



**BUSINESS OF THE CITY COUNCIL  
CITY OF MERCER ISLAND**

**AB 6903  
April 7, 2026  
Regular Business**

**AGENDA BILL INFORMATION**

<b>TITLE:</b>	AB 6903: 2027-2032 Transportation Improvement Program (TIP) Preview and Public Hearing	<input checked="" type="checkbox"/> Discussion Only <input type="checkbox"/> Action Needed: <input type="checkbox"/> Motion <input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution
<b>RECOMMENDED ACTION:</b>	Receive comments from public hearing and provide feedback to staff.	

<b>DEPARTMENT:</b>	Public Works
<b>STAFF:</b>	Jason Kintner, Chief of Operations Matt Mornick, Finance Director Kellye Hilde, Deputy Public Works Director Clint Morris, Interim Public Works Director Rebecca Corigliano, Transportation Engineer Ian Powell, Street Engineer
<b>COUNCIL LIAISON:</b>	n/a
<b>EXHIBITS:</b>	1. Summary of Public Comments Received Prior to March 19 2. Street Fund (110) Six-Year Forecast 3. Detail of Proposed TIP Expenditures 2027-2032 4. Project Descriptions 5. Map of Proposed Roadway and PBF Improvements 6. Map of Mercer Way Shoulder Improvements
<b>CITY COUNCIL PRIORITY:</b>	3. Make once-in-a-generation investments to update and modernize aging infrastructure, capital facilities, and parks.

<b>AMOUNT OF EXPENDITURE</b>	\$ n/a
<b>AMOUNT BUDGETED</b>	\$ n/a
<b>APPROPRIATION REQUIRED</b>	\$ n/a

**EXECUTIVE SUMMARY**

The purpose of this agenda item is to conduct a public hearing on the 2027-2032 Transportation Improvement Program (TIP) and for the City Council to provide feedback on the draft TIP.

- RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to Washington State Department of Transportation (WSDOT) and the Puget Sound Regional Council (PSRC) by July 1.
- The 2026-2031 TIP was adopted by the Council on June 17, 2025.
- The public comment period to solicit community input on the updated 2027-2032 TIP is January 13 to April 21, 2026. Exhibit 1 summarizes feedback received as of the City Council April 7, 2026 agenda packet publication.

- A public hearing is scheduled for the April 7, 2026 City Council Meeting and will be continued to the May 5 meeting, when the City Council is scheduled to adopt the TIP.
- TIP-defined transportation projects will be integrated into the City's Capital Improvement Program (CIP). Exhibit 2 outlines the associated six-year forecast and 2027–2028 budgetary actions. Once the City Council approves the biennial budget this year, funding will be appropriated for the 2027–2028 biennium.
- Exhibits 3 and 6 outline the estimated costs, overall description, and location for each transportation-focused capital project within the six-year TIP period. An update on the status of current construction projects will be included in the staff presentation to City Council.

Staff will incorporate City Council feedback and return at the May 5, 2026 City Council Meeting for continuation of the Public Hearing and adoption of the 2027-2032 TIP.

## BACKGROUND

The Six-Year TIP is a planning tool used to identify specific projects that serve to maintain, preserve, and maximize use of the existing roadway and pedestrian/bicycle facility network. The TIP balances revenues and expenditures within the Street Fund through programming and phasing project design and construction over a six-year period.

RCW 35.77.010 requires cities to formally adopt a TIP annually and submit it to WSDOT and the PSRC by July 1st. A public hearing on the draft TIP as part of the City Council meeting is a requirement of State law. Once adopted, transportation-focused capital projects are included in the City's Capital Improvement Program (CIP), which the City Council reviews and adopts during the biennial budget process.

The TIP also coordinates underground utility improvements in conjunction with roadway projects. By synchronizing these efforts, the City achieves reduced overall costs and public disruption by avoiding the need to reopen the same roadway for separate utility and surface improvements. Furthermore, all arterial street and pedestrian and bicycle facility (PBF) projects must be included in the TIP to be eligible for State and Federal funding.

The draft 2027-2032 TIP is an update of the 2026-2031 TIP ([AB 6711](#)) adopted by the City Council in June 2025. Individual projects and programs are combined, where feasible, to create economies of scale for construction. The draft TIP includes transportation improvements in the following categories:

- A. Residential Street Preservation Program
- B. Arterial Street Improvements
- C. New Pedestrian and Bicycle Facilities (PBF)
- D. Other TIP-related projects

At the April 7, 2026 City Council meeting, the Council will conduct a public hearing on the draft 2027-2032 TIP and provide feedback to staff to guide development of the final TIP. An updated version of the 2027-2032 TIP will be presented for review and adoption at the May 5, 2026 City Council meeting.

## ISSUE/DISCUSSION

### PUBLIC COMMENTS

The 2026 TIP public comment period runs for fourteen weeks from January 13 to April 21, 2026. Notices advertising the opportunity for public comment were posted on the City's website, in the Mercer Island Reporter, in the City's weekly newsletter (MI Weekly), and on [Let's Talk](#). Additional information is available on the City's TIP webpage at <https://www.mercerisland.gov/tip>. Let's Talk and the City's TIP webpage provide users with access to TIP maps, FAQs, and related information to learn more about the TIP process and to submit comments online.

Prior to this agenda bill's publication, 32 public comments were received. These comments are summarized in Exhibit 1. Staff will continue to review, log, and consider all public comments submitted between now, the April 7, 2026 public hearing, and the end of the 58-day public comment period on April 21, 2026.

### STREET FUNDING

The Street Fund is a restricted fund that accounts for revenues and expenditures for the maintenance, preservation, and construction of improvements related to the City's transportation network. Street Fund revenues support transportation-focused capital improvements outlined in the TIP.

Exhibit 2 is the latest six-year Street Fund financial forecast. It outlines anticipated expenditures associated with TIP capital projects, revenues restricted by state law or local policy to support these improvements, and the year-over-year financial impact to complete this work through 2032.

Resources that fund TIP projects include:

1. Real Estate Excise Taxes (REET-2) Revenues
2. Mercer Island Transportation Benefit District
3. State Grants (when available)
4. State-shared Motor Vehicle Fuel Taxes (MVFT)
5. State-shared Multimodal Transportation Fees
6. Transportation Impact Fees
7. Tree Replacement Fees
8. Interfund Transfers (Utility improvements within street projects)

### Real Estate Excise Taxes (REET) Revenues

REET is a 0.5% tax paid on the sale or transfer of real estate (land and buildings) paid by the seller at the time of sale. Mercer Island imposes two 0.25% taxes on property transactions – REET-1, the "first quarter percent," and REET-2, the "second quarter percent." Passed in 2025, [HB 1791](#) modified state statutes addressing the use of local REET revenues on capital investments. The new law expands eligible uses of REET tax revenues on any public infrastructure project, parks, and affordable housing.

Per the City's current budget policy, all REET-1 revenues go to the Capital Improvement Fund to fund capital improvements including parks, open space, and public building maintenance projects. REET-2 revenues are split with ten percent being directed to the Capital Improvement Fund and the remaining 90 percent committed to the Street Fund for construction and maintenance of streets, pedestrian, and bicycle facilities.

## **Mercer Island Transportation Benefit District**

City Council adopted [Ordinance No. 14C-11](#), which directs annual vehicle license fees collected under the Transportation Benefit District (TBD) to support the operation, preservation, and maintenance of principal arterials, high-capacity transportation, and/or public transportation on the island. Street right-of-way maintenance and operations, and arterial street improvements are the kind of projects typically funded with vehicle license fees.

## **Grants**

In 2023, staff secured a U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant in the amount of \$160,000 to develop a Transportation Action Plan in 2027-2028. Once developed, the Transportation Action Plan will serve as a building block to improve roadway safety. It will also allow staff to apply for implementation, planning, or demonstration grants based off the Plan's projects and strategies that address roadway safety problems. In 2024, staff secured a SS4A supplemental planning grant in the amount of \$320,000 to update the Pedestrian and Bicycle Facilities (PBF) Plan in 2026-2027. Ultimately, the PBF Plan will inform and support the Transportation Action Plan.

In 2024, staff secured a Transportation Improvement Board (TIB) grant in the amount of \$850,000 to design and construct the Island Crest Way Shared Use Path Phase 1 in 2026-2027. Staff may continue to pursue TIB funds for additional Island Crest Way Corridor Improvement (90.20.0013) project elements.

Staff are currently pursuing WSDOT's Pedestrian Bicycle Program (PBP) grant for the Aubrey Davis Mountains to Sound Trail Lighting (90.25.0008) project. Funding is available for 2027-2029 projects that aim to improve pedestrian and bicyclist safety and mobility. This project may only proceed if staff secures grant funding.

Staff also plan to pursue WSDOT's Safe Routes to School (SRTS) grant in 2028 to improve safety and mobility for children by providing safe walking and bicycle routes to school. Projects that may be eligible for Safe Routes to School funding in Exhibit 3 include 84<sup>th</sup> Avenue SE Pedestrian Improvements (90.20.0025), 78<sup>th</sup> Avenue SE Sidewalk Improvements (90.20.0029), Mercerwood Drive Pedestrian Improvements (90.20.0030), Island Crest Way Crosswalk Enhancement (90.20.0031), and 92<sup>nd</sup> Avenue SE Sidewalk Improvements (90.20.0043).

## **State-shared Motor Vehicle Fuel Taxes (MVFT)**

MVFT is a fixed tax, currently making up ~~49.4 cents~~ 55.4 cents of the per gallon price of gasoline, diesel, and other fuels. Effective July 1, 2025, SB 5801 increased fuel taxes by \$0.06 per gallon and special fuel taxes by \$0.03 per gallon. Beginning July 1, 2026, fuel taxes will increase by 2%. July 1, 2027, the special fuel tax is increased by an additional \$0.03 per gallon and beginning July 1, 2028, the increase will be 2% annually.

The tax is not based on the dollar amount of the fuel, but rather on the volume of fuel sold. Hence, there is no revenue benefit from higher gas prices. The state shared revenue is distributed based on population and other set allocation methods.

MVFT is to be spent on salaries and wages, materials, supplies, equipment, purchase or condemnation of right-of-way, engineering or any other proper highway or street purpose in connection with the construction, alteration, repair, improvement, or maintenance of city streets, bridges, viaducts, or underpasses. The share of the motor vehicle fuel tax distributed to the City of Mercer Island is projected to decline over time.

## **State-shared Multimodal Transportation Fees**

Like MVFT, Multimodal Transportation funds are a state shared revenue. Distributions are shared equally between cities and counties. The City portion is made on a per capita basis. In general, Mercer Island's population grows at a slower rate than surrounding cities, so this revenue is projected to remain relatively flat over time.

## **Transportation Impact Fees**

Washington State law (RCW 82.02.050) specifies that Transportation Impact Fees are to be spent on "system improvements", which can include physical or operational changes to existing roadways, as well as new roadway connections. These are generally projects that add capacity (new streets, additional lanes, widening, signalization, etc.), but can also include bicycle, pedestrian, and transit-supportive projects that provide capacity for future growth and are within the right of way of 'streets and roads' as defined by the Growth Management Act.

Past practice with funding transportation infrastructure improvements has been to utilize the more restrictive resources in the Street Fund – such as transportation impact fees – before using the less restrictive resources (such as REET-2 or revenues from the State's Motor Vehicle Fuel Tax).

## **Tree Replacement Fee**

Per [MICC 19.10.070\(C\)](#), this fee-in-lieu is a payment made by developers when they cannot meet required tree-retention or replacement standards on-site. These funds serve as a "substitution" for physical trees and are restricted to urban forestry projects, such as planting new trees or maintaining the existing canopy in other locations.

## **Interfund Transfers**

Interfund transfers are the shift of resources from utility funds into the Street Fund. In capital construction, they represent a revenue allocation where a utility fund (e.g., the "originating fund") provides its share of a multi-objective project's cost to the Street Fund (e.g., the "receiving fund"). This ensures that different project costs tied to utility upgrades are attributed to the specific infrastructure being improved when a street overlay project is completed.

## **PROGRAM ELEMENTS**

Below are descriptions of TIP categories which follow the same order as the Detail of Expenditures in Exhibit 2. The proposed TIP projects fall under two main categories: "Preservation & Maintenance Projects" and "New Construction Projects." The Capital Improvement Program includes a budget policy that prioritizes capital reinvestment projects (preservation & maintenance) over capital facilities projects (new facilities). Staff utilize this policy when prioritizing projects in the TIP to maintain a positive Street Fund balance. Refer to the [City's website](#) for more information about the Street Resurfacing Program and how streets are prioritized. For specific project descriptions, refer to Exhibit 4. For a map of these projects, refer to Exhibit 5.

### **Preservation & Maintenance Projects**

#### Residential Street Preservation Program

This program restores and resurfaces the City's 58.2 miles of public residential streets on an approximate 35- to 40-year cycle. During the last 15 years, over 13 miles of residential streets have been resurfaced with a Hot Mix Asphalt ("HMA") overlay and 2.8 miles have been resurfaced with a chip seal. This combined 19.6 miles

accounts for almost 34% of the residential street network. The residential program also improves substandard streets in public right-of-way at the rate of roughly one per biennium, as the need arises. Selection and timing of residential resurfacing work is based on Pavement Condition Index (“PCI”) ratings performed every three years, as well as planned water, sewer, and storm drainage utility work. The most recent PCI ratings were collected in September 2025.

### Arterial Street Improvements

This category provides preservation and improvement of the City’s 25.4 miles of arterial streets on an approximate 25- to 30-year cycle. This includes the 2.6 miles of Town Center arterial streets. Over the last 15 years, approximately 10 miles of arterial roadways (nearly 40%) have been resurfaced. Project priorities are based on PCI, the need for underground utility improvements, condition of pedestrian and bicycle facilities, and timing of other large projects. These projects incorporate reinvestment in existing pedestrian and bicycle facilities. Residential street overlays are linked when feasible to arterial street projects to create an economy of scale. In the next six years, resurfacing projects are planned on portions of North, West, and East Mercer Ways as well as SE 27<sup>th</sup> Street, 76<sup>th</sup> Avenue SE, 78<sup>th</sup> Avenue SE, and SE 24<sup>th</sup> Street.

The Arterial Preservation Program extends the lifespan of arterial streets by proactively addressing isolated pavement failure areas. Techniques include crack sealing, square cut patching, and full-lane-width grinding and repaving.

### **New Construction Projects**

#### Pedestrian and Bicycle Facilities (“PBF”)

This category improves and adds to the pedestrian and bicycle facilities network. Specific projects are based primarily on those identified in the [2010 PBF Plan](#), with input from the community and the School District. PBF “reinvestment” projects, such as asphalt overlays of existing pedestrian paths adjacent to arterial street improvements, are not included in this category. Rather, they are included in the scopes of their associated arterial street improvement projects. This category also includes ongoing program funding to implement smaller scale PBF improvements and Americans with Disabilities Act (ADA) compliance improvements guided by the [ADA Transition Plan](#).

The Roadside Shoulder Development Program was established in 2002 to create new paved shoulders suitable for pedestrian and bicycle use on the Mercer Ways. Since that time, numerous phases of work have been completed. Exhibit 6 shows the status of the Roadside Shoulder Development Program. Since 2003, the City has constructed at least one shoulder project per biennium. The East Mercer Way Roadside Shoulders Phase 11 project scheduled for 2027 will complete the Roadside Shoulder Development Program, for a lifetime program cost of approximately \$5.3 million.

#### Transportation Improvements Program (TIP) Other

This category covers transportation projects outside the scope of residential street preservation, arterial improvements, and pedestrian/bicycle facilities (PBF). It includes studies, plan updates, standard details, and various roadway, parking, or non-motorized projects.

### **Capital Project Management**

In prior years, staff costs for capital project management were included in each project’s overall costs as outlined in the TIP. With the transition to the City’s new financial accounting software, staff are no longer

accounting for project management costs at the project level, but rather at the fund level. This is reflected in reduced proposed expenditures in Exhibit 3.

### **Street Operations**

Many day-to-day operating expenses that are not associated with the TIP are also accounted for in the Street Fund. These include operating supplies, staff time unrelated to capital projects, and administrative overhead to operate and maintain public streets, pedestrian, and bicycle facilities. These operating expenses are tracked in this expenditure category of the Street Fund.

### **NEW PROJECTS AND CHANGES TO CONSIDER FROM THE PREVIOUS TIP**

The following is a summary of the noteworthy changes incorporated into the draft 2027-2032 TIP. Refer to Exhibit 4 for project descriptions in the draft 2027-2032 TIP.

#### Water Supply Line Replacement

In April 2024, the Seattle Public Utilities (SPU) water supply line showed evidence of leaking near SE 40<sup>th</sup> Street and 95<sup>th</sup> Court SE. Repairs were successfully completed by SPU in 2024, and a Water Supply Pipeline project was included in the 2025-2026 Capital Improvement Program budget (90.40.0032). The Water Supply Pipeline project constructs approximately 5,000 feet of new City-owned 24-inch water pipeline starting on the Boat Launch Access Road, proceeding northward along East Mercer Way, then west along SE 36<sup>th</sup> Street, up Gallagher Hill Road, and then east along SE 40<sup>th</sup> Street to 92<sup>nd</sup> Avenue.

Pedestrian and Bicycle Facilities projects impacted by the new Water Supply Pipeline work include Gallagher Hill Road Sidewalk Improvements (90.20.0009) and SE 40<sup>th</sup> Street Sidewalk Improvements (90.20.0006). During last year's update to the TIP, staff anticipated construction to begin in late 2025. Now further along in the design process, construction is planned to begin in late Spring 2026. Therefore, staff reprogrammed construction of Gallagher Hill Road and SE 40<sup>th</sup> Street Sidewalk Improvements to 2027, which aligns with completion of the Water Supply Pipeline.

Arterial Street Overlay projects on SE 36<sup>th</sup> Street (previously project 90.20.0023 in the 2025 TIP update), Gallagher Hill Road (previously project 90.20.0008 in the 2025 TIP update) and SE 40<sup>th</sup> Street (previously project 90.20.0010 in the 2025 TIP update) were removed from the TIP project list, as they will be budgeted through the Water Fund as restoration following the water improvements.

#### Puget Sound Energy Work in the Town Center

In early 2026, staff were informed of upcoming Puget Sound Energy (PSE) underground power work in the Town Center. The PSE project will trench and install underground power conduit along SE 27<sup>th</sup> Street, where an overlay was planned for 2026 (90.20.0014). Staff are postponing this overlay project, along with nearby overlay work at 76<sup>th</sup> Avenue SE and North Mercer Way (90.20.0017) to occur in 2027, allowing PSE underground work to be completed prior to the resurfacing.

#### Project Timeline and Budget Adjustments to Stabilize Street Fund

Staff propose adjusting several project timelines and budgets to prioritize certain capital improvements within the City's limited Street Fund resources in 2027 and 2028 as well as to balance investments over the six-year planning period.

Current Pavement Condition Index (PCI) data collected in 2025 support this timeline delay, as the City-wide overall average score has increased since data was last collected in 2022 (PCI data results are discussed later in this agenda bill). Projects impacted by budget reductions will require staff to reduce the scope of work. Projects with timeline and budget adjustments are as follows:

- Residential Street Resurfacing (90.20.0001): Annual program budget reduced by \$100,000 for all six years (2027-2032).
- ADA Transition Plan Implementation (90.20.0003): Annual program budget reduced by \$50,000 for all six years (2027-2032).
- North Mercer Way Overlay & Sidewalk Improvements (90.20.0015 and 90.20.0034): Construction moved from 2027 to 2029.
- 78<sup>th</sup> Avenue SE Sidewalk Improvements (90.20.0007): Construction moved from 2027 to 2030.
- 81<sup>st</sup> Avenue SE Sidewalk Improvements (90.20.0020): Construction moved from 2027 to 2029.
- West Mercer Way Overlay (90.20.0021): Construction moved from 2029 to 2030.
- 78<sup>th</sup> Avenue SE Overlay & Sidewalk Improvements (90.20.0026 and 90.20.0029): Construction moved from 2030 to 2031.
- SE 24<sup>th</sup> Street Overlay & Sidewalk Improvements (90.20.0027 and 90.20.0028): Construction moved from 2030 to 2031.
- 77<sup>th</sup> Avenue SE Channelization Upgrades (90.20.0022): Design moved from 2030 to 2031.
- Island Crest Way Corridor Improvements (90.20.0013): Construction moved from 2030 to 2031.
- SE 27<sup>th</sup> Street Sidewalk Improvements (90.20.0032): Construction moved from 2030 to 2031.
- West Mercer Way Overlay (90.20.0033): Construction moved from 2031 to 2032.

### Emerging Needs

Staff added two new projects to the TIP project list based on emerging needs of the City as well as partner public agencies. Brief project descriptions are provided below (see Exhibit 4 for complete project descriptions):

- Street Standard Details (90.20.0042): Identified by staff as a priority for upcoming planning and design efforts, this project will establish standard details to ensure all infrastructure aligns with City goals. Street Standard Details – often called "Standard Plans" or "Standard Drawings" – are the technical "blueprints" that define exactly how Mercer Island's streets, storm drainage, and the transportation network must be built or repaired.
- 92<sup>nd</sup> Avenue SE Sidewalk Improvements (90.20.0043): Identified by Mercer Island School District as a priority "safe route to school", this project will construct concrete curb, gutter and sidewalk along the west side of 92<sup>nd</sup> Avenue SE in 2030. To prioritize limited financial and staff resources to complete this new project, staff delayed other "safe route to school" projects to take place between 2030 and 2032. These projects include 84<sup>th</sup> Avenue SE Pedestrian Improvements (90.20.0025), Mercerwood Drive Pedestrian Improvements (90.20.0030), and Island Crest Way Crosswalk Enhancement (90.20.0031). Starting this project in 2029 also allows for the sidewalk connection to be completed on SE 40<sup>th</sup> Street (90.20.0006).

### **LOOKING AHEAD – UNFUNDED PEDESTRIAN AND BICYCLE FACILITIES ("PBF") PROJECTS BEYOND 2032**

Several PBF projects are unfunded pending further evaluation of scope, confirmation of need, and availability of funding. They include 86<sup>th</sup> Avenue SE Sidewalk Improvements (SE 42<sup>nd</sup> Street to Island Crest Way), Merrimount Drive Sidewalk Improvements (Island Crest Way to West Mercer Way), SE 34<sup>th</sup> Street Sidewalk Improvements (78<sup>th</sup> Avenue SE to 80<sup>th</sup> Avenue SE), and Mercerwood Drive Pedestrian Improvements (96<sup>th</sup> Avenue SE to East Mercer Way). Refer to Exhibit 4 for project descriptions of these unfunded projects.

## **MOBILE ASSET DATA COLLECTION & PAVEMENT CONDITION RATINGS**

As part of the ongoing effort to cost-effectively maintain the City's street network, staff have contracted for pavement condition assessment of City roadways at regular intervals (completed in 2013, 2016, 2019, 2022, and 2025). The data collected produces a Pavement Condition Index (PCI) value for each of the over 700 segments of pavement within the City's 83.6-mile public road network.

This rating process is based on collecting visual pavement distress information and computing it into numerical deduction values which are subtracted from a highest possible score of 100, resulting in a PCI score between 0 and 100. These numerical scores are bracketed into six condition ranges: Good (PCI 100-86), Satisfactory (85-71), Fair (70-56), Poor (55-41), Very Poor (40-26), and Failed (25-0).

The overall health of Mercer Island's road network can be determined by three general indicators: the average network PCI, the amount of network backlog (defined as a PCI below 40), and the amount of network in Good condition (PCI of 100-86).

PCI data from 2025 gave the City's road network an average PCI of 80. This is considered an above-average grade in the pavement rating industry. The backlog was 3.5%, which is considered low (below 15% is desirable) and the amount of good condition streets at 45% was considered somewhat high (should be at least 15%). The 2025 PCI data show an overall increase in network scores. This increase is mostly attributed to new distress detection technology that improves data collection and reduces errors in the data. Also, over the last six years, road projects have repaved numerous streets in the Poor and Failed categories, which has significantly lowered the backlog.

Staff use PCI information as the primary basis for prioritizing street resurfacing projects within the TIP. Other factors that are considered when scheduling roads for repaving are upcoming utility projects (storm drainage, water mains, natural gas work) and coupling with PBF improvements. Because pavement conditions change over time, data collection needs to be an ongoing process. Staff are planning to collect PCI data again in the summer of 2028. Staff will then evaluate the data consultant's new distress detection technology by comparing the 2028 data against the 2025 and 2022 datasets.

## **NEXT STEPS**

Develop the final 2027-2032 TIP based on feedback from the Council. Continue public hearing and present the updated TIP to the Council on May 5, 2026, for adoption.

## **RECOMMENDED ACTION**

Receive comments on the 2027-2032 TIP from the public hearing and provide feedback to staff.