



Puget Sound Regional Council

\*\*Revised  
Meeting Agenda\*\*

## Executive Board

Thursday, September 25, 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: 831 2400 3383, Passcode: 012117

### 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](mailto: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](#).

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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. **Update on Legislation and Government Relations (10:15) – Robin Koskey, PSRC**
6. **Committee Report**
  - a. Operations Committee – Executive Ryan Mello, Vice President

## **7. Consent Agenda - Action Items (10:30)**

- a. Approve Minutes of Meeting Held July 24, 2025
- b. Approve Vouchers Dated July 9, 2025, Through September 3, 2025, in the Amount of \$3,270,723.97
- c. Approve Contract Authority for the Regional Electric Vehicle Charging Infrastructure Plan
- d. Approve Budget Amendment and Contract Authority for Consultant Services to Implement Amazon Housing Fund Grant
- e. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program
- f. Approve Certification of Comprehensive Plans for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville
- g. Affirm the Membership of the Ad Hoc Committee on Board Representation (**Updated**)

## **8. Action Item (10:35)**

- a. Approve Conditional Certification of Comprehensive Plans for Snoqualmie and Kitsap County – *Liz Underwood-Bultmann, PSRC*

## **9. Discussion Item (10:50)**

- a. PSRC 2026 Recommendations to the State Legislature – *Robin Koskey and Alyssa Quinn, PSRC*

## **10. Discussion Item (11:05)**

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

## **11. Information Item**

- a. Annual Weighted Votes Revision
- b. New Employee Status Report

## **12. Other Business**

**13. Next Meeting: Thursday, October 23, 2025, 10:00 a.m. – 12:00 p.m.**

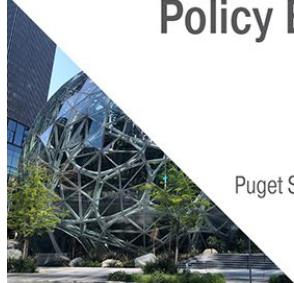
## **14. Adjourn (12:00)**

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](mailto:srogers@psrc.org), or mail.

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

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# Growth Management Policy Board | At Work



September 4, 2025

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

The Growth Management Policy Board recommended the Executive Board certify the comprehensive plan updates for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville. [View certification video](#) and [certification presentation](#).

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

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

The Growth Management Policy Board recommended the Executive Board conditionally certify the comprehensive plan updates for Snoqualmie and Kitsap County. PSRC staff is working with both jurisdictions to address compliance issues and ensure progress is made within an agreed-upon schedule. View [conditional certification video](#) and [conditional certification presentation](#).

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

### **Regional Centers Monitoring Update**

The board heard a brief update on the regional centers redesignation process. PSRC is accepting applications for new regional centers through the end of September.

Later this fall, the board will be asked to review new center applications and redesignate existing centers. Staff will share more information on criteria reports for existing centers and emerging policy questions at the October meeting. View [centers video](#) and [centers presentation](#).

For additional information, please contact Liz Underwood Bultmann, Principal Planner, [lunderwood-bultmann@psrc.org](mailto:lunderwood-bultmann@psrc.org) or Nancy Ferber, Senior Planner, [nferber@psrc.org](mailto:nferber@psrc.org).

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## Puget Sound Regional Council

### MINUTES

#### **Puget Sound Regional Council Executive Board**

**Thursday, July 24, 2025**

**Hybrid Meeting, PSRC Board Room**

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

The meeting of the Executive Board was called to order at 10:00 a.m. 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**

Public comment was provided by Joe Kunzler.

### **PRESIDENT'S REMARKS**

President Dave Somers welcomed board members.

President Somers reported that, in accordance with PSRC's Interlocal Agreement, the composition of the Executive Board must be reviewed every three years. After consultation with the Executive Committee, it was determined this year's review will also include the composition of the Transportation Policy Board and the Growth Management Policy Board. To move this work forward, President Somers will appoint an ad hoc committee with representatives from all three boards, ensuring appropriate geographic balance. An update on next steps will be brought to the board at a future meeting.

### **EXECUTIVE DIRECTOR'S REPORT**

Josh Brown Updates and Announcements:

- Provided a report on current litigation matters
- Participated as a panelist at the Washington Realtors Annual Conference alongside Mayors Backus and Birney
- Highlighted VISION 2050 Award recipients, with more to be announced in the coming months:
  - Kitsap Transit – Silverdale Transit Center
  - City of Redmond – Senior and Community Center
  - City of Seattle – Waterfront Overlook Park
  - El Centro de la Raza – Four Amigos Affordable Housing

- Conducted additional outreach, including tours of Wilkeson, Fairfax Bridge and Eagle Harbor Maintenance Facility, and met with Representative Nance regarding ferry issues.

## LEGISLATIVE UPDATE

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

## COMMITTEE REPORTS

Vice President and Operations Committee Chair Executive Mello reported on the outcomes of the committee meeting. The committee recommended Executive Board approval of the following items:

- Vouchers dated June 3, 2025, through July 3, 2025, totaling \$1,285,804.83
- Additional contract authority for information technology services
- PSRC FY 2026 Indirect Cost Rate
- Increased contract authority for transportation projects database and online applications upgrade
- Increased contract authority for Enterprise Resource Planning Software

## CONSENT AGENDA

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

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

The motion passed unanimously.

## DISCUSSION ITEMS

### FIFA World Cup 2026 Briefing

The Executive Board heard 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 2026.

Mr. Ordoñez provided an overview of the 2026 FIFA World Cup, the largest international sporting event ever staged, co-hosted by the United States, Canada and Mexico. The tournament will feature 48 teams competing in 104 matches from June 11 to July 19, 2026. Matches will take place 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 in the tournament, hosting matches in Seattle and Vancouver. The region is expected to benefit from increased tourism, enhanced global visibility and long-term infrastructure improvements.

#### **State Policy and Transportation Briefing**

The Executive Board received a briefing from Washington State Senate Transportation Committee Chair Marko Liias on the recent state legislative session, the transportation budget and upcoming state policy and budget issues for 2026.

#### **Port of Seattle Briefing**

The Executive Board received a presentation from the Port of Seattle on its plans for the future. Commissioner Ryan Calkins, Executive Director Steve Metruck and Interim Aviation Managing Director Arif Ghose discussed how the Port is managing current challenges and opportunities, as well as preparing to be the Port for the Future.

The Port shared its current and planned investments in Seattle-Tacoma International Airport, including its ongoing 5-year, \$5 billion capital program designed to accommodate current air travel demand while providing a world-class customer experience. The Port also presented its vision for the Sustainable Airport Master Plan, aimed at managing projected near-term passenger growth over the next decade.

#### **Puget Sound Data Trends**

This agenda item was postponed due to time constraints.

#### **INFORMATION ITEM**

Included in the agenda packet:

- Equity Advisory Committee: Call for Applications

#### **OTHER BUSINESS**

There was no other business brought before the board.

#### **NEXT MEETING**

The board will not meet in August. The next meeting is scheduled for Thursday, September 25, 2025, from 10:00 a.m. to 12:00 p.m.

**ADJOURN**

The meeting was adjourned at 12:05 p.m.

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Adopted this 25<sup>th</sup> day of September 2025.

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Executive Dave Somers, President  
Puget Sound Regional Council

ATTEST:

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Josh Brown, Executive Director

**ATTACHMENT:**

- A. Executive Board Attendance, July 24, 2025

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



# Puget Sound Regional Council

September 18, 2025

## CONSENT AGENDA

**To:** Executive Board  
**From:** Executive Ryan Mello, Chair, Operations Committee  
**Subject:** **Approve Vouchers Dated July 9, 2025, Through September 3, 2025, in the Amount of \$3,270,723.97**

### IN BRIEF

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

### RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

#### REQUESTED

#### WARRANT DATE

07/09/25 - 09/03/25

07/15/25 – 08/29/25

#### VOUCHER NUMBER

AP Vouchers

Payroll

#### TOTALS

\$ 1,598,718.00

\$ 1,672,005.97

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\$ 3,270,723.97

For additional information, please contact Andrew Werfelmann, Budget Manager, at [awerfelmann@psrc.org](mailto:awerfelmann@psrc.org) or 206-971-3292.



# Puget Sound Regional Council

September 18, 2025

## **CONSENT AGENDA**

**To:** Executive Board

**From:** Executive Ryan Mello, Chair, Operations Committee

**Subject: Approve Contract Authority for a Regional Electric Vehicle Charging Infrastructure Plan**

### **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 contract authority for PSRC's contribution to the development of a Regional Electric Vehicle Charging Infrastructure Plan in the amount of \$40,000.

### **RECOMMENDED ACTION**

Recommend the Executive Board authorize the Executive Director to enter into a contract with the Puget Sound Clean Air Agency for the development of a Regional Electric Vehicle Charging Infrastructure Plan in the amount of \$40,000.

### **BUDGET IMPACT**

The adopted Biennial Budget and Work Program for Fiscal Years 2026-2027 includes sufficient funds in Transportation (Task 200) to support this ongoing work with the Puget Sound Clean Air Agency and other regional partners to advance alternative fuels and emission reductions. The total budget for this request is \$40,000.

### **DISCUSSION**

PSRC has partnered with the Puget Sound Clean Air Agency (PSCAA) since 2019 on a Regional Electric Vehicle Collaboration. Work to date has included one to two

convenings each year to provide technical assistance and an information sharing platform for stakeholders to support the advancement of electric vehicles (EVs) and infrastructure. In addition, a web-based clearinghouse of resources was jointly developed and launched in late 2022.

Feedback received over this time period identified the need for a regional approach to support local jurisdictions in the planning and implementation of this infrastructure. PSCAA has taken the lead on this project to develop a Regional EV Charging Infrastructure Plan in collaboration with PSRC and the four counties. Expected benefits of this plan will include, among other things:

- Public education and support for a stable and consistent EV charging network across municipal boundaries;
- Coordination and economies of scale for infrastructure implementation;
- Identification of infrastructure needs and guidance for site evaluation criteria;
- Consistency across jurisdictions to help reduce barriers to planning and implementation;
- Support and preparation for future grant funding opportunities.

Collaborating agencies are contributing funding and/or other resources to support the project, including this request to authorize \$40,000 as PSRC's contribution. PSCAA has released a Request for Proposals for consultant support, and it is anticipated the project will begin later this year.

For additional information, please contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601.



September 18, 2025

## CONSENT AGENDA

**To:** Executive Board

**From:** Executive Ryan Mello, Chair, Operations Committee

**Subject: Approve Budget Amendment and Contract Authority for Consultant Services to Implement Amazon Housing Fund Grant**

### IN BRIEF

PSRC has prepared this routine budget amendment to incorporate new revenue sources and associated expenses identified since the budget was adopted in May of 2025.

In addition, authorization by the Executive Board is required for the Executive Director to enter into a contract in excess of \$10,000. A request is being made to authorize the execution of a grant agreement with the Amazon Housing Fund and one or more new consultant contracts to create a housing development capacity data and policy platform and conduct outreach and engagement regarding the tool.

### RECOMMENDED ACTIONS

1. Recommend the Executive Board approve the proposed budget amendment to increase the budget by \$444,500.
2. Recommend the Executive Board authorize the Executive Director to enter into one or more contracts for consultant services for the creation of a housing data and policy platform. The total budget for consultant work is not to exceed \$425,000 over a 5-year period.
3. Authorize the Executive Director to execute all agreements with Amazon and or the Amazon Housing Fund.

## BUDGET IMPACT

The proposed work program amendment would increase the adopted supplemental Biennial Budget and Work Program (FY 2026-2027) by \$444,500 from \$45,497,000 to \$45,942,000 to reflect the additional revenues and work program associated with funding from the Amazon Housing Fund to create and conduct outreach for a housing development capacity data and policy platform.

## DISCUSSION

Puget Sound Regional Council (PSRC) has been selected by Amazon for a grant to support the creation of a housing data and policy platform to provide parcel level information on housing capacity to help address the housing affordability and supply crisis facing communities across the Puget Sound region. PSRC will deploy an outreach and engagement campaign to ensure the capabilities of the housing data and policy platform are understood by the housing sector including policy makers, government officials, non-profit and market rate developers and housing advocates.

PSRC will contract with one or more consultants to create the housing data and policy platform for King, Kitsap, Pierce and Snohomish counties to provide housing data and parcel analysis. Additionally, PSRC will contract with a consultant to assist with outreach and engagement activities, including hosting regional meetings.

PSRC will also receive \$19,500 to support data, communications and government relations staff time.

A consultant developing the platform will:

- Gather and harmonize datasets
- Create detailed wireframes outlining user journeys, page layouts and branding elements
- Develop a public-facing digital dashboard
- Develop an interactive parcel-level tool to identify underutilized land suitable for housing development
- Create jurisdiction-level interactive scenario tools enabling users to test on different parcel threshold and market scenarios
- Finalize the platform based on PSRC feedback
- Conduct rigorous cross-browser and performance testing
- Migrate the finalized website to a production environment
- Provide training to PSRC staff covering platform navigation, data updates and administrative capabilities

A consultant supporting engagement and outreach will:

- Provide support to PSRC's public outreach efforts to communicate the tool's capabilities and findings across the region
- Provide a report two times each year on data platform usage

#### Budget

<b>Task 1 Data Tool Development</b>	Consultant Including tool development data licensing & acquisition and support for platform for five years	\$330,000
<b>Task 2 Data Coordination</b>	PSRC Data Director and staff time	\$7,500
<b>Task 3 Outreach &amp; Engagement</b>	PSRC Government Relations and Communications Director and Government Relations and Graphics staff salaries	\$12,000
	Outreach and Engagement Consultant	\$95,000
<b>Total Project Cost</b>		\$444,500

For additional information, please contact Robin Koskey, Director of Government Relations and Communications, at [rkoskey@psrc.org](mailto:rkoskey@psrc.org) or 206-971-3602.



# Puget Sound Regional Council

September 18, 2025

## CONSENT AGENDA

**To:** Executive Board

**From:** Mayor Dana Ralph, Chair, Transportation Policy Board

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

### IN BRIEF

Five agencies submitted 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. At its meeting on September 11, 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 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](mailto:jbarnes@psrc.org) or 206-389-2876.

### **ATTACHMENT**

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

Month: September

Year: 2025

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			New Project Tracking	Project/ Phase	UPWP Other Amend	
1. Everett	<b>North Broadway Pedestrian Bridge</b>  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  \$2,500,050 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. King County (Roads)	<b>Boise X Connection Bridge (#3055A) Replacement</b>  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  \$200,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. King County (Roads)	<b>Soos Creek Trail Phase 5 Segment 1</b>  New project programming a preliminary engineering phase to extend Soos Creek Trail from SE 192nd Street to SE 186th Street.	\$1,240,000 Local  \$1,240,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. King County (Roads)	<b>Green to Cedar South Interim Trail Segment A</b>  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  \$9,217,261 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Port of Seattle	<b>S Concourse Evolution</b>  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  \$955,600,000 Local  \$455,700,000 Federal TIFIA  \$1,651,000,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Seattle	<b>Renton Ave S Sidewalk &amp; Neighborhood Greenway</b>  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  \$3,672,613 Local  \$9,222,613 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## PSRC Action Needed

Sponsor	Project Title and Work Description	Funding	New	Project/ Tracking	Project/ Phase	UPWP	Other Amend
7. WSDOT Northwest Region	<b>SR 164 196th Ave SE to High Point St - Paving &amp; ADA Compliance</b>  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 \$183,758  \$7,350,061 Total		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
8. WSDOT Northwest Region	<b>SR 516 SR 181 to SR 515 Vic - Paving with Exceptions &amp; ADA</b>  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 \$477,105  \$12,805,182 Total		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
9. WSDOT Olympic Region	<b>SR 305/Unnamed Tribs to Eagle Harbor - Remove Fish Barriers</b>  New project programming a preliminary engineering phase to remove two fish barriers and replace them with fish passable structures.	\$1,546,426 \$180,158  \$1,726,584 Total		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. WSDOT Marine Division	<b>Preventive Maintenance – King County Metro/Washington State Ferries Pilot</b>  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  \$12,000,000 Total		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



## Puget Sound Regional Council

September 18, 2025

### CONSENT AGENDA

**To:** Executive Board

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

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

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024 comprehensive plan updates for Bremerton, Buckley, Everett, Fife, Poulsbo, Tacoma, Tukwila, and Woodinville. 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 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 recommended 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 and Transportation Policy Board acted to recommend certification at their September meetings. 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](mailto:pingham@psrc.org) or Liz Underwood Bultmann, Principal Planner, at [lunderwood-bultmann@psrc.org](mailto:lunderwood-bultmann@psrc.org).

Revised



# Puget Sound Regional Council

September 18, 2025

## **CONSENT AGENDA**

**To:** Executive Board

**From:** Executive Dave Somers, President

**Subject: Affirm the Membership of the Ad Hoc Committee on Board Representation**

### **IN BRIEF**

PSRC is required every three years to review the composition of the Executive Board. In consultation with the Executive Committee, it was determined that this year's review will also include the Transportation Policy Board and Growth Management Policy Board.

### **RECOMMENDED ACTION**

The Executive Board should affirm the membership of the Ad Hoc Committee on Board Representation as listed below.

### **DISCUSSION**

PSRC President Dave Somers has established an Ad Hoc Committee to evaluate board representation options and develop a recommendation for Executive Board consideration.

The Ad Hoc Committee includes members from the Executive Board and both policy boards, with attention to geographic balance. At its September 25 meeting, the Executive Board will be asked to affirm the committee's membership.

#### **Ad Hoc Committee Members**

- Mayor Dana Ralph, City of Kent – Chair, TPB
- Mayor Rob Putaansuu, City of Port Orchard – Vice Chair, TPB
- Councilmember Ed Prince, City of Renton – Chair, GMPB
- Councilmember Megan Dunn, Snohomish County – Vice Chair, GMPB

- Councilmember Rob Kettle, City of Seattle
- Councilmember Kristina Walker, City of Tacoma
- Councilmember Rosie Ayala, Pierce County
- Councilmember Ben Zarlingo, City of Everett
- Councilmember Sarah Perry, King County **(added)**

For additional information, please contact Josh Brown, Executive Director, at [jbrown@psrc.org](mailto:jbrown@psrc.org) or 206-464-7515.



## Puget Sound Regional Council

September 18, 2025

### **ACTION ITEM**

**To:** Executive Board

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

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

### **IN BRIEF**

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board conditionally certify the 2024 comprehensive plan updates for Snoqualmie and Kitsap County. At the September meeting, staff will also provide a status update on comprehensive plan certification.

### **RECOMMENDED ACTION**

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

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

- **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, respond to community input, and advance important regional policy issues. However, each of the plans shows 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 its 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 supports conditional certification to allow them eligibility to compete in PSRC’s fall funding competitions.

### **Kitsap County Comprehensive Plan**

Kitsap County adopted its 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 supports 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. Additional information on the Growth Management Hearings Board decisions is provided in Attachment A.

### **NEXT STEPS**

The Growth Management Policy Board and Transportation Policy Board acted to recommend conditional certification at their September meetings. Additional local plans will be brought forward to recommend for certification at the board's October meeting.

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

### **ATTACHMENT**

- A. Growth Management Hearings Board & Plan Certification

**ATTACHMENT A****Growth Management Hearings Board & Plan Certification**

The Growth Management Hearings Board issued decisions in August 2025 regarding appeals of the Mercer Island and Kitsap County comprehensive plans. While the decisions are specific to each jurisdiction under review, these are significant decisions of which the board and other jurisdictions should be aware as they complete their comprehensive plans and consider future amendments and implementation steps. The decisions provide important interpretations of the Growth Management Act (GMA), the application of multicounty planning policies (MPPs), and application of provisions in ESSHB 1220 (2021).

This attachment provides a general discussion of policy issues. Jurisdictions should consult their own legal counsel for specific legal advice.

**Mercer Island appeal decision**

The Growth Management Hearings Board (Hearings Board) ruled that Mercer Island's comprehensive plan periodic update did not identify sufficient land capacity for housing for moderate, low, very low, and extremely low-income households nor make adequate provision for the existing and projected housing needs across income spectrums. The Hearings Board found the plan's aggregation of income spectrums and housing types did not provide an accurate inventory of its existing and projected housing needs. The Hearings Board further found that the plan did not demonstrate that the city could meet the allocated share of affordable housing without adequate incentives and subsidies, and reliance on assumed incentive or subsidy programs not in place and was incompliant. The Hearings Board concluded that simply having available zoned land capacity and voluntary subsidy programs was insufficient, considering the record that demonstrates a low rate of construction of affordable housing units in Mercer Island. In addition, the Hearings Board ruled:

- The city may not delay adoption of adequate provisions for housing and adequate provisions are a required element of the periodic plan update.
- The city cannot rely on unspecified and unadopted incentives or subsidies or voluntary incentives or subsidies that have not demonstrated to lead to the development of affordable housing.
- The plan needed to be consistent with the King County countywide planning policies (CPPs) and VISION 2050 MPPs and, therefore, was required to complete a subarea plan for the light rail station in response to VISION 2050 DP-Action-8.
- The city was required to adopt anti-displacement measures based on the CPPs.

The city has approximately one year to comply. The decision is [available in full](#) on the Growth Management Hearings Board website. Mercer Island filed an appeal of the Hearings Board decision on housing capacity with Superior Court.

### **Kitsap County appeal decision**

The Growth Management Hearings Board ruled that Kitsap County's comprehensive plan does not identify sufficient land capacity for housing for moderate, low, very low, and extremely low-income households. The county was also required to adopt "adequate provisions" to reduce barriers to affordable housing and expand housing types. The plan was remanded back to the county to fully document capacity for affordable housing needs and steps to remove barriers to affordable housing.

The Hearings Board also found that the county is required to address GMA amendments to the land use element regarding the wildland-urban interface. The Hearings Board also directed the county to complete work to address VISION 2050 CC-Action-4 to "identify [climate hazard] mitigation measures addressing these hazards including multimodal emergency and evacuation routes." The Hearings Board provided until March 2026 to address compliance.

The decision is [available in full](#) on the Growth Management Hearings Board website.

### **What do the decisions mean for the Mercer Island and Kitsap County plans?**

The Hearings Board remanded the plans back to jurisdictions for compliance actions but did not invalidate either adopted plan. The adopted plans include many elements and provisions that were not challenged or were upheld on appeal.

### **Why are these decisions notable?**

The Legislature passed ESSHB 1220 in 2021, directing significant changes in how jurisdictions plan for housing in their comprehensive plans. Jurisdictions across the region have been working on new housing requirements in the 2024 plan updates, and these cases are the first challenges of comprehensive plans in this region on compliance with the new requirements.

### **What do the decisions mean for other plans?**

The decisions underscore the importance of clearly planning and providing capacity for affordable housing needs. Both decisions focus on the GMA's direction, as amended by ESSHB 1220, to "plan for and accommodate..." housing affordable to all economic segments. While many comprehensive plans that PSRC has reviewed provide an inventory of zoning capacity for housing based on Washington State Department of Commerce [guidance](#), fewer plans fully address the Growth Management Hearings Board's direction to document how all lower-income housing needs would be

adequately addressed through development regulations and local incentives or subsidies.

Comprehensive plans and development regulations are presumed valid upon adoption. The role of the Hearings Board is to consider appeals of specific plans or development regulations. The decisions do not mandate that other jurisdictions revise their plans to meet the standard in the Mercer Island and Kitsap County decisions but provide important information on how new aspects of GMA are being interpreted.

Jurisdictions that have not yet adopted their comprehensive plans may want to review the Mercer Island and Kitsap County decisions to understand their interpretation of GMA and manage potential appeal risks. Each jurisdiction and plan are different, and the circumstances of these cases may not apply in other cases.

### **What do these decisions mean for PSRC certification?**

PSRC's review and certification function is separate from challenges to the validity of policies or plans that may be brought before the Hearings Board. PSRC's certification action is based on determining consistency with (1) the multicounty planning policies, which serve as the regional guidelines and principles, (2) the Regional Transportation Plan, and (3) GMA requirements for transportation planning. PSRC's certification process allows jurisdictions to be eligible for PSRC's federal transportation funding.

While there can be overlap with issues that are reviewed by the Hearings Board and PSRC, the Hearings Board process is set up to consider a much broader range of provisions from the entire body of requirements in the GMA and, unlike PSRC, can invalidate plans or regulations.

While appeals to the Hearings Board are a separate quasi-judicial process, those appeals may address certification-related issues or require additional amendments. As a general practice, PSRC waits for the 60-day appeal period to end before bringing a plan forward for certification.

Based on board direction, staff have looked for comprehensive plans to clearly identify and document sufficient capacity for housing needs during certification review. The decisions underscore that demonstrating capacity for affordable housing is required under the GMA in comprehensive plans. While these decisions are specific to the jurisdictions under review, the Hearings Board's decisions may be influential in how PSRC (and other agencies) interpret GMA. The decisions can provide important guidance to local governments on future plan updates.

### **What's next?**

Because Mercer Island appealed the decision to Superior Court, full resolution may take several months. Compliance for both jurisdictions is due in 2026.

**8.a-Att. A**

PSRC staff have reviewed both plans and are coordinating with Mercer Island on when to proceed with certification. PSRC staff will continue to proceed with reviewing the remaining comprehensive plans for future board action.



## Puget Sound Regional Council

### DISCUSSION ITEM

September 18, 2025

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject: PSRC 2026 Recommendations to the State Legislature**

### IN BRIEF

PSRC staff will brief the board on the process to adopt recommendations to the 2026 Washington State Legislature.

### DISCUSSION

PSRC staff are beginning work to develop recommendations to the Washington State Legislature in advance of the 2026 legislative session. On an annual basis, the Executive Board adopts recommendations to the Legislature to support progress on adopted regional plans and policies.

PSRC staff propose following a similar framework to the recommendations adopted last year (2025 Recommendations to the State Legislature attached) based on adopted regional plans policies in the following focus areas:

- **Transportation - Keep the Region Moving**
- **Housing - Increase Housing Choices and Affordability**
- **Climate - Significantly Reduce Greenhouse Gas Emissions**
- **Economic Development – Sustain a Strong Economy**

Staff gather input from the Economic Development District Board, Growth Management Policy Board, Transportation Policy Board, Regional Staff Committee and the Equity Advisory Committee throughout the fall before the Executive Board reviews and adopts the legislative agenda at its December meeting.

For more information, contact Robin Koskey, Director of Government Relations and Communications, at 206-798-4462.

### ATTACHMENT

- A. Recommendations to the 2025 State Legislature

# Recommendations to the 2025 State Legislature



Puget Sound Regional Council

The Puget Sound Regional Council (PSRC) supports adoption of state legislation that advances solutions to achieve a thriving, racially equitable and sustainable Puget Sound region through leadership, visionary planning, and collaboration.

## Keep the Region Moving Safely

VISION 2050 and the Regional Transportation Plan lay out a foundation for completing regional transportation investments and future work to strengthen connections to and between the region's centers. PSRC is drafting a Regional Safety Action plan to help address the troubling increase in deaths and serious injuries on our roadways and to support the Washington State Strategic Highway Safety Plan, Target Zero. We urge transportation policies and investments prioritizing a Safe Systems Approach to eliminate or reduce the severity of crashes in our communities. PSRC supports:

- Sustaining the transportation investments made with Move Ahead Washington and the Climate Commitment Act and exploring stable new revenue sources to address declines in existing revenue, ensure projects of regional significance are built and fully fund maintenance and preservation.
- Developing an equitable road usage charge (RUC) system through the work of the Washington State Transportation Commission to generate necessary revenue to eventually replace the gas tax, fund the state's long-term transportation needs, including multimodal connections, and introduce revenue flexibility.
- Funding and policies to restore, improve and modernize the Washington State Ferries system to ensure reliable cross-sound service and reduce environmental impact.

## Increase Housing Choices and Affordability

PSRC's Regional Housing Strategy identifies strategies to expand housing options, create greater affordability and promote fair and equal housing access to address the housing affordability crisis in our state. The PSRC region needs to build 620,000 more homes by 2044 and 50% of these homes need to be affordable to people earning less than half of the Area Median Income. Action is needed to address racially discriminatory housing policies and increase homeownership for Black, Indigenous and people of color (BIPOC) households.

To help address urgent housing needs in our state, PSRC supports creating a **housing research center** at the University of Washington to provide timely analysis and data driven research to help guide policymakers to adopt bold strategies to create more affordable homes.

PSRC also supports legislation and funding in three action areas:

- **Supply:** Build more housing of different types as soon as possible.
- **Stability:** Provide opportunities for residents to live in housing that meets their needs.
- **Subsidy:** Create and sustain long-term funding sources to create and preserve housing for very low-income households and unhoused residents.

### **Significantly Reduce Greenhouse Gas Emissions**

VISION 2050 and the Regional Transportation Plan outline how state, regional and local partners can act in coordination to reduce emissions in the region and prepare for climate impacts. PSRC supports state legislation to respond to the urgent environmental, health, economic and equity threat of climate change through:

- Transit-focused land use.
- Multimodal transportation choices.
- Pricing the transportation system.
- Decarbonization of the transportation system, including improvements to freight and passenger vehicles and fuels.

### **Sustain a Strong Economy**

VISION 2050 and the Regional Economic Strategy plan for economic growth and opportunity that creates widespread prosperity and living-wage jobs to help sustain the region's economy. PSRC supports continued investments in:

- Workforce development programs to meet the needs of employers and a growing economy, including electrification of the transportation system.
- Critical infrastructure to support economic development, including broadband.
- Clean energy industry technology like Sustainable Aviation Fuel (SAF), offshore wind, fusion, hydrogen and other emerging technologies.

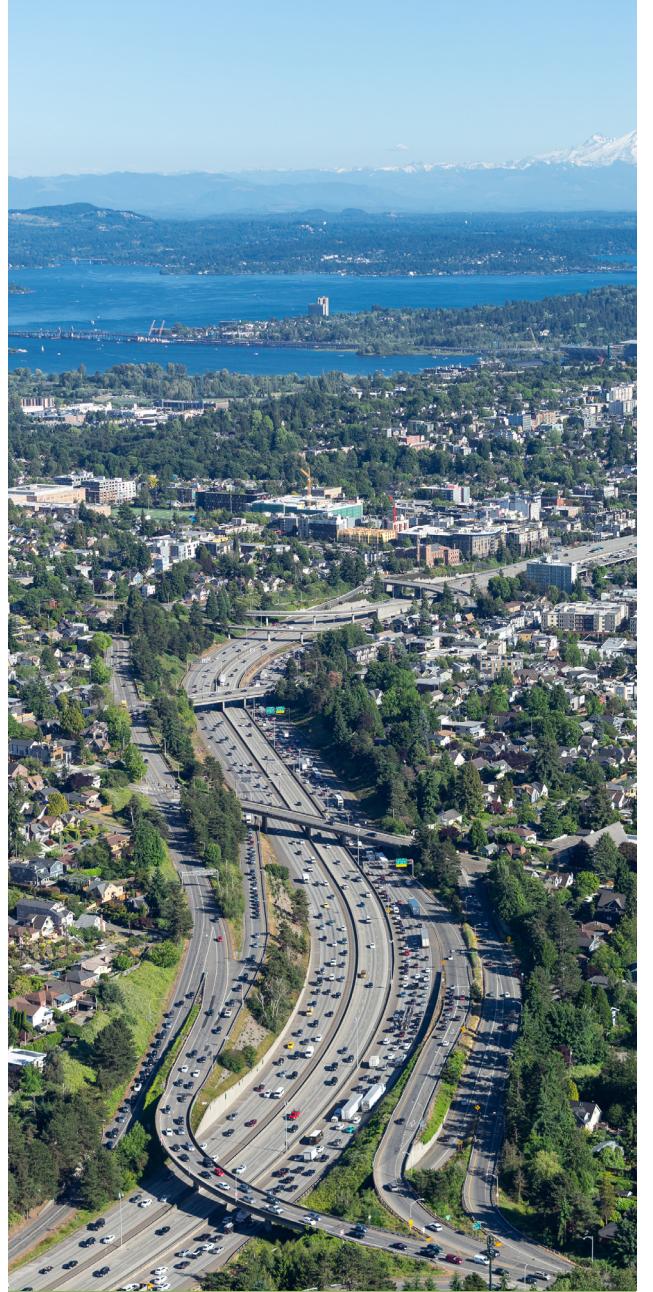
For more information, please contact:

#### **Robin Koskey**

Director of Government Relations & Communications

[RKoskey@psrc.org](mailto:RKoskey@psrc.org)

206-798-4462



Puget Sound Regional Council (PSRC) develops policies and coordinates decisions about regional growth, transportation and economic development planning within King, Pierce, Snohomish and Kitsap counties. PSRC is composed of nearly 100 members, including the four counties, cities and towns, ports, state and local transportation agencies and Tribal governments within the region.



# Puget Sound Regional Council

September 18, 2025

## DISCUSSION ITEM

**To:** Executive Board

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

**Subject: Regional Transportation Plan Scenario Results and Development Schedule**

### IN BRIEF

Over the last 18 months, steady progress has been made towards the development of the next Regional Transportation Plan (RTP) to be adopted in 2026. 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.

Over the last several months the Transportation Policy Board has reviewed in detail the proposed investments and available revenues to be included in the next RTP. Staff was directed to advance four distinct scenarios into modeling and analysis that address the gap between the proposed investments and available revenues, including consideration of potential new revenue sources as well as reducing the levels of investment across all categories.

At the September 25 Executive Board meeting, staff will review the details and key performance results of the four scenarios, as well as provide an overview of the Transportation Policy Board discussions to date. In addition, the board will be briefed on the remaining schedule of activities leading up to plan adoption in May 2026.

### DISCUSSION

The board-identified policy priorities and the scope of work adopted in December 2024 have guided the ongoing work to develop the next RTP. Over the last several months the Transportation Policy Board has discussed the full suite of proposed investments

submitted for inclusion in the plan, 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 Transportation Policy Board held a robust discussion of various options within each investment category and directed staff to move four distinct scenarios into modeling and analysis.

At the September 25 Executive Board meeting staff will review the details and key performance results of the four scenarios. These results are 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.

Summary comparisons across the four scenarios are included in Attachments A and B. More detailed information on each scenario is provided on [PSRC's website](#). This includes information on the levels of investment within each scenario as well as key performance results.

Staff will walk through the details of each scenario and the performance results at the September 25 meeting. In October the Transportation Policy Board is scheduled to take action on a final investment and funding portfolio to develop the draft plan. More detailed discussions on the financial strategy, including potential new revenue sources and action items for the plan, will occur in October and November.

In September the Executive Board will also be briefed on the remaining discussion topics and key decision points leading up to the release of the draft RTP for public comment in December, and ultimately adoption in May 2026. These topics include, among other things, the plan's financial strategy, the regional Comprehensive Climate Action Plan being led by the Puget Sound Clean Air Agency and upcoming outreach and engagement activities.

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

## ATTACHMENTS

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

## ATTACHMENT A: SUMMARY COMPARISON OF SCENARIOS

10.a - Att. A

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.

Metric	Scenario 1	Scenario 2a	Scenario 2b	Scenario 3
	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%
<b>Total increase in people within 1/4 mile of High-Capacity Transit</b>				
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
<b>Transit Supportive Densities and Gaps in Service</b>				
Gap within 1/4 mile of Local Transit	1,408,000 (33%)	1,324,000 (31%)	639,000 (15%)	639,000 (15%)
Gap within 1/4 mile of All-Day Transit	719,000 (28%)	661,000 (26%)	651,000 (25%)	649,000 (25%)
Gap within 1/4 mile of Frequent	298,000 (17%)	248,000 (14%)	105,000 (6%)	105,000 (6%)
Transit	412,000 (33%)	412,000 (33%)	412,000 (33%)	412,000 (33%)
<b>Additional Metrics</b>				
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

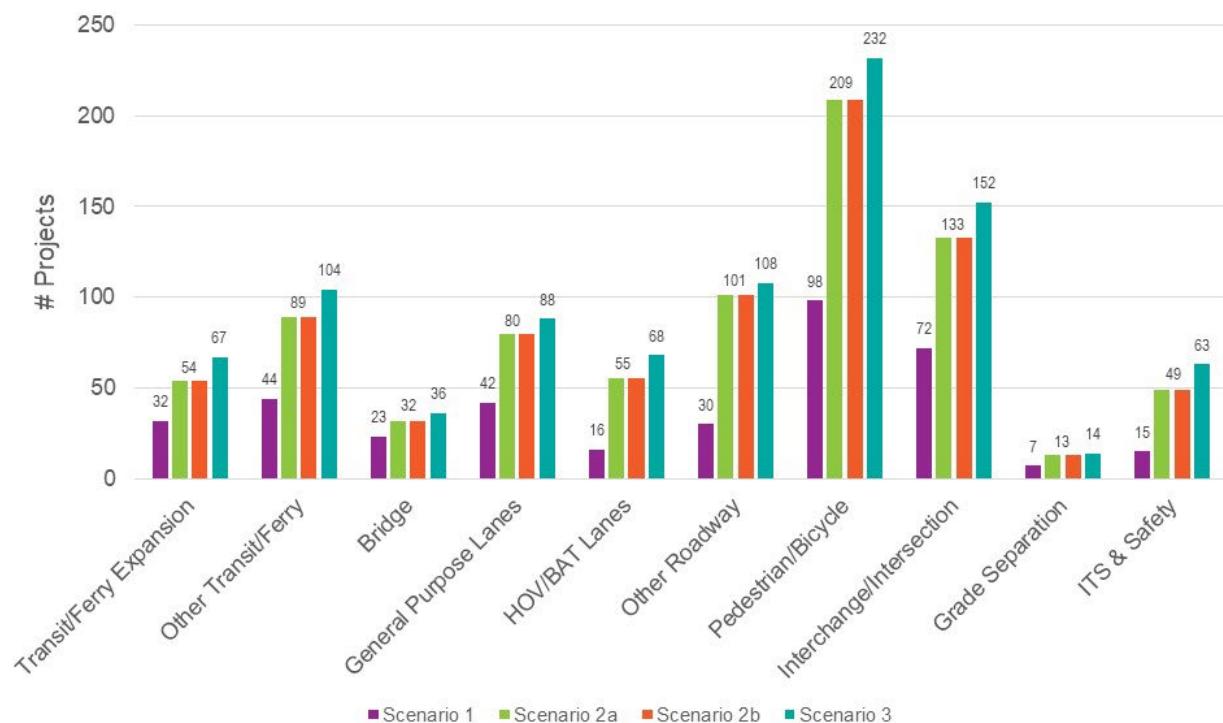
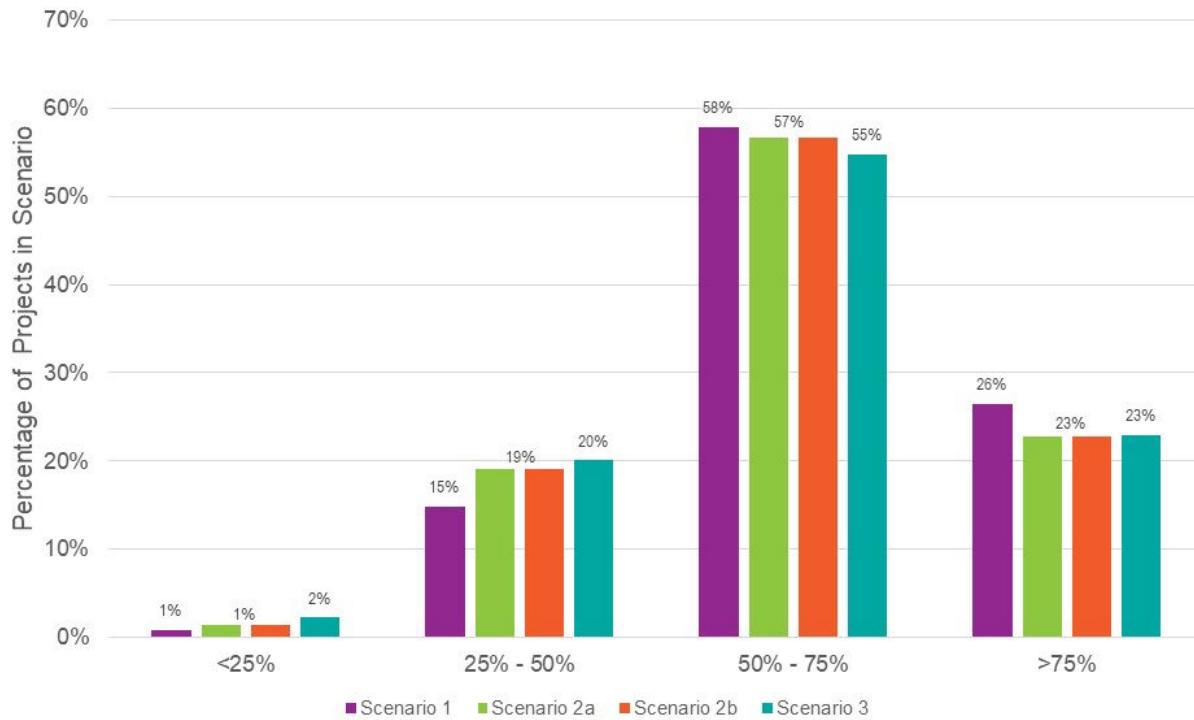


Figure 2: Regional Capacity Projects Plan Consistency Grades, by Scenario





# Puget Sound Regional Council

September 18, 2025

## INFORMATION ITEM

**To:** Executive Board  
**From:** Josh Brown, Executive Director  
**Subject:** Annual Weighted Votes Revision

### IN BRIEF

Every September, the weighted vote for the General Assembly and the Executive Board is revised to reflect the most recent population figures from the Washington State Office of Financial Management (OFM). The weighted votes as revised effective September 25, 2025, are attached.

### DISCUSSION

The weighted votes are updated every September. The methodology for allocating the weighted votes for the General Assembly and the Executive Board is set forth in the Interlocal Agreement (ILA), Article V, Section B.2, which provides that the total votes of all city and county jurisdictions within each county will be proportional to each county's share of the regional population. Further, county governments will be entitled to fifty (50) percent of their respective county's total vote. City and town votes will be based on their respective share of the total incorporated population of their county.

For example, the April 1, 2025, OFM population figures show the region's member jurisdictions have a population of 4,523,775, up from 4,473,450 in 2024. Kitsap County's share of that regional population is 6.386%, with a total resident population of all member jurisdictions of 288,900. Therefore, Kitsap and all the member jurisdictions receive 63.86 total weighted votes ( $6.386\% \times 1000$  weighted votes). Half of those total weighted votes or 31.93 go to Kitsap County and the other half are allocated to the cities within Kitsap County based upon their respective share of the total incorporated population of the county.

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

### ATTACHMENTS

- A. PSRC Executive Board Votes and Representatives effective 9/25/2025

**PSRC Executive Board Weighted Votes and Representatives**  
**effective September 25, 2025**

	OFM 4/1/2025	% of Population	Rep. Based on % of Population	Representatives	FY 2026 Weighted Vote
<b>King</b>	2,411,700	53.312%	15.994	15.88	533.12
County	250,225	5.531%	1.659	2	266.56
Seattle*	816,600	18.051%	5.415	4	100.70
Bellevue*	158,000	3.493%	1.048	1	19.49
Federal Way	102,900	2.275%	0.682	1	12.69
Kent*	140,100	3.097%	0.929	1	17.28
Kirkland	97,850	2.163%	0.649	1	12.07
Redmond*	82,380	1.821%	0.546	1	10.16
Renton*	109,700	2.425%	0.727	1	13.53
Auburn*	80,260	1.774%	0.532	0.88	9.90
Other Cities & Towns	573,685	12.682%	3.804	3	70.75
<b>Kitsap</b>	288,900	6.386%	1.916	4	63.86
County	185,110	4.092%	1.228	1	31.93
Bremerton*	45,890	1.014%	0.304	1	14.12
Port Orchard*	19,260	0.426%	0.128	1	5.93
Other Cities & Towns	38,640	0.854%	0.256	1	11.89
<b>Pierce</b>	958,525	21.189%	6.357	5.12	211.89
County	450,750	9.964%	2.989	2	105.94
Tacoma*	228,400	5.049%	1.515	1	47.65
Auburn*	10,060	0.222%	0.067	0.12	2.10
Lakewood*	64,670	1.430%	0.429	1	13.49
Other Cities & Towns	204,645	4.524%	1.357	1	42.70
<b>Snohomish</b>	864,650	19.113%	5.734	5	191.14
County	379,255	8.384%	2.515	2	95.57
Everett*	114,700	2.535%	0.761	1	22.58
Other Cities & Towns	370,695	8.194%	2.458	2	72.99
<b>Cities/Towns/Counties</b>	4,523,775	100%	30.000	30	1,000.00
<b>Statutory Members</b>					
Port of Bremerton				1	3
Port of Seattle				1	50
Port of Tacoma				1	30
Port of Everett				1	10
WA State Dept of Trans				1	30
WA Trans. Commission				1	30
Statutory Members				6	153
<b>Grand Total</b>				36	<b>1,153.00</b>
<b>NOTES:</b>					
A)	Population figures provided by OFM and only include member jurisdictions. (Non-members include Brier, Carbonado, Gold Bar, Index, and South Prairie.)				
B)	Weighted votes are updated every September, and representatives for the Executive Board are reviewed every three years, per Interlocal Agreement, Article V.c.3. and as prescribed in RCW 47.80.010 and RCW47.80.060.				
C)	RCW47.80.060 requires the PSRC Executive Board to include representatives from the following:				
	1) Washington State Transportation Commission				
	2) Washington State Department of Transportation				
	3) The four largest public port districts within the region as determined by gross operating revenue				
	4) Any incorporated principal city of a metropolitan statistical area within the region, as designated by the US census bureau				
	5) Any incorporated city within the region with a population in excess of 80,000				
CI)	*Principal City Per OMB				



## Puget Sound Regional Council

September 18, 2025

### INFORMATION ITEM

**To:** Executive Board  
**From:** Josh Brown, Executive Director  
**Subject:** **New Employee Status Report**

PSRC has three new employees:

**Kellee Harwood** – Planning Intern, Planning  
**Sarah Warsame** – Planning Intern, Planning  
**Mohammad Mehdi Oshanreh** – Data Intern, Data

For additional information, please contact Thu Le, HR Manager, at [tle@psrc.org](mailto:tle@psrc.org) or 206-464-6175.