

# Regional Transportation Plan Development

Regional Project Evaluation Committee  
October 24 2025



Puget Sound Regional Council



*We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.*

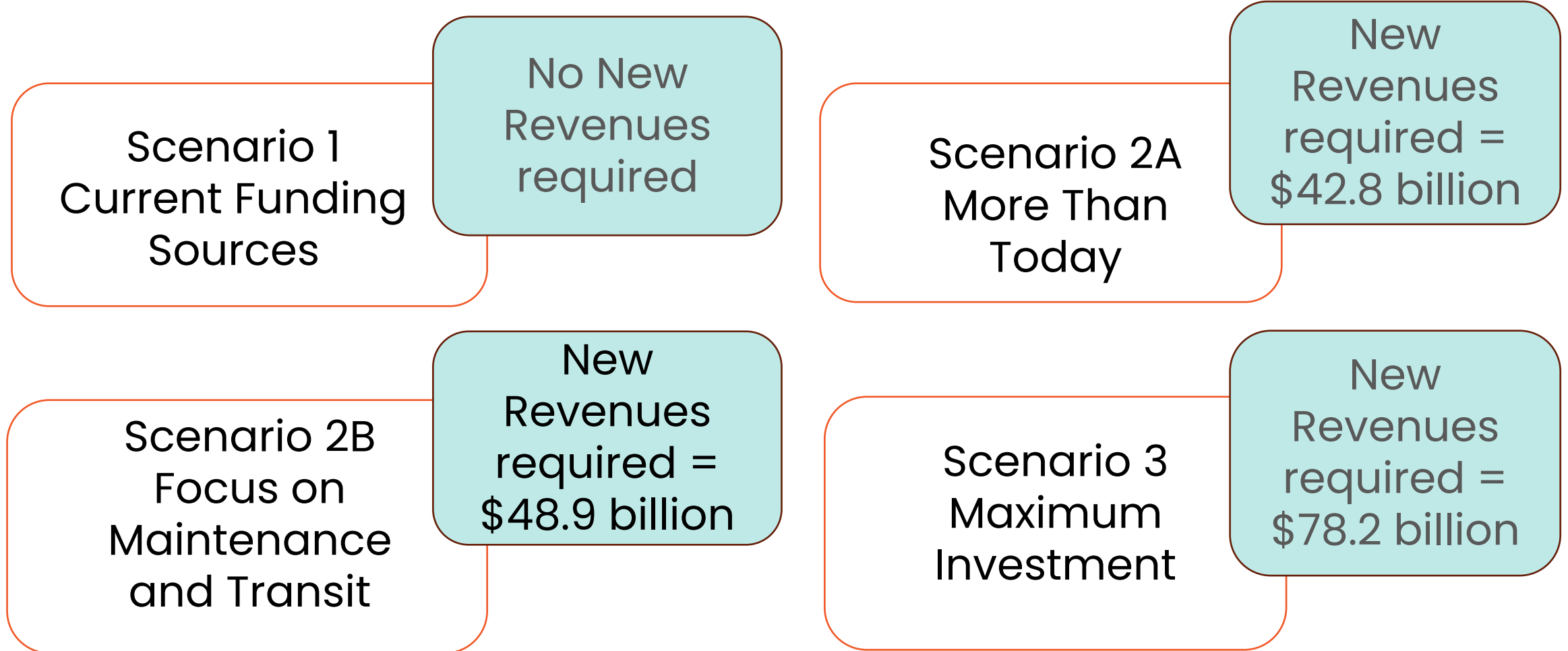
[psrc.org/equity](https://psrc.org/equity)

# Today's Discussion

- Review of final preferred RTP scenario
- Public feedback to date
- Reminder of financial strategy requirements
- Preliminary approach for new revenue sources
- Previous sensitivity analyses
- Additional background
- Upcoming board discussions



# Four Scenarios Advanced into Analysis





# Scenario 2B – Focus on Maintenance and Transit

October TPB ACTION – Scenario 2B moves forward into draft RTP development

Regional Capacity  
Projects starting  
before 2040

Programmatic  
System  
Improvements at 70%  
of full unconstrained  
needs

*Updated*  
New Revenues  
required = \$49.3  
billion

Maintenance,  
Preservation and  
Operations at full,  
optimal levels

Local Transit Service  
Growth at 2.0% per  
year



# Summary of Scenario Analysis

- Modest differences between scenarios for many of the modeled performance metrics
- Greater distinctions between scenarios from the spatial and qualitative measures
  - *Scenario 2B = more investment than Scenarios 1 and 2A, with a focus on Maintenance and Transit*



# Summary of Scenario Results – *Example*

Scenario 2B results in *lower gaps* in transit service in areas where those service levels could be supported, compared to today and under Scenarios 1 or 2A (*excepting High-Capacity Transit*)

Service Level	Today	Scenario 1	Scenario 2A	Scenario 2B	Scenario 3
Local Transit	33.2%	32.7%	30.7%	<b>14.8%</b>	14.8%
All Day Transit	36.4%	27.9%	25.6%	<b>25.2%</b>	25.2%
Frequent Transit	11.4%	16.9%	14.1%	<b>6.0%</b>	6.0%
High-Capacity Transit	32.4%	33.4%	33.4%	<b>33.4%</b>	33.4%



# Public Feedback to Date – Regional Public Meetings

- ✓ *September 4: Seattle Central Public Library*
- ✓ *September 18: Everett Station*
- ✓ *October 2: Puyallup, Pioneer Park Pavilion*
- ✓ *October 16: Tacoma, Point Defiance Pagoda*
- **October 23: Tukwila Community Center**
- **October 30: Bremerton, Marvin Williams Recreation Center**



# Public Feedback to Date

Four RTP public meetings held thus far

- ~200 attendees
- Overall scenario preferences =
  - 4% Scenario 1
  - 28% Scenario 2A
  - 40% Scenario 2B
  - 28% Scenario 3





# EAC Feedback

Key priorities are accessibility and affordability

Preferences expressed for Scenario 1 (majority) and Scenario 2B

Key discussion themes =

- Need additional infrastructure but concerned about the additional costs to households
- Cost burdens are / will not be equally distributed across households and communities



# RTP Financial Strategy Requirements

*The plan must identify reasonably available sources and revenues to fund all investments in the plan – capital, operations and maintenance – for a financially constrained plan*

- The financial strategy is not an adopted budget – it is a general plan with reasonable assumptions
- Assumptions of new or increased revenues must include strategies for ensuring availability
  - This can include necessary local or state legislative actions



# Reminder: The Gas Tax is a Declining Revenue Source

PSRC Region's Gas Tax  
Generation: **2020**

~\$500  
million



PSRC Region's Gas Tax  
Generation: **2035**

~\$270  
million



% of Gas Tax for  
Debt Service: **2035**

~75%

With debt service impacts along with fuel efficiency gains and electric vehicles, future revenue from the gas tax available for new transportation uses is estimated to be **less than \$70m** by 2035.



# RTP Proposed Investments vs. Available Revenues

- There are stark differences in the revenue gap across sponsor categories

Sponsor Category	Percentage Gap
Counties	12%
<b>Cities</b>	<b>45%</b>
<b>Local Transit</b>	<b>29%</b>
Regional Transit	0%
Washington State Ferries	8%
Washington State DOT	7%





# Preliminary Approach for Potential New Revenue Sources

- From prior discussions, focus on those sources that can be implemented consistently across the region and that are more likely to generate greater potential revenue
- Five sources identified:
  - Road usage charge
  - Increased vehicle fees
  - Increased sales tax rates for local transit
  - Increased county road levy
  - Retail delivery fee

❖ *All potential sources will be discussed in the draft plan*



# Previous Sensitivity Tests – Low, Medium, High Ranges

Revenue Source	Low	Medium	High
Road Usage Charge	State RUC (\$0.027)	2 x State RUC	3 x State RUC
	\$15.15 billion	\$30.29 billion	\$45.44 billion
Vehicle Fees	\$50 additional	\$100 additional	\$150 additional
	\$4.80 billion	\$9.60 billion	\$14.40 billion
Sales Tax for Local Transit	All agencies at 1.2%	All agencies at 1.4%	All agencies at 1.6%
	\$11.08 billion	\$18.45 billion	\$25.82 billion
County Road Levy	2% per year	3% per year	6% per year
	\$1.78 billion	\$3.48 billion	\$10.52 billion
Retail Delivery Fee	\$40m per year Statewide	\$70m per year Statewide	\$100m per year Statewide
	\$0.60 billion	\$1.05 billion	\$1.50 billion
TOTALS	\$33.4 billion	\$62.9 billion	\$97.7 billion

*Scenario 2B gap = \$49.3 billion*



# Additional Background

Applying current distribution methods may not meet the needs

New Revenue Source	Default Distribution Method / Current Rates	Eligible Recipient
Road Usage Charge	Gas tax distribution = State 80%, Counties/Cities 20%	State, Counties, Cities
Vehicle Fees	Vehicle Fee distribution = State 68%, Counties/Cities 28%, Local Transit 4%	State, Counties, Cities, Transit
Transit Sales Tax	Sound Transit – 1.4% <i>Local transit capped at 1.2%</i> King County Metro – 0.9% Community Transit – 1.2% Kitsap Transit – 1.1% Pierce Transit – 0.6% Everett Transit – 0.6%	Local and Regional Transit
County Road Levy	Capped at 1% annual growth	Counties
Retail Delivery Fees	n/a	tbd



# Upcoming Board Discussions

- Should all five sources be included in the RTP financial strategy?
- What levels or rates should be assumed?
- What additional policy issues need to be flagged for implementation? E.g.,
  - *Equity and fairness considerations*
  - *Meeting the gaps by sponsor category*
  - *Changes to current distribution methods*
- Discussion of future PSRC action / work program





# Upcoming Board Discussions

- Staff will bring back 1-2 revenue scenarios, including
  - gap analysis by sponsor category
  - policy considerations
  - interim year data
- Board discussion of policy issues and direction for draft plan financial strategy



# Schedule

November–December: continued board discussions on draft plan development

❖ *December*: draft plan released for public comment

January–April 2026: review of public comments, finalize plan document, including any actions, key messaging, etc.

➤ *April 2026: ACTION* by Transportation Policy Board and Executive Board recommending adoption of the final Regional Transportation Plan

✓ *May 2026: ADOPTION* by the General Assembly

