



## Puget Sound Regional Council

### Executive Board

Thursday, March 26, 2026 • 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: 878 7665 2922, Passcode: 086032

#### Attend

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

#### Provide public comment

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

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

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- 1. Call to Order (10:00) – Executive Dave Somers, President**
- 2. Communications and Public Comment**  
Public comment must relate to an action or discussion item on the agenda.
- 3. President's Remarks**
- 4. Executive Director's Report**
- 5. State Legislative Update (10:15) – Robin Koskey, PSRC**
- 6. Consent Agenda - Action Items (10:25)**
  - a. Approve Minutes of Meeting Held February 26, 2026
  - b. Approve Vouchers Dated February 9, 2026, Through March 11, 2026, in the Amount of \$1,855,838.89
  - c. Approve Contract Authority for Consultant Services for a Federal Policy and Grant Consultant

- d. Adopt Routine Amendment to the 2025-2028 Transportation Improvement Program
- e. Authorize a Change in the Regional Transportation Plan Project Status for City of Woodinville's SR 202 Widening and Trestle Replacement Project
- f. Approve 2026 Project Tracking and Delivery Supplemental Funding Request
- g. Approve Certification of Comprehensive Plans for Puyallup and Renton

**7. Discussion Item (10:30)**

- a. Regional Economic Strategy and Implementation Coordination – *Jason Thibedeau, PSRC; Governor Christine Gregoire and Stephanie Formas, Challenge Seattle*

**8. Action Item (11:00)**

- a. Approve Redesignation of Regional Growth Centers and Certification of Subarea Plans – *Liz Underwood-Bultmann and Nancy Ferber, PSRC*

**9. Discussion Item (11:30)**

- a. Regional Transportation Plan: Public Comments and Plan Refinements – *Kelly McGourty, PSRC*

**10. Information Item**

- a. Joint Board Session on Addressing Underserved Communities in Our Region, April 30, 2026
- b. Summer Planning Academy (SPA) for High School Students Applications Due May 18, 2026
- c. Annual General Assembly Save the Date, May 28, 2026

**11. Other Business**

**12. Next Meeting: Thursday, April 23, 2026, 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](mailto:srogers@psrc.org), or mail.

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

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## Puget Sound Regional Council

### MINUTES

#### Executive Board

Thursday, February 26, 2026

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

### CALL TO ORDER AND ROLL CALL

The meeting of the Executive Board was called to order at 10:02 AM by Executive Dave Somers, PSRC President. A video of the meeting was streamed live as well as recorded and is available for viewing on PSRC's website. A call-in number was provided on the meeting agenda for members of the public to call in by phone and listen live. Roll call determined attendance and that a quorum was present.

### COMMUNICATIONS AND PUBLIC COMMENT

There were no public comments received.

### PRESIDENT'S REMARKS

President Somers announced the following new members and alternates who would be joining the board in 2026:

- Councilmember Jane Rebelowski as alternate for the City of Bremerton
- Poulsbo Mayor Ed Stern representing Other Cities and Towns in Kitsap County
- Edmonds Mayor Mike Rosen as alternate for the Other Cities and Towns in Snohomish County
- Commissioner Gael Tarleton as alternate for Washington State Transportation Commission

President Somers announced that in preparation for the General Assembly, he has appointed the nominating committee, which will propose candidates for the positions of PSRC President and Vice President at the May 28 General Assembly. Port Orchard Mayor Rob Putaansuu will serve as chair. Committee members are:

- Councilmember Sarah Perry, King County
- Councilmember Rosie Ayala, Pierce County
- Councilmember Sam Low, Snohomish County
- Commissioner Katie Walters, Kitsap County
- Mayor Cassie Franklin, City of Everett
- Councilmember Rob Saka, City of Seattle

- Councilmember Kristina Walker, City of Tacoma
- Commissioner Axel Strakeljahn, Port of Bremerton

President Somers stated that following the meeting, Sheila will email Board members, on his behalf, a copy of Executive Director Josh Brown's goals. These goals will serve as the foundation for evaluating his performance during his next annual review in December 2026.

## **EXECUTIVE DIRECTOR'S REPORT**

Josh Brown Updates and Announcements:

- Shared updates on regional jobs data by sector.
- Highlighted key events, including the 4th Annual King County Affordable Housing Symposium and a recent housing data convening with partners across Seattle, and King and Pierce counties, as well as state, academic and private sector representatives.
- Participated in the National Association of Regional Councils (NARC) National Conference of Regions
- Highlighted meetings with members of Congress to support Surface Transportation Reauthorization
- Highlighted ongoing outreach, including engagement with new Executive Board members and newly elected mayors across the region.

## **LEGISLATIVE UPDATE**

Robin Koskey, Director of Government Relations and Communications, provided the board with an update on key federal and state policy updates.

## **COMMITTEE REPORTS**

Vice President and Operations Committee Chair Executive Mello reported that the committee recommended Executive Board approval of vouchers dated December 31, 2025, Through February 2, 2026, in the Amount of \$1,778,044.58. The Committee also recommended approval of a resolution appointing auditing officers for the issuance of warrants, and contract authority for the 2026 General Assembly.

He noted that this marked the 15<sup>th</sup> consecutive clean audit.

## **CONSENT AGENDA**

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

- Approve Minutes of Meeting Held January 22, 2026**
- Approve Vouchers December 31, 2025, Through February 2, 2026, in the Amount of \$1,778,044.58**
- Approve King County Auditing Officer Delegation Resolution**
- Approve Contract Authority for 2026 General Assembly**
- Adopt Routine Amendment to the 2025-2026 Transportation Improvement Program**
- Approve Certification of the Comprehensive Plan for the City of Des Moines**
- Approve Project Tracking Policies**

**The motion passed unanimously.**

### **DISCUSSION ITEM: FEDERAL LEGISLATIVE UPDATE**

PSRC's federal consultants, Adrianna Williams and Lisa Barkovic of Manatt, provided a timely update on recent federal budget and policy developments and discussed their implications for local governments.

### **DISCUSSION ITEM: REGIONAL CENTERS REDESIGNATION AND MONITORING**

Liz Underwood-Bultmann, Principal Planner, updated the board on the process to redesignate regional centers as required by the Regional Centers Framework. Staff reviewed draft criteria and certification reports evaluating how the region's 30 regional growth centers and 10 manufacturing/industrial centers aligned with designation standards and VISION 2050. The Growth Management Policy Board (GMPB) discussed options for addressing centers that did not fully meet planning, growth, density or transit criteria and considered flexibility for completing subarea plans.

Preliminary recommendations indicated that most centers met the majority of criteria, with some redesignations proposed with conditions, including future re-reviews, plan updates, boundary adjustments or revised growth targets. The Executive Board will take action on regional growth center redesignations and anticipated review of manufacturing/industrial centers at a later meeting.

### **DISCUSSION ITEM: REGIONAL TRANSPORTATION PLAN PRELIMINARY PUBLIC COMMENTS**

Ben Bakkenta, Director of Regional Planning and Noah Boggess, Senior Public Engagement Specialist, reported on preliminary comments received on the Regional Transportation Plan. The public comment period for the draft Regional Transportation Plan (RTP) concluded on February 2, 2026. At its February meeting, the Executive Board received a preliminary overview of the comments submitted, including the number and types of commenters and key themes. Staff began reviewing and categorizing comments by topic and by action type (no action, technical corrections and clarifications, or items for board review) and initiated preparation of draft responses.

Staff indicated that a complete comments report, including a summary matrix and draft responses, would be posted in advance of the March meeting for more detailed board discussion. Transportation Policy Board members were invited to submit any proposed amendments prior to their March 12 meeting. The board was scheduled to review and act on proposed edits or amendments in March and April, with a recommendation to adopt the final RTP planned for April 9. The Executive Board is scheduled to consider recommending final adoption to the General Assembly in April, with final action by the General Assembly anticipated in May 2026.

### **INFORMATION ITEMS**

Included in the agenda packet:

- New Employee Status Report
- FY2025 Audit Results for PSRC and the CPSEDD
- Economic Update: Puget Sound Region Loses 12,900 Jobs in 2025
- Summer Planning Academy (SPA) For High School Students Program
- VISION 2050 Awards – Call for Nominations 2026
- Joint Board Session on Addressing Underserved Communities in Our Region – April 30, 2026
- Annual General Assembly Save the Date – May 28, 2026
- 2026 Board Meeting Schedule

**OTHER BUSINESS**

Board Member Rinck highlighted recent local actions addressing potential expansion of detention centers in the region. She thanked the City of Tukwila for unanimously adopting a six-month moratorium and recognized the City of SeaTac for its leadership. She noted that federal funding and recent procurement activity could significantly increase detention capacity in the Seattle area, prompting cities to respond with interim land use controls. She encouraged regional coordination and offered to share draft legislation with interested jurisdictions.

**NEXT MEETING**

The next meeting is scheduled for Thursday, March 26, 2026, from 10:00 a.m. to 12:00 p.m.

**ADJOURN**

The meeting was adjourned at 11:57 a.m.

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Adopted this 26<sup>th</sup> day of March 2026.

\_\_\_\_\_  
Executive Dave Somers, President  
Puget Sound Regional Council

ATTEST:

\_\_\_\_\_  
Josh Brown, Executive Director

**ATTACHMENT:**

- A. Executive Board Attendance, January 22, 2026

Members and Alternates that participated for all or part of the meeting included:		Present
<b>King County</b>	Executive Girmay Zahilay	
	CM Sarah Perry	1
	Vacant Alt	
	Vacant Alt	
Seattle	Vacant	
	CM Rob Saka	1
	CM Eddie Lin	1
	CM Alexis Mercedes Rinck	1
	CM Robert Kettle Alt	
	CM Dan Strauss Alt	
	Vacant Alt	
Bellevue	MYR Mo Malakoutian	
	DP MYR Dave Hamilton Alt	
Federal Way	MYR Jim Ferrell	
	Vacant Alt	
Kent	MYR Dana Ralph	1
	CM Toni Troutner Alt	
Kirkland	MYR Kelli Curtis	1
	DP MYR Neal Black Alt	1
Renton	MYR Armondo Pavone	1
	CM James Alberson, Jr. Alt	1
Redmond	MYR Angela Birney	
	CM Melissa Stuart Alt	1
Auburn	MYR Nancy Backus	1
	DR MYR Tracey Taylor-Turner Alt	
Other Cities/Towns in King County	CM Jeff Wagner, Covington	1
	MYR Thomas McLeod, Tukwila	1
	CM Amy Lam, Sammamish	1
	MYR Chris Roberts, Shoreline Alt	1
	MYR Katy Kinney Harris, Yarrow Point Alt	1
	CM Mark Joselyn, North Bend Alt	1
<b>Kitsap County</b>	COMM Katie Walters	1
	COMM Christine Rolfes Alt	
Bremerton	MYR Greg Wheeler	1
	CM Jane Rebelowski Alt	
Port Orchard	MYR Rob Putaansuu	1
	CM Jay Rosapepe Alt	
Other Cities/Towns in Kitsap County	MYR Ed Stern, Poulsbo	1
	CM Ashley Mathews, Bainbridge Island Alt	1
<b>Pierce County</b>	EXEC Ryan Mello <b>VICE PRESIDENT</b>	1
	CM Rosie Ayala	1
	CM Robyn Denson Alt	
Tacoma	MYR Anders Ibsen	
	CM Kristina Walker Alt	
Lakewood	CM Ryan Pearson	1
	DP MYR Patti Belle Alt	
Other Cities/Towns in Pierce County	CM Stan Flemming, University Place	
	CM Jeff Sproul, Orting Alt	
<b>Snohomish County</b>	EXC Dave Somers <b>PRESIDENT</b>	1
	CM Sam Low	1
	CM Jared Mead Alt	
Everett	MYR Cassie Franklin	
	CM Scott Bader Alt	
Other Cities/Towns in Snohomish County	MYR Pro Tem Bryan Wahl, Mountlake Terrace	1
	MYR Pro Tem Jacob Walker, Monroe	1
	CM Susan Paine, Edmonds Alt	1
	MYR Mike Rosen, Edmonds Alt	1
<b>Port of Bremerton</b>	COMM Axel Strakeljahn	1
	COMM Gary Anderson Alt	
<b>Port of Everett</b>	COMM David Simpson	
	COMM Glen Bachman Alt	1
<b>Port of Seattle</b>	COMM Ryan Calkins	1
	COMM Toshiko Hasegawa Alt	
<b>Port of Tacoma</b>	COMM John McCarthy	1
	COMM Kristin Ang Alt	
<b>Washington State Department of Transportation</b>	Secretary Julie Meredith	
	Assistant Secretary John White Alt	1
<b>Washington State Transportation Commission</b>	COMM Nicole Grant	
	COMM Gael Tarleton Alt	



## Puget Sound Regional Council

March 19, 2026

### CONSENT AGENDA

**To:** Executive Board

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

**Subject:** **Approve Vouchers Dated February 9, 2026, Through March 11, 2026, in the Amount of \$1,855,838.89**

### 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>
02/09/26 - 03/11/26	AP Vouchers	\$ 989,078.34
02/15/26 - 02/28/26	Payroll	\$ 866,760.55
		<b>\$ 1,855,838.89</b>

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



## Puget Sound Regional Council

March 19, 2026

### **CONSENT AGENDA**

**To:** Executive Board

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

**Subject:** **Approve Contract Authority for Consultant Services for a Federal Policy and Grant Consultant**

### **IN BRIEF**

Authorization by the Executive Board is required for the Executive Director to enter a contract in excess of \$10,000. A request is being made to authorize a consultant contract to provide strategic information and advice on federal legislation, policy and grant opportunities.

### **RECOMMENDED ACTION**

Recommend the Executive Board authorize the Executive Director to enter a consultant contract for federal affairs and funding services. The total budget for consultant work is not to exceed \$270,000 over a two-year period.

### **DISCUSSION**

The changing policy and budget landscape at the federal level during the second Trump administration is creating unprecedented need for cities, counties, tribes and Metropolitan Planning Organizations to stay well informed about impacts and developments. PSRC staff continue to receive requests from members for information and strategies to access federal funds and maintain relationships. With consultant assistance, PSRC was successful in securing a \$500,000 Congressionally Directed Spending award for the Household Travel Survey supported by both of our senators.

Beginning in 2023, PSRC and its member jurisdictions have found the benefits of having consultant advice, expert information and relationship building to respond to policy changes and maintain opportunities for federal funding.

PSRC contracted with Holland & Knight in 2023 for federal consulting services. The principal staff person providing support for PSRC moved to a new Washington DC firm, Manatt, in October of 2025. Given our existing relationship and high-quality representation PSRC received, PSRC elected to move to Manatt consulting to maintain continuity.

The current contract for federal consultation assistance expires at the end of 2027. PSRC has been paying Manatt through Holland & Knight, through an MOU between the two firms. PSRC will now begin paying Manatt directly beginning in March of 2026. Staff are seeking authority for the duration of the contract, subject to budget availability beyond the current biennium.

The consultant will continue to provide PSRC with consulting services to relay information and expertise on federal legislation and programs. They will help maintain deep relationships with federal partners, including the regional federal delegation and federal agency officials. The consultant will assist with access to federal funding and will provide tailored updates to PSRC boards, as well as weekly updates to PSRC staff on federal legislative, budget and grant development. They will also manage fly-in visits to Washington D.C. for PSRC staff and board leadership.

This work is anticipated to be ongoing through the end of 2027. We anticipate the consultant will charge a regular monthly fee that will be the same amount each month. The consultant will provide a list of activities performed with each monthly invoice.

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



## Puget Sound Regional Council

March 19, 2026

### **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**

Four agencies submitted five projects this month for routine amendment into the Regional TIP. The projects are summarized in Exhibit A. These projects were awarded local, state and federal funding through various funding processes, such as Move Ahead Washington funds managed by the Washington State Department of Transportation. PSRC staff reviewed the projects for compliance with federal and state requirements, and consistency with VISION 2050 and the Regional Transportation Plan. At its meeting on March 12, the Transportation Policy Board recommended adoption of the amendment.

### **RECOMMENDED ACTION**

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

### **DISCUSSION**

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

While PSRC does not have project selection authority for other types of federal, state or

local funds, the Executive Board does have responsibility for adding these projects to the Regional TIP. Each project must comply with requirements regarding plan consistency, air quality and financial constraint. The attached Exhibit A summarizes the actions 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 \$4,106,044 of PSRC's FTA funds from the *Bus and OTR Coach Purchase (23-24)* project to the *SR 16 Park & Ride* project. The redistribution is needed to offset increased construction costs for the park & ride project that has resulted from market changes. This project is starting construction in 2026 including wetland mitigation needed to meet regulatory requirements. The redistribution will also correct an administrative error in FTA's Transit Award Management System. The scope of the *Bus and OTR Coach Purchase (23-24)* project will remain the same; local funds will be used to offset the redistribution so that the total number of buses purchased does not change.

This redistribution was found to be consistent with PSRC's project tracking policies and was reviewed and recommended by the Transportation Operations Committee at their meeting on February 25, 2026.

**Federal and State Fund Source Descriptions**

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

5307 (Urban)	FTA Urbanized Area Formula Grants
5339	FTA Bus and Bus Facilities program
MAW	State Move Ahead Washington account
MVA	State Motor Vehicle Account
STBG	Surface Transportation Block Grant

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: March

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

Year: 2026

Exhibit A

Sponsor	Project Title and Work Description	Funding		PSRC Action Needed			
				Project Tracking	New Project/ Phase	UPWP Other	Amend
1. Kitsap Transit	<b>SR 16 Park and Ride</b>  Existing project receiving redistributed funds for a park-and-ride lot on SR 16 with bus loading and at least 150 vehicle parking stalls. Work also includes shelters, bicycle storage, pedestrian features, and lighting. Project is funded with federal funds using state toll credits as local match.	\$3,809,494	Federal 5307(Urban)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$296,550	Federal 5339				
		\$4,106,044	Total				
2. Maple Valley	<b>SR 169 Pedestrian Bridge at SE 258th Street</b>  Existing project adding funds to a preliminary engineering phase and programming a new construction phase for a pedestrian bridge over SR 169 at SE 258th Street, connecting at-grade sidewalks with ADA ramps on both sides.	\$14,372,000	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$1,060,000	Local				
		\$15,432,000	Total				
3. Seattle	<b>Central Area Neighborhood Greenways</b>  New project programming preliminary engineering, right-of-way, and construction phases for neighborhood greenway improvements in Seattle Central Area. Improvements will include high-visibility crosswalks, pedestrian activated flashing beacons, stop-signs, ADA curb ramps, and bicycle wayfinding signs and markings.	\$5,151,000	State	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$2,607,023	Local				
		\$7,758,023	Total				
4. WSDOT Northwest Region	<b>SR 99/238th St SW to 148th St SW Vic - Paving &amp; ADA Compliance</b>  New project programming preliminary engineering, right-of-way, and construction phases for grind and inlay of SR 99 and ADA ramp improvements. This is a multi-year project and the programming represents the funds available in the span of the current TIP.	\$11,452,445	MAW	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$11,452,445	Total				
5. WSDOT Northwest Region	<b>SR 532/Stillaguamish River to 72nd Ave NW Vic-Paving &amp; ADA</b>  New project programming preliminary engineering, right-of-way, and construction phases for mill and fill of SR 532 and ADA ramp improvements.	\$11,501,967	Federal STBG	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
		\$400,291	MVA				
		\$11,902,258	Total				



## Puget Sound Regional Council

March 19, 2026

### CONSENT AGENDA

**To:** Executive Board

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

**Subject:** **Authorizing a Change in the Regional Transportation Plan Project Status for City of Woodinville’s SR 202 Widening and Trestle Replacement Project**

### IN BRIEF

The City of Woodinville has submitted a request to change the status of the *SR 202 Widening and Trestle Replacement* project from “Candidate” to “Approved” in the Regional Transportation Plan. Per PSRC’s adopted procedures, requests to change project status require board action. At its meeting on March 12, the Transportation Policy Board recommended that the Executive Board should authorize changing the status of the project as requested.

### RECOMMENDED ACTION

The Executive Board should authorize a change to the Regional Transportation Plan project status for the City of Woodinville’s *SR 202 Widening and Trestle Replacement* project from “Candidate” to “Approved.”

### DISCUSSION

The Regional Transportation Plan contains policies requiring PSRC’s Executive Board to approve regionally significant transportation capacity projects before those projects begin implementation phases. Projects in the Regional Transportation Plan are designated as Candidate, Approved or Conditionally Approved. A Candidate designation means a project has gone through a comprehensive planning process, but that one or more of the following has not yet been completed: environmental documentation and approvals, financial plan and/or other planning requirements. A

project's status is changed to Approved once these requirements have been met. Conditional Approval may be granted if a project has fulfilled most of the approval criteria but lacks only certain details. For example, if a project awaits only final signatures on its environmental documentation but has completed all other requirements, the Executive Board may grant Conditional Approval. Once the final details have been completed, staff has the authority to grant a project full Approval status administratively, thereby saving the project sponsor several weeks of delay.

This project will widen SR 202 (131<sup>st</sup> Avenue NE) between NE 175<sup>th</sup> Street and NE 177<sup>th</sup> Place from five lanes to eight, replace an existing railroad bridge with a pedestrian bridge, improve existing pedestrian facilities along SR 202 and construct a new multi-use trail from the Sammamish River Trail to the extension of 133rd Avenue NE.

Table 1 provides additional details on the project, including the criteria used to review the project for the requested status change.

<b>Review Criteria</b>	<b>SR 202 Widening and Trestle Replacement</b>
<b>Total Project Cost</b>	\$22,426,089
<b>Consistency with Regional Policies</b>	This project has been determined to be consistent with regional policies.
<b>Benefit-Cost Analysis</b>	A cost-benefit analysis is not required because the total project cost is below \$100,000,000.
<b>Environmental Documentation</b>	NEPA Categorical Exclusion (CE) was issued November 2025.
<b>Other Planning Requirements</b>	<p>King County Parks Special Use Permit for connecting the multiuse trail to the Sammamish River Trail is anticipated to be approved March 2026.</p> <p>Interlocal Agreement with King County Metro to include bus stop improvements within the project area anticipated to be initiated in March 2026.</p> <p>Interlocal Agreement with Woodinville Water District to install sewer replacement along project corridor anticipated to be initiated March 2026.</p> <p>WSDOT Right-of-Way Certification anticipated to be approved March 2026. WSDOT PS&amp;E Approval and Construction Permit anticipated to be approved April 2026.</p>
<b>Financial Feasibility</b>	The project is fully funded with \$7,676,089 of local funds, \$12,250,000 of state funds, and \$2,500,000 of federal

	funds for a total project cost of \$22,426,089 in 2027 year of expenditure dollars.
<b>Air Quality Conformity</b>	Approving this project will not change the region's air quality conformity determination.

For additional information, please contact Mitch Koch, Associate Planner, at [mkoch@psrc.org](mailto:mkoch@psrc.org) or 206-464-7537.



## Puget Sound Regional Council

March 19, 2026

### **CONSENT AGENDA**

**To:** Transportation Policy Board

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

**Subject:** **Approve 2026 Project Tracking and Delivery Supplemental Funding Request**

### **IN BRIEF**

A requirement to meet an annual delivery target for PSRC's Federal Highway Administration (FHWA) funds has been in place since 2013. PSRC's adopted project tracking policies identify the procedures to be followed when there is a risk the target will not be met, including the development of a supplemental funding action. Information available to date indicates that there may be a gap to the 2026 delivery target and a supplemental funding action required.

Per the adopted PSRC Project Tracking Policies, early action on increasing the federal share of previously awarded projects is being requested to streamline the processing and approval timeframes and expedite use of the funding to help meet the region's delivery target. Additional project delivery actions will be requested in April, including project extension requests and implementation of the proposed bridge funding pilot program. At their meeting on March 12, the Transportation Policy Board recommended approval of the supplemental funding action.

### **RECOMMENDED ACTION**

The Executive Board should approve a supplemental funding action to increase the federal shares for projects awarded PSRC's 2026 FHWA funds.

### **DISCUSSION**

PSRC has been monitoring the progress of projects awarded PSRC's federal funds through a project tracking program first implemented in 2000. The adopted project tracking policies are designed to ensure the timely use of PSRC funds and to increase the delivery of transportation investments that support the region's long-range plans. The project tracking program has evolved over the years to ensure the successful delivery of projects by addressing issues of delayed projects and the potential risk of losing unused funding. This evolution has included responding to the annual delivery target requirement begun in 2013 for all regions of the state. Regions must meet their delivery target for each year's FHWA funds or risk losing the unused portion of funds to other parts of the state.

To recognize the increased emphasis on project delivery, PSRC's project tracking policies provide a firm obligation deadline of June 1 each year, with the possibility of a one-time extension to the next federal fiscal year. In addition, the policies include a suite of strategies to be implemented when there are not enough projects able to deliver in a given year and additional measures need to be taken to meet the required annual delivery target. This includes increasing the federal share of awarded projects.

Per PSRC's project tracking policies, extension requests for projects with 2026 delivery are currently under review by PSRC, the Washington State Department of Transportation, the chairs of the Regional Project Evaluation Committee and the chairs of the four countywide transportation forums. Request for board action on the one-year extension requests will occur in April. These extensions create a substantial gap in the current year's overall delivery.

In addition, there are three projects that received an extension in 2025 for which an exception to PSRC policies is being requested. These requests are also under review and will be brought to the board in April. Regardless of the outcome, these projects will also impact overall 2026 delivery, as will several projects that returned PSRC funding, either due to project cancellations, cost savings or other reasons.

The final 2026 delivery target is still uncertain as PSRC awaits the region's 2026 federal allocations. This data is the last piece to determine how large a delivery gap remains to be filled, accounting for the impacts described above. However, PSRC has begun the process to address the anticipated delivery gap based on the adopted project tracking policies, including identifying projects with later years' funding that can advance to 2026. Based upon the information available to date and a preliminary assumption of 2026 allocations, a supplemental funding action is presumed necessary to achieve the delivery target. Per adopted policies, an increase in the federal share of currently awarded 2026 projects is therefore warranted.

### **Supplemental Funding Action**

At the March 12 meeting, the Transportation Policy Board recommended a supplemental funding action to increase the federal shares of projects awarded 2026 funds. Early action is requested to streamline the processing and approval timeframes

and expedite the use of these funds to support the 2026 delivery target. Per adopted procedures, an equal amount of funding will be applied to all projects based on the total amount necessary to fill the delivery gap. The amount per project can be no more than the maximum federal share allowable, and once a project has reached this maximum any remaining funds will be uniformly distributed to other projects that still have capacity to accept additional federal funds. New for 2026 and per recent board discussions, any remaining amount required to meet the gap after a majority of projects have reached their maximum federal share is proposed to be applied to a new bridge funding pilot program, rather than to larger scale projects with a higher capacity for additional federal funding.

The final 2026 delivery target is anticipated to be released in the coming weeks. While the final figure is pending, staff requests approval by the board to move forward with increasing the federal shares of currently awarded projects as described above. Action in March will allow for streamlined processing and approval timeframes and expedite use of the funding to help meet the region's delivery target by the required deadline. Attachment A identifies the available federal funding capacity for each project currently awarded PSRC's 2026 FHWA funds. These figures are the absolute maximum any project may receive. Once the final delivery target and gap is determined, staff will report back to the board with information on the actual level of increase each project has received.

In addition, staff will follow up with the level of funding – if available – for a bridge funding pilot program discussed by the Transportation Policy Board in February. In April, the board will be asked to take action on a specific list of county bridge projects to receive this funding. Also in April, the board will be asked to approve the requested project extensions and exceptions as noted earlier.

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

## **ATTACHMENT**

### **A. Federal Share Capacities of PSRC 2026 FHWA Projects**

## ATTACHMENT A: Federal Share Capacities of PSRC 2026 FHWA Projects

Sponsor	Project Title	Original PSRC Award	Increased Federal Share Capacity
Arlington	180th Street Roundabout	\$ 2,200,000	\$ 1,445,975
Auburn	C Street SW Preservation (GSA Signal to Ellingson Rd)	\$ 865,000	\$ 161,000
Auburn	1st Street NE/NW and N Division Street Pedestrian Improvements	\$ 420,000	\$ 139,125
Bainbridge Island	Lynwood Center Road Non-Motorized Improvements Project	\$ 1,000,000	\$ 38,000
Bellevue	Eastrail to NE Spring Boulevard Trail Link	\$ 4,900,000	\$ 797,800
Bellevue	SE Eastgate Way Sidewalk	\$ 1,068,500	\$ 249,225
Bremerton	SR 303 Adaptive Signals (Sheridan to Riddell)	\$ 1,600,000	\$ 67,348
Community Transit	Transit Revenue Vehicles 2023-2026	\$ 6,330,000	\$ 1,300,000
Edmonds	Olympic View Dr. from 196th St. SW to Talbot St.	\$ 700,000	\$ 684,500
Everett	California Street Ped/Bike Corridor Phase 2	\$ 1,130,000	\$ 20,450
Federal Way	Pacific Highway Non-Motorized Trail Phase 3 (S 288th St to north city limits)	\$ 600,000	\$ 92,000
King County	Issaquah-Hobart Rd SE and SE May Valley Rd Intersection Improvement	\$ 545,000	\$ 925,500
Kitsap County	Ridgetop - Mickelberry to Myhre	\$ 4,872,500	\$ 419,172
Lakewood	112th Street S - S Tacoma Way to Steele Street S	\$ 707,143	\$ 308,006
Lynnwood	44th Ave W Underpass Pedestrian and Bicycle Improvement Project	\$ 1,370,000	\$ 2,282,950
Marysville	88th St NE Phase 1 (State Ave to 55th Ave NE)	\$ 2,597,500	\$ 3,664,890
King County	King County Metro Zero Emission Ferry Replacement Project	\$ 1,730,000	\$ 29,194
Monroe	North Kelsey Overlay	\$ 696,481	\$ 395,890
Newcastle	2026 Pavement Management Program	\$ 900,000	\$ 1,036,353
Pierce County	Canyon Road E Asphalt Overlay	\$ 725,363	\$ 909,847
Pierce County	Nisqually Road SW	\$ 976,010	\$ 1,069,715
Port of Seattle	North Bound Airport Expressway Preservation	\$ 698,500	\$ 322,200
Seattle	Graham Street Station Access & Complete Street	\$ 3,752,835	\$ 77,242
Seattle	West Seattle Link Extension Station Access Improvements	\$ 5,465,000	\$ 300,225
Snohomish County	Center Rd Pedestrian Improvements: 10 Ave W to 8 Ave W	\$ 458,722	\$ 26,050
SeaTac	Airport Station Area Pedestrian Improvements	\$ 3,995,000	\$ 10,721,633
Sultan	US-2 / Main Street Roundabout	\$ 480,000	\$ 39,000
Tacoma	E Portland Ave (64-72) Overlay	\$ 750,000	\$ 158,250
Tacoma	South 38th Street & South Cedar Street: Pedestrian Safety Improvements	\$ 945,819	\$ 144,912
Tulalip Tribes	Marine Drive / Hermosa Heights Safety Improvements project	\$ 618,833	\$ 35,461
University Place	67th Avenue Improvements Phase 1	\$ 2,875,400	\$ 577,383
University Place	70th Ave Improvements Ph 2	\$ 603,500	\$ 152,650
University Place	Cirque Dr Overlay Project	\$ 638,363	\$ 36,337
University Place	40th Street	\$ 561,000	\$ 113,138
		<b>Total \$</b>	<b>28,741,421</b>



## Puget Sound Regional Council

March 19, 2026

### CONSENT AGENDA

**To:** Executive Board

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

**Subject:** **Approve Certification of Comprehensive Plans for Puyallup and Renton**

### IN BRIEF

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024-2025 comprehensive plan updates for Puyallup and Renton. The certification reports describe how the comprehensive plans meet applicable requirements.

### RECOMMENDED ACTION

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

- [City of Puyallup 2024 Comprehensive Plan](#)
- [City of Renton 2025 Comprehensive Plan Amendments](#)

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

### DISCUSSION

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

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

- **Puyallup** adopted its 2024 comprehensive plan update on July 22, 2025. PSRC staff provided comments on the draft plan in February 2025.
- **Renton** adopted its 2024 comprehensive plan update on November 26, 2024. PSRC conditionally certified the plan in June 2025, pending additional amendments to the transportation element. The city provided draft amendments for review and adopted amendments on December 1, 2025.

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

The Growth Management Policy Board and Transportation Policy Board recommend that the Executive Board certify the 2024-2025 comprehensive plan updates for Puyallup and Renton. 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.

### **Renton 2025 Comprehensive Plan Amendments**

PSRC conditionally certified the City of Renton's 2024 periodic update of the city's comprehensive plan on June 26, 2025. The 2024 adopted transportation element included updated goals and policies but did not include complete, up-to-date information on the transportation system.

The city amended its comprehensive plan in December 2025 to include all remaining required components of the transportation element, including mapped inventories, a travel forecast, a long-range project list and a financing plan.

PSRC staff reviewed the draft and adopted transportation plan element and found the amended element to be consistent with certification requirements. Certification of the 2025 comprehensive plan amendments would resolve all requirements identified in the conditions.

## **NEXT STEPS**

The Growth Management Policy Board and Transportation Policy Board acted to recommend certification at their February and March meetings. Additional local plans will be brought forward to recommend for certification at future meetings.

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



## Puget Sound Regional Council

March 19, 2026

### **DISCUSSION ITEM**

**To:** PSRC's Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Regional Economic Strategy and Implementation Coordination**

### **IN BRIEF**

At the March meeting, staff from PSRC will discuss efforts to update the Regional Economic Strategy and staff from Challenge Seattle, including former governor Christine Gregoire, will discuss efforts to develop an actionable regional economic development plan.

### **DISCUSSION**

PSRC is in the process of updating the Regional Economic Strategy (RES), a strategic blueprint for regional collaboration in King, Kitsap, Pierce and Snohomish counties. The RES serves as the region's Comprehensive Economic Development Strategy (CEDS), per U.S. Economic Development Administration (EDA) guidelines and is designed to build capacity and guide the economic prosperity and resilience of a region, building off other regional planning efforts. Development of the RES is overseen and adopted by the Economic Development District (EDD) Board and then approved by the EDA. Adoption of the strategy enables local jurisdictions and eligible organizations to qualify for funding under EDA programs.

Throughout 2025, staff reviewed recent economic strategies and analysis, engaged in current strategy development efforts, and tracked changes to state and federal policy and funding to gather information on regional challenges and opportunities. To inform the update, a stakeholder input effort was performed which included individual interviews, targeted group discussions, discussions with PSRC boards and committees and an Online Engagement Hub which was shared with stakeholders and the public.

A SWOT analysis was developed to describe the high-level economic conditions the region is facing, and a strategic blueprint was created that identifies a set of 5-year broad strategies to address the challenges and opportunities identified in the SWOT analysis. The SWOT analysis and strategic blueprint are organized to address global competitiveness, business climate, economic opportunity, and quality of life in the region.

The identified strategies in the RES will be used to organize implementation efforts and show alignment for existing and future efforts. Implementation of the RES is accomplished by a broad ecosystem of partners including state agencies, local jurisdictions, ports, workforce development organizations, chambers of commerce, industry sector organizations, and other economic development partners. Many efforts are already underway to implement the identified strategies, while others will be developed over the strategy period. PSRC's role in implementation is centered around coordinating and amplifying regional economic development efforts, analysis and strategy development.

Challenge Seattle, led by former Washington State Governor Christine Gregoire, is an alliance of organizations who represent some of the region's largest employers and most successful innovators. Challenge Seattle aims to tackle the region's most pressing civic challenges, partnering with leadership across the region's business community, government, academia and non-profit organizations.

Challenge Seattle is kicking off a project with Boston Consulting Group to develop a regional economic development plan focused on actionable regional implementation,. The goal of the work is to strengthen regional execution on economic development by identifying and aligning around a small set of shared outcomes, defining ownership for priority actions, and creating a structure for implementation and accountability.

The process to develop the plan will include reviewing existing strategies, data and best practices. It will also include gathering input from the private sector, state and regional economic development partners, and other stakeholders to build alignment around a set of implementation actions. The plan will identify short-, medium- and long-term actions. The project is scheduled to kick off in April/May 2026, with a targeted June 2026 completion.

PSRC and Challenge Seattle are working closely together to identify implementation actions that leverage regional resources and are aligned with the goals and strategies in the RES.

## **NEXT STEPS**

At the March meeting, staff from PSRC and Challenge Seattle will lead a discussion on the two organizations' strategic development efforts.

For additional information, please contact Jason Thibedeau, Economic Development Program Manager, at [jthibedeau@psrc.org](mailto:jthibedeau@psrc.org) or 206-389-2879.



## Puget Sound Regional Council

March 19, 2026

### **ACTION ITEM**

**To:** Executive Board

**From:** Councilmember Ed Prince, Chair, Growth Management Policy Board

**Subject:** **Approve Redesignation of Regional Growth Centers and Certification of Subarea Plans**

### **IN BRIEF**

The [Regional Centers Framework](#) directs a process to review and redesignate regional centers. The Growth Management Policy Board recommends redesignation of regional growth centers as provided in Attachment A.

### **RECOMMENDED ACTION**

The Growth Management Policy Board recommends the following action to the Executive Board:

**Redesignate regional growth centers and certify regional growth center subarea plans as shown in Attachment A and direct staff to create a formal exception pathway for boundary review.**

### **DISCUSSION**

Centers are the hallmark of VISION 2050 and the Regional Growth Strategy. The region's 30 regional growth centers and 10 manufacturing/industrial centers are hubs for the Puget Sound region's most significant businesses, major cultural facilities and transportation connections. They guide regional growth allocations, advance local planning, inform transit service planning and represent priority areas for PSRC's federal transportation funding.

In 2018, following extensive work by GMPB, the Executive Board adopted the [Regional](#)

[Centers Framework](#), which defines criteria for the designation of regional and countywide centers. Over time, regional centers were designated through different processes, and some existing centers are not meeting planning or growth expectations today. Recognizing the variation among centers, a key objective of the framework is to have more consistent requirements between new and existing centers. The Regional Centers Framework directed review of centers in 2025 and every five years thereafter. GMPB and the Executive Board developed a [scope of work](#) for this project in February 2024.

This review is the first opportunity to evaluate consistency with the adopted criteria and identify areas for improvement, applicable to both thriving centers and those that have seen slow growth. The goal of this review process is to evaluate alignment with required criteria, identify and address discrepancies, and recommend next steps for jurisdictions to resolve issues. This will bring all centers into consistency with the adopted criteria and maintain a high-functioning system of centers. Review and redesignation of regional centers today is an important foundational piece to the next update of VISION.

### **GMPB Recommendation**

GMPB discussed regional center redesignation from July through October 2025 in preparation for redesignation recommendations in early spring. The board's discussions included consideration of the [Regional Centers System Monitoring Report](#) and evaluating the overall performance of centers as a system. Following the review of the role and impact of centers, the board reviewed batches of reports for each of the 30 regional growth centers. The board took action to recommend the full package at their March 19 meeting.

The complete set of redesignation recommendations show that, overall, regional growth centers are performing well and meet the majority of the regional criteria. Most regional growth centers have adopted subarea plans and are demonstrating long-term market interest to support employment and housing growth. Jurisdictions have taken significant steps to support successful centers, including major investments in parks, transportation, and civic spaces.

Recommendations are included in two reports for each regional growth center (see Attachment A):

- **Criteria reports** provide GMPB's recommendation on redesignation, along with any conditions or other comments. The reports provide a general overview of the regional center and summarize how each center meets designation criteria. Reports also include any additional context or supporting information provided by the jurisdiction following meetings with PSRC staff.
- **Certification reports** provide GMPB's recommendation on center subarea plan

certification. The reports evaluate the most recent center subarea plans and assess alignment with the VISION 2050 consistency tools for [manufacturing/industrial center](#) and [regional growth center](#) plans.

Some regional growth centers do not meet all of the criteria specified in the Regional Centers Framework. To provide additional time and flexibility, several recommendations include conditions to re-submit material to the board. Redesignations with conditions provide a path to complete remaining work within a specified timeframe. A conditional approval specifies item(s) to be addressed, establishes a timeline for completing these actions, and encourages collaboration with PSRC staff, such as reviewing draft materials prior to submission to the board. A condition allows projects to continue to have priority for PSRC-managed transportation funds. Conditions provide flexibility in the redesignation process and encourage jurisdictions to address areas that don't yet meet criteria.

Redesignation conditions follow several common themes:

- Re-review in 2028 for progress on planning and growth goals
- 2028 deadline to meet regional criteria or apply for countywide designation
- Complete or revise subarea plans
- Review boundaries for size or walkability
- Review or revise growth targets

The full list of recommendations to redesignate follows in **Attachment A**.

The Executive Board was briefed on the project at their February meeting, and board members offered comments about exceptions to boundary review conditions in response to remarks from the city of Kirkland. Kirkland submitted letters in [February](#) and [March](#) asking GMPB remove the recommended condition regarding the center's size and boundary. GMPB discussed the request at their February and March meetings, considering the role of conditions and regional requirements.

At its March meeting, GMPB recommended redesignation of regional growth centers and certification of center subarea plans. The board also acted to amend the recommendation for Kirkland's Totem Lake center to remove a condition related to its size and boundary. After considering comments from the city, the board concluded that the center substantially meets regional requirements without requiring a review of the boundary. Board members stated they did not intend the exception to be permanent. However, the board also recommended creating a formal exception pathway for future boundary review.

## **NEXT STEPS**

GMPB will begin review of manufacturing/industrial centers at their April meeting. The Executive Board will consider action on manufacturing/industrial centers following the

GMPB recommendation.

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

**ATTACHMENTS**

- A. Recommended Regional Growth Centers Criteria Reports and Subarea Plan Certification Reports

**APPROVE REDESIGNATION OF REGIONAL GROWTH CENTERS AND CERTIFICATION OF REGIONAL GROWTH CENTER SUBAREA PLANS:**

Center	Draft redesignation recommendation	Criteria Report	Center Subarea Plan Certification	Initial GMPB Review
Auburn	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Bellevue	Redesignate as a metro growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Bothell Canyon Park	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Recently certified in 2022</a>	January 2026
Bremerton	Redesignate as a metro growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Burien	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Everett	Redesignate as a metro growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	November 2025
Federal Way	Redesignate as an urban growth center with conditions	<a href="#">Draft Criteria Report</a>	<i>n/a</i>	January 2026
Issaquah	Redesignate as an urban growth center with conditions	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026
Kent	Redesignate as an urban growth center with planning condition	<a href="#">Draft Criteria Report</a>	<i>n/a</i>	January 2026
Kirkland Greater Downtown	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Recently certified in 2023</a>	February 2026
Kirkland Totem Lake	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026
Lakewood	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026

Center	Draft redesignation recommendation	Criteria Report	Center Subarea Plan Certification	Initial GMPB Review
Lynnwood	Redesignate as an urban growth center with condition	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026
Puyallup Downtown	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Puyallup South Hill	Redesignate as an urban growth center with conditions through 2028	<a href="#">Draft Criteria Report</a>	n/a	February 2026
Redmond Downtown	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Redmond Overlake	Redesignate as a metro growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	January 2026
Renton	Redesignate as an urban growth center with planning condition	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Conditional Certification Report</a>	January 2026
SeaTac	Redesignate as an urban growth center with condition	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026
Seattle Downtown	Redesignate as a metro growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025
Seattle First Hill/Capitol Hill	Redesignate as a metro growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025
Seattle Northgate	Redesignate as an <i>urban</i> growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025
Seattle South Lake Union	Redesignate as a metro growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025
Seattle University District	Redesignate as a metro growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025
Seattle Uptown	Redesignate as a metro growth center with planning condition	<a href="#">Draft Criteria Report</a>	n/a	November 2025

Center	Draft redesignation recommendation	Criteria Report	Center Subarea Plan Certification	Initial GMPB Review
Silverdale	Redesignate as an urban growth center with conditions	<a href="#">Draft Criteria Report</a>	<i>n/a</i>	January 2026
Tacoma Downtown	Redesignate as a metro growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	November 2025
Tacoma Mall	Redesignate as urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	November 2025
Tukwila	Redesignate as an urban growth center with conditions	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026
University Place	Redesignate as an urban growth center	<a href="#">Draft Criteria Report</a>	<a href="#">Draft Certification Report</a>	February 2026



## Puget Sound Regional Council

March 19, 2026

### **DISCUSSION ITEM**

**To:** Executive Board

**From:** Josh Brown, Executive Director

**Subject:** **Regional Transportation Plan: Public Comments and Plan Refinements**

### **IN BRIEF**

The public comment period for the draft Regional Transportation Plan concluded on February 2, 2026. All comments have been reviewed and a staff response developed. In addition, comments have been sorted into one of three categories: No Action Taken, Technical Correction or Board Input.

At the March 26 Executive Board meeting, staff will report on the comments received, the categorization process and next steps to finalize the plan before board action is requested in April.

### **DISCUSSION**

The draft Regional Transportation Plan (RTP) was made available for public review and comment between December 15, 2025 and February 2, 2026. As a reminder, Attachment A is a brief summary of the work conducted to develop the draft plan prior to its release for public comment. Submissions were received by 61 respondents, resulting in 332 unique comments. Staff has reviewed and categorized all comments received, organized in a summary matrix that was posted on PSRC's [RTP Engagement Hub](#) and shared with the Transportation Policy Board on February 26.

At the meeting on March 26, staff will provide a summary of the public comments received as well as the categorization and staff responses. In particular, those comment themes elevated for Board Input will be reviewed. These themes all relate to future PSRC work programs on the topics of rural transportation issues, emerging

transportation technologies and continued improvements to performance monitoring and measurement.

In consideration of the comprehensive discussions to date on development of the draft plan and the further information provided through the public comment process, the Transportation Policy Board was asked to submit any additional proposed plan refinements to PSRC by March 4. No proposed refinements were submitted.

The Transportation Policy Board will discuss final edits to the draft plan at their meeting on April 9, when a recommendation to the Executive Board to adopt the final RTP is scheduled. If necessary, formal action on individual amendments or combined categories of actions will be processed via board member motions. The Executive Board is scheduled to take action at their April 28 meeting to recommend that the General Assembly adopt the final RTP at their meeting on May 28, 2026.

For additional information, please contact Kelly McGourty, Director of Transportation Planning, at [kmcgourty@psrc.org](mailto:kmcgourty@psrc.org) or 206-971-3601, or Ben Bakkenta, Director of Regional Planning, at [bbakkenta@psrc.org](mailto:bbakkenta@psrc.org) or 206-971-3286.

## **ATTACHMENT**

### A. Summary of RTP Development

## SUMMARY OF RTP DEVELOPMENT

Work to develop the 2026-2050 Regional Transportation Plan began in February 2024.

PSRC's Transportation Policy and Executive Boards identified key priorities guiding development of the plan, including:

- Safety
- Climate
- Equity
- Transit & Accessibility
- Recognize Diverse Needs and Community Context
- Maintenance & Preservation
- Decarbonize the System
- Financial Strategy
- Ferry System Service & Reliability

Data collection on the current transportation system was conducted throughout 2024, and the board began detailed discussions on the plan's potential financial strategy. A scope of work reflecting current policy priorities was adopted in December 2024.

## NEW FEATURES AND EXPANDED OUTREACH

- ✓ Reflecting a unique moment in time, the investments submitted into the draft plan are based on *newly updated comprehensive plans, current transit plans and a new State Highway System Plan*, reflecting the most current assessment of transportation needs and costs moving forward.
- ✓ The *plan consistency framework* addressed by each Regional Capacity Project submitted into the plan was updated to reflect current state of the practice.
- ✓ The board spent many months throughout both 2024 and 2025 discussing and reassessing the plan's *financial strategy*, including how and at what level new revenues should be considered.
- ✓ As part of that reassessment, the board directed analysis of *four plan scenarios* representing different levels of investment and different levels of needed revenues.
- ✓ Extensive *public outreach and engagement* was conducted throughout the process, including community tabling events, seven regional public meetings and an online survey and feedback opportunity via the [RTP Engagement Hub](#).
  - ❖ *Public feedback informed the ultimate plan scenario selected to move forward into the draft plan.*
  - ❖ Materials were made available on the Hub throughout the process, including new *Current Transportation System* and *Future Transportation System* reports and visualization tools
- ✓ The new *Regional Safety Action Plan* adopted in May 2025 and the new *Regional Comprehensive Climate Action Plan* completed in November 2025 informed and are incorporated into the new RTP.



# Joint Board Session On Addressing Underserved Communities In Our Region

Thursday, April 30  
10:00 AM — 12:00 PM  
Hybrid Meeting

PSRC hosted four joint board sessions focused on underserved communities in 2021 – 2023. A new series is planned, and the first session will revisit the importance of building inclusive and resilient communities with opportunity for all in the Puget Sound region. Designed for both new and returning board members and their staff, the session will provide a timely refresher to support the development of effective strategies for today’s political climate. All PSRC board members are highly encouraged to attend.

RSVP information coming soon.



# Summer Planning Academy (SPA) for High School Students

Are you curious about how cities grow, change, and develop? Have you ever wondered how governments decide where train lines should go? Do you have ideas about how to make our communities better places for everyone? If so, you should apply for the Summer Planning Academy (SPA)!



Puget Sound Regional Council



The Puget Sound Regional Council (PSRC) is looking for high school students from King, Snohomish, Pierce, and Kitsap counties who want to learn about urban planning in our region and share ideas about how to make the central Puget Sound region a better place to live, work, and play.

SPA is a leadership development opportunity offered free of charge to students interested in planning a better future for our region. The program encourages students to think creatively about how better planning can help people lead better lives.

Upon successful completion of SPA, students are eligible to receive a **\$500** scholarship. SPA sessions will take place in Downtown Seattle on July 29, 31, August 5, and 7.

Applications are due **May 18**.

To learn more about PSRC, SPA, and to apply, go to [www.psrc.org/our-work/summer-planning-academy](http://www.psrc.org/our-work/summer-planning-academy) or scan the QR code.

Questions? Email us at [spa@psrc.org](mailto:spa@psrc.org).



# 2026 GENERAL ASSEMBLY

## Save the Date



Thursday, May 28, 2026

10:00 a.m. — 1:00 p.m.

Seattle Convention  
Center – Summit  
900 Pine St,  
Seattle, WA 98101

This annual meeting is a key opportunity for members to vote on major decisions, including the adoption of PSRC’s budget and the election of officers. **All mayors, county executives, commissioners, and councilmembers from PSRC member jurisdictions and tribes are eligible to vote** and are strongly encouraged to attend. We ask that at least one elected official from your jurisdiction participate to help establish a quorum.

**We look forward to gathering with you—please save the date!**

**Registration will open in early April.**



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