



## Puget Sound Regional Council

### **Regional Staff Committee | Hybrid Meeting**

**PSRC Board Room: 1201 Third Avenue, Suite 500, Seattle, WA 98101**

**Date: Thursday, July 17, 2025 from 9:30-11:15 am**

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- 1. Welcome and Introductions (9:30)** – *Jason Sullivan, City of Bonney Lake*
- 2. Reports (9:35)**
  - a. Meeting Summary for June 17, 2025\*
  - b. PSRC Announcements and Updates
- 3. Discussion Item (9:45)**
  - a. Statewide TOD Study\* – *Yonah Freemark, Urban Institute*
- 4. Discussion Item (10:25)**
  - a. Regional Transportation Plan Financial Strategy and Investments\* – *Kelly McGourty, PSRC*
- 5. Discussion Item (10:45)**
  - a. Puget Sound Regional Data Trends\* – *Craig Helmann, PSRC*
- 6. Information Item**
  - a. July-December 2025 PSRC Board Calendar and Topics\*
  - b. PSRC Equity Advisory Committee Member Recruitment Flyer\*
- 7. Next Meeting: September 18, 2025 – No meeting in August**
- 8. Adjourn (11:15)**

\*Supporting materials attached.

### **Zoom Remote Connection Details**

- To join via a smart device or web browser, go to <https://psrc-org.zoom.us/j/84482292782?pwd=Y9WJfwccB7wkqGE8LrSSUet4oowN7z.1> and enter Meeting ID: 844 8229 2782 and Passcode: 630094.
- To join by phone, call 877 853 5257 US Toll-free or 888 475 4499 US Toll-free and enter Meeting ID: 844 8229 2782 and Passcode: 630094.
- العربية | Arabic, 中文 | Chinese, Deutsch | German, Français | French, 한국어 | Korean, Русский | Russian, Español | Spanish, Tagalog, Tiếng việt | Vietnamese, visit <https://www.psrc.org/contact/language-assistance>.



## Puget Sound Regional Council

### **Regional Staff Committee Meeting Summary**

**Date: June 17, 2025**

**Location: Remote Only**

**Presentations from the meeting are available on the PSRC website:**

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

Audio recording of the meeting is available by request.

### **Introductions and Announcements**

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

### **Reports**

Ben Bakkenta, Director of Regional Planning, welcomed members. He reported that the Regional Safety Action Plan was adopted by the PSRC General Assembly, and the new officers are Executive Dave Somers, PSRC President, and Executive Ryan Mello, PSRC Vice President. Ben also shared that Marc Daily joined PSRC as the new Director of Administrative Services, and that two new Outreach and Engagement interns, Juli Malit and Eric Alipio, would be joining PSRC for the summer. Robin Koskey, Director of Communications and Government Relations, provided an update on recent federal and state activity and policy proposals.

You can view the Federal Housing Budget and Policy Updates presentation [here](#).

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

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

For more information, please contact Ben Bakkenta, Director of Regional Planning, at [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org).

### **Discussion: Regional Transportation Plan Financial Strategy and Investments**

Between January and April 2025, the Transportation Policy Board was briefed on various elements of the current transportation system to help provide a foundation and inform development of the next Regional Transportation Plan (RTP). Staff also gathered

information on available revenues and planned expenditures for the transportation system through 2050.

Kelly McGourty, Director of Transportation Planning, briefed the committee on the materials presented to the board and led a discussion of options for addressing the gap between available revenues and proposed expenditures.

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

For more information, contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org).

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

For the remainder of the meeting, attendees had the opportunity to provide input to the Regional Economic Strategy update.

PSRC staff led a discussion and breakout sessions to help identify the unique challenges and opportunities that the region's local jurisdictions are facing and identify ways that the Regional Economic Strategy can support them.

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

For more information, contact Jason Thibedeau, Program Manager – Economic Development, at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org).

### **Adjourn**

The meeting adjourned at 11:30 am.

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### **Members and Alternates Represented at the Table**

See attached attendance roster.

### **PSRC Staff and Other Guests Present**

Mikayla Svob, PSRC  
 Katie Enders, PSRC  
 Robin Koskey, PSRC  
 Doug McIntyre, City of Maple Valley  
 Doug Olson, Mayor of Edgewood  
 Paul Inghram, PSRC  
 Liz Underwood-Bultmann, PSRC  
 Pauline Mogilevsky, Kitsap Regional Coordinating Council  
 Nancy Ferber, PSRC  
 Shaun Kuo, PSRC  
 Jason Thibedeau, PSRC  
 Nathan Sim, Washington State Dept. of Commerce  
 Gil Cerise, PSRC

Noah Boggess, PSRC  
Steve Page, University of Washington  
Kelly McGourty, PSRC  
Brian Lee, PSRC  
Eric Alipio, PSRC  
Juli Malit, PSRC

**ATTACHMENTS:**

- A. RSC Member Attendance for the June 17, 2025, Meeting

**PSRC Regional Staff Committee - Attendance Roster**

**2.a - Att. A**

<b>Jurisdiction</b>		<b>Member</b>		<b>Jurisdiction</b>		<b>Member</b>	
<b>King County</b>	2	Ivan Miller, King County Executive Office	R	<b>Federal, Regional, State, Tribal &amp; Other Agencies</b>			
		McCaella Daffern, King County		FHWA	1	Matthew Pahs, Community Planner	R
		Rebecca Maskin, Demographer Alt				Vacant Alt	
		Valerie Kendall, King County Alt		FTA	1	Danielle Casey	
At-Large	2	Vacant				Vacant Alt	
		Kwame Simmons, Policy Advisor Alt		Health	1	Cristina Ciupitu-Plath, Snohomish County	R
		Dan Cardwell, Local Services/Utilities, King Co				Richard Gelb, King County Alt 1	
		Susan McLain, Local Services/Subarea Planning Alt				Jennifer Halverson Kuehn, Tacoma/Pierce Health Alt 2	
Transit	1	Peter Heffernan, King Co Metro	R	Ports	1	Geri Poor, Port of Seattle, Gov. Affairs	R
		Hester Serebrin, King County Metro Alt				Deirdre Wilson, Northwest Seaport Alliance Alt	
Economic Dev.	1	Amie Danielewicz, King Co Exec Office Alt	R	PSCAA	1	Jennifer Keene, Program Director	
		Jesse Reynolds, Local Services/Econ Dev Alt	R			Kathy Strange, Air Quality Programs Alt	
Seattle	2	Michael Hubner, OPCD		Puget Sound	1	Larry Epstein, Deputy Director	
		Jonathan Lewis, SDOT	R	Partnership		Bebhinn Dechery Alt	
		Jim Holmes, OPCD Alt	R	Sound Transit	1	Alex Krieg, Planning & Innovation	R
		Joanna Valencia, SDOT Alt				Vacant Alt	
Bellevue	1	Thara Johnson, Planning Manager, Comm Dev	R	Tribal	1	Vacant	
		Lacey Jane Wolfe, Alt		Representatives		Vacant Alt	
		Laura Benjamin-LaPitz, Alt		US EPA	1	Susan Sturges	
Cities/Towns	3	Minnie Dhaliwal, City of Issaquah	R			Erik Peterson Alt	
		Eric Perry, City of Renton		US HUD	1	Vacant	
		Mark Rigos, City of North Bend				Vacant Alt	
		John Vicente, City of Kenmore, Alt		WA Dept. of	1	Grace Yoo	
		Becky Frey, City of Redmond, Alt	R	Commerce		Keith Swenson	
		Rhonda Ender, City of Carnation, Alt	R	WSDOT	1	April Delchamps, WSDOT	R
<b>Kitsap County</b>	1	Rafe Wysham, Kitsap County				Matthew Kenna, WSDOT Alt	
		Scott Diener, Alt		<b>PSRC Committees</b>			
At-Large	1	Heather Wright, Planning Director		PSRC Co-Chair	1	Ben Bakkenta, Director of Regional Planning	R
		Patty Charnas, Bainbridge Island Alt		RPEC	1	Doug McCormick, RPEC Chair	
Transit	1	Edward Coviello, Kitsap Transit	R			Shane Weber, RPEC Vice Chair	
		Vacant Alt		<b>R = Remote attendance</b>			
Economic Dev.	1	Joe Morrison, KEDA					
		Vacant Alt					
Bremerton	1	Andrea Spencer, Community Dev, <b>Co-Chair</b>	R				
		Garrett Jackson, Planning Manager, Alt					
Cities/Towns	1	Nick Bond, Comm Development, Port Orchard	R				
		Patty Charnas, Bainbridge Island Alt					
<b>Pierce County</b>	1	Mike Galizio, Multimodal Transportation Supervisor	R				
		Alon Bassok, PPW Long Range Planning Manager, Alt					
At-Large	2	Tiffany Speir, Lakewood, Planning	R				
		Jason Sullivan, Bonney Lake, Planning, <b>Co-Chair</b>	R				
		Ryan Windish, Sumner, Alt					
		Angelie Stahlnecker, Milton, Alt					
Transit	1	Andrew Arnes, Pierce Transit	R				
		Darin Stavish, Pierce Transit, Alt					
Economic Dev	1	Rob Allen, Economic Development	R				
		Vacant Alt					
Tacoma	1	Brian Boudet, Planning Division Manager	R				
		Steve Atkinson, Principal Planner Alt					
Cities/Towns	1	Kendall Wals, Puyallup	R				
		Chris Larson, Fife, Alt					
<b>Snohomish County</b>	1	Mike McCrary, PDS Director	R				
		David Killingstad, Planning & Development					
At-Large	2	Kelly Snyder, Director, <b>Co-Chair</b>	R				
		Ken Klein, Executive Director					
		Jay Larson, Public Works Supervisor, Alt					
		Joshua Dugan, Exec Operations Officer, Alt					
Transit	1	Melissa Cauley, Community Transit	R				
		Sabina Araya, Everett Transit Alt	R				
Economic Dev	1	Mike Fong, Economic Dev					
		Vacant Alt					
Everett	1	Yorik Stevens-Wajda, Planning Director					
		Alice Ann Wetzel, Long Range Planning Mgr					
Cities/Towns	1	Russ Wright, Lake Stevens, Comm Dev. Director	R				
		Karl Almgren, Lynnwood, Alt					
Total Members	45		Attended 31				



## Puget Sound Regional Council

July 17, 2025

### **DISCUSSION ITEM**

**To:** Regional Staff Committee  
**From:** Ben Bakkenta, Director of Regional Planning  
**Subject:** **Statewide TOD Study**

### **IN BRIEF**

The committee will hear about a statewide study of transit-oriented development and recommendations for transit-oriented development policies in Washington state.

### **BOARD CALENDAR**

This topic is being brought to the RSC for general information and is not at this time scheduled to be brought to PSRC's boards.

### **DISCUSSION**

In 2024, the Washington State Legislature funded a study to review transit-oriented development conditions in 33 specified cities in Washington. The study will also include recommendations for state-level policy to expand housing and mixed-use transit-oriented development that minimizes displacement of existing communities and ensures housing near transit remains affordable to low-income residents.

Urban Institute, working with Perkins Eastman, was selected to lead the study. Yonah Freemark with Urban Institute will provide an overview of the study, which is due to the legislature by June 30, 2025.

For additional information, contact Yonah Freemark ([yfreemark@urban.org](mailto:yfreemark@urban.org)) with the Urban Institute.



## Puget Sound Regional Council

July 17, 2025

### **DISCUSSION ITEM**

**To:** Regional Staff Committee

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

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

### **IN BRIEF**

Over the last three months, the Transportation Policy 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 identify 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, projected to 2050.

In July, the board continued discussing options for addressing the gap between the proposed investments and available revenues. These included consideration of potential new revenue sources as well as reducing the levels of investment across all categories. The RSC will be briefed on scenarios the TPB identified to move forward into modeling and analysis over the summer.

### **BOARD CALENDAR**

The Transportation Policy Board is leading on this topic with relevant information coming to the board monthly, through spring 2026. Preliminary analysis of plan scenarios will be brought back to the board in the fall for further discussions and development of a draft plan by the end of the year.

### **DISCUSSION**

Work to develop the next RTP has been underway since early 2024. The Transportation Policy Board identified key policy priorities and recommended the plan's scope of work, which was adopted in December 2024 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 that could 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 continued discussions of options to address the 21% gap between proposed investments and available revenues. Staff provided information on the various levers, or building blocks, for producing scenarios that could address the gap, and identified high level implications for each to the extent possible. Staff also provided several draft scenarios as examples for consideration. The board took action to direct staff to move scenarios forward into modeling and analysis over the summer. Analysis results will 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.



## Puget Sound Regional Council

July 17, 2025

### **DISCUSSION ITEM**

**To:** Regional Staff Committee  
**From:** Craig Helmann, Director of Data  
**Subject:** **Puget Sound Regional Data Trends**

### **IN BRIEF**

At the July 17 Regional Staff Committee meeting, PSRC staff will provide a background presentation on the latest Trends in the Puget Sound region.

### **BOARD CALENDAR**

This item will provide an overview of selected regional growth, environmental, and transportation trends and updated data resources available to members and the public. The topic is scheduled for the July 24 Executive Board meeting.

### **DISCUSSION**

As part of the long-range performance-based planning process, PSRC is involved in an ongoing effort to track a variety of regional demographic and transportation trends across the region. This presentation will look at several trends that highlight how our region continues to change. Some of the data includes the latest population and housing unit growth from the Office of Financial Management, changes in jobs within the region along with changes in vehicle and transit usage.

Following the presentation, PSRC staff will take questions and comments from committee members.

For more information, contact Craig Helmann, Director of Data, at 206-389-2889 or [chelmann@psrc.org](mailto:chelmann@psrc.org).

**WORKING TOPICS CALENDAR – SUBJECT TO REVISION**  
**PSRC Policy Board, Executive Board, Central Puget Sound Economic Development District Board**  
**July – December 2025**

	Growth Management Policy Board	Transportation Policy Board	Economic Development District Executive Board	Executive Board
July	Jul 3 <ul style="list-style-type: none"> <li>• ACTION: Plan Certifications</li> <li>• Regional Centers Project</li> </ul>	Jul 10 <ul style="list-style-type: none"> <li>• ACTION: Regional Transportation Plan (RTP) Development / Financial Strategy – Direction for Modeling</li> <li>• 2025 FTA Annual Adjustments</li> <li>• Report on WSDOT Coordinated Grant Program results</li> </ul>	Jul – No Meeting	Jul 24 <ul style="list-style-type: none"> <li>• ACTION: Comprehensive Plan Certifications</li> <li>• Sen. Marko Liias</li> <li>• Port of Seattle Briefing</li> <li>• Population Data Presentation</li> <li>• Planning for the 2026 FIFA World Cup</li> </ul>
August	Aug – No meeting	Aug – No meeting	Aug – No meeting	Aug – No meeting
September	Sept 4 <ul style="list-style-type: none"> <li>• ACTION: Plan Certifications</li> <li>• KRCC ADU Plan Presentation</li> <li>• 2026 Regional Transportation Plan Project Briefing</li> <li>• TOD Fall Events</li> </ul>	Sept 11 <ul style="list-style-type: none"> <li>• RTP Modeling Results / Discussion</li> <li>• Tentative – Climate Pollution Reduction Grant</li> </ul>	Sept 3 <ul style="list-style-type: none"> <li>• RES Update</li> <li>• Regional Data Trends</li> <li>• WA Department of Commerce Economic Strategy Development</li> </ul>	Sept 25 <ul style="list-style-type: none"> <li>• ACTION: Comprehensive Plan Certifications</li> <li>• RTP Modeling Results / Discussion</li> </ul>
October	Oct 2 <ul style="list-style-type: none"> <li>• ACTION: Plan Certification</li> <li>• 2026 State Legislative Agenda Development</li> <li>• Annual TOD Event Recap</li> </ul>	Oct 9 <ul style="list-style-type: none"> <li>• RTP Draft Plan Development</li> <li>• Tentative: 2026 Policy Framework Discussion</li> </ul>	Oct – No Meeting	Oct 23 <ul style="list-style-type: none"> <li>• ACTION: Comprehensive Plan Certifications</li> <li>• RTP Modeling Results / Discussion</li> </ul>
November	Nov 6 <ul style="list-style-type: none"> <li>• ACTION: Plan Certification</li> <li>• 2025 Housing Monitoring Report Update</li> <li>• Economic Strategy Update</li> <li>• 2026 Regional Transportation Plan Draft Review Period</li> </ul>	Nov 13 <ul style="list-style-type: none"> <li>• RTP Draft Plan Development</li> <li>• 2026 Project Selection Policy Framework Discussion</li> <li>• Tentative: Release Rural Town Center/Transportation Alternatives projects for public comment</li> </ul>	Nov – No Meeting	Nov – No meeting
December	Dec – No meeting	Dec 11 <ul style="list-style-type: none"> <li>• ACTION – Authorize release of draft RTP for public comment</li> <li>• 2026 Project Selection Policy Framework Discussion</li> <li>• Tentative: Action on Rural Town Center/Transportation Alternatives projects</li> </ul>	Dec 4 <ul style="list-style-type: none"> <li>• RES Update &amp; 2026 Focus Areas</li> <li>• PSRC Legislative Agenda</li> <li>• Ratify Nominating Committee for Election of 2026-2027 Board Officers</li> </ul>	Dec 4 <ul style="list-style-type: none"> <li>• RTP Draft Plan Development</li> <li>• 2026 Project Selection Policy Framework discussion</li> <li>• ACTION: Comprehensive Plan Certifications</li> <li>• EXEC SESSION: Executive Director Performance Review</li> </ul>



# EQUITY ADVISORY COMMITTEE

**Interested in helping elected officials address the needs of marginalized communities in your neighborhood?**

Join our **Equity Advisory Committee** and help shape the future of our region.

**Topics include:**



**Housing**



**Jobs**



**Transportation**



**Climate**



**Stipends Available!**

Learn more and apply today at [www.psrc.org/join-eac](http://www.psrc.org/join-eac)



Puget Sound Regional Council