



Puget Sound Regional Council

## Transportation Policy Board

Thursday, October 9, 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](mailto:aleach@psrc.org) by 8:00 a.m. the day of the meeting. Comments will be shared with board members.

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

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### 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 (9:45)

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

**6. Discussion Item (9:50)**

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

**7. Discussion Item (10:05)**

- a. Ad Hoc Committee on Board Representation – *Kelly McGourty, PSRC*

**8. Discussion Item (10:20)**

- a. Regional Comprehensive Climate Action Plan – *Sara Hetrick, Puget Sound Clean Air Agency*

**9. Action Item (10:50)**

- a. Regional Transportation Plan Scenario Decision – *Kelly McGourty and Craig Helmann, PSRC*

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

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

**11. Information Items**

- a. Transportation Work Program Progress Tracker

**12. Next Meeting: November 13, 2025, 9:30 – 11:30 a.m.**

Major Topics for November:

- State Policy and Transportation Briefing
- Regional Transportation Plan Development and Financial Strategy

**13. 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](mailto:aleach@psrc.org) or mail.

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

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## Puget Sound Regional Council

### **MINUTES**

#### **Transportation Policy Board**

**September 11, 2025**

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

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

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

The meeting was called to order at 9:31 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.

### **COMMUNICATIONS AND PUBLIC COMMENT**

There was no public comment provided.

### **REPORT OF THE CHAIR**

Mayor Ralph reminded the board that the important Regional Transportation Plan discussion today will lead to an action in October.

### **DIRECTOR'S REPORT**

Kelly McGourty, PSRC, shared information with the board on the first of six Regional Transportation Plan public meetings that was held in Seattle on September 4. Ms. McGourty also informed the board of the 'Week without Driving' initiative that will occur at the end of the month. She then drew the board's attention to a redistribution of funds between King County Metro and the Washington State Ferries on the consent agenda, which is a legislatively directed pilot exchange. Lastly, she briefly noted the upcoming call for projects for the Rural Towns Centers and Corridors program and the Transportation Alternates Program. Ms. McGourty indicated that agencies who have not yet received comprehensive plan certification would be eligible to apply to these competitions, but certification must be received by the time funds are awarded to projects.

Robin Koskey, PSRC, provided an update on the federal budget process. Ms. Koskey then shared information on a Washington State Ferry and Eagle Harbor Maintenance Facility tour conducted in August.

## **CONSENT AGENDA**

- 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

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

## **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN SCENARIO ANALYSIS RESULTS**

Kelly McGourty, PSRC, reviewed with the board the four plan scenarios that were moved into analysis over the summer, containing different levels of investments and new revenues through 2050. Craig Helmann, PSRC, then reviewed the results of the analysis for several key performance metrics.

Board members discussed the scenarios and the comparison of impacts, investment levels and need for new revenue for each. Questions were raised related to equity impacts, access to transit, and how the RTP may influence PSRC's project selection process. WSDOT staff informed the board that a correction is requested to the start year for the Thorne Lane Core HOV project, which would move the project into Scenarios 2A and 2B.

Responding to a poll, board members indicated a preference for Scenario 2B with a focus on maintenance and transit. Action will be requested by the board on a final scenario in October.

## **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN DEVELOPMENT APPROACH AND SCHEDULE**

Kelly McGourty, PSRC, reviewed the upcoming work for development of the RTP. Activities include briefings on key elements of the plan such as climate, further discussion of the financial strategy, and briefings on the six regional public meetings and other outreach activities. The board will also review additional details of the future transportation system and discuss potential action items for the new plan. In December, the board will be asked to authorize the release of the draft RTP for public comment.

Ms. McGourty described new elements and approaches for the next RTP, including staff proposals for improving the plan document and sharing information in a more readable and user friendly way.

### **NEXT MEETING**

The next meeting is scheduled for October 9, 2025.

### **ADJOURN**

The meeting was adjourned at 11:32 a.m.

### **ATTACHMENTS**

- A. Attendance Roster – September 11, 2025.

Transportation Policy Board - September 11, 2025				5.a - Att. A			
Voting Members			✓	Non-voting Members			✓
<b>King County</b>	2	CM Jorge Barón		<b>Associate Members</b>			
		Vacant		Island County	1	COMM Melanie Bacon	
		Vacant Alt				COMM Jill Johnson Alt	
Seattle	2	CM Rob Saka	1	Thurston Regional Planning Council	1	MYR Andy Ryder, Lacey	
		CM Robert Kettle	1			Vacant Alt	
		CM Alexis Mercedes Rinck Alt		<b>Public Agency Members</b>			
Bellevue	1	CM Dave Hamilton	1	Freight Mobility Strategic Investment Board	1	Vacant	
		CM Jared Nieuwenhuis Alt				Brandy DeLange Alt	1
Cities/Towns	3	MYR Dana Ralph, Kent, <b>Chair</b>	1	Puget Sound Clean Air Agency	1	CM Joe Bushnell	
		MYR Mary Lou Pauly, Issaquah	1			Christine Cooley Alt	1
		CM Peter Kwon, SeaTac		Public Health	1	Jessica Jeavons, Seattle-King County	1
		CM Susan Honda, Federal Way Alt	1			Vacant Alt	
		DEP MYR Jay Arnold, Kirkland Alt	1	WA Tran. Improvement Board	1	Vacant	
		CM Matt Mahoney, Des Moines Alt				CM Sam Low, Snohomish Co. Alt	
Local Transit	1	CM Rod Dembowski	1	<b>PSRC Committees</b>			
		Vacant Alt		Equity Advisory Cmte.	1	Shannon Turner	1
<b>Kitsap County</b>	1	COM Oran Root	1			Julius Moss Alt	1
		COM Christine Rolfes Alt		Regional Staff Cmte.	1	Jason Sullivan, Bonney Lake	
Bremerton	1	MYR Greg Wheeler	1			Kelly Snyder, Snohomish Co. Alt	
		CM Eric Younger Alt		Regional Project Evaluation Cmte.	1	Doug McCormick, Snohomish Co.	1
Cities/Towns	1	CM Leslie Schneider, Bainbridge Isl	1			Shane Weber, Bremerton Alt	
		CM Doug Newell, Poulsbo Alt		Transit Operators Cmte.	1	Peter Heffernan, King County	1
Local Transit	1	MYR Rob Putaansuu, Port Orchard, <b>Vice-Chair</b>				Alex Krieg, Sound Transit Alt	1
		CM Anna Mockler, Bremerton		<b>Private/Civic Members-Business/Labor</b>			
<b>Pierce County</b>	1	CM Rosie Ayala		WA Trucking Associations exp. 12/31/26	1	Sheri Call	
		CM Bryan Yambe, Alt				Jeff DeVere Alt	
Tacoma	1	CM Kristina Walker	1	Seattle Met. Chamber of Commerce exp. 12/31/26	1	Lorelei Williams, WSP USA	1
		CM Olgy Diaz Alt				Amy Grotefendt, Enviroissues Alt	
Cities & Towns	1	CM Tim Ceder, Milton	1	<b>Private/Civic Members-Community/Environment</b>			
		MYR Pro Tem Edward Wood, University Place Alt		Puget Sound Partnership exp. 10/31/27	1	Bebhinn Dechery	
Local Transit	1	CM Doug Fagundes, Fife				Larry Epstein Alt	
		DEP MYR John Hines, Tacoma		Individual exp. 5/31/28	1	Kim Becklund	1
<b>Snohomish County</b>	1	CM Jared Mead		Non-voting	14	Non-voting members present	
		CM Strom Peterson Alt					
Everett	1	CM Ben Zarlingo	1				
		MYR Cassie Franklin Alt					
Cities/Towns	1	CM Jan Schuette, Arlington	1				
		CM Jacob Walker, Monroe, Alt	1				
Local Transit	1	CM Kim Daughtry, Lake Stevens	1				
		CM Jan Schuette, Arlington Alt					
<b>Regional Transit</b>	1	CM Ed Prince, Renton	1				
		MYR Kim Roscoe, Fife Alt					
<b>Federally Recognized Tribes</b>							
Muckleshoot Indian Tribe	1	CM John Daniels, Jr.					
		Vacant Alt					
Puyallup Tribe of Indians	1	Vacant					
		Robert Barandon Alt					
Suquamish Tribe	1	CM Luther (Jay) Mills					
		CHRMN Leonard Forsman Alt					
<b>Statutory Members</b>							
Ports	1	COM Toshiko Hasegawa, Seattle					
		COM Cary Bozeman, Bremerton Alt	1				
WA Trans. Commission	1	COM Jim Restucci					
		COM Nicole Grant Alt					
WSDOT	1	Robin Mayhew	1				
		Todd Lamphere Alt					
<b>Legislative Transportation Cmte. (Not Counted for Quorum)</b>						Abbreviations	
House	2	Vacant				CHRMN Chairman	
Transportation Cmte.		REP Jake Fey, D Alt				CM Councilmember	
		REP Dan Griffey, R				CP Council President	
		REP Andrew Barkis, R Alt				COM Commissioner	
Senate	2	SEN Marko Liias, D				DEP MYR Deputy Mayor	
Transportation Cmte.		Vacant Alt				MYR Mayor	
		SEN Keith Goehner, R				MYR Pro Tem	
		Vacant, R Alt				REP Representative	
Voting	32	(Quorum = 14) Quorum Total	18			SEN Senator	
		Total Voting members present	20				



## Puget Sound Regional Council

October 2, 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**

Nine agencies submitted eleven 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**

Kitsap Transit is requesting a redistribution of PSRC's FTA funds between the *Bus and OTR Coach Purchases (25-26)* project to the *North Kitsap Base* project in the amount of \$6,752,889. Kitsap Transit also requests a redistribution of \$5,158,366 of PSRC's FTA funds from the *West Bremerton Hydrogen Fueling/ Transit Center Park & Ride* project to the *North Kitsap Base* project.

The redistributions are needed due to a significant increase in the construction cost estimate for the *North Kitsap Base* project resulting from market changes. Construction is expected to begin in 2026. The originally planned bus purchases in the *Bus and OTR Coach Purchases (25-26)* project are not currently needed as the fleet is in an adequate state of repair, and the redistribution would reduce the number of coaches purchased from 13 to five. Construction of the *West Bremerton Hydrogen Fueling/ Transit Center Park & Ride* project has been delayed due to site challenges and environmental requirements.



A small amount of the redistributed funds are from the Seattle-Tacoma-Everett Urbanized Area (STE UZA). Kitsap Transit has confirmed that 100% percent of these funds being redistributed to the *North Kitsap Base* project will support transit service to Kingston, Bainbridge Island and Bremerton ferry terminals and connections to the STE UZA.

These requests are pending recommendation by the Transit Operators Committee, which will be finalized and reported at the October 9 Transportation Policy Board meeting.

### **Federal and State Fund Source Descriptions**

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

5307 (Urban)	FTA Urbanized Area Formula Program
5339	FTA Bus and Bus Facilities Program
Demonstration	Federal Congressionally Directed Spending earmarks
HSIP	Highway Safety Improvement Program
MAW	Move Ahead Washington account
MVA	State Motor Vehicle Account
NHPP	National Highway Performance Program
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program
Safe Routes to School	Federal Safe Routes to School program
STBG	Surface Transportation Block Grant
TIB	State Transportation Improvement Board program

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

### **ATTACHMENT**

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

Month: October

Year: 2025

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

Exhibit A

Sponsor	Project Title and Work Description	Funding	PSRC Action Needed			
			Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Everett	<b>Olympic Boulevard Fish Barrier at Pigeon Creek No. 2</b> Existing project adding funds to preliminary engineering and programming a new construction phase to replace the existing culvert with a fish passable structure and regrade the stream channel downstream of the culvert.	\$2,140,000 Federal PROTECT \$860,000 Local \$3,000,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Kent	<b>64th Avenue S and S 236th Street Intersection Improvements</b> New project programming preliminary engineering, right-of-way, and construction phases for a roundabout with pedestrian and bicycle facilities and crossings.	\$3,000,000 Safe Routes To School \$705,000 Local \$3,705,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Kent	<b>W James Street Preservation</b> New project programming preliminary engineering and construction phases to mill and overlay the roadway, repair sidewalks, and upgrade curb ramps and signals between Washington Avenue N and Central Avenue N.	\$6,641,000 Federal NHPP \$6,641,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. King County Parks Department	<b>Green River Trail North Extension</b> New project programming a preliminary engineering phase for a paved shared-use path near W Marginal Place S from Cecil Moses Park to S Director Street.	\$50,000 State \$2,600,000 Local \$2,650,000 Total	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Kitsap Transit	<b>North Kitsap Base</b> Existing project receiving redistributed funds from KT-73: West Bremerton Hydrogen Fueling/ Transit Center Park & Ride KT-77: Bus and OTR Coach Purchases (25-26) for a heavy-duty maintenance building with facilities including crane-lifts, elevated walkways, and high-voltage protective equipment and five double-decker clean-fuel buses.	\$11,072,208 Federal 5307(Urban) \$839,047 Federal 5339 \$1,619,369 Local \$13,530,624 Total	<input checked="" type="checkbox"/>	<input 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
6. Lake Stevens	<b>20th Street NE and Main Street Improvements</b> New project programming preliminary engineering, right-of-way and construction phases for a roundabout with ADA compliant crosswalks and sidewalk, illumination, vegetated buffers, and shared-use path improvements along Hartford Drive and Grade Road.	\$2,500,000	Federal Demonstration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,034,084	Local				
		\$3,534,084	Total				
7. North Bend	<b>South Fork Extension Bypass</b> Existing project programming a new construction phase for a two-lane road extension from South Fork Avenue SW to West North Bend Way with a shared use path and roundabout at North Bend Way.	\$4,244,612	State TIB	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$5,928,513	Local				
		\$10,173,125	Total				
8. Redmond	<b>Overlake Area Bicycle/Pedestrian Improvements</b> New project programming preliminary engineering and construction phases for a shared-use path along the east side of 148th Avenue NE from NE 31st Way to NE 40th Street and a bike lane on NE 36th Street from 148th Avenue NE to the SR 520 Bike lane access.	\$8,000,000	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$8,000,000	Total				
9. Shoreline	<b>15th Avenue NE Pavement Preservation</b> New project programming preliminary engineering, right-of-way, and construction phases to grind and overlay the roadway and make related improvements between NE 16th Street and NE 175th Street.	\$4,400,000	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$250,000	Local				
		\$4,650,000	Total				
10. WSDOT Northwest Region	<b>SR 203 NE 124th St to Skykomish River - Paving with Exceptions</b> New project programming preliminary engineering and construction phases to mill and fill the roadway between NE 124th Street and the Skykomish River.	\$8,208,265	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$580,166	MAW				
		\$8,788,431	Total				
11. WSDOT Olympic Region	<b>SR 165/Fairfax Bridge - Bridge Replacement</b> New project programming preliminary engineering and right-of-way phases to replace the Fairfax Bridge. This is a multi-year project, and the programming reflects the funds available within the span of the regional TIP.	\$15,614,783	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,646,087	MVA				
		\$17,260,870	Total				



## Puget Sound Regional Council

October 2, 2025

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

PSRC staff will brief the Transportation Policy Board on the process to adopt recommendations to the 2026 Washington State Legislature. The board will be asked to provide input on the agency's legislative recommendations.

### **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 (attached) based on adopted regional plans and 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

The Transportation Policy Board will be asked for feedback on the legislative recommendations at the October 9 meeting. The Executive Board is anticipated to review and adopt the legislative agenda at its December meeting.

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

**ATTACHMENTS**

- A. 2025 Recommendations to the 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.

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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  
206-798-4462

## **6.a - Att. A**



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

October 2, 2025

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Ad Hoc Committee on Board Representation**

### **IN BRIEF**

Every three years, PSRC is required 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 (TPB) and Growth Management Policy Board (GMPB).

### **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.

#### **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



The committee is exploring options for the Transportation Policy Board and Growth Management Policy Board compositions, with a goal to bring recommendations to the PSRC Executive Board by December.

An email from PSRC Executive Director Josh Brown with additional information and options for consideration has been sent to the Transportation Policy Board and will be discussed at the October 9 meeting.

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

**ATTACHMENTS**

- A. PSRC Executive Board Weighted Votes and Representatives effective September 25, 2025
- B. Current Transportation Policy Board Composition
- C. Current Growth Management Policy Board Composition

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

	OFM 4/1/2025 Population	% 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	1,153.00

**NOTES:**

- 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

# TRANSPORTATION POLICY BOARD

7.a - Att. B

Approved by Executive Board on September 25, 2023, Effective January 1, 2024

Organizations			Representatives	
Voting TPB Members	King County	County	2	
		Largest City (Seattle)	2	
		Metropolitan Center (Bellevue)	1	
		Other Cities/Towns	3	
		Local Transit	1	
	Kitsap County	County	1	
		Metropolitan Center (Bremerton)	1	
		Other Cities/Towns	1	
		Local Transit	1	
	Pierce County	County	1	
		Metropolitan Center (Tacoma)	1	
		Cities/Towns	1	
		Local Transit	1	
	Snohomish County	County	1	
		Metropolitan Center (Everett)	1	
		Cities/Towns	1	
		Local Transit	1	
	Regional Transit Agency	Sound Transit	1	
	Federally Recognized Tribes	Muckleshoot Tribal Council	1	
		Puyallup Tribe	1	
		Suquamish Tribe	1	
	Subtotal City/County, Federally Recognized Tribes			25
	Statutory Members	Ports (Seattle, Tacoma, Everett, Bremerton)	1	
		State Transportation Commission	1	
		State Department of Transportation	1	
	State Legislative Transportation Committee	House	2	
		Senate	2	
	Subtotal Statutory, Legislators			7
	Total Voting Members			32
Non-Voting TPB Members	Associate Members	Island County	1	
		Thurston Regional Planning Council	1	
	Public Agencies	Puget Sound Clean Air Agency	1	
		Public Health	1	
		WA State Transportation Improvement Board	1	
		Freight Mobility Strategic Investment Board	1	
	PSRC Committees	Equity Advisory Committee	1	
		Regional Staff Committee	1	
		Regional Project Evaluation Committee	1	
		Transportation Operators Committee	1	
	Private/Civic Members	Business/Labor	3	
		Community/Environment	3	
Total Non-Voting Members			16	
Total Voting and Non-Voting Members			48	
Ex Officio TPB Members	State legislators whose districts are wholly or partly within the Regional Council's boundaries are non-voting ex officio members (As required by Engrossed Senate Bill 5245, passed in the 2003 Legislature)			

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**GROWTH MANAGEMENT POLICY BOARD**

Approved by Executive Board on September 28, 2023

<b>Organizations</b>			<b>Representatives</b>
<b>Voting GMPB Members</b>	King County	County	2
		Largest City (Seattle)	2
		Metropolitan Center (Bellevue)	1
		Other Cities/Towns	3
	Kitsap County	County	1
		Metropolitan Center (Bremerton)	1
		Other Cities/Towns	1
	Pierce County	County	1
		Metropolitan Center (Tacoma)	1
		Other Cities/Towns	1
	Snohomish County	County	1
		Metropolitan Center (Everett)	1
		Other Cities/Towns	1
	Federally Recognized Tribes	Muckleshoot Tribal Council	1
		Puyallup Tribe of Indians	1
		Suquamish Tribe	1
	<b>Subtotal City/County, Federally Recognized Tribes</b>		<b>20</b>
	Statutory Members	Ports (Seattle, Tacoma, Everett, Bremerton)	1
		WA State Department of Transportation	1
	<b>Subtotal Statutory Representatives</b>		<b>2</b>
	<b>Total Voting Members</b>		<b>22</b>
<b>Non-Voting</b>	Associate Members	Alderbrook Water and Wastewater District	1
		Thurston Regional Planning Council	1
	Public Agencies	WA State Department of Commerce	1
		Public Health Agencies	1
	PSRC Committees	Regional Staff Committee	1
		Equity Advisory Committee	1
	Private/Civic Members	Business/Labor	3
		Community/Environment	3
	<b>Total Non-Voting Members</b>		<b>12</b>
	<b>TOTAL VOTING AND NON-VOTING MEMBERS</b>		<b>34</b>



## Puget Sound Regional Council

October 2, 2025

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Regional Comprehensive Climate Action Plan**

### **IN BRIEF**

Work is underway to develop the regional Comprehensive Climate Action Plan, led by the Puget Sound Clean Air Agency (PSCAA) and funded through the U.S. Environmental Protection Agency's Climate Pollution Reduction Grant Program. At the meeting on October 9, 2025, PSCAA staff will provide the board with a briefing on the draft plan expected to be released for public comment in October.

### **DISCUSSION**

Climate is a significant element of VISION 2050, the Regional Transportation Plan (RTP) and PSRC's project selection processes. PSRC has collaborated with partner agencies around the region to further advance work related both to the reduction of greenhouse gas emissions and preparing for climate impacts.

PSRC's focus as the Metropolitan Planning Organization is emissions from on-road transportation, with emission reduction strategies that address land use, transportation choices, pricing and technology. However, the state and regional climate goals are reflective of emissions from all sectors of the economy, including energy, agriculture and others. As such, the current RTP calls for PSRC to continue working with partner agencies to develop a climate implementation strategy for achieving the region's climate goals and to monitor progress.

In the spring of 2023, the U.S. Environmental Protection Agency (EPA) released the Climate Pollution Reduction Grants Program (CPRG). The CPRG program provided funds to states and large urban areas to develop near- and long-term climate action

plans. PSCAA is leading the planning efforts on behalf of the region, in collaboration with PSRC, the four counties and several cities. The near-term Priority Climate Action Plan was submitted to EPA on March 1, 2024. The Comprehensive Climate Action Plan (CCAP) is due by December 2025 and a draft plan is soon to be released for public comment. More information may be found on PSCAA's [website](#).

PSCAA staff will brief the board on the draft CCAP at the October 9 meeting. Further discussions will be held at the board in the coming months to align the CCAP with the draft RTP currently under development.

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



## Puget Sound Regional Council

October 2, 2025

### **ACTION ITEM**

**To:** Transportation Policy Board

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

**Subject:** **Regional Transportation Plan Scenario Decision**

### **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 directed staff to advance four scenarios into modeling and analysis over the summer. These scenarios addressed the gap between the proposed investments and available revenues through consideration of potential new revenue sources as well as reducing the levels of investment across all categories. At the September meeting, staff reviewed the performance results for each of the four scenarios, and a majority of the board indicated a preference for Scenario 2B. In October, the board will be asked to take action to identify the final scenario to move forward into the draft plan.

### **ACTION**

The Transportation Policy Board should identify Scenario 2B as the scenario to move forward into development of the draft RTP, including the project adjustment described below.

### **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 reviewed the details and key performance results of the [four scenarios](#). These results were 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. A summary comparison of performance metrics across scenarios is provided in Attachment A.

After robust discussion and questions on various metrics, a poll of board members was taken to rank the four scenarios in order of preference. Scenario 2B was ranked the highest of the four scenarios by a majority of the board.

### Scenario Modifications

Board members were asked to send any proposed modifications to Scenario 2B to PSRC staff within one week following the meeting, and no modifications were submitted. However, one modification was requested during the meeting, related to the regional capacity projects list. Scenario 2B limits the regional capacity projects to those scheduled to begin before 2040. The Washington State Department of Transportation (WSDOT) identified a correction to one of their projects, which was submitted with a start date of 2042. However, WSDOT has indicated that this is an error and would like to correct the start date to 2034, which would then include this project in Scenario 2B.

The project is the “I-5: Thorne Lane to 38th Street Core HOV” project. Per the description submitted, the project will complete the high occupancy vehicle (HOV) lane gap between Thorne Lane and 38th Street, including bridge and interchange reconstructions. This is a priority project for WSDOT and completes the missing link in the HOV system in Pierce County as well as the HOV system from King County’s southern border to the City of Dupont.



The project has current funds committed, as well as future funding through Move Ahead Washington for a total project cost of \$394 million. While the timing of the future funding is unknown, it is possible the legislature could approve the funding earlier and therefore WSDOT requests the corrected start date of 2034. Inclusion of this project in Scenario 2B will raise the overall new revenues needed from \$48.9 billion to \$49.3 billion. *Note: while this project does have current funding committed, the RTP financial strategy encompasses the overall levels of investment compared to the aggregate of current funding sources available; with the inclusion of this project, therefore, the total overall level of investments and needed revenues are increased.*

### Action and Next Steps

Based on the board discussion in September, additional metrics have been provided in Attachment A to further illustrate the summary of performance of Scenario 2B as compared to the other scenarios. These metrics do not yet incorporate the inclusion of the WSDOT project noted above, but staff will provide additional details at the October meeting.

Presuming no other modifications are proposed, the board will be asked to formally identify Scenario 2B as the final scenario to move forward into development of the draft plan. Subsequent discussions beginning in October will focus on further details of the plan's financial strategy, including the potential new revenue sources and action items for the plan. Work to develop the draft plan will then continue through the end of the year, and in December the board will be asked to authorize staff to release the draft plan for public comment.

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

## **ATTACHMENTS**

### A. Summary Comparison of Scenarios

## ATTACHMENT A: SUMMARY COMPARISON OF SCENARIOS

9.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.

	Scenario 1	Scenario 2a	Scenario 2b	Scenario 3
<b>Metric</b>	<b>Percentage above today</b>			
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%

### Truck Metrics

Daily Truck Trips	386,000	386,000	386,000	386,000
Annual Truck Delay per Trip	23.0	22.5	22.5	22.3
Daily Truck Miles per Trip	18.5	18.5	18.5	18.5
% of Freight Network with Severe	8.9%	8.5%	8.4%	8.4%

### Active Transportation

Walk Trips	4,460,000	4,452,000	4,452,000	4,454,000
Bike Trips	391,000	390,000	391,000	391,000
Minutes Walking & Biking per day	14.2	14.2	14.2	14.2

### Spatial / Qualitative 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
New Revenues Needed (in billions)	\$0	\$42	\$48	\$78

## Transit Supportive Densities and Gaps in Service

### Gaps in service for Local Transit

Total People	1,408,000 (33%)	1,324,000 (31%)	639,000 (15%)	639,000 (15%)
People of Color	803,000 (27%)	763,000 (25%)	303,000 (10%)	303,000 (10%)
People with Lower Incomes	870,000 (30%)	816,000 (28%)	338,000 (12%)	338,000 (12%)
People with Limited English	651,000 (25%)	604,000 (23%)	227,000 (9%)	227,000 (9%)
People with a Disability	971,000 (33%)	908,000 (30%)	395,000 (13%)	395,000 (13%)
Older adults	871,000 (30%)	822,000 (28%)	375,000 (13%)	375,000 (13%)
Youth	1,128,000 (44%)	1,057,000 (41%)	504,000 (20%)	504,000 (20%)

### Gaps in service for All-Day Transit

Total People	719,000 (28%)	661,000 (26%)	651,000 (25%)	649,000 (25%)
People of Color	501,000 (26%)	466,000 (24%)	455,000 (24%)	455,000 (24%)
People with Lower Incomes	575,000 (30%)	530,000 (28%)	520,000 (27%)	518,000 (27%)
People with Limited English	364,000 (22%)	325,000 (19%)	314,000 (19%)	314,000 (19%)
People with a Disability	605,000 (31%)	556,000 (29%)	545,000 (28%)	544,000 (28%)
Older adults	499,000 (28%)	464,000 (26%)	453,000 (26%)	452,000 (26%)
Youth	500,000 (39%)	457,000 (36%)	449,000 (35%)	447,000 (35%)

### Gaps in service for Frequent Transit

Total People	298,000 (17%)	248,000 (14%)	105,000 (6%)	105,000 (6%)
People of Color	213,000 (16%)	173,000 (13%)	52,000 (4%)	52,000 (4%)
People with Lower Incomes	249,000 (19%)	206,000 (15%)	83,000 (6%)	83,000 (6%)
People with Limited English	157,000 (13%)	117,000 (10%)	44,000 (4%)	44,000 (4%)
People with a Disability	228,000 (17%)	185,000 (14%)	80,000 (6%)	80,000 (6%)
Older adults	166,000 (14%)	142,000 (12%)	68,000 (6%)	68,000 (6%)
Youth	219,000 (31%)	183,000 (26%)	69,000 (10%)	69,000 (10%)

### Gaps in service for High-Capacity Transit

Total People	420,000 (34%)	412,000 (33%)	412,000 (33%)	412,000 (33%)
People of Color	301,000 (30%)	301,000 (30%)	301,000 (30%)	301,000 (30%)
People with Lower Incomes	318,000 (32%)	318,000 (32%)	318,000 (32%)	318,000 (32%)
People with Limited English	262,000 (31%)	262,000 (31%)	262,000 (31%)	262,000 (31%)
People with a Disability	293,000 (30%)	293,000 (30%)	293,000 (30%)	293,000 (30%)
Older adults	270,000 (30%)	262,000 (29%)	262,000 (29%)	262,000 (29%)
Youth	195,000 (47%)	195,000 (47%)	195,000 (47%)	195,000 (47%)

### Total increase in people within 1/4 mile of High-Capacity transit

Total People	329,000	378,000	378,000	482,000
People of Color	220,000	251,000	251,000	304,000
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	171,000	202,000	202,000	243,000
Older adults	133,000	148,000	148,000	175,000
Youth	50,000	67,000	67,000	92,000



## Puget Sound Regional Council

October 2, 2025

### **DISCUSSION ITEM**

**To:** Transportation Policy Board

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

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

### **IN BRIEF**

The Transportation Policy Board spent several months in 2024 reviewing the requirements and assumptions for developing the Regional Transportation Plan (RTP) financial strategy. This included information on available current law revenues and potential new revenue sources that may be needed to fully fund the investments and operations to be included in the plan. The board identified key parameters under which new revenue sources would be determined, and also identified five specific sources to focus on for the RTP financial strategy.

Over the last several months, the board has discussed distinct plan scenarios that include varying levels of new revenues needed by 2050. In October, the board will be asked to identify the final scenario to move forward into plan development. At that time, additional details of the RTP financial strategy will be discussed, including refinements for each potential funding source, policy issues and potential action items to include in the plan.

### **DISCUSSION**

Per federal and state requirements, the RTP must include a financial plan demonstrating how these investments, including maintenance, preservation and operations, can be funded over the life of the plan. The financial plan must include system-wide estimates of both costs and revenue sources that are reasonably expected to be available and should also include recommendations on additional financing strategies necessary to fully fund plan investments and an assessment of their viability.

Between June and October 2024, the board was provided details on the RTP financial strategy, including federal and state requirements, current revenue sources and

forecast assumptions, new funding sources and their revenue potential and overall revenue and system performance impacts. Preliminary feedback was sought on the types and feasibility of potential new revenue sources. In November and December 2024, an analysis of various financial sensitivity tests was provided, including different assumptions of a road usage charge, the impact of greater percentages of zero emission vehicles throughout the region and indexing of various fees and taxes. The consensus of the board was to focus on those sources that could be implemented consistently across the region and that are more likely to generate greater potential revenue when developing the RTP financial strategy. Five sources were identified, including a road usage charge, transit sales tax rates, vehicle fees, county road levy rates and a retail delivery fee.

The four draft plan scenarios developed and discussed over the last several months include varying levels of new revenues needed to fully fund investments through 2050. At the October 9 meeting, the Transportation Policy Board will be asked to identify the final scenario to move forward into development of the draft plan. The board will then resume discussions of the RTP financial strategy, including refinements and details of the potential new revenue sources, policy issues that may need to be addressed, and any related action items to include in the draft RTP. These discussions will continue at the November meeting, with the goal of releasing the draft plan for public comment in December.

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

# PSRC Transportation Work Program - Progress Reporting

Progress Chart (Timeline as of October 2, 2025)

Status	
<span style="color: #800080;">■</span>	Preparing
<span style="color: #008080;">■</span>	In Progress
<span style="color: #FF4500;">■</span>	Complete
<span style="color: #FFFFFF;">■</span>	

Project	Status to-date
<b>Regional Transportation Plan</b>	
Alignment of RTP and Funding Cycles	Board discussions Q3 2025 - Q1 2026
Update RTP Project Plan Consistency Framework	Complete
Board work group to determine 2026 RTP scope of work	RTP Steering Committee, February-September 2024; board action completed November / December 2024
TPB direction on scope of work for 2026 RTP	February through December 2024; complete
RTP development	Q2 2024-Q2 2026
Financial Strategy Refinement	Board discussions Q2 2024 - Q3 2025
<b>PSRC Funding</b>	
2026 Policy Framework for PSRC's Federal Funds	Work to develop the next Policy Framework will begin in Fall 2025
FHWA/FTA Project Selection: Board Action	Board action July 2026
Annual FTA Adjustments Process	2025 concluded; 2026 anticipated Q2-Q3 2026
Rural Town Centers and Corridors Project Selection	Pending, Fall 2025
Transportation Alternatives Project Selection	Pending, Fall 2025
Consolidated Grant Program Regional Rankings	Board action January 2025
<b>Transportation Improvement Program (TIP)</b>	
2025 -2028 TIP Development	Complete
Conduct Equity Analysis of draft 2025-2028 TIP	Complete
Release of 2025-2028 TIP for Public Comment	Complete
Board Action on 2025-2028 TIP	Complete, October 2024
Monthly TIP Amendments	Ongoing
Project Tracking/Rebalancing	Ongoing
<b>Climate: GHG Analysis and Planning</b>	
2030 Transit Networks and Service	Complete
PSRC 2030 Network Modeling and Analysis	Complete
Puget Sound Regional Emissions Analysis Project	Complete
Regional Electric Vehicle Collaboration - Clearinghouse	Operational/Ongoing, initial launch complete, maintenance and updates ongoing
Regional Electric Vehicle Collaboration - 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
<b>Regional Safety Plan</b>	
Explore Grant/Funding Opportunities	Complete
Apply for Safe Streets for All Grant	Round 1 complete; Round 2 complete
Research current plans, roles and responsibilities	Complete, included in the draft Regional Safety Action Plan
Convene Stakeholders	Complete - Regional Safety Summit held June 29, 2023
Develop Scope of Regional Safety Plan	Complete; board review September 2023
Develop Regional Safety Plan	Complete - General Assembly adoption May 2025
<b>Performance Measures and Dashboard</b>	
<i>Align with Equity Tracker, other related monitoring efforts</i>	
Identify Measures	Complete

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