



Puget Sound Regional Council

Executive Board

Thursday, January 23, 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: 869 2831 7082, Passcode: 752678

Attend

- The public can attend meetings at [PSRC's offices](#).
- PSRC staff will be available to provide floor access 30 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:**
[Registration](#) is required and closes at 8:00 a.m., the day of the meeting. Late registrations will not be accepted.
- **Written comments**
Comments may be submitted via email to srogers@psrc.org by 8:00 a.m., the day of the meeting. Comments will be shared with board members.

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

1. **Call to Order (10:00)** – *Mayor Becky Erickson, 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**
 - Draft Regional Safety Action Plan Engagement
5. **Legislative Update (10:35)** – *Robin Koskey, PSRC*
6. **Committee Report**
 - a. Operations Committee – *Executive Dave Somers, Vice President*

7. Consent Agenda - Action Items (10:45)

- a. Approve Minutes of Meeting Held December 5, 2024
- b. Approve Vouchers Dated November 12, 2024, Through January 13, 2025, in the Amount of \$2,550,879.63
- c. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program (TIP)
- d. Approve Project Tracking Exception Request

8. Action Item (10:50)

- a. Regional Priority Rankings for the WSDOT 2025-2027 Consolidated Grant Program
– *Jean Kim, PSRC*

9. Discussion Item (11:15)

- a. Comprehensive Plan Review & Certification Update – *Liz Underwood-Bultmann, PSRC*

10. Information Items

- a. Regional Safety Action Plan Released for Public Comment
- b. PSRC’s Draft FY2026-2027 Biennial Budget and Work Program
- c. 2025 Meeting Schedule

11. Other Business

12. Next Meeting:

Thursday, February 27, 2025, 10:00 a.m. – 12:00 p.m.

13. Adjourn (12:00)

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

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

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Transportation Policy Board | At Work



Puget Sound Regional Council

January 9, 2025

Regional Priority Rankings for the WSDOT 2025-2027 Consolidated Grant Program

The Transportation Policy Board recommended the Executive Board approve the regional priority rankings for the WSDOT 2025-2027 Consolidated Grant Program. Twenty-four projects were submitted and reviewed based on evaluation factors drawn from the Coordinated Mobility Plan. The projects recommended provide safety net mobility services for priority populations and demonstrate strong coordination with other transportation programs in areas underserved by public transit. [View presentation.](#)

For additional information, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

Project Tracking Exception Request

The board recommends the Executive Board approve the City of Sumner's request for an exception under PSRC's Project Tracking Policies and allow a transfer of funds from the right of way phase to the construction phase for the Stewart Road Corridor Completion: White River Bridge project. The request was determined to meet the requirements of the Project Tracking Policies. [View presentation.](#)

For more information, please contact Jennifer Barnes at jbarnes@psrc.org or (206) 389- 2876.

Regional Safety Action Plan Release for Public Comment

The Transportation Policy Board authorized staff to release the draft Regional Safety Action Plan for public comment. Since the Fall of 2023, PSRC has been developing a Regional Safety Action Plan through grant funding from USDOT's Safe Streets and Roads for All (SS4A) program. The public comment period will end on February 14. The board will be briefed on the comments received at their March meeting and in April will be asked to recommend approval of the final plan. The plan is scheduled to be adopted by the General Assembly in May 2025. [View presentation.](#)

For more information, please contact Gary Simonson at gsimonson@psrc.org or (206) 971-3276.

Regional Transportation Plan (2026-2050) Development

Continuing work to develop the next Regional Transportation Plan, staff provided an overview of the regional growth strategy and transportation policies in VISION 2050. Visuals were provided showing where people and jobs are located today and expected to be in 2050. Staff introduced work to be shared in the coming months illustrating how the current transportation system serves these locations and how gaps might be identified for further discussion. Staff also provided an updated calendar of board discussions and plan milestones throughout 2025. [View presentation.](#)

For more information, please contact Kelly McGourty at kmcgourty@psrc.org or 206- 971-3601 or Gil Cerise, Program Manager, at gcerise@psrc.org or 206-971-3053.



December 12, 2024

WSDOT Consolidated Grant Program Overview

The board was briefed on WSDOT’s Consolidated Grant Program and PSRC's role in providing priority rankings for projects submitted from the region. WSDOT holds this statewide competition every two years to fund projects for the biennium. PSRC’s Coordinated Mobility Plan, adopted as part of the Regional Transportation Plan, identifies the mobility needs and gaps of populations addressed in the Consolidated Grant Program. PSRC staff provided an overview of the program and examples of regional mobility needs and prioritized strategies. [View video](#) and [presentation](#).

For additional information, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

Regional Transportation Plan (2026-2050) Financial Strategy

The board reviewed the preliminary approach for identifying potential new revenue sources for the next RTP. The results of additional financial sensitivity tests based on feedback provided in November were also provided. A refined approach was discussed as well as the schedule of next steps for plan development. [View presentation](#).

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

Year In Review

The board heard a presentation on highlights of transportation milestones that occurred throughout the region in 2024. Staff reviewed major PSRC accomplishments such as the Equity Pilot Program, the 2024 project selection process and the new 2025-2028 Regional Transportation Improvement

Program, as well as the ongoing TIP amendment process and project tracking program milestones. Staff also highlighted example transportation investments begun or completed in 2024 throughout all corners of the region. A look ahead to PSRC's work program and key project milestones expected in 2025 was also provided. [View presentation](#).

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



December 4, 2024

2025 Economic Development Priorities

The Economic Development District Board discussed state and regional economic development efforts for 2025. The EDD has developed priorities for its Regional Economic Strategy, and those roles include analysis & strategy development, technical assistance and amplifying regional efforts. Some economic priorities identified to support near-term activities include expanding economic opportunity, maintaining global competitiveness and sustaining the region's quality of life. [View video](#) and [presentation](#).

For additional information, contact Jason Thibedeau, Economic Development Program Manager, at 206-389-2879 or jthibedeau@psrc.org.

EDD FY26-27 Biennial Budget Development

The board reviewed the agency's FY 2026-2027 Biennial Budget and Work Program. The draft PSRC biennial budget includes estimated revenues and expenditures of \$41.6 million. After board review, the Transportation Policy Board, Growth Management Policy Board and Regional Staff Committee will look over it in January 2025. The final budget will be adopted at PSRC's General Assembly in May 2025, with the EDDB adopting the economic development element as the budget for the Central Puget Sound Economic Development District.

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

Regional Economic Analysis Scoping

Staff provided an overview and timeline of the development of a regional economic analysis- which will be used to inform the development of the region's updated Comprehensive

Economic Development Strategy (CEDS) in 2026. CEDS is used as the framework for establishing the EDD's economic development work plan. The EDD is required to update the 5-year CEDS by the end of 2026. To develop a scope of work for this analysis, staff are reviewing previous economic strategies adopted by the EDD Board, other commonly used regional evaluation methodologies and draft comprehensive plans from regional jurisdictions and other sources. [View presentation.](#)

For additional information, contact Robin Koskey, Director of Government Relations & Communications, at 206-798-4462 or Rkoskey@psrc.org.

Housing Research Center Proposal

The board was briefed on an effort to create a state research center focused on housing and housing affordability located at the University of Washington. The new center will create a central location for research, data and strategy development operating statewide to drive innovation in housing policy and practice. The agency is working closely with the University of Washington, Bellwether Housing, Housing Development Consortium and Urban Land Institute on a public-private campaign to bring a center to fruition. [View presentation.](#)

For additional information, contact Robin Koskey, Director of Government Relations & Communications, at 206-798-4462 or Rkoskey@psrc.org.



Puget Sound Regional Council

MINUTES

**Puget Sound Regional Council Executive Board
Thursday, December 5, 2024
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 Mayor Becky Erickson, 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

There were no public comments received.

PRESIDENT'S REMARKS

President Becky Erickson acknowledged the following outgoing board members:

- Kitsap County Commissioner Charlotte Garrido
- Pierce County Executive Bruce Dammeier
- WSDOT Transportation Secretary Roger Millar

COMMITTEE REPORTS

Vice President and Chair of the Operations Committee, Executive Dave Somers, reported that at today's Operations Committee meeting, the committee recommended approval of vouchers dated October 15, 2024, through November 7, 2024, in the amount of \$1,388,932.86. The committee also recommended approval of a contract for consultant services for IT upgrade planning and implementation.

Additionally, the committee reviewed the draft budget, discussed dues scenarios, and welcomed a new employee.

CONSENT AGENDA

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

- a. Approve Minutes of Meeting Held October 24, 2024
- b. Approve Vouchers Dated October 15, 2024, Through November 7, 2024, in the Amount of \$1,388,932.86
- c. Approve Contract Authority for Consultant Services for IT Upgrade Planning and Implementation

The motion passed unanimously.

ACTION ITEMS

Recommendations to the 2025 State Legislature

Robin Koskey, PSRC Director of Government Relations & Communications, provided a federal update. She then presented the proposed recommendations to the 2025 State Legislature. The 2025 recommendations build upon the priorities established for 2024, focusing on key areas such as transportation, housing choices and affordability, climate change and economic development.

Key updates include:

1. A stronger focus on transportation safety through the promotion of a Safe Systems Approach to reduce roadway injuries and fatalities.
2. The addition of a proposal to establish a housing research center to address regional affordability challenges.

The recommendations were developed through extensive consultation with the Executive Board, Economic Development District Board, Growth Management Policy Board, Transportation Policy Board and the Equity Advisory Committee (EAC). Feedback from these groups was incorporated into the final draft that was presented for consideration.

During the discussion, Mayor Chris Roberts recommended revising the last sentence of the first bullet point under "Keep the Region Moving Safely" by replacing the word "adequate" with "fully," so it reads: "fully fund maintenance and preservation."

ACTION: It was moved and seconded (Birney/Putansuu) to adopt the recommendations to the 2025 State Legislature.

The motion carried, with Millar and Low abstaining.

Regional Transportation Plan (2026-2050) Scope of Work

Kelly McGourty, PSRC Director of Transportation Planning, briefed the board on the recommended action regarding the scope of work for the Regional Transportation Plan (RTP).

Since February, the Transportation Policy Board has been actively discussing regional priorities and focus areas to shape the development of the next Regional Transportation

Plan (RTP), slated for adoption in May 2026. Key themes include safety, climate, equity, maintenance, preservation, transit, accessibility, ferries and system decarbonization. The board is also prioritizing the recognition of diverse community needs and contexts across the region.

Analytical priorities for the RTP include addressing shifts in travel behavior since the pandemic, conducting detailed analyses at the county and city levels and establishing systems to track progress over time. Additionally, the board has begun reviewing assumptions in the current RTP financial strategy, with more comprehensive discussions planned in the coming months. The Executive Board has been kept informed and has provided feedback on these policy priorities.

In October, both the Transportation Policy Board and Executive Board reviewed key elements of the draft scope of work for the RTP moving forward into 2025. This scope, developed based on board feedback and specific actions identified in the current RTP, addresses policy priorities, the development of safety and climate action plans, the reevaluation of the financial strategy and planned scenario and sensitivity testing.

At its meeting on November 14, the Transportation Policy Board recommended the Executive Board approve the draft scope of work, which incorporates feedback from earlier discussions.

ACTION: It was moved and seconded (Ralph/Mello) to approve the Regional Transportation Plan (2026-2050) Scope of Work, as described in Attachment A.

The motion passed unanimously.

DISCUSSION ITEM

2024 Housing Monitoring Update: The State of the Region's Housing

Eric Clute and David Dixon, PSRC Associate Planners, presented an overview of the Regional Housing Strategy monitoring efforts for 2024, including data and analysis on implementation progress.

The board was invited to provide feedback on how the data could

- Inform the implementation of 2024 comprehensive plan updates.
- Support compliance with new state requirements.
- Guide future monitoring of the Regional Housing Strategy.

The Regional Housing Strategy outlines actions to preserve, improve and expand the region's housing stock. Its goals are to ensure affordable, accessible, healthy and safe housing for all residents while promoting equity in access. PSRC tracks housing outcomes annually to align with the VISION 2050 housing goals, providing updates each fall since 2022.

Key Findings from the 2024 Update

- Affordability Challenges

- Ownership costs are increasing more rapidly than rental costs.
- Renters, particularly renters of color, remain significantly cost-burdened.
- Housing Supply Trends
 - Construction is catching up with population growth.
 - However, multifamily permitting has declined since late 2021, likely due to elevated interest rates.

Jurisdictions are now required to update their 2024 comprehensive plans to

- Expand land use capacity to address housing needs.
- Plan for housing across all income levels.
- Identify and reduce barriers to affordable housing.

Successful local adoption and implementation of these updates are essential to achieving the goals of the Regional Housing Strategy. Continued collaboration and monitoring will ensure progress aligns with VISION 2050 objectives.

EXECUTIVE SESSION

Executive Session to Review the Performance of the Executive Director

At 11:40 a.m. President Becky Erickson announced that the board would adjourn to an Executive Session for 20 minutes to discuss the Executive Director's annual performance evaluation. President Erickson reconvened the board meeting at 12:00 p.m.

ACTION: It was moved and seconded (Birney/Somers) to approve the following for the Executive Director, effective January 1, 2025: (1) A 4% merit increase, reflecting an "Exceed Expectations" performance rating; and (2) An increase in the employer match for the Executive Director's 401(a) Money Purchase Plan from \$9,500 to \$10,000.

The motion passed unanimously.

INFORMATION ITEMS

Included in the agenda packet

- New Employee Status Report
- 2025 Meeting Schedule

OTHER BUSINESS

There was no other business brought before the board.

NEXT MEETING

The next meeting will be on Thursday, January 23, 2025 from 10:00 a.m. – 12:00 p.m.

ADJOURN

The meeting was adjourned at 12:04 p.m.

Adopted this 23rd day of January 2025.

Mayor Becky Erickson, President
Puget Sound Regional Council

ATTEST:

Josh Brown, Executive Director

ATTACHMENT:

- A. Executive Board Attendance, December 5, 2024

Members and Alternates that participated for all or part of the meeting included:		Present
King County	EXC Dow Constantine	
	CM Claudia Balducci	1
	Vacant Alt	
	Vacant Alt	
Seattle	MYR Bruce Harrell	
	CM Robert Kettle	
	CM Rob Saka	1
	CM Sara Nelson Alt	
	CM Tammy Morales Alt	
	CM Dan Strauss Alt	
Bellevue	MYR Lynne Robinson	
	CM Janice Zahn Alt	
Federal Way	MYR Jim Ferrell	1
	Vacant Alt	
Kent	MYR Dana Ralph	1
	CM Toni Troutner Alt	1
Kirkland	MYR Kelli Curtis	1
	DP MYR Jay Arnold Alt	1
Renton	MYR Armondo Pavone	1
	CM James Alberson, Jr. Alt	1
Redmond	MYR Angela Birney	1
	CM Vanessa Kritzer Alt	
Auburn	MYR Nancy Backus	1
	DP MYR Larry Brown Alt	
Other Cities/Towns in King County	MYR Chris Roberts, Shoreline	1
	MYR Jeff Wagner, Covington	
	MYR Jan Molinaro, Enumclaw	1
	MYR Mary Lou Pauly, Issaquah Alt	1
	MYR Mason Thompson, Bothell Alt	
	MYR Thomas McLeod, Tukwila Alt	
Kitsap County	COMM Charlotte Garrido	1
	COMM Katie Walters Alt	
Bremerton	MYR Greg Wheeler	1
	CM Jennifer Chamberlin Alt	
Port Orchard	MYR Rob Putaansuu	1
	CM Jay Rosapepe Alt	
Other Cities/Towns in Kitsap County	MYR Becky Erickson, Poulsbo	1
	MYR Joe Deets, Bainbridge Island Alt	1
Pierce County	EXC Bruce Dammeier	
	CM Ryan Mello	1
	CM Dave Morell Alt	
Tacoma	CM Krstina Walker	1
	MYR Victoria Woodards Alt	
Lakewood	CM Ryan Pearson	
	MYR Jason Whalen Alt	
Other Cities/Towns in Pierce County	MYR Joshua Penner, Orting	
	DP MYR Dennis King, Puyallup Alt	
Snohomish County	EXC Dave Somers	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Scott Bader Alt	
Other Cities/Towns in Snohomish County	MYR Jon Nehring, Marysville	1
	MYR Pro Tem Bryan Wahl, Mountlake Terrace	
	MYR Mason Thompson, Bothell Alt	
Port of Bremerton	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
Port of Everett	COMM David Simpson	
	COMM Glen Bachman Alt	
Port of Seattle	COMM Hamdi Mohamed	
	COMM Toshiko Hasegawa Alt	
Port of Tacoma	COMM John McCarthy	1
	COMM Kristin Ang Alt	
Washington State Department of Transportation	Secretary Roger Millar	1
	Julie Meredith Alt	
Washington State Transportation Commission	COMM Nicole Grant	1
	COMM Jim Restucci Alt	



Puget Sound Regional Council

January 16, 2025

CONSENT AGENDA

To: Executive Board

From: Executive Dave Somers, Chair, Operations Committee

Subject: **Approve Vouchers Dated November 12, 2024, Through January 13, 2025 in the Amount of \$2,550,879.63**

IN BRIEF

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

RECOMMENDED ACTION

Recommend the Executive Board approve the following vouchers:

REQUESTED		
<u>WARRANT DATE</u>	<u>VOUCHER NUMBER</u>	<u>TOTALS</u>
11/12/24 - 01/13/25	AP Vouchers	\$ 956,245.37
11/15/24 - 12/31/24	Payroll	\$ 1,594,634.26
		\$ 2,550,879.63

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



Puget Sound Regional Council

January 16, 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

Seven agencies submitted 18 projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various funding processes, such as the Move Ahead Washington funds managed by the Washington State Department of Transportation (WSDOT). 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 January 9, the Transportation Policy Board recommended adoption of the amendment.

The amendment includes a project for which approval was postponed by the Executive Board in October to allow further discussion between WSDOT and locally affected agencies. Those discussions have occurred and the project – WSDOT’s SR 305/High School Road NE Intersection Roundabout project – has been cleared to proceed to board action in January.

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 no project tracking actions.

Federal and State Fund Source Descriptions

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

CWA	State Connecting Washington Account
Demonstration	Federal Congressional Directed Spending Earmarks
Discretionary	All Other Unidentified Federal Fund Sources
FHWA Discretionary	FHWA Discretionary Awards

HIP	Federal Highway Infrastructure Program
MAW	State Move Ahead Washington Account
MVA	State Motor Vehicle Account
NHPP	Federal National Highway Performance Program
RAISE	Federal Rebuilding American Infrastructure with Sustainability and Equity Discretionary Grant Program
STBG	Federal Surface Transportation Block Grant Program

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

ATTACHMENT

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

Month: January

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

Year: 2025

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Everett	Everett Point Industrial Center (EPIC) Green Bridge New project programming a preliminary engineering phase for a new two-lane bridge with sidewalks and bike lanes over BNSF railroad tracks from Everett Avenue/E Grand Avenue to Railway Avenue, with a new roundabout at Railway Avenue.	\$850,000	Federal Demonstration	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,150,000	Local				
		\$5,000,000	Total				
2. King County Parks Department	Closing The Eastrail I-90 Gap New project programming a construction phase for a segment of the Eastrail Trail along I-90 between Coal Creek Park and I-405. Work includes new lighting and paved shared-use path and the retrofit of two bridges.	\$25,000,000	Federal RAISE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$12,000,000	State				
		\$4,914,016	Local				
		\$41,941,016	Total				
3. Northwest Seaport Alliance	Zero Emission Truck and Charging Infrastructure for Small and Independent Operators New project programming construction and other phases for at least 36 zero-emission short-haul trucks and associated charging/fueling infrastructure. The project will offer incentives to independent owner-operators and small trucking companies between 50% and 80% of the cost of the truck and charger.	\$16,000,000	Federal FHWA Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$4,000,000	Local				
		\$20,000,000	Total				
4. Seattle	Roosevelt Way Preservation Existing project adding a right-of-way phase and adding funds to the construction phase for mill and overlay, pavement repair, curb ramp installation, and improved crossings between NE 92nd Street and 15th Avenue NE.	\$50,000	Local	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$50,000	Total				
5. Steilacoom	Garrison Springs Creek Culvert Replacement New project programming a preliminary engineering phase to replace a fish passage barrier with a fish passable structure. Project is located on Chambers Creek Road over Garrison Springs Creek.	\$500,000	Federal Discretionary	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$125,000	Local				
		\$625,000	Total				

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP	Other Amend
6. Woodinville	Eastrail Multi-Use Trail Plan Existing project programming a new planning phase to determine a preferred alignment for a multi-use trail from the Sammamish River Trail to the north Woodinville city limits, based on public engagement and design, environmental, and permitting considerations.	\$3,930,000	RAISE	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
		\$1,620,000	Local				
		\$5,550,000	Total				
7. WSDOT Northwest Region	I-90/EB East Channel Bridge - Modular Assembly Joints New project programming a construction phase to replace expansion joints.	\$3,552,754	Federal HIP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$766,136	MVA				
		\$4,318,890	Total				
8. WSDOT Northwest Region	SR 164 Charlie Jones Creek to White River - Fish Passage New project programming right-of-way and construction phases to replace a fish passage barrier with a fish passable structure.	\$6,145,612	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,145,612	Total				
9. WSDOT Northwest Region	SR 202/Mud Creek to Snoqualmie River - Fish Passage New project programming right-of-way and construction phases to replace a fish passage barrier with a fish passable structure.	\$19,897,545	CWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$19,897,545	Total				
10. WSDOT Northwest Region	SR 410/Clay Creek to White River - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases to replace a fish passage barrier with a fish passable structure.	\$204,939	CWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$15,757,898	MAW				
		\$160,223	MVA				
		\$16,123,060	Total				
11. WSDOT Northwest Region	SR 522/Cat Whisker Creek - Fish Passage New project programming a construction phase to replace a fish passage barrier with a fish passable structure.	\$22,886,740	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$22,886,740	Total				
12. WSDOT Northwest Region	SR 104/Unnamed Tributary to Lyon Creek - Fish Passage New project adding right-of-way and construction phases to replace a fish passage barrier with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$306,951	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$306,951	Total				
13. WSDOT Northwest Region	SR 525/I-405 Interchange to SR 99 Vicinity - Paving & ADA New project programming right-of-way and construction phases to resurface the roadway with hot mix asphalt and complete ADA retrofit of pedestrian ramps.	\$7,789,397	Federal NHPP	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$158,967	MVA				
		\$7,948,364	Total				

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/Phase	UPWP	Other Amend
14. WSDOT Northwest Region	SR 525/Box Springs, Maple Creek and UNT to Swamp Creek - Fish Passage New project programming right-of-way and construction phases to replace a fish passage barrier with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$19,384,303	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$19,384,303	Total				
15. WSDOT Northwest Region	SR 524/Martha Creek to Swamp Creek - Fish Passage New project programming preliminary engineering, right-of-way, and construction phases to replace a fish passage barrier with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$6,326,258	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$6,326,258	Total				
16. WSDOT Northwest Region	I-5/Unnamed to Penny Creek & Silver Lake - Fish Passage New project programming right-of-way and construction phases to replace a fish passage barrier with a fish passable structure. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$57,276,555	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$57,276,555	Total				
17. WSDOT Olympic Region	SR 305/High School Rd NE Intersection - Roundabout New project programming preliminary engineering, right-of-way, and construction phases to construct a roundabout.	\$3,938,202	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$147,752	MVA				
		\$4,085,954	Total				
18. WSDOT SR-520 Bridge Replacement & HOV Project Office	SR 520/I-5 to Floating Bridge - Bridge Replacement and HOV Existing project programming an other phase and adding funds to the construction phase to reconstruct the SR 520 corridor from I-5 to the new Evergreen Point Floating Bridge, resulting in a 6-lane corridor including two HOV lanes and a second new bascule bridge across the Montlake Cut. The total project cost has increased from \$2.05 billion to \$2.69 billion. This is a multi-year project and the programming reflects the funds available within the span of the regional TIP.	\$417,616,000	CWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$212,000,000	State				
		\$11,760,000	Local				
		\$641,376,000	Total				



Puget Sound Regional Council

January 16, 2025

CONSENT AGENDA

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Project Tracking Exception Request**

IN BRIEF

The City of Sumner is requesting transfer of \$539,853 in PSRC's Federal Highway Administration (FHWA) funds from the right-of-way phase to the construction phase for the *Stewart Road Corridor Completion: White River Bridge* project. Any transfer in excess of \$50,000 requires an exception to PSRC's [Project Tracking Policies](#) and board approval. PSRC staff has reviewed this request in collaboration with the chairs of the Regional Project Evaluation Committee (RPEC) and the four countywide transportation forums and concluded that the circumstances of this request meet the exception conditions laid out in the adopted Project Tracking Policies. At its meeting on January 9, the Transportation Policy Board recommended approval of the City of Sumner's request.

RECOMMENDED ACTION

The Executive Board should approve the City of Sumner's request for an exception under PSRC's Project Tracking Policies and allow the transfer of \$539,853 in PSRC's FHWA funds from the right-of-way phase to the construction phase for the *Stewart Road Corridor Completion: White River Bridge* project.

DISCUSSION

PSRC's project tracking program was first implemented in 2000 to monitor delivery of projects awarded PSRC's federal funds and has evolved over time to reflect new and emerging circumstances. The Project Tracking Policies have been revised over the years to ensure the successful delivery of projects by addressing issues caused by project delays and the potential risk of losing unused funding. While awards of PSRC's FHWA funds are granted competitively to specific phases of projects, the policies

recognize the challenges to project delivery and include provisions that allow the administrative transfer of up to \$50,000 between phases to accommodate evolving project needs.

For the transfer of funds between phases above the \$50,000 threshold, an exception is required and must be approved by PSRC's Executive Board. The Project Tracking Policies allow consideration for such a transfer if the following three parameters are met: (a) the phase(s) involved in the exception request remain fully funded; (b) the applicable phase can be implemented within six months of PSRC Board action; and (c) there is a compelling need for the exception.

The City of Sumner is requesting an exception to this policy, to transfer \$539,853 in PSRC's FHWA funds from the right-of-way phase to the construction phase for the *Stewart Road Corridor Completion: White River Bridge* project. This project is replacing the existing bridge over the White River at Stewart Road and providing a separated shared-use path on the north side of the roadway. All three of the project's phases (preliminary engineering/design, right-of-way and construction) have received PSRC funding awards.

Exception Request

Earlier in 2024 the project's construction funds had been granted a one-year extension to June 1, 2025. However, the City notified PSRC in August that they would be able to deliver the project earlier and support the region's 2024 project delivery target. One of the prerequisites to obligating construction funding is completing the right-of-way certification process through the Washington State Department of Transportation (WSDOT), which was underway at the time. As part of that process the City was informed by WSDOT of two right-of-way issues needing resolution. Given the approaching end of fiscal year deadline, the City moved forward to obligate the construction funding in time to support the region's 2024 delivery target. While the City did resolve the right-of-way issues, due to the circumstances of timing between this resolution and the obligation of construction funding, it was determined that they missed the deadline and would need to return a portion of the FHWA funds awarded to the right-of-way phase.

As such, the City is requesting an exception per PSRC's adopted Project Tracking Policies to transfer the portion of funds deemed ineligible for the right-of-way phase to the construction phase. Bids for the construction phase came in higher than the engineer's estimate, with the lowest bid almost \$8 million higher. The City is committed to funding the shortfall and moving the project forward to completion.

PSRC staff has reviewed this request in collaboration with the chairs of the RPEC and the four countywide transportation forums, and concluded the following:

- The request meets the requirements of the Project Tracking Policies that all phases remain fully funded and the applicable phase be implemented within six months.
- The City addressed the right-of-way issues raised by WSDOT and timing circumstances led to the determination of ineligibility.
- The request meets the requirements of the Project Tracking Policies for a compelling need. The City acted in good faith to meet all federal requirements and took action to obligate construction funds earlier than anticipated to assist the region in meeting its 2024 delivery target. The timing of these actions resulted in the current issue with the right-of-way funding.

Based on these findings, the recommendation is to approve the City of Sumner's request for an exception to the Project Tracking Policies and transfer \$539,853 of PSRC's FHWA funds from the right-of-way phase to the construction phase.

For more information, please contact Jennifer Barnes at jbarnes@psrc.org or (206) 389-2876



Puget Sound Regional Council

January 16, 2025

ACTION ITEM

To: Executive Board

From: Mayor Dana Ralph, Chair, Transportation Policy Board

Subject: **Regional Priority Rankings for the WSDOT 2025-2027 Consolidated Grant Program**

IN BRIEF

The Washington State Department of Transportation (WSDOT) is conducting the 2025-2027 Consolidated Grant Program competition to fund projects providing services to people with mobility and accessibility needs. At its meeting on January 9, the Transportation Policy Board reviewed and recommended approval of the regional priority rankings for the WSDOT 2025-2027 Consolidated Grant Program competition.

ACTION

The Executive Board should approve the regional priority rankings for the WSDOT 2025-2027 Consolidated Grant Program competition, as found in Attachment A.

DISCUSSION

Every biennium, WSDOT conducts a competition through the Consolidated Grant Program to distribute funding from various federal and state sources for specialized transportation projects serving individuals with mobility and accessibility needs, including older adults and people with disabilities.

As part of this program, PSRC is allocated 21 regional priority rankings (seven A, seven B and seven C rankings) and assigns the rankings to the projects submitted in King, Pierce and Snohomish counties, based on the needs and strategies addressed in the [Coordinated Mobility Plan](#). Extra points associated with each ranking (higher points for A and lower points for C rankings) are added to the statewide score. PSRC can also distribute D rankings, which will not contribute any additional points to the statewide

score. This allows the project to compete, relying solely on its state score. Kitsap County is not included in the recommendations because it competes for this funding through the Peninsula Regional Transportation Planning Organization.

WSDOT allows projects to use a ranking for two biennia, rather than one biennium. The action on regional priority rankings taken by the board in 2022 (for the 2023-2025 biennium) awarded rankings to 10 projects that span into the 2025-2027 biennium. More information about the projects already funded can be found in Attachment B.

With the action in 2022, there remained 11 ABC regional priority rankings to distribute as part of the current competition: three A, three B and five C rankings. A total of 24 projects were submitted and reviewed by PSRC staff and the Coordinated Mobility and Accessibility Committee (CMAC). The process to develop the final recommendation is summarized below.

PSRC evaluated the project applications based on how well they addressed the pre-established evaluation factors, which served as the key information for the CMAC deliberations. These five ranking factors were drawn from the Coordinated Mobility Plan and further refined with input from the CMAC and the Equity Advisory Committee:

- Preservation of Existing Programs
- Addressing the Coordinated Mobility Plan's High Prioritized Strategies
- Service Coordination
- Performance Measures and Targets
- Equitable Engagement and Communications

The CMAC convened on December 10, 2024, to develop regional priority ranking recommendations for the 24 submitted projects. The projects recommended to receive an A, B or C ranking encompass a variety of specialized transportation programs, including demand response and volunteer transportation programs, that provide safety-net mobility services for priority populations across the region. The CMAC's recommendation also prioritizes projects that address regional priority ranking factors in the staff assessment and demonstrate strong coordination with other transportation programs in areas underserved by public transit. Additionally, the recommendation emphasizes projects submitted by agencies that do not have alternative tax or revenue sources and incorporates a strategic consideration of eligibility requirements of the funding sources available in the competition. As a reminder, the projects receiving a D ranking remain eligible to compete and may still secure funding through the statewide competition.

The distribution of the regional priority rankings, as identified in Attachment A, was unanimously recommended by both the CMAC and the Transit Operators Committee.

For additional information, please contact Jean Kim, Senior Planner, at jkim@psrc.org or 206-971-3052.

ATTACHMENTS

- A. Recommendation of Regional Priority Rankings to the WSDOT 2025-2027 Consolidated Grant Program
- B. PSRC Region Projects Previously Funded in the 2023-2025 Biennium

Attachment A: Recommendation of Regional Priority Rankings to the WSDOT 2025-2027 Consolidated Grant Program

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Funds requested for 2027-29	Recommended Priority Ranking
Catholic Community Services of King County	Catholic Community Services - Volunteer Transportation Services	Volunteer Services provides low-income older adults and adults with disabilities in King County with free transportation using volunteers. Services are offered to those who do not qualify for state-paid chore programs. Drivers tailor services to client needs, including door-through-door service and multiple stops.	King	Sustaining	4-year	\$ 116,980	\$ 122,651	A
Homage	Transportation Assistance Program (TAP) Sustain	Sustain Homage's Transportation Assistance Program (TAP) which provides demand response curb-to-curb transportation services to older adults and adults with disabilities residing outside the paratransit corridors in Snohomish County. Provides clients access to medical appointments, work, and shopping activities, enabling them to maintain their independence.	Snohomish	Sustaining	4-year	\$ 1,953,612	\$ 2,137,428	A
Mt. Si Senior Center	Sustain Snoqualmie Valley Transportation (SVT) Weekday Operations	Sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	Multi-County	Sustaining	2-year	\$ 2,110,365	-	A
Homage	Transportation Assistance Program (TAP) - Expansion	Expand capacity for paratransit service to disabled and older adults living in rural areas of Snohomish County by increasing the number of trips with 1) adding availability on Saturdays, 2) non-emergency medical trips to Skagit or King County, 3) volunteer driver trips and 4) coordination with Snow Goose Transit to provide trips for gap coverage.	Snohomish	Expansion	2-year	\$ 766,100	-	B
Pierce County Human Services	Beyond the Borders - Supplement	The project sustains accessible demand and deviated fixed route transportation for special needs riders who live in or travel to unincorporated rural and suburban locations in east and south Pierce County, unserved by Pierce Transit. Special needs clients include seniors, low-income persons, persons with disabilities, and youth aged 5-17.	Pierce	Expansion	2-year	\$ 650,000	-	B
Sound Generations	Hyde Shuttle - Eastside	Provides operating funds for a community-based paratransit service for seniors and people with disabilities in Bellevue, Kirkland, and Redmond who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, are not eligible for ADA Paratransit, or are too frail to use it.	King	Sustaining	2-year	\$ 724,857	-	B

* Refers to the projects new to the Consolidated Grant funding process but applying to sustain an existing project.

Attachment A: Recommendation of Regional Priority Rankings to the WSDOT 2025-2027 Consolidated Grant Program

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Funds requested for 2027-29	Recommended Priority Ranking
Foundations of MultiCare	PACE Senior Transportation	The All-inclusive Care for the Elderly (PACE) program is a Medicare and Medicaid program that helps people meet their healthcare needs in the community instead of going to a nursing home or other care facility. Services include transportation to medical and non-medical appointments, supporting transportation costs is the basis of our request.	Multi-County	Sustaining*	2-year	\$ 1,800,000	-	C
Mt. Si Senior Center	Sustain SVT WEEKEND services	Continue to provide weekend ADA-accessible demand response services and deviated route services to transit-dependent individuals in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall, and Monroe. Operating hours are Saturday and Sunday, 6:00 am to 8:00 pm.	Multi-County	Sustaining	2-year	\$ 713,408	-	C
Muckleshoot Indian Tribe	Muckleshoot Transportation Project	To provide transportation services to overburdened populations to help access vital destinations. Commuter routes and demand-response services ensure community members can access healthcare, employment, and essential services. The Muckleshoot Tribal Transit provides fare-free transportation.	Multi-County	Sustaining	2-year	\$ 1,425,000	-	C
Pierce County Human Services	Pierce County Mobility Management	This project sustains staffing for the Pierce County Coordinated Transportation Coalition (PCCTC) which provides mobility leadership for all of Pierce County. The PCCTC's primary focus is finding solutions for special needs riders facing transportation challenges. Pierce County Human Services has been the lead agency of the PCCTC since 1999.	Pierce	Sustaining	4-year	\$ 210,257	\$ 223,746	C
SnoTRAC	Snohomish County Mobility Management & Navigation	Funds Snohomish County's mobility coalition to coordinate improvements to transportation services and create affordable, age- and ability-friendly communities for all people; and to educate and train community members and local organizational/ agency staff in understanding the best transportation options for their needs.	Snohomish	Sustaining	2-year	\$ 518,388	-	C
AbleLight	Vehicle Replacement, Transportation for Adults with Developmental Disabilities	The project will provide safe, accessible transportation for 12 people with developmental disabilities at residential group homes in Renton, WA. Funds will be used to replace three aging vehicles with new vans that have increased wheelchair capacity so all clients can benefit from 24/7 transportation support to help them lead healthy, fulfilling lives.	King	Sustaining*	2-year	\$ 211,965	-	D

* Refers to the projects new to the Consolidated Grant funding process but applying to sustain an existing project.

Attachment A: Recommendation of Regional Priority Rankings to the WSDOT 2025-2027 Consolidated Grant Program

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Funds requested for 2027-29	Recommended Priority Ranking
Catholic Community Services of Snohomish County	Disabled Veterans Transportation	Sustain the Disabled Veterans Transportation program that provides disabled veterans living in Snohomish County with no-cost transportation to medical, dental, and other essential appointments.	Snohomish	Sustaining	2-year	\$ 64,262	-	D
City of Issaquah	Metro Flex On-Demand Mobility Service Pilot	Issaquah's Metro Flex is an on-demand transit service for residents and visitors. Operating weekdays 7 AM-6 PM and Saturdays 9 AM-6 PM, it provides rides within Issaquah for the cost of a bus fare. Users can book rides via an app or phone, ensuring equitable, convenient, and affordable travel within the local Issaquah-Sammamish service area.	King	Sustaining*	2-year	\$ 531,564	-	D
Homage	Homage Transportation Assistance Program Vehicle Replacement	This project will replace four vehicles, each with 150K+ mileage currently exceeding or within 1 year of the useful life benchmark. Homage's Transportation program provides demand response curb-to-curb transportation services to older adults and adults with disabilities who reside outside the paratransit corridors in Snohomish County.	Snohomish	Sustaining	2-year	\$ 298,860	-	D
Hopelink	Community Transportation Navigators	The Community Transportation Navigators program provides transportation education using a peer-to-peer model through culturally appropriate engagement to hard-to-reach communities. The program leverages paid Navigators with lived experience to increase confidence and allow target populations to move freely around the central Puget Sound region.	King	New	2-Year	\$ 365,829	-	D
Mt. Si Senior Center	Capital - Bus Replacement	Provide replacement vehicles to sustain ADA-accessible demand response services and deviated route services to specialized transportation populations and the general public in unincorporated rural areas and the communities of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall (King), and Monroe (Snohomish).	Multi County	Sustaining	2-year	\$ 536,760	-	D
Northshore Senior Center	Expansion of Deviated Fixed-Route Specialized Transportation in Mill Creek	Northshore Senior Center will expand access to mobility services for seniors and people with disabilities between Mill Creek (Snohomish) and Bothell (King/Snohomish).	Multi-County	Expansion	2-year	\$ 128,000	-	D

* Refers to the projects new to the Consolidated Grant funding process but applying to sustain an existing project.

Attachment A: Recommendation of Regional Priority Rankings to the WSDOT 2025-2027 Consolidated Grant Program

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Funds requested for 2027-29	Recommended Priority Ranking
Northshore Senior Center	Replace 4 Gas Powered Medium-Duty Cutaway Vehicles	Purchase four replacement gas powered medium duty lift-equipped vehicles	Multi County	Sustaining	2-year	\$ 438,000	-	D
Pierce Transit	Pierce Transit Runner: New Special Needs Transit Connector for Tide Flats, Ruston, and Gig Harbor	Pierce Transit is proposing to fund new Runner micro transit mobility zones under the Consolidated Grant Program for special needs populations such as the youth, people with disabilities, older adults aged 65 and above, and families with low incomes. These new special needs connector projects are located in Ruston, Tide Flats, and Gig Harbor.	Pierce	Sustaining*	2-year	\$ 2,828,805	-	D
Pierce Transit	Pierce Transit Runner: Sustaining Spanaway's Transit Connector	Pierce Transit proposes to sustain Runner, its flexible, on-demand, and affordable micro transit service in the Parkland-Spanaway-Midland area as a real time transit solution for special needs populations such as the youth, seniors aged 65 and older, people with disabilities, and families with low incomes.	Pierce	Expansion	2-year	\$ 1,207,149	-	D
TranServe PNP	Beyond the Borders Replacement Vehicles	TranServe is a new private non-profit created to obtain vehicles to support the Beyond the Borders contract by awarding vehicles to be used by the provider Around the Sound (ATS) Transportation. TranServe will identify vehicles and equipment needed to improve and/or maintain operations.	Pierce	Sustaining	2-year	\$ 905,926	-	D
TranServe PNP	MultiCare PACE / ADH Vehicle Replacement 2024	TranServe will obtain vehicles to support the PACE ADH Program by providing service vehicles to Around the Sound (ATS). TranServe will work with MultiCare to ensure its highly vulnerable adults are properly transported by ATS.	Multi County	Sustaining	2-year	\$ 602,270	-	D
Volunteers Of America Western Washington	Snohomish County "One Call" 211 Transportation Navigation	Volunteers of America Western Washington (VOAWWW) will increase 2-1-1 staff capacity to help Snohomish County callers navigate transportation services and provide direct referrals. Our proposal supports the implementation of the Puget Sound Regional Council's "One-Call" portion of the "One-click/One-call" effort in Snohomish County.	Snohomish	Sustaining*	2-year	\$ 519,061	-	D
TOTAL						\$19,627,418	\$ 2,483,825	

* Refers to the projects new to the Consolidated Grant funding process but applying to sustain an existing project.

Attachment B: PSRC Region Projects Previously Funded in the 2023-2025 Biennium

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Recommended Priority Ranking
CCSWW - Pierce County	Pierce County Volunteer Transportation Services	VTS provides door-through-door transportation to medical, grocery shopping and other necessary appointments to low-income seniors and adults with disabilities (18-59) who don't qualify for Pierce Transit Shuttle, Paratransit services or who live in a rural area of Pierce County where public transportation isn't available.	Pierce	Sustaining	4-year	\$ 351,972	A
Pierce County Human Services	Beyond the Borders	The scope will sustain accessible demand & deviated fixed route transportation for special needs riders who live or travel to unincorporated rural & suburban locations in east & south Pierce County who don't receive service from Pierce Transit (PT). Special needs clients served by include seniors, low-income, persons w/ disabilities & youth 5-17.	Pierce	Sustaining	4-year	\$ 2,072,982	A
Puget Sound Educational Service District (PSESD)	Road to Independence	The RTI program serves special needs individuals in rural south King and east Pierce counties, where there is little or no public transportation. The program contributes to economic development and enhances quality of life by providing: Certified Driver License (CDL) training and licensing so low-income individuals may obtain a family wage jobs.	Multi County	Sustaining	4-year	\$ 811,200	A
Sound Generations	Hyde Shuttle	To provide operating funding assistance to sustain a community-based paratransit service for seniors and people with disabilities in urban, suburban and rural King County who are unable to use public transportation such as the bus or ADA Paratransit, because they cannot afford the fare, not eligible for ADA Paratransit or too frail to use it.	King	Sustaining	4-year	\$ 2,146,941	A
Hopelink	Mobility Management in King County	Provides staffing, planning, & operational support for King County's mobility coalitions, implements prioritized mobility projects, & conducts outreach to targeted populations. The project increases the efficiency & effectiveness of specialized transportation services via collaborative efforts while building & maintaining successful relationships.	King	Sustaining	4-year	\$ 1,016,318	B
King County Metro Transit	Sustain Community Shuttles for Seniors and People with Disabilities in King County	Provide operating funds to support the continuation of the Hyde Shuttle, a community-based paratransit service for seniors and people with disabilities in urban and suburban King County who are unable to use the bus or ADA paratransit service because they lack access, cannot afford the fare, not eligible for ADA service, or too frail to use it.	King	Sustaining	4-year	\$ 669,920	B

Attachment B: PSRC Region Projects Previously Funded in the 2023-2025 Biennium

Sponsor	Project Title	Description	County	Sustaining, Expansion, or New	Applying for 2-year or 4-year	Funds requested for 2025-27	Recommended Priority Ranking
Northshore Senior Center	Northshore Senior Center Transportation	Northshore Senior Center Transportation will provide demand-response service to seniors and persons with disabilities in Bothell, in King and Snohomish Counties, and in Kirkland, Woodinville, Kenmore, Lake Forest Park, with trained Drivers operating lift-equipped vehicles, including our Adult Day Health program, and our Meal Delivery program.	Multi County	Sustaining	4-year	\$ 137,500	B
United Way of Pierce County	South Sound 2-1-1	Preserve existing South Sound 211 Transportation Resource Center (SS211 TRC) operations, the centralized intake service for special needs transportation, providing the access point for the special needs population to learn about all available mobility options in Pierce County, apply for rides, and receive one-on-one navigation assistance.	Pierce	Sustaining	4-year	\$ 345,522	B
Hopelink	Central Puget Sound One-Call/One-Click	This project maintains and improves a One-Call/One-Click system to provide multimodal trip planning and referral system for special needs populations in the Puget Sound region. It will ensure the community has access to a one-stop shop for their transportation needs while increasing the efficacy of existing special needs transportation services.	Multi County	Sustaining	4-year	\$ 584,539	C
Hopelink	Regional Alliance for Resilient and Equitable Transportation (RARET)	This grant is to provide the staffing, short- and long-term planning, and operational support for the Regional Alliance for Resilient and Equitable Transportation (RARET) workgroup whose goal is to increase life-sustaining transportation services available to specialized populations during an emergency in the Central Puget Sound region.	Multi County	Sustaining	4-year	\$ 206,141	C
TOTAL						\$ 8,343,035	



Puget Sound Regional Council

January 16, 2025

DISCUSSION ITEM

To: Executive Board

From: Josh Brown, Executive Director

Subject: **Comprehensive Plan Review & Certification Update**

IN BRIEF

PSRC has started the process to certify 2024 comprehensive plan updates. As plans are reviewed, the Executive Board will have the opportunity to certify, conditionally certify, or not certify plans. At the January meeting, staff will brief the board on the review and certification process. Action to certify the first set of plans is anticipated at the Executive Board's February meeting.

DISCUSSION

Each of the region's 82 cities and towns and four counties have worked to update their comprehensive plan to shape their community and plan for growth. Comprehensive plans are 20-year plans for growth, intended to create a meaningful, community-driven vision for local communities, and to collectively plan for interconnected regional infrastructure and needs. State law requires PSRC to review and certify local comprehensive plans.

Within the central Puget Sound region, local governments and PSRC have worked together to develop an overall process ([Adopted Policy and Plan Review Process](#)) for reviewing and certifying local, countywide, regional and transit agency policies and plans. PSRC reviews local comprehensive plans for consistency with [VISION 2050](#), the [Regional Transportation Plan](#) and aspects of the Growth Management Act.

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.

Plan Review Status

Congratulations goes to the City of Lakewood for being the first community to adopt its 2024 comprehensive plan on September 16. Its plan will be brought to the board for action at its February meeting. Steilacoom adopted its plan just a day later on September 17. PSRC staff are actively reviewing plans and will bring several to the board each month for consideration.

In addition to reviewing adopted plans, PSRC staff reviewed 74 partial or complete draft plans in 2024. Review of draft plans provided jurisdictions with the opportunity to address comments prior to plan adoption. Many jurisdictions have been working on plans for their downtowns, new transit stations and ways to expand opportunities for housing. While PSRC encouraged communities to work towards the December deadline, some jurisdictions are taking additional time to fully address the state requirements and VISION 2050 policy.

Focus Areas for Plan Review

With jurisdictions using their 2015 or 2016 plans as the basis for their 2024 updates, they were in a very good position for this periodic update cycle. However, recent changes to state law required significant housing work and many cities worked to update their plan to further local objectives and address new requirements in VISION 2050. Over the last year, PSRC staff have worked with each jurisdiction in the region to review draft plans and provide guidance to help each plan meet certification requirements. During staff review, several issues were identified that may cause certification questions as plans come to the board. Based on previous guidance from the board and certification actions during the 2015/2016 updates, some of these have the potential to result in conditional certification or not certifying a plan at this time. Staff seek to provide the board with an opportunity to provide early direction on these issues as they come forward.

- **Transportation**
The transportation requirements of the Growth Management Act are complex and extensive. While jurisdictions do thorough work planning for their local

transportation needs, meeting each individual requirement is challenging. This includes providing a complete project list with identified project costs and anticipating revenues, levels of service for multiple transportation modes of travel, airport compatibility and air quality, to name some of the key requirements. Smaller jurisdictions especially are often challenged to meet the technical aspects for planning future projects, including forecasting costs and revenues, and some jurisdictions may require additional time to complete transportation planning work.

- **Growth Targets**

Each county adopts growth targets that are developed in cooperation with its cities through countywide planning forums. These mutually agreed upon targets provide the basis for each jurisdiction to plan in a manner that is coordinated with the Regional Growth Strategy and VISION 2050. Consistent with the policy direction in VISION 2050, counties and cities typically use their adopted growth targets as the growth assumptions for their local plan. Occasionally, jurisdictions include planning assumptions that are not fully consistent with the adopted targets. One example is in King County, where the cities of Snoqualmie and Carnation are asking the King County Growth Management Planning Council (GMPC) to reduce their growth targets and, hence, consistency may not be determined until GMPC action in the spring of 2025. There may be other instances of plans that do not clearly document capacity for the housing or employment growth targets.

- **Housing**

Meeting the state's new housing requirements is perhaps the biggest challenge cities have been facing, which requires jurisdictions to not just look at overall housing targets but also to consider the need for very low-income, permanent supportive and emergency housing and to address racially disparate impacts in housing. Washington State House Bill 1220 and other changes to state law significantly changed how local jurisdictions need to plan for housing and these requirements have not previously been considered in certification review. Jurisdictions are now required to plan for numeric housing needs at each income level. Counties and cities have done significant work to address these new requirements, and many fully comply. However, some plans are likely to raise questions of whether the plans fully satisfy the state requirement to plan for all housing needs and whether any deficiencies are certification issues.

- **Urban Growth Area Boundary Changes**

Each of the four counties considered changes to the Urban Growth Area (UGA) as part of its comprehensive plan update. While some of the proposed changes were modest, and some proposals were even for retractions, UGA changes are carefully considered. VISION 2050 policy on the UGA is to support a stable urban growth boundary, recognizing that expanding the boundary has the potential to put a strain on infrastructure and services and may lead to sprawl.

- **Climate**

Washington State Housing Bill 1181 established new planning requirements for climate change, including transportation planning and strategies to reduce per capita vehicle miles traveled (VMT). Largely, the HB 1181 requirements must be met by 2029 or 2034. However, the climate-related policies of VISION 2050 apply today and how local jurisdictions address climate in their 2024 plans will be significant in their ability to meet the 2029 requirements.

At the January meeting, staff will provide the Executive Board with an update on local plan adoptions and discuss the certification process. The board is encouraged to ask questions on the certification process and identify board priorities for review.

NEXT STEPS

Comprehensive plans will be brought forward for certification action starting at the Executive Board's February meeting.

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



Puget Sound Regional Council

WE WANT TO HEAR FROM YOU!

PSRC has drafted a Regional Safety Action Plan to eliminate traffic deaths and serious injuries on our roadways.

Roadway Deaths and Serious Injuries Continue to Rise

Traffic related deaths in the central Puget Sound region have almost doubled since 2010, reaching nearly one death every day.

We are Taking Action

PSRC drafted the Regional Safety Action plan to identify ways to reverse these unacceptable trends across the region. We want to make sure the strategies proposed will work for your community and all cities and towns across Puget Sound.



Learn more and comment on the plan:
<https://psrc-rsap.infocommunity.org/>



Provide feedback by February 14.



Puget Sound Regional Council (PSRC) seeks to advance solutions to achieve a thriving, racially equitable and sustainable central Puget Sound region through leadership, visionary planning and collaboration. With over 100 member jurisdictions, PSRC develops policies and coordinates decisions about regional growth, transportation and economic development within King, Kitsap, Pierce and Snohomish counties. Find out more at www.psrc.org.



Puget Sound Regional Council

INFORMATION ITEM

January 16, 2025

To: Executive Board
From: Josh Brown, Executive Director
Subject: **Draft FY2026-2027 Biennial Budget and Work Program**

IN BRIEF

PSRC is in the process of developing the agency's FY 2026-2027 Biennial Budget and Work Program. The PSRC budget outlines transportation, economic and growth planning activities for the fiscal years 2026-27.

DISCUSSION

The PSRC Operations Committee has primary responsibility for developing the budget and work program for both PSRC and EDD. Between September and December 2024, the Operations Committee reviewed revenue and expenditure assumptions as well as PSRC's financial policies. At its December 5, 2024, meeting, the Operations Committee reviewed the full draft FY 2026-2027 Biennial Budget and Work Program. The draft PSRC biennial budget includes estimated revenues and expenditures of \$41.7 million and is available for review by members online:

[Budget | Puget Sound Regional Council \(psrc.org\)](https://psrc.org)

NEXT STEPS

The Executive Board, Transportation Policy Board, Growth Management Policy Board, and Economic Development Board will have the opportunity to review the Draft Budget and Work Program and forward comments to Operations Committee for consideration by March 16. Comments will be compiled and reviewed by the Operations Committee on March 27, 2025. The final budget is scheduled for approval by the Executive Board in April and adoption by the PSRC General Assembly in May.

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



Puget Sound Regional Council

INFORMATION ITEM

January 16, 2025

To: Executive Board

From: Josh Brown, Executive Director

Subject: **2025 Executive Board and Operations Committee Meeting Schedule**

The Executive Board and Operations Committee meet on the **fourth Thursday of every month**. Unless noted, the Operations Committee meetings are held from 9:00 to 9:50 a.m. and the Executive Board from 10:00 a.m. to 12:00 p.m. Meeting dates and times are subject to change. Members will be notified if a meeting is changed or canceled.

January 23

February 27

March 27

April 24

May 22, 10:00 a.m. – 1:00 p.m., location to be determined

June 26

July 24

August – No meeting

September 25

October 23

November – No meeting

December 4 – Early meeting date

Questions can be directed to Sheila Rogers at (206) 464-5815 or srogers@psrc.org. For additional board information, visit PSRC's website at <https://www.psrc.org/calendar>.