an opportunity for stakeholders and the public to review a draft SWOT analysis, provide input on the challenges and opportunities that the region faces, and what needs to be done to address them.

A draft SWOT analysis has been developed, assessing high level challenges and opportunities that the region's economy is facing. This has been organized around four goal areas: Economic Opportunity, Quality of Life, Global Competitiveness, and Business Climate. The Regional Economic Strategy will include a focus on economic development in local jurisdictions. Staff have analyzed covered employment at the local level as well as economic development elements of local comprehensive plans to identify commonalities amongst communities.

At the June RSC meeting, staff will provide an overview of the draft SWOT analysis, analysis of local employment and economic development goals, and lead a discussion to gather feedback from committee members to help inform the Regional Economic Strategy.

NEXT STEPS

Staff will perform outreach this spring and summer to help inform the regional economic analysis.

For more information contact Jason Thibedeau, Economic Development Program Manager, at jthibedeau@psrc.org or 206-389-2879.



Puget Sound Regional Council

June 17, 2025

INFORMATION ITEM

To: Regional Staff Committee
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.



Puget Sound Regional Council

June 17, 2025

INFORMATION ITEM

To: Regional Staff Committee

From: Carol Naito, Program Manager

Subject: **2030 Census Local Update of Census Addresses (LUCA) Operation**

IN BRIEF

The U.S. Census Bureau is beginning preparations for the 2030 Census, including its Local Update to Census Addresses (LUCA) operation. This memo provides links to several informational resources for local jurisdictions regarding how to get ready for and participate in LUCA.

DISCUSSION

The 2030 Census Local Update of Census Addresses (LUCA) operation is an opportunity for officials of tribal, state, and local governments to engage with the 2030 Census by reviewing and commenting on the U.S. Census Bureau's master address list prior to the 2030 Census.

The Census Bureau relies on a complete and accurate address list to reach every living quarter and associated population for inclusion in the decennial census. LUCA provides an opportunity for governments to participate in reviewing this address list.

Participation in LUCA is not required, but governments may want to get involved for several reasons:

- Support work to keep the U.S. Census Bureau's address list updated
- Support a complete and accurate census count
- Impact access to federal funding

Here are several resources available to inform your local jurisdiction about LUCA:

1. **Webinar:** [LUCA: Improving Census Data. Here's How, Starting Now ...](#)

This webinar – scheduled for ***Friday June 13, 12PM Mountain Standard Time*** – provides an introduction to LUCA that includes a local 2020 Census success story from the City of Issaquah

2. **LUCA resource kit:** [The LUCA Process: A Local Government's Guide to the Census Address Review - National League of Cities](#)
3. **2030 Census LUCA webpage:** [Local Update of Census Addresses \(LUCA\) Operation](#)

NEXT STEPS

PSRC will continue to share 2030 Census informational materials with our member jurisdictions as they become available.

For questions, please contact Carol Naito, Program Manager – Data Applications, at cnaito@psrc.org or 206-464-7535.