



Puget Sound Regional Council

Executive Board

Thursday, July 24, 2025 • 10:00 a.m. – 12:00 p.m.

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

Watch or listen

- Watch the meeting live at <https://www.psrc.org/watch-meetings>
- Listen by phone 1-888-475-4499, Meeting ID: 829 2278 9970, Passcode: 520621

Attend

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

Provide public comment

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

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

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

2. Communications and Public Comment

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

3. President's Remarks

4. Executive Director's Report

5. Legislative Update (10:20) – Robin Koskey, PSRC

6. Committee Report

a. Operations Committee – Executive Ryan Mello, Vice President

7. Consent Agenda - Action Items (10:35)

- a. Approve Minutes of Meeting Held June 25, 2025
- b. Approve Vouchers Dated June 3, 2025, Through July 3, 2025, in the Amount of \$1,285,804.83
- c. Approve Additional Contract Authority for Information Technology Services
- d. Approve PSRC FY 2026 Indirect Cost Rate
- e. Approve Increased Contract Authority for Transportation Projects Database & Online Applications Upgrade
- f. Approve Increased Contract Authority for Enterprise Resource Planning Software
- g. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- h. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Bothell's Bothell Way NE Multimodal Improvements Project
- i. Recommend Approval of a Project Tracking Exception Request for Sultan's US-2 / Main Street Roundabout Project
- j. Recommend Approval of the 2025 Annual Adjustment of PSRC's Federal Transit Administration Funds
- k. Approve Certification of Comprehensive Plans for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County

8. Discussion Item (10:40)

- a. FIFA World Cup 2026 Briefing – *Dylan Ordonez, FIFA*

9. Discussion Item (11:00)

- a. State Policy and Transportation Briefing – *Senator Marko Liias, Chair, Senate Transportation*

10. Discussion Item (11:20)

- a. Port of Seattle Briefing – *Commissioner Ryan Calkins, Executive Director Steve Metruck, and Interim Aviation Managing Director Arif Ghouse*

11. Discussion Item (11:45)

- a. Puget Sound Data Trends – *Craig Helmann, PSRC*

12. Information Item

- a. Equity Advisory Committee: Call for Applications

13. Other Business

14. Next Meeting: NO MEETING IN AUGUST

- **Thursday, September 25, 2025, 10:00 a.m. – 12:00 p.m.**

15. Adjourn (12:00)

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

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

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>.



July 3, 2025

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

The Growth Management Board recommends the Executive Board certify the comprehensive plan updates for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County. [View video](#) and [presentation](#).

The board also heard a status update on the plan review process and rescheduled Buckley's certification to a later meeting. For additional information, please contact Paul Inghram, Director of Growth Management, at pinghram@psrc.org, or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.

Regional Centers Update

The Growth Management Board heard an update on existing regional growth centers and manufacturing/industrial centers and the potential designation of new regional centers. The Puget Sound region has designated 30 regional growth centers and 10 regional manufacturing/industrial centers. Staff are currently collecting and reviewing data and subarea plans to assess alignment with the [Regional Centers Framework](#) and developing criteria reports to support the board's review and options for recertification. The board will consider potential updates to the Regional Centers Framework in 2026. PSRC is currently accepting applications for new regional centers. New center proposals are due by Friday, September 26, 2025, and the opportunity to apply for new

regional centers will be in 2027/2028. [View the regional centers update video](#) and presentation.

For additional information, please contact Liz UnderwoodBultmann, Principal Planner, lunderwood-bultmann@psrc.org, or Nancy Ferber, Senior Planner, nferber@psrc.org.

Federal and State Legislative Updates

The board was briefed on state and federal legislative budget and policy developments including the June 2025 state revenue forecast, federal budget reconciliation and federal Fiscal Year 2026 budget appropriations process. The federal budget reconciliation bill passed the House for a second time and the President signed the legislation on July 4. [View presentation](#). Read a summary of [the federal reconciliation legislation](#).



Puget Sound Regional Council

MINUTES

Puget Sound Regional Council Executive Board

Thursday, June 26, 2025

Hybrid Meeting, PSRC Board Room

CALL TO ORDER AND ROLL CALL

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

COMMUNICATIONS AND PUBLIC COMMENT

Written and verbal comments were provided by Joe Kunzler.

PRESIDENT'S REMARKS

President Dave Somers opened the meeting by thanking members for their participation and ongoing engagement. He expressed appreciation for the strong turnout at the Annual Meeting held on May 22 and acknowledged members' continued commitment.

President Somers shared that he is honored to serve as the new President, alongside Pierce County Executive Ryan Mello as Vice President.

He provided a brief recap of key actions taken at the General Assembly, including:

- Adoption of the Fiscal Years 2026–2027 Biennial Budget and Work Program, outlining the organization's priorities for the upcoming biennium.
- Adoption of the Regional Safety Action Plan, marking a significant step in advancing roadway safety efforts across the region.
- Election of new officers, with Dave Somers and Ryan Mello elected as President and Vice President, respectively.
- A keynote address by Shailen Bhatt, who played a pivotal role in launching national safety initiatives that have informed the region's efforts. His remarks emphasized the importance of transitioning from planning to meaningful implementation.

President Somers concluded his remarks by recognizing University Place Councilmember Stan Flemming as the newest member of the Executive Board.

EXECUTIVE DIRECTOR'S REPORT

Josh Brown Updates and Announcements:

- Shared highlights from the National Association of Regional Councils (NARC) Conference held in Seattle and hosted by PSRC.
- Announced the upcoming retirement of Deputy Executive Director Nancy Buonanno Grennan and shared a few remarks in recognition of her service.

STATE LEGISLATIVE UPDATE

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

COMMITTEE REPORTS

Vice President and Operations Committee Chair, Executive Mello, reported on the outcomes of today's committee meeting. The committee recommended approval of vouchers dated April 14, 2025, through June 2, 2025, in the Amount of \$2,901,299.64. The committee also adopted the 2025 update to PSRC's Title VI Plan, approved contract authority to extend on-call GIS/IT consultant support for FY 2026-2027, approved contract authority for regional economic model purchase and lease, and authorized a budget amendment and increase contract authority for the 2025 Survey Wave of the Puget Sound Regional Household Travel Survey Program.

Lastly, the committee met three new PSRC staff members.

CONSENT AGENDA

ACTION: It was moved by Wahl and seconded by multiple members to:

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

The motion passed unanimously.

ACTION ITEM

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

Liz Underwood-Bultmann, PSRC Principal Planner, provided an update on the comprehensive plan certification process and recommended conditional certification for the cities of Lake Forest Park and Renton.

As of the June 26 Executive Board meeting, PSRC boards have reviewed 45 comprehensive plans, with priority given to jurisdictions planning to apply for fall funding competitions. Approximately 10 jurisdictions are expected to adopt their plans after the September certification deadline. Staff continue to follow up with jurisdictions on meeting new housing requirements.

Lake Forest Park and Renton are seeking conditional certification. While their plans align with the Growth Management Act, VISION 2050 and the Regional Transportation Plan, additional work is needed on transportation elements. Conditional certification allows them to proceed with funding applications while addressing required updates on an agreed timeline. PSRC will continue working with both cities to ensure the necessary adjustments are completed.

ACTION: It was moved and seconded (Pauly/Wahl) to conditionally certify that the transportation-related provisions in the following conform to the Growth Management Act and are substantially consistent with multicounty planning policies and the Regional Transportation Plan, provided that additional amendments are incorporated into the comprehensive plan for the City of Lake Forest Park (with conditions described on pages 9–10 of the certification report) and City of Renton (with conditions described on page 10 of the certification report).

The motion passed unanimously.

DISCUSSION ITEMS

Federal Legislative Update

Leslie Pollner and Lauri Hettinger, Holland & Knight, provided a timely update on recent federal funding directives and congressional legislative efforts in Washington, DC.

Regional Transportation Plan Financial Strategy and Investments

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the Regional Transportation Plan (RTP), providing an update on completed work, upcoming milestones, financial strategy requirements, and a preliminary comparison of available revenues and proposed expenditures.

The board received an overview of current system conditions, revenue projections, and investment needs across transportation modes. Data collected in coordination with member agencies offered a comprehensive view of long-term funding and investment priorities. Based on this analysis, the funding gap between projected revenues and planned expenditures is currently estimated at 21 percent. To address this gap, the board is evaluating two primary strategies: adjusting investment levels (particularly for maintenance and system improvements) and considering potential new revenue sources. These discussions will help shape draft plan scenarios for modeling and analysis over the summer.

EXECUTIVE SESSION

Executive Session Regarding Potential Litigation

At 11:45 a.m., President Dave Somers announced that the board would adjourn to an Executive Session until noon to discuss potential litigation. The Executive Session was extended for 10 minutes. President Somers reconvened the board meeting at 12:10 p.m.

INFORMATION ITEM

Included in the agenda packet:

- New Employee Status Report

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, July 24, 2025, from 10:00 a.m. to 12:00 p.m.

ADJOURN

The meeting was adjourned at 12:10 p.m.

Adopted this 24th day of July 2025.

Executive Dave Somers, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, June 26, 2025

Executive Board - June 26, 2025 Meeting		7.a - Att. A
Members and Alternates that participated for all or part of the meeting included:		Present
King County	EXC Shannon Braddock	1
	Vacant	
	Vacant Alt	
	Vacant Alt	
Seattle	MYR Bruce Harrell	
	CM Robert Kettle	
	CM Sara Nelson	
	CM Rob Saka	1
	CM Mark Solomon Alt	
	CM Dan Strauss Alt	
	CM Alexis Mercedes Rinck Alt	
Bellevue	MYR Lynne Robinson	1
	CM Vishal Bhargava Alt	
Federal Way	MYR Jim Ferrell	1
	Vacant Alt	
Kent	MYR Dana Ralph	1
	CM Toni Troutner Alt	
Kirkland	MYR Kelli Curtis	1
	DP MYR Jay Arnold Alt	1
Renton	MYR Armondo Pavone	
	CM James Alberson, Jr. Alt	
Redmond	MYR Angela Birney	
	CM Vanessa Kritzer Alt	1
Auburn	MYR Nancy Backus	
	DR MYR Cheryl Rakes Alt	
Other Cities/Towns in King County	MYR Jeff Wagner, Covington	
	MYR Thomas McLeod, Tukwila	
	MYR Mary Lou Pauly, Issaquah	1
	MYR Traci Buxton, Des Moines Alt	1
	MYR Mason Thompson, Bothell Alt	
	CM Chris Roberts, Shoreline Alt	
Kitsap County	COMM Katie Walters	
	COMM Christine Rolfes Alt	
Bremerton	MYR Greg Wheeler	1
	Eric Younger Alt	
Port Orchard	MYR Rob Putaansuu	
	CM Jay Rosapepe Alt	
Other Cities/Towns in Kitsap County	MYR Becky Erickson, Poulsbo	1
	MYR Ashley Mathews, Bainbridge Island Alt	
Pierce County	EXEC Ryan Mello VICE PRESIDENT	1
	CM Robyn Denson	1
	CM Dave Morell Alt	
Tacoma	CM Krstina Walker	1
	MYR Victoria Woodards Alt	
Lakewood	CM Ryan Pearson	
	MYR Jason Whalen Alt	
Other Cities/Towns in Pierce County	CM Stan Flemming, University Place	
	CM Jeff Sproul, Orting Alt	
Snohomish County	EXC Dave Somers PRESIDENT	1
	CM Sam Low	
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Mary Fosse Alt	
Other Cities/Towns in Snohomish County	MYR Jon Nehring, Marysville	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	CM Susan Paine, Edmonds Alt	1
	CM George Hurst, Lynnwood Alt	
Port of Bremerton	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
Port of Everett	COMM David Simpson	1
	COMM Glen Bachman Alt	
Port of Seattle	COMM Hamdi Mohamed	
	COMM Toshiko Hasegawa Alt	
Port of Tacoma	COMM John McCarthy	
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Julie Meredith	1
	Acting Assistant Secretary Ron Pate Alt	
Washington State Transportation Commission	COMM Nicole Grant	
	COMM Jim Restucci Alt	



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Vouchers Dated June 3, 2025, Through July 3, 2025, in the Amount of \$1,285,804.83**

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED

<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
06/03/25 - 07/03/25	AP Vouchers	\$ 470,443.93
06/13/25 - 06/30/25	Payroll	\$ 815,360.90
		<hr/>
		\$ 1,285,804.83

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



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Additional Contract Authority for Information Technology Services**

IN BRIEF

Executive Board authorization is required for the Executive Director to enter into a contract in excess of \$10,000. The Executive Board approved contract authority for information technology consulting services in an amount not to exceed \$50,000 for FY 2026-2027. A request is being made to increase that contract authority to reflect current consulting costs by an additional \$55,000, for a total authority not to exceed \$105,000 for FY 2026-2027.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to enter into contracts for information technology consulting services in a total amount not to exceed \$105,000 for FY 2026-2027.

BUDGET IMPACT

The recommended Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funding for these administrative support services. Specifically, the adopted budget includes \$130,000 for information technology services, under Administrative Services (Task 900).

DISCUSSION

PSRC outsources network management and maintenance to assist PSRC's information technology (IT) staff. Services include review of PSRC's network and IT needs, incident

response, project engineering and back-up “help desk” support. A new competitive process was conducted in June 2025, as well as a review of the Washington State Department of Enterprise Services’ contracted rates for comparable services. Based upon the rates quoted, additional contract authority will be needed to ensure the IT team continues to have the requisite consulting assistance for the full two fiscal years. PSRC has been spending just under \$50,000 per year for the past two years.

For more information, please contact Marc Daily, Director of Administrative Services, at (206) 464-7528 or by email at mdaily@psrc.org.



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board
From: Executive Ryan Mello, Chair, Operations Committee
Subject: **Approve PSRC FY 2026 Indirect Cost Rate**

IN BRIEF

A request is being made for approval of PSRC's Fiscal Year 2025 Indirect Cost Rate Proposal (ICRP).

RECOMMENDED ACTION

Recommend the Executive Board approve PSRC's Fiscal Year 2025 indirect cost rate proposal with a benefit rate of 52.25% and indirect rate of 45.43%.

BUDGET IMPACT

The attached ICRP is used to allocate PSRC's budgeted benefits and indirect costs to federal awards. The benefits and indirect costs were included as part of PSRC's Biennial Budget and Work Program for Fiscal Years 2026-2027 as adopted by the General Assembly on May 22, 2025.

DISCUSSION

Indirect costs are costs incurred for common or joint purposes that cannot be easily identified with a particular final cost objective. These costs benefit more than one cost objective or program and are allocated to federal awards by use of an indirect cost rate.

PSRC's ICRP was last reviewed and approved by our federal cognizant agency, the Federal Transit Administration (FTA), on February 15, 2018. Subsequent ICRPs do not need to be submitted for approval unless PSRC changes its accounting system,

changes its ICRP methodology, or if PSRC's ICRP exceeds the rate last approved by the FTA by more than 20%.

The MPO/RTPO Agreement between PSRC and the Washington State Department of Transportation (WSDOT) requires Executive Board approval of PSRC's indirect cost proposal. Once approved, the proposal will be included within the budget and work program.

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

ATTACHMENT

A. FY2026 Indirect Cost Plan Proposal



July 7, 2025

Federal Transit Administration – Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

To Whom it May Concern,

Attached is the proposed indirect cost plan produced for review by the Federal Transit Administration. The rate is based on budgeted fiscal year 2026 indirect expenses and uses fixed rate with carryforward as a basis for the indirect cost plan.

The budgeted fiscal year 2026 benefit rate is 52.25% of salaries. The proposed indirect rate is 45.43% of direct labor costs.

Please also find the following attached for your review:

- Cost Allocation Rate Proposal
- An Organization Chart
- Fiscal Year 2024 Audited Financial Statements
- Proposal Reconciliation with FY 24 Financial Statements
- Certification of Conformance with 2 CFR 200

If you have any questions or concerns you may contact me at 206-971-3268 or lmayer@psrc.org.

Thank you,

A handwritten signature in cursive script that reads "Lili Mayer".

Lili Mayer
Finance Manager
Phone: 206-688-8221
Email: lmayer@psrc.org
Enclosure

INTRODUCTION

The Puget Sound Regional Council (PSRC) is a voluntary organization of local governments in King, Kitsap, Pierce, and Snohomish counties. As set forth in the interlocal agreement, the mission of the Regional Council is to preserve and enhance the quality of life in the central Puget Sound area. In so doing, it shall

- Prepare, adopt and maintain goals, policies and standards for regional transportation and regional growth management in the central Puget Sound area, in accordance with federal and state law and based upon local comprehensive plans of jurisdictions within the region;
- Ensure implementation in the region of the provisions of state and federal law which pertain to regional transportation planning and regional growth management.

The Regional Council is financed by a variety of federal, state and local agencies and jurisdictions. The basic sources of funding are the Federal Transit Administration, the Federal Highway Administration, Federal Aviation Administration, Washington State Department of Transportation, local transit agencies, and dues assessed to member jurisdictions.

PSRC develops its indirect cost plan based on the requirements of FTA Circular 5010.1E Appendix F “Cost Allocation Plans” and Appendix G “Indirect Cost Rate Proposals”, 2 CFR 200 Appendix V “State/Local Government-wide Central Service Cost Allocation Plans”, and 2 CFR 200 Appendix VII “States and Local Government and Indian Tribe Indirect Cost Proposals”.

Methodology: PSRC will use a fixed indirect cost rate with carry forward. PSRC began using the fixed with carry forward method July 1, 2016. Before the adoption of 2 CFR 200, PSRC used a provisional rate with a reconciliation at year end to actual indirect costs. The new method of fixed with carry forward will present a more accurate allocation, while also limiting administrative efforts of updating the plan.

Cost Bases: PSRC charges indirect costs to its federal grants under the indirect cost plan. Indirect costs are defined as those costs incurred for a common or joint purpose benefitting more than one cost objective, and not readily assignable to the cost objectives specifically benefitted. These costs include, but are not limited to, rent, office supplies, office maintenance, hardware, software, and insurance. The cost base for indirect costs is total direct salaries and benefits.

PSRC also charges costs for support staff and benefits under the indirect cost plan. Support staff includes, but are not limited to Information Technology, Human Resources, Finance, and Administrative employee costs. PSRC’s indirect cost plan has a benefits rate and an indirect cost rate. The cost base for benefits costs is total salaries.

PSRC has made a change in its accounting system. However the change does not significantly impact the approved Indirect Cost Rate Proposal and its basis of application. PSRC’s proposed indirect rate does not exceed its previously approved 2017 rate of 53.73% by more than 20%. PSRC has not changed its Indirect Cost Rate Proposal methodology. PSRC will not submit the plan to FTA for approval but the plan will be kept on file and made available to review as required.

**RECONCILIATION OF ALLOCATED DIRECT EMPLOYEE BENEFITS AND OH
VS PAID DIRECT EMPLOYEE BENEFITS
FOR THE YEAR ENDING JUNE 30, 2024**

Total Employee Benefits Incurred:

Employee Leave Benefits	1,278,313	
Employee non-leave Benefits	2,720,744	
Total Employee Benefits Incurred	\$ 3,999,056	

2024 Actual Benefit Rate Calculation:

<u>Total Actual Benefits</u>	=	<u>3,999,056</u>	62.81%
Total Actual Salaries		6,367,330	

Total Direct Salaries	\$ 5,114,109	
Total Allocated Direct Benefits (@ 54.49% of Total Direct Salaries)	2,786,678	
Total Direct Salaries and Allocated Direct Benefits	<u>\$ 7,900,787</u>	
Total Allocated Indirect Cost per Government Wide Statement ((@ 48.08% of Direct Salaries and Allocated Benefits (\$6,646,826.33 x 48.08%))	\$ 3,798,697	
Less: Total Actual Net Indirect Cost for FY 2024	3,405,250	
Allocated Indirect Cost less Actual Indirect Cost Over (Under)	\$ 393,448	

Total Allocated Direct Benefits	\$ 2,786,678	
Less: Total Actual Direct Benefits	3,211,960	
Allocated Direct Benefits less Actual Direct Benefits Over (Under)	\$ (425,281)	
Allocated Indirect Cost and Direct Benefits Over (Under)	\$ (31,834)	

Indirect Salaries	1,253,221	
Indirect Benefits	787,096	
Indirect Costs	1,364,933	
Total Indirect Incurred	\$ 3,405,250	

2024 Actual Indirect Rate Calculation:

<u>Total Actual Indirect Costs</u>	=	<u>3,405,250</u>	40.90%
Total Direct Salaries/Benefits		8,326,069	

Note: FY 2024 Allocated Benefit Rate of 48.08% and Indirect Rate of 54.49% (Based on final Budget vs Actual Report for FY2024)

**PUGET SOUND REGIONAL COUNCIL
BENEFIT RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2026**

FY 2026 Budgeted Benefits	\$ 4,102,619
FY 2026 Budgeted Direct Salaries	6,517,599
FY 2026 Budgeted Indirect Salaries	1,333,689
Total Salaries	<u>\$ 7,851,289</u>

BENEFIT RATE

<u>Total Benefits</u>	=	<u>4,102,619</u>	=	52.25%
<u>Total Salaries</u>		<u>7,851,289</u>		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2026 BENEFIT COST**

Benefit	2025 Budget
Fica/Medicare	\$ 647,834
State L&I	33,874
State Unemployment	143,042
OR State TriMet	800
Vacation/Personal Time	751,128
Excess comp	0
Sick leave	4,264
Floating holiday	67,441
Holiday	362,432
Bereavement/Other	18,432
State Retirement	472,538
PERS Admin Fee	12,360
ICMA	339,564
Medical /Vision Insurance	995,894
Dental Insurance	73,219
LTD	46,449
Life insurance	6,333
Long term care	5,379
STD	60,485
EAP/Misc	8,000
Jury duty	309
EE recog	5,000
Transportation Incentive	47,843
Total	<u>\$ 4,102,619</u>

**PUGET SOUND REGIONAL COUNCIL
INDIRECT COST RATE CALCULATION
FOR THE YEAR ENDING JUNE 30, 2026**

FY 2026 Budgeted Indirect Cost	\$ 4,508,478
FY 2026 Budgeted Direct Salaries	6,517,599
FY 2026 Budgeted Direct Benefits (Budgeted Salaries x Budgeted Benefit Rate)	3,405,446
Estimated FY 2026 Direct Salaries & Benefits	\$ 9,923,045

INDIRECT COST RATE

Total Indirect Cost	=	4,508,478	=	45.43%
Total Direct Salaries & Benefits		9,923,045		

**PUGET SOUND REGIONAL COUNCIL
ESTIMATED FY 2026. INDIRECT COST BUDGET**

Categories	2025 Budget
Indirect Salaries and Benefits	\$ 2,030,596
Other contract services	303,085
Accounting and auditing	93,000
legal services	150,000
Rent	709,488
Paper	2,000
Copier Expense	14,000
Graphics & Printing	10,000
Postage	2,000
Office Supplies	10,000
Records Storage	8,000
Maintenance & Repairs	20,000
Telephone	30,000
Furniture & fixtures	36,000
Delivery charges	250
Advertising	1,500
Conferences	10,000
Education & Training	52,500
Meetings	20,000
Professional Dues	57,000
Publications	4,000
Translation Services	10,000
Web Page	52,000
Equipment lease	20,000
Recruiting & Advertising	10,000
moving	80,000
Vehicle Parking & Fuel& maintenance	23,185
Data Acquisition	1,000
Miscellaneous	500
Hardware	50,000
Software	205,000
Hardware Maintenance	66,000
Software Maintenance	100,000
Telecoferencing	15,000
Internet	20,000
Computer Supplies	15,000
Cloud Services	120,000
Temporary Personnel	15,000
Insurance	141,234
Travel	15,000
Depreciation	268,000
FY2026 Total Indirect Costs	4,790,338
Plus: Estimated Cumulative Under Allocation as of 06/30/2024	- 281,860
Totals	\$ 4,508,478

**PUGET SOUND REGIONAL COUNCIL
SCHEDULE OF DIRECT AND INDIRECT COST
FOR THE YEAR ENDING JUNE 30, 2026**

Categories	Total Cost	Direct Cost	Indirect Cost
Salaries	\$ 6,367,330	\$ 5,114,109	\$ 1,253,221
Benefits	3,999,056	3,211,960	787,096
Total Salaries & Benefits	\$ 10,366,386	\$ 8,326,069	\$ 2,040,317
Other contract services	1,349,634	1,237,850	111,783
Accounting and auditing	55,055	0	55,055
legal services	18,302	0	18,302
Rent	95,243	0	95,243
Outreach Compensation	726	726	0
Paper	255	0	255
Copier Expense	12,489	0	12,489
Graphics & Printing	16,599	893	15,706
Postage	679	0	679
Office Supplies	31,240	355	30,884
Records Storage	23,601	0	23,601
Maintenance & Repairs	6,800	0	6,800
Telephone	18,897	0	18,897
Furniture & fixtures	18,819	0	18,819
Delivery charges	0	0	0
Advertising	1,033	756	277
Conferences	41,832	34,185	7,647
Education & Training	28,496	3,000	25,496
Meetings	48,639	39,513	9,126
Professional Dues	18,038	400	17,638
Publications	3,561	715	2,846
Translation Services	17,638	0	17,638
Web Page	11,327	0	11,327
Equipment lease	0	0	0
Recruiting & Advertising	4,521	0	4,521
moving	13,851	0	13,851
Vehicle & Parking	14,153		14,153
Data Acquisition	21,537	18,479	3,058
Miscellaneous	0	0	0
Hardware	70,026	0	70,026
Software	66,511	79	66,432
Hardware Maintenance	3,886	0	3,886
Software Maintenance	63,819	53,825	9,994
Teleconferencing	11,503	0	11,503
Internet	20,791	0	20,791
Computer Supplies	4,257	0	4,257
Cloud Services	105,238	0	105,238
Temporary Personnel	91,286	91,286	0
Insurance	68,049	1,421	66,628
Travel	58,605	50,977	7,628
Interest Expense (Office)	327,061	0	327,061
Depreciation	135,395	0	135,395
Totals	\$ 2,899,391	\$ 1,534,459	\$ 1,364,933
Total Actual Net Indirect Cost for FY 2024			<u>3,405,250</u>

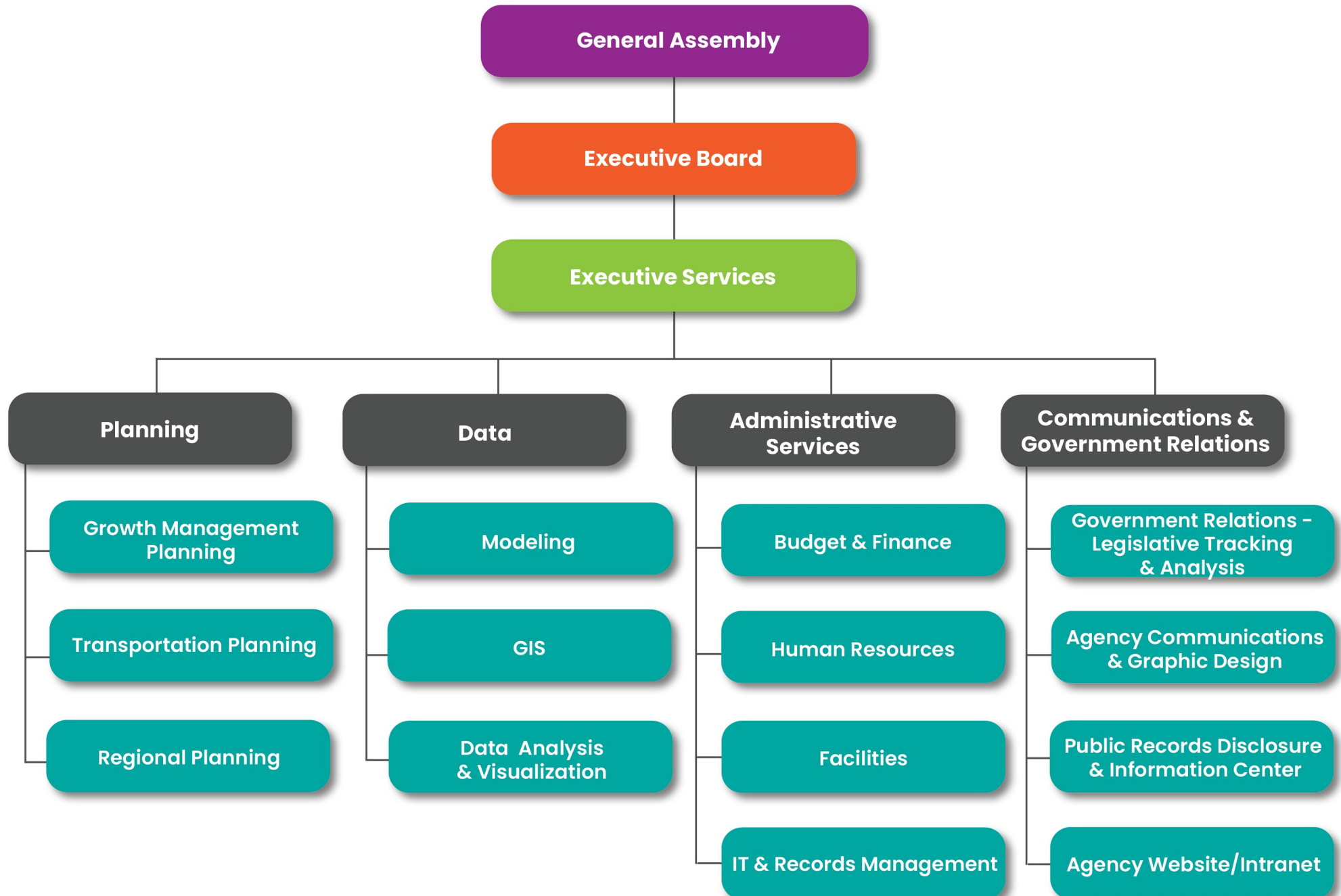
Total Indirect Cost Collected :

(Direct Salaries + Allocated Benefits) x Indirect Rate	\$ 3,798,697
Total Allocated Indirect Cost less Actual Net Indirect Cost	\$ 393,448
Total Allocated Direct Employee Benefits less Direct Employee Benefits Paid	\$ (425,281)
Allocated Cost FY2024 less Actual Cost	<u>Over (Under) Allocated</u>
	\$ (31,834)

Total Over (Under) Allocated Cost Collected for Year Ending 06/30/24	\$ (31,834)
Cumulative Over (Under) Allocated Carryforward from 06/30/23	313,694
Cumulative Over (Under) Allocated @ 06/30/24	<u>281,860</u>

Puget Sound Regional Council Functional Organization Chart

7.d - Att. A



CERTIFICATE OF COST ALLOCATION PLAN

This is to certify that I have reviewed the cost allocation plan submitted herewith and to the best of my knowledge and belief:

(1) All costs included in this proposal for the fiscal year ending June 30, 2026, are to establish billing or final indirect costs rates for July 1, 2025 through June 30, 2026 are allowable in accordance with the requirements of the Federal award(s) to which they apply and 2 CFR 200 Appendix VII "States and Local Government and Indian Tribe Indirect Cost Proposals". Unallowable costs have been adjusted for in allocating costs as indicated in the cost allocation plan.

(2) All costs included in this proposal are properly allocable to Federal awards on the basis of a beneficial or causal relationship between the expenses incurred and the agreements to which they are allocated in accordance with applicable requirements. Further, the same costs that have been treated as indirect costs have not been claimed as direct costs. Similar types of costs have been accounted for consistently and the Federal government will be notified of any accounting changes that would affect the predetermined rate.

I declare that the foregoing is true and correct

Governmental Unit: Puget Sound Regional Council

Signature: Lili Mayer

Name of Official: Lili Mayer

Title: Finance Manager

Date of Execution: 07/08/2025



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Increased Contract Authority for Transportation Projects Database & Online Applications Upgrade**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000, or to amend a contract in excess of \$10,000. A request is being made to authorize an increase and extension to the current consultant contracts supporting the upgrade and modernization of the transportation project database and online application system, not to exceed \$100,000.

The current consultants were selected through competitive processes in 2023. Their ongoing services are needed to complete the transportation project database and online application system upgrade, and concurrently, to provide technical support for the existing system until the upgrade is complete.

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to extend two consultant contracts and increase authority for a total amount not to exceed \$100,000.

BUDGET IMPACT

The adopted Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funds to support the upgrade and modernization of the transportation databases and online applications system. The total budget for this extension is not to exceed \$100,000.

DISCUSSION

Background

The transportation project database is foundational to PSRC's role as steward of public transportation funds. PSRC utilizes the database to maintain records of all transportation projects that have been programmed into the Regional Transportation Improvement Program (TIP), including each project's scope, schedule, budget, and funding by source. The TIP is the mechanism through which PSRC meets and maintains state and federal requirements for transportation projects and funding. In addition to serving this critical function, the TIP database also provides information needed for PSRC to monitor project progress and implement measures necessary to ensure the region meets its annual federal delivery target. Additionally, PSRC maintains a related database for Regional Capacity Projects identified in the Regional Transportation Plan (RTP) and utilizes other databases to support grant funding competitions.

PSRC's Transportation Projects Online Application Services is a web-based suite of forms that work in coordination with these databases, providing the means for project sponsors and funding applicants to submit and manage their applications. These forms allow PSRC staff to track, review and organize applications as they are submitted. The existing system is supported by an on-call consultant to provide maintenance and updates as needed, most recently under an on-call contract authorized by the Executive Board in April 2023.

While they have served the agency well for many years, the current transportation project databases have become obsolete. In June 2023, the Executive Board authorized \$150,000 to begin the upgrade and modernization of the transportation projects database and online application system. A Request for Proposals (RFP) was issued in September 2023 and consultants selected in November 2023.

Work Completed to Date

The database and application upgrade work to date was completed in two phases. The first phase consisted of detailed review and documentation of PSRC's key processes, data flows and other requirements related to the TIP, RTP Regional Capacity Projects list, funding applications and project tracking processes. The current systems and processes were analyzed to identify requirements and potential improvements, culminating in a comprehensive set of specifications for the new system.

The second phase focused first on establishing the architecture for the overall system. A key new feature is integration of the various databases into one centralized system that will provide efficiency and support quality control throughout PSRC's various processes. The updated TIP database has also been developed, along with its internal interfaces and report generators. This is the most complex element of the database structure and will provide the foundation for integration of the other database components.

Throughout this time, PSRC has continued to utilize the existing transportation project database and online application system, with a separate on-call consultant to help maintain the system and provide updates as needed to support the TIP, RTP and project funding processes.

Phase 3 Work

At the time of the original contract authorization, PSRC acknowledged that full implementation of the database/online form system could require a third phase, but that the need or extent of additional work would not be known until the completion of Phases 1 and 2. The RFP stipulated that upon satisfactory performance by the consultant and availability of funds, this project and associated contract could be extended to include Phase 3 tasks, pending approval of PSRC's FY 2026-2027 biennial budget.

Under this requested authorization, the Phase 3 work will include completion of the remaining components of the integrated database system. In this phase, the external user interfaces, including the online application system, will also be completed. The new system will allow PSRC staff to create and update forms and analysis tools as needed, reducing reliance on an outside consultant to perform these functions. It will also allow sponsors to more easily view their own project data within the system.

While the upgrade work is being completed, a small portion of the additional budget will be directed toward on-call technical support as needed to maintain the existing system until it is replaced.

Ultimately, the upgrade of the transportation database and online form system will allow PSRC to further streamline the data-gathering and analysis processes, reduce reliance on outside contractors to maintain the system, and improve customer service to our member jurisdictions.

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



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Ryan Mello, Chair, Operations Committee

Subject: **Approve Increased Contract Authority for Enterprise Resource Planning Software**

IN BRIEF

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a contract extension with PSRC's enterprise resource planning (ERP) software system consultants (PC Bennett).

RECOMMENDED ACTION

Recommend the Executive Board authorize the Executive Director to extend a consultant contract for an amount not to exceed \$200,000 for ERP software, implementation and software support services in support of the agency's financial operations.

BUDGET IMPACT

The recently adopted Biennial Budget and Work Program for Fiscal Years 2026-2027 includes funding for ERP software and software support services under Administration. The additional total budget for this consultant work is not to exceed \$200,000.

DISCUSSION

PC Bennett (consultant) and Acumatica (ERP system) were selected through a competitive process in spring 2024. During our first year, we've paid for roughly half of the software, implementation, and support costs. Additional budget is needed in the

FY2026-2027 biennium to complete PSRC's installation of the system.

With support from the consultant over the previous fiscal biennium, PSRC successfully completed a project to install and implement Acumatica.

The intent of this contract is to provide agency staff with software support to maintain and continue using the consultant's enterprise resource planning software system. We expect annual costs to decrease in FY2028 and later.

For more information, please contact Lili Mayer at 206-971-3268 or LMayer@psrc.org



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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

IN BRIEF

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. At its meeting on July 10, the Transportation Policy Board recommended adoption of the amendment.

RECOMMENDED ACTION

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

DISCUSSION

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

While PSRC does not have project selection authority for other types of federal, state or local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality and financial constraint. The attached Exhibit A illustrates the action needed to amend the Regional TIP.

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

This amendment includes 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 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)	Atlantic Base Maintenance Building HVAC Replacement 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)	Broad Street Substation Transformer Replacement 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)	Trolley Vehicle Maintenance 2024-2028 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	SR 104/Hood Canal Bridge - Girder Replacement 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 17, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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. At its meeting on July 10, the Transportation Policy Board recommended authorization of the change.

RECOMMENDED ACTION

The Executive Board should authorize 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 191st Street to Reder Way* and *240th Street SE to County Line*) and "Conditionally Approved for Right of Way" for the third segment (*NE 191st 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,” 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 240th 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 191st Street to Reder Way* and *240th 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 191st Street to County Line*) and 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 191st Street to County Line* segment prior to construction.

Table 1: Project Details and Review Criteria

Review Criteria	Bothell Way NE Multimodal Improvements
Total Project Cost	\$102,935,132
Consistency with Regional Policies	This project is consistent with regional policies.
Benefit-Cost Analysis	A benefit-cost ratio of 0.76 was determined in 2022 based on the U.S. DOT 2021 Benefit-Cost Analysis Guidance.
Environmental Documentation	NEPA Categorical Exclusion was issued May 2025.
Other Planning Requirements	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.
Financial Feasibility	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.
Air Quality Conformity	Approving this project will not change the region's air quality conformity determination.

For additional information, please contact Mitch Koch, Associate Planner, at mkoch@psrc.org or 206-464-7537.



Puget Sound Regional Council

July 17, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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. At its meeting on July 10, the Transportation Policy Board recommended approval of the request.

RECOMMENDED ACTION

The Executive Board should 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 or (206) 389-2876.

ATTACHMENT**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 17, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

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. At its meeting on July 10, the Transportation Policy Board recommended approval of the 2025 annual adjustments of PSRC's FTA funds.

RECOMMENDED ACTION

The Executive Board should approve 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 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	\$153,504,982
5337 HIFG	\$527,569	\$0	\$89,222,917	\$89,750,486
5337 HIMB	\$0	\$0	\$28,750,135	\$28,750,135
5339	\$464,045	\$318,315	\$9,332,963	\$10,115,323
<i>Total</i>	<i>\$6,725,343</i>	<i>\$4,396,370</i>	<i>\$270,999,213</i>	<i>\$282,120,926</i>

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.

Bremerton UZA			
Funding Source	Programmed	Final 2025 Amount	Adjustment
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
Total	\$7,026,513	\$6,725,343	-\$301,170

Marysville UZA			
Funding Source	Programmed	Final 2025 Amount	Adjustment
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
Total	\$3,334,447	\$4,396,370	\$1,061,923

Seattle-Tacoma-Everett (STE) UZA			
Funding Source	Programmed	Final 2025 Amount	Adjustment
Earned Share (excluding 5311 agency amounts)			
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
Remaining Regional Funds for Equity Formula Distribution (including 5311 agency amounts)			
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
Total	\$280,353,122	\$270,999,214	-\$9,353,908

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
	<i>5307 Earned Share Subtotals</i>	<i>\$119,505,467</i>	<i>\$107,679,778</i>	<i>-\$11,825,689</i>
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
	<i>5337 HIFG Earned Share Subtotals</i>	<i>\$84,922,029</i>	<i>\$89,222,917</i>	<i>\$4,300,888</i>

	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
Totals	\$37,653,626	\$39,080,037	-\$1,426,411

[^] Please see FFY2025 Disagregation 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
Totals	\$39,080,037	100%	\$37,653,626	-\$1,426,411

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
Total FFY 2025 FTA funds	\$290,714,081	\$282,120,927	-\$8,593,154

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.

Bremerton UZA				
Project ID	Sponsor	Project	Source	Programmed
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
Total				\$7,026,513

Marysville UZA				
Project ID	Sponsor	Project	Source	Programmed
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
Total				\$3,334,447

Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
5307 Funds				
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
Subtotal				\$120,715,467

Seattle-Tacoma-Everett UZA - Earned Share				
Project ID	Sponsor	Project	Source	Programmed
5337 HIFG Funds				
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
			Subtotal	\$84,922,029
5337 HIMB Funds				
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
			Subtotal	\$27,752,386
5339 Funds				
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
			Subtotal	\$7,883,203
			Total STE UZA Earned Share	\$241,273,084

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
			Total	\$39,080,037

^ 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

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.j - 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 17, 2025

CONSENT AGENDA

To: Executive Board

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

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

IN BRIEF

The Growth Management Policy Board recommends that the Executive Board certify the 2024 comprehensive plan updates for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County. The Transportation Policy Board took action to recommend certifications at their July meeting. The certification reports describe how the comprehensive plans meet applicable requirements.

RECOMMENDED ACTION

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

- **City of 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 and Transportation Policy Board acted to recommend certification at their July meetings. 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 or Liz Underwood Bultmann, Principal Planner, at lunderwood-bultmann@psrc.org.



Puget Sound Regional Council

DISCUSSION ITEM

July 17, 2025

To: Executive Board

From: Josh Brown, Executive Director

Subject: **FIFA World Cup 2026 Briefing**

IN BRIEF

At its July 24 meeting, the Executive Board will hear a presentation from Dylan Ordoñez, Senior Vice President of External Affairs for Seattle FIFA World Cup 2026 (SeattleFWC26), the nonprofit local organizing committee for Seattle's participation as a host city for FIFA World Cup 26™.

DISCUSSION

The 2026 FIFA World Cup will be the largest international sporting event ever staged, co-hosted by the United States, Canada and Mexico. The tournament will feature 48 teams and 104 matches from June 11 to July 19, 2026.

Matches will be held in 16 cities across North America, including Seattle, New York/New Jersey, Los Angeles and Dallas in the U.S.; Toronto and Vancouver in Canada; and Mexico City, Guadalajara and Monterrey in Mexico.

The Pacific Northwest will play a key role, with matches hosted in Seattle and Vancouver. The region is expected to benefit from increased tourism, global visibility and long-term infrastructure improvements.

[Visit the Seattle FIFA World Cup 2026 website.](#)

For more information, please contact Josh Brown, Executive Director, at jbrown@psrc.org or 206-464-7515.



Puget Sound Regional Council

DISCUSSION ITEM

To: Executive Board July 17, 2025

From: Josh Brown, Executive Director

Subject: **State Policy and Transportation Briefing**

IN BRIEF

Washington State Senate Transportation Committee Chair Marko Lias will provide a briefing on the state legislative session, the transportation budget and a look ahead on state policy and budget issues for 2026.

DISCUSSION

Senator Marko Lias is the Chair State Senate Transportation Committee and represents the 21st Legislative District, which includes neighborhoods in Edmonds, Everett, Lynnwood and Mukilteo.

Senator Lias was appointed to the House of Representatives in 2008 and won re-election three times. He was appointed to the Senate in 2014 and is currently serving his third term as a senator. Throughout his service in the Legislature, he has prioritized policies to increase access to public transportation across Washington, provide educational and career opportunities for students, make the state safer and more inclusive for LGBTQ+ youth, and build an economy that works for everyone.

[Read his full biography here.](#)

[Read a summary of the FY 2025-2027 Washington State Transportation budget here.](#)

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



Puget Sound Regional Council

July 17, 2025

DISCUSSION ITEM

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Port of Seattle Briefing**

IN BRIEF

The Port of Seattle is pleased to have the opportunity to share its plans for the future with the PSRC Executive Board. Commissioner Ryan Calkins, Executive Director Steve Metruck and Interim Aviation Managing Director Arif Ghouse will discuss how the Port is both managing its current challenges and opportunities, as well as preparing to be the Port for the Future.

DISCUSSION

The Port will share its current and future investments in Seattle-Tacoma International Airport – including its current 5-year, \$5 billion capital program to accommodate current air travel demand with a world-class customer experience, as well as the vision for its Sustainable Airport Master Plan to better manage projected near-term passenger levels over the next decade.

View the [Port of Seattle's presentation slides](#) online.

For additional information, please contact Josh Brown, Executive Director, at jbrown@psrc.org or 206-464-7515.



Puget Sound Regional Council

DISCUSSION ITEM

July 17, 2025

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Puget Sound Data Trends**

IN BRIEF

At the July 24th Executive Board meeting, PSRC staff will provide a background report on the latest Population Trends in the Puget Sound region.

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 trends in population and housing growth based on the latest estimates of housing and population released by the Office of Financial Management in June 2025.

Following the presentation, PSRC staff will take questions and comments from board members. For additional information, please contact Craig Helmann, Director of Data, at chelmann@psrc.org.

Puget Sound Regional Council

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