



**Revised
Meeting Agenda**

Executive Board

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

Hybrid Meeting – PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 813 9645 2484, Passcode: 653432

Attend

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

Provide public comment

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

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

1. Call to Order (10:00) – *Executive Dave Somers, President*

2. Communications and Public Comment

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

3. President's Remarks

4. Executive Director's Report

5. State Legislative Update (10:30) – *Robin Koskey, PSRC*

6. Committee Report

- a. Operations Committee – *Executive Ryan Mello, Vice President*

7. Consent Agenda - Action Items (10:45)

- a. Approve Minutes of Meeting Held April 24, 2025
- b. Approve Vouchers April 14, 2025, Through June 2, 2025, in the Amount of \$2,901,299.64
- c. Adopt 2025 Update to PSRC's Title VI Plan
- d. Approve Contract Authority to Extend On-Call GIS/IT Consultant Support for FY 2026-2027
- e. Approve Contract Authority for Regional Economic Model Purchase and Lease
- f. Authorize Budget Amendment and Increase Contract Authority for the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program
- g. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- h. Approve Project Tracking Exception Requests
- i. Authorize a Change in the Regional Transportation Plan Project Status for Kitsap County's Ridgetop Boulevard NW, Mickelberry Road to NW Myhre Road Project
- j. Approve Certification of Comprehensive Plans for Covington, Edmonds, Edgewood, Enumclaw, Federal Way, Fircrest, Granite Falls, Index, Issaquah, Kenmore, Kirkland, Lake Stevens, Lynnwood, Milton, Newcastle, Redmond, Sammamish, Shoreline, Skykomish, Snohomish, and Sumner

8. Action Item (10:50)

- a. Approve Conditional Certification of Comprehensive Plans for Lake Forest Park and Renton – *Liz Underwood-Bultmann, PSRC*

9. Discussion Item (11:00)

- a. Federal Legislative Update – *Leslie Polner and Lauri Hettinger, Holland & Knight*

10. Discussion Item (11:20)

- a. Regional Transportation Plan Financial Strategy and Investments – *Kelly McGourty, PSRC*

11. Executive Session (11:45) (Added)**

- a. Executive Session Regarding Potential Litigation Pursuant to RCW 42.30.110(1)(i)

12. Information Item

- a. New Employee Status Report

13. Other Business

14. Next Meeting: Thursday, July 24, 2025, 10:00 a.m. – 12:00 p.m.

15. Adjourn (12:00)

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



June 5, 2025

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

The Growth Management Policy Board recommends the Executive Board certify the comprehensive plan updates for Edmonds, Federal Way, Index, Issaquah, Lynnwood, Newcastle, and Sumner. [View video](#) and [presentation](#).

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

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

The Growth Management Policy Board recommends the Executive Board conditionally certify the comprehensive plan updates for Lake Forest Park and Renton until both jurisdictions complete transportation planning requirements by December 31, 2025. [View presentation](#).

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

Addressing Racially Disparate Impacts in Comprehensive Plans

The board was briefed by students from the University of Washington Evans School Consulting Lab on a report addressing racially disparate impacts in comprehensive plans. The Growth Management Act require plans to address racially disparate impacts (RDI), exclusion and displacement (HB 1220). The student team conducted a study of housing policies developed by local communities. Findings in the report include that the use of targeted community engagement correlates with strong local policies and that cities do not have a shared understanding of RDI, displacement and exclusion. The report recommends that elected officials and government leaders support planners through collaborative governance, develop a shared understanding of displacement, RDI and exclusion, and monitoring the impact of HB 1220. The final report will be published in June. [View presentation.](#)

For additional information, please contact Paul Inghram, Director of Growth Management, at pingham@psrc.org.

Home in Tacoma Ownership Incentives

The board was updated on the work the City of Tacoma has done to support homeownership through its Home in Tacoma housing program. Home in Tacoma addresses middle housing and a range of strategies to increase housing opportunities, which includes incentives for ownership. [View presentation.](#)

For additional information, please contact Paul Inghram, Director of Growth Management, at pingham@psrc.org.

Recap of the 2025 Legislature

The board reviewed the outcome of the 2025 Legislative Session with the Department of Commerce and PSRC staff. The 2025-2027 biennial operating budget for the state is \$77.8b, and revenue from passed bills is projected to raise \$9.4b over four years. Some notable bills related to planning include the Housing Accountability Act (SB 5148) and Transit-Oriented Development (HB1491). With the passage of HB 1491, PSRC and Commerce will be working to determine where and how the bill applies. [View presentation.](#)

For additional information, please contact Paul Inghram, Director of Growth Management, at pingham@psrc.org.

Economic Development District Board | At Work



June 4, 2025

Regional Economic Strategy Update

Staff provided an update on the Regional Economic Strategy. At the March meeting, staff provided an overview of the two-phased approach to the development of the updated Regional Economic Strategy, with the first phase focusing on the development of a summary background and a SWOT analysis. This June, the Regional Staff Committee will hold a jurisdiction discussion and an ADO discussion with regional ADO's and the Tacoma Pierce Chamber. The Regional Economic Strategy hub will open in the summer. The analysis and feedback will serve as a foundation for the implementation plan and evaluation framework in 2026. [View video](#) and [presentation](#).

2026 FIFA World Cup

Staff from the Seattle Metropolitan Chamber of Commerce, Pacific NorthWest Economic Region (PNWER) and other regional leaders provided an overview and impacts related to FIFA World Cup 2026 activities. The 2026 FIFA World Cup will be held from June 11- July 19, 2026, and will be hosted by 16 cities in Canada, Mexico and the United States. Seattle will be one of the host cities for the tournament and is estimated to receive around 750,000 visitors. Visit Seattle projects the tournament will generate \$929 million in economic impact in King County. [View presentation](#).

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

Action Item: Adopt Fiscal Years 2026-2027 Budget and Work Program

The board adopted the budget for the Economic Development District element of PSRC's Fiscal years 2026-2027 Budget and Work Program.



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board

Thursday, April 24, 2025

Hybrid Meeting, PSRC Board Room

CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:00 AM by Mayor Becky Erickson, PSRC President. A video of the meeting was streamed live as well as recorded and is available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live. Roll call determined attendance and that a quorum was present.

COMMUNICATIONS AND PUBLIC COMMENT

Written public comment was submitted by Larry Leveen, ForeverGreen Trails.

PRESIDENT'S REMARKS

President Becky Erickson thanked members for their participation and welcomed King County Executive Shannon Braddock and WSDOT Acting Assistant Secretary Ron Pate as the newest members of the Executive Board.

She reminded the board that the PSRC General Assembly will take place on May 22, from 10:00 AM to 1:00 PM at the Seattle Convention Center – Summit Building. Registration is now open, and members are encouraged to sign up as soon as possible.

In preparation for the General Assembly, she noted that the Nominating Committee will meet on May 14 to propose candidates for the positions of PSRC President and Vice President. She noted that she will serve as Chair of the Committee.

EXECUTIVE DIRECTOR'S REPORT

Josh Brown Updates and Announcements:

- Reflected on the passing of Senator Bill Ramos, offering thoughts and prayers to King County Councilmember Sarah Perry.
- Recent outreach included meetings with Pierce County Executive Ryan Mello, Tukwila Mayor Thomas McCloud, Kirkland Mayor Kelli Curtis and Deputy Mayor Jay Arnold, Seattle Councilmember Bob Kettle, and Pierce County Councilmember Robyn Denison.
- Provided highlights from the Civic Cocktail Panel, which featured Michelle Allison from METRO, Nadia Anderson from Sound Transit, and special guest Dow Constantine.

- Noted that looking ahead to the General Assembly, Shailen Bhatt, former FHWA Administrator, will join as the keynote speaker.
- Invited board members to view the project timeline on the wall outside the boardroom.

LEGISLATIVE UPDATE

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

COMMITTEE REPORTS

Vice President and Chair of the Operations Committee, Executive Somers, reported on the outcomes of today's Operations Committee meeting. The committee recommended approval of vouchers dated March 12, 2025, through April 7, 2025, in the amount of \$1,416,765.66. The committee approved contract authority for travel modeling software, ongoing administrative support contracts, and a resolution appointing the Executive Director to receive claims. The committee also recommended adoption of the Fiscal Year 2026–2027 Biennial Budget and Work Program.

CONSENT AGENDA

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

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

The motion passed unanimously.

ACTION ITEMS

Recommend the Adoption of Fiscal Years 2026-2027 Biennial Budget and Work Program

Andrew Werfelmann, PSRC Budget Manager, briefed the board on the Proposed FY 2026–2027 Biennial Budget and Work Program, which is scheduled for adoption by the General Assembly on May 22, 2025. The proposed budget totals \$41.8 million and supports PSRC's continued responsibilities as the region's federally designated Metropolitan Planning Organization and state-designated Regional Transportation Planning Organization. The Operations Committee developed the budget, with the process beginning in September

2024. The draft was reviewed by relevant PSRC boards in January 2025, with no changes proposed. Funding sources include federal grants (approximately 80%), state grants (5%), and local funds (15%).

ACTION: It was moved and seconded (Somers/Simpson) to: (1) Recommend that the Executive Board approve the Proposed FY 2026-2027 Biennial Budget and Work Program and recommend adoption by the General Assembly on May 22, 2025. And (2) Recommend that the General Assembly adopt Resolution PSRC-A-2025-01 authorizing the submittal of the adopted Fiscal Year 2026-2027 Biennial Budget and Work Program.

The motion passed unanimously.

Recommend the Adoption of the Regional Safety Action Plan

Ben Bakkenta, PSRC Director of Regional Planning, presented an update on the Regional Safety Action Plan (RSAP), which was released for public comment from mid-January through February 14, 2025. Approximately 60 comments were received from the public, PSRC member jurisdictions, and partner organizations. These were categorized by topic and reviewed by staff, with proposed technical corrections and revisions documented in Attachment A starting on page 42 of the agenda packet. The Transportation Policy Board reviewed and recommended adoption of the revised draft at its April 10 meeting.

Development of the RSAP began in fall 2023, following the June 2023 Regional Safety Summit and the awarding of a Safe Streets and Roads for All (SS4A) planning grant from USDOT. The Executive Board has received regular updates throughout the 15-month development period. Public comment opportunities included an online engagement hub, email, direct mail, and public board meetings. A detailed comment-response spreadsheet is available on PSRC's website. Final adoption of the RSAP is scheduled for the May 22, 2025 General Assembly meeting.

ACTION: It was moved and seconded (Ralph/Robinson & Strakeljahn) to recommend adoption of the Regional Safety Action Plan to the General Assembly, including the technical corrections and revisions as shown in Attachment A.

The motion passed unanimously.

DISCUSSION ITEMS

Washington State Department of Commerce

Joe Nguyễn, Director, Washington State Department of Commerce, shared insights into the Department of Commerce's focus areas and engaged in a Q&A session with the board. Appointed by Governor Bob Ferguson in December 2024, he began his role in January 2025. Prior to his appointment, Nguyễn served in the Washington State Senate from 2019 to 2024, where he chaired the Environment, Energy & Technology Committee and led efforts on housing, healthcare, transit, climate, and education.

A lifelong Washingtonian and second-generation Vietnamese American, Director Nguyễn grew up in White Center and holds a degree from Seattle University. His professional

experience includes work at Expedia and Microsoft, and he is actively involved in community service, with a particular focus on homelessness and law enforcement oversight.

Regional Comprehensive Climate Action Plan Development

Sara Hetrick, Puget Sound Clean Air Agency, provided a briefing on the status and schedule for development of the Comprehensive Climate Action Plan (CCAP), funded by the U.S. Environmental Protection Agency's Climate Pollution Reduction Grants (CPRG) Program. The CCAP builds on the Priority Climate Action Plan, submitted to the EPA on March 1, 2024. The comprehensive plan is due in December 2025 and is being developed in partnership with PSRC, the four counties and several cities.

Climate action is a key focus of VISION 2050, the Regional Transportation Plan (RTP) and PSRC's project selection process. PSRC's efforts primarily target on-road transportation emissions, with strategies that include land use planning, transportation choices, pricing and technology. However, broader state and regional climate goals encompass all sectors of the economy, including energy and agriculture.

The CCAP will support alignment across agencies and inform the development of the next RTP, scheduled for adoption in 2026. Additional discussions on integrating the CCAP into PSRC's planning work will be held in future board meetings.

INFORMATION ITEMS

Included in the agenda packet:

- Flyer for Toolbox Series: Streamlining Housing with Pre-Approved ADU Plans, May 9, 2025, 10:00 – 11:30 AM via Zoom
- Flyer for PSRC Annual General Assembly, Thursday, May 22, 2025, 10:00 a.m. – 1:00 p.m., Seattle Convention Center – Summit Building, 900 Pine Street, Seattle

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The board will not meet in May. The next meeting will be on Thursday, June 26, 2025, from 10:00 a.m. – 12:00 p.m.

ADJOURN

The meeting was adjourned at 11:44 p.m.

Adopted this 26th day of June 2025.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, April 24, 2025

Executive Board - April 24, 2025 Meeting
7.a - Att. A

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



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Vouchers Dated April 14, 2025, through June 2, 2025, in the Amount of \$2,901,299.64**

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

WARRANT DATE

04/14/25 - 06/02/25

04/15/25 - 05/30/25

VOUCHER NUMBER

AP Vouchers

Payroll

TOTALS

\$ 1,262,699.21

\$ 1,638,600.43

\$ 2,901,299.64

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



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Adopt 2025 Update to PSRC's Title VI Plan**

IN BRIEF

As a recipient of federal funds, the Puget Sound Regional Council is required to have a Title VI Plan. Title VI of the Civil Rights Act of 1964 ensures that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from the participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving federal financial assistance. A recipient is required to update the plan when substantial changes occur, including the assignment of personnel as the Title VI Coordinator.

RECOMMENDED ACTION

Recommend the Executive Board adopt the 2025 update to PSRC's Title VI Plan.

DISCUSSION

PSRC adopted its first Title VI Plan in 2004 and most recently adopted its current plan on September 26, 2024. A staffing change in the coordination of an agency's Title VI work is considered a "substantial change" and it is best practice to have the governing body approve an amended plan to reflect the up-to-date staffing of the program. Nancy Buonanno Grennan, Deputy Executive Director, is scheduled to retire effective June 30, 2025, and has served as the agency's Title VI Coordinator. Upon her retirement, Charles Patton (Program Manager, Equity Policy and Initiatives) will assume the coordination role. The staffing section within the 2024 plan has been updated to reflect that change. In addition, Noah Boggess, Senior Public Engagement Specialist, is taking the lead on the agency's Title VI program area of Public Engagement and Involvement.

The draft plan, as amended, is available on [PSRC's website](#).

An amendment log has been added at the end of the document to reflect those two changes and the anticipated date of approval of this amended plan.

For additional information, please contact Nancy Buonanno Grennan, Deputy Executive Director, at nbgrennan@psrc.org or 206-464-7527.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: Approve Contract Authority to Extend On-Call GIS/IT Consultant Support for FY 2026-2027

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a contract extension with PSRC's geographic information systems and information technology (GIS/IT) consultants with additional budget not to exceed \$50,000.

The current consultant was selected through a competitive process in fall 2023 and is needed to continue providing on-call GIS/IT technical support during the FY2026-2027 biennium to assist agency staff with ongoing maintenance and development of its geographic information systems.

RECOMMENDED ACTION

Authorize the Executive Director to extend a consultant contract for an amount not to exceed \$50,000 for on-call GIS-related advisory and information technology services in support of the agency's GIS operations.

BUDGET IMPACT

The recently adopted Biennial Budget and Work Program for Fiscal Years 2026-2027 includes funding for on-call GIS/IT consultant services under Data (Task 400). The total budget for this consultant work is not to exceed \$50,000. The contract will extend through the end of the FY2026-2027 biennium ending June 30, 2027.

DISCUSSION

With support from consultants over the previous fiscal biennium, PSRC successfully completed a project to update its geographic information systems with newer software packages and an architecture designed to operate more seamlessly in a web- and cloud-based environment. This shift is consistent with a broader effort to transition the agency's computing systems to a cloud-based architecture.

The move was in part necessitated by GIS software provider Esri's plan to retire the primary GIS software package being utilized at PSRC (ArcGIS Desktop) by March 2026. The project also provided a strategic opportunity to modernize the agency's GIS systems to align with the direction in which Esri's GIS technology is heading. Esri is the global market leader in GIS software, location intelligence and mapping.

The intent of this contract is to provide agency staff with ongoing on-call GIS/IT advisory and technical support to maintain and continue to enhance its cloud-based geographic information systems in a manner that keeps pace with technological advancements and best practices and supports the needs of the agency's GIS users.

For additional information, please contact Carol Naito, Program Manager at 206-464-7535 or cnaito@psrc.org.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board
From: Executive Ryan Mello, Chair, Operations Committee
Subject: **Approve Contract Authority for Regional Economic Model Purchase and Lease**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000 per year. A request is being made to authorize a contract for the purchase of regional macroeconomic forecast model.

RECOMMENDED ACTION

Recommend that the Executive Board authorize the Executive Director to enter into a contract to purchase the REMI regional macroeconomic forecast model not to exceed \$85,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program Fiscal Years 2026-2027 includes \$70,000 within Data (Task 400) for the preparation of updated Regional Macroeconomic Forecasts and an additional \$30,000 for the purchase of data related to housing and economic growth which can cover the cost of this purchase.

DISCUSSION

As part of the PSRC forecasting work program, PSRC periodically produces updated long-range socioeconomic projections for the region. This information informs and supports the growth assumptions for major plan updates and the agency's land use and travel demand forecasting models.

In 2023, PSRC staff undertook a detailed review of the various options for regional economic forecast data and models in use today. After obtaining authorization, PSRC entered into an agreement with Regional Economic Modeling Inc (REMI) for a one-year lease of the company's core forecasting model beginning in April 2024. During the past 12 months staff have explored the REMI model in more detail while using the forecast data it produces to monitor the long-range growth expectations of the region. Based on this experience, staff believe the REMI model is well suited to the agency's needs given advantages such as:

- It is a proven option for many of PSRC's peer agencies nationally, with the company providing sufficient expertise and technical support.
- Users may provide alternative inputs, thereby using the model in 'what if' scenario analysis.
- The input and output datasets contain a broad range of data previously not part of the agency's long-range socioeconomic projections, such as more detailed employment by sector projections.

PSRC expects to begin the process of producing updated regional forecasts beginning in 2026. As such, PSRC staff are requesting contract authority to purchase a REMI model license for the upcoming year. Purchasing the license now will allow the agency to apply last year's lease amount for a discounted price. License ownership also lowers the annual maintenance fee to roughly half of the cost normally assessed.

The estimated cost of this purchase is \$79,000. Contract authorization for this data purchase is not to exceed \$85,000.

For additional information, please contact Craig Helman, Director of Data, at chelmann@psrc.org or 206-289-3889.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Authorize Budget Amendment and Increase Contract Authority for the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000, or to amend a contract in excess of \$10,000. A request is being made to authorize an increase of \$200,000 in the consultant contract for the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program to do additional work. The additional funds are from PSRC's Safe Streets and Roads for All grant and the additional work is a follow-up survey focused on transportation safety.

RECOMMENDED ACTIONS

1. Amend the budget to add \$200,000 from PSRC's Safe Streets and Roads for All grant to the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program, and to increase the authorized consultant expenditures by the same amount.
2. Authorize the increase in contract authority by \$200,000 to conduct a follow-up transportation safety survey to the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program.

BUDGET IMPACT

The adopted FY 2024-2025 biennial budget includes \$700,000 to conduct the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program; the 2025 Survey Wave project started in October 2024 and runs until August 2026. The

additional revenue of \$200,000 from PSRC's Safe Streets and Roads for All grant is for a follow-up transportation safety survey to be completed in FY 2026, before the end of December 2025. The total amount for all survey work in the 2025 Survey Wave project, including the follow-up transportation safety one, is \$900,000. Future surveys are subject to budget availability and approval.

DISCUSSION

Household Travel Surveys

In October 2024, PSRC started the 2025 Survey Wave of the current four-wave [Puget Sound Regional Household Travel Survey \(HTS\) Program](#) to collect data every second year from residents in the four-county region. Following a competitive request for proposal process in 2022, PSRC contracted with a consulting team for the full four-wave program, with each survey wave subject to budget availability and approval, to collect data in 2023, 2025, 2027, and 2029. This follows a long history of travel surveys conducted in the Central Puget Sound region for monitoring and modeling regional travel and land use activity patterns, dating back to 1961.

Data resulting from the HTS Program is used by PSRC and many member agencies to develop models that predict household travel and related behaviors. In addition, the data help track changes over time from technological advances, transportation system expansions, as well as unexpected events such as the COVID-19 pandemic. The recurring, biennial survey approach provides timely information for monitoring trends such as vehicle miles traveled (VMT), trip mode shares, and teleworking rates, among other performance measures.

The 2023 Survey Wave data was collected in Spring 2023 and the project was completed in 2024; findings from analyses of this data were presented to six PSRC committees/groups in the summer and fall quarters of 2024. The 2025 Survey Wave completed the data collection phase this spring and the final dataset will be available in March 2026.

Transportation Safety

PSRC received funding support from the U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program to develop a [Regional Safety Action Plan](#) (RSAP) and provide technical assistance for nearly 20 communities in the region to create local safety plans. PSRC's General Assembly recently adopted the RSAP in May 2025.

Next steps in PSRC's transportation safety work program include plan implementation. Additional data collection and analyses that extend and complement work conducted during the development of the RSAP will help to implement the plan. Remaining funds available from PSRC's portion of the SS4A grant present timely opportunities to better understand the experiences and attitudes of the region's residents, particularly vulnerable road users, with respect to additional research on transportation safety.

A Follow-up Transportation Safety Survey

The HTS Program is a significant investment because it produces data that is statistically representative of the region's population. Much of the project costs are due to the labor and expenses involved in planning, designing, and executing a random sampling and surveying process, as part of the whole data collection and processing effort. The budget for the 2025 Survey Wave project is just under \$700,000 for PSRC and its partner, Pierce County, and the goal is to obtain survey responses from a target of 2,620 households.

In addition to the wealth of travel and activity information contained in the HTS data, the survey asks respondents whether they would like to be recontacted for future transportation studies. In the 2023 Survey Wave, 89% of households who completed the survey had at least one participant who provided an email address for recontact. This represents a valuable research opportunity for insights on topics beyond the scope of the core travel survey, such as transportation safety.

A follow-up survey to the 2025 Survey Wave could leverage the random sampling approach of the core survey and the list of respondents who agreed to be recontacted. It could focus specifically on transportation safety and provide insights on experiences, attitudes, and behaviors relating to this subject matter that is generalizable to all residents in the region, or for specific communities. Most importantly, responses from the follow-up survey could be linked to the demographic and behavioral information retrieved in the core survey. Research analyses of this data could help support PSRC's implementation of the RSAP by providing greater understanding of various factors that contribute to the safety of people in the transportation system.

Scoping of a follow-up transportation safety survey to the 2025 Survey Wave estimates a yield of approximately 1,100 complete surveys, based on information from the 2023 Survey Wave and similar follow-up efforts recently conducted in Oregon. Additional samples of respondents representing communities of vulnerable users will be added for a total of up to 2,000 complete surveys. The cost would be approximately \$200,000, including contingencies, less than a third of the 2025 Survey Wave project budget.

NEXT STEPS

Upon receiving approvals for budget amendment and increase contract authority for the 2025 Survey Wave, PSRC staff will amend the contract with the consultant team and begin work on the follow-up transportation safety survey immediately. The target end date with deliveries of data and survey report will be December 2025.

For additional information, please contact Brian Lee, Ph.D., Program Manager – Data Solutions and Research, at blee@psrc.org or 206-971-3270.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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

IN BRIEF

Five agencies submitted 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. The Transportation Policy Board considered this amendment at its meeting on June 12. Although the board did not have a quorum, the consensus among members present was to recommend Executive Board adoption.

RECOMMENDED ACTION

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

DISCUSSION

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

While PSRC does not have project selection authority for other types of federal, state or

local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality, and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

This amendment includes two requests for 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 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

PSRC Action Needed

Sponsor	Project Title and Work Description	Funding	New Project Tracking			Project/ Phase	UPWP Other Amend
			Project Tracking	Phase	UPWP Other Amend		
1. Community Transit	Swift BRT Gold Line 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 Federal 5307(Urban) \$4,667,387 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
2. Intercity Transit	FY 2024 Replacement Fixed Route Coaches 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.	\$1,220,000 Federal 5307(Urban) \$305,000 Local \$1,525,000 Total	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
3. Kenmore	84th Avenue Pedestrian and Bicycle Project (NE 150th Street - NE 155th Street) 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.	\$3,100,000 State \$312,000 Local \$3,412,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
4. Marysville	Ingraham Boulevard and 84th Street NE Pavement Preservation New project programming preliminary engineering and construction phases for grind and overlay, pavement repair, upgraded curb ramps, and loop/video detection.	\$3,602,000 Federal NHPP \$3,602,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
5. WSDOT Northwest Region	SR 525 Mukilteo Bridge Over Railroad - Bridge Replacement New project programming preliminary engineering, right-of-way, and construction phases for replacement of the SR 525 bridge over railroad tracks in Mukilteo.	\$44,240,459 Federal BR \$622,000 MAW \$1,380,766 MVA \$46,243,225 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

PSRC Action Needed

Sponsor	Project Title and Work Description	Funding	New	Project	Project/	UPWP	
			Tracking	Phase	Other	Amend	
6. WSDOT Northwest Region	I-5 Ship Canal Bridge - Stormwater Treatment Facility 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.	\$10,320,600 \$1,676,986 \$11,997,586	MAW State Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Approve Project Tracking Exception Requests**

IN BRIEF

Two agencies awarded PSRC's Federal Highway Administration (FHWA) funds are requesting an exception per PSRC's [Project Tracking Policies](#). The requests, from the City of Bothell and Kitsap County, are for additional time to deliver their projects beyond previously approved deadlines. All exception requests require PSRC board approval. PSRC staff has reviewed these requests in collaboration with the chairs of the Regional Project Evaluation Committee, the chairs of the four countywide transportation forums, and staff from the Washington State Department of Transportation (the "chairs group") and recommend approval. At its meeting on May 8, the Transportation Policy Board recommended approval of the requests for an exception under PSRC's Project Tracking Policies.

RECOMMENDED ACTION

The Executive Board should approve the requests for an exception under PSRC's Project Tracking Policies for the City of Bothell's *Bothell Way NE Multimodal Improvements* project and Kitsap County's *Ridgetop – Mickelberry to Myhre, Phase 1* project as described in Attachment A.

DISCUSSION

PSRC's project tracking program was first implemented in 2000 to monitor the delivery of projects awarded PSRC's federal funds and has evolved over time to reflect new and emerging circumstances. The Project Tracking Policies have been revised over the years to ensure the successful delivery of projects by addressing issues caused by project delays and the potential risk of losing unused funding. The policies include strict

deadlines for project delivery each year but allow a sponsor to request a one-time extension if a project is delayed due to unexpected circumstances outside of the agency's control.

The adopted project tracking policies also include provisions for when agencies may request an exception. Exception requests are evaluated on a case-by-case basis and may be approved if the following parameters are met: (a) the phase in question remains fully funded, (b) the phase in question can be implemented within six months of board action, and (c) there is a compelling need for the exception. In general, exceptions may be granted when the reason is outside the control of the sponsoring agency.

Project Exception Requests

Two agencies are requesting an exception per the adopted project tracking policies for two projects awarded PSRC's FHWA funds. These projects were originally awarded 2024 funding and were granted a one-year extension to deliver in 2025. The projects are the City of Bothell's *Bothell Way NE Multimodal Improvements* project and Kitsap County's *Ridgetop – Mickelberry to Myhre, Phase 1* project.

For both projects, the exception request is for additional time above and beyond the one-year extension already granted, due to unforeseen and lengthy delays related to Biological Assessment reviews by the U.S. National Marine Fisheries Service (NMFS). Additional details for both requests are provided in Attachment A.

PSRC staff have reviewed this request in collaboration with the chairs group, and concluded the following:

- Both requests meet the Project Tracking Policies requirement that all phases remain fully funded.
- Both requests meet the Project Tracking Policies requirement for a compelling need. Each agency submitted its Biological Assessment more than a year in advance of the approval date needed, and the extended federal review timeline is outside their control. The policy and process changes that triggered the lengthy NMFS review period were not yet in place at the time the project schedules were developed, nor at the time of their funding awards.
- Under typical timelines for the extended NMFS review period, both projects are on track for their applicable phase to be implemented within six months of board action, should the exception request be granted. However, the current uncertainty in federal staffing levels is unprecedented and was not anticipated at the time that the six-month delivery timeline was established in PSRC's exception policies.

For these reasons, the chairs group recommends that a full year additional extension (to June 1, 2026) be granted to these projects. This would allow projects to still deliver in

federal fiscal year 2026 but remove the need to revisit delivery timelines again at mid-year if reductions in federal staffing levels further impede the review period.

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

ATTACHMENTS

- A. Summary of Project Exception Requests

ATTACHMENT A: SUMMARY OF PROJECT EXCEPTION REQUESTS

Each of the following two projects were granted a 1-year extension for phases originally awarded in 2024 but are unable to obligate by June 1, 2025. Therefore, an exception is requested per PSRC's adopted Project Tracking Policies, based on the summary details provided below.

1. City of Bothell - Bothell Way NE Multimodal Improvements

Project Scope

Widen Bothell Way NE from two lanes to a 4-5 lane section. The project includes intersection improvements, bicycle lanes, sidewalks, street lighting, retaining walls, landscaping, storm drainage and wetland mitigation. Phase 1 limits are from Reder Way to NE 192nd Street in King County; Phase 2 limits are from 240th Street SE to County Line in Snohomish County; and Phase 3 limits are from County Line to NE 192nd Street in King County.

Phases with Exception Request

Phase 1 Right-of-Way \$4,900,000 PSRC FHWA Funds

Phase 2 Right-of-Way \$1,650,000 PSRC FHWA Funds

(Note: An accompanying 1-year extension request for Phase 3 Right-of-Way was approved by the Board in April.)

Reason for Request

The City is requesting an exception due to delay in receiving NEPA approval, resulting from the extended timeline required to complete consultation with the National Marine Fisheries Service (NMFS) for projects that trigger tire anti-degradant (6PPDQ) mitigation.

Both Washington State Department of Transportation (WSDOT) and Federal Highway Administration (FHWA) staff have reviewed the biological assessment (BA) for this project and initiated formal Endangered Species Act (ESA) consultation with NMFS and U.S. Fish & Wildlife Service (USFWS) in 2024. A biological opinion from NMFS and a letter of concurrence from USFW was provided in early March 2025 but now the city has additional NEPA work required to respond to the NMFS comments. When completed, this will require additional review and approval by WSDOT. Given ongoing uncertainties related to the timeline for receiving approvals, an additional one-year extension is requested.

2. Kitsap County – Ridgetop, Mickelberry to Myhre, Phase 1

Project Scope

Widen the roadway to 4 travel lanes with divided median, access control, and intersection turn pockets. Reconstruct and widen sidewalks with upgraded ADA facilities. Add bike lanes in both directions. Reconstruct the intersections at Mickelberry and Myhre and add a mid-block intersection. Add a second eastbound lane and uphill bike lane in the vicinity of the new Sid Uhnick Drive alignment.

Phase with Exception Request

Right-of-Way \$4,872,500 PSRC FHWA Funds

Reason for Request

The County is requesting an exception due to delay in receiving NEPA approval, resulting from the extended timeline required to complete consultation with the NMFS for projects that trigger tire anti-degradant (6PPDQ) mitigation.

WSDOT and FHWA staff have reviewed the biological assessment for this project. WSDOT initiated formal ESA consultation with NMFS and USFWS in April 2024 after completing their review of the project. Given ongoing uncertainties related to the timeline for receiving approvals, an additional one-year extension is requested.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Authorize 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. The Transportation Policy Board considered this amendment at its meeting on June 12. Although the board did not have a quorum, the consensus among members present was to recommend Executive Board adoption.

RECOMMENDED ACTION

The Executive Board should authorize 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

Review Criteria	Ridgetop Boulevard NW – Mickelberry Road to NW Myhre Road
Total Project Cost	\$28,894,540
Consistency with Regional Policies	This project is consistent with regional policies.
Benefit-Cost Analysis	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
Environmental Documentation	The NEPA Determination of Non-Significance (DNS) finalization is pending completion of the Biological Assessment review by the National Marine Fisheries Service (NMFS).
Other Planning Requirements	No planning agreements are necessary.

Financial Feasibility	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.
Air Quality Conformity	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 or 206-464-7537.



Puget Sound Regional Council

June 18, 2025

CONSENT AGENDA

To: Executive Board

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

Subject: **Approve Certification of Comprehensive Plans for Covington, Edmonds, Edgewood, Enumclaw, Federal Way, Fircrest, Granite Falls, Index, Issaquah, Kenmore, Kirkland, Lake Stevens, Lynnwood, Milton, Newcastle, Redmond, Sammamish, Shoreline, Skykomish, Snohomish, and Sumner**

IN BRIEF

The Growth Management Policy Board recommends that the Executive Board certify the 2024 comprehensive plan updates for Covington, Edmonds, Edgewood, Enumclaw, Federal Way, Fircrest, Granite Falls, Index, Issaquah, Kenmore, Kirkland, Lake Stevens, Lynnwood, Milton, Newcastle, Redmond, Sammamish, Shoreline, Skykomish, Snohomish, and Sumner. The Transportation Policy Board took action to recommend certifications at their May meeting. The Transportation Policy Board did not have a quorum at their June meeting, but members present unanimously concurred with forwarding the certification recommendations to the Executive Board. The certification reports describe how the comprehensive plans meet applicable requirements.

RECOMMENDED ACTION

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

- **City of Covington 2024 Comprehensive Plan ([link](#))**
- **City of Edmonds 2024 Comprehensive Plan ([link](#))**
- **City of Edgewood 2024 Comprehensive Plan ([link](#))**
- **City of Enumclaw 2024 Comprehensive Plan ([link](#))**
- **City of Federal Way 2024 Comprehensive Plan ([link](#))**

- **City of Fircrest 2024 Comprehensive Plan** ([link](#))
- **City of Granite Falls 2024 Comprehensive Plan** ([link](#))
- **Town of Index 2024 Comprehensive Plan** ([link](#))
- **City of Issaquah 2024 Comprehensive Plan** ([link](#))
- **City of Kenmore 2024 Comprehensive Plan** ([link](#))
- **City of Kirkland 2024 Comprehensive Plan** ([link](#))
- **City of Lake Stevens 2024 Comprehensive Plan** ([link](#))
- **City of Lynnwood 2024 Comprehensive Plan** ([link](#))
- **City of Milton 2024 Comprehensive Plan** ([link](#))
- **City of Newcastle 2024 Comprehensive Plan** ([link](#))
- **City of Redmond 2024 Comprehensive Plan** ([link](#))
- **City of Sammamish 2024 Comprehensive Plan** ([link](#))
- **City of Shoreline 2024 Comprehensive Plan** ([link](#))
- **Town of Skykomish 2024 Comprehensive Plan** ([link](#))
- **City of Snohomish 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:

- **Covington** adopted its 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in July 2024.
- **Edmonds** adopted its 2024 comprehensive plan update on December 17, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Edgewood** adopted its 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Enumclaw** adopted its 2024 comprehensive plan update on February 24, 2025. PSRC staff provided comments on the draft plan in August 2024.
- **Federal Way** adopted its 2024 comprehensive plan update on December 16, 2025. PSRC staff provided comments on the draft plan in August 2024.

- **Fircrest** adopted its 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in April 2024.
- **Granite Falls** adopted its 2024 comprehensive plan update on January 15, 2025. PSRC staff provided comments on the draft plan in November 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.
- **Kenmore** adopted its 2024 comprehensive plan update on December 9, 2024. PSRC staff provided comments on the draft plan from February 2023 to October 2024.
- **Kirkland** adopted its 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in August 2024.
- **Lake Stevens** adopted its 2024 comprehensive plan update on October 22, 2024. PSRC staff provided comments on the draft plan in August 2024.
- **Lynnwood** adopted its 2024 comprehensive plan update on January 27, 2025. PSRC staff provided comments on the draft plan in October 2024.
- **Milton** adopted its 2024 comprehensive plan update on January 21, 2025. PSRC staff provided comments on the draft plan in December 2024.
- **Newcastle** adopted its 2024 comprehensive plan update on March 18, 2025. PSRC staff provided comments on the draft plan in November 2024.
- **Redmond** adopted its 2024 comprehensive plan update on November 19, 2024. PSRC staff provided comments on the draft plan in June 2023, August 2023, and January 2024.
- **Sammamish** adopted its 2024 comprehensive plan update on December 3, 2024. PSRC staff provided comments on the draft plan in September 2024.
- **Shoreline** adopted its 2024 comprehensive plan update on December 16, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Skykomish** adopted its 2024 comprehensive plan update on February 12, 2025. PSRC staff provided comments on the draft plan in December 2024.
- **Snohomish** adopted its 2024 comprehensive plan update on November 19, 2024.

PSRC staff provided comments on the draft plan in September 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 their May and June meetings. The Transportation Policy Board acted to recommend certifications at their May meeting. The board did not have a quorum for the June meeting, but members unanimously concurred with forwarding the certification recommendations at the June meeting. 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 or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



June 18, 2025

ACTION ITEM

To: Executive Board

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

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

IN BRIEF

The Growth Management Policy Board recommends that the Executive Board conditionally certify the 2024 comprehensive plan updates for Lake Forest Park and Renton. The Transportation Policy Board did not have a quorum at their June meeting, but members present unanimously concurred with forwarding the certification recommendations to the Executive Board.

RECOMMENDED ACTION

The Executive Board should 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 reviewed and recommends certification of 21 local plans that are provided on the board's consent agenda. PSRC also provided comments on the draft plans and recommends conditional certification of the following adopted comprehensive plans. Consistent with PSRC practice, these recommendations are provided as an action item, rather than consent, to provide an opportunity for board questions and discussion as needed:

- 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, both communities seek conditional certification to allow the cities to be certified prior to transportation funding competitions, while continuing to address outstanding issues with the transportation element in both plans.

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 its 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 the city is continuing additional work. 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 has been working with the city on the plan update, and the city is committed to finishing the remaining work. The city supports conditional certification to allow it to be eligible to compete in PSRC’s fall funding competitions.

City of Renton Comprehensive Plan

The City of Renton adopted its 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 the city is continuing additional work. 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 has been working with the city on the plan update, and the city is committed to completing the update of the transportation element. The city supports conditional certification to allow it to be eligible to compete in PSRC's fall funding competitions.

Plan Review Status Update

Each of the region's 82 cities and towns and four counties worked to update their comprehensive plan by December 31, 2024. The [2024 Policy Framework for PSRC's Federal Funds](#) establishes September 30, 2025 as the deadline to certify plans for jurisdictions planning to compete in the [Transportation Alternatives Program](#) and [Rural Town Centers and Corridors](#) funding competitions this fall. Adopted plans must be submitted by June 2025 to provide sufficient time for staff review and board action.

At the June meeting, staff will provide the board with a status update on the certification process.

NEXT STEPS

The Growth Management Policy Board acted to recommend conditional certification at their June meeting. The Transportation Policy Board did not have a quorum at their June meeting, but members present unanimously concurred with forwarding the certification recommendations to the Executive Board. 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 pingram@psrc.org or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

June 18, 2025

To: Executive Board

From: Josh Brown, Executive Director

Subject: Federal Legislative Update

IN BRIEF

PSRC's federal consultants, Leslie Pollner and Lauri Hettinger, Senior Policy Advisors from Holland & Knight, will provide a timely update on recent federal budget and policy developments and implications for local governments.

DISCUSSION

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

H&K provides PSRC with advice, expert information and relationship building support on federal affairs, legislation and programs. The law firm has expertise and capacity to provide in-depth analysis of federal legislation and provide updates on federal programs and funding, adding capacity for PSRC staff. H&K also facilitates deepened relationship building with federal agency staff and members of PSRC's federal congressional delegation and staff. PSRC staff meet with H&K weekly and contemporaneous updates are provided on breaking developments to remain up to date on what is happening in Washington, DC.

Ms. Pollner and Ms. Hettinger will be presenting virtually.

Biographies

Leslie I. Pollner, Senior Policy Advisor

Leslie Pollner is co-leader of Holland & Knight's Local Government Group and a member of the firm's Public Policy & Regulation Group. Ms. Pollner focuses on several key industries, including transportation, economic development and housing. Her

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

Lauri A. Hettinger, Senior Policy Advisor

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

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



June 18, 2025

DISCUSSION ITEM

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: Regional Transportation Plan Financial Strategy and Investments

IN BRIEF

In the first quarter of 2025, the Transportation Policy Board (TPB) 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. Between May and July the TPB will be discussing the financial strategy of the next RTP, including options to balance current and potential new revenues to planned expenditures for the transportation system through 2050. These investments include programmatic expenditures such as maintenance and operational activities as well as system improvements and expansions.

In June, the Executive Board will be briefed on the available revenues and proposed expenditures for the next RTP, as well as the options being discussed by the TPB to address the gap between the two. Additional details will be provided on the various investment categories and the parameters for considering potential new revenue sources through 2050.

DISCUSSION

Work to develop the next RTP has been underway since early 2024. Key policy priorities were identified and the plan's scope of work was adopted in December by the Executive Board. In the fall, the TPB 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 TPB was briefed on various elements of the current transportation system, including key trends and notable gaps in the system. This information has been published in an interim report on the [RTP Engagement Hub](#) 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.

In June, the Executive Board will be briefed on this information and the gap between available revenues and planned expenditures, which is currently estimated to be 21%. A [listing](#) of all proposed regional capacity 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 TPB is currently reviewing the information on revenues and investments, including the parameters for potential new revenue sources and scenarios. Attachment B includes information on these previously discussed parameters as well as the various sources under consideration. In particular, the TPB is considering the following two

levers to address the gap between revenues and expenditures, with the goal of providing direction to staff in July on one or more draft plan 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 boards 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 or 206-971-3601 or Craig Helmann, Director of Data, at 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 were 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, being either canceled or deferred.

Committed Funding:

- Of the 314 projects submitted:
 - 120 projects have some level of funding currently committed.
 - These 120 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 through the period of the RTP, with a combined replacement cost of \$3.2 billion.

- Of these, 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
- 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 18, 2025

INFORMATION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: **New Employee Status Report**

PSRC has 3 new employees:

Eric Alipio – Outreach and Engagement Intern, Planning

Juli Malit – Outreach and Engagement Intern, Planning

Marc Daily – Director of Administrative Services, Administrative Services

For additional information, please contact Thu Le, HR Manager, at tle@psrc.org or 206-464-6175.