



Puget Sound Regional Council

Transportation Policy Board

Thursday, September 11, 2025 • 9:30 a.m. – 11:30 a.m.

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

Watch or listen

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

Attend

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

Provide public comment

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

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

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

2. Communications and Public Comment

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

3. Report of the Chair

4. Director's Report

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

- a. Approve Minutes of Transportation Policy Board Meeting held July 10, 2025
- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)

- c. Recommend Certification of Comprehensive Plans for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville
- d. Recommend Conditional Certification of Comprehensive Plans for Snoqualmie, and Kitsap County

6. Discussion Item (10:00)

- a. Regional Transportation Plan Scenario Analysis Results – *Kelly McGourty & Craig Helmann, PSRC*

7. Discussion Item (11:00)

- a. Regional Transportation Plan Development Approach and Schedule – *Kelly McGourty & Craig Helmann, PSRC*

8. Information Items

- a. Transportation Work Program Progress Tracker

9. Next Meeting: October 9, 2025, 9:30 – 11:30 a.m.

Major Topics for October:

- Regional Transportation Plan Development
- Regional Comprehensive Climate Action Plan

10. Adjourn (11:30)

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

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

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Puget Sound Regional Council

MINUTES

Transportation Policy Board

July 10, 2025

1201 3rd Ave., Ste 500, Seattle, WA 98101

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

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 9:30 a.m. by Mayor Dana Ralph. Chair Ralph stated that a video of the meeting would be streamed live as well as recorded. The video would be available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen to the meeting live.

Roll call determined attendance and a quorum was not present.

COMMUNICATIONS AND PUBLIC COMMENT

There was no public comment provided.

REPORT OF THE CHAIR

Mayor Ralph waived her remarks in the interest of time.

DIRECTOR'S REPORT

Kelly McGourty, PSRC, shared that recruitment is being conducted for new members to the Equity Advisory Committee and information may be found in the agenda packet.

Robin Koskey, PSRC, reported on federal and state updates and activities. Ms. Koskey shared information on the President's 2026 budget and the appropriations process. She also reported on the state's revenue forecast, including information specific to transportation.

CONSENT AGENDA

- a. Approve Minutes of Transportation Policy Board Meeting held June 12, 2025

- b. Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- c. Recommend Certification of Comprehensive Plans for Algona, Auburn, Gig Harbor, Maple Valley, Mukilteo, King County, Pierce County, and Snohomish County
- d. Recommend Authorizing a Change in the Regional Transportation Plan Project Status for Bothell's Bothell Way NE Multimodal Improvements Project
- e. Recommend Approval of a Project Tracking Exception Request for Sultan's US-2 / Main Street Roundabout Project

ACTION: The motion was made and seconded (Zarlingo/Saka) to adopt the Consent Agenda. The motion passed.

DISCUSSION ITEM: WASHINGTON STATE DEPARTMENT OF TRANSPORTATION'S 2025-2027 CONSOLIDATED GRANT PROGRAM AWARDS

Jean Kim, PSRC, reminded the board that WSDOT streamlines a variety of state and federal funding sources into this grant program to support diverse mobility needs. It is often one of the only funding competitions for private nonprofit and human service transportation providers. WSDOT seeks input from regional organizations such as PSRC on project applications through a grading process. PSRC works with the Coordinated Mobility and Accessibility Committee to allocate grades of A through D to projects using an established set of regional priority ranking factors. PSRC then submits the regional rankings to WSDOT for inclusion in the final awards process. Ms. Kim shared the final results of the WSDOT Consolidated Grant Program and reviewed the projects in the PSRC region that were awarded funding.

Ms. Kim also reminded the board that a new Coordinated Mobility Plan is currently being developed and will be included as a part of the Regional Transportation Plan (RTP). The Coordinated Mobility Plan will highlight the transportation needs of people with accessibility and mobility challenges, prioritize strategies to address those needs, and include a regional inventory of existing programs. Ms. Kim reviewed the tasks PSRC has completed thus far regarding data collection and stakeholder engagement. She then shared community feedback received to date on transportation needs. Ms. Kim reviewed the next steps for the Coordinated Mobility Plan, including stakeholder engagement on priorities and strategies and development of the draft plan to be released with the draft RTP.

ACTION ITEM: RECOMMEND APPROVAL OF THE 2025 ANNUAL ADJUSTMENT OF PSRC'S FEDERAL TRANSIT ADMINISTRATION FUNDS

Doug Cox, PSRC, described the FTA Annual Adjustment Process as a routine process which adjusts funding awarded to projects based on estimates with the actual allocation of FTA funding each year. Mr. Cox provided details on PSRC's process for distributing and adjusting FTA funds. For federal fiscal year 2025, the allocation of FTA funds to the region was \$8.5 million lower than the amount estimated as part of the original

distribution to projects in 2023. Mr. Cox then described the adjustments recommended by the Transportation Operations Committee across agencies and projects to align funding amounts with the final allocation.

ACTION: The motion was made and seconded (Barõn/Putansuu) to recommend the Executive Board approve the 2025 annual adjustments of PSRC's FTA funds. The motion passed.

ACTION ITEM: REGIONAL TRANSPORTATION PLAN FINANCIAL STRATEGY AND INVESTMENTS

Kelly McGourty, PSRC, reminded the board of the previous discussions held on the proposed investments and available revenues for the next RTP. At the June meeting, the board was briefed on the various categories and levels of proposed investments submitted for consideration into the plan – including both system improvements as well as maintenance, preservation and operations – and the gap between these investments and available revenues. The board has discussed at length the parameters for identifying potential new revenues, and in June provided preliminary feedback on whether to pursue new revenues, a lower level of investment or both to bridge the funding gap.

Ms. McGourty reviewed the agenda for the discussion which will cover the various building blocks within each scenario to address the funding gap between proposed investments and available revenues. Ultimately, the board will be asked to provide direction on one or more scenarios to move forward into analysis over the summer.

Each building block, or lever, was described, including their cost and opportunities for reduction, covering regional capacity projects; programmatic system improvements; maintenance, preservation and operations; and growth in local transit service. A reminder of potential new revenue sources was also provided, highlighting the larger gap in funding for cities and local transit. A poll taken by the board indicated a majority preference to look at a mix of new revenues and reduced investments to achieve a financially balanced plan.

Ms. McGourty then provided information on three staff scenarios for discussion: scenario 1 constrains investment levels to current law revenues; scenario 2 has a mix of reduced levels of investment and new revenues; and scenario 3 includes all submitted investments with the funding gap filled entirely with new revenues. Ms. McGourty described the various levels of investments across categories within each scenario and a high-level assessment of their costs and impacts.

Board feedback suggested a preference to pursue a balanced approach between new revenues and reduced levels of investments from the maximum submittals. The board further discussed developing an additional scenario with modifications to scenario 2. To facilitate that, the board responded to poll questions related to preferred levels within each category of investment. Staff were given direction to proceed with analysis of the

three scenarios plus an additional scenario that would be based on the results of these poll questions.

ACTION: Through board consensus staff was directed to move forward with modeling and analysis of the scenarios as noted above.

NEXT MEETING

The next meeting is scheduled for September 11, 2025.

ADJOURN

The meeting was adjourned at 11:58 a.m.

ATTACHMENTS

A. Attendance Roster – July 10, 2025.

Transportation Policy Board - July 10, 2025				Item 5.a - Att. A	
Voting Members			✓	Non-voting Members	✓
King County	2	CM Jorge Barón	1	Associate Members	
		Vacant		Island County	1
		Vacant Alt			1
Seattle	2	CM Rob Saka	1	Thurston Regional Planning Council	1
		CM Robert Kettle	1		1
		CM Alexis Mercedes Rinck Alt		Public Agency Members	
Bellevue	1	CM Dave Hamilton	1	Freight Mobility Strategic Investment Board	1
		CM Jared Nieuwenhuis Alt			1
Cities/Towns	3	MYR Dana Ralph, Kent, Chair	1	Puget Sound Clean Air Agency	1
		MYR Mary Lou Pauly, Issaquah			1
		CM Peter Kwon, SeaTac	1	Public Health	1
		CM Susan Honda, Federal Way Alt			1
		DEP MYR Jay Arnold, Kirkland Alt	1	WA Tran. Improvement Board	1
		CM Matt Mahoney, Des Moines Alt	1		1
Local Transit	1	CM Rod Dembowski		PSRC Committees	
		Vacant Alt		Equity Advisory Cmte.	1
Kitsap County	1	COM Oran Root	1		1
		COM Christine Rolfes Alt		Regional Staff Cmte.	1
Bremerton	1	MYR Greg Wheeler	1		1
		CM Eric Younger Alt		Regional Project Evaluation Cmte.	1
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl	1		1
		CM Doug Newell, Poulsbo Alt		Transit Operators Cmte.	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard, Vice-Chair	1		1
		CM Anna Mockler, Bremerton		Private/Civic Members-Business/Labor	
Pierce County	1	CM Rosie Ayala		WA Trucking Associations	1
		CM Bryan Yambe, Alt	1	exp. 12/31/26	1
Tacoma	1	CM Kristina Walker		Seattle Met. Chamber of Commerce	1
		CM Olgy Diaz Alt		exp. 12/31/26	1
Cities & Towns	1	CM Tim Ceder, Milton	1	Private/Civic Members-Community/Environment	
		MYR Pro Tem Edward Wood, University Place Alt		Puget Sound Partnership	1
Local Transit	1	CM Doug Fagundes, Fife		exp. 10/31/27	1
		DEP MYR John Hines, Tacoma		Individual exp. 5/31/28	1
Snohomish County	1	CM Jared Mead		Non-voting	14
		CM Strom Peterson Alt	1		Non-voting members present
Everett	1	CM Ben Zarlingo	1		10
		MYR Cassie Franklin Alt			
Cities/Towns	1	CM Jan Schuette, Arlington			
		CM Jacob Walker, Monroe, Alt	1		
Local Transit	1	CM Kim Daughtry, Lake Stevens			
		CM Jan Schuette, Arlington Alt	1		
Regional Transit	1	CM Ed Prince, Renton	1		
		MYR Kim Roscoe, Fife Alt			
Federally Recognized Tribes					
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.			
		Vacant Alt			
Puyallup Tribe of Indians	1	Vacant			
		Robert Barandon Alt			
Suquamish Tribe	1	CM Luther (Jay) Mills			
		CHRMN Leonard Forsman Alt			
Statutory Members					
Ports	1	COM Toshiko Hasegawa, Seattle			
		COM Cary Bozeman, Bremerton Alt	1		
WA Trans. Commission	1	COM Jim Restucci	1		
		COM Nicole Grant Alt			
WSDOT	1	Robin Mayhew			
		Todd Lamphere Alt	1		
Legislative Transportation Cmte. (Not Counted for Quorum)					
House	2	Vacant			Abbreviations
Transportation Cmte.		REP Jake Fey, D Alt			CHRMN Chairman
		REP Dan Griffey, R			CM Councilmember
		REP Andrew Barkis, R Alt			CP Council President
Senate	2	SEN Marko Liias, D			COM Commissioner
Transportation Cmte.		Vacant Alt			DEP MYR Deputy Mayor
		SEN Keith Goehner, R	1		MYR Mayor
		Vacant, R Alt			MYR Pro Tem
Voting	32	(Quorum = 14) Quorum Total	21		REP Representative
		Total Voting members present	23		SEN Senator



Puget Sound Regional Council

September 4, 2025

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

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

IN BRIEF

Five agencies submitted ten 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 Move Ahead Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan.

RECOMMENDED ACTION

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

DISCUSSION

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

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

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

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

Consistency with VISION 2050 and the Regional Transportation Plan

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

Air Quality Conformity

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

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

Funding Reasonably Expected to be Available

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

PSRC's Project Tracking Policies

This month's amendment includes one project tracking action. As part of the 2025-2027 State Transportation Budget, King County Metro (Metro) and Washington State Ferries (WSF) are participating in a pilot program to exchange \$12,000,000 of 2023-2024 FTA funds from the State of Good Repair High Intensity Fixed Guideway program for \$10,000,000 of state funds. The reason for the exchange is to address the challenges in routine programming of these funds for Metro due to the specific eligible uses required under this program.

WSF proposes to apply the funding to a Preventive Maintenance project addressing vessel, terminal and/or equipment routine maintenance activities. In return, \$10 million from the State's Multimodal Transportation Account will be utilized by Metro for the following:

- \$5.5 million will support continuation of the midweek, mid-day Water Taxi service between downtown Seattle and Vashon Island through June 2027.
- \$4.5 million will be used in partnership with the City of Seattle to support mitigation efforts related to the Washington State Department of Transportation Revive I-5 preservation work. Funding will be used to support additional transit service hours, transit speed and reliability improvements (bus lanes, traffic signalization, etc.), incident response, data collection, public communication, education and transit incentives.

Per the required provisions of the pilot program, the state funding will be released to Metro once the FTA funds are approved into the State TIP for the WSF project. By January 15, 2026, both agencies must report to the State Office of Financial Management and the Transportation Committees of the Legislature on the projects and make recommendations for continuation of the federal funds exchange pilot through the 2025-2027 fiscal biennium, including additional amounts eligible to be exchanged.

Federal and State Fund Source Descriptions

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

5337 HIFG	FTA High Intensity Fixed Guideway State of Good Repair
Discretionary	Federal Discretionary programs
MAW	Move Ahead Washington account
MVA	State Motor Vehicle Account
NHPP	National Highway Performance Program
Safe Routes to School	Federal Safe Routes to School program
STBG	Surface Transportation Block Grant
TIFIA	Transportation Infrastructure and Finance Innovation Act

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: September

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

Year: 2025

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP Other	Amend
1. Everett	North Broadway Pedestrian Bridge New project programming a preliminary engineering phase for a pedestrian overcrossing of North Broadway between Everett Community College and Washington State University Everett campuses.	\$2,500,050	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,500,050	Total				
2. King County (Roads)	Boise X Connection Bridge (#3055A) Replacement Existing project programming a right-of-way phase to replace the Boise X Connection Bridge on Mud Mountain Road with a single span concrete bridge.	\$200,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$200,000	Total				
3. King County (Roads)	Soos Creek Trail Phase 5 Segment 1 New project programming a preliminary engineering phase to extend Soos Creek Trail from SE 192nd Street to SE 186th Street.	\$1,240,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,240,000	Total				
4. King County (Roads)	Green to Cedar South Interim Trail Segment A New project programming preliminary engineering and construction phases for a gravel pedestrian trail west of SR 169 from SE 172nd Street to the Black Diamond Open Space.	\$9,217,261	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$9,217,261	Total				
5. Port of Seattle	S Concourse Evolution Existing project programming a construction phase for reconstruction of the South Satellite (S Concourse), including structural and seismic upgrades and ADA compliance improvements.	\$239,700,000	Federal Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$955,600,000	Local				
		\$455,700,000	Federal TIFIA				
		\$1,651,000,000	Total				
6. Seattle	Renton Ave S Sidewalk & Neighborhood Greenway New project programming preliminary engineering and construction phases for sidewalk and neighborhood greenway treatments on Renton Avenue S between South Oregon Street and the vicinity of Martin Luther King Jr Way S	\$5,550,000	Safe Routes to School	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$3,672,613	Local				
		\$9,222,613	Total				

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP Other	Amend
7. WSDOT Northwest Region	SR 164 196th Ave SE to High Point St - Paving & ADA Compliance New project programming preliminary engineering, right-of-way, and construction phases to grind and inlay the roadway and make ADA compliance improvements.	\$7,166,303	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$183,758	MVA				
		\$7,350,061	Total				
8. WSDOT Northwest Region	SR 516 SR 181 to SR 515 Vic - Paving with Exceptions & ADA New project programming preliminary engineering, right-of-way, and construction phases to grind and inlay the roadway and make ADA compliance improvements.	\$12,328,077	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$477,105	MVA				
		\$12,805,182	Total				
9. WSDOT Olympic Region	SR 305/Unnamed Tribs to Eagle Harbor - Remove Fish Barriers New project programming a preliminary engineering phase to remove two fish barriers and replace them with fish passable structures.	\$1,546,426	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$180,158	MAW				
		\$1,726,584	Total				
10. WSDOT Marine Division	Preventive Maintenance – King County Metro/Washington State Ferries Pilot New project programming funds redistributed from King County Metro for routine preventative maintenance of ferry vessel and terminals. State toll tax credits will be used as local match.	\$12,000,000	Federal 5337 HIFG	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$12,000,000	Total				



Puget Sound Regional Council

September 4, 2025

CONSENT AGENDA

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Certification of Comprehensive Plans for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville**

IN BRIEF

PSRC staff has reviewed and recommends certification of the 2024 comprehensive plan updates for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville.

RECOMMENDED ACTION

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

- **City of Bremerton 2024 Comprehensive Plan ([link](#))**
- **City of Buckley 2024 Comprehensive Plan ([link](#))**
- **City of Everett 2024 Comprehensive Plan ([link](#))**
- **City of Fife 2024 Comprehensive Plan ([link](#))**
- **City of Poulsbo 2024 Comprehensive Plan ([link](#))**
- **City of Tacoma 2024 Comprehensive Plan ([link](#))**
- **City of Tukwila 2024 Comprehensive Plan ([link](#))**
- **City of Woodinville 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 now recommends certification of the following adopted comprehensive plans:

- **Bremerton** adopted its 2024 comprehensive plan update on June 4, 2025. PSRC staff provided comments on the draft plan in September 2024 and January 2025.
- **Buckley** adopted its 2024 comprehensive plan update on December 10, 2024, and adopted additional amendments in summer 2025. PSRC staff provided comments on the draft plan in December 2024.
- **Everett** adopted its 2024 comprehensive plan update on June 18, 2025. PSRC staff provided comments on the draft plan in May 2025.
- **Fife** adopted its 2024 comprehensive plan update on June 24, 2025. PSRC staff provided comments on the draft plan in March 2025.
- **Poulsbo** adopted its 2024 comprehensive plan update on June 18, 2025. PSRC staff provided comments on the draft plan in July 2024 and April 2025.
- **Tacoma** adopted its 2024 comprehensive plan update on June 24, 2025. PSRC staff provided comments on the draft plan in March 2025.
- **Tukwila** adopted its 2024 comprehensive plan update on December 16, 2024. PSRC staff provided comments on the draft plan in August and November 2024.
- **Woodinville** adopted its 2024 comprehensive plan update on May 6, 2025. PSRC staff provided comments on the draft plan in December 2024.

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

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

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

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

NEXT STEPS

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

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

September 4, 2025

ACTION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Recommend Conditional Certification of Comprehensive Plans for Snoqualmie and Kitsap County**

IN BRIEF

PSRC staff has reviewed and recommends conditional certification of the 2024 comprehensive plan updates for Snoqualmie and Kitsap County.

RECOMMENDED ACTION

The Growth Management Policy Board and Transportation Policy Board should recommend that the Executive Board conditionally certify that the transportation-related provisions in the following conform to the Growth Management Act and are substantially consistent with multicounty planning policies and the Regional Transportation Plan, provided that additional amendments are incorporated into the comprehensive plan:

City of Snoqualmie 2024 Comprehensive Plan ([link](#))

Conditional status is in place until the City of Snoqualmie completes housing planning requirements by December 31, 2026. These conditions are described on page 7 of the certification report.

Kitsap County 2024 Comprehensive Plan ([link](#))

Conditional status is in place until Kitsap County addresses compliance issues with the Growth Management Hearings Board and updates the plan to document sufficient employment capacity and a required air quality policy by June 30, 2026. These conditions are described on page 4 of the certification report.

The draft certification reports are available at the links provided for the board's review.

DISCUSSION

A major emphasis of the Washington State Growth Management Act (GMA) is the need to coordinate local, regional and state planning efforts. Within the central Puget Sound region, local governments and the Puget Sound Regional Council (PSRC) have worked together to develop an overall process for reviewing local, countywide, regional and transit agency policies and plans for compatibility and consistency.

Consistent with [PSRC's plan review process](#), PSRC staff provided comments on the draft plans and recommends conditional certification of the following adopted comprehensive plans:

- **Snoqualmie** adopted its 2024 comprehensive plan update on December 9, 2024. PSRC staff provided comments on the draft plan in October 2024.
- **Kitsap County** adopted its 2024 comprehensive plan update on December 2, 2024. PSRC staff provided comments on the draft plan in February 2024.

The comprehensive plans were reviewed in accordance with the adopted plan review process using PSRC's [Plan Review Manual](#) and [VISION 2050 consistency tool](#). PSRC staff coordinated with jurisdictional staff in the review of the plans and the development of the certification reports.

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

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

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

Conditional Certification

Overall, the comprehensive plans for Snoqualmie and Kitsap County were well prepared and meet a majority of planning requirements for consistency with the multicounty planning policies, the Regional Transportation Plan, and the Growth Management Act. The plans are based on thorough research and analysis, responses to community input, and the advancement of important regional policy issues. However, each of the plans show deficits in

housing capacity by income band and issues in each of the plans should be addressed prior to full certification.

Conditional certification is recommended where a limited amount of additional work is necessary to bring the plan into full conformity with criteria for certification, and where the jurisdiction and PSRC have agreed upon a schedule to make the necessary amendments. Jurisdictions that are conditionally certified will be fully eligible to apply for regional funding and may proceed with projects submitted into the Regional Transportation Improvement Program as long as they are following the agreed-upon schedule. Coordination between the jurisdiction and PSRC will ensure progress is being made toward addressing the identified issue(s). A conditionally certified plan will revert to “not certified” status if the jurisdiction fails to meet the conditions.

City of Snoqualmie Comprehensive Plan

The City of Snoqualmie adopted their comprehensive plan on December 9, 2024. PSRC staff reviewed the update and found the plan to be largely consistent with the multicounty planning policies and the Regional Transportation Plan, and to conform to most transportation planning requirements in the Growth Management Act. Through King County’s growth target reconciliation process, the city requested a revised housing growth target of 719 units and commensurate updates to the city’s housing need allocations. The growth target update is expected to be completed in fall 2025 with final ratification by King County jurisdictions. In addition to amendments required to reflect the revised housing target, the plan as adopted does not provide sufficient capacity for the city’s revised housing need allocations. Staff recommend certification with conditions. Specifically, the city will update the plan to reflect revised housing growth targets and document capacity to accommodate housing need allocations. PSRC has been working with the city on the plan update and the city is committed to updating the comprehensive plan. The city supported conditional certification to allow them eligibility to compete in PSRC’s fall funding competitions.

Kitsap County Comprehensive Plan

Kitsap County adopted their comprehensive plan on December 2, 2024. PSRC staff reviewed the update and found the plan to be largely consistent with the multicounty planning policies and the Regional Transportation Plan, and to conform to most transportation planning requirements in the Growth Management Act. However, the plan was appealed to the Growth Management Hearings Board (GMHB), and the board directed the county to amend the plan to address several compliance issues. Specifically, the plan does not document sufficient capacity for the adopted housing target or housing need allocations by income band. The GMHB also directed the county to make additional amendments regarding the Wildland-Urban Interface and compliance with VISION 2050 actions.

Staff recommend certification with conditions. In addition to the GMHB compliance issues, staff found the comprehensive plan does not provide sufficient capacity for the county's employment target or include a required air quality policy. PSRC has been working with the county on the plan update and the county is committed to completing the amendments specified in the report. The county supported conditional certification to allow them eligibility to compete in PSRC's fall funding competitions.

The recommended certification timeline allows the county to address compliance issues per the GMHB-directed schedule and then resubmit the revised plan to PSRC by June 2026.

Growth Management Hearings Board Decisions

In addition to the Kitsap County appeal, the GMHB issued a decision in August 2025 regarding the appeal of the Mercer Island comprehensive plan. While the decisions are specific to each comprehensive plan under review, these are decisions of which the board and other jurisdictions should be aware as they complete their comprehensive plans and consider future amendments and implementation steps.

NEXT STEPS

The Executive Board will consider policy board recommendations at their September meeting. Additional local plans will be brought forward to recommend for certification at future meetings.

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



Puget Sound Regional Council

September 4, 2025

DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Regional Transportation Plan Scenario Analysis Results**

IN BRIEF

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

In July, the board discussed distinct scenarios to address the gap between the proposed investments and available revenues. These include consideration of potential new revenue sources as well as reducing the levels of investment across all categories. The board directed staff to advance four scenarios into modeling and analysis over the summer. At the September meeting staff will review the details and key performance results of the four scenarios.

DISCUSSION

Over the last several months, the Transportation Policy Board has discussed the full suite of proposed investments submitted for inclusion in the RTP, derived from updated local, regional and state planning efforts. These investments span the categories of major regional capacity projects; a wide variety of other, more localized programmatic system improvements; and maintenance, preservation and operational needs. The board has also been briefed on the currently authorized revenue sources available through 2050, and the resulting 21% gap in funding to meet all identified needs.

To address this funding gap and develop a financially constrained plan, board discussions have indicated a preference to pursue a balanced approach between lower levels of proposed investments and pursuing some level of new revenues into the future. In July, the board held a robust discussion of various options within each investment category and directed staff to move four distinct scenarios into modeling and analysis. Three of these scenarios were developed by staff for board consideration and discussed in July; the fourth scenario was developed at the direction of the board based on polling results as part of the July meeting.

At the September meeting staff will review the details and key performance results of the four scenarios. These results will be summarized within the context of the policy priorities identified by the board early on in the plan development process, which included safety, climate, equity, transit and accessibility, maintenance and preservation, and mobility and congestion.

Supporting Information

Details of the scenarios are provided on [PSRC's website](#). This includes the following suite of information for each scenario:

- A summary overview of the levels of investment within each category included in the scenario and the amount of new revenues required
- A list of the regional capacity projects included in the scenario, including each project's plan consistency grade
- A list of the regional capacity projects *excluded* from the scenario, including each project's plan consistency grade
- A map of the regional capacity projects
- Key performance metrics

While the details of what is included in each scenario are provided at the link above, summary comparisons of the four scenarios are included in Attachments A and B. These include:

- Attachment A – summary comparison of performance metrics across scenarios
- Attachment B – summary of scope elements and plan consistency grades reflected in the regional capacity projects across scenarios

Staff will walk through the details within each scenario and the performance results at the September 11 meeting. Additional discussion will occur in October, at which time the board will be asked to take action on a final investment and funding portfolio to develop the draft plan. Depending on the scenario selected, in October and November the board will also discuss additional details and specificity on the financial strategy, including potential new revenue sources and action items for the plan.

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

ATTACHMENTS

- A. Summary Comparison of Scenarios
- B. Summary of Regional Capacity Projects - Scope Elements and Plan Consistency Grades

The following chart illustrates how each scenario compares to the others across selected performance metrics related to key policy priorities identified by the board: safety, climate, equity, transit and accessibility, maintenance and preservation, and congestion and mobility. The darker color represents the scenario(s) that performed the best for each particular metric.

	Scenario 1	Scenario 2a	Scenario 2b	Scenario 3
Metric	Percentage above today			
Regional Lane Miles	1.4%	2.1%	2.1%	2.4%
Transit Service Hours	53.4%	71.4%	90.0%	91.5%
Transit Trips	183.7%	191.3%	189.9%	188.8%
Walk Trips	89.5%	89.2%	89.2%	89.3%
Bike Trips	59.6%	59.2%	59.6%	59.6%
Vehicle Trips	21.8%	21.7%	21.8%	21.8%
Vehicle Miles Traveled	19.3%	19.6%	19.7%	19.7%
Hours of Delay	59.2%	56.3%	55.9%	56.3%
Greenhouse Gas Emissions	-83.0%	-82.8%	-82.8%	-82.8%
Total increase in people within 1/4 mile of High-Capacity Transit				
Total People	109,000	127,000	127,000	178,000
People of Color	219,000	250,000	250,000	303,000
People with Lower Incomes	191,000	222,000	222,000	267,000
People with Limited English	174,000	203,000	203,000	244,000
People with a Disability	170,000	201,000	201,000	242,000
Older adults	132,000	147,000	147,000	174,000
Youth	50,000	67,000	67,000	92,000
Transit Supportive Densities and Gaps in Service				
	1,408,000	1,324,000	639,000	639,000
Gap within 1/4 mile of Local Transit	(33%)	(31%)	(15%)	(15%)
	719,000	661,000	651,000	649,000
Gap within 1/4 mile of All-Day Transit	(28%)	(26%)	(25%)	(25%)
Gap within 1/4 mile of Frequent Transit	298,000	248,000	105,000	105,000
	(17%)	(14%)	(6%)	(6%)
Gap within 1/4 mile of High-Capacity Transit	412,000	412,000	412,000	412,000
	(33%)	(33%)	(33%)	(33%)
Additional Metrics				
Programmatic System Investments Above Current Plans	-4%	9%	-4%	37%
Maintenance and Preservation Investments Above Today's Levels	0%	10%	20%	20%
Regional Capacity Projects on the Regional High Injury Network	26%	55%	55%	63%
Increase in Annual Household Costs	\$0	\$800	\$925	\$1,500

ATTACHMENT B

Summary of Regional Capacity Projects - Scope Elements and Plan Consistency Grades

Each regional capacity project submitted for inclusion into the Regional Transportation Plan includes a high level description of their scope of work. The majority of projects include multiple scope elements addressing a variety of issues and modes. Figure 1 illustrates the number of projects that contain the specific identified scope elements shown, by scenario.

Each submitted project is also evaluated against nine policy measures under the Plan Consistency Framework. These measures include Supporting Freight, Supporting Employment, Emissions, Puget Sound Land and Water, Transportation Alternatives, Travel Reliability, Support for Centers, Safety & System Security, and Community Benefits. Project sponsors respond to specific questions under each policy area in the application process. The project list for each scenario identifies the grade for each measure, as well as the total plan consistency grade of all nine combined. Figure 2 illustrates the distribution of these grades, by scenario.

Figure 1: Regional Capacity Projects Scope Elements, by Scenario

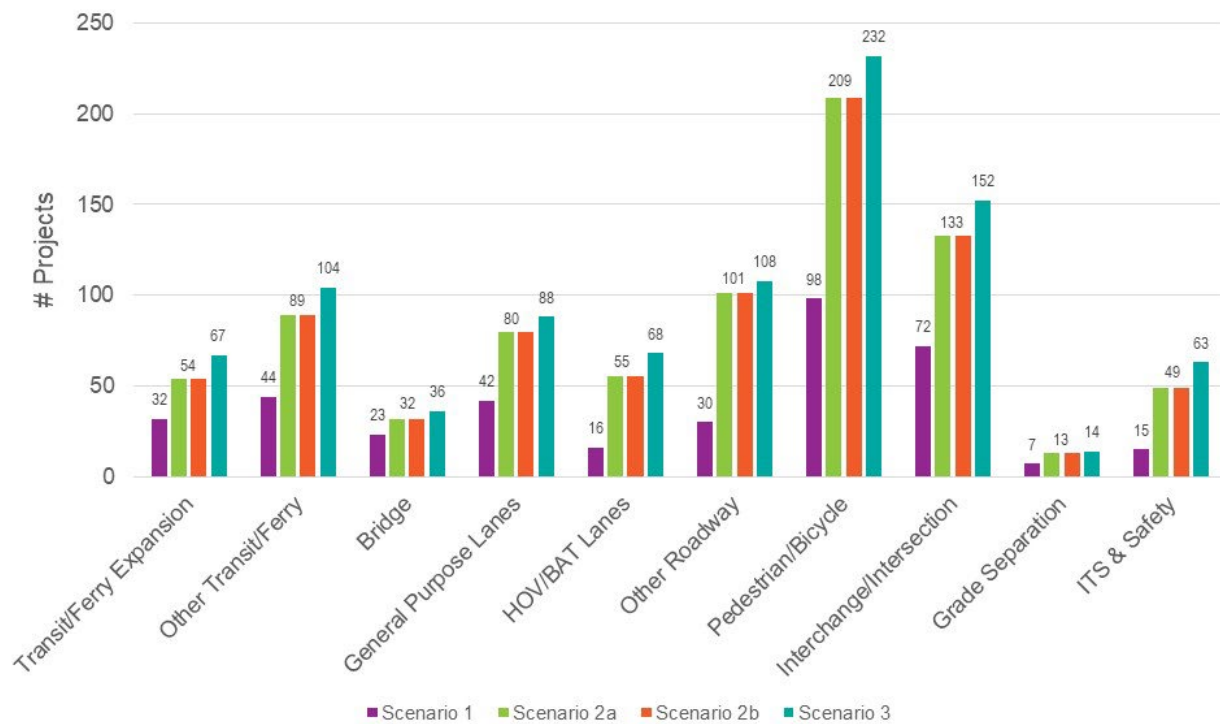
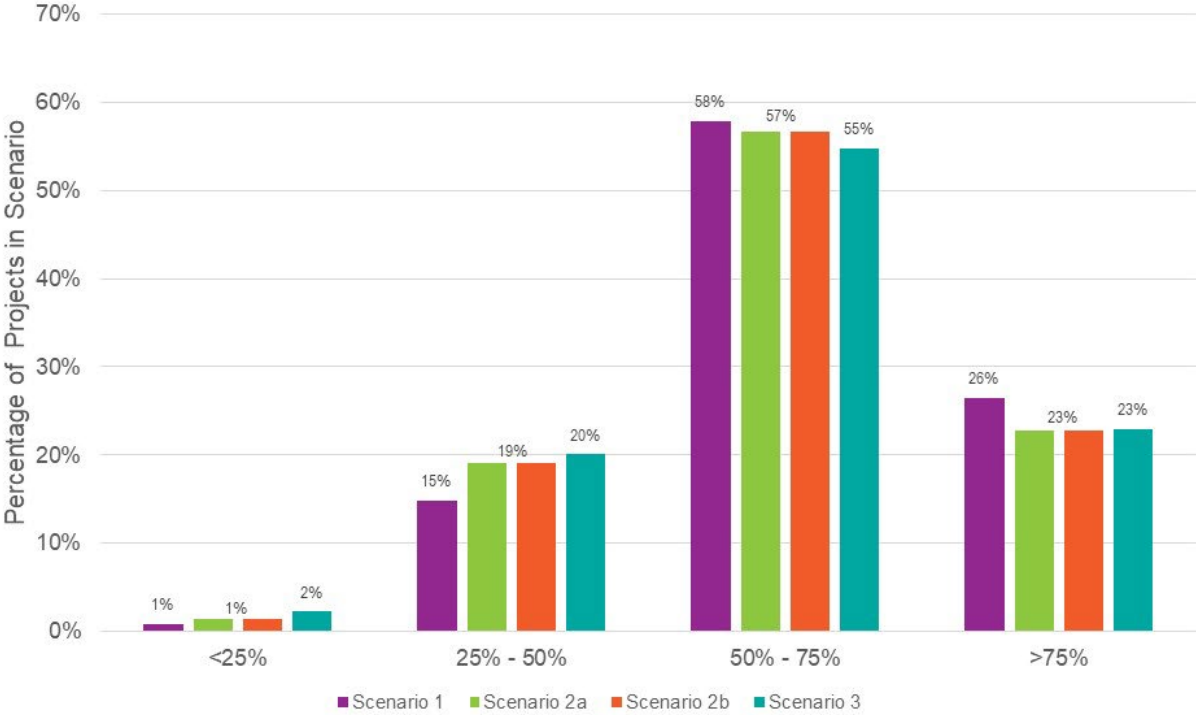


Figure 2: Regional Capacity Projects Plan Consistency Grades, by Scenario





Puget Sound Regional Council

September 4, 2025

DISCUSSION ITEM

To: Transportation Policy Board

From: Kelly McGourty, Director of Transportation Planning

Subject: **Regional Transportation Plan Development Approach and Schedule**

IN BRIEF

The next Regional Transportation Plan (RTP) is scheduled to be adopted by the General Assembly in May of 2026. Work to develop the plan has been underway since early 2024, and the board has been comprehensively discussing needed investments and the finances necessary to fund those investments. Public outreach and engagement have also been underway and will continue as work progresses.

At the September 11 meeting, staff will provide more details on the schedule of the remaining work through adoption of the plan in 2026. Staff will also preview a proposed new approach for a more web-based and user-friendly plan document.

DISCUSSION

Over the last 18 months, steady progress has been made towards the development of the next RTP. This has included identification of key policy priorities and adoption of the plan's scope of work; publication of a [Current Transportation System Report](#); discussion of future proposed investments and the plan's financial strategy; and ongoing outreach and engagement. This work will culminate in the development of a draft plan anticipated to be released for public comment in December 2025.

At the September 11 meeting, staff will describe the discussion topics and key decision points over the next three months, including the plan's financial strategy and the regional Comprehensive Climate Action Plan being led by the Puget Sound Clean Air Agency. The board will also be briefed on upcoming outreach and engagement activities and the process and decision points leading to final adoption of the plan in May 2026.

Staff will also share a proposal for a new format and approach for the plan document and supplementary materials. The goal of this new format will be to provide a more user-friendly experience and a more engaging and focused overall plan.

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

PSRC Transportation Work Program - Progress Reporting

Progress Chart (Timeline as of September 4, 2025)

Status	
	Preparing
	In Progress
	Complete
	Tentative

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

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