



Puget Sound Regional Council

## Transportation Policy Board

Thursday, July 10, 2025 • 9:30 a.m. – 12:00 p.m. - **EXTENDED**

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

### Watch or listen

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

### Attend

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

### Provide public comment

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

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

---

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

### 2. Communications and Public Comment

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

### 3. Report of the Chair

### 4. Director's Report

### 5. Consent Agenda - Action Items (9:50)

- a. Approve Minutes of Transportation Policy Board Meeting held June 12, 2025
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

- c. Recommend Certification of Comprehensive Plans for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Bothell's Bothell Way NE Multimodal Improvements Project
- e. Recommend Approval of a Project Tracking Exception Request for Sultan's US-2 / Main Street Roundabout Project

**6. Discussion Item (9:55)**

- a. Washington State Department of Transportation's 2025-2027 Consolidated Grant Program Awards – *Jean Kim, PSRC*

**7. Action Item (10:10)**

- a. Recommend Approval of the 2025 Annual Adjustment of PSRC's Federal Transit Administration Funds – *Doug Cox, PSRC*

**8. Action Item (10:25)**

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

**9. Information Items**

- a. Transportation Work Program Progress Tracker

**10. Next Meeting: September 11, 2025, 9:30 – 11:30 a.m. – No Meeting in August**

Major Topics for September:

- Regional Transportation Plan Scenario Analysis Results

**11. 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 Alexa Leach, e-mail [aleach@psrc.org](mailto:aleach@psrc.org) or mail.

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

العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



## Puget Sound Regional Council

### **MINUTES**

#### **Transportation Policy Board**

**June 12, 2025**

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

To watch a video of the meeting and hear the discussion, go to  
<https://www.psrc.org/watch-meetings>

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

The meeting was called to order at 9:35 a.m. by Mayor Dana Ralph. Chair Ralph stated that a video of the meeting would be streamed live as well as recorded. The video would be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen to the meeting live.

Roll call determined attendance and a quorum was not present.

### **COMMUNICATIONS AND PUBLIC COMMENT**

There was no public comment provided.

### **REPORT OF THE CHAIR**

Mayor Ralph welcomed the board and reviewed the agenda items.

### **DIRECTOR'S REPORT**

Kelly McGourty, PSRC, thanked the members who joined the PSRC General Assembly meeting on May 22 and noted that the Regional Safety Action Plan was approved. Ms. McGourty also announced that the Current Transportation System report is published and available on PSRC's RTP Engagement Hub. Ms. McGourty introduced Marc Daily as PSRC's new Director of Administration, who was previously a member of TPB in his role as Executive Director of the Thurston Regional Planning Council.

Robin Koskey, PSRC, reported on federal updates and activities, including an update on the budget reconciliation process and the President's 2026 budget.

### **CONSENT AGENDA**

- a. Approve Minutes of Transportation Policy Board Meeting held May 8, 2025
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- c. Recommend Certification of Comprehensive Plans for Edmonds, Federal Way, Index, Issaquah, Lynnwood, Newcastle, and Sumner
- d. Recommend Conditional Certification of Comprehensive Plans for Lake Forest Park and Renton
- e. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Kitsap County's Ridgetop Boulevard NW, Mickelberry Road to NW Myhre Road Project

**ACTION: Although the Policy Board did not have a quorum, the consensus among members present was to approve the consent agenda.**

#### **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN OUTREACH AND ENGAGEMENT**

Noah Boggess, PSRC, described the upcoming outreach and engagement activities planned as part of the development of the next Regional Transportation Plan (RTP). PSRC has partnered with Uncommon Bridges who have helped to find innovative ways to connect to the region's communities. Mr. Boggess discussed the formation of a subcommittee of the Equity Advisory Committee that will help to support this work and assist in efforts like the regional public meetings planned for the fall.

Mr. Boggess discussed the complete scope of planned RTP public engagement efforts including the regional public meetings noted above, community events, the online engagement hub, focus groups and stakeholder interviews, briefings with PSRC's committees and boards, a public opinion survey and finally the public comment process for the draft RTP. Mr. Boggess then outlined community events PSRC will participate in over the summer, and invited board members to let him know of other events that PSRC should attend.

Mr. Boggess then described the outreach efforts for the Coordinated Mobility Plan, which is part of the RTP and focuses on the needs of individuals with mobility and accessibility challenges. He then discussed the schedule of upcoming engagement efforts.

#### **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN FINANCIAL STRATEGY AND INVESTMENTS**

Kelly McGourty, PSRC, reminded the board of the building blocks that create the RTP financial strategy, including revenues and proposed expenditures encompassing regional capacity projects, other system improvements, and maintenance, preservation and operational expenditures.

Jennifer Barnes, PSRC, described what regional capacity projects are and the application and review process they follow for entering the RTP. She described the 314 projects submitted, totaling \$72.7 billion, including a summary of their scopes of work and the evaluation of the projects for consistency with regional policy priorities.

Ms. McGourty described the other category of system improvements which are programmatic and below the threshold of a regional capacity project. She then described the information submitted to estimate maintenance, preservation and operational expenditures through 2050. Ms. McGourty reminded the board that the current assumption for the plan is that the full system will be brought up to a state of good repair and maintained, preserved and operated at that level through 2050.

Criag Helmann, PSRC, discussed the details of the newly adopted state budget, which increased the region's current law revenue forecast through 2050 by about \$5 billion. He then reviewed the financial figures that indicate a 21% gap between available revenues and proposed expenditures.

Ben Bakkenta, PSRC, described the available levers to address the 21% gap, which are to pursue potential new revenue sources or reduce the level of investment. Mr. Bakkenta reminded the board of the parameters previously discussed by the board related to new revenue sources, which are to provide fewer but more impactful revenue sources for consideration in the RTP financial strategy.

Mr. Helmann described low, medium and high revenue scenarios for consideration pertaining to the five specific revenue sources that have been previously discussed with members for consideration in the RTP financial strategy.

Ms. McGourty provided more details on options to reduce the level of investment across the three investment categories. She asked the board for initial feedback on the two levers to address the gap, or a combination of the two. She noted that these discussions will continue in July when the board will be asked to provide direction on one or more plan scenarios to move forward into modeling and analysis over the summer.

## **NEXT MEETING**

The next meeting is scheduled for July 10, 2025.

## **ADJOURN**

The meeting was adjourned at 11:34 a.m.

## **ATTACHMENTS**

A. Attendance Roster – June 12, 2025.

Transportation Policy Board - June 12, 2025				5.a - Att. A			
Voting Members			✓	Non-voting Members			✓
<b>King County</b>	2	CM Jorge Barón		<b>Associate Members</b>			
		Vacant		Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
Seattle	2	CM Rob Saka		Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey	
		CM Robert Kettle				Vacant Alt	
		CM Alexis Mercedes Rinck Alt		<b>Public Agency Members</b>			
Bellevue	1	CM Dave Hamilton		Freight Mobility Strategic Investment Board	1	Vacant	
		CM Jared Nieuwenhuis Alt				Brandy DeLange Alt	
Cities/Towns	3	MYR Dana Ralph, Kent, <b>Chair</b>	1	Puget Sound Clean Air Agency	1	CM Joe Bushnell	
		MYR Mary Lou Pauly, Issaquah				Christine Cooley Alt	1
		CM Peter Kwon, SeaTac	1	Public Health	1	Jessica Jeavons, Seattle-King County	
		CM Susan Honda, Federal Way Alt	1			Dennis Worsham, Snohomish Co. Alt	
		DEP MYR Jay Arnold, Kirkland Alt		WA Tran. Improvement Board	1	Vacant	
		CM Matt Mahoney, Des Moines Alt	1			CM Sam Low, Snohomish Co. Alt	
Local Transit	1	CM Rod Dembowski	1	<b>PSRC Committees</b>			
		Vacant Alt		Equity Advisory Cmte.	1	Shannon Turner	1
<b>Kitsap County</b>	1	COM Oran Root	1			Julius Moss Alt	1
		COM Christine Rolfes Alt		Regional Staff Cmte.	1	Jason Sullivan, Bonney Lake	
Bremerton	1	MYR Greg Wheeler				Kelly Snyder, Snohomish Co. Alt	
		CM Eric Younger Alt		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl	1			Shane Weber, Bremerton Alt	1
		CM Doug Newell, Poulsbo Alt		Transit Operators Cmte.	1	Peter Heffernan, King County	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard, <b>Vice-Chair</b>	1			Alex Krieg, Sound Transit Alt	
		CM Anna Mockler, Bremerton		<b>Private/Civic Members-Business/Labor</b>			
<b>Pierce County</b>	1	CM Rosie Ayala	1	WA Trucking Associations exp. 12/31/26	1	Sheri Call	
		CM Bryan Yambe, Alt				Jeff DeVere Alt	
Tacoma	1	CM Kristina Walker	1	Seattle Met. Chamber of Commerce exp. 12/31/26	1	Lorelei Williams, WSP USA	
		CM Olgy Diaz Alt				Amy Grotefendt, Enviroissues Alt	
Cities & Towns	1	CM Tim Ceder, Milton		<b>Private/Civic Members-Community/Environment</b>			
		MYR Pro Tem Edward Wood, University Place Alt		Puget Sound Partnership exp. 10/31/27	1	Bebhinn Dechery	
Local Transit	1	CM Doug Fagundes, Fife				Larry Epstein Alt	
		DEP MYR John Hines, Tacoma		Individual exp. 5/31/28	1	Kim Becklund	1
<b>Snohomish County</b>	1	CM Jared Mead		Non-voting	14	Non-voting members present	5
		CM Strom Peterson Alt					
Everett	1	CM Ben Zarlingo					
		MYR Cassie Franklin Alt					
Cities/Towns	1	CM Jan Schuette, Arlington					
		CM Jacob Walker, Monroe, Alt	1				
Local Transit	1	CM Kim Daughtry, Lake Stevens	1				
		CM Jan Schuette, Arlington Alt					
<b>Regional Transit</b>	1	CM Ed Prince, Renton	1				
		MYR Kim Roscoe, Fife Alt					
<b>Federally Recognized Tribes</b>							
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.					
		Vacant Alt					
Puyallup Tribe of Indians	1	Vacant					
		Robert Barandon Alt					
Suquamish Tribe	1	CM Luther (Jay) Mills					
		CHRMN Leonard Forsman Alt					
<b>Statutory Members</b>							
Ports	1	COM Toshiko Hasegawa, Seattle					
		COM Cary Bozeman, Bremerton Alt					
WA Trans. Commission	1	COM Jim Restucci					
		COM Nicole Grant Alt					
WSDOT	1	Robin Mayhew	1				
		Todd Lamphere Alt					
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>						Abbreviations	
House Transportation Cmte.	2	Vacant				CHRMN Chairman	
		REP Jake Fey, D Alt				CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate Transportation Cmte.	2	SEN Marko Lias, D				DEP MYR Deputy Mayor	
		Vacant Alt				MYR Mayor	
		SEN Keith Goehner, R				MYR Pro Tem	
		Vacant, R Alt				REP Representative	
Voting	32	(Quorum = 14) Quorum Total	13			SEN Senator	
		Total Voting members present	14				



## Puget Sound Regional Council

July 3, 2025

### **CONSENT AGENDA**

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

Two agencies submitted four 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 National Highway Performance Program funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend Executive Board adoption of an amendment to the 2025-2028 Regional TIP to include the projects as shown in Exhibit A.

### **DISCUSSION**

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

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

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

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

### **Consistency with VISION 2050 and the Regional Transportation Plan**

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

### **Air Quality Conformity**

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

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

### **Funding Reasonably Expected to be Available**

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

### **PSRC's Project Tracking Policies**

This amendment includes a request from one agency for modifications to PSRC's FTA funds. King County Metro requests to allocate \$12,673,673 in previously unprogrammed Seattle-Tacoma Everett (STE) Urbanized Area FTA Earned Share funds to three projects. This includes \$3,100,000 to the *Atlantic Base Maintenance Building HVAC Replacement* project and \$1,169,514 to the *Broad Street Substation Transformer Replacement* project, to be used to cover increased construction and construction support costs for each project. The request also includes \$8,404,159 to the *Trolley Vehicle Maintenance 2024-2028* project, to be used to support additional trolley vehicle maintenance. The title is being changed from *Trolley Vehicle Maintenance 2027-2028* to reflect the added program years, and additional funds are further being allocated to this project via the 2025 annual adjustments process. These modifications were found to be consistent with PSRC's project tracking policies, and the Transportation Operations Committee recommended approval of this request at their June 25 meeting.



**Federal and State Fund Source Descriptions**

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

5337 (HIFG)	FTA State of Good Repair High Intensity Fixed Guideway Formula Program
MVA	State Motor Vehicle Account
NHPP	National Highway Performance Program

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

**ATTACHMENT**

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

Month: July  
Year: 2025

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/Phase	UPWP	Other Amend
1. King County Department of Transportation (Transit)	<b>Atlantic Base Maintenance Building HVAC Replacement</b> Existing project programming previously unprogrammed funds for replacement of HVAC system at King County Metro's Atlantic Base as it has reached the end of its useful life. The new HVAC system will use new mechanical/electrical technologies, be more energy efficient, and reduce operating costs.	\$3,100,000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$12,146,444				
		\$15,246,444				
		Total				
2. King County Department of Transportation (Transit)	<b>Broad Street Substation Transformer Replacement</b> Existing project programming previously unprogrammed funds for replacement of the Broad Street Substation that supports King County Metro's trolley bus system operations.	\$7,757,514	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,939,378				
		\$9,696,892				
		Total				
3. King County Department of Transportation (Transit)	<b>Trolley Vehicle Maintenance 2024-2028</b> Existing project programming previously unprogrammed funds for preventive maintenance of transit-related electric trolley vehicles, equipment, and facilities. The project supports Metro's fleet of approximately 174 electric trolley buses and infrastructure at Metro's Atlantic operating base and other facilities. The project is funded with federal funds using state toll credits as local match.	\$8,404,159	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$8,404,159				
		Total				
4. WSDOT Olympic Region	<b>SR 104/Hood Canal Bridge - Girder Replacement</b> New project programming preliminary engineering and construction phases for replacement of damaged concrete girders on the west half of the SR 104 Hood Canal Bridge.	\$33,756,121	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$943,527				
		\$34,699,648				
		Total				



## Puget Sound Regional Council

July 3, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Certification of Comprehensive Plans for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County**

### IN BRIEF

PSRC staff has reviewed and recommends certification of the 2024 comprehensive plan updates for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County.

### RECOMMENDED ACTION

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

- City of Algona 2024 Comprehensive Plan ([link](#))
- City of Auburn 2024 Comprehensive Plan ([link](#))
- City of Gig Harbor 2024 Comprehensive Plan ([link](#))
- City of Maple Valley 2024 Comprehensive Plan ([link](#))
- City of Mukilteo 2024 Comprehensive Plan ([link](#))
- King County 2024 Comprehensive Plan ([link](#))
- Pierce County 2024 Comprehensive Plan ([link](#))
- Snohomish County 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:

- **Algona** adopted its 2024 comprehensive plan update on April 14, 2025. PSRC staff provided comments on the draft plan in March and November 2024.
- **Auburn** adopted its 2024 comprehensive plan update on December 16, 2024. PSRC staff provided comments on the draft plan in May 2024.
- **Gig Harbor** adopted its 2024 comprehensive plan update on April 14, 2025. PSRC staff provided comments on the draft plan in March 2025.
- **Maple Valley** adopted its 2024 comprehensive plan update on November 12, 2024, and amended it with a climate chapter on June 9, 2025. PSRC staff provided comments on the draft plan in March 2024 and coordinated with the city in the spring of 2025.
- **Mukilteo** adopted its 2024 comprehensive plan update on October 21, 2024. PSRC staff provided comments on the draft plan in July 2024 and worked with staff in 2025 to confirm growth capacity.
- **King County** adopted its 2024 comprehensive plan update on December 10, 2024. PSRC staff provided comments on the draft plan in April 2024.
- **Pierce County** adopted its 2024 comprehensive plan update on December 3, 2024. PSRC staff provided comments on the draft plan in November 2024.
- **Snohomish County** adopted its 2024 comprehensive plan update on December 4, 2024. PSRC staff provided comments on the draft plan in summer 2023 and March 2024.

The comprehensive plans were reviewed in accordance with the adopted plan review process using PSRC's [Plan Review Manual](#) and [VISION 2050 consistency tool](#). The plans were found to be substantially consistent with VISION 2050 (the multicounty planning policies) and the Regional Transportation Plan and to conform to transportation planning requirements in the Growth Management Act. PSRC staff coordinated with jurisdictional staff in the review of the plans and the development of the certification reports.

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

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

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

## **NEXT STEPS**

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

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



## Puget Sound Regional Council

July 3, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Bothell's Bothell Way NE Multimodal Improvements Project**

### IN BRIEF

The City of Bothell has submitted a request to change the status of the *Bothell Way NE Multimodal Improvements* project from "Candidate" to "Approved" in the Regional Transportation Plan. The city has secured full funding for two of three segments of the project, which meet the requirements for "Approved" status. The third segment is recommended for "Conditionally Approved for Right of Way" which will allow for expedited processing of the right-of-way phase while the city finalizes that segment's financial plan. Per PSRC's adopted procedures, requests to change project status require board action.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend Executive Board authorization of a change to the Regional Transportation Plan project status for City of Bothell's *Bothell Way NE Multimodal Improvements* project from "Candidate" to "Approved" for two segments (*NE 191<sup>st</sup> Street to Reder Way*, and *240<sup>th</sup> Street SE to County Line*) and "Conditionally Approved for Right of Way" for the third segment (*NE 191<sup>st</sup> Street to County Line*).

### 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 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 “Approved” status administratively, thereby saving the project sponsor several weeks of delay. In the case of “Conditionally Approved 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 Bothell Way NE between Reder Way and 240<sup>th</sup> Street NE to five lanes, and includes signal improvements, protected bicycle lanes, sidewalks, retaining walls, storm drainage, utility work, illumination, Intelligent Transportation Systems (ITS) and adaptive signalization, landscaping, and wetland mitigation.

Table 1 provides additional details of the project, including the criteria used to review the project for the requested status change. Construction of the project is planned to be completed in three segments. Two of three segments (*NE 191<sup>st</sup> Street to Reder Way* and *240<sup>th</sup> Street SE to County Line*) are fully funded and meet the requirements for “Approved” status. Full funding has not been secured for the third segment (*NE 191<sup>st</sup> Street to County Line*); it is recommended for “Conditionally Approved for Right of Way” which will allow for expedited processing of the right-of-way phase while the city finalizes that segment’s financial plan. The city will need to return to the board to request a change to “Approved” status for the *NE 191<sup>st</sup> Street to County Line* segment prior to construction.

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

<b>Review Criteria</b>	<b>Bothell Way NE Multimodal Improvements</b>
<b>Total Project Cost</b>	\$102,935,132
<b>Consistency with Regional Policies</b>	This project is consistent with regional policies.
<b>Benefit-Cost Analysis</b>	A benefit-cost ratio of 0.76 was determined in 2022 based on the U.S. DOT 2021 Benefit-Cost Analysis Guidance.
<b>Environmental Documentation</b>	NEPA Categorical Exclusion was issued May 2025.
<b>Other Planning Requirements</b>	The City of Bothell entered a Memorandum of Understanding (MOU) with Community Transit (CT) in May 2025 to coordinate the integration of the CT Swift Green Line Extension stations into the Bothell Way NE project.
<b>Financial Feasibility</b>	The project design, right-of-way, and segments 1 and 2 of construction are fully funded with \$16,489,224 of local funds, \$2,000,000 of state funds, and \$40,640,950 of federal funds. The remaining \$ \$43,804,958 needed to fund the construction of segment 3 is currently unsecured. The total project cost is \$102,935,132 in 2025 year of expenditure dollars.
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

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





## Puget Sound Regional Council

July 3, 2025

### CONSENT AGENDA

**To:** Transportation Policy Board

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

**Subject:** **Recommend Approval of a Project Tracking Exception Request for Sultan's US-2 / Main Street Roundabout Project**

### IN BRIEF

The City of Sultan is requesting an exception per PSRC's [Project Tracking Policies](#) for the US-2 / Main Street Roundabout Project. The request is for additional time to deliver the project beyond its previously approved deadline for PSRC's Federal Highway Administration (FHWA) funds. PSRC staff has reviewed this request 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.

### RECOMMENDED ACTION

The Transportation Policy Board should recommend the Executive Board approve the request for an exception under PSRC's Project Tracking Policies for the City of Sultan's *US-2 / Main Street Roundabout* 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 Request**

The City of Sultan is requesting an exception per the adopted project tracking policies for the *US-2 / Main Street Roundabout* project. This project was originally awarded PSRC's 2024 FHWA funds and was granted a one-year extension to deliver in 2025.

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 and Endangered Species Act (ESA) consultation by the U.S. National Marine Fisheries Service (NMFS). Additional details are provided in Attachment A.

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

- The request meets the Project Tracking Policies requirement that all phases remain fully funded.
- The request meets the Project Tracking Policies requirement for a compelling need. The city began NEPA coordination in 2024 and the extended federal review timeline is outside their control. The policy and process changes that triggered the NMFS review period were not yet in place at the time the project schedule was developed, nor at the time of the funding award.
- This project has been identified as a good candidate for application of the programmatic ESA consultation agreement currently being negotiated by the Washington State Department of Transportation with NMFS on behalf of local agencies. This will greatly expedite the review timeline and will be necessary for the city to deliver even with an extended obligation deadline. If the NMFS programmatic agreement were in place now, it would be reasonable to expect the applicable phase to be implemented within six months of board action, should the exception request be granted. However, while adoption is anticipated to be imminent, the current uncertainty in federal staffing levels is unprecedented and its effect on the timing of the programmatic agreement is not known.

For these reasons, the chairs group recommends that a full year additional extension (to June 1, 2026) be granted to this project. 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 impede timely adoption of the NMFS programmatic agreement.

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

**ATTACHMENTS**

- A. Summary of Project Exception Request

## ATTACHMENT A: SUMMARY OF PROJECT EXCEPTION REQUEST

The following project was granted a one year extension for a phase originally awarded PSRC's 2024 FHWA funds but is unable to obligate by the extended June 1, 2025, deadline. Therefore, an exception is requested per PSRC's adopted Project Tracking Policies, based on the summary details provided below.

### City of Sultan – US-2 / Main Street Roundabout

#### Project Scope

Construct a two-lane roundabout at US-2 and Main Street, with shared-use path around its perimeter and pedestrian crossings with rectangular rapid flashing beacons (RRFBs).

#### Phases with Exception Request

Right-of-Way (\$480,000 STBG, \$120,000 match)

*Note, the project was awarded an additional \$89,000 STBG in increased federal share as part of FY2025 rebalancing, which will need to be returned if the project does not obligate within this fiscal year. The return is assumed in the totals above.*

#### Reason for Request

The city received a one-year extension in 2024 due to delays in the project's National Environmental Policy Act (NEPA) process, but did not initially have the understanding that the project would trigger tire anti-degradant (6PPDQ) mitigation and the need to complete a consultation with the National Marine Fisheries Service (NMFS). After completing a scoping meeting in December 2024 and submitting the initial environmental documentation, this was confirmed by the Washington State Department of Transportation (WSDOT) in March 2025.

At this time, the city had been working with WSDOT to identify a potential path concurrent to the completion of NEPA by which the project could still obligate its funds in 2025. Thus, the city did not pursue an additional extension earlier because they believed 2025 delivery to still be achievable. However, in June 2025, WSDOT confirmed that there is no feasible path to allow delivery in this fiscal year, and the city is requesting additional time to accommodate resolution of the stormwater issues.

WSDOT has confirmed that this project would be a strong candidate to utilize the local agency programmatic agreement for 6PPDQ that is being negotiated with NMFS. The programmatic agreement is expected to substantially reduce the time needed for Biological Assessment approval from years to months and will be necessary for the city to deliver even with an extended obligation deadline. However, even if it were to be available right now, it is improbable that it would speed up the timeline to the point that 2025 delivery would be achievable. Additionally, while adoption of this agreement is anticipated to be imminent, there is also uncertainty in the timing due to current fluctuations in federal staffing levels.



## Puget Sound Regional Council

July 3, 2025

### DISCUSSION ITEM

**To:** Transportation Policy Board

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

**Subject:** **Washington State Department of Transportation's 2025-2027 Consolidated Grant Program Awards**

### IN BRIEF

The Washington State Department of Transportation (WSDOT) has announced awards for the 2025-2027 Consolidated Grant Program, which funds projects providing services to people with mobility and accessibility needs. At the July 10 meeting, the Transportation Policy Board will receive a briefing on the grant awards and an update on the development of the region's Coordinated Mobility Plan, which identifies transportation needs of people with mobility and accessibility challenges.

### DISCUSSION

Every biennium, WSDOT conducts a competition through the Consolidated Grant Program to distribute federal and state funds for specialized transportation programs that serve individuals with mobility and accessibility needs, including older adults and people with disabilities. To ensure that projects meet the needs of the various regions across the state, WSDOT provides an opportunity within the process for regional transportation planning organizations like PSRC to provide regional priority rankings to identify the priority of projects submitted throughout the region. Higher priority projects receive points that are added to the statewide scoring process.

In December 2024, PSRC assigned regional priority rankings to 24 projects serving King, Pierce and Snohomish counties, based on their alignment with pre-established evaluation factors. These factors were drawn from the [Coordinated Mobility Plan](#), and refined with input from the Coordinated Mobility and Accessibility Committee (CMAC) and the Equity Advisory Committee:

- Preservation of Existing Programs
- Addressing High Priority Strategies in the Coordinated Mobility Plan
- Service Coordination
- Performance Measures and Targets
- Equitable Engagement and Communications

*NOTE: Kitsap County projects are not included, as the county competes for this funding program through the Peninsula RTP.*

A total of 17 projects from the PSRC region received funding in this competition. These projects represent a range of specialized transportation services, including demand-response and volunteer transportation programs to serve rural and underserved areas, vehicle replacements to support existing operations, and mobility management programs to help riders navigate available transportation services. Attachment A lists the final funding outcomes for the 2025-2027 biennium. Additionally, for the past two cycles, WSDOT has permitted eligible returning projects to apply for four years of funding (two biennia), rather than the standard two-year cycle. Attachment A also includes projects awarded four-year funding across the 2023-2025 and 2025-2027 biennia at the bottom of the list.

As noted, the Coordinated Mobility Plan serves as the basis for PSRC's regional ranking prioritization within the WSDOT Consolidated Grant process. PSRC continues to collaborate with a wide range of stakeholders to engage with older adults, youth, people with disabilities, and people with low incomes to better understand their transportation needs and priorities. Input from this outreach will inform the next Coordinated Mobility Plan, a key component of the Regional Transportation Plan. At the meeting, staff will share the top transportation needs identified during the first phase of engagement.

For additional information, please contact Jean Kim, Senior Planner, at [jkim@psrc.org](mailto:jkim@psrc.org) or 206-971-3052.

## **ATTACHMENTS**

- A. PSRC Region Projects Funded through the WSDOT Consolidated Grant Program for the 2025-2027 Biennium

## Attachment A: PSRC Region Projects Funded through the WSDOT Consolidated Grant Program for the 2025-2027 Biennium

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
<b>2-Year and 4-Year Projects (2025-2027 &amp; 2027-2029 Biennia)</b>					
King	<b>Catholic Community Services of King County</b>	Catholic Community Services Volunteer Transportation Services	Volunteer Services provides low-income older adults and adults with disabilities in King County with free transportation using volunteers. Services are offered to those who do not qualify for state-paid chore programs. Drivers tailor services to client needs, including door-through-door service and multiple stops.	\$116,980	\$122,651
Snohomish	<b>Catholic Community Services of Snohomish County</b>	Disabled Veterans Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental, and other essential appointments.	\$64,262	-
Snohomish	<b>Homage (Senior Services of Snohomish County)</b>	Homage Transportation Assistance Program Vehicle Replacement	This project will replace four vehicles, each with 150K+ mileage currently exceeding or within 1 year of the useful life benchmark. Homage's Transportation program provides demand response curb-to-curb transportation services to older adults and adults with disabilities who reside outside the paratransit corridors in Snohomish County.	\$298,860	-
Snohomish	<b>Homage (Senior Services of Snohomish County)</b>	Transportation Assistance Program (TAP) - Expansion	Expand capacity for paratransit service to disabled and older adults living in rural areas of Snohomish County by increasing the number of trips with 1) adding availability on Saturdays, 2) non-emergency medical trips to Skagit or King County, 3) volunteer driver trips and 4) coordination with Snow Goose Transit to provide trips for gap coverage.	\$766,100	-
Snohomish	<b>Homage (Senior Services of Snohomish County)</b>	Transportation Assistance Program (TAP) Sustain	Sustain Homage's Transportation Assistance Program (TAP) which provides demand response curb-to-curb transportation services to older adults and adults with disabilities residing outside the paratransit corridors in Snohomish County. Provides clients access to medical appointments, work, and shopping activities, enabling them to maintain their independence.	\$1,953,612	\$2,137,428
King	<b>Hopelink</b>	Community Transportation Navigators	The Community Transportation Navigators program provides transportation education using a peer-to-peer model through culturally appropriate engagement to hard-to-reach communities. The program leverages paid Navigators with lived experience to increase confidence and allow target populations to move freely around the central Puget Sound region.	\$364,949	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Multi County	<b>Mt. Si Senior Center</b>	Capital - Bus Replacement	Provide replacement vehicles to sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	\$536,760	-
Multi-County	<b>Mt. Si Senior Center</b>	Sustain Snoqualmie Valley Transportation (SVT) Weekday Operations	Sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	\$2,110,365	-
Multi-County	<b>Mt. Si Senior Center</b>	Sustain SVT WEEKEND services	Continue to provide weekend ADA-accessible demand response services and deviated route services to transit-dependent individuals in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall, and Monroe. Operating hours are Saturday and Sunday, 6:00 am to 8:00 pm.	\$713,408	-
Multi-County	<b>Northshore Senior Center</b>	Expansion of Deviated Fixed-Route Specialized Transportation in Mill Creek	Northshore Senior Center will expand access to mobility services for seniors and people with disabilities between Mill Creek (Snohomish) and Bothell (King/Snohomish).	\$128,000	-
Pierce	<b>Pierce County Human Services</b>	Beyond the Borders - Supplement	The project sustains accessible demand and deviated fixed route transportation for special needs riders who live in or travel to unincorporated rural and suburban locations in east and south Pierce County, unserved by Pierce Transit. Special needs clients include seniors, low-income persons, persons with disabilities, and youth aged 5-17.	\$582,460	-
Pierce	<b>Pierce County Human Services</b>	Pierce County Mobility Management	This project sustains staffing for the Pierce County Coordinated Transportation Coalition (PCCTC) which provides mobility leadership for all of Pierce County. The PCCTC's primary focus is finding solutions for special needs riders facing transportation challenges. Pierce County Human Services has been the lead agency of the PCCTC since 1999.	\$210,257	\$223,746
Pierce	<b>Pierce Transit</b>	Pierce Transit Runner: New Special Needs Transit Connector for Tide Flats, Ruston, and Gig Harbor	Pierce Transit is proposing to fund new Runner micro transit mobility zones under the Consolidated Grant Program for special needs populations such as the youth, people with disabilities, older adults aged 65 and above, and families with low incomes. These new special needs connector projects are located in Ruston, Tide Flats, and Gig Harbor.	\$2,435,696	-



County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Pierce	<b>Pierce Transit</b>	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Pierce Transit proposes to sustain Runner, its flexible, on-demand, and affordable micro transit service in the Parkland-Spanaway-Midland area as a real time transit solution for special needs populations such as the youth, seniors aged 65 and older, people with disabilities, and families with low incomes.	\$1,079,244	-
Snohomish	<b>SnoTRAC</b>	Snohomish County Mobility Management & Navigation	Funds Snohomish County's mobility coalition to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people; and to educate and train community members and local organizational/ agency staff in understanding the best transportation options for their needs.	\$518,388	-
King	<b>Sound Generations</b>	Hyde Shuttle - Eastside	Provides operating funds for a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, are not eligible for ADA Paratransit, or are too frail to use it.	\$724,857	-
Snohomish	<b>Volunteers Of America Western Washington</b>	Snohomish County "One Call" 211 Transportation Navigation	Volunteers of America Western Washington (VOAWW) will increase 2-1-1 staff capacity to help Snohomish County callers navigate transportation services and provide direct referrals. Our proposal supports the implementation of the Puget Sound Regional Council's "One-Call" portion of the "One-click/One-call" effort in Snohomish County.	\$519,061	-
<b>Total Funds Awarded</b>				<b>\$ 13,123,259</b>	<b>\$ 2,483,825</b>

NOTE: Kitsap County participates in the WSDOT Consolidated Grant process through the Peninsula RTPPO.

<b>4-Year Continuing Projects (2023-2025 &amp; 2025-2027 Biennia)</b>					
Pierce	<b>Catholic Community Services of Western Washington - Pierce County</b>	Pierce County Volunteer Transportation Services Program	Volunteer Transportation Services provides door-through-door transportation to medical, grocery shopping and other necessary errands for low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit SHUTTLE Paratransit or who live in a rural area of Pierce County where public transportation isn't available.	\$351,972	-
Multi-County	<b>Hopelink</b>	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	\$206,141	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
Multi-County	<b>Hopelink</b>	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	\$584,539	-
King	<b>Hopelink</b>	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	\$1,016,318	-
King	<b>King County Metro Transit</b>	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	\$669,920	-
Multi-County	<b>Northshore Senior Center</b>	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	\$137,500	-
Pierce	<b>Pierce County Human Services</b>	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	\$1,868,950	-
Multi-County	<b>Puget Sound Educational Service District</b>	Road to Independence	The Road to Independence program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing Certified Driver License (CDL) training and licensing to low-income individuals who may obtain family-wage jobs.	\$811,200	-

County	Sponsor	Project Title	Project Description	Funds Awarded 2025-27	Funds Awarded 2027-29
King	Sound Generations	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	\$2,146,941	-
Pierce	United Way of Pierce County	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	\$345,522	-
			<b>Total Funds Awarded</b>	<b>\$8,139,003</b>	

NOTE: Kitsap County participates in the WSDOT Consolidated Grant process through the Peninsula RTPPO.



## Puget Sound Regional Council

July 3, 2025

### **ACTION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Recommend Approval of the 2025 Annual Adjustment of PSRC's Federal Transit Administration Funds**

### **IN BRIEF**

In May, PSRC was notified of our region's final allocation of federal fiscal year (FFY) 2025 Federal Transit Administration (FTA) formula funds. FTA requires that PSRC review the estimates used to program FTA funds with the actual allocation approved by Congress on an annual basis. Due to the final allocation being lower than our original estimates used for programming, there is \$8.6 million less available for distribution.

### **RECOMMENDED ACTION**

The Transportation Policy Board should recommend Executive Board approval of the 2025 annual adjustments of PSRC's FTA funds as identified in Attachment B.

### **DISCUSSION**

There are three urbanized areas (UZAs) in the region: the Seattle-Tacoma-Everett UZA, the Bremerton UZA, and the Marysville UZA. Kitsap Transit is the only public transit agency in the Bremerton UZA, and Community Transit is the only public transit agency in the Marysville UZA, so these agencies recommend projects for the FTA funds earned within their respective UZAs. Approximately 86% of the FTA funds earned within the Seattle-Tacoma-Everett (STE) UZA are based on the service and operating characteristics of the nine transit agencies in the UZA. Per adopted regional policy, this portion of the funds is distributed to each public transit agency based on their earnings, called the "earned share" distribution. The remaining funds, approximately 14%, come to the region based on regional attributes such as population density. Per adopted regional policy, these funds are distributed via an equity formula allocation.

As a reminder, the STE UZA includes three agencies that are external to the UZA but provide service to the area: Kitsap Transit, Intercity Transit in Thurston County and Skagit Transit in Skagit County. Per adopted regional policy, these external agencies are able to access the FTA funds earned from the service they provide to the region.

Supporting materials for the project adjustments are described in the following attachments:

- Attachment A provides information on PSRC's 2025 FTA annual adjustments process, including an itemization of funding adjustments within each UZA by agency and funding source, as well as by the distribution categories.
- Attachment B identifies the recommended funding adjustments to each agency and project.
- Attachment C provides information on requests for redistribution of currently programmed 2025 funds and a scope change to a previously awarded project.
- Attachment D provides information on proposed changes to projects receiving regional equity funding.

PSRC staff reviewed all project submittals to affirm each project meets state, federal and regional eligibility requirements. Staff also reviewed all equity formula project submittals to ensure consistency with adopted policies. In addition, staff affirms the projects submitted by the external transit agencies adhere to the adopted policies and the use of the funds will support service into the region. The Transit Operators Committee recommended approval of the project adjustments via an email vote completed on July 2, 2025.

There are three new projects identified in Attachment B. Per adopted procedures, these projects will be released for public review on July 3 and any comments received will be provided to the Transportation Policy Board at the July 10 meeting. Comments will be accepted until the Executive Board meeting on July 24, at which time final approval is scheduled.

For more information, please contact Doug Cox at [dcox@psrc.org](mailto:dcox@psrc.org) or 206-971-3050.

Attachments:

A: PSRC 2025 FTA Annual Adjustments Process

B: 2025 PSRC FTA Adjustments - Project Changes

C: 2025 FTA Redistribution and Scope Change Requests

D: 2025 Equity Formula Adjustments

## Attachment A: PSRC 2025 FTA Annual Adjustments Summary Information

---

PSRC coordinates with the Federal Transit Administration (FTA) and the region's public transit agencies to distribute PSRC's FTA funds to projects in the three urbanized areas, or UZAs, in the PSRC region: Bremerton, Marysville and Seattle-Tacoma-Everett (STE). On an annual basis, the FTA requires that PSRC review the estimates used to program FTA funds against the actual allocations approved by Congress and make adjustments to reconcile the two amounts as necessary. More information about this process is available in the current [Project Tracking Policies for PSRC's Federal Funds](#) as well as in the *PSRC FTA Annual Adjustments Process Overview* technical addendum, which is available upon request.

**Table 1: PSRC FTA 5307, 5337 & 5339 Funding Apportionments for FFY 2025**

Table 1 shows the 2025 FTA full-year funding apportionments, published by the FTA on May 5, 2025. The UZAs received their 2025 funding apportionments under three separate FTA grant programs: 5307, 5337 (HIFG & HIMB), and 5339.

Funding Source	Bremerton UZA	Marysville UZA	Seattle-Tacoma-Everett UZA	Grand Total
5307	\$5,733,729	\$4,078,055	\$143,693,198	<b>\$153,504,982</b>
5337 HIFG	\$527,569	\$0	\$89,222,917	<b>\$89,750,486</b>
5337 HIMB	\$0	\$0	\$28,750,135	<b>\$28,750,135</b>
5339	\$464,045	\$318,315	\$9,332,963	<b>\$10,115,323</b>
<i>Total</i>	<b><i>\$6,725,343</i></b>	<b><i>\$4,396,370</i></b>	<b><i>\$270,999,213</i></b>	<b><i>\$282,120,926</i></b>

**Table 2: Overall Adjustments of FFY 2025 PSRC FTA Funds by UZA**

Table 2 provides an overview of the funding changes needed for each UZA for PSRC's 5307, 5337, and 5339 FTA funds for FFY 2025.

<b>Bremerton UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2025 Amount</b>	<b>Adjustment</b>
5307	\$6,119,769	\$5,708,729	-\$411,040
5307 - PSRC Work Program	\$25,000	\$25,000	\$0
5337 HIFG	\$455,598	\$527,569	\$71,971
5339	\$426,146	\$464,045	\$37,899
<b>Total</b>	<b>\$7,026,513</b>	<b>\$6,725,343</b>	<b>-\$301,170</b>

<b>Marysville UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2025 Amount</b>	<b>Adjustment</b>
5307	\$2,979,505	\$4,063,055	\$1,083,550
5307 - PSRC Work Program	\$15,000	\$15,000	\$0
5339	\$339,942	\$318,315	-\$21,627
<b>Total</b>	<b>\$3,334,447</b>	<b>\$4,396,370</b>	<b>\$1,061,923</b>

<b>Seattle-Tacoma-Everett (STE) UZA</b>			
<b>Funding Source</b>	<b>Programmed</b>	<b>Final 2025 Amount</b>	<b>Adjustment</b>
<b>Earned Share (excluding 5311 agency amounts)</b>			
5307 (earned share only)	\$119,505,467	\$107,679,778	-\$11,825,689
5307 - PSRC Work Program	\$1,210,000	\$1,210,000	\$0
5337 HIFG	\$84,922,029	\$89,222,917	\$4,300,888
5337 HIMB	\$27,752,386	\$28,750,136	\$997,750
5339	\$7,883,203	\$6,482,757	-\$1,400,446
Subtotal	\$241,273,085	\$233,345,588	-\$7,927,497
<b>Remaining Regional Funds for Equity Formula Distribution (including 5311 agency amounts)</b>			
5307 ( equity formula only)	\$39,080,037	\$34,622,036	-\$4,458,001
5339	\$0	\$3,031,590	\$3,031,590
Subtotal	\$39,080,037	\$37,653,626	-\$1,426,411
<b>Total</b>	<b>\$280,353,122</b>	<b>\$270,999,214</b>	<b>-\$9,353,908</b>

The following three tables include information on PSRC's FTA funds for the STE UZA based on the 2025 edition of PSRC's STE UZA disaggregation tool. A copy of the tool is available upon request. The following three tables show the balance of funds after \$1,210,000 was set-aside for PSRC's Work Program.

**Table 3a: STE UZA Earned Shares by Agency for FFY 2025**

Table 3a identifies the currently programmed funds by source for each agency within the STE UZA, their final earned share amounts, and any necessary adjustments. *NOTE: These tables do not reflect the previously agreed upon funding exchanges between agencies. PSRC staff will work directly with these agencies to identify their final 2025 earnings by source.*

	Agency	Currently Programmed for 2025	Final 2025 Earned Share	Adjustment
5307	Community Transit	\$10,115,580	\$8,090,180	-\$2,025,400
	Everett Transit	\$1,061,408	\$1,111,334	\$49,926
	Intercity Transit	\$2,573,538	\$1,505,024	-\$1,068,514
	King County Metro	\$55,000,562	\$46,960,594	-\$8,039,968
	Kitsap Transit (STE UZA Earned Share only)	\$1,586,099	\$2,426,526	\$840,427
	Pierce County Ferry Operations	\$0	\$496,441	\$496,441
	Pierce Transit	\$9,108,111	\$7,524,908	-\$1,583,203
	City of Seattle	\$256,547	\$300,748	\$44,201
	Skagit Transit	\$453,582	\$212,791	-\$240,791
	Sound Transit	\$33,411,981	\$32,383,261	-\$1,028,720
	Washington State Ferries	\$5,938,059	\$6,667,971	\$729,912
	<b>5307 Earned Share Subtotals</b>	<b>\$119,505,467</b>	<b>\$107,679,778</b>	<b>-\$11,825,689</b>
5337 HIFG	King County Metro	\$38,503,099	\$40,426,360	\$1,923,261
	Kitsap Transit (STE UZA Earned Share only)	\$36,684	\$111,031	\$74,347
	Pierce County Ferry Operations	\$0	\$1,139,015	\$1,139,015
	City of Seattle	\$686,286	\$733,007	\$46,721
	Sound Transit	\$30,541,852	\$33,616,093	\$3,074,241
	Washington State Ferries	\$15,154,108	\$13,197,411	-\$1,956,697
	<b>5337 HIFG Earned Share Subtotals</b>	<b>\$84,922,029</b>	<b>\$89,222,917</b>	<b>\$4,300,888</b>



	Agency	Currently Programmed for 2025	Final 2025 Earned Share	Adjustment
5337 HIMB	Community Transit	\$4,118,332	\$4,566,819	\$448,487
	King County Metro	\$11,849,866	\$10,784,448	-\$1,065,418
	Pierce Transit	\$213,080	\$366,008	\$152,928
	Sound Transit	\$11,571,108	\$13,032,861	\$1,461,753
	<i>5337 HIMB Earned Share Subtotals</i>	<i>\$27,752,386</i>	<i>\$28,750,136</i>	<i>\$997,750</i>

5339	Community Transit	\$986,823	\$810,756	-\$176,067
	Everett Transit	\$103,543	\$111,372	\$7,829
	Intercity Transit	\$251,072	\$150,826	-\$100,246
	King County Metro	\$4,192,490	\$3,483,672	-\$708,818
	Kitsap Transit (STE UZA Earned Share only)	\$37,795	\$22,387	-\$15,408
	Pierce Transit	\$730,789	\$754,108	\$23,319
	Skagit Transit	\$44,251	\$21,325	-\$22,926
	Sound Transit	\$1,536,440	\$1,128,311	-\$408,129
	<i>5339 Earned Share Subtotals</i>	<i>\$7,883,203</i>	<i>\$6,482,756</i>	<i>-\$1,400,447</i>
	<i>Earned Share Totals</i>	<i>\$240,063,084</i>	<i>\$232,135,587</i>	<i>-\$7,927,497</i>

Note: The 5307 shown as Pierce County's currently programmed earned share is for informational purposes; the funds are programmed to Pierce Transit under the exchange agreement between these two agencies.

**Table 3b: FTA Regional Funds for FFY 2025**

Table 3b identifies the amount of regional funds available, distributed via the Equity Formula

Regional Fund Source	Final 2025 Amounts	Currently Programmed for 2025	Additonal Regional Funds
5307/5311^	\$34,821,597	\$39,080,037	-\$4,258,440
5339	\$2,832,029		\$2,832,029
<b>Totals</b>	<b>\$37,653,626</b>	<b>\$39,080,037</b>	<b>-\$1,426,411</b>

^ Please see FFY2025 Disaggregation Tool for explanation of the 5311 reference.

As a reminder, the regional equity formula distribution only programs 5307 funds, so the amount of 5339 regional funding in the table above will need to be exchanged.

**Table 3c: Equity Formula Funds and Net Adjustments for FFY 2025**

Table 3c shows how the additional FFY 2025 regional funds will be distributed to qualifying agencies under the Equity Formula distribution.

	Currently Programmed for 2025	Equity Formula Share	Final 2025 Amounts	Adjustments
Community Transit	\$5,862,006	15.0%	\$5,648,044	-\$213,962
Everett Transit	\$1,406,881	3.6%	\$1,355,531	-\$51,350
King County Metro	\$16,843,496	43.1%	\$16,228,713	-\$614,783
Pierce County Ferry System	\$0	0.3%	\$112,961	\$112,961
Pierce Transit	\$5,627,525	14.1%	\$5,309,161	-\$318,364
City of Seattle	\$1,250,561	3.2%	\$1,204,916	-\$45,645
Sound Transit	\$6,487,286	16.6%	\$6,250,502	-\$236,784
Washington State Ferries	\$1,602,282	4.1%	\$1,543,799	-\$58,483
<b>Totals</b>	<b>\$39,080,037</b>	<b>100%</b>	<b>\$37,653,626</b>	<b>-\$1,426,411</b>

**Table 4: PSRC FTA Funds with Overall Adjustments for FFY 2025**

Table 4 provides a summary of the final overall adjustment amounts for all fund sources for each UZA in FFY 2025. Slight differences between the funding amounts in the tables above and the published apportionments (Table 1) are due to rounding and will be corrected as part of agency project adjustments.

Total FFY 2025 FTA Funds			
	Programmed	Final 2025 Amount	Adjustment
Bremerton UZA	\$7,026,513	\$6,725,343	-\$301,170
Marysville UZA	\$3,334,447	\$4,396,370	\$1,061,923
STE UZA	\$280,353,121	\$270,999,214	-\$9,353,907
<b>Total FFY 2025 FTA funds</b>	<b>\$290,714,081</b>	<b>\$282,120,927</b>	<b>-\$8,593,154</b>

**Table 5: 2025 PSRC FTA Funds Currently Programmed by UZA and Project**

The following tables describe how FTA funds are currently programmed for projects within each UZA. Each agency will be asked to identify the projects to which 2025 funding adjustments will be applied. PSRC will correspond individually with each jurisdiction.

<b>Bremerton UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$455,598
KT-77	Kitsap Transit	Bus and OTR Coach Purchases (2025-2026)	5307	\$6,119,769
KT-77	Kitsap Transit	Bus and OTR Coach Purchases (2025-2026)	5339	\$426,146
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$25,000
<b>Total</b>				<b>\$7,026,513</b>

<b>Marysville UZA</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
CT-78	Community Transit	Marysville UZA Transit Operations 2025-2026	5307	\$1,679,505
CT-79	Community Transit	Preventive Maintenance 2025-2026	5307	\$1,300,000
CT-80^	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5339	\$339,942
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$15,000
<b>Total</b>				<b>\$3,334,447</b>

<b>Seattle-Tacoma-Everett UZA - Earned Share</b>				
<b>Project ID</b>	<b>Sponsor</b>	<b>Project</b>	<b>Source</b>	<b>Programmed</b>
<b>5307 Funds</b>				
CT-80^	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5307	\$10,115,580
ET-57	Everett Transit	2025-2028 Transit Maintenance Facility Design	5307	\$750,000
ET-58	Everett Transit	2025-2026 Operations Base Generator	5307	\$311,408
IT-14	Intercity Transit	Replacement Coaches 2024- 2026	5307	\$2,573,538
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5307	\$1,586,099
MET-262	King County	Bus Acquisitions 2025-2026	5307	\$28,792,294
MET-268	King County	Vehicle, Equipment and Facilities Maintenance 2025-2026	5307	\$26,208,268
PT-181	Pierce Transit	2025-2026 ADA Operating Services	5307	\$1,616,921
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5307	\$5,312,291
PT-183	Pierce Transit	2025-2026 Preventative Maintenance	5307	\$2,178,899
PSRC-24	PSRC	Regional Transportation Planning and Programming, FY24-25	5307	\$1,210,000
SEA-269	City of Seattle	Monorail System Maintenance 2025 - 2026	5307	\$256,547
TBD	Skagit Transit	Unprogrammed	5307	\$453,582
RTA-117	Sound Transit	Operations and Maintenance Facility South	5307	\$16,705,990
RTA-98	Sound Transit	Tacoma Dome Link Extension	5307	\$16,705,991
WSF-124	Washington State Ferries	System-wide ADA Preservation and Improvements	5307	\$897,718
WSF-125	Washington State Ferries	Vessel Preservation and Improvement (2025-2026)	5307	\$5,040,341
<b>Subtotal</b>				<b>\$120,715,467</b>

Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
<b>5337 HIFG Funds</b>				
KT-76	Kitsap Transit	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$36,684
MET-261	King County	500 KW Traction Power Substations State of Good Repair	5337 HIFG	\$18,487,255
MET-265	King County	Marine Vessel Maintenance 2025-26	5337 HIFG	\$1,000,000
MET-267	King County	TPSS Switch Gear Replacements	5337 HIFG	\$2,952,086
MET-270	King County	Atlantic Base Substation Replacement	5337 HIFG	\$7,444,599
MET-271	King County	Trolley System Transit Asset Management 2025-2026	5337 HIFG	\$5,000,000
TBD	King County	Unprogrammed	5337 HIFG	\$3,619,159
SEA-269	City of Seattle	Monorail System Maintenance 2025 - 2026	5337 HIFG	\$686,286
RTA-119	Sound Transit	Sounder and Link State of Good Repair 2025-2026	5337 HIFG	\$30,541,852
WSF-125	Washington State Ferries	Vessel Preservation and Improvement (2025-2026)	5337 HIFG	\$15,154,108
			<b>Subtotal</b>	<b>\$84,922,029</b>
<b>5337 HIMB Funds</b>				
CT-80^	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5337 HIMB	\$4,118,332
MET-262	King County	Bus Acquisitions 2025-2026	5337 HIMB	\$11,849,866
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5337 HIMB	\$213,080
RTA-120	Sound Transit	Regional Express Bus Program (2025-2026)	5337 HIMB	\$11,571,108
			<b>Subtotal</b>	<b>\$27,752,386</b>
<b>5339 Funds</b>				
CT-80^	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5339	\$986,823
ET-60	Everett Transit	2025-2026 Bus Shelters (Passenger Amenities)	5339	\$103,543
IT-14	Intercity Transit	Replacement Coaches 2024- 2026	5339	\$251,072
KT-77	Kitsap Transit	Bus and OTR Coach Purchases (2025-2026)	5339	\$37,795
MET-262	King County	Bus Acquisitions 2025-2026	5339	\$4,192,490
PT-182	Pierce Transit	2025-2026 Clean Fuels Bus Replacement	5339	\$730,789
TBD	Skagit Transit	Unprogrammed	5339	\$44,251
RTA-120	Sound Transit	Regional Express Bus Program (2025-2026)	5339	\$1,536,440
			<b>Subtotal</b>	<b>\$7,883,203</b>
			<b>Total STE UZA Earned Share</b>	<b>\$241,273,084</b>

Seattle-Tacoma-Everett UZA - Equity Formula Distribution				
Project ID	Sponsor	Project	Source	Programmed
CT-80^	Community Transit	Zero Emissions Transit Revenue Vehicles 2023-2026	5307	\$5,862,006
ET-56	Everett Transit	2025-2026 Vehicle Preventive Maintenance	5307	\$895,086
ET-61	Everett Transit	2025 Paratransit Electric Vehicles	5307	\$511,795
MET-266	King County	Rapid Ride R Line	5307	\$16,843,496
PT-184	Pierce Transit	Shuttle Revenue Vehicles Replacement 2025-2026	5307	\$5,627,525
SEA-270	City of Seattle	Maintenance for the First Hill Streetcar Line 2025-2026	5307	\$432,624
SEA-271	City of Seattle	Aurora Avenue N Safety & Transit Access Improvements	5307	\$817,937
RTA-100	Sound Transit	I-405 Bus Rapid Transit	5307	\$6,487,286
WSF-124	Washington State Ferries	System-wide ADA Preservation and Improvements	5307	\$1,602,282
			<b>Total</b>	<b>\$39,080,037</b>

^ The project title for CT-80 will be revised to "Transit Revenue Vehicles 2023-2026"

**Total STE UZA \$280,353,121**

**Grand Total 2025 FTA Funds Programmed \$290,714,081**

ATTACHMENT B: 2025 PSRC FTA Adjustments - Project Changes

7.a - Att. B

Bremerton UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Kitsap Transit	KT-76	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5337 HIFG	\$455,598	\$71,971	\$0	\$527,569
	KT-77	Bus and OTR Coach Purchases (2025-2026)	5307	\$6,119,769	-\$411,040	\$0	\$5,708,729
			5339	\$426,146	\$37,899	\$0	\$464,045
Total				\$7,001,513	-\$301,170	\$0	\$6,700,343
Marysville UZA							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-78	Marysville UZA Transit Operations 2025-2026	5307	\$1,679,505	\$611,122	\$0	\$2,290,627
	CT-79	Preventive Maintenance 2025-2026	5307	\$1,300,000	\$472,428	\$0	\$1,772,428
	CT-80	Transit Revenue Vehicles 2023-2026	5339	\$339,942	-\$21,627	\$0	\$318,315
Total				\$3,319,447	\$1,061,923	\$0	\$4,381,370
Seattle-Tacoma-Everett UZA - Earned Share							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-80	Transit Revenue Vehicles 2023-2026	5307	\$10,115,580	-\$2,025,400	\$0	\$8,090,180
			5337 HIMB	\$4,118,332	\$448,487	\$0	\$4,566,819
			5339	\$986,823	-\$176,067	\$0	\$810,756
Community Transit Totals				\$15,220,735	-\$1,752,980	\$0	\$13,467,755
Everett Transit	ET-57	2025-2028 Transit Maintenance Facility Design	5307	\$750,000	\$0	\$0	\$750,000
	ET-58	2025-2026 Operations Base Generator	5307	\$311,408	\$49,926	\$0	\$361,334
	ET-60	2025-2026 Bus Shelters (Passenger Amenities)	5339	\$103,543	\$7,829	\$0	\$111,372
Everett Transit Totals				\$1,164,951	\$57,755	\$0	\$1,222,706
Intercity Transit	IT-14	Replacement Coaches 2024-2026	5307	\$2,573,538	-\$1,068,514	\$0	\$1,505,024
			5339	\$251,072	-\$100,246	\$0	\$150,826
Intercity Transit Totals				\$2,824,610	-\$1,168,760	\$0	\$1,655,850

King County Metro	MET-261	500 KW Traction Power Substations State of Good Repair	5337 HIFG	\$18,487,255	\$0	\$0	\$18,487,255
	MET-262	Bus Acquisitions 2025-2026	5307	\$28,792,294	-\$4,086,792	\$0	\$24,705,502
			5337 HIMB	\$11,849,866	-\$1,065,418	\$0	\$10,784,448
			5339	\$4,192,490	\$2,123,211	\$0	\$6,315,701
	MET-265	Marine Vessel Maintenance 2025-26	5337 HIFG	\$1,000,000	\$0	\$0	\$1,000,000
	MET-267	TPSS Switch Gear Replacements	5337 HIFG	\$2,952,086	\$0	-\$974,835	\$1,977,251
	MET-268	Vehicle, Equipment and Facilities Maintenance 2025-2026	5307	\$26,208,268	-\$6,785,205	\$0	\$19,423,063
	MET-270	Atlantic Base Substation Replacement	5337 HIFG	\$7,444,599	\$0	-\$7,444,599	\$0
	MET-271	Trolley System Transit Asset Management 2025-2026	5337 HIFG	\$5,000,000	\$0	\$0	\$5,000,000
TBD	Unprogrammed	5337 HIFG	\$3,619,159	\$0	\$5,112,928	\$8,732,087	
MET-282^	Trolley Vehicle Maintenance 2024-2028^	5337 HIFG	\$0	\$1,923,261	\$3,306,506	\$5,229,767	
^ Updated title King County Metro Totals				\$109,546,017	-\$7,890,943	\$0	\$101,655,074
Kitsap Transit	KT-76	Passenger Only Ferry System Preventative & Capital Maintenance (25-26)	5307	\$1,586,099	\$840,427	\$0	\$2,426,526
			5337 HIFG	\$36,684	\$74,347	\$0	\$111,031
	KT-77	Bus and OTR Coach Purchases (2025-2026)	5339	\$37,795	-\$15,408	\$0	\$22,387
Kitsap Transit Totals				\$1,660,578	\$899,366	\$0	\$2,559,944
Pierce Transit	PT-181	2025-2026 ADA Operating Services	5307	\$1,616,921	\$0	-\$700,885	\$916,036
	PT-182	2025-2026 Clean Fuels Bus Replacement	5307	\$5,312,291	\$0	\$0	\$5,312,291
			5337 HIMB	\$213,080	\$152,928	\$0	\$366,008
			5339	\$730,789	\$23,319	\$0	\$754,108
	PT-183	2025-2026 Preventative Maintenance	5307	\$2,178,899	\$52,253	\$700,885	\$2,932,037
Pierce Transit Totals				\$10,051,980	\$228,500	\$0	\$10,280,480
Seattle	SEA-269	Monorail System Maintenance 2025-2026	5307	\$256,547	\$0	\$0	\$256,547
			5337 HIFG	\$686,286	\$46,721	\$0	\$733,007
	SEA-270	Maintenance for the First Hill Streetcar Line 2025-2026	5307	\$0	\$44,201	\$0	\$44,201
Seattle Totals				\$942,833	\$90,922	\$0	\$1,033,755
Skagit Transit	tbd	Unprogrammed	5307	\$453,582	-\$240,791	-\$212,791	\$0
			5339	\$44,251	-\$22,926	-\$21,325	\$0
	SKA-4	Skagit Transit Maintenance Operations & Administration Facility	5307	\$0	\$0	\$212,791	\$212,791
			5339	\$0	\$0	\$21,325	\$21,325
Skagit Transit Totals				\$497,833	-\$263,717	\$234,116	\$234,116

Sound Transit	RTA-117	Operations and Maintenance Facility South	5307	\$16,705,990	-\$1,028,720	-\$242,874	\$15,434,396	
	tbd	Reduce Transit Worker Assault Risk - .75 Safety Set Aside	5307	\$0	\$0	\$242,874	\$242,874	
	RTA-119	Sounder and Link State of Good Repair 2025-2026	5337 HIFG	\$30,541,852	\$3,074,241	\$0	\$33,616,093	
	RTA-120	Regional Express Bus Program (2025-2026)	5337 HIMB	\$11,571,108	\$1,461,753	\$0	\$13,032,861	
			5339	\$1,536,440	-\$408,129	\$0	\$1,128,311	
RTA-98	Tacoma Dome Link Extension	5307	\$16,705,991	\$0	\$0	\$16,705,991		
Sound Transit Totals				\$77,061,381	\$3,099,145	\$0	\$80,160,526	
Washington State Ferries	WSF-124	System-wide ADA Preservation and Improvements	5307	\$897,718	\$0	\$58,483	\$956,201	
	WSF-125^	Current: Vessel Preservation and Improvement (2025-2026)	5307	\$5,040,341	-\$409,103	-\$58,483	\$4,572,755	
		Revised: Preventive Maintenance (2025-2026)	5337 HIFG	\$15,154,108	-\$817,682	\$0	\$14,336,426	
^ See Attachment C				Washington State Ferries Totals	\$21,092,167	-\$1,226,785	\$0	\$19,865,382

Seattle-Tacoma-Everett UZA - Regional Equity Formula Distribution							
Sponsor	Project ID	Title	Fund Source	Programmed Funds	Adjustment	Redistributions	Final
Community Transit	CT-80	Transit Revenue Vehicles 2023-2026	5307	\$5,862,006	-\$213,962	\$0	\$5,648,044
Everett Transit	ET-56	2025-2026 Vehicle Preventive Maintenance	5307	\$895,086	-\$51,350	\$0	\$843,736
	ET-61	2025 Paratransit Electric Vehicles	5307	\$511,795	\$0	\$0	\$511,795
King County Metro	MET-266	Rapid Ride R Line	5307	\$16,843,496	-\$614,783	\$0	\$16,228,713
Pierce Transit	PT-184	Shuttle Revenue Vehicles Replacement 2025-2026	5307	\$5,627,525	-\$205,403	-\$2,125,852	\$3,296,270
	NEW	System-Wide ADA Braille Signage Improvements	5307	\$0	\$0	\$932,852	\$932,852
	NEW	Bus Stop Accessibility Improvements	5307	\$0	\$0	\$1,193,000	\$1,193,000
Seattle	SEA-270	Maintenance for the First Hill Streetcar Line 2025-2026	5307	\$432,624	-\$45,645	\$0	\$386,979
	SEA-271	Aurora Avenue N Safety & Transit Access Improvements	5307	\$817,937	\$0	\$0	\$817,937
Sound Transit	RTA-100	I-405 Bus Rapid Transit	5307	\$6,487,286	-\$236,784	\$0	\$6,250,502
Washington State Ferries	WSF-124	System-wide ADA Preservation and Improvements	5307	\$1,602,282	-\$58,483	\$0	\$1,543,799
STE UZA Regional Totals				\$39,080,037	(\$1,426,410)	\$0	\$37,653,627
STE UZA Grand Totals				\$279,143,122	-\$9,353,907	\$0	\$269,789,215

## **ATTACHMENT C: 2025 FTA SCOPE CHANGE AND REDISTRIBUTION REQUESTS**

### **REDISTRIBUTIONS**

Four agencies are requesting redistribution of funds, as illustrated in Attachment B. A brief summary of these requests is provided below.

1. King County Metro is redistributing a portion of the funds from the TPSS Switch Gear Replacements project and the Atlantic Base Substation Replacement project into the Trolley Vehicle Maintenance 2024-2028 project. The TPSS Switch Gear Replacements project will be backfilled with local funds, and the Atlantic Base Substation Replacement project is being postponed. The balance of the redistributed funds will be held unprogrammed until a future date.
2. Pierce Transit is redistributing funds from the 2025-2026 ADA Operating Services project into the 2025-2026 Preventative Maintenance project. The funds currently programmed in the 2025-2026 ADA Operating Services project exceed the 10% threshold of Section 5307 funds that Pierce Transit is permitted to allocate for paratransit operations, as defined by 49 U.S.C. § 5307. As a result, the remaining funds are being redistributed to ensure compliance with federal funding limits and to maximize the effective use of available resources. Pierce Transit is also redistributing regional equity funds from the Shuttle Revenue Vehicles Replacement 2025-2026 project into two new projects: Systemwide ADA Braille Signage Improvements and Bus Stop Accessibility Improvements. Pierce Transit is reducing the scope and funds of the Shuttle Revenue Vehicles Replacement 2025-2026 project because all necessary replacement of shuttle vehicles is accounted for and there are fewer vehicles to be replaced than originally estimated.
3. Sound Transit is redistributing funds from the Operations and Maintenance Facility South project into a new Reduce Transit Worker Assault Risk project to comply with an FTA safety set-aside requirement.
4. Washington State Ferries is redistributing funds from the Vessel Preservation and Improvement project into the System-wide ADA Preservation and Improvements project to maintain funding levels in the latter project due to a decrease in funds through the annual adjustments process.

### **SCOPE CHANGE**

Washington State Ferries (WSF) requests to revise the title and scope of the “Vessel Preservation & Improvement (2025-2026)” project. The Washington State Legislature has been working over the past biennium to appropriate the majority of WSF’s federal formula funding from the capital program to the operating program, and adjustments were made as part of the newly signed state transportation budget. All vessel preservation and improvement activities previously captured in this project are now 100% state funded.



WSF therefore requests to amend the “Vessel Preservation and Improvement (2025-2026)” project to become “Preventive Maintenance (2025-2026)”. The funding would be used for vessel maintenance, terminal maintenance, and maintenance management and support. The total budget for these activities in 2025-2026 is approximately \$133 million and the federal funding represents approximately 30 percent of the total budget. State toll credits will be used as local match to federal funding.

**ATTACHMENT D: 2025 EQUITY FORMULA ADJUSTMENTS****7.a - Att. D**

The projects below are either new or are redistributing funds. All other equity funding adjustments as shown on Attachment B are either being backfilled with local funds or reflect a nominal adjustment that will not impact the project scope.

Agency	Project Title	Amount	Response
Pierce Transit	Shuttle Revenue Vehicles 2025 - 2026	-\$2,331,255	Reducing funds to existing project to reflect current needs. Pierce Transit will now purchase 16 shuttle revenue vehicles instead of 36.
Pierce Transit	System-Wide ADA Braille Signage Improvements	\$932,852	Redistributing Funds to a new project. This project will enable and reinforce independence for Pierce Transit's blind, deaf-blind, and low-vision riders, enhance safety and security at bus stops, shuttle stops, and transit centers, maintain legal ADA compliance, and improve mobility of the targeted equity populations.
Pierce Transit	Bus Stop Accessibility Improvements	\$1,193,000	<p>Redistributing Funds to a new project. The funds will support the replacement of approximately 40 existing bus shelter pads over the next two years—part of a broader initiative to upgrade 100 shelters over five years. This investment is designed not only to bring these facilities into compliance with current ADA (Americans with Disabilities Act) and PROWAG (Public Rights-of-Way Accessibility Guidelines) standards—which require that sidewalks, pedestrian crossings, signals, and other elements in the public right-of-way be accessible to individuals with disabilities—but also to improve overall access to public transportation for all riders.</p> <p>Completing this project is essential to ensuring equitable transportation access. Without these improvements, individuals with disabilities or mobility challenges will continue to face barriers referenced above to access to public transportation and may be unable to safely and reliably reach jobs, schools, healthcare, shopping, and other essential services—deepening existing barriers.</p>



## Puget Sound Regional Council

July 3, 2025

### **ACTION ITEM**

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

Over the last two months, the board has been briefed on the proposed investments and available revenues to be included in the next Regional Transportation Plan (RTP) to be adopted in 2026. Proposed investments are planned and identified needs for the transportation system through 2050, including programmatic expenditures such as maintenance, preservation and operational activities as well as system improvements and expansions. Available revenues include all currently authorized revenue sources utilized for transportation purposes, forecast to 2050.

In July, the board will continue discussing options for addressing the gap between the proposed investments and available revenues. These include consideration of potential new revenue sources as well as reducing the levels of investment across all categories. The board will be asked to identify one or more scenarios to move forward into modeling and analysis over the summer.

### **ACTION**

The Transportation Policy Board should direct staff to move forward with modeling and analysis of one or more draft plan scenarios, to be determined at the July 10 meeting.

### **DISCUSSION**

Work to develop the next RTP has been underway since early 2024. The board identified key policy priorities and recommended the plan's scope of work, which was adopted in December by the Executive Board. The board also discussed preliminary parameters for identifying potential new revenue sources, should they be needed as part of the plan's financial strategy. Throughout the first quarter of 2025, the board was

briefed on various elements of the current transportation system, including key trends and notable gaps in the system. This information was published in a report published on the [RTP Engagement Hub](#), and provides a foundation for the upcoming analysis of planned future investments and needs for the transportation system.

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 and reflects both funded and unfunded projects and services to meet projected needs. 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 full 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 board was briefed on the full suite of proposed investments compared to available revenues through 2050, highlighting a gap of 21% or \$78 billion. Staff described the two levers to address the gap: reducing the levels of investment and/or identifying potential new revenue sources. Background details on each category of investment was provided, as well as information on previously identified potential new revenue sources. Various options were discussed for developing scenarios to address the gap and achieve a balanced and constrained plan.

In July, the board will continue discussions of options to address the 21% gap between proposed investments and available revenues. Staff will provide information on the

various levers, or building blocks, for producing scenarios that will address the gap, and will identify high level implications for each to the extent possible. Staff will also provide several draft scenarios as examples for consideration. The board will be asked to take an action that directs staff to move one or more scenarios forward into modeling and analysis over the summer. Analysis results would then be brought back to the board in the fall for further discussions and development of a draft plan by the end of the year.

### Supporting Information

Several attachments and links were provided in the June board [agenda packet](#) as background information, including:

- A [listing](#) of all proposed regional capacity projects, including sponsoring agency, title, description, cost and plan consistency framework information, as well as a summary overview of the projects.
- An [online visualization tool](#) where projects may be viewed on a map and within context of other detailed layers.
- A brief description of the maintenance and preservation assumptions included in the expenditure figures.
- Information on the new revenue parameters and sources under consideration.

Additional materials are provided in Attachment A to this memo describing the scenario “building blocks” that will be further discussed at the July meeting. The preliminary financial impacts of each will be provided at the meeting.

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

## **ATTACHMENTS**

- A. RTP Financial Strategy Scenario Building Blocks

## ATTACHMENT A: RTP FINANCIAL STRATEGY SCENARIO BUILDING BLOCKS

As a reminder, the components of the Regional Transportation Plan financial strategy include investments (shown on the left in purple) and revenues (shown in teal on the right). Proposed investments included in the figures to date are not yet financially constrained, and reflect the projects and services that have been identified to meet projected needs through the life of the plan.

To balance the gap between proposed investments and available (current law) revenue, new revenue sources need to be identified or the overall level of investment must be reduced.



The following illustrates the various building blocks within these levers by which scenarios may be crafted to address the funding gap of 21% between all proposed investments and available revenues. More details and preliminary impacts of each will be provided at the July 10 Transportation Policy Board meeting.

### **PROPOSED INVESTMENTS**

#### **Regional Capacity Projects (RCP) – 314 projects, \$72.7 billion**

RCP Building Block 1: All projects with no committed funding (194 projects)

RCP Building Block 2: All projects not starting until after 2040 (37 projects)

RCP Building Block 3: All projects with a plan consistency grade below 50% (70 projects)

Factors for consideration:

- Number of projects per agency (as a reminder, the table below identifies the number and total costs of projects by agency sponsor)
- Project scopes and locations, needs / benefits by communities

*Projects by Agency (in order of total cost):*

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

Kirkland	\$ 43,540,828	1
Redmond	\$ 41,092,545	2
Sumner	\$ 40,825,774	1
Bonney Lake	\$ 39,279,417	1
Auburn	\$ 36,234,200	4
Des Moines	\$ 34,968,000	3
Tukwila	\$ 18,273,700	3
<b>TOTAL</b>	<b>\$ 72,708,385,949</b>	<b>314</b>

### **Programmatic System Improvements (SI) - \$92.5 billion**

As a reminder, this figure is the estimate of all other system improvement needs compiled from city and county comprehensive plans, transit agency plans, the Washington State Department of Transportation and Washington State Ferries.

SI Building Block 1: Since the horizon year of newly adopted comprehensive plans is 2044, Building Block 1 would not forecast further needs between 2045-2050 across all sponsor categories. (~20% lower than submitted figures)

SI Building Block 2: Given that the submitted financial estimate is based on total identified needs and goals and is not financially constrained, Building Block 2 would reduce the overall level of investment to an amount higher than the reduction in Building Block 1. (~30% lower than submitted figures)

SI Building Block 3: Given that the financial estimate is based on total identified needs and goals and is not financially constrained, Building Block 3 would reduce the overall level of investment but to an amount lower than the reduction in Building Block 1. (~15% lower than submitted figures)

### **Maintenance, Preservation and Operations (MPO) - \$200.1 billion**

As a reminder, this is the estimate of all maintenance and preservation needs across all asset categories, *assuming that all assets are brought to a full state of good repair and maintained as such through the life of the plan*. The estimate also includes an estimate of the cost to operate the system, for example operations of all current and future transit services. The maintenance, preservation and operations data was gathered from surveys or other correspondence with cities, counties, transit agencies and the state on the needed maintenance, preservation and operational costs across all asset categories through the life of the plan.

MPO Building Block 1: Assume status quo maintenance and preservation levels – i.e., all sponsor categories have identified a shortfall in current annual spending to bring the system to a full state of good repair and maintain that level into the future. Building



Block 1 would provide an estimate of funding that broadly reflects the current levels of system maintenance and preservation. (~20% lower than full state of good repair assumption)

MPO Building Block 2: Assume some level of maintenance and preservation above the status quo, but not to the full levels of state of good repair. (~15% lower than full state of good repair assumption)

MPO Building Block 3: Assume some level of maintenance and preservation above the status quo, but not to the full levels of state of good repair. (~10% lower than full state of good repair assumption)

MPO Building Block 4: The current planned estimates assume approximately 2% growth in transit service hours per year through the life of the plan. This Building Block would assume a lower level of annual growth in transit service hours into the future. (~1.5% growth per year)

MPO Building Block 5: The current planned estimates assume approximately 2% growth in transit service hours per year through the life of the plan. This Building Block would assume a lower level of annual growth in transit service hours into the future than Building Block 4. (~1.0% growth per year)

### **POTENTIAL NEW REVENUES (NR)**

As a reminder, the five potential new revenue sources identified by the board that meet the parameters of 1) able to be implemented consistently across the region, and 2) more likely to generate higher levels of revenue include:

- 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

Staff provided High, Medium and Low scenarios for these five sources at the June Transportation Policy Board meeting. The following building blocks may be used to support the development of scenarios to address the 21% funding gap.

NR Building Block 1: Assume the 21% gap is filled entirely with new revenues, across the five potential sources.

NR Building Block 2: Assume whatever level of new revenues will be necessary to fill the funding gap remaining in scenarios with lower levels of investment across the five potential sources. Depending on the scenario, levels will most likely be in the low to medium range options.

Factors for consideration:

- Addressing the differing gaps by sponsor category – i.e., cities and local transit have the largest gap.
- Addressing the nuances and applicability of various revenue mechanisms for jurisdictions and agencies throughout the region.

# PSRC Transportation Work Program - Progress Reporting

Progress Chart (Timeline as of July 3, 2025)

## Status

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

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

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