



REGIONAL TRANSPORTATION PLAN

2026–2050

OUTREACH & ENGAGEMENT

May 2026



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Contents

Summary.....	4
Public Involvement Plan.....	5
Inputs.....	5
RTP Public Involvement Question Set.....	6
Board Insights	8
Pre-Engagement Interviews.....	9
Coordinated Mobility Plan Engagement Overlap.....	11
Outcomes	12
Social Media.....	13
Email outreach	13
Engagement Results	14
Community Event Tabling.....	38
Regional Public Meetings.....	39
Virtual Public Meeting.....	60
Focus Groups.....	61
Public Comment – 332 Total Comments	64
Conclusion.....	66
Appendix A: RTP Regional Public Meeting Small Group Discussion Summaries	68
Appendix B: RTP public comment period full text and analysis spanning Dec 15, 2025 to Feb 26, 2026.....	74

Summary

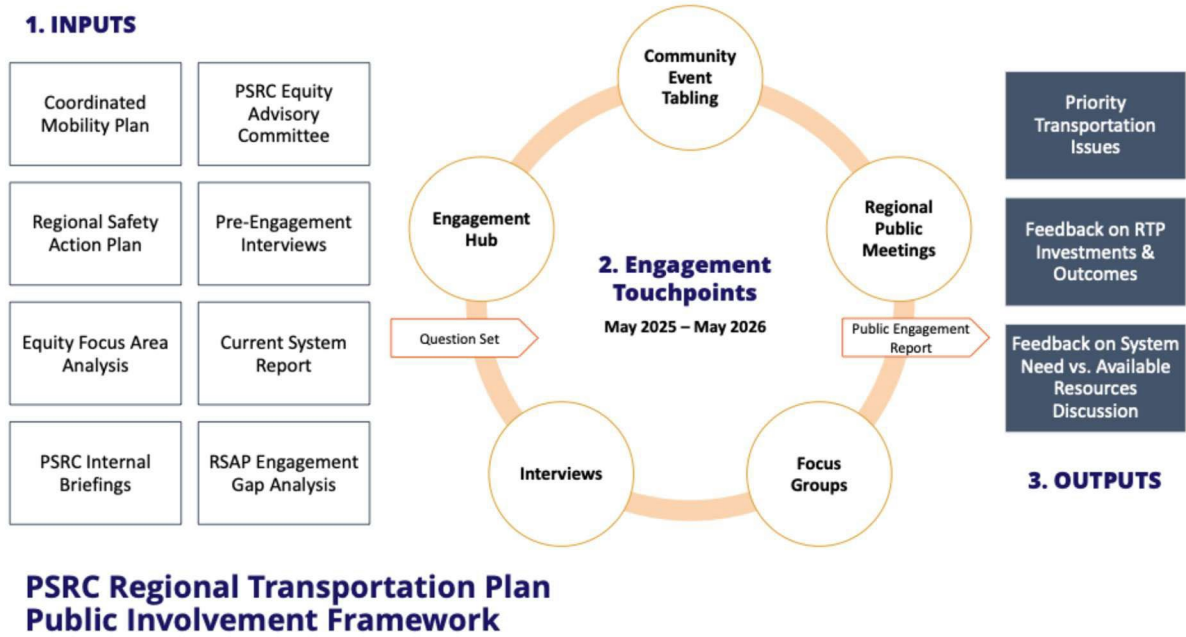
PSRC, with the assistance of public engagement consultants Uncommon Bridges, conducted outreach with residents, grassroots community organizations, and grassroots community partners to inform the PSRC Regional Transportation Plan (RTP).

The process, which included a comprehensive online survey, regional public meetings, board and committee briefings, focus groups, and targeted interviews, revealed a range of views about current transportation conditions and needs with widespread concern among residents with the current transportation system. The most prevalent problem identified by the public is frustration with system unreliability and a lack of travel choices. Many residents expressed that they are unable to travel efficiently, safely, or predictably, regardless of the mode of transportation.

This frustration is divided between two major issues. On the one hand, many residents criticized the public transit system, citing service as infrequent, slow, unreliable, and fragmented. A lack of reliable transit service across growing suburban and rural communities was a common theme. On the other hand, many drivers feel trapped in a failing car-centric network, facing frequent congestion on major highways and expressing dissatisfaction with poorly maintained infrastructure in many urban and rural areas.

Public safety emerged as a high concern, driven by fears of "lawless" driving, including aggressive behavior and excessive speeding. Consequently, improving safety for all vulnerable road users, including pedestrians and bicyclists, was consistently rated as a top priority. In terms of future direction, the community issued a strong, unified preference for an ambitious investment strategy, rejecting current funding levels and signaling a clear preference for the higher-investment scenarios. Of the four transportation plan scenarios presented, a plurality preferred the hybrid Scenario 2B, which presented doing more than today and emphasizing maintenance and preservation while growing the local transit system. This consensus indicated a desire to move beyond incremental fixes and proactively prepare the region's infrastructure for future growth. The public's highest investment priorities are concentrated in four core areas: improving safety for pedestrians and bicyclists, establishing reliable and well-maintained roads and highways, creating well-connected and dependable transit services for local neighborhoods, and expanding faster transit services connecting major regional destinations.

Public Involvement Plan



At the outset of the RTP development process, PSRC developed a comprehensive public engagement plan, informed by several inputs.

Inputs

- I. Coordinated Mobility Plan – Public engagement conducted as part of the development of the federally-required Coordinated Mobility Plan overlapped and integrated with regional transportation engagement through collaborative planning and marketing.
- II. PSRC Equity Advisory Committee – PSRC established a subcommittee from the Equity Advisory Committee that met monthly to review outreach materials, connect with key contacts, and facilitate discussions at regional public meetings.
- III. Regional Safety Action Plan (RSAP) – As the most recently undertaken planning process, PSRC drew upon fresh relationships and learnings from the RSAP engagement process.
- IV. Pre-Engagement Interviews – Initial meetings with individuals representing different interest and stakeholder groups were conducted to help plan how to engage broadly.
- V. Equity Focus Area Analysis – PSRCs equity focus areas helped to inform decisions such as outreach style, venue selection, and accessibility.
- VI. Current System Report – A comprehensive report describing the current transportation system and its gaps was published early in the plan development process to inform subsequent work.

VII. Board Insights – PSRC’s Transportation Policy Board established the overall scope of work for the RTP, identifying priority policy and emphasis areas. PSRC’s advisory committees were also regularly briefed and added their recommendations and perspectives on various elements of the plan.

VIII. RSAP Engagement Gap Analysis – To maximize outreach success, the engagement team reviewed geographic areas of the region where we were less successful in connecting with the community during the RSAP engagement process. This information was used to market to these areas proactively, increasing participation in the RTP engagement process.

RTP Public Involvement Question Set

To design the public involvement program, PSRC developed a question set to outline engagement objectives. The question set explored:

- What is our intention? Why are we doing this?
- What information will we share?
- Who will we share it with? How?
- How specific will we get?
- What information will we gather?
- What bridges can we build?
- What boundaries do we have?

These questions were answered to help identify clear objectives for the different engagement activities. PSRC answered these questions for interviews, the engagement hub, and regional public meetings, as seen in the table below. Results from these touchpoints were also used to create the question set for focus groups held during the formal public comment period for the draft RTP.

Pre-Engagement Interviews	Information Sharing	Information Gathering
Topics	<ul style="list-style-type: none"> • Who is PSRC • What's the RTP? • Schedule of decisions being made • Explanation of when people can have influence • PSRC Board Key Policy Priorities • PSRC's future-looking, long-range perspective in the changing geo-political context 	<ul style="list-style-type: none"> • Given the current state of things, what is coming to mind about the future of transportation? • What is the most important transportation issue in your community and/or to you?
Geographies Covered	Region Wide	Region Wide
Depth	Shallow	Moderate

Engagement Hub	Information Sharing	Information Gathering
Topics	<ul style="list-style-type: none"> • Who is PSRC • What's the RTP? • Post Results of Past Survey (March 2025) - "what is the most important transportation issue in your community?" • Top Issues of the Current System Report • PSRC Board Key Policy Priorities • "Maintain first, then improve" - Flush out the concept 	<ul style="list-style-type: none"> • What is the most important transportation issue in your community? • Demographics • Engagement Opt-In • Email List Sign Up • EAC Applicant Interest
Geographies Covered	Non-Location Specific Region Wide	County Specific
Depth	Moderate	Moderate to Deep

Regional Public Meetings	Information Sharing	Information Gathering
Topics	<ul style="list-style-type: none"> • "Maintain first, then improve" - Flush out the concept • Draft types of investments & outcomes • Different levels of investment highlighting priorities (outcomes/costs) 	<ul style="list-style-type: none"> • Feedback - draft types of investments & outcomes - feedback • Reactions - different levels of investment highlighting priorities (outcomes/costs)
Geographies Covered	Region Wide County Specific	County Specific
Depth	Moderate to Deep	Moderate to Deep

Board Insights

PSRC's Executive Board serves as the governing board for the agency. Membership is made up of elected representatives from PSRC's member governments. The Executive Board is advised by its two policy boards on key transportation and growth management issues, the Transportation Policy Board and Growth Management Policy Board. The policy boards are made up of representatives from member jurisdictions, including elected officials, and regional business, labor, civic, and environmental groups. The Transportation Policy Board has lead responsibility for the development of the RTP.

PSRC's boards and committees provided critical input on the draft RTP and accompanying public engagement process. At various meetings throughout 2025, PSRC staff presented updates on plan development and asked for feedback from members of PSRC boards and committees.

In addition to the boards, PSRC has multiple committees to engage staff from local governments and agencies and users of the transportation system. PSRC seeks input from these committees on ways to address regional challenges, research and resolve technical issues, and review and recommend major transportation projects for funding. PSRC staff provided regular updates on RTP development to the committees that cover topic areas most relevant to transportation:

- Equity Advisory Committee
- Regional Project Evaluation Committee
- Regional Staff Committee
- Bicycle Pedestrian Advisory Committee

- Coordinated Mobility and Accessibility Committee
- Transit Operators Committee
- Freight Advisory Committee
- Regional Transit-Oriented Development Committee

A key action of the Transportation Policy Board was to set priorities for the RTP early in the scoping process, which included an adopted scope of work document. This led to the creation of key questions to be used in public meetings, surveys, and focus groups to guide the direction of the plan content.

Early feedback also steered the Transportation Policy Board to create an additional funding scenario for the plan. Later identified as Scenario 2B, this scenario relies upon additional funding for the transportation system, but with a specific focus on maintaining the current system at an optimal level and targeted investment in transit. This Scenario ultimately became the preferred approach by the public and members of the board and committees, leading the Transportation Policy Board to identify it as the preferred Plan scenario.

Pre-Engagement Interviews

Process

To begin outreach efforts grounded in community context, the engagement team conducted a series of solo and group interviews with those representing a selection of the perspectives targeted for the public engagement process. Interviewees included:

Transportation Choices Coalition / Cascade Bicycle Club / Advocates for Highway and Auto Safety / Snoqualmie Valley Mobility Coalition – Hopelink / Snohomish County Transportation Coalition / Everett Station District Alliance / City of Carnation

/ Commute Seattle / Transit Riders Union / Mt. Si Senior Center / Snoqualmie Valley Transportation / Pierce County Human Services

Outcomes

Prioritizing Equity, Transit Investment, and Safety Over Freeway Expansion

One of the most notable insights gathered from the respondents during interviews was the call to rethink PSRC's investment strategies. Many participants expressed a strong desire to shift priorities away from road expansions and towards enhancing equitable, high-capacity transit, alongside ensuring safe infrastructure for all. There was a consensus on redirecting

funds from freeway expansions to the creation of safer walking routes to transit, particularly in high-transit corridors.

Respondents emphasized that this shift isn't solely about transportation; it's fundamentally about promoting equity. Many transit riders come from lower-income backgrounds and communities of color, and they deserve safer, more accessible transit options. By aligning investments around high-capacity transit, many respondents felt the region could move away from suburban developments that tend to lead to increased traffic, accidents, and greenhouse gas emissions.

Reducing Car Dependency and Enhancing Mode Shift

Through the interviews, a common theme emerged regarding the need to reduce residents' reliance on personal vehicles, which was recognized as essential for both economic stability and improved quality of life. Participants frequently mentioned the significant financial burden that car ownership creates, making transportation one of the largest household expenses. Respondents emphasized that enhancing transit and active transportation options could effectively lower these costs. They pointed out that many daily trips, such as those to grocery stores or healthcare facilities, resemble commutes and should be prioritized in transportation planning.

A key opportunity identified was investment in safe cycling infrastructure, such as protected bike routes and secure storage facilities. Interviewees noted that such infrastructure not only encourages more people to cycle but also significantly enhances safety for all road users, leading to increased ridership and a decrease in collisions.

Furthermore, there was a strong belief that infrastructure must be universally designed to accommodate diverse users, including parents using cargo bikes and individuals commuting via e-bikes. This sentiment underscored the importance of thoughtful urban design, including redesigning bike racks and closing critical gaps in the regional trail network, to create a more inclusive transportation system. Overall, the interviews painted a picture of a community striving for a significant shift in transportation habits to promote sustainability and accessibility.

Strategic Engagement and Addressing Roadway Safety

The interviews highlighted that PSRC should be strategic and proactive regarding safety, emphasizing the urgent need to address the significant increase in roadway fatalities. Respondents noted that substantial investment in safety countermeasures

was essential, including the implementation of advanced in-car technologies such as Automatic Emergency Braking. Many felt that creating more equitable roads for all users was imperative. Interviewees expressed a desire for PSRC to take the lead in transit and active transportation investments, particularly to bridge the gap left by federal cuts in these areas, even if it meant forgoing other projects like freeway widening.

Recommendations For More Successful Outreach

Interviewees recommended prioritizing feedback from grassroots organizations and citizens who were directly impacted by transportation issues, ensuring that their voices were heard over those of well-resourced industry groups. Additionally, it was suggested that outreach events be made more engaging by incorporating food, music, and cultural performances, which would foster a sense of community and fellowship while making information sharing a secondary focus. Finally, leveraging technology such as text messaging and social media for online feedback was considered effective due to its high conversion rates, which allowed for increased participation and engagement from the community.

Coordinated Mobility Plan Engagement Overlap

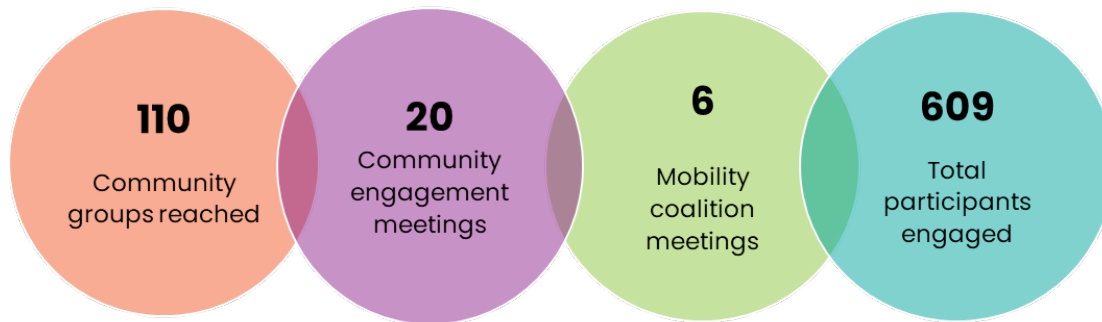
The Coordinated Mobility Plan identifies the mobility needs of priority populations, including youth, older adults, people with disabilities, those with low incomes, and individuals with limited English proficiency, through community engagement, and outlines strategies to address these needs. The plan fulfills federal and state requirements, including the Federal Transit Administration's Section 5310 program, which directs funding toward improving transportation access for older adults and people with disabilities. Additionally, state-required Regional Human Services Transportation Plan (RHSTP) guidelines emphasize the importance of coordination in transportation planning.

Between March and October of 2025, PSRC engaged with 17 community groups and three countywide mobility coalitions representing priority populations across the region. Initially, over 100 community groups were contacted via email, and those that responded were offered multiple engagement options, including attending their existing meetings or scheduling dedicated sessions. Engagement occurred both in-person and virtually, with two additional virtual meetings offered in May 2025 for stakeholders with limited staff capacity or those without regular meeting opportunities. Three community groups and three mobility coalitions were engaged multiple times to identify key mobility needs and priorities, addressing these needs. While PSRC aimed to engage at least one group representing each priority population in every county, responsiveness and capacity varied among organizations.

The Coordinated Mobility Plan outreach was conducted through a two-phased engagement process with community groups and mobility coalitions representing priority populations.

- Phase 1 engagement focused on identifying key mobility needs by gathering feedback from community members on challenges with public transit, specialized transportation, and other mobility options such as walking, biking, and rolling.
- Phase 2 engagement aimed to confirm the needs identified in Phase 1 and gather community input on transportation priorities to refine and improve those needs.

Outcomes



PSRC heard many stories and first-hand accounts of challenges faced by priority populations. While each person’s experience is unique, common themes emerged, resulting in eight key mobility needs identified through the engagement process:

- Better cross-agency and cross-county coordination for a seamless travel experience.
- Shorter wait times and more reliable transfers and return trips.
- More frequent and expanded transit service, especially during evenings, weekends, and other times when people need it most.
- Context-appropriate transportation options in areas not well served by fixed-route transit, including rural areas.
- More rider education opportunities and awareness of available transportation services.
- Improved access to healthcare, wellness, and other essential services.
- More accessible and safer infrastructure, including more amenities at transit stops (seating, lighting, shelters, and restrooms).

More information about the mobility needs and strategies reflecting the priorities of communities can be found in the Coordinated Mobility Plan.

Social Media

From August 11 until December 17, PSRC published 170 RTP-related posts across seven social media platforms. These posts promoted the regional public meetings, survey, engagement hub, and the public comment period.

PSRC posted both organic and boosted content (paid ads) to increase visibility. The total impressions/reach (times a post showed on a viewer's screen) across the campaign per platform (that provide statistics) are as follows:

- LinkedIn: 26,219 impressions/reach
- Instagram: 8,057 impressions/reach
- Facebook: 16,805 impressions/views
- Nextdoor: 202,424 impressions/reach
- Threads: 151 impressions
- X: 4,786 impressions/reach

Email outreach

To connect with community members over email, PSRC utilized both newsletters and personalized messages.

Nine PSRC Executive Director's Newsletters directed readers to the engagement hub and promoted the public meetings. There are around 3,300 subscribers to this newsletter.

PSRC sent over 600 personalized emails to community members across the four counties asking for their help to spread the word about the regional public meetings. PSRC developed an Outreach Toolkit equipped with additional information about the plan, resources and social media links, and sample content for people to share with their networks.

With the launch of the draft plan, PSRC has launched additional email outreach campaigns, sharing a new Outreach Toolkit tailored to the public comment period. There are around 8,000 recipients to these campaigns.

Engagement Results

RTP Engagement Hub

A section on the PSRC website was dedicated to sharing information and gathering feedback from the public on transportation planning priorities. Over 6,000 visitors viewed pages on the site between its launch in September through December 15, 2025.

Process

PSRC developed a conceptual layout for an RTP engagement landing page and identified the necessary media assets to be created. An engagement survey was generated based on outreach objectives and posted on the online hub. The following section provides a summary of survey responses. It is important to note that the survey responses are from a self-selected group who visited the engagement hub and chose to answer the survey. While useful information to get a sense of the views of these members of the public, survey responses cannot be considered statistically representative of the regional population.

Outcomes - 371 Responses

1. Thinking about all of the ways people get around Puget Sound, what do you think is the most important transportation problem facing the Puget Sound region today?

The responses reveal frustration with the current reality. While there is a clear divide between those who desire better public transit and those frustrated by the costs of driving, the overarching theme is unreliability and a lack of options.

Whether driving or taking transit, residents feel they cannot get where they need to go efficiently or safely.

Inadequate and Unreliable Public Transit - The most frequent complaint is that transit exists, but it is not functional in real life.

- Frequency and Speed: Buses and trains are too infrequent, slow, or unreliable. Trips that take 20 minutes by car can take hours by transit.
- The "Last Mile" Problem: Light rail is viewed positively, but many complain that they cannot access the stations. There is a lack of connector buses, parking at stations, or safe walking paths.
- Disconnect: The system is fragmented. Transfers are difficult, and schedules between different agencies do not align.
- Rural/Suburban Void: Many residents in the South Sound, Eastside (especially east of Bellevue), and rural areas feel completely abandoned by transit services, forcing them to drive.

Forced Car Dependency and Congestion - Many respondents feel trapped in a car-centric system that is failing due to volumes on roadways.

- **Gridlock:** Traffic congestion is cited as constant and worsening, particularly on I-5, I-405, and through downtown Seattle.
- **No Alternatives:** Many drivers expressed that they would take transit if it worked for them and their schedules but currently feel forced to drive.
- **Environmental Impact:** There is significant concern regarding pollution, greenhouse gas emissions, and the health impacts of car dominance.

Safety and Security Concerns - Safety was highlighted in two distinct ways:

- **Personal Security on Transit:** A significant number of respondents avoid transit due to "social safety" issues, citing drug use, erratic behavior, lack of enforcement, and uncleanliness on buses and trains.
- **Road Safety:** Cyclists and pedestrians feel unsafe due to a lack of sidewalks and protected lanes. Drivers cited aggressive driving, speeding, and road rage as major hazards.

Failing Infrastructure and Maintenance - There is broad dissatisfaction with the physical condition of the transportation network.

- **Road Quality:** Complaints about potholes, crumbling bridges, and narrow roads (especially old farm roads now serving suburbs) are common.
- **Construction Fatigue:** Constant road work and the perception of "random" repairs seem to cause delays without delivering visible improvements.
- **Lack of Sidewalks:** Many arterial roads in developing suburbs lack sidewalks, making walking impossible or dangerous.

Connectivity and Planning

- **East-West Struggle:** Moving north or south is difficult but moving east or west is described as nearly impossible in many areas.
- **Pace of Expansion:** Projects (especially Light Rail) are seen as taking too long to complete.
- **Housing vs. Transportation Mismatch:** Respondents feel that housing is being built in areas (such as Pierce County or Snoqualmie Valley) where the road infrastructure cannot support the population growth.

Cost and Accountability

- High Costs: Drivers are frustrated by high gas prices, tolls, and RTA taxes.
- Mismanagement: There is skepticism regarding how funds are utilized, with accusations of waste and ineffective leadership within agencies such as Sound Transit and WSDOT.

When you think about how you get around where you live, what is your biggest concern when it comes to safety on our roads?

Many respondents expressed feeling fear, primarily stemming from a perceived "lawlessness" among drivers and infrastructure that prioritizes vehicle speed over safety. Whether walking, biking, or driving, respondents feel the current system relies too heavily on trust in an environment where social contracts (like stopping at red lights) have broken down.

The "Lawless" Driver & Lack of Enforcement - The most pervasive complaint is the behavior of drivers. Respondents describe a culture of aggression and distraction.

- Speed & Aggression: Roads are described as "unofficial speedways." Drivers are seen as impatient, tailgating, and prone to road rage.
- Distraction: Phone usage is often cited as a contributing factor. Respondents mention seeing drivers looking down at their laps rather than the road.
- The "Red Light" Crisis: Multiple respondents noted they can no longer trust green lights or crosswalk signals because drivers routinely run red lights.
- Zero Consequences: There is a strong sentiment that traffic laws are not enforced. Respondents feel there are no deterrents for reckless behavior.

Hostility Toward Vulnerable Road Users (VRUs) - Pedestrians, cyclists, and individuals with mobility issues often feel that the road network is designed to exclude or endanger them.

- "Paint is Not Protection": Cyclists feel unsafe in "gutters" or painted lanes that disappear at intersections. They are asking for physical barriers (planters, curbs), not just paint.
- The Pedestrian Experience: Walking is often challenging. Crosswalks are blocked by cars, the lighting is poor, and high-speed turns on red make intersections concerning.
- Accessibility: Wheelchair users and those with strollers complain of sidewalks that end abruptly ("sidewalks to nowhere"), a lack of curb cuts, or sidewalks obstructed by parked cars.

Dangerous Design & Maintenance - Respondents blame the physical design of the roads for encouraging bad behavior.

- "Stroads": Many identified wide, arterial roads (characterized by highway-like speeds, but with businesses and driveways) as the most dangerous places. Wide lanes encourage speeding regardless of the posted limit.
- Visibility Issues: Poor lighting, non-reflective striping that vanishes in the rain, and blind corners contribute to the danger.
- Maintenance: Deep potholes and crumbling infrastructure force drivers and cyclists to swerve unpredictably, posing a significant safety risk.

The Rural & Freight Challenge - Specific concerns arose regarding areas outside the urban core.

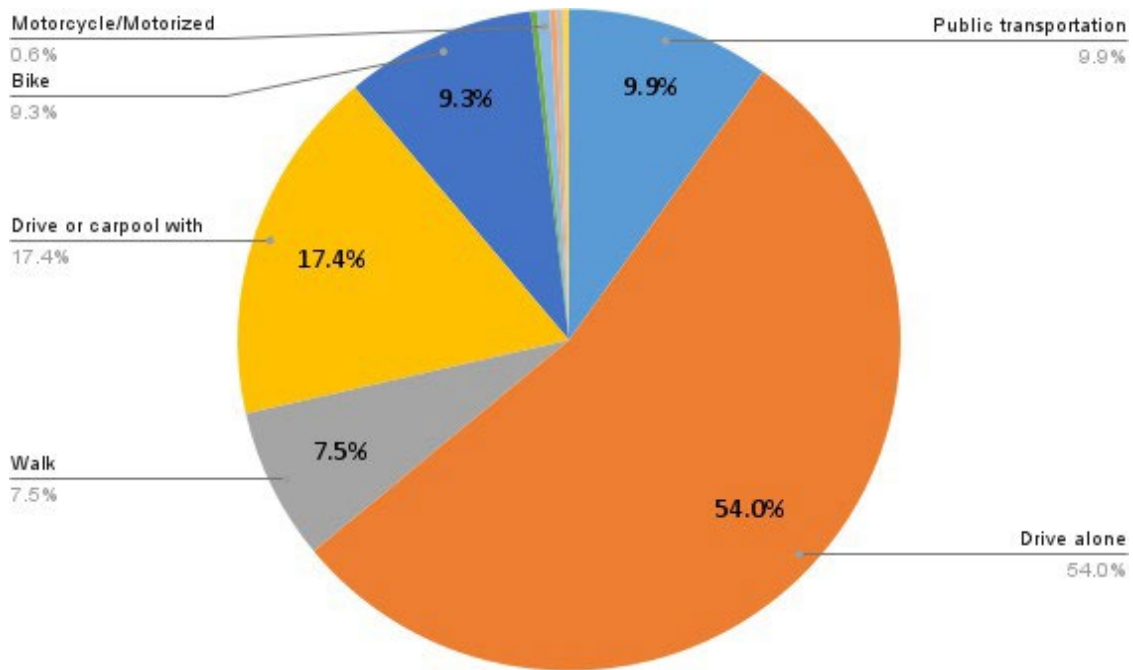
- Rural Traps: Residents in areas like the Snoqualmie Valley or unincorporated Pierce County fear narrow, two-lane roads with no shoulders. In emergencies, or natural disasters, they feel trapped with only one way out.
- Freight Incompatibility: Large semi-trucks are using narrow rural roads or neighborhood streets to avoid highway traffic, creating dangerous situations for local drivers and pedestrians who have no shoulder to escape to.

The Infrastructure Divide (Conflict) - While the majority called for more bike lanes and sidewalks, a vocal minority expressed the exact opposite view regarding safety:

- The "Anti-Bike Lane" Perspective: Some drivers feel that bike lanes are "useless," cause congestion (which leads to aggression), and waste tax money. They view road diets (narrowing roads) as a safety hazard because they impede traffic flow.

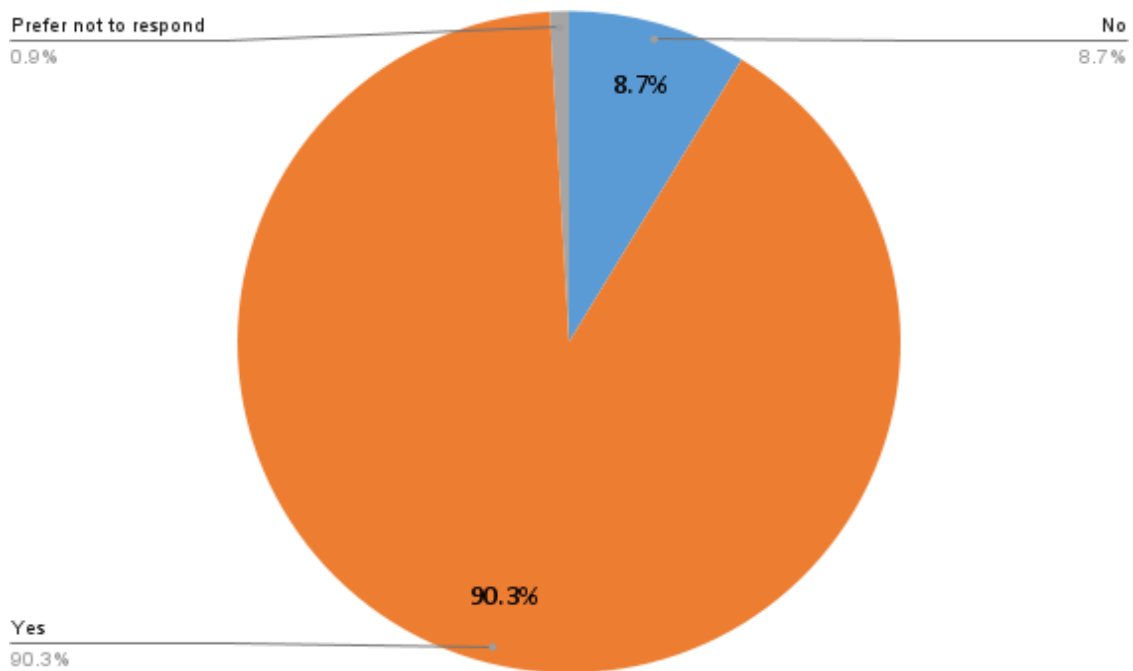
2. Of the ways you get around, what do you consider your primary mode, meaning the one you use the most often?

Most respondents are driving alone, which accounts for 54% of all ways people get around. This choice is significantly more frequent than the next closest mode, "Drive or carpool with" (17.4%), indicating a strong preference for single-occupant vehicle travel.

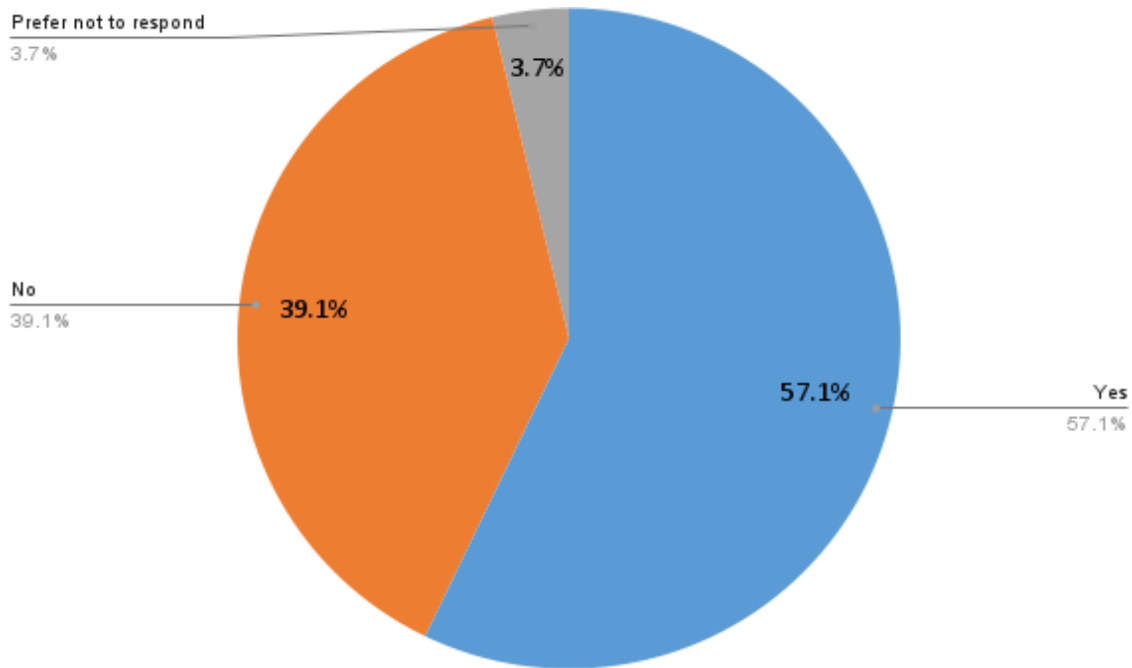


3. Do you own or have regular access to a car that you can drive?

The question regarding car access shows a strong affirmation, with 90.3% of respondents answering "Yes" that they own or have regular access to a car they can drive.

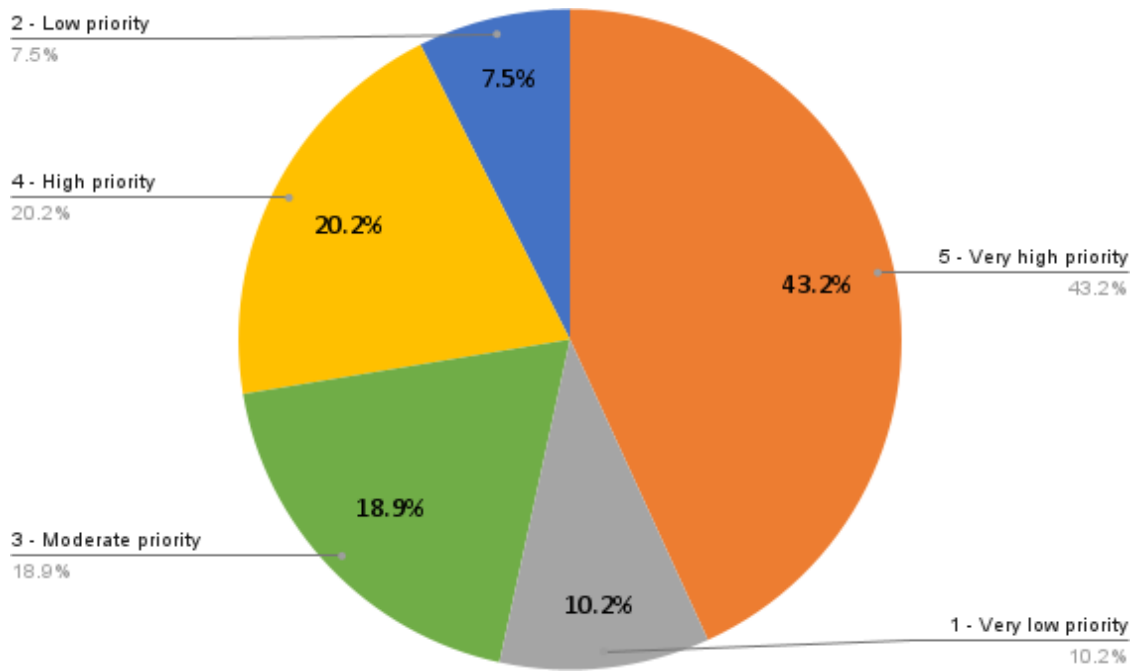


4. Do you own or have regular access to a bicycle that you can use? Most respondents have regular access to a bicycle they can use.



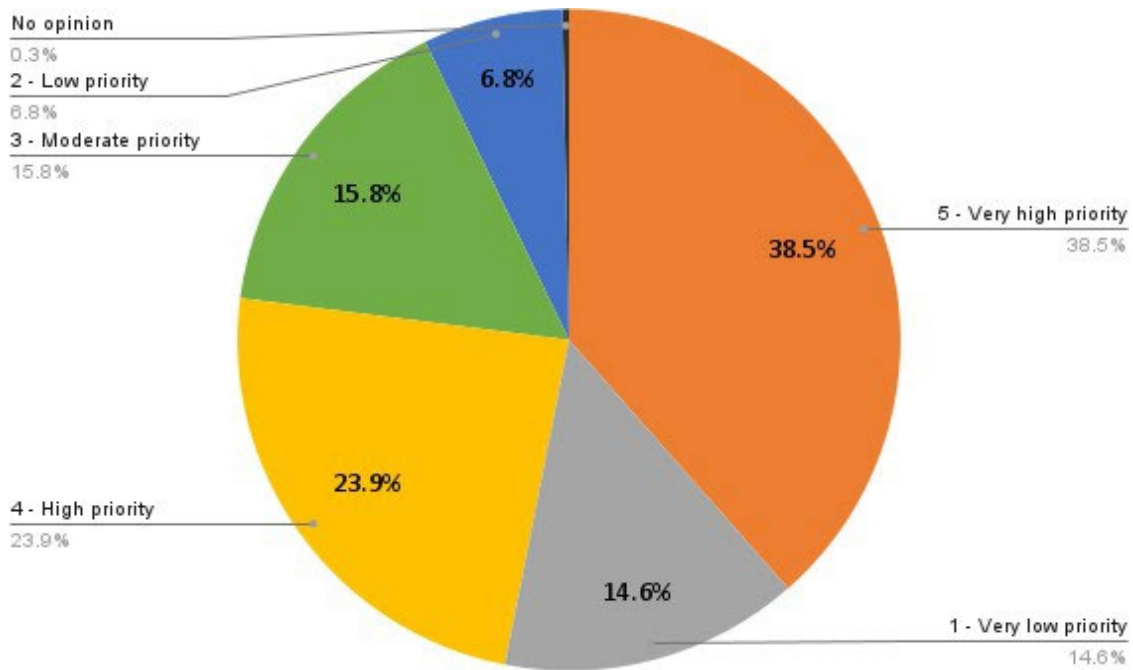
5. The Puget Sound region continues to grow, creating increased demand on the transportation system. Thinking about the transportation system in our area, please rate how much of a priority you feel each of the following should be for transportation in the central Puget Sound region.

a. Reliable, well-connected transit service for local neighborhoods Providing reliable, well-connected transit service for local neighborhoods is considered a high-priority issue by a significant majority of respondents. The largest single group, 43.2%, rated this as a "5 - Very high priority," while an additional 20.2% rated it as a "4 - High priority". Combined, nearly two-thirds (63.4%) of respondents assign a high or very high priority to improving local transit service.

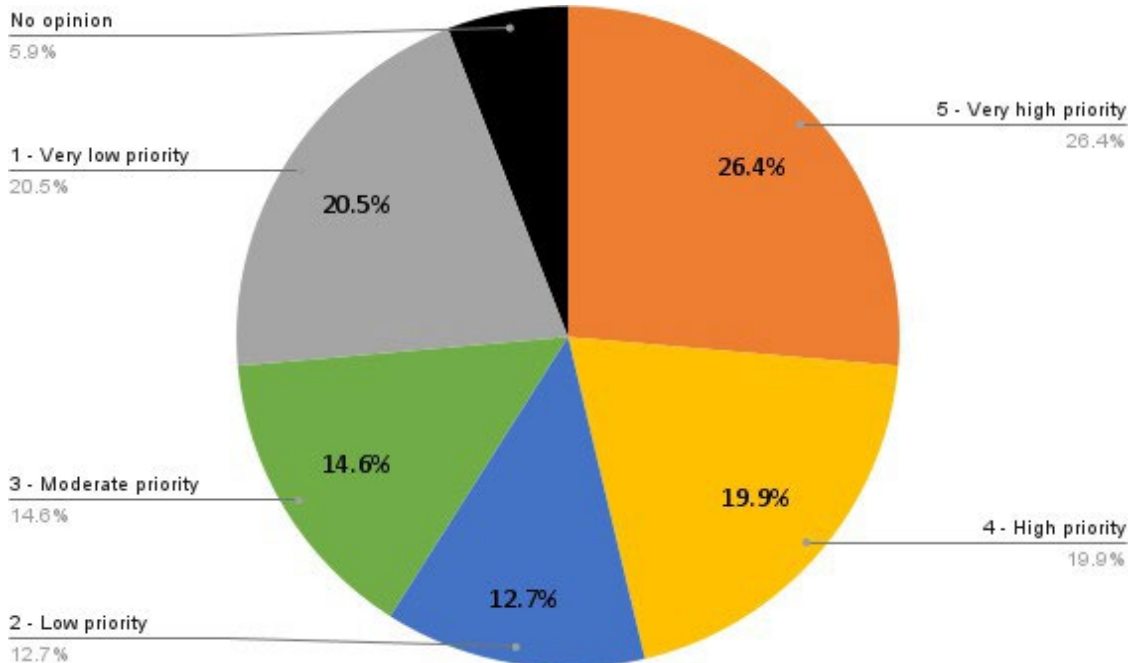


b. Expanded, faster transit service between major destinations across the region

Expanded, faster transit service between major destinations across the region is considered a very high priority for the central Puget Sound transportation system. The largest group, 38.5%, rated this as a "5 - Very high priority," with an additional 23.9% rating it as a "4 - High priority." This means that nearly two-thirds of respondents (62.4%) view this regional transit expansion as a high or very high priority.

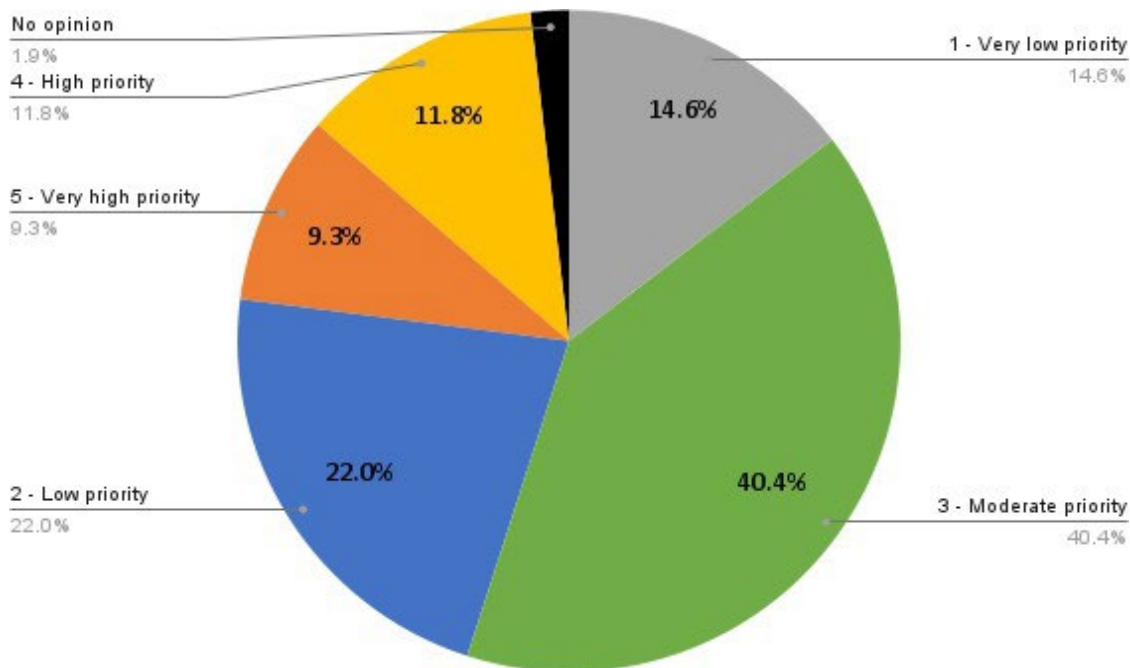


c. High-speed rail connecting to places in and outside the region Opinions are relatively divided on the need for high-speed rail connecting places within and outside the region, indicating a lack of overwhelming consensus compared to local or regional transit priorities. At the same time, a combined 46.3% of respondents rate this as either a "5 - Very high priority" or a "4 - High priority". Many others rate it as a low priority. Specifically, 33.2% respondents rate it as "1 - Very low priority" or "2 - Low priority". The notable size of the "Very low priority" segment suggests that while many see value in high-speed rail, a significant portion of the public does not view it as a critical near-term priority for the central Puget Sound transportation system.



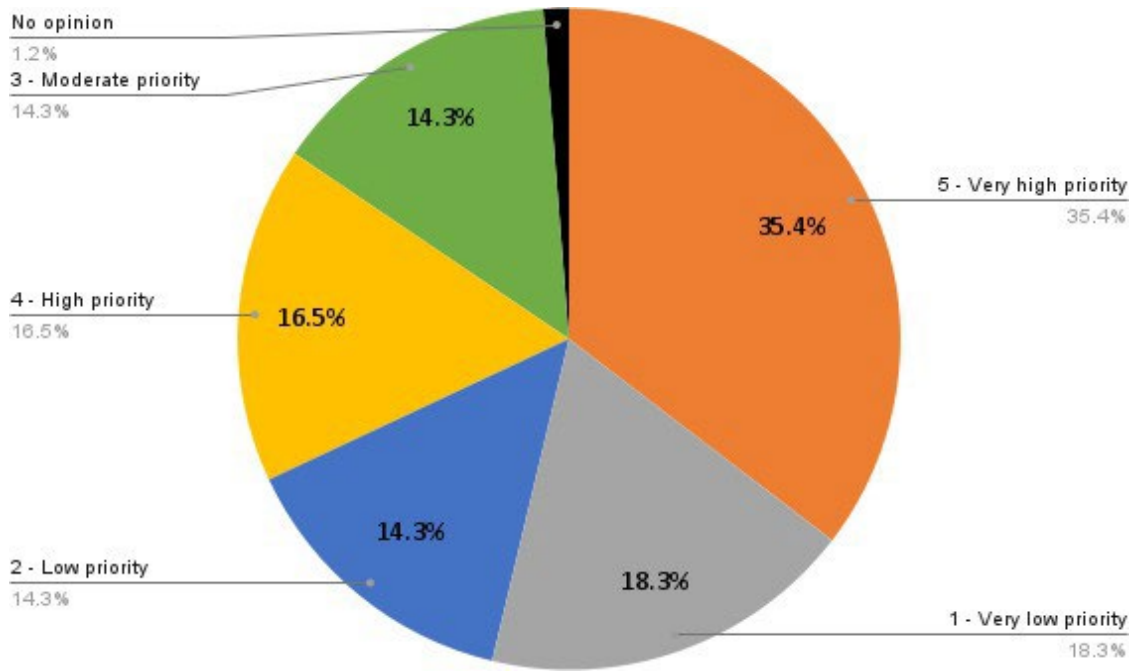
d. More direct and faster ferry options

More direct and faster ferry options are considered a moderate to low priority by most respondents. The largest proportion rated it as a "3 - Moderate priority". The second largest group rated it as a "2 - Low priority". While a combined 21.1% rated it as high or very high, the total percentage of those rating it "Moderate," "Low," or "Very low" priority is 77%, indicating that most of the respondents do not view expanded ferry service as a critical or high-priority transportation investment.



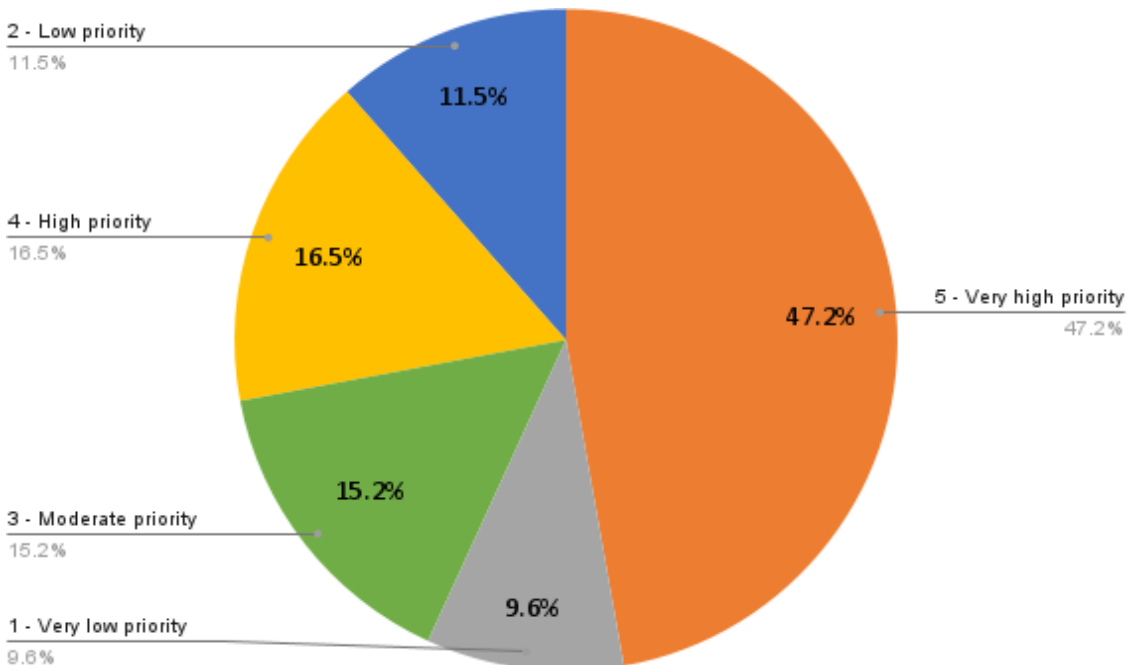
e. Complete network for bicyclists and pedestrians

The priority level for a comprehensive network for bicyclists and pedestrians is widely distributed, indicating a lack of clear consensus on its importance for the central Puget Sound transportation system. While a combined total of 51.9% respondents rated it as a "5 - Very high priority" and "4 - High priority", a substantial portion rated it as a moderate or low priority. The high proportion of people rating it as "Very high priority" suggests strong support from advocates of active transportation. Yet the considerable percentage rating it as low or very low priority (totaling 32.6%) means it is not a universally accepted top priority among the general survey respondent.



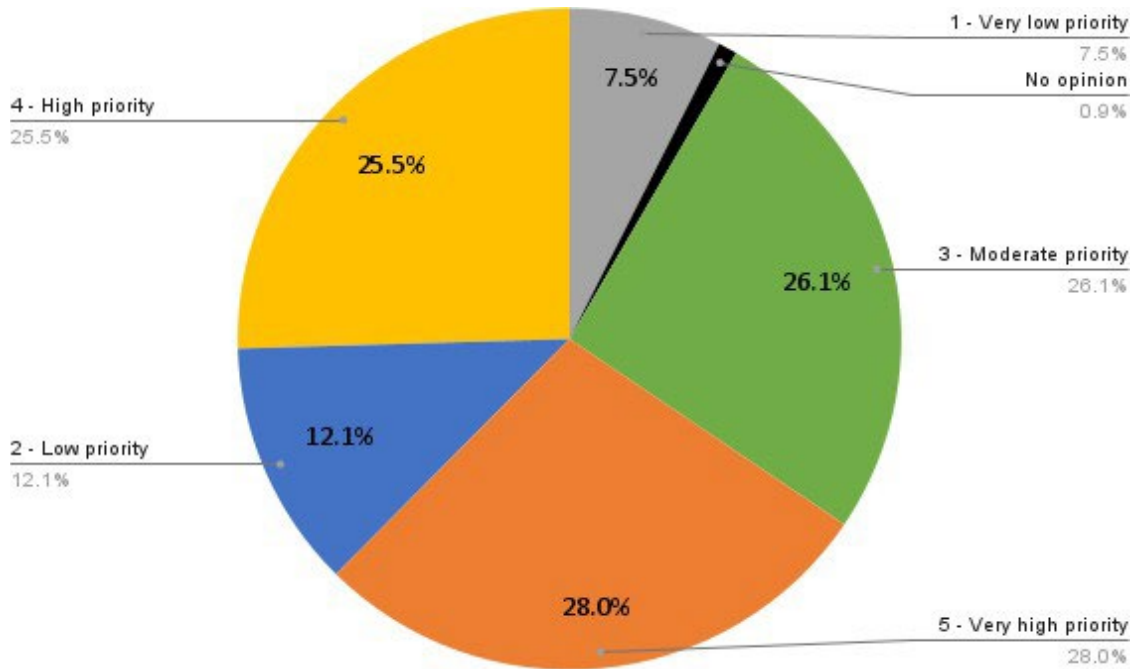
f. Improved safety for pedestrians and bicyclists

Improved safety for pedestrians and bicyclists is considered a top priority by the public. 47.2% rated this as a "5 - Very high priority," almost half of all responses. An additional 16.5% rated it as a "4 - High priority," bringing the total who view safety improvements as a high or very high priority to 63.7%. This consensus indicates that improving safety for vulnerable road users is one of the highest-rated priorities for the Central Puget Sound transportation system, with only a small minority rating it as low or very low priority.

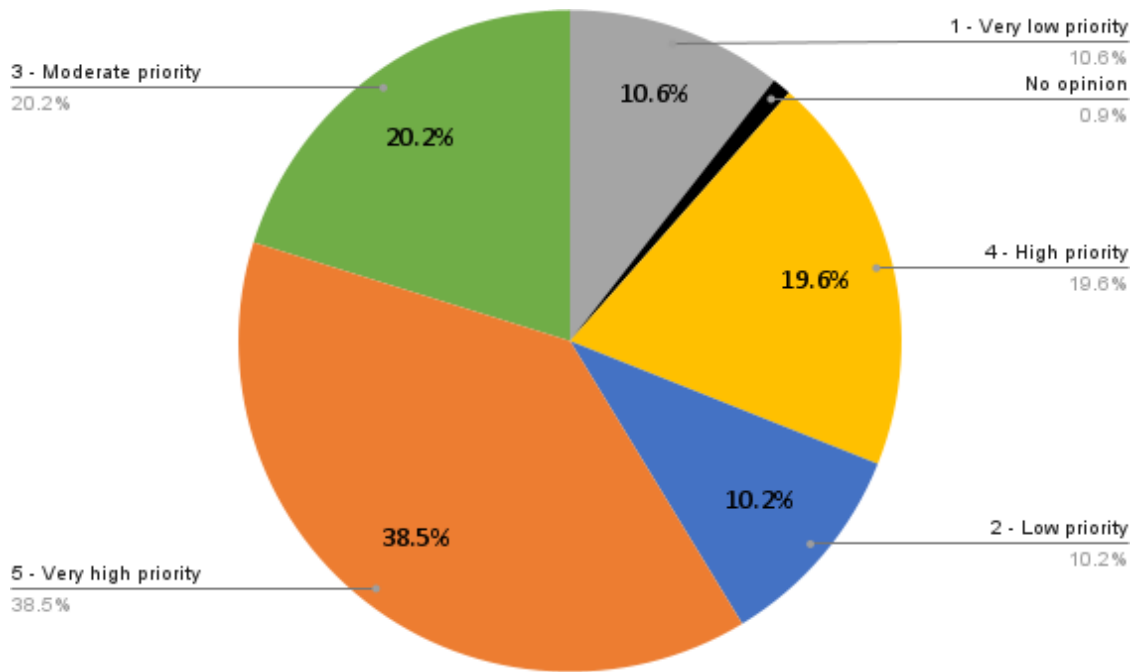


g. Improved safety for drivers

Improved safety for drivers is considered a high-priority issue, but it is not as dominant as safety for pedestrians and bicyclists. A significant portion of respondents rated it as a "5 - Very high priority" and "4 - High priority," resulting in a combined total of 53.5%. The second-largest group rated it as a "3 - Moderate priority," indicating that while it is important, a quarter of respondents do not consider it a top-tier concern.

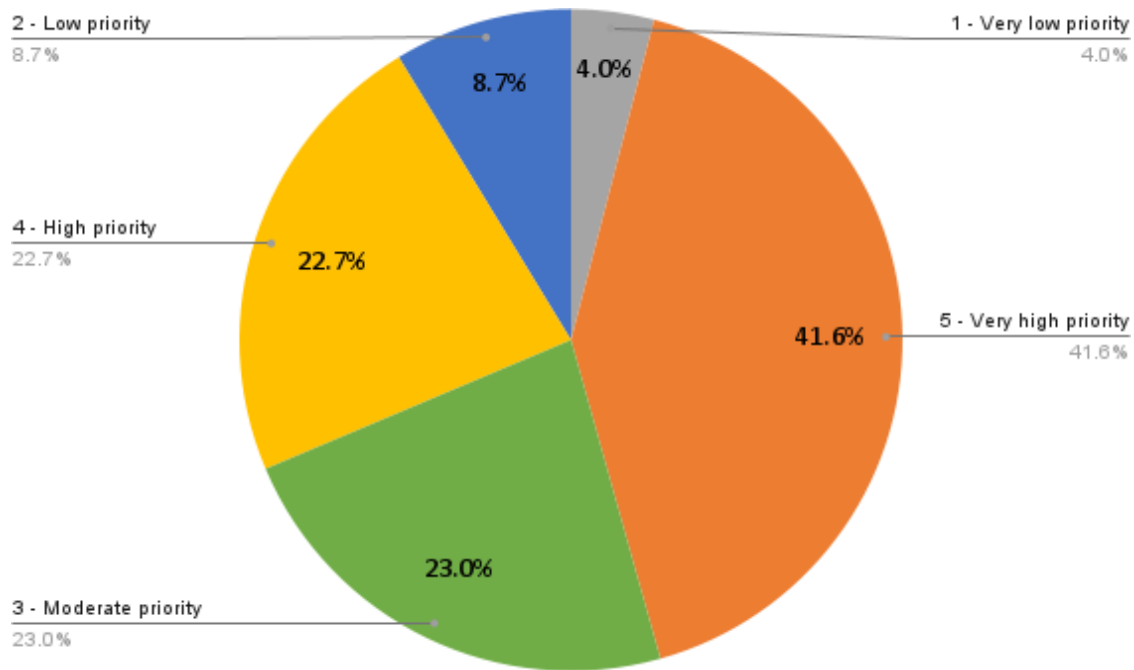


h. Reduced congestion on roads and highways across the region Reducing congestion on roads and highways across the region is considered a very high priority by a significant portion of respondents. The total percentage of respondents viewing it as a high or very high priority is 58.1% The next largest group rated it as a "3 - Moderate priority" at 20.2%.



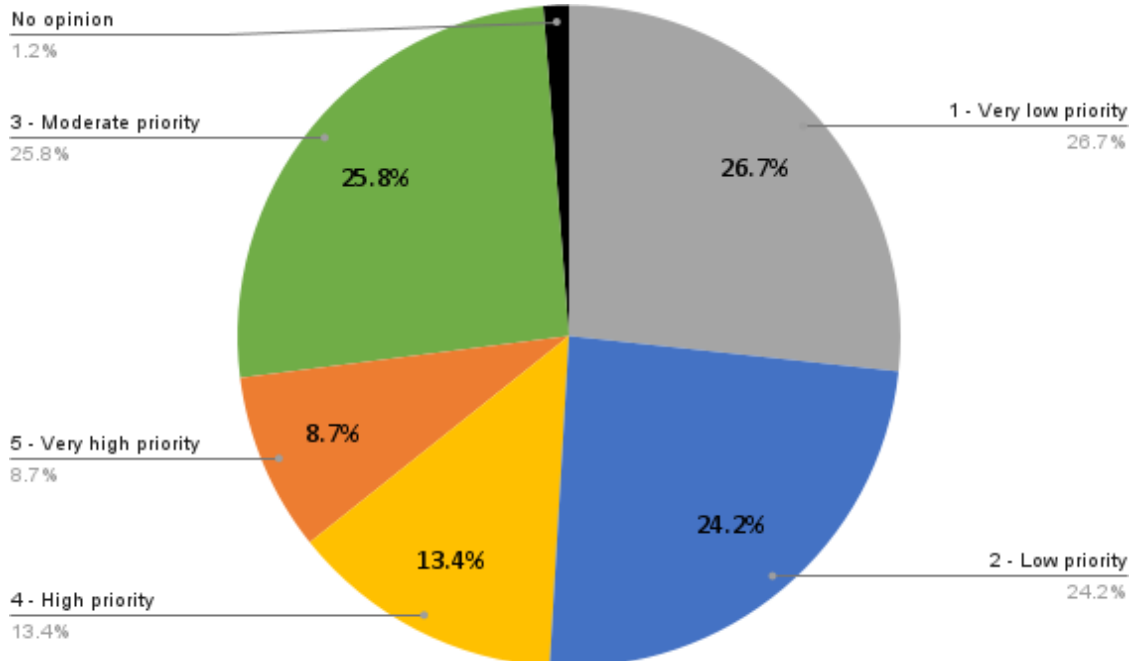
i. Reliable, well-maintained roads and highways

Reliable, well-maintained roads and highways are considered a very high priority by a strong majority of respondents. Over two-thirds view reliable road maintenance as a high or very high priority for the region's transportation system. This consensus suggests that ensuring the fundamental infrastructure is a top priority for the residents of the central Puget Sound region.

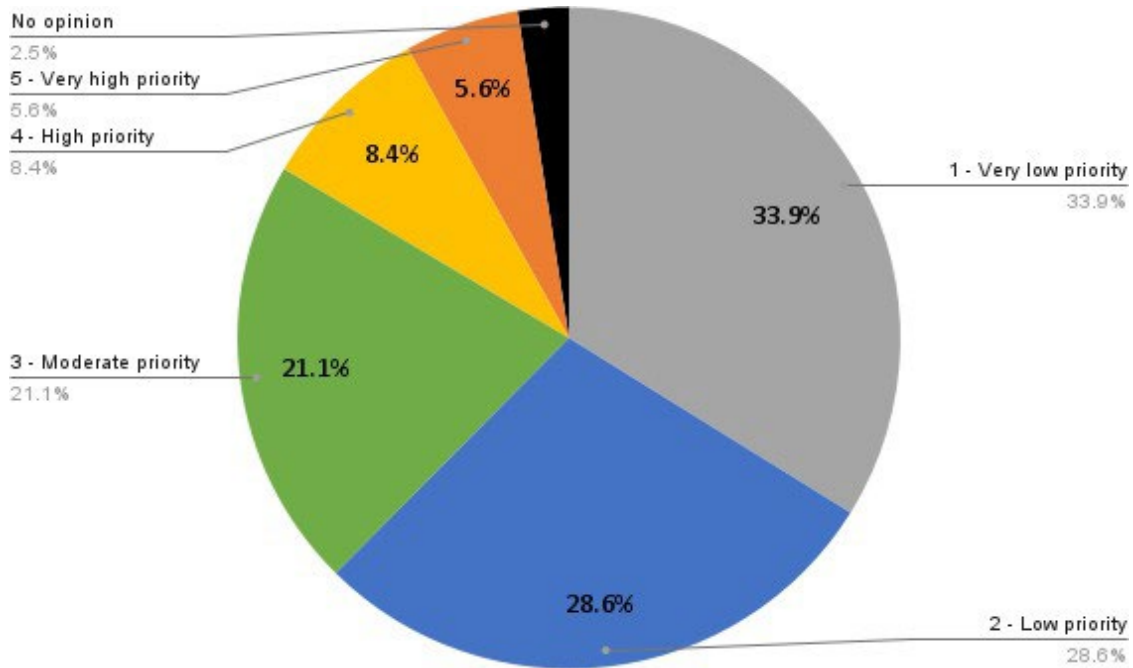


j. Widespread electric vehicle charging stations

Widespread electric vehicle charging stations are generally considered a lower priority compared to core infrastructure and safety issues. The largest single response was "1 - Very low priority", followed by "3 - Moderate priority", and "2 - Low priority". In total, a significant majority of respondents (76.7%) rated this as a moderate, low, or very low priority. Conversely, only a small portion rated it as a high or very high priority. This suggests that while EV charging infrastructure has some level of support, it is not a top-tier investment priority for the broader central Puget Sound public.

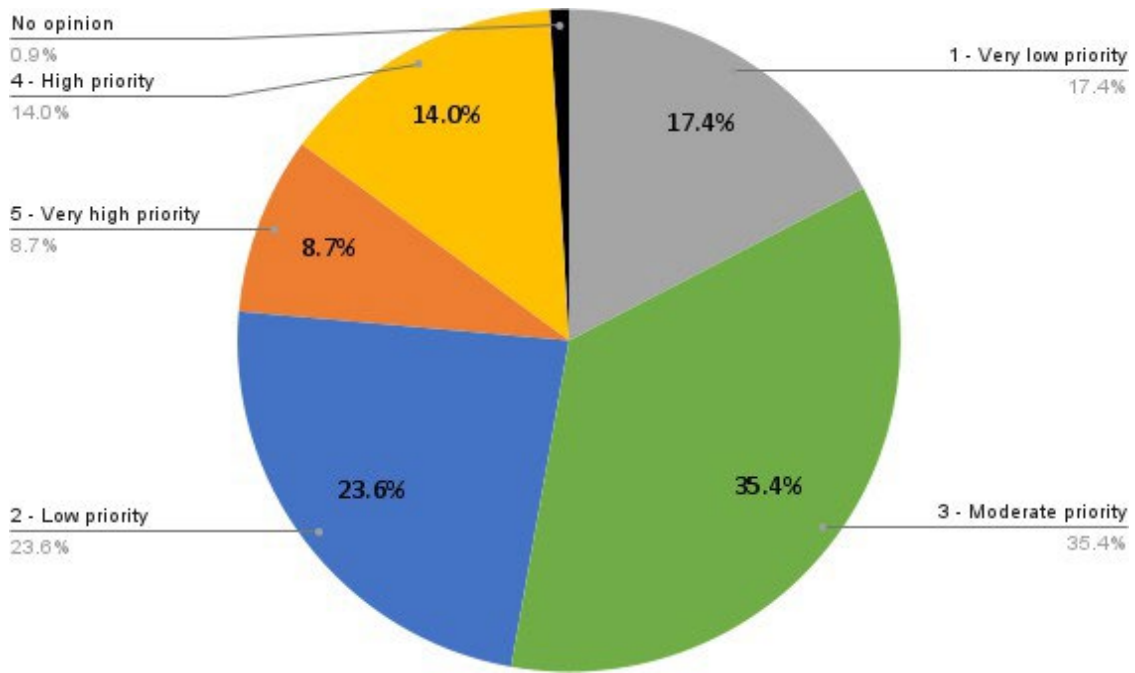


k. Expanded air travel connecting to places in and outside the region Expanded air travel connecting to places in and outside the region is overwhelmingly considered a low or very low priority by the majority of respondents. When combined, 62.5% of respondents consider expanded air travel to be a low or very low priority. In contrast, only a small minority rated it as a high or very high priority. This indicates that expanded air travel is not a pressing concern for the public when considering priorities for the central Puget Sound transportation system.



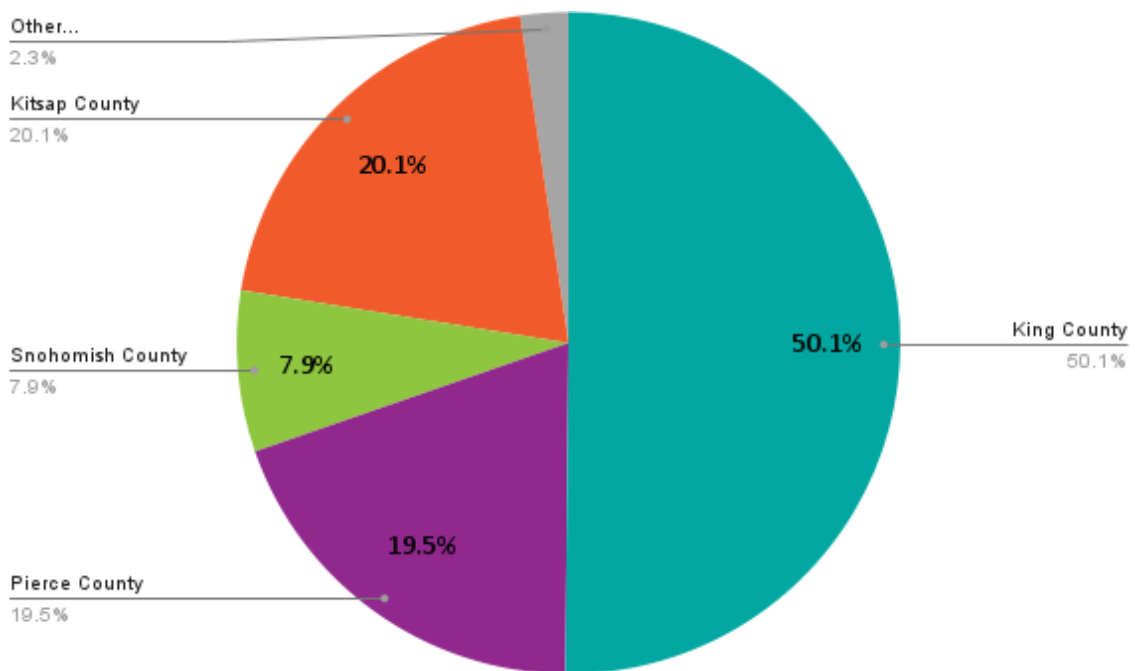
l. Deliveries are fast and secure

The majority of respondents view fast and secure deliveries as a moderate to low priority for the Central Puget Sound transportation system. The largest portion rated it as a "3 - Moderate priority". This is followed by "2 - Low priority" and "1 - Very low priority". In total, 76.4% of respondents rated this issue as a moderate, low, or very low priority. Only a small minority considered it a high or very high priority, indicating that the public does not view the speed and security of deliveries as a critical transportation investment, compared to issues like safety and congestion.



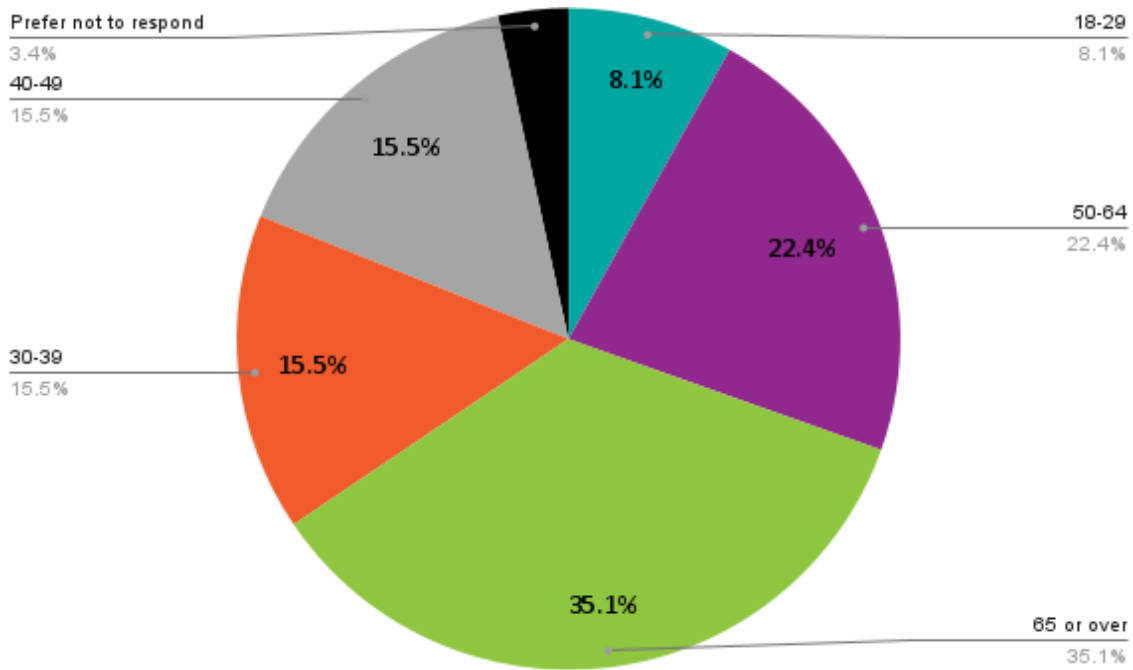
6. To confirm, do you live in...

The majority of respondents reside in King County, which accounts for half of the responses. The other major contributors are Pierce and Kitsap County, with both counties representing nearly equal shares of the response base. Snohomish County has a smaller representation at 7.9%, while "Other" locations make up 2.3%. This distribution indicates that the survey is largely reflective of residents in King, Pierce, and Kitsap counties.



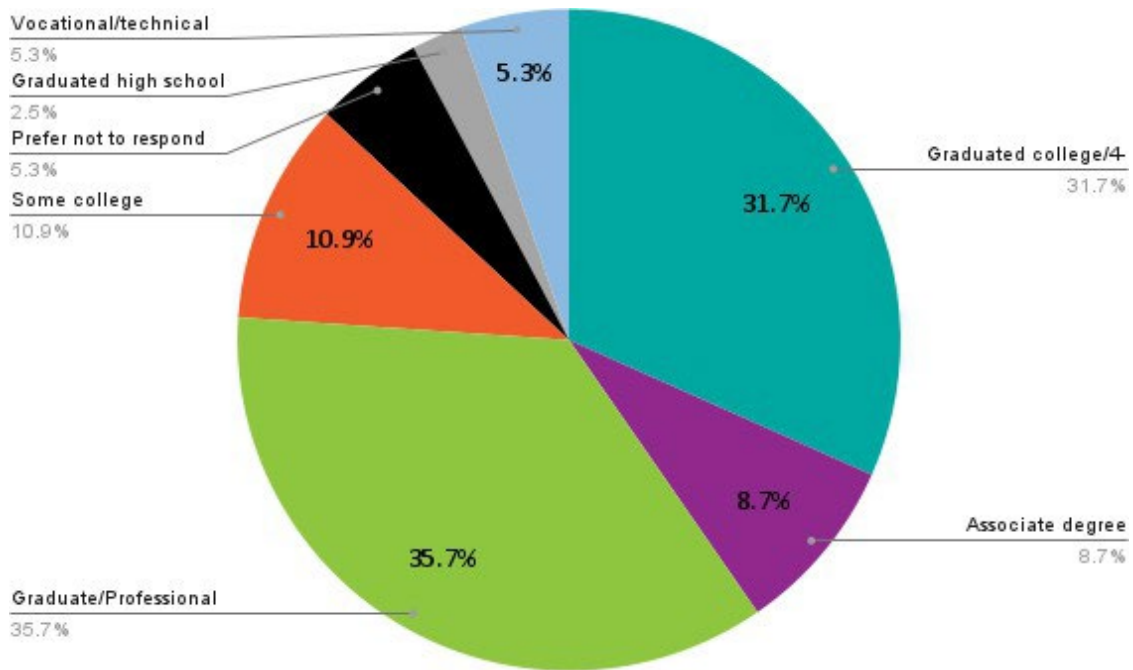
7. What age group are you in?

The largest age group surveyed is 65 or over, representing the second largest group is the 50-64 age range. The age groups 30-39 and 40-49 are represented equally, both at 15.5%. Finally, the youngest group, 18-29, accounts for the smallest segment at 8.1%. This distribution indicates that the survey sample is heavily skewed toward older residents, with the 50+ age group making up a clear majority.



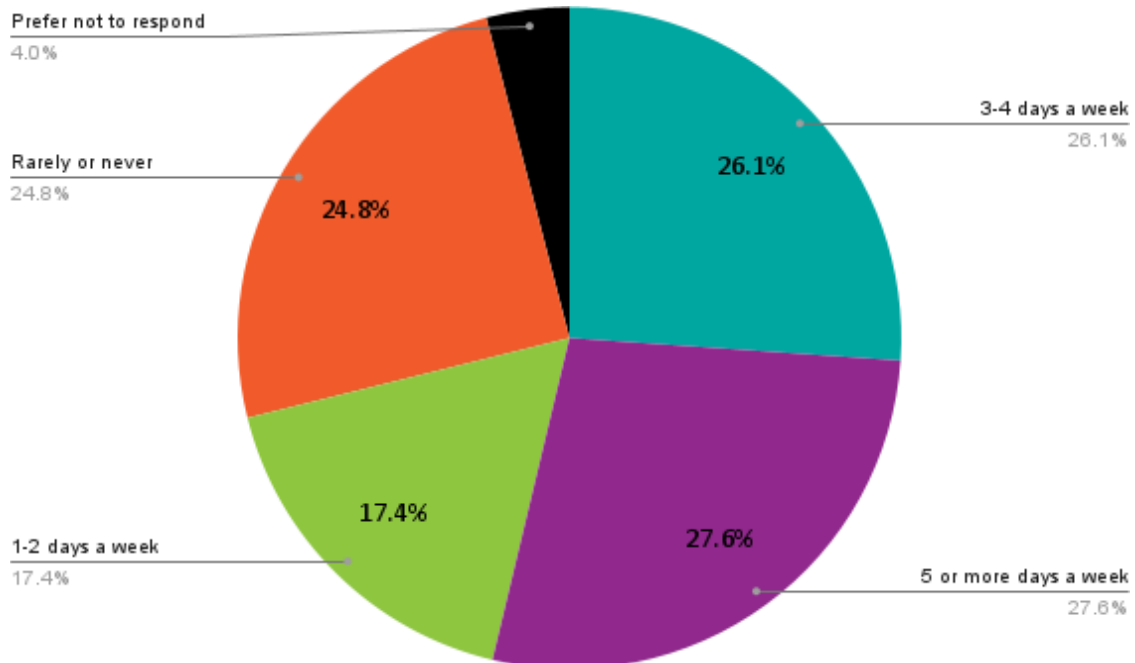
8. What is the highest level of education that you have completed?

The largest portion of respondents reported having a graduate or professional degree. The second-largest group reported having graduated from college with a 4-year degree. This means that over two-thirds of the respondents (67.4%) hold at least a bachelor's degree. This distribution shows a highly educated sample.



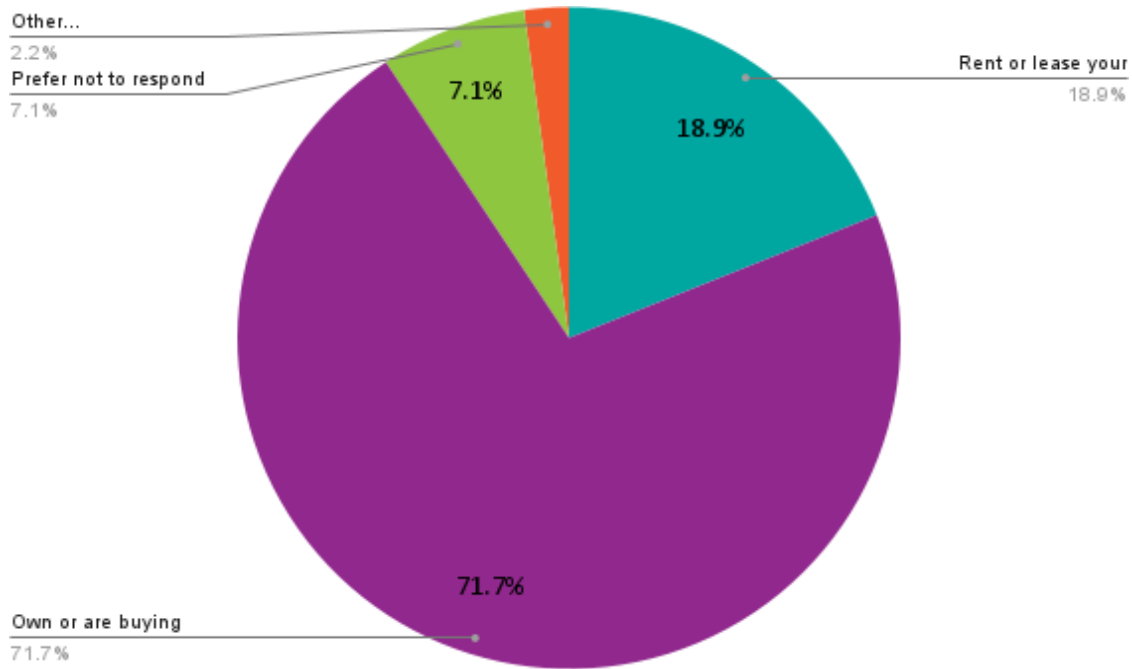
9. Do you commute for work, school, or some other regular activity...

The majority of respondents frequently commute for work, school, or another regular activity. Specifically, the two largest segments are those who commute five or more days a week at 27.6%, and those who commute 3-4 days a week at 26.1%. Combined, over half of respondents (53.7%) commute at least three days per week. Conversely, 24.8% report commuting rarely or never, while 17.4% commute 1-2 days a week, suggesting that a considerable portion of the sample either commutes infrequently or not at all.



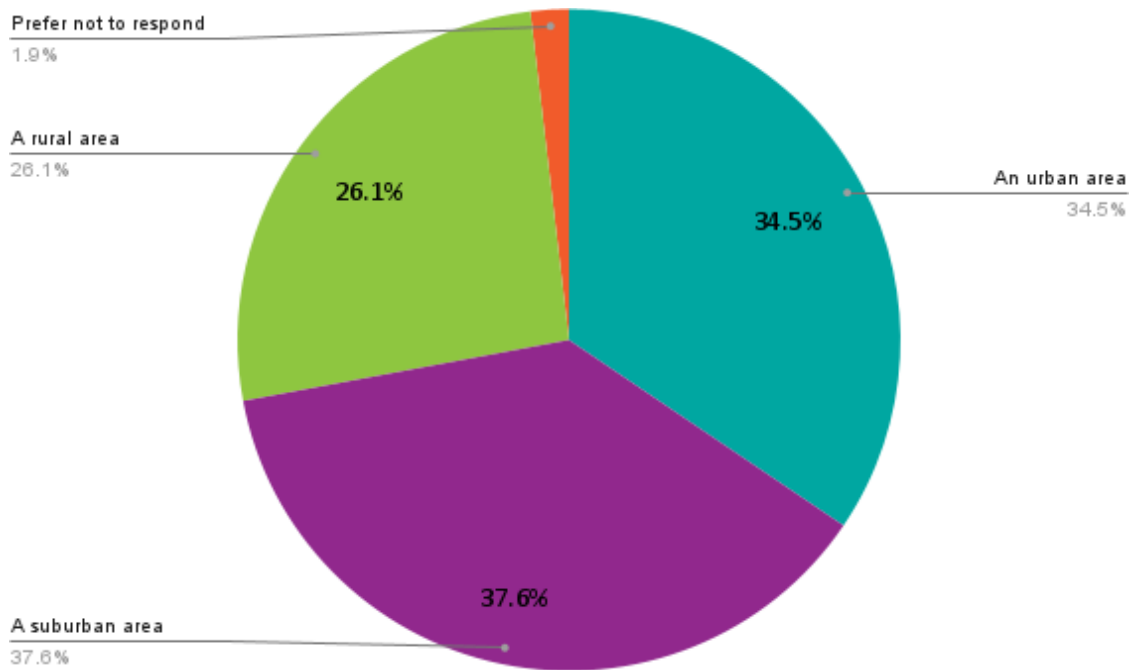
10. Do you currently own or rent your apartment or home?

The vast majority of respondents either own or plan to buy their apartment or home, accounting for 71.7% of the total. Those who rent or lease their apartment or home make up the second-largest group, at 18.9%. The remaining respondents either prefer not to respond (7.1%) or fall into the "Other" category (2.2%). This distribution indicates that the survey sample is heavily weighted toward homeowners or those in the process of purchasing a home.

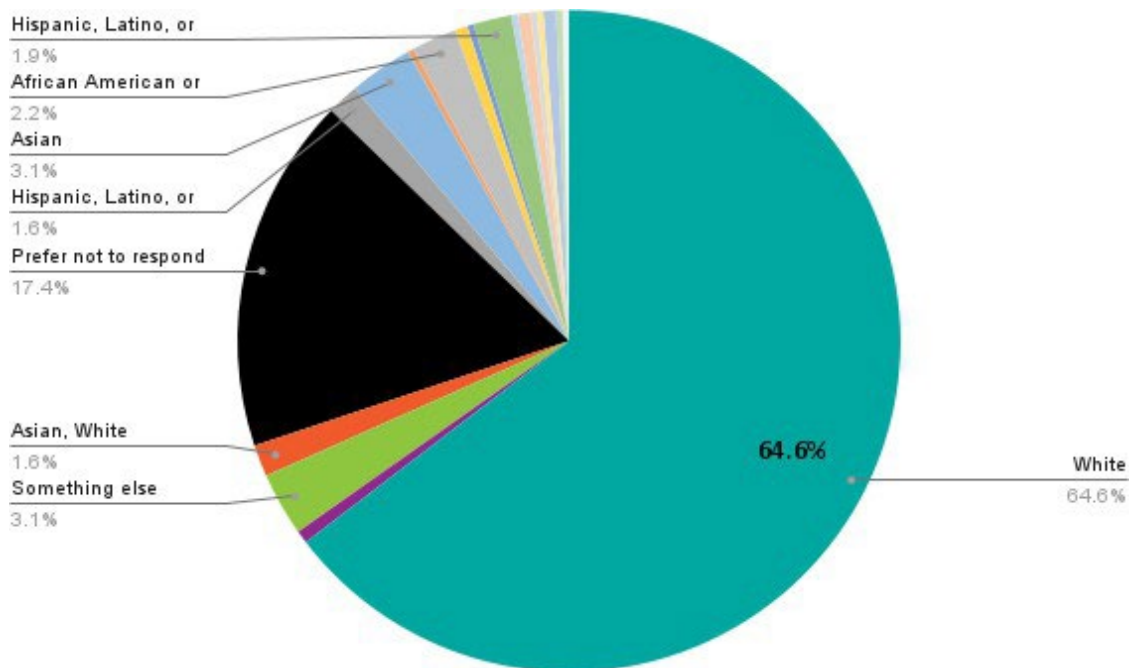


11. Would you describe the area you live in as an urban area, a suburban area, or a rural area?

The largest portion of the sample, 37.6%, lives in a suburban area. Those living in urban areas represent the second-largest group, at 34.5%. Together, the urban and suburban residents account for over two-thirds of the total respondents. The remainder of the sample reported living in a rural area, at 26.1%, with a small percentage choosing not to respond (1.9%). This distribution shows a sample primarily composed of suburban and urban dwellers.



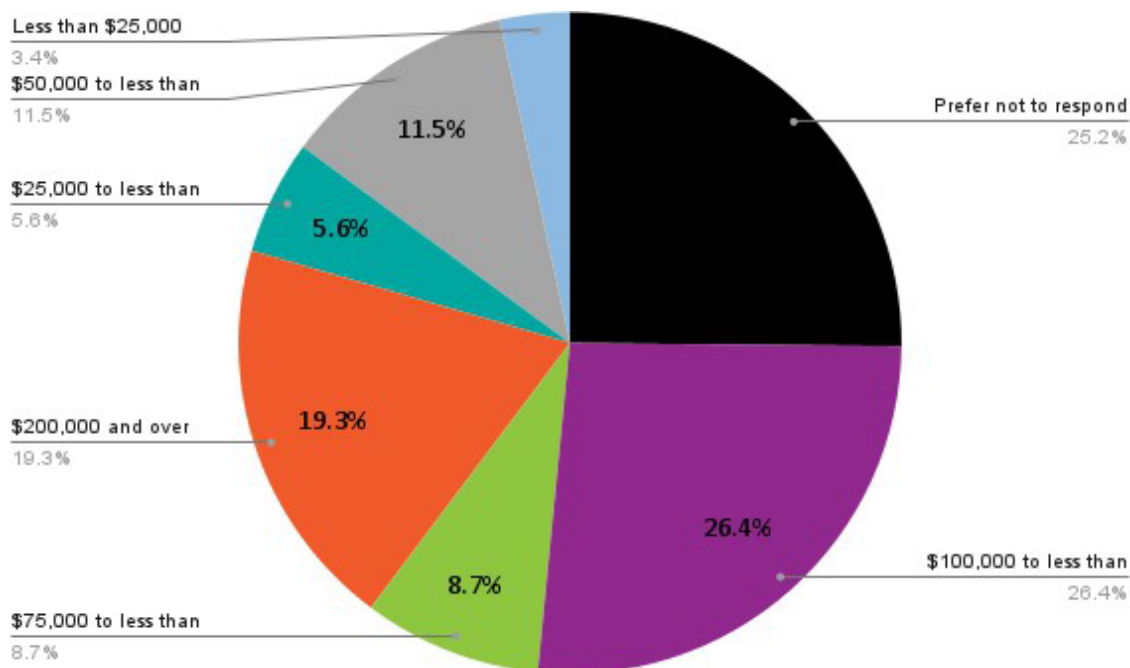
12. Do you consider yourself to be...



13. What was your total household income before taxes in 2024?

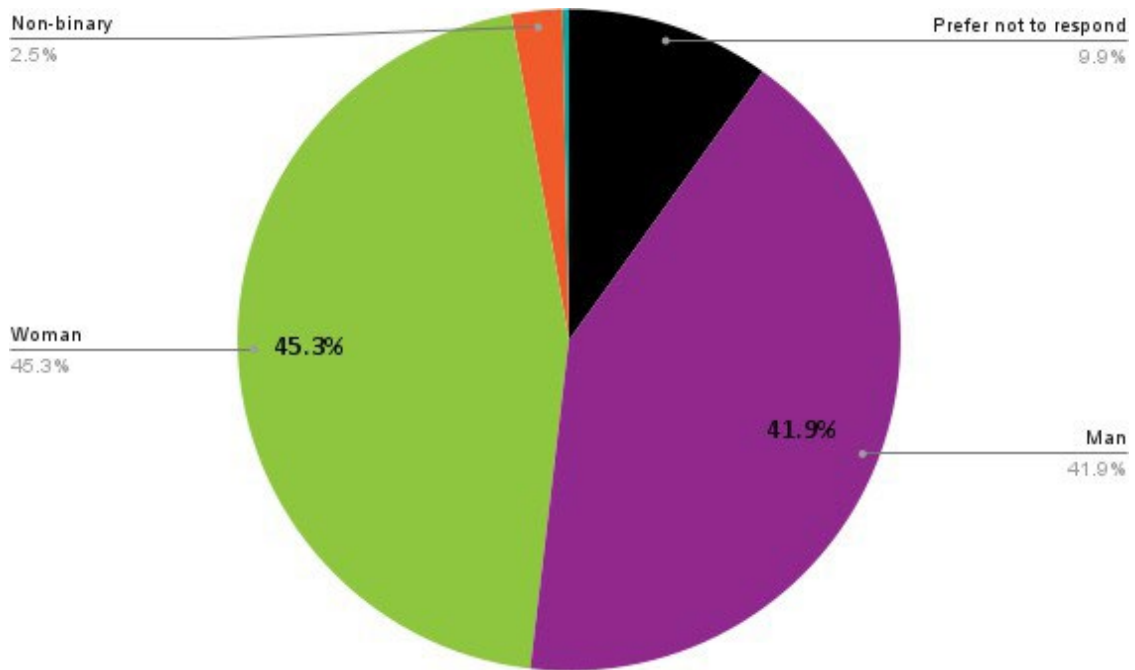
The largest single group of respondents is in the \$100,000 to less than (no upper bound specified) category, representing 26.4%. The second-largest group reported an income of \$200,000 or more, accounting for 19.3%. Combined, nearly half of the sample reported an

income of \$100,000 or more. A significant portion, 25.2%, chose not to respond. The lower income brackets were underrepresented, with the \$50,000 to less than category at 11.5%, the \$75,000 to less than category at 8.7%, the \$25,000 to less than category at 5.6%, and the Less than \$25,000 category at 3.4%. This distribution indicates a sample with a skew towards higher household incomes.



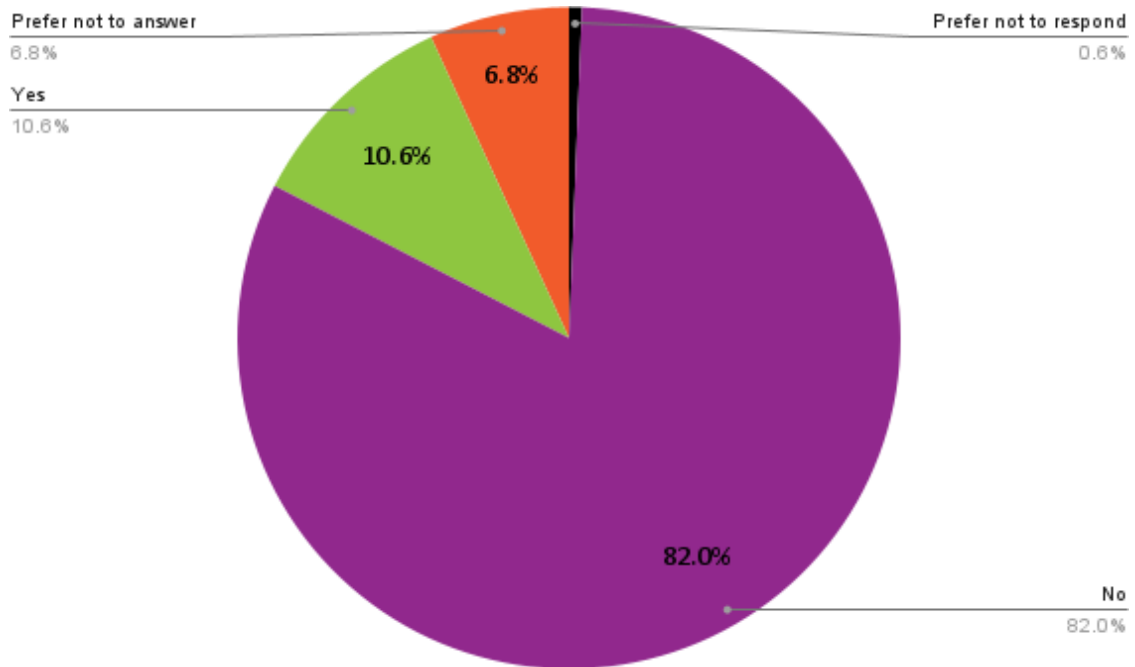
14. Do you consider yourself to be...

In terms of gender, the largest two segments are very close in size: Women at 45.3% and Men at 41.9%. These two groups account for over 87% of the responses. A small portion of respondents identified as Non-binary, and nearly 10% chose not to respond.



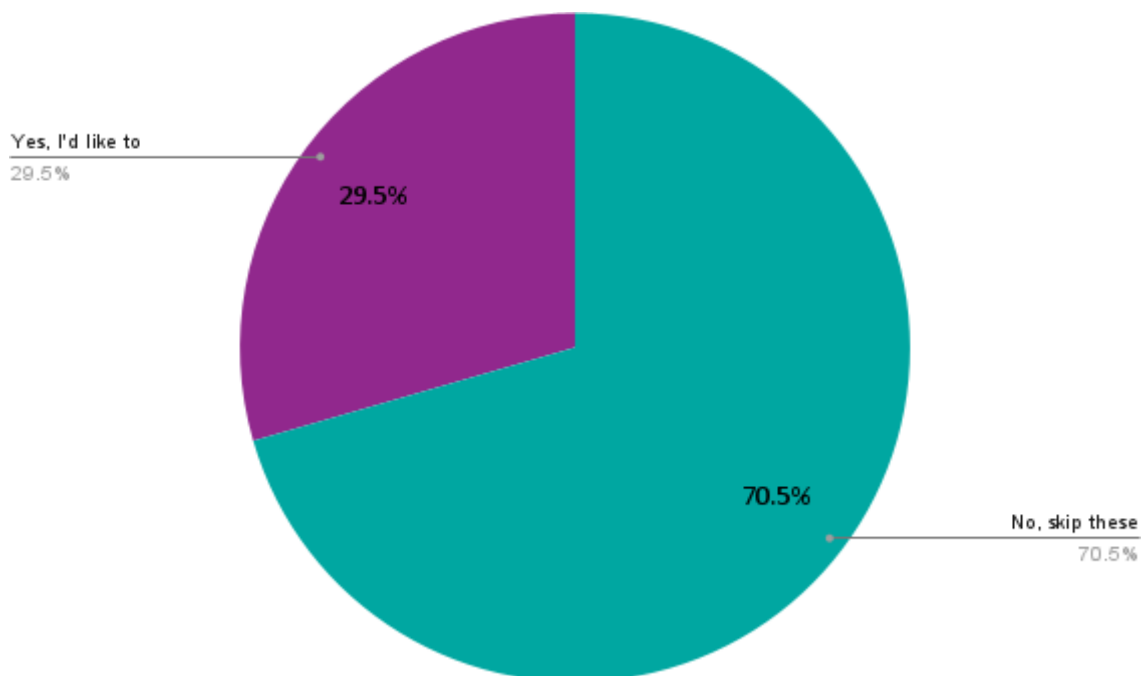
15. Do you have a disability or illness that affects your ability to travel?

The vast majority of respondents indicated that they do not have such a disability or illness. A small portion, 10.6%, and the remaining segments include those who prefer not to answer (6.8%) and a negligible percentage who choose not to respond (0.6%).



16. If you or someone in your household is over the age of 65, under 18, has a disability, finds public transit is too expensive, or speaks limited English, would you be willing to answer a couple more questions to help us better understand your transportation needs?

The majority of respondents chose to skip these questions.



17. What are the top 3 transportation challenges you or members of your household experience when using public transit, specialized transportation (like ADA paratransit or on-demand shuttles), or other transportation options?

The primary challenges experienced by transit users center on issues of efficiency, accessibility, and availability. The single largest hurdle is the perception of inefficiency, with 58 respondents citing that buses or trains take too long or require too many transfers. Following closely are major problems with accessibility and coverage, as 39 respondents indicated that it is hard to get to the bus stop/station or that the service simply does not go where they need to travel. The third most significant challenge is a lack of service availability on desired days or times, which was reported by 31 respondents. Collectively, the top three issues highlight that users are most frustrated by a public transit system that is perceived as slow, geographically inconvenient, and functionally restricted by its operating schedule, all of which hinder its usefulness for connecting people to essential destinations like medical appointments and grocery stores.

Buses or trains take too long or require too many transfers (long wait time)	58
It's hard to get to the bus stop/station, or the service doesn't go where I need.	39
Services aren't available on the days or times I need them.	31
It's hard to get to medical appointments, grocery stores, or other places I need to go.	26
It's hard to travel across different cities, counties, or agencies.	17
Other	11
I don't know what services are available or how to use them.	8
It's too expensive, even with reduced fare options.	4

18. What do you think would be most helpful in addressing your top transportation needs?

The responses show a deep division between those who demand more and better public transit and those who demand more road capacity and less spending on transit. However, underlying both viewpoints is a common demand for efficiency, safety, and accountability.

Public Transit: The Need for Usable Service

The largest category of suggestions focuses on improving public transit to make it a practical alternative to driving.

- **Frequency, Speed, and Reliability:** The core request is for transit that is faster and more frequent than the current service. The current time penalty (taking 2x or 3x longer than driving) is a massive disincentive.
- **The "Last Mile" and Connectivity:** Respondents need service that connects them seamlessly from their homes/neighborhoods to destinations, especially major medical facilities and job centers.
- **Specific Route Requests:** Restore critical routes (e.g., Carnation to Redmond, Enumclaw connections) and ensure bus lines only require one transfer to reach major hubs like Link stations.
- **Last-Mile Solutions:** Calls for more flexible services like DART/VanGo or on-demand shuttles to bridge the gap between homes and main transit lines.
- **Safety and Social Environment:** For many, safety concerns are the only thing preventing them from using transit. They demand cleaning up bus stops and removing the disruptive riders that make them feel vulnerable, especially women and seniors.

- **Rail Expansion:** Strong support exists for more light rail lines and for speeding up existing regional rail (Sounder/Amtrak Cascades) to 90–110 mph. However, there is notable skepticism and resistance to an "Ultra High Speed Rail" bullet train due to cost and timeline.
- **Accessibility:** Better accommodation for seniors and better, more reliable Paratransit/ADA services.

Road Network and Congestion Relief

A significant group, primarily those driving or living in areas lacking transit, demand focus on the driving experience.

- **Infrastructure Fixes:** Priority should be given to repairing and maintaining existing roads and bridges.
- **Congestion Relief:** Explicit demands for road widening and arterial street upgrades to reduce congestion, which they cite as causing personal delay, safety issues, and increased CO2 emissions.
- **Parking:** Requests for more auto parking garages and the elimination of parking fees, arguing that this makes driving more equitable and accessible.

Financial and Political Accountability

Regardless of their preferred mode, respondents expressed deep skepticism and frustration with how transportation money is spent.

- **Accountability:** This is a recurring, high-priority theme. Respondents want elected officials and agencies (PSRC, Sound Transit) to implement clear, measurable metrics and to hold those responsible for delivering projects on time and within budget.
- **Waste, Fraud, and Abuse:** Multiple respondents explicitly accuse agencies of waste and corruption, demanding comprehensive audits and cutting non-transportation-related items (such as housing investment).
- **Taxation vs. Service:** Those outside the transit-served core demand either to stop paying transit taxes or to receive the services they are taxed for.

Safety for Active Modes

Suggestions to help active transportation users center on design and enforcement.

- **Infrastructure:** Sidewalks, crosswalks, and road calming infrastructure are seen as the most helpful ways to make walking and biking safe and pleasant.
- **Enforcement:** Demands for increased police action and positive public campaigns to address speeding and road rage.

Overall, the most helpful actions would fall into these three categories:

1. **System Reliability & Equity (Transit Focus):** Invest in making bus and rail service faster and safer for all, with a priority on connecting underserved suburban and rural communities to major hubs via efficient, often express, routes.
2. **Infrastructure Integrity (Road Focus):** Prioritize the maintenance and repair of existing bridges and roads and implement safety-focused road calming design measures, such as sidewalks or protected lanes for vulnerable users.
3. **Governance Reform (Trust Focus):** Establish clear accountability metrics, conduct public audits to build trust, and ensure that tax money is spent efficiently to deliver the infrastructure that is promised.

Community Event Tabling

PSRC participated in community events throughout the region to provide information regarding the initiation of the RTP planning process and to outline opportunities for public involvement.

Process

Community tabling events took place across the region during the summer of 2025. These events included gatherings such as festivals, farmers markets, concerts, and other events that brought community members together. Events attended include:

Event	City	County
Health and Hope Fair (UW-Tacoma School of Nursing)	Fife	Pierce
Link 2 Line Opening Celebration	Redmond	King
Poulsbo Farmers Market	Poulsbo	Kitsap
Columbia City Farmers Market	Seattle	King
Capitol Hill Farmers Market	Seattle	King

Poulsbo Farmers Market	Poulsbo	Kitsap
Capitol Hill Farmers Market	Seattle	King
Lake City Farmers Market	Seattle	King
AquaFest	Lake Stevens	Snohomish
West Seattle Summer Fest	Seattle	King
Kent Music in the Meadow: Eden Show	Kent	King
Bainbridge Island Farmers Market	Bainbridge Island	Kitsap
Downtown Summer Sounds	Seattle	King
Kirkland Wednesday Market	Kirkland	King
Edmonds Museum Summer Market	Edmonds	Snohomish

The intention of attendance at these events was to educate about the Regional Transportation Plan and make individuals aware of it who are likely not tuned into the work of PSRC. Staff at tabling events shared data and maps on the Future High Transit Network, explained the process for creating the Plan, and gathered early input on how people use our transportation network and the improvements they hope to see made in the future.

Outcomes

Community members were directed to access the RTP Engagement Hub via QR code when engaged at community events. Any feedback and input was funneled through the survey process and collected through that method, which is detailed in this report.

Regional Public Meetings

Six (6) in-person public meetings were held across the region to hear from residents, community organizations, and community leaders. More detailed summaries of each meeting are included in Appendix A.

Thursday, September 4, 2025

Central Seattle Public Library

1000 4th Ave, Seattle, WA 98104

Thursday, September 18, 2025

Everett Station

13201 Smith Ave, Everett, WA 98201

Thursday, October 2, 2025

Pioneer Park Pavilion

330 S Meridian, Puyallup, WA 98371

Thursday, October 16, 2025

Point Defiance Pagoda

5801 Trolley Ln, Tacoma, WA 98407

Thursday, October 23, 2025

Tukwila Community Center

12424 42nd Ave S, Tukwila, WA 98168

Thursday, October 30, 2025

Marvin Williams Recreation Center

725 Park Ave, Bremerton, WA 98337

Process

Attendees gathered for an Open House, Dinner, and Entertainment, beginning at 5 pm. Upon arrival, participants checked in at a welcome table, where they received an overview of the event. A word cloud tool was introduced for attendees to share their thoughts and perspectives, and a photo opportunity was provided at a step-and-repeat backdrop. Informational materials were presented at four staffed stations set up in the meeting rooms.

The first activity, Station 1, explored the demographics of the county. Participants viewed informative posters detailing the PSRC demographic profile and engaged in an interactive

exercise where they selected marbles representing their identities and their preferred mode of transportation, placing them in a communal jar.

At Station 2, attendees learned about the Regional Transportation Plan (RTP) through posters and took part in an online survey to offer their input on the plan's elements.

Station 3 offered participants an opportunity to evaluate maps showcasing proposed transportation improvements, discussing project types as they allocated five marbles each to jars representing their priorities, which included Regional

Capacity Projects, Programmatic Investments, Maintenance and Preservation, and Local Transit Service Growth.

Station 4 wrapped up the activity segment, where participants surveyed four different plan scenarios. Each attendee received a marble to cast their vote for their preferred funding option, further contributing to the planning process.

As the event transitioned into the Introductions and Instructions segment, the Master of Ceremonies (MC) brought the room to order. Elected officials were introduced, and the MC reviewed housekeeping details, sharing the results from the earlier “who's in the room” activity that highlighted the diverse attendance.

Next, the event shifted to Table Activities, where each table was facilitated by a moderator who guided discussions. Paired with a notetaker, the groups engaged in three critical discussion questions:

Quality of Infrastructure: Attendees rated the quality of transportation infrastructure, System Investment: They ranked their priorities for community investment,

Plan Scenarios: They selected the plan scenario they believed would best serve their community.

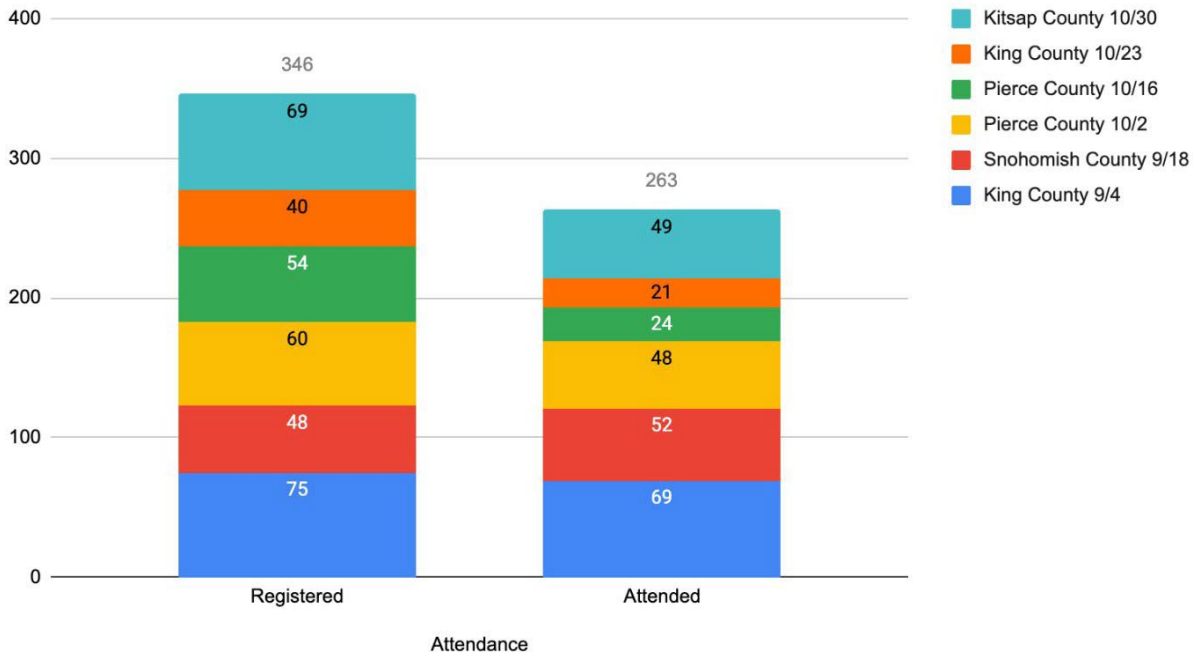
Staff actively took notes during these discussions, allowing for a rich exchange of ideas. After each question, the MC led a full-room readout to ensure all voices were heard.

As the event ended, the MC expressed gratitude to attendees for their participation, inviting elected officials to share closing remarks. Attendees were reminded to complete the post-event survey, marking the end of a collaborative and engaging evening focused on shaping the future of transportation in the community.

Outcomes

RSVPs vs Attendance

RTP RPM Registered vs Attended



The RTP Regional Public Meeting (RPM) series saw a total of 346 people register across the various meetings, with an overall attendance of 263 people, resulting in an approximate attendance rate of 75%. Among the in-person meetings, the King County 9/4 event had the highest attendance rate at 92.0% (69 attendees out of 75 registered), while the Pierce County 10/16 meeting saw the lowest attendance rate at 44.4% (24 attendees out of 54 registered). Notably, the Snohomish County 9/18 meeting had attendance of 52 people versus 48 registered, with walk-ins exceeding the pre-registered count.

Who's In the Room

The community perspectives shared during public meetings varied widely, as shown by the self-reported word cloud data. The most prominent contributors were members of the general public, including residents and community members. This strong citizen engagement was further supported by significant involvement from local elected officials. Other stakeholder groups that provided input included students, commuters, various local government staff (from counties and cities), and community activists. In summary, the meetings successfully gathered diverse input that reflects a balance between the experiences of the public and the viewpoints of policymakers and specialized community advocates.

King County 9/04

Due to a technical difficulty, we were unable to complete this activity at the 9/04 King County RPM.

Pierce County 10/02

What community perspective are you bringing today?



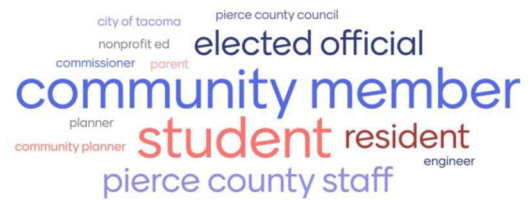
Snohomish County 9/18

What community perspective are you bringing today?



Pierce County 10/16

What community perspective are you bringing today?



King County 10/23

What community perspective are you bringing today?



Kitsap County 10/30

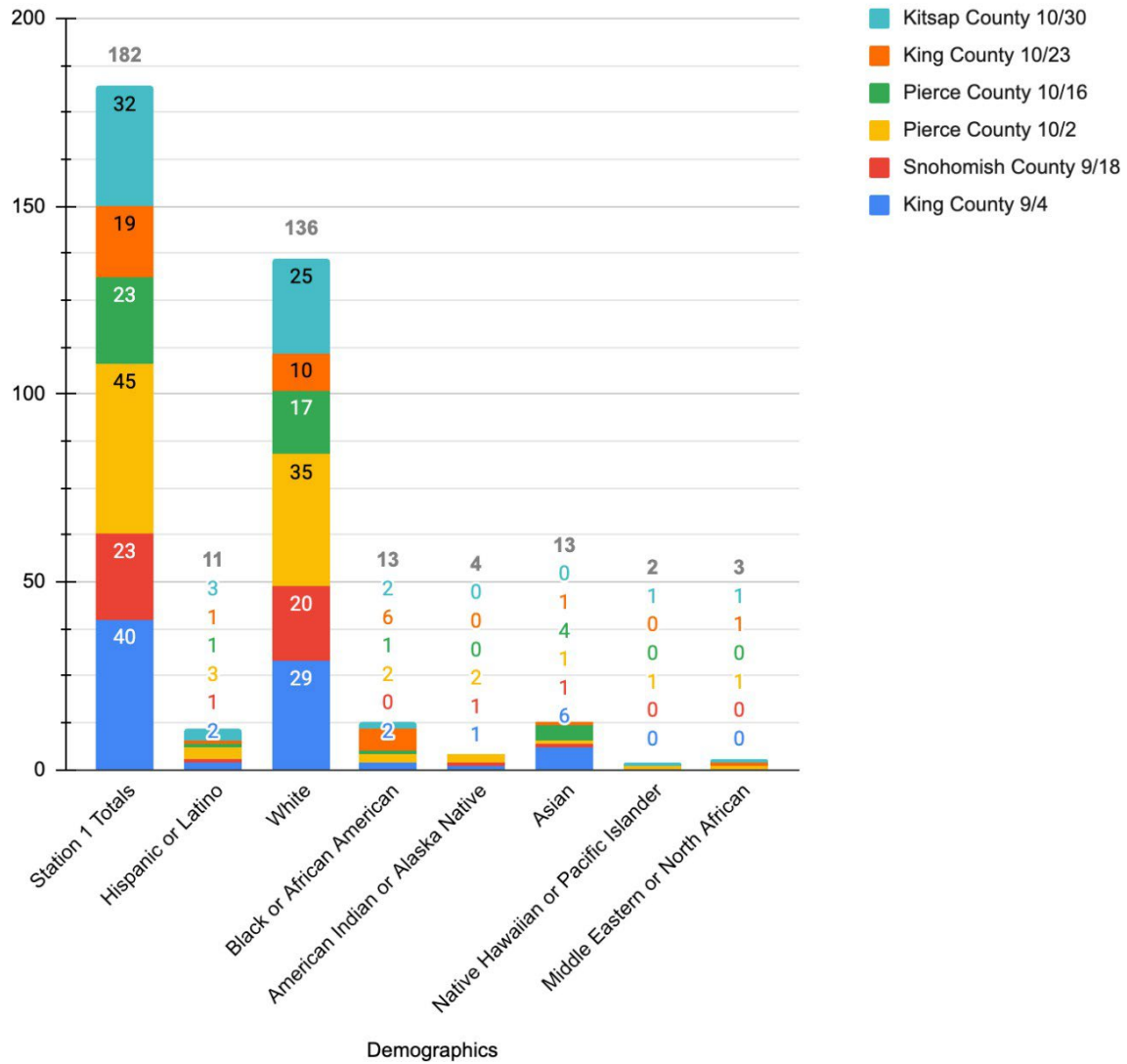
What community perspective are you bringing today?



Station 1: Demographics & Preferred Mode of Transportation

Sixty-nine percent of event attendees participated in the demographic question at Station 1. Seventy-five percent of respondents identified as White, 7% as Black, 7% as Asian, and 6% as Hispanic or Latino.

Station 1: Demographics



The car was the most preferred mode of transportation, with 23.04% of total responses. The largest share of this preference came from the initial King County meeting on September 4, where it accounted for 33.96% of all car preferences.

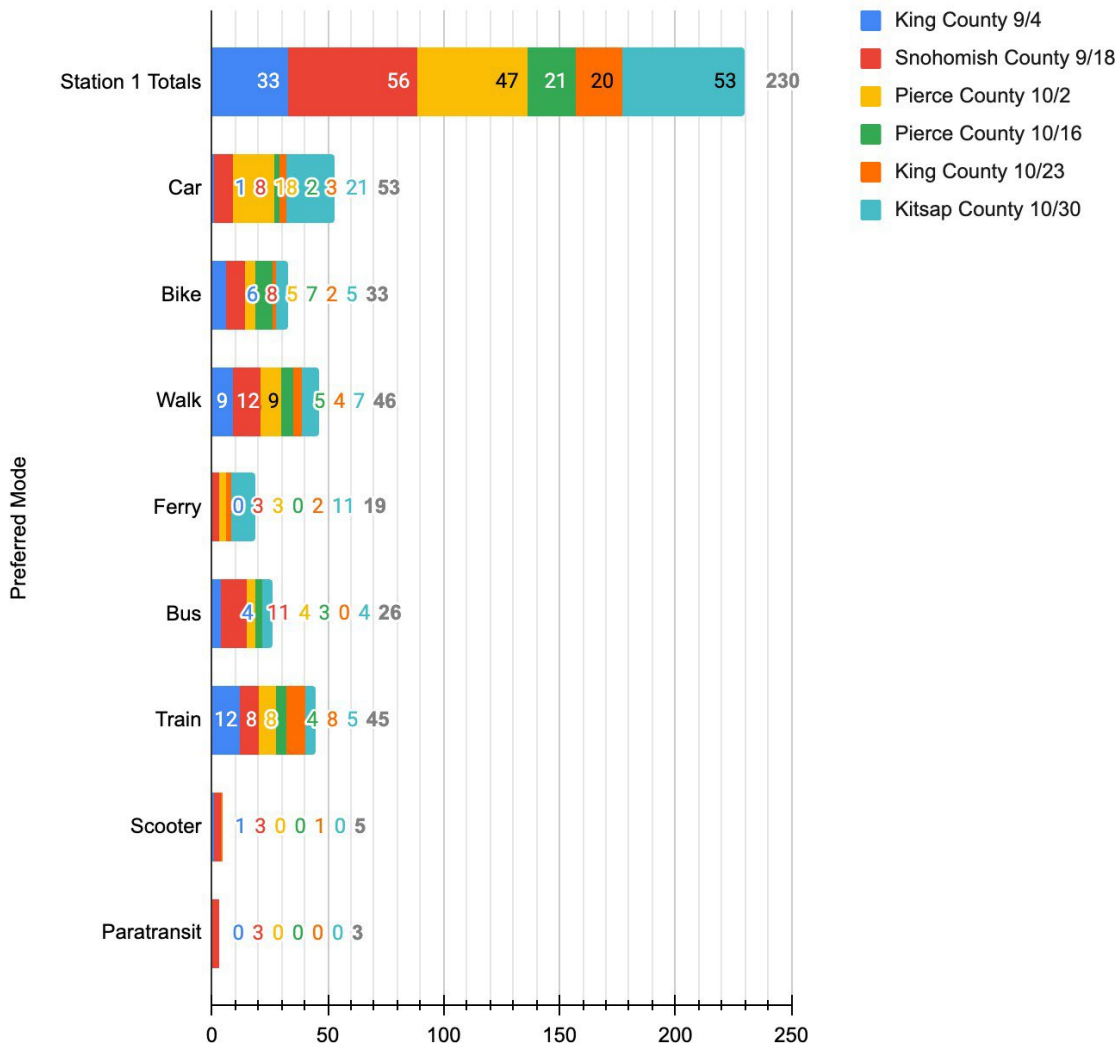
Walking was the second most popular choice, representing 20% of all responses, with attendees from the Snohomish County meeting on September 18 contributing the highest percentage at 26.09%.

Train travel was preferred by 19.57% of participants, with attendees from both the King County meetings on September 4 and October 23, each contributing equally at 26.67% of the total train responses. In contrast, the least preferred modes were scooter and paratransit, which received minimal support at 2.17% and 1.30% of total responses, respectively. The

preference for scooters was primarily driven by attendees from the Snohomish County meeting.

This distribution of preferences strongly indicates that future regional transportation planning should prioritize infrastructure that supports driving, walking, and train travel.

Station 1: RTP Regional Public Meeting - Preferred Mode of Transportation



Station 2: System Investment Priorities

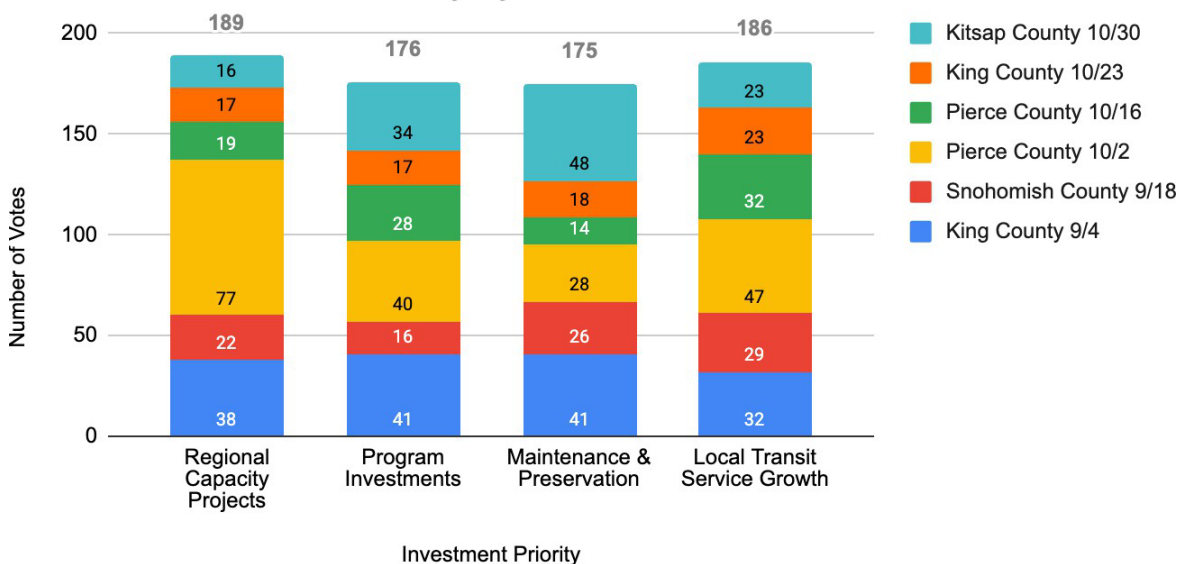
At station 2, attendees were provided with a description of the Regional Transportation Plan and directed to the RTP Engagement Hub to complete the online survey, the results of which are summarized above.

Station 3: System Investment Priorities

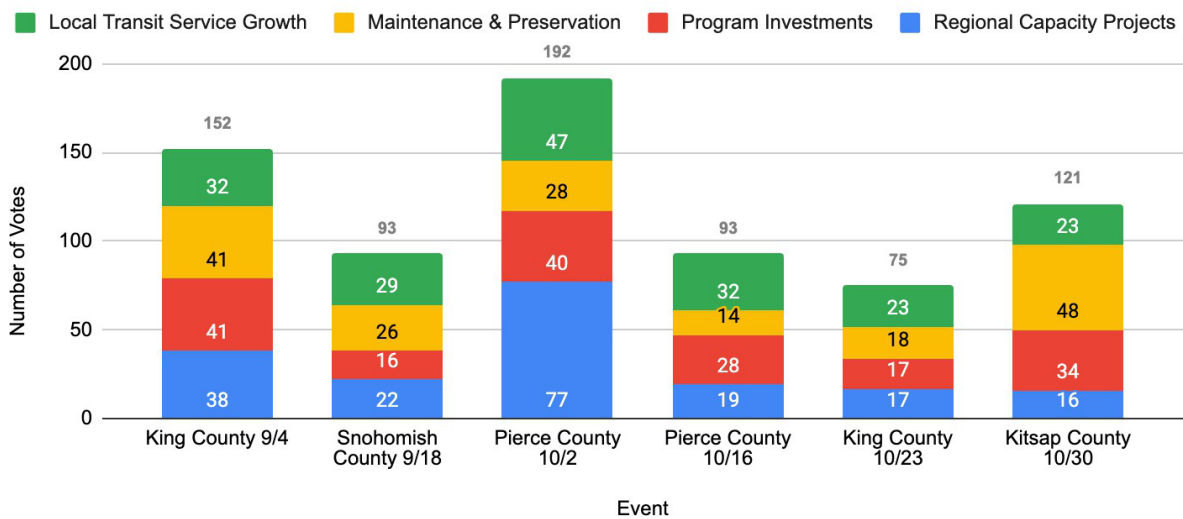
The community feedback collected at Station 3 across the regional public meetings reveals a consensus on investment priorities, with some regional variation. The highest overall interest was centered on Regional Capacity Projects and Local Transit Service Growth, indicating a significant desire for both expansion and improved services across the region. This strong preference for capacity and service expansion was most pronounced at the Pierce County (10/2 event), which cast the highest number of votes overall and overwhelmingly prioritized both of those top categories.

However, this focus on growth was balanced by substantial support for maintenance, as Program Investments and Maintenance & Preservation also received similarly high total vote counts. This need for upkeep was particularly evident in the Kitsap County (10/30 event), where Maintenance & Preservation was the clear top priority, followed by Program Investments. This suggests that while the community desires growth and enhanced transit services, a portion of the feedback also recognizes the critical need for systemic upkeep and dedicated investment in current infrastructure programs.

Station 3: Investment Priority by Event



Station 3: Events by Investment Priority



Station 4: Plan Scenario Preferences

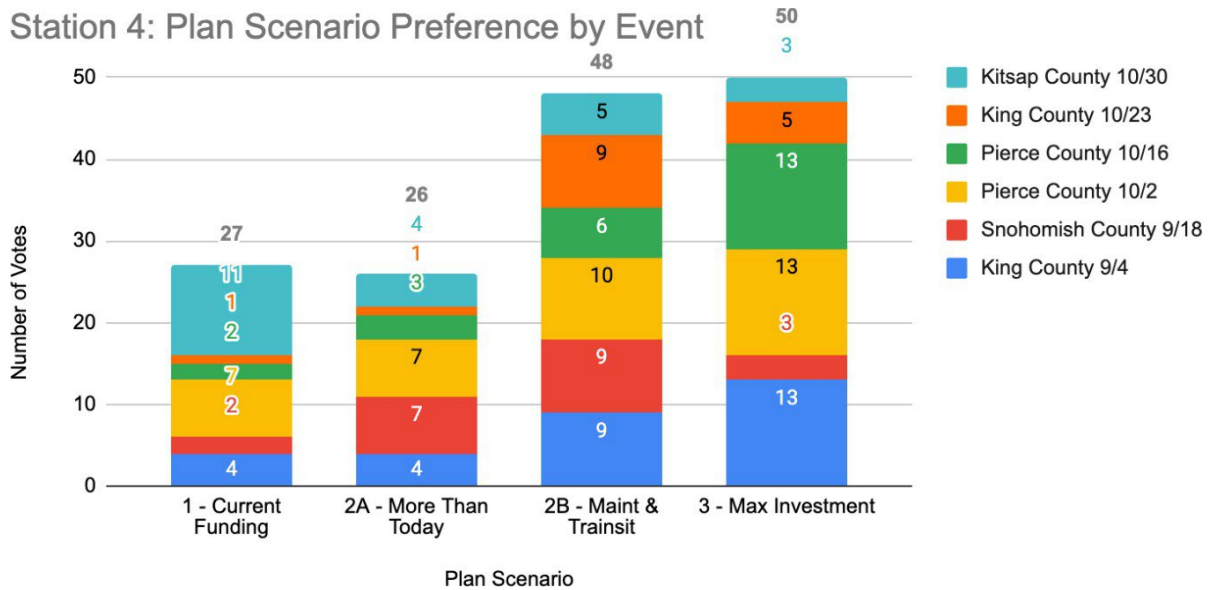
The feedback from Station 4: Plan Scenario Preference illustrates the region’s demand for a comprehensive and ambitious transportation future, rejecting current funding levels in favor of more investment in transportation. The 3-Max Investment scenario narrowly emerged as a favorite, receiving the highest total number of votes and securing the top preference in the majority of individual public meetings. This outcome signifies support for increased levels of funding to support growth, major capital projects, and system improvements across the region.

Scenario 2B - Maintenance & Transit scenario, which emphasizes maintaining existing infrastructure alongside transit improvements, also garnered substantial support—making it the second most-favored choice—just below the Maximum Investment scenario.

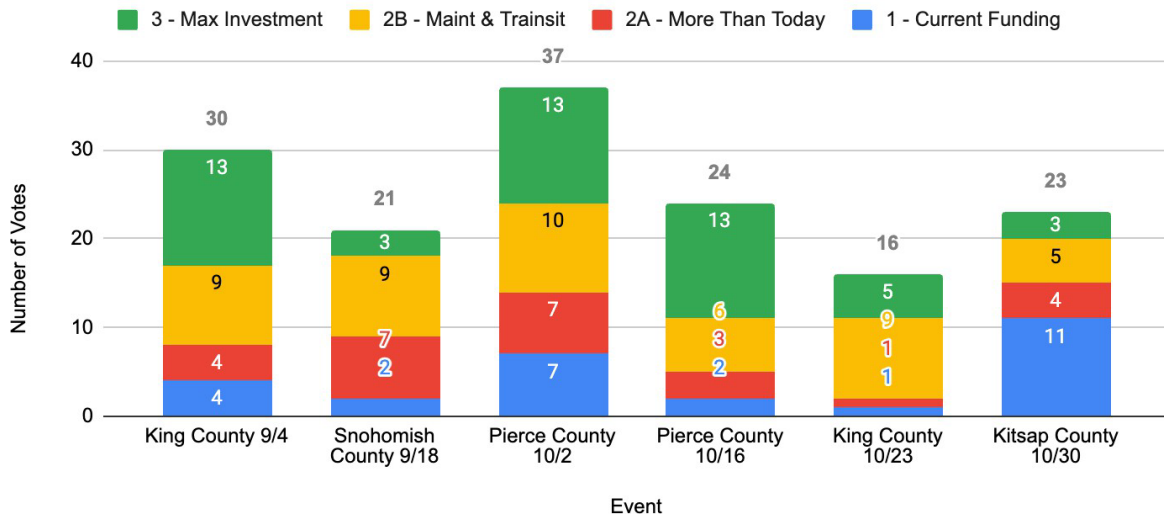
The ‘Current Funding’ and ‘More than Today – 2A’ scenarios were the least popular options overall, signaling dissatisfaction with the status quo. An exception was seen at the Kitsap County (10/30) meeting, where the Current Funding scenario captured a majority.

When considering the entire region, the results showed that the public is prepared to support a higher-cost, high-benefit transportation plan, with support for decision makers to move beyond present limitations toward a fully funded, future-oriented system.

Station 4: Plan Scenario Preference by Event



Station 4: Events by Plan Scenario Preference



Facilitated Small Group Discussions

Q1. Quality of Infrastructure: “How would you rate the quality of our transportation infrastructure?” (Rating: 1-Failing / 5-Excellent)

Small group discussions reveal a moderate view of the quality of the region’s transportation infrastructure. Across the board, Ferries generally emerged as a reliable bright spot, achieving the highest single score of the entire session (3.8 from one Pierce County group) and remaining consistent in King and Snohomish counties. Transit reflected the sharpest regional divide; while King and Snohomish groups rated it as their strongest or near-strongest asset (peaking at 3.4), groups in Pierce and Kitsap counties rated it significantly lower, at 1.8.

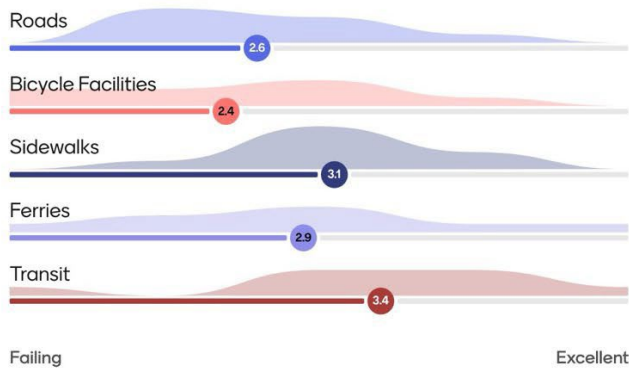
Conversely, active transportation infrastructure faced the most uniform criticism; Bicycle Facilities were consistently the lowest-rated category across almost all regions, falling to a dismal 1.7 in Kitsap, signaling a widespread consensus that non-motorized safety and connectivity is the region’s most pressing gap.

Regional nuances were distinct among the discussion groups, highlighting different local priorities and experiences. King County responses reflected an urban-centric satisfaction with transit and sidewalks. In contrast, Pierce County groups showed divergence in their priorities—with one group rating roads highest and another rating them near the bottom, suggesting varied infrastructure quality within that specific county. Kitsap County provided the most critical consensus overall, with no single category rising above a 2.7 rating. Roads and Sidewalks were generally ranked in the middle across all surveys; they were rarely celebrated as exceptional but were viewed as serviceable compared to the extremes of the high-performing ferries or the under-performing bicycle networks.

King County 9/4

Mentimeter

How would you rate the quality of our transportation infrastructure?



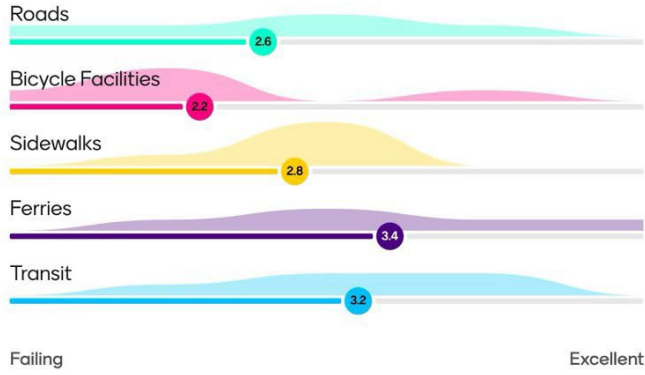
REGIONAL TRANSPORTATION PLAN FOR 2020



Snohomish County 9/18

Mentimeter

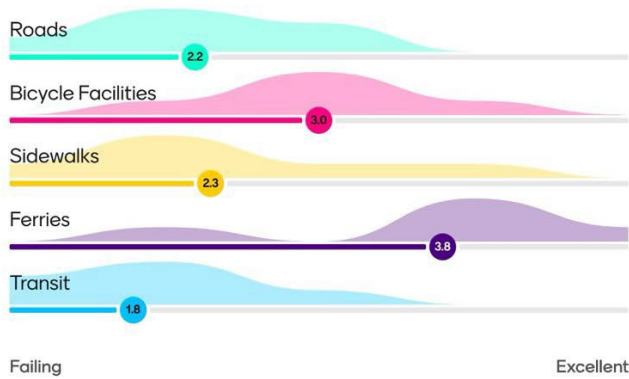
How would you rate the quality of our transportation infrastructure?



Pierce County 10/2

Mentimeter

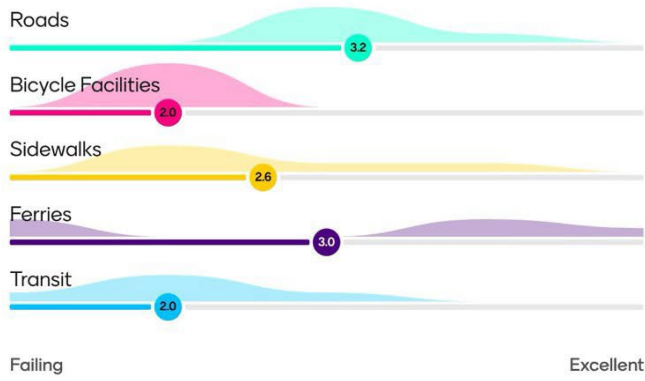
How would you rate the quality of our transportation infrastructure?



Pierce County 10/16

Mentimeter

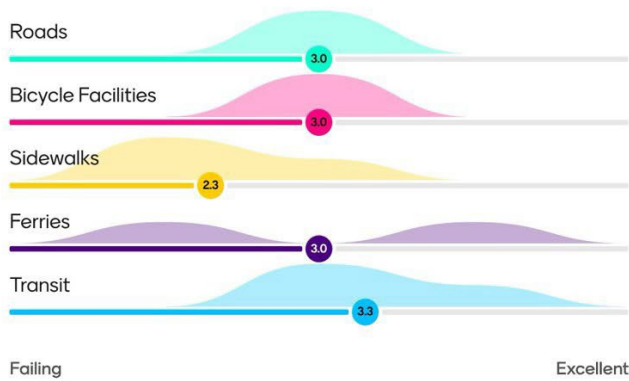
How would you rate the quality of our transportation infrastructure?



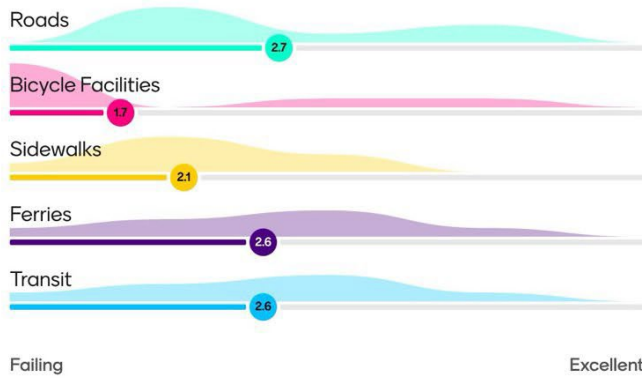
King County 10/23

Mentimeter

How would you rate the quality of our transportation infrastructure?



How would you rate the quality of our transportation infrastructure?



Q2. System Investment: Where would you prioritize investment in your community? (Ranking)

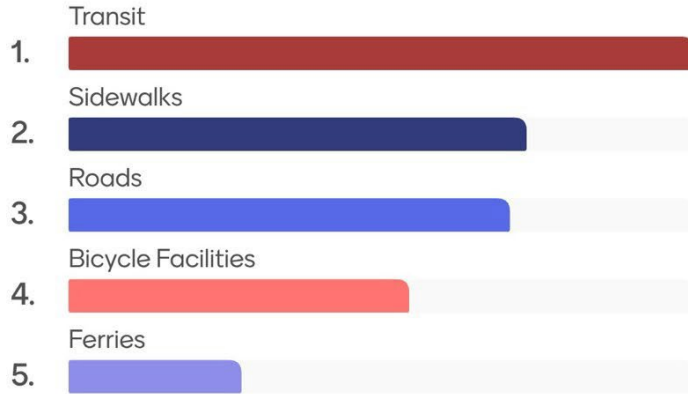
Discussion groups expressed a desire to prioritize investment in Transit, which ranked as the number one priority for Snohomish County, one King County event, and one Pierce County event. This suggests that for a significant portion of the region, expanding or improving mass transportation is viewed as a critical need. Closely trailing transit were Roads and Sidewalks, which frequently traded places for the second and third spots; notably, one King County group prioritized Sidewalks above all else, while one Pierce County group placed Roads at the very top, highlighting a tension between maintaining vehicular networks and enhancing pedestrian accessibility.

Kitsap County ranked Transit as its lowest priority and Roads as its highest, while also being the only group to rank Ferries in the top three. Meanwhile, Bicycle Facilities appeared to be a universal low priority for investment, ranking fourth across every group surveyed, regardless of location. This indicates that while groups may disagree on the balance between cars and buses, there is a regional consensus that bicycle infrastructure is less urgent than other transportation needs.

King County 9/4

For additional context, please see the event folio insert.

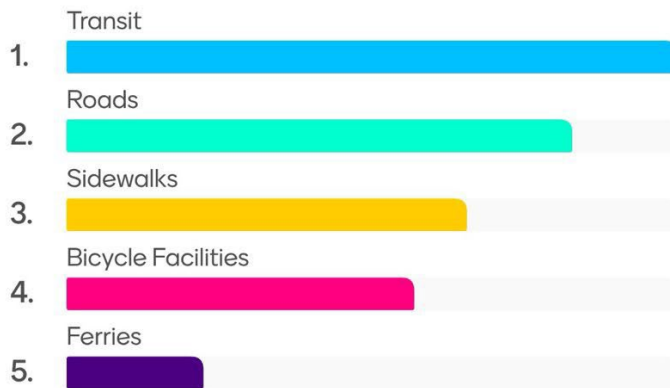
Where is investment most needed in your community?



Snohomish County 9/18

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?

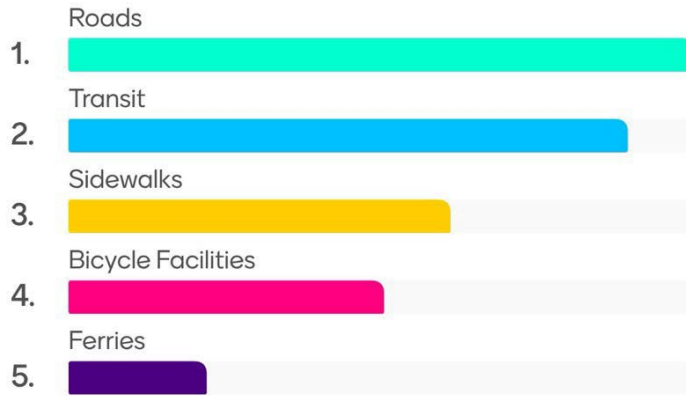


Pierce County 10/2

Mentimeter

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?

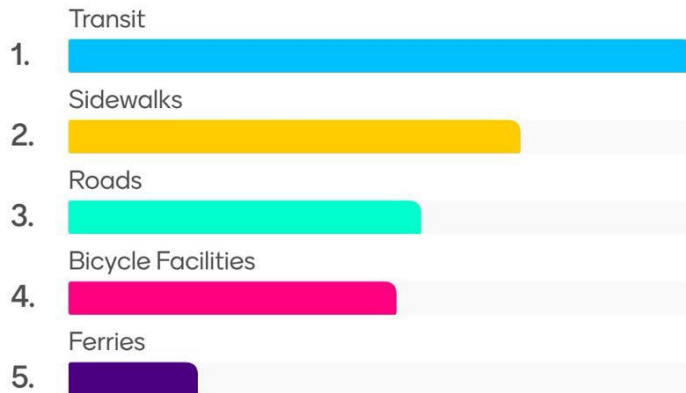


Pierce County 10/16

Mentimeter

For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



For additional context, please see the event folio insert.

Where would you prioritize investment in your community?

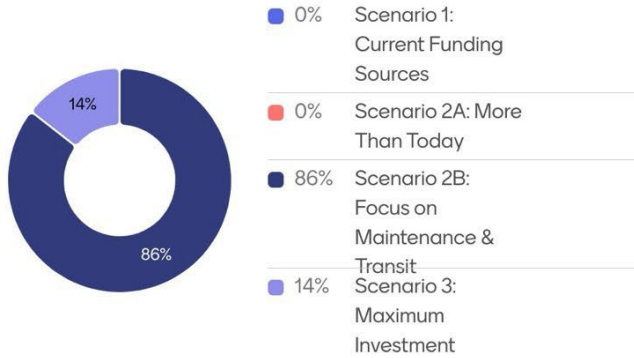


Q3. Plan Scenario

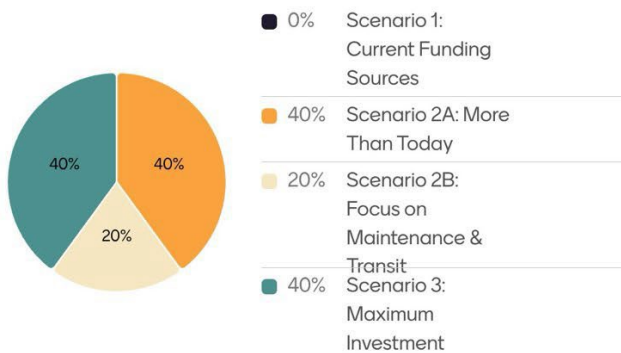
The regional preference for future transportation investment is concentrated on scenarios that involve funding levels beyond current projections. Across all discussion groups, the majority of participants (averaging 85.1% of responses) selected a scenario that included increased funding (Scenario 2A, 2B, or 3). The most preferred option overall was Scenario 2B: Focus on Maintenance & Transit, which received an average of 45.5% of the vote region wide. King County groups demonstrated the strongest consensus for this focus, with both groups opting for increased investment, and one group selecting Scenario 2B unanimously (100%). Similarly, Snohomish County and one Pierce County group showed 100% support for an increased investment scenario, with Snohomish groups showing strong, equal support (40% each) for Scenarios 2A and 3.

Scenario 1: Current Funding Sources was preferred by 71% of participants in Kitsap County, while this option received minimal to no support in King, Snohomish, and one Pierce County group. This preference in Kitsap stands in stark contrast to the high-investment outlook of King County, whose groups averaged 93% support for the transit-focused Scenario 2B. Meanwhile, Pierce County exhibited the most varied results, with preferences for scenarios 2A, 2B, and 3 all clustered between 20% and 40% in one meeting, and a more even split across all four scenarios in the other meeting, highlighting an ongoing discussion about the balance between maintaining the existing system and aggressively expanding future capacity.

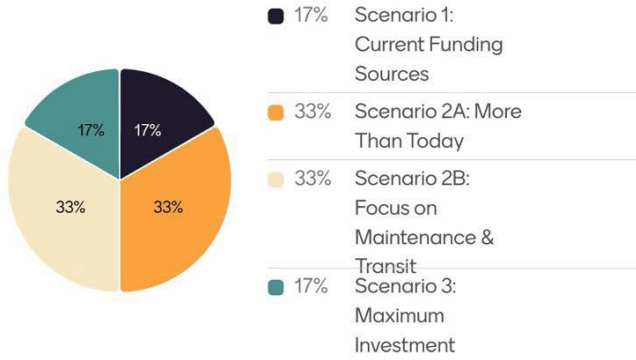
Right now, what plan scenario will work best for your community?



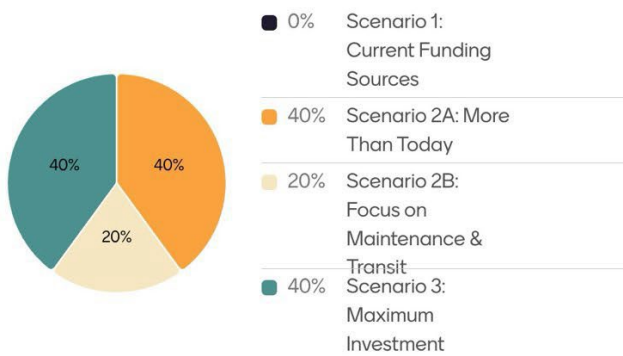
What plan scenario will work best for your community?



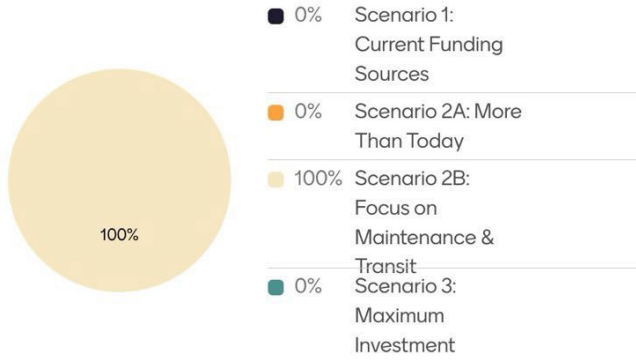
What plan scenario will work best for your community?



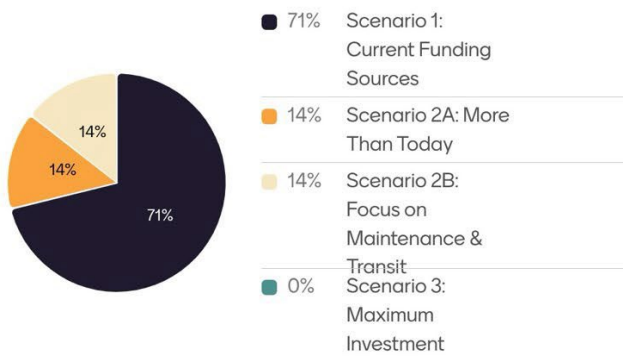
What plan scenario will work best for your community?



What plan scenario will work best for your community?



What plan scenario will work best for your community?



Virtual Public Meeting

Process

On November 20, 2025, PSRC hosted a virtual regional public meeting. Eighty-two people attended out of the 100 that registered (82%). The meeting began with a group presentation on the RTP, followed by attendees being divided into five breakout rooms for small-group discussions.

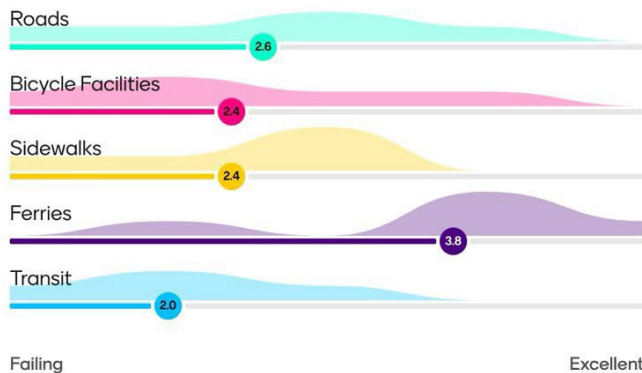
Outcomes

Groups in the virtual setting rated Ferries exceptionally high at 3.8, matching the highest regional score, while rating Transit very low at 2.0. However, the virtual group's investment priorities diverged from the in-person meetings, which generally prioritized Transit (average score of 4.0). The virtual group placed Roads as the highest priority (score of 5), followed by Transit (score of 4).

Regarding preferred funding scenarios, the virtual meeting exhibited a preference for Scenario 1 (Current Funding Sources) with 75% support. This contrasts with the in-person discussions, which favored increased investment; the combined county average showed that Scenario 2B (Maintenance & Transit Focus) was the most popular choice at 45.5%.

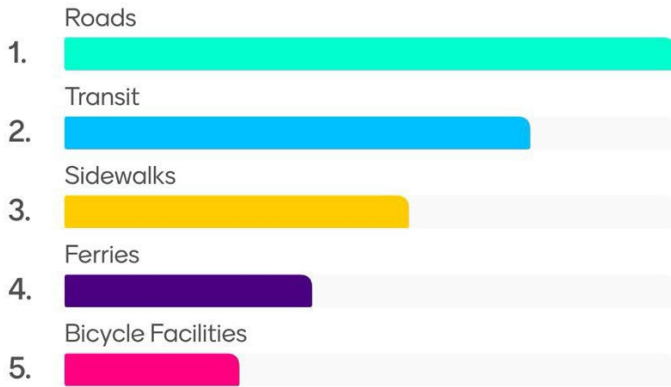
Mentimeter

How would you rate the quality of our transportation infrastructure?

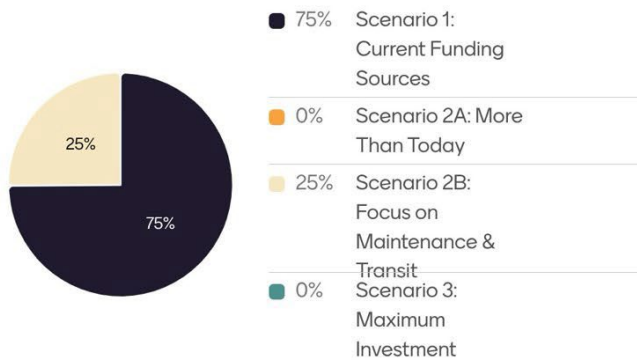


For additional context, please see the event folio insert.

Where would you prioritize investment in your community?



What plan scenario will work best for your community?



Focus Groups

Overview

To complement the public comment period, PSRC planned three (3) smaller focus group meetings with key groups of people to discuss specific, emergent topics in the RTP. The engagement team selected focus groups based on engagement gaps identified in earlier

engagement activities. Focus groups were held in early 2026 and included the following categories:

- Freight
- Rural Residents
- Business Community & Large Employers

Freight

Freight focus group participants emphasized the importance of viewing the transportation network as a complete system, where freight movement is as visible and prioritized as public transit. A major topic of discussion was the need for balance within the system. Participants advocated for a shift from a defensive approach to a proactive one that considers the needs of pedestrians and local traffic alongside freight movement.

Realistic planning was another key focus area. The group recommended that investments should enhance efficiency by accurately reflecting how people and goods move throughout the region. Participants also expressed concerns about the clarity of the data on fund allocation. While the sources of funding are known, it felt unclear how those funds will be spent.

The potential implementation of a Road Usage Charge raised concern among participants about its impact on rural drivers. They sought clarity on how this charge would be applied. Similarly, the topic of congestion pricing generated interest, with participants viewing it as a valuable tool for improving urban freight routes. However, they stressed the importance of applying it fairly to avoid disadvantaging certain areas.

Finally, the group suggested exploring public-private partnerships to fund major infrastructure repairs, such as bridges. They believed that collaboration between the public and private sectors could lead to better outcomes. Overall, participants agreed that the freight industry significantly contributes through taxes and should not be subjected to additional, unfair taxes.

Business Community & Large Employers

A focus group of stakeholders in the business community engaged in a robust discussion on identifying an "optimal state of repair" for infrastructure. Many participants expressed doubts about the practicality of reaching a complete state of good repair. Participants advocated for expanded transit services during evenings and weekends to better serve non-traditional workers.

Additionally, participants requested detailed information on local maintenance projects affected by funding cuts. This data would enable the community to understand the ramifications of these cuts and advocate for essential projects. There were concerns about the long-term financial challenges facing regional transit agencies, highlighting the necessity for a more comprehensive financial strategy.

Equity issues were also a significant focus, particularly regarding how funding changes could affect workers who operate 24/7. Stakeholders advocated for increased funding for transit security to enhance public safety and boost ridership.

Finally, participants suggested that transit planning should adapt to new commuting patterns rather than relying solely on traditional peak-hour models. They emphasized the need for accessible data on project allocations to encourage community engagement and support for a reliable transit system.

Rural Residents

The focus group on rural communities in the Puget Sound region highlighted challenges in transportation planning and service delivery. Participants appreciated being involved in discussions, but raised concerns about the growing disconnect between population growth and the expansion or maintenance of transportation infrastructure. Participants indicated how rapid development in rural areas has outpaced improvements in roads, public transit, and essential infrastructure, leading to congestion and longer commutes.

A key issue discussed was the disparity between tax contributions and the services received, with many rural residents frustrated by their lack of public transit options despite paying transportation taxes. Participants called for better coordination among local, county, and regional planning agencies, noting that resource allocation often neglects rural needs in favor of urban areas.

Criticism was directed toward grant processes that prioritize unnecessary elements, wasting resources that could address immediate needs. The group sought a baseline level of service in rural areas focused on reliable and affordable transportation, rather than urban-level frequency.

There was also skepticism about whether rural input would lead to meaningful change, with the emphasis that "trust is expensive." Participants urged for real collaboration and accountability in planning to address their unique needs. Overall, the feedback illustrates rural communities' desire for engagement and effective solutions amid rapid growth and ongoing neglect.

Environmental Resources Agency Coordination Group

PSRC convened its Environmental Resource Agency Coordination Group in November 2024 to discuss scoping of the Regional Transportation Plan. The group also discussed transportation stormwater retrofits, climate change, and open space. The group includes federal, state and regional environmental agencies, Tribes, and nongovernmental organizations. The draft Regional Transportation Plan and opportunity to comment on the plan was shared with the group in January 2026.

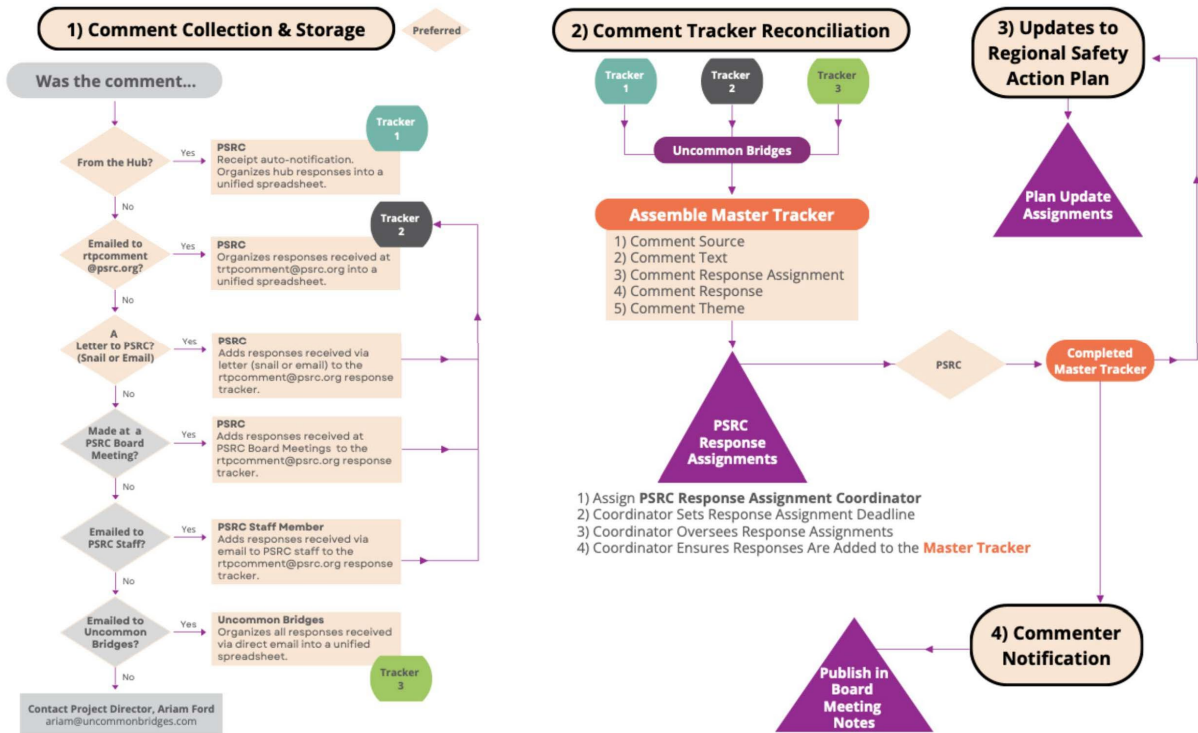
Tribal Engagement

PSRC convened several transportation-focused meetings with the nine federally-recognized Tribes in the region to discuss the Regional Transportation Plan, transportation safety, and coordinated mobility. These meetings took place in June 2024, March 2025, September 2025, and January 2026.

Public Comment – 332 Total Comments

In the final stages of plan development, the draft RTP was released for a public review and comment period. In this period, PSRC collected, reviewed, and responded to 332 comments from the public. Comments were catalogued and categorized to understand public reactions to and sentiments about the plan and provided to the Transportation Policy Board. At the direction of the TPB, comments were used to make updates and edits to the plan in preparation for plan finalization and recommendation to the Executive Board and General Assembly for adoption.

Regional Transportation Plan Comment Processing Flowchart



Public Comment Results & Findings

The draft Regional Transportation Plan (RTP) was made available for public review and comment between December 15, 2025 and February 2, 2026. Submissions were received by 61 respondents, resulting in 332 unique comments. Staff 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, 2026.

The following themes were highlighted by the public comment period, followed by the occurrence of these comments:

- Active Transportation - 11
- Climate and Environment - 26
- Funding - 26
- General / Other - 130
- Roads and Maintenance - 33
- Safety - 29
- Technology - 5

- Transit - 72

Categorized Comments

Each comment was categorized into one of the following three categories: No Action Taken, Technical Correction, and Requires Board Input. The majority of comments received did not require action or response from PSRC. See the RTP Engagement Hub for a table summary of the comments and copies of the letters and emails received in the comment period. These will be appended to this report upon final adoption of the 2026–2050 RTP.

A total of 86 Technical Corrections were made as a direct result of the public comment period. These tended to be clarifications or minor corrections to wording, map and table updates, or other small changes that did not have a significant impact on the RTP. After review by PSRC's boards, these changes were made in the final plan.

Fifteen comments were flagged by staff for further discussion and review by the Transportation Policy Board and Executive Board. Within these 15 comments, three central themes emerged: rural transportation issues; ongoing performance measuring and monitoring; and transportation technologies.

PSRC staff proposed the following work programs for each theme:

- Rural Transportation Issues: Staff to develop future work program to review and analyze current and future rural transportation issues and needs, including available infrastructure, services, and growth impacts.
- Ongoing Performance Measuring and Monitoring: Staff to continue work to improve ongoing data collection, analysis and monitoring of existing and potentially new performance measures, as applicable.
- Transportation Technologies: Staff to develop work program to monitor and advance emerging transportation technologies, including but not limited to, autonomous and connected vehicles.

After review, PSRC's boards agreed that these topics should be identified in the final plan as PSRC future work program areas, appreciating the input from public comment.

Conclusion

The public engagement process for the Regional Transportation Plan provided valuable insights into regional priorities and highlighted key areas for future improvement.

Feedback consistently emphasized the importance of an efficient, safe, and accountable transportation system. Public input revealed strong interest in expanded public transit, improved road maintenance, and investments that address both immediate needs and

long-term growth. Differences in priorities among governments, advocacy groups, and residents reflect the region's diverse perspectives. The sustained and comprehensive engagement throughout the development of the RTP fundamentally shaped the draft and final plan documents.

Overall, the engagement process laid a strong foundation for understanding community needs, and future efforts that reach a wider range of voices—across income levels, languages, and locations—will help ensure the Regional Transportation Plan is responsive to all who live and work in the central Puget Sound area.

Appendix A: RTP Regional Public Meeting Small Group Discussion Summaries

King County - Thursday, September 4, 2025 / Central Seattle Public Library

Group discussions on September 4th in King County highlighted inconsistencies in the quality of our region's transportation network. A central theme was the disparity between major freight and commuter routes, which are generally maintained, and local streets and side roads, which are showing clear signs of neglect, particularly in areas like the Snoqualmie Valley. Furthermore, the state of pedestrian infrastructure is variable. While new investments on the Eastside are appreciated, access for mobility devices in Seattle remains a specific concern, and many rural communities lack reliable pathways altogether. The consensus was that basic infrastructure needs a more consistent standard of care across all jurisdictions.

In prioritizing future investments, the groups wrestled with the tension between maintaining the existing road network and expanding transit. While both roads and transit were recognized as critical needs, participants noted that in many rural communities, improving the underlying roadways is a prerequisite for making bus transit a viable option. Specific frustrations were voiced regarding the reliability of the Link light rail and the operational decisions to truncate express bus routes, which have resulted in time-consuming and inconvenient transfers for commuters. Operational efficiency and reliability must be proven before the public is willing to endorse massive expansion plans.

Regarding future planning scenarios, there was an inclination toward a fiscally cautious approach, specifically favoring a scenario that emphasizes maintenance and sustainable investment. This sentiment was driven by skepticism; many participants expressed frustration that ambitious projects promised in previous funding packages have been delayed, over budget, or unfulfilled. The call was for a strategy that prioritizes the longevity and sustainability of the current system, ensuring that the cost to maintain new infrastructure does not outweigh the value of its construction.

Ultimately, the meeting underscored a desire for greater accountability and transparency from public agencies. Participants were hesitant to support the most ambitious "Maximum Investment" scenarios without assurances that funds would be managed more efficiently and distributed equitably across the region, particularly outside of Seattle. The group made it clear that a foundation of trust must be established through the visible and efficient use of existing funds before they would consider supporting tax increases for future projects.

The September 18th meeting in Snohomish County offered a critical examination of the current multimodal system, with attendees highlighting several areas where safety and connectivity for non-driving modes are lacking. Bicycle infrastructure was rated poorly due to its fragmented nature and the inherent danger of sharing roads with cars. Sidewalk quality was described as highly dependent on the municipality, with many unincorporated areas offering virtually no dedicated pedestrian accommodations. Snohomish County's rapid transit system was singled out as a regional success story, though even its users noted that there is room for further improvement in connectivity.

When ranking investment priorities, a key debate emerged: should we prioritize fixing the roads to accommodate cars and buses, or should we invest heavily in transit to reduce the overall stress on the road network? Roads remained a high priority for many, based on the principle that the base system must function for safety and commerce. However, there was a compelling argument that significant transit investment is the only way to break the cycle of congestion. Ferry service, although not a top priority for all, was acknowledged as a critical utility for certain communities, with reliability remaining a core concern for those who depend on the service.

In considering the planning scenarios, the groups strongly favored a middle-ground approach that prioritizes system maintenance. This "fix it first" mentality was based on the practical observation that the public's tolerance for inconvenience is lowest when the basic infrastructure fails. There was widespread apprehension about proposing high-cost, ambitious expansion plans that might require substantial tax increases. Participants generally felt that a more sustainable approach is to prioritize efficiency and ensure that 100% of the existing system is maintained in a good state of repair before engaging in large-scale new construction.

The groups also delved into the public's perception of fiscal fairness and capacity projects. While acknowledging the abstract need for "Maximum Investment," the practical resistance centered on the current tax structure, with concerns that the wealthiest individuals are not paying their proportionate share. The overall takeaway was that while the public understands the long-term benefit of progressive investment, there is a preference for a balanced, fiscally conservative approach that delivers on maintenance promises without adding excessive new debt or tax burdens.

Pierce County – Thursday, October 2, 2025 / Pioneer Park Pavilion

The first Pierce County meeting revealed that rapid population growth is a stressor on the local infrastructure. Attendees rated the regional system poorly, noting that despite local efforts to maintain roads better than state-managed facilities, the network is fundamentally inadequate for the residential growth occurring in areas like South Hill and Bonney Lake. This insufficient capacity has led to safety concerns, with attention drawn to rural routes, critical bridge failures, and a lack of safe pathways for children going to school.

Prioritization discussions clearly established roads as the primary need, viewed as the asset that provides the greatest benefit to the largest population. Transit was ranked a close second, with participants praising the success of regional transit lines while identifying the bus system as underfunded and failing to adequately serve the increasingly dense eastern areas of Pierce County. Active transportation facilities were considered important but secondary, with groups noting that the cost and fragmented nature of sidewalk and bike lane networks make them less viable for essential travel outside of urban cores.

Regarding the future planning scenarios some participants argued for financial restraint, preferring to operate within existing means due to skepticism over how funds are distributed. Others acknowledged that the current situation requires intervention. The overall preference leaned toward a moderate expansion scenario that delivers visible progress without the fiscal requirements of the most ambitious, high-cost options. This choice was driven by a desire to show constituents tangible improvements that would build support for future investment.

A critical undercurrent of the conversation was the feeling that Pierce County is frequently overlooked in regional planning, with a perceived lack of equitable funding compared to more urban centers. Participants called for a systemic approach that not only addresses infrastructure backlogs but also respects and preserves the rural character of their communities while accommodating growth. The group emphasized the need for creative efficiency, such as better utilizing existing public resources, before considering new tax measures that they felt would unduly burden an aging, fixed-income population.

Pierce County – Thursday, October 16, 2025 / Point Defiance Pagoda

The October 16th meeting focused on the infrastructural dilapidation in Tacoma and Pierce County. The consensus was that local road quality is lacking, largely due to a long-standing maintenance backlog that has made it challenging for the city to catch up. The condition of bridges was highlighted as a separate and urgent crisis that needs dedicated attention. Active transportation options were rated poorly, with participants citing poor connectivity

and a historical focus by local governments on moving vehicles quickly, often at the expense of creating safe and inviting spaces for pedestrians and cyclists.

Investment priorities acknowledged that, while roads are necessary, many participants advocated for making transit the top priority to provide relief and alternative options for residents without reliable vehicle access. However, given that most residents still rely on personal vehicles for work, roads remain important. The groups prioritized sidewalks strategically in densely populated areas near schools and transit centers, acknowledging that widespread sidewalk deployment in rural county areas is not fiscally or practically realistic.

The discussion of planning scenarios was dominated by a search for a realistic and accountable path, with a modified moderate scenario emerging as the preferred choice. Participants were skeptical of the goal to achieve "100% optimal repair," viewing it as an abstract ideal that is unlikely. The massive funding gap between the current state and the most ambitious scenario was deemed unrealistic, leading the group to favor a middle ground that ensures a very high percentage of repair while being fiscally responsible.

The issue of public trust was repeatedly raised. The frustration over perceived mismanagement of public funds led to a stance that the community is resistant to any new taxes without demonstrable proof of improved efficiency and effective management. While the group affirmed the clear and urgent need for infrastructure investment, they concluded that before asking for more public money, government agencies must deliver tangible results on existing projects to rebuild confidence.

King County - Thursday, October 23, 2025 / Tukwila Community Center

The October 23rd meeting in King County highlighted the localized differences in South King County communities, such as Maple Valley and Black Diamond. Road quality was described as inconsistent; Maple Valley was praised for its proactive paving program, while roads in Black Diamond were cited as being in such poor condition that drivers actively avoid them. A critical structural issue identified was the interconnected cost of infrastructure— specifically, that the high expense of repaving after essential sewer or water main work often becomes the barrier to important utility upgrades.

Active transportation facilities were described as a system with "missing key pieces." While participants appreciated the direction of investment, such as regional trail connections, the lack of safe, connected feeder routes meant that the system remains primarily recreational rather than functional for daily commuting. Sidewalks were noted as a key safety priority for

future investment. The key insight was the need to view pedestrian and bicycle infrastructure as a cohesive network.

In determining investment scenarios, respondents prioritized maintenance over rapid expansion, specifically favoring a scenario focused on "full maintenance." This pragmatic focus on cost efficiency and sustaining the current system was seen as more responsible. Transit priorities centered on strategic investments to connect community centers and new housing developments. The group noted that as new developments are built with lower parking requirements, reliable bus service is a necessity for accommodating growth.

Ultimately, the discussion highlighted the crucial connection between housing development, road quality, and environmental protection. Attendees noted that every new housing project requires corresponding transit investment. They also emphasized that improving roadways should encompass addressing sidewalk gaps and upgrading stormwater facilities, arguing that these comprehensive investments are essential for mobility, safety, and environmental health.

Kitsap County – Thursday, October 30, 2025 / Marvin Williams Recreation Center

The October 30th meeting focused on the distinct transportation challenges of Kitsap County. The Gorst corridor was criticized as a highway bottleneck deemed unsafe for all modes of travel. The infrastructure ratings were stark, with bicycle facilities receiving the lowest possible marks due to safety concerns. While the availability of ferries was rated well, the conversation quickly turned to the concern of service unreliability, staffing shortages, and the poor condition of state-operated vessels. Participants felt state-operated vessels contrasted with the better-maintained Kitsap Transit fleet. The ferry system was consistently viewed as a lifeline under threat.

Investment priorities for this group were clear: stabilizing the ferry system and improving road safety. Unlike other discussions that called for expanding road capacity, this group clarified that their road investment priority was about design changes and safety improvements to curb speeding, not adding lanes. A key funding debate centered on the ferry system, with attendees arguing that while gas taxes should fund roads, the critical intra-county ferry system requires a separate, dedicated stream of investment to ensure its viability.

In terms of future planning, the majority preferred the maintenance-focused scenario. This choice stemmed from a resistance to tax increases; many participants expressed a

sentiment of being "over-taxed" and preferred to see agencies optimize the use of existing dollars before considering new levies. The ideal outcome was agreed upon as achieving 100% optimal maintenance without increasing the current tax burden, reflecting a community's demand for better performance from their existing investment.

The groups also drew attention to the sharp contrast in connectivity between urban and unincorporated areas. While Bremerton's urban connections were considered adequate, the suburban and rural parts of Kitsap County were described as lacking basic infrastructure, such as sidewalks. The overall prevailing sentiment was one of frustration, with participants feeling that the state often neglects the unique and critical transportation needs of Kitsap County, particularly in managing the essential ferry service.

Appendix B: RTP public comment period full text and analysis spanning Dec 15, 2025 to Feb 26, 2026

Comments by Vic Bishop to PSRC on the web site comment system to the 2026 Draft Update to the 2050 RTP

The Draft 2026 Update of the Regional Transportation 2050 Plan has a fundamental flaw as it relates to transportation in East King County. It eliminates from the plan about \$11 Billion of capacity projects on the I 405 Corridor that are an integral part of the I 405 Master Plan.

The I 405 Master Plan is the result of 3 years of analysis (1999-2001), a full NEPA FEIS, a USDOT Record of Decision issued in 2002, and fully adopted by every City, transit agency, King County, WSDOT and FHWA. The I 405 Master Plan includes 'up to two additional general-purpose lanes' from Tukwila to Lynnwood plus multiple interchange rebuilds, auxiliary lanes, hill climbing lanes, and HOV enhancements. The current 2050 RTP includes all of these elements. WSDOT has been building the elements of the Master Plan since 2002 and claims that it is over 65% funded and 55% complete and open to traffic. About \$1 Billion of I 405 projects are currently under construction. To truncate the Master Plan at this time is not acceptable.

The entire City of Bellevue Comprehensive Plan is based on the completion of the I 405 Master Plan as well as the light rail completion to Seattle and Issaquah. The PSRC travel forecast model shows that after those projects are complete the I 405 Corridor will be the lifeblood of Bellevue and the entire East King County.

The relatively modest cost of \$11 Billion is what supports the 3/4 or so of all daily trips that the I 405 corridor serves. The \$182+ Billion Sound Transit light rail program is projected to carry about 3% of the total trips.

I have a list of projects that add up to \$11 Billion that were in the prior RTP and are not included in the proposed RTP. I will email that list separately.

Eastside Transportation Association (ETA), Victor H. Bishop, P.E., Chair Emeritus						
ETA's PSRC Project List of I 405 Approved Master Plan Projects not included in the Draft 2026 Regional Transportation 2050 Plan						
						2-2-2026
Capacity Projects						
	Estimated					
	2022		Leg.	PSRC App. D2	MTP	
	\$ Million	Source	District(s)	Project #	Status	
Projects Not /resubmitted for the 2026 RTP All "Change to Project Parameters"						
I 405 :I 5 to SR 167, ETL 2nd lane, SR 181 IC, Tukwila, Renton	\$ 466	1	11	4364	Candidate	
I 405: SR 167 Interchange SR 181 to SR 167, Tukwila, Renton	\$ 291	1	11	5617	Unprogrammed	
I 405 @ I-5 Tukwila Interchange Improvements	\$ 1,083	1	11	4360	Unprogrammed	
SR 167: 15th St. SW to S. 180th St. Widening, Auburn, Kent	\$ 1,626	1		5325	Unprogrammed	
I 405: Downtown Bellevue Access NE 4th to SR 520	\$ 837	1	41, 48	5618	Candidate	
I 405 @ I-90 Interchange: HOV Direct Connector Ramps - Phase 1 , Bellevue	\$ 640	1	41	5441	Candidate	
I 405: SR 169 to I-90 Widening and Interchange Imp., Renton, Newcastle, Bellevue	\$ 1,072	1	11, 41	4315	Candidate	
I 405: SR 520 Interchange, Direct Connection (one Pair), Bellevue to Redmond	\$ 454	1	48	4383	Candidate	
I 405 @ I-90 Interchange: HOV Direct Connector Ramps - Phase 2, Bellevue	\$ 349		41	4376	Unprogrammed	
I 405: NE 8th St. and SR 520 Interchange Improvements, Bellevue	\$ 973	1	48	4382	Unprogrammed	
I 405: No. Corridor HOV/ETL Direct Access Ramps., NE 195th St. Interchange,	\$ 429	1	1, 45, 48	4398	Unprogrammed	
I 405: North General Purpose Interchanges, NE 70th St. to 240th ST. SW, Kirkland	\$ 1,107	1	1, 45, 48	4388	Unprogrammed	
I 405 Corridor: SR 167 InterchangeArea Impovements, (Tier II), Renton	\$ 1,091	1		4314	Unprogrammed	
I 405: SR 520 to SR 522 (Widening - SR 520 to NE 124th St), Belleue, Kirkland	\$ 174	1	45, 48	4387	Unprogrammed	
I 405: SR 527 to I-5 ETL, Bothell, Lynnwood	\$ 421	1	1, 21, 32	4402	Unprogrammed	
Total cost of former RTP projects not included in 2026 Draft RTP	\$ 11.015	Billion				



January 30, 2026

Kelly McGourty, Director of Transportation Planning
Puget Sound Regional Council
1201 3rd Ave Suite 500
Seattle, WA 98101

Re: Draft 2026 Regional Transportation Plan

Dear Ms. McGourty:

Thank you for the opportunity to comment on the draft 2026 Regional Transportation Plan (RTP). On behalf of the City of Bellevue, I thank the Puget Sound Regional Council (PSRC) for the extensive work undertaken to update the RTP. We appreciate PSRC's work to implement VISION 2050 through the updated RTP and further support Bellevue's 2024 Comprehensive Plan.

Bellevue supports the goal of the plan, which is to improve mobility throughout the region and ensure that all people equitably benefit from the region's transportation system. This goal is highly aligned with Bellevue City Council's 2024-2026 Vision and Priorities, which call for a transportation system that is "sustainable, reliable and predictable. Mode choices are abundant, clean and safe... Bellevue advances equity through transportation so that all individuals, irrespective of their backgrounds, can traverse the city safely and feel a sense of belonging."

Attached to this letter, Bellevue Intergovernmental Policy Advisor Lacey Jane Wolfe submitted a list of technical comments. In addition to those technical comments, Bellevue requests PSRC's expertise related to autonomous vehicles (AV).

Autonomous vehicles present potential benefits, but realizing them requires proactive, coordinated local leadership with clear, consistent frameworks to protect safety, sustainability, and livability. As part of the 2026 RTP Work Program, the City of Bellevue encourages PSRC to create a regional forum focused on AV regulations and emerging mobility technologies. Such a forum could bring cities together to coordinate approaches, share best practices, and advance a



unified regulatory framework, helping prevent inconsistent or preemptive policies driven solely by industry deployment.

Shared autonomous vehicles highly impact dense urban areas, and managing operational impacts will fall to local transportation jurisdictions, not state or federal agencies. Proactive regional coordination will ensure that AV adoption aligns with safety, equity, and mobility objectives while supporting local planning authority, traffic enforcement and emergency response.

PSRC is the ideal agency to host this forum, given your past work on electric vehicles and your focus on convening stakeholders and providing technical support.

Thank you again for the opportunity to provide comments. We ask that you consider the above request and Bellevue's technical comments as you move toward RTP adoption in May.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew Singelakis".

Andrew Singelakis, Director of Transportation
City of Bellevue



February 1, 2026

Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Re: Comments on the Draft Regional Transportation Plan

Dear Members of the PSRC Executive Board, Executive Director Brown, and PSRC Staff,

The Seattle Department of Transportation (SDOT) appreciates the opportunity to comment on the Draft Regional Transportation Plan (RTP) released in December. We thank PSRC staff for the extensive work that has gone into developing a comprehensive, multimodal, and forward-looking plan to guide transportation investments across the central Puget Sound region.

We also wish to acknowledge the ongoing collaboration throughout the RTP update process between PSRC staff and the City of Seattle, alongside our peer member agencies in the region, and including City Council members and local staff. We appreciate PSRC's responsiveness, technical engagement, and partnership over the course of this work, which has certainly strengthened the draft plan.

Seattle strongly values PSRC's role in coordinating regional transportation planning, particularly given the RTP's importance in shaping federal funding eligibility, project prioritization, and long-term investment decisions. Overall, SDOT supports the direction of the Draft RTP and offers the following comments and recommendations to further strengthen alignment with local priorities and advance shared regional goals related to safety, equity, climate action, and system performance.

Alignment with Local and Regional Policy Goals

We appreciate the Draft RTP's emphasis on safety, equity, climate, mode shift, multimodal access, transit investment, emerging mobility, and system preservation, which closely align with Seattle's adopted transportation and climate policies. As the plan is refined, we encourage PSRC to continue highlighting explicit alignment between regional goals, performance measures, and local plans, particularly in urban centers where the majority of regional travel demand, emissions, and safety risks are concentrated.



Clear linkage between regional objectives and local implementation can help ensure that the RTP functions not only as a compliance document, but also as a practical framework supporting jurisdictions in delivering measurable outcomes.

Safety and Vision Zero Outcomes

We strongly support the Draft RTP's focus on improving safety for all users. We encourage PSRC to continue to elevate safety as a foundational outcome by:

- Strengthening regional performance measures related to traffic fatalities and serious injuries;
- Explicitly prioritizing investments that address high-injury networks (regional and/or local) and historically underserved communities; and
- Reinforcing the role of system design, speed management, and multimodal infrastructure in achieving safety outcomes.

A clear connection between safety goals, investment decisions, and accountability supports local and regional efforts to eliminate fatal and serious injury crashes, advancing our Vision Zero goals.

Climate Action, Emissions Reduction, and Mode Shift

We appreciate the Draft RTP's recognition of climate change and the need to reduce transportation-related greenhouse gas emissions. We strongly support the inclusion of regional mode-shift targets, transit investment, and emissions reduction goals, and we appreciate that the plan incorporates performance measures to track progress.

Given the region's exposure to sea level rise and increased storm events, we encourage continued attention to climate resilience, particularly along Puget Sound and other low-lying areas that include ports, industrial corridors, and critical transportation infrastructure. Proactive coordination on shoreline management, flood protection, and climate-adaptive infrastructure is a shared regional need that should be explicitly referenced as part of resiliency planning.

Additionally, we encourage PSRC to continue highlighting strategies that support:

- Reduction of single-occupancy vehicle travel through mode shift incentives and regional transit coordination;
- Integration of active transportation investments (walking, biking, micromobility) with climate and equity goals; and



- Where appropriate, coordinate regional transportation priorities with the State of Washington and City of Seattle climate action commitments, including the City's Climate Action Plan, Climate Change Response Framework, Transportation Electrification Roadmap and greenhouse gas reduction targets.

Strengthening these elements will help ensure that climate outcomes are a measurable and integral part of regional planning.

Transit Investment and Regional Coordination

Seattle strongly supports the Draft RTP's emphasis on multimodal access, and we appreciate the plan's recognition of transit as the backbone of the regional system. Investment in high-capacity transit, bus rapid transit, and improved local and regional connections is critical to reducing congestion, supporting equity, and achieving climate and mode-shift goals.

We encourage PSRC to:

- Continue highlighting Seattle's planned transit expansions, including light rail extensions, RapidRide improvements, and bus service enhancements;
- Emphasize opportunities for interjurisdictional coordination to strengthen regional transit networks; and
- Support service and capital investments that provide reliable access for historically underserved communities, consistent with the Draft RTP's equity objectives.

Emerging Mobility and Automated Vehicle Coordination

Autonomous vehicles present potential benefits, but realizing them requires proactive, coordinated local leadership with clear, consistent frameworks to protect safety, sustainability, and livability. As part of the 2026 RTP Work Program, SDOT encourages PSRC to create a regional forum focused on automated vehicle (AV) regulations and emerging mobility technologies. Such a forum could bring cities together to coordinate approaches, share best practices, and advance a unified regulatory framework, helping prevent inconsistent or preemptive policies driven solely by industry deployment.

Shared autonomous vehicles highly impact dense urban areas, and managing operational impacts will fall to local transportation jurisdictions, not state or federal agencies. Proactive regional coordination will ensure that AV adoption aligns with safety, equity, and mobility objectives while supporting local planning authority, traffic enforcement and emergency response.



Maintenance, Modernization, and Operations

Seattle strongly supports the RTP's recognition of system preservation as a core regional goal. We encourage PSRC to continue emphasizing not only maintenance, but also modernization and efficient operations, to ensure the region's transportation assets remain safe, reliable, and resilient. SDOT recommends that the RTP:

- Emphasize the importance of preservation for roads, bridges, transit facilities, and other critical infrastructure;
- Continue to include strategies for modernization that leverage technology, data, and operational improvements to maximize system performance; and
- Encourage and support coordinated operations across jurisdictions to enhance reliability, reduce congestion, and safety for all travelers.

Investing in maintenance, modernization, and operational excellence is essential to extend the life of existing assets, protect prior investments, and maintain public confidence in the transportation system.

Financial Strategy and Investment Priorities

We recognize the complexity of developing a fiscally constrained long-range plan and appreciate PSRC's work to develop the funding scenarios, including robust public engagement, and final assumptions built into the draft plan demonstrating a balanced approach across many regional voices. As the plan moves toward adoption, we encourage PSRC to:

- Continue to support maintenance and preservation of existing assets, particularly in mature urban systems;
- Emphasize co-benefits of planned investments and revenue strategies for regional goals, including reducing greenhouse gas emissions, ensuring equity considerations, and encouraging shifts to sustainable transportation options; and
- Clearly articulate how limited resources are balanced between system preservation, safety improvements, climate outcomes, and capacity investments.

We also encourage PSRC to engage with the Policy Boards and Executive Board post-adoption to review and, if appropriate, update the federal funding policy framework, ensuring stability for capital projects during periods of federal uncertainty and rising costs.

We look forward to working closely via committees and Boards to support future discussions on alignment with the Regional Safety Action Plan, Regional Climate Action



Plan, and other emerging local needs. Ensuring alignment between the RTP and federal funding policy frameworks can help maximize regional investment outcomes and maintain momentum on critical multimodal projects.

Equity and Community-Centered Implementation

We support PSRC's emphasis on equity and appreciate the extensive public engagement conducted during development of the Draft RTP. We encourage continued focus on:

- Centering equity focus areas and populations in performance evaluation and investment decisions;
- Emphasizing the potential equity benefits (or impacts) at the nexus of land use, housing and transportation in support of improved local and regional outcomes;
- Ensuring that benefits and burdens of the regional transportation system are analyzed; and
- Supporting long-term, relationship-based engagement approaches that complement local community partnerships.

We appreciate PSRC's leadership in advancing a regional transportation vision that reflects shared priorities across jurisdictions. We look forward to continued collaboration as this cycle of the RTP is refined and implemented, and we appreciate consideration of these comments as part of the public review process.

Please feel free to contact us if additional clarification or coordination would be helpful.

Sincerely,

A handwritten signature in black ink, appearing to read "Angela Brady".

Angela Brady
Acting Director
Seattle Department of Transportation

CC: Megan Hoyt, Acting Deputy Director, SDOT
Meghan Shepard, Policy & Planning Director, SDOT
Joanna Valencia, Revenue & Capital Development Manager, SDOT
Sarah Strand, Principal Planner, SDOT



January 27, 2026

Puget Sound Regional Council
1201 3rd Ave, Suite 500
Seattle, WA 98101

Subject: City of Tukwila Comments on the Draft Regional Transportation Plan

Dear PSRC Staff,

Thank you for the opportunity to review and comment on the draft Regional Transportation Plan (RTP). The City of Tukwila appreciates the extensive work that has gone into preparing this long-range strategy.

Tukwila sits at the center of major regional transportation systems, including two major interstates (I-5 and I-405), high-capacity transit, freight corridors, and key employment areas. As such, the policies and investments outlined in the RTP have significant implications for our community and our ability to support regional mobility and growth. Below are the City’s comments for your consideration.

City of Tukwila Comments on the Draft RTP

1. Maintenance and State of Good Repair

The City strongly supports the RTP’s emphasis on bringing the existing transportation system to a state of good repair. Maintenance represents approximately 60% of total plan costs, and this prioritization aligns with Tukwila’s own needs. Historically, maintenance has been underfunded or ineligible for many grant programs, and our local resources are insufficient to meet long-term needs without additional support. We encourage PSRC to continue prioritizing flexible, sustainable funding sources for maintenance and preservation.

2. Multimodal System and Transit Oriented Growth

With 60% of projected residential growth and 75% of employment growth expected near high-capacity transit, Tukwila will experience significant impacts at key centers such as Tukwila International Boulevard Light Rail Station, future Boeing Access Road Light Rail Station, and the Sounder Station. The City supports the region’s multimodal expansion and encourages PSRC to ensure that local jurisdictions receive adequate resources to build and maintain the supporting

infrastructure (streets, sidewalks, crossings, and traffic control systems) needed to accommodate increased use of our transportation system.

3. Financial Foundation and Equity

The City appreciates the RTP’s focus on equity and the intent to avoid placing disproportionate financial burdens on residents, particularly those with the greatest need. At the same time, the funding tables show that cities face the largest revenue gap—approximately \$28 billion of the total \$58 billion shortfall. Tukwila supports exploring creative, regionally coordinated revenue tools and requests continued involvement in discussions about new funding options. We also encourage PSRC to consider distribution methodologies that help offset the disproportionate funding gap borne by cities.

4. Project Specific Comments

In addition to our own locally-sponsored projects in the Plan, Tukwila supports the inclusion of several key transit projects that will improve regional mobility and access:

- **King County Metro Route 150 Upgrades**
Estimated at \$64 million, this project upgrades Route 150 to a new RapidRide line connecting Kent to Seattle via Tukwila, featuring transit-only lanes, signal priority, improved intersections, and enhanced passenger amenities. It links key Regional Growth Centers and regional transit services, boosting speed, reliability, and access.
- **Sound Transit Lynnwood–Burien Connection (via I-405)**
This project would create a new connection between the Tukwila International Boulevard light rail station and the Burien Transit Center, including bus priority improvements on S 154th St, SR 518, and S 148th St.

While the City supports these investments, we also emphasize the need for complementary improvements to local roads and pedestrian facilities to manage increased travel volumes and ensure safe, efficient access to transit.

5. Allentown Truck Reroute Project

Another priority for the City is ensuring the efficient movement of freight while balancing the safety and livability of our neighborhoods – particularly in Allentown, which is directly adjacent to the BNSF South Seattle Intermodal rail yard. The City recently completed an Environmental Impact Statement evaluating alternatives for rerouting freight truck traffic out of the Allentown neighborhood.

This project is not currently included in the RTP project list because the City has not yet selected a preferred alternative. Tukwila may submit an update during the next RTP amendment cycle (estimated 2028) to include the selected alternative. We encourage PSRC to recognize the

importance of freight mobility projects like this one, which support regional goods movement while addressing local community impacts.

6. Specific Comments and Suggested Edits

- **Financial Strategy, p. 8-12:** Another grant source for Tukwila (and other Cities and Counties) is the Sound Transit System Access and Stride Access Funds. These programs help fund improvements that make it easier and more convenient for people to get to Sound Transit services. Between 2019-2025, [Sound Transit](#) distributed \$100 million in System Access Funds that were included in the ST3 measure. Consider adding this as a revenue option in the Plan for Cities and Counties.
- **Financial Strategy, p. 35:** Tukwila’s current sales tax rate is 10.2%. The City recently adopted a public safety sales tax that will increase the rate to 10.3% effective April 1, 2026.
- **Financial Strategy, p. 37:** The City has convened a Financial Sustainability Working Group. One of the concepts under exploration is the formation of a Transportation Benefit District, though the timeline for this work is still to be determined.
- **Financial Strategy, pp. 39-42:** The ACS tables for Median Household Income, Median Home Value, Annual Transportation Taxes, etc., include a row labeled “Youth.” The data points in this row do not appear to align with typical demographic definitions. Please clarify whether this refers to “Households with Youth,” “Adults with Dependents,” or another category, as it is unlikely that a single youth would own a home or have a median income of \$141,660.
- **Financial Strategy, p. 24:** Tukwila is supportive of State transportation packages such as Move Ahead Washington and was a successful recipient of MAW funds for the 42nd Ave S Bridge Replacement project. We encourage PSRC to assist cities with advocacy, coordination, and follow through to ensure pledged funds are fully appropriated in the State budget.
- **Draft RTP, p. 25:** Please clarify that Table 4 is presented in billions.

Thank you again for the opportunity to comment. Tukwila looks forward to continued collaboration as the RTP moves toward adoption. Please feel free to reach out if additional information or clarification would be helpful.

Sincerely,



Jen Tetatzin, PE, PMP

To Puget Sound Regional Council,

February 2nd, 2026

Comments on the Puget Sound Regional Council Draft Regional Transportation Plan from the Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates

Summary

The Puget Sound Regional Council (PSRC) Draft Regional Transportation plan (RTP) is an essential document for prioritizing transportation investments in the four county area, Pierce, King, Kitsap and Snohomish counties. Though the rail system for freight and passenger is mentioned in the RTP (p15), more emphasis could show how passenger and freight rail infrastructure are effectively shared for mutual benefit and how improvements to both can significantly help relieve congestion on roads and at airports and seaports. A full analysis of how a fast, frequent and reliable intercity passenger rail system can leverage investments in local transit and provide a safe, convenient and seamless alternative to highway and regional air travel between major hub cities should be part of the RTP.

Given that the four county area is the hub of Washington state commerce, population and transportation gateway to the state and the world, the RTP needs to align with the Washington State Transportation Commission's [Vision 2050 Transportation Plan](#) p20. The RTP needs to also reflect the recommendations for much more ambitious plans for Amtrak Cascades articulated in the [comment letter](#) from PSRC Executive Director Josh Brown on the pre-SDP for Amtrak Cascades from April 2024.

Recommendation summary: *Prioritize investments in seamless interconnection between regional and local transit (Metro, Sounder), Seatac Airport, inter-city passenger rail (Amtrak) and the Ferry system.*

Amtrak Cascades

The RTP refers to the Amtrak Cascades CID application and Service Development Plan, in the [2025 Current Systems Report](#) and [Future Systems Report](#), but does not stress the importance of a frequent, reliable and faster intercity passenger rail service that is within reach now. Current service on Amtrak Cascades and Sounder commuter rail are infrequent and Amtrak Cascades service is unreliable. There are six stops along the Amtrak Cascades route in the four county area, Stanwood, Everett, Edmonds, Seattle, Tukwila and Tacoma. There are many opportunities for Amtrak Cascades to be better integrated with the local transit network and travel within and beyond the four county area.

Recommendation: Please add a section to the "On the Horizon" section of the [Future Systems Report](#) (pg 35) that describes the role Amtrak Cascades can and should provide to meet our current and future inter and intra regional transportation challenges. Please use the above recommendations. See examples below.

1) Rail connections to ferries makes the ferry an entry to regional rail travel. The sections that describe the needs of the Ferry system must include interconnection with intercity passenger rail as well as transit. Downtown Seattle and Edmonds have rail stations proximal to ferry docks. Population increase in Kitsap County should be supported by passenger ferry to Amtrak with adequate service so that passengers can use transit for trips throughout the region, along with

local transit, and avoid needing to use a car.

2) The Tukwila station is an 11-minute drive to Sea-Tac Airport and could serve as a connecting hub for travelers in and out of Sea-Tac Airport. If Amtrak Cascades and Sounder (see below) were more frequent, faster, reliable and augmented with an airport shuttle service, it could significantly enhance the options for travelers to get to/from SeaTac and enable more regional travel using passenger rail in addition to already existing buses and light rail. For example, Boston's Logan Airport has a free bus service every 10 minutes between Logan Airport and Boston South Street Station, providing travelers with direct access to locations throughout the Northeast via the Northeast corridor rail network.

3) A local transit hub (bus, Link, shuttle) should be co-located with the Amtrak Station in Everett, not several blocks away, which would be an unnecessary burden for non-drivers, seniors, families, persons with disabilities. Everett Station, already a transit hub, should be co-located with a Sound Transit Link station when the line is extended to Everett.

4) A fast, frequent and reliable Amtrak Cascades intercity rail service is described as a feeder to the Cascades High Speed Rail program in its CID grant (see last section). Please describe in the RTP how investments in Amtrak Cascades are a prerequisite to the success of future Cascades High Speed Rail program.

Sounder

The RTP describes how Sounder will expand to Dupont (X) but does not mention increased frequency, and [all day service between Seattle and Tacoma is being](#) considered. At this time Sounder allows commuters who live in Tacoma, Pullayup, Kent, Auburn, or Renton to travel to work in Seattle (or vice versa). Likewise, those in Everett, Edmonds and Mukilteo and towns between can travel to work in Seattle. If Sounder had frequent, all-day service routed through Seattle, it would provide another alternative for moving people around the region for numerous other travel needs, such as medical appointments, sports and cultural events, access to the airport, ferry system, and education.

Recommendation: Please expand the description of future Sounder service in the [Future Systems Report](#) (p5) to include more frequent and all day service. This will make Sounder a vastly more useful transportation option and help reduce congestion on our freeways. Please see examples below.

1) Sounder routed through Seattle, or so frequent and timed such that one could easily transfer, would capture 'reverse commutes' which are difficult to negotiate by any mode, and open up access by trips during non-peak hours to adjacent towns and smaller cities.

2) The 2003 BNSF/Sound Transit contract limiting Sounder frequency to 4 round trips per day must be renegotiated for future needs. As employment at office patterns are shifting and when 'rush hour' is not really discernable, residents need more flexibility to travel throughout the region without driving. Station areas are important for concentrating goods, services and jobs because of the connections created. As jurisdictions scale for growth, they rely on infrastructure being leveraged. Sounder service can be a more functional connector between planned places inside the Puget Sound Region.

3) Please include the idea that Sounder extend south to Olympia/Lacey, with new double track rail bridge across the Nisqually River; would further provide additional transportation options between urban hubs in the region including our capitol, Olympia.

Freight

Much of the rail infrastructure is owned by freight rail companies, thus a partnership between state government and freight railroads needs to be included in the RTP. The RTP could emphasize and encourage closer relations between BNSF and other stakeholders to create win-win projects for all users of the infrastructure. Reliability and speed of passenger rail can improve with strategic planning and project selections that create as much dedicated passenger track as possible for Amtrak and commuter rail. Additional main tracks reduce conflicts and enable freight movements with less interference, thus creating a more efficient rail network for all users.

With an improved rail network, more freight can shift to rail from roadways and air cargo, which also has the benefit of reducing road congestion and meeting environmental goals.

Cascadia High Speed Rail (UHS GT)

The “On The Horizon” section of the [Future Systems Report](#) discusses the Cascadia High Speed Rail (UHS GT) planning but does not describe the relationship between Amtrak Cascades and other existing rail programs. The UHS GT planning is for a green field >200mph rail corridor. If the system is ever built it will likely only have one stop in the four county area, as trains going >200mph typically have about 100 miles between stops. Thus, regional rail would be an essential complement for UHS GT to reach riders beyond the immediate UHS GT station. In addition, UHS GT would not be in service for three or more decades, whereas Amtrak Cascades can deliver significant improvements much sooner.

Recommendation: The RTP needs to describe the relationship between the passenger rail network (Amtrak Cascades and Sounder) and UHSR as described in the CID grant applications for UHS GT.

From the UHS GT CID grant (also attached):

“It (UHS GT) is intended to create a seamless journey experience through the megaregion that complements I-5 in the US and Highway 99 in British Columbia, Amtrak Cascades service, existing and in-development regional transit systems, as well as air travel throughout the region.”

The success of UHS GT is dependent on the success of expanding and improving the frequency and on time performance of our current intercity passenger rail network. Please include in the “On the Horizon” section a detailed description of the relationship between UHS GT and the requirement for improvements in our regional rail networks. This investment is necessary to provide seamless connections for rail transportation within and beyond the region that are comfortably competitive with driving and flying.

Safety

Recommendation: Include safety information about passenger rail travel in the safety section [2025 Current Systems Report](#) (p48). Though at grade crossings can be made more safe or eliminated, it must be acknowledged that rail is on par with air travel and four to seven times

safer than highway travel. Moreover, rail travel is considerably more energy efficient for moving passengers and freight and with much lower emissions compared to driving, trucking and air transport.

Thank you for considering our comments.
Sincerely,

Arvia Morris, Alan Borning, Lael White, Thomas White,
Rail Advocates on behalf of Climate Rail Alliance

Breck Lebegue MD MPH
Washington Physicians for Social Responsibility

Mike Elliott
Rail Labor Retired

Charles Hamilton Executive Director
All Aboard Washington



JTI Rural Comments on PSRC Draft Regional Transportation Plan

The RTP is understandably focused largely on urban transportation. But rural area roads are unfortunately treated as extensions of the urban transportation network. **The GMA mandate to preserve rural areas requires more attention in the RTP to mitigating the impacts on the rural area of planned growth of intercity travel. This must be accompanied by changes in transportation funding and mitigation of growth impacts to address rural needs.**

SITUATION

In King County (at least) the rural area is invaded daily by large volumes of commuter traffic between isolated outlying cities and the urban core area. Examples include Duvall and Enumclaw in King County and Monroe, Sultan, Buckley and Bonney Lake in adjacent counties. Such cities are separated from the urban core by rural areas, with road systems not equipped to handle urban traffic loads.

Intercity travel through the rural area now constitutes **75% of all travel** on rural arterials in King County. However, **these intercity travelers pay ZERO into the county road fund** to pay for maintenance of the rural roads they use. The affected counties and cities have no procedures to mitigate traffic impacts across jurisdictional boundaries, and their road funding mechanisms (taxes) are grossly inadequate.

TARGET

The RTP should include more analysis and discussion of the impacts of growth on transportation conditions in the rural areas of the region, using criteria and standards that preserve the nature and quality of rural areas. Such analysis would then identify impacts of regional growth on rural areas and lead to mitigation designed to preserve and protect the rural area. **In order to achieve this goal, substantial reforms of transportation funding mechanisms must occur.**

PROPOSAL

- The RTP should re-evaluate rural arterials using a level of service standard that **preserves access to and from side roads and driveways from a rural perspective**. This would significantly lower the allowable through volumes on arterials and identify greater deficiencies needing mitigation to preserve local access.
- Transportation improvements should employ a complete streets perspective emphasizing multi-modal solutions for long distance commuter travel in corridors, **which leads to less climate impact**. There are about ten such corridors in East King County.
- On individual roads, **traffic calming solutions** should prevail.
- Vehicle-miles-of-travel (VMT) should not only be the basis for replacing fuel taxes statewide, but also be the foundation of a **regionally uniform multi-modal transportation impact fee system**. This would transcend all jurisdictional boundaries, address all modes, and apply a single VMT-weighted fee schedule throughout a county. Funds generated would then be distributed to each jurisdiction according to the VMT impact of growth on the roads of that jurisdiction.



King County

February 2nd, 2026

Josh Brown
Executive Director
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

Dear Mr. Brown:

Thank you for the opportunity to review and provide comments on the Draft Regional Transportation Plan. The Plan sets the framework for how our region implements the goals and policies called for in Vision 2050. While this long rang plan extends our regional vision out to 2050, it is imperative that the region take steps today to put us in a position to achieve these goals and make central Puget Sound welcoming, equitable, and economically strong.

We commend the work the PSRC has done to gather public input and incorporate equity, climate and safety as key components of the Regional Transportation Plan. These are critical elements that need to be integrated for the region to be successful as it faces significant growth in population and employment as well as environmental challenges.

While we support many aspects of the Regional Transportation Plan, including the focus on preservation of the existing system and investment in public transit, we feel that it would benefit from additional emphasis and clarification on several topics. These include emission reductions, securing the financial resources needed to implement planned investments and mobility improvements, and enhancing the monitoring system (Regional Transportation Plan Dashboard) that tracks the issues and foundational assumptions in the Plan such as progress towards meeting maintain our transportation system in a state of good repair (roadway, bridges, and transit), reductions in serious and fatal accidents on our roadways, improving access to transit, and securing financial resources to implement the plan.

Climate:

The Draft Regional Transportation plan is estimated to reduce greenhouse gases by 83% from 1990 levels by 2050. We support the region beginning work to establish interim greenhouse gas reduction targets (i.e., 2035 and 2040) to help ensure progress towards the 2050 goal. Tracking these interim targets will provide us with the ability to assess our success in meeting these goals and adjust the plan and policies if needed.

Safety:

Protecting the health and safety of our residences is a fundamental responsibility of government at all levels. As noted in the Safety section of the Regional Transportation Plan, VISION 2050 prioritizes transportation safety and incorporates a policy supporting the state's goal of zero roadway deaths and serious injuries outlined in Washington's Target Zero plan. Adoption of the Regional Safety Action Plan in 2025 by the PSRC supports this policy and will make strides to improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries. While there have been some recent improvements unfortunately, data trends show that number of fatalities and serious injuries crashes over the last decade have increased.

The Regional Transportation Plan provides information on the Regional Safety Action Plan and identifies implementation actions on integrating with project selection, supporting local agencies, monitoring, and future work. King County supports PSRC continuing to report, expand performance measures and targets to allow the region to understand what programs are being adopted to address safety and how the region is doing in reducing fatalities and serious injuries on our transportation system.

Performance Measures:

In addition to the performance measures mentioned above for climate and safety, King County supports the PSRC continuing to work on performance measures as we move towards implementation of the Regional Transportation Plan. Reporting performance measures will provide the data to determine if the regional plans and policies need to be adjusted to reach our goals. In addition to what is already being reported on the Regional Transportation Plan Dashboard we suggest that performance measures be established for greenhouse gas emission reductions and tracking implementation of the Plan's financial strategy. For all these topics, the performance measures should focus on both implementation measures and performance monitoring.

Active Transportation:

The Puget Sound region has been making strides to increase active transportation mode shares through improved connectivity and enhanced nonmotorized facilities. The draft Regional Transportation Plan expresses an ambitious vision for regional high-capacity transit. Addressing ADA needs and expansion of the region's active transportation system will be an important component of our region's mobility future.

As part of the implementation of the Plan we encourage the PSRC to work to include the outcomes of the Regional Transit Access Assessment currently underway to better understand how sidewalks, bike lanes and shared use paths can support transit accessibility throughout the

region, continue to evaluate PSRC's methods for identifying pedestrian and bicycle gaps on the regional transportation network, and incorporate the needs that are being identified by local agencies associated with the ADA transition plans.

Transit:

VISION 2050 calls for attracting 65% of the region's residential growth and 75% of its employment growth to regional geographies that are centered upon high-capacity transit station areas. Achieving this level of growth near transit is critical to achieving reduction in greenhouse gas emissions, vehicle miles travel, and addressing historic inequities. As part of the implementation of the Regional Transportation Plan it is critical that the region develop strategies and policies to help secure revenue to provide the service and supporting infrastructure needed to achieve these goals.

See below for additional comments that identify technical corrections and suggested changes to the draft Regional Transportation Plan and its appendices. Thank you for the consideration of these comments and if you have any questions regarding these comments, please contact me at peter.heffernan@kingcounty.gov.

Sincerely,

Peter Heffernan
Government Relations Administrator
King County Metro Transit

Cc: Katie Wendel, Transportation Planner III, Department of Local Services, Road Services Division
Max Hepp-Buchanan, Regional Trails Coordinator, Department of Natural Resources and Parks

King County Comments on Draft Regional Transportation Plan

#	Plan Component	Sub Document	Page	Section	Comment
1	Main Document	N/A	5	Introduction	Suggest including in the introduction additional information on how Regional Equity Strategy helps to shape the development of the Draft Regional Transportation Plan.
2	Main Document	N/A	6	Challenges, Ambitions and Objectives	Information should be included to distinguish the challenges between urban and rural areas.
3	Main Document	N/A	10	Investments and System Performance - Maintenance	1. Will the focus on maintenance require agencies to shift how they use funds to meet PSRC maintenance goals? 2. The bullets about "expanded data collection" and "monitor overall investment levels" may add burden for staff to track systems conditions and investments.
4	Main Document	N/A	15	Safety	The Plan and the Regional Safety Action Plan is focused on roadway safety and does not include information regarding other safety related activities occurring in the region to improve the safety of users of the transportation system such as the Regional Transit Safety Task Force. Recommend that the Plan provide additional information on other efforts that support safety on the transportation system. Information the Regional Transit Safety Task Force can be found at https://www.kingcountytransitsafetytaskforce.com/
5	Main Document	N/A	18	Health	The bullet "encouraging alternatives to driving alone" - is unclear on what encouraging would entail. TDM programs to encourage behavior change, or investments in infrastructure that facilitate that behavior change, or something else? The other bullets include more specific actions.
6	Main Document	N/A	19	Region Climate Goals	Table 1 - In addition to providing information on today and 2050 goal table should also include what the plan would achieve in reaching the GHG reduction goal. In Figure 2 it appears that the RTP plan falls short of reaching the GHG reduction goal. If this is correct this should be clearly stated in the report.

7	Main Document	N/A	20	Foundation – Ensure the System Performs for the Region (Figure 2)	<p>What exactly is Figure 2 referring to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 baseline?</p> <p>The next paragraph talks about all sectors associated with GHG emissions and climate goals, so it is a little confusing if this document is supposed to be specific to transportation and the RTP. How much of a reduction in transportation-related emissions does the plan assume will result from the RTP modeling/proposed investments? That seems like a more useful measure to share here than overall statewide climate progress which is shown in the graphic.</p>
8	Main Document	N/A	24	Foundation - Develop a Practical Financial Strategy	Table 4: Identifies revenue gaps for different sponsor types. For several of the sponsor types the revenue gap identified due to the summary level information shown masks the significant short fall identified in the Financial Strategy on page 32 - Figure 6 for King County. Clarification should be added to Table 4 that provides greater context on the regional summary information.
9	Main Document	N/A	24	Foundation - Develop a Practical Financial Strategy	The document states "Today, cities in particular are more heavily reliant on locally available revenue sources insufficient to meet the needs" but should also mention that counties lack the revenue tools that are available to cities to meet their needs.
10	Main Document	N/A	26	On the Horizon	Will the emphasis on multi-modal, centers, and equity reduce rural areas' ability to compete for funds to maintain/preserve infrastructure in rural, less diverse areas?
11	Main Document	N/A	27	Conclusion and Call to Action	The "Maintenance and Preservation" bullet point says that PSRC will "continue to improve how PSRC and partner agencies collect data." Will agencies be required to change data collection methods or include additional data fields in its inventories to comply?
12	Climate & Environment	Climate & Resilience Report	4	Regional Transportation Plan (RTP)	Does this mean the plan estimates future emissions from on-road vehicles via their analyses, which are separate from the regional GHG inventory referenced previously? "PSRC's analyses estimate emissions from on-road vehicles,"

13	Climate & Environment	Climate & Resilience Report	4	Regional Transportation Plan (RTP)	Would be useful to add some language for clarity: "Details on the significant expansion of the region's transit system, the active transportation plan and other multimodal investments <u>planned for the future/modeled in VISION 2050/used in the RTP analyses</u> can be found in the RTP Future Transportation System Report. Information on transportation financing and pricing strategies can be found in the Financial Strategy Report."
14	Climate & Environment	Climate & Resilience Report	5	Regional Transportation Plan (RTP)	Please clarify what Figure 2 refers to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 baseline?
15	Financial Strategy	Financial Strategy	26	New Revenue Options	The report should include the impact of a Road Usage Charge replacing future gas tax proceeds committed to paying existing transportation bonds.
16	Financial Strategy	Financial Strategy	32	Figure 8. Local Transit Revenue Gap by Agency, Attachment C	Can the PSRC provide additional information on the current law revenue assumptions (sales tax and fares) for the local public transit.
17	Multi Modal Mobility	Active Transportation Plan	5	Pedestrian and Bicycle Facilities Inventory	It appears that the sentence "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above and regional shared use paths." (Active Transportation Plan, page 5) is not implemented in areas such as the Future Transportation System Visualization Tool. Recommends considering either of the following options: A) Add Regional Shared Use Paths to the Regional Pedestrian and Bicycle Network in areas such as the Future Transportation System Visualization Tool, or B) Delete "regional shared use paths" from the sentence so it reads "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above."
18	Multimodal Mobility	Active Transportation Plan	26	Next Steps/What's Ahead?	Final bullet states that "Implementing agencies should work to improve the accounting of all pedestrian and bicycle needs in long-range planning documents, including estimated costs for safety, maintenance and preservation, and ADA accessibility." Providing cost estimates for ALL ped/bike needs may be a burden for staff to track.



February 2, 2026

TO: Puget Sound Regional Council

CC: Seattle City Councilmember Alexis Mercedes Rinck
Port of Seattle Commissioner Toshiko Hasegawa

RE: Lid I-5 comment on the draft 2026 Regional Transportation Plan

Staff and leadership of the Puget Sound Regional Council,

Thank you for this opportunity to comment on the draft 2026 Regional Transportation Plan.

We are Lid I-5, a volunteer community group working to reconnect communities and expand public land. Lidding urban freeways has emerged as a national best practice, with nearly 100 projects completed and planned. Locally, since 2015 we have engaged with thousands of people, raised media awareness, and received endorsements by elected leaders.

We are disappointed to see the Lid I-5 Seattle project is not mentioned in the draft, especially after it was included in the [2024 RTP \(page 182\)](#) as a “big idea.” The Downtown project is actively moving forward using over [\\$2 million in WSDOT and FHWA funding](#) for design and community engagement, it is endorsed by [Seattle’s comprehensive plan and city council policy](#), and it is included in the Washington State Transportation Improvement Plan. The U District effort is similarly moving forward with federal and city funding. The Lid I-5 projects in Downtown and the U District deserve continued recognition at the regional level.



Figure 1 - Conceptual renderings of what lidding I-5 could look like in Central Seattle with a mix of parks and development

At this early stage of development the Downtown project may be considered “unconstrained.” It has flexibility on project sponsorship, it has an approximate location on I-5 between Thomas Street to S. Main Street, and an estimated cost range of \$1-2.5 billion (as of 2020). The U District project is approximately located between NE 45th Street and NE 50th Street. Acknowledgments in the Regional Transportation Plan are essential to keeping these two projects elevated and raise opportunities for additional state and funding.

In 2020, the City of Seattle published the [I-5 Lid Feasibility Study](#) which found a lid over Interstate 5 in Downtown Seattle up to 17 acres in size is both feasible and worthwhile for its significant public benefits. Due to the project location at the region’s most intensively traveled freeway segment and the potential for regional social and economic benefits, we are requesting the project to be returned to the RTP and have an expanded description.

Lidding I-5 in Downtown is a win-win project that addresses several regional issues at once:

- **Rebalancing the regional inequities of current freeway lids**, which are primarily in affluent and low-density neighborhoods (see Figure 2). A 2018 University of California [research study](#) determined that freeway lids located in Central Seattle are more equitable than others in King County due to the greater benefits to people of diverse race and ethnicity and the prevalence of lower and more mixed incomes. As of 2020, in the Central Seattle neighborhoods bordering I-5 the population is 45% people of color, 82% of households are renters, and the median income is 25% less than Seattle as a whole.

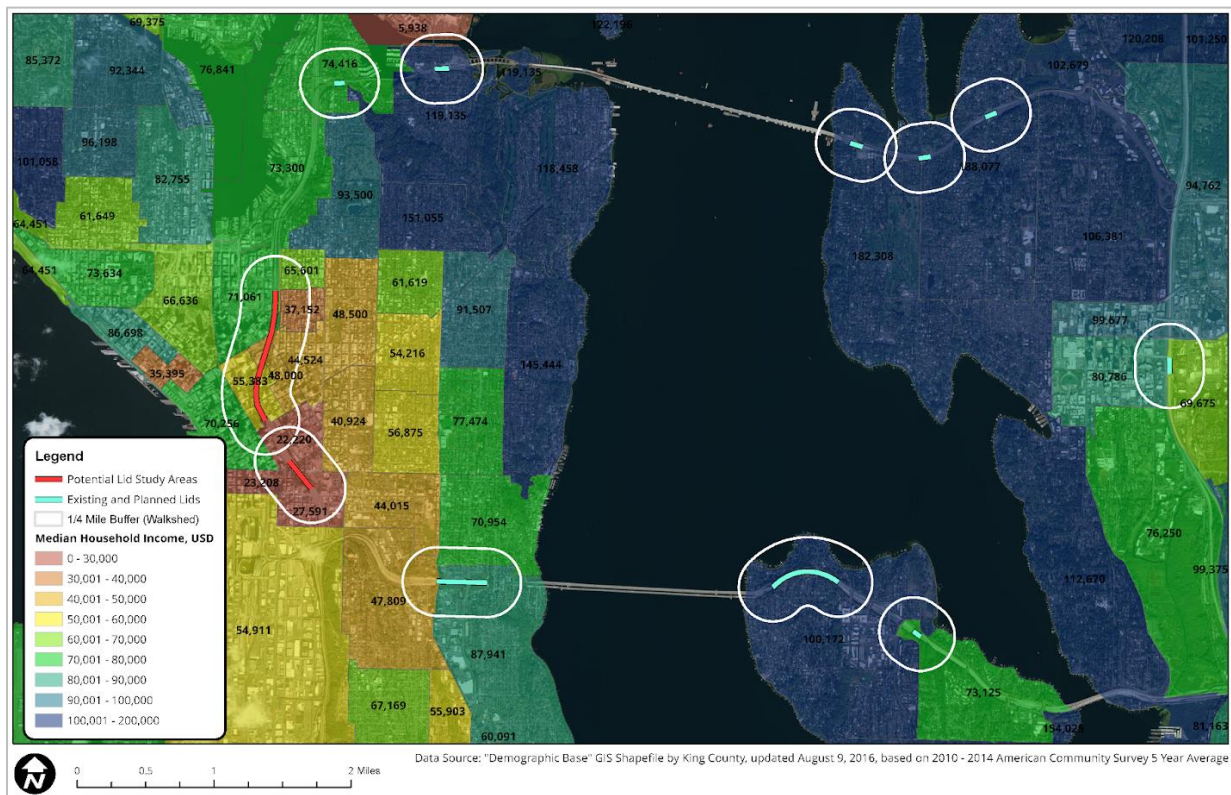


Figure 2 - Median household incomes per the U.S. Census (data from King County, map by Lid I-5)

- **Improved regional through-traffic** with the potential removal or relocation of ramps in Central Seattle. Some ramps are too closely spaced or have other obsolete designs that cause congestion, unsafe merging, and pedestrian safety conflicts. WSDOT leadership has indicated openness to ramp changes for the benefits of through-traffic. Further, 77% of Seattle voters support relocating some of the I-5 ramps if this were determined to be feasible for improving traffic congestion and safety issues.
- **Improved multimodal connectivity by reconnecting the street grid.** Nine of eighteen streets in the area remain broken off by I-5, and reconnecting them will encourage more walking, biking, and transit use, including connections to future Sound Transit light rail stations.

- **Revitalizing the post-pandemic economy of Downtown Seattle** with opportunities for new residential development (including affordable housing), new small business and entertainment spaces, and improving the environment for existing uses. The lid project could have annual economic impacts of \$1-3 billion per year (direct and indirect) depending on the amount of real estate activity on the lid.
- **Encouraging urban, carbon-light living** by adding important family-friendly amenities like parks, schools, and community centers that attract and support people living in dense, transit-oriented neighborhoods. There is a significant potential for reducing carbon emissions both from improved bike and pedestrian connectivity and carbon capture of freeway traffic.
- **Improved air and water quality** by reducing the local urban heat island effect 3-4 degrees and potentially treating up to 30% of local stormwater runoff before it reaches marine waters.
- **Sparking discussion on maintaining and preserving central I-5**, which is known to be past the end of its expected service life, seismically vulnerable, and inadequately configured for today's transit and freight transportation needs. A majority 82% of Seattle voters are concerned about the capability of I-5 to survive a major earthquake in Seattle and be available for emergency use. A catastrophic earthquake event could cut off access to the most important medical hub in the state unless I-5 is properly planned for and preserved.



Figure 3 - Excerpt from the I-5 Lid Feasibility Study showing one of the test case land use scenarios, with a mix of parks (green), mid-rise buildings (red and light blue), and high-rise buildings (dark blue)

Locally, lidding I-5 is supported by Seattle policies:

- Seattle City Council [Resolution 32100](#) (adopted 2023)
- Seattle [Downtown Regional Center Plan](#) (draft as of this writing)
- Seattle [Comprehensive Plan](#) (adopted 2025):
 - Land Use Policy 2.12
 - Transportation Policy 3.17
 - Parks Policy 1.24

Thank you for your planning work and consideration of the importance of the Lid I-5 Seattle project. We appreciate PSRC's careful consideration of solutions that prioritize the safety, health, and access to opportunity for everyone in the Puget Sound region as well as the beauty and health of our unique environment. We are available should you have questions or need additional information.

Sincerely,

Lid I-5 Steering Committee

Scott Bonjukian, co-chair
Jim Castanes
John Feit, co-chair
Bruno Lambert
Yinan Liu

Rob Eason
Paul Owen
Kevin Clement
Jessica Lotz

Lid I-5 Coalition Partner Organizations

Allied Arts
American Institute of Architects Seattle
American Society of Landscape Architects Washington
Bellwether Housing
Capitol Hill Ecodistrict
Central Seattle Greenways
Community Roots Housing
Downtown Seattle Association
Elektra Condominium Homeowners Association
First Hill Improvement Association
Futurewise
Freeway Park Association
Greater Seattle Business Association
Martin Luther King, Jr. County Labor Council
Melrose Promenade
Meridian Condominium Homeowners Association
Northwest Progressive Institute
Parents for a Better Downtown Seattle
Pike/Pine Urban Neighborhood Council
REI Co-Op
Seattle Building & Construction Trades Council
Seattle Convention Center
Seattle Metropolitan Chamber of Commerce
Seattle Parks Foundation (fiscal sponsor)
Seattle YIMBY
The Urbanist
Urban Land Institute Northwest



February 2, 2026

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Redmond Resident

Eugenio Vidales
Redmond Resident

Puget Sound Regional Council
RE: Regional Transportation Plan

To Whom It May Concern:

Move Redmond is a Transportation Management Association based in Redmond, Washington. Our members collectively represent over 100,000 people who live, work, and go to school in Redmond. We advocate for safe streets and reliable transportation options and support people in shifting their transportation habits. Thank you for the opportunity to comment on the Regional Transportation Plan.

Focus on Safety

Reducing fatalities and serious injuries on our streets is critical, and the Puget Sound Regional Council has established a solid foundation through the Regional Safety Action Plan. As transportation projects move into the design phase, local jurisdictions must approach each project with a safety-first lens. Implementing safer street design during routine repaving and maintenance projects will be a cost-effective strategy for implementation.

Prioritize Transit, Walking, Biking

Reducing Vehicle Miles Traveled is essential for our region to meet our climate goals. To effectively shift transportation habits, we must create multimodal networks that are safe, easy to navigate, and connected. Regional transit must be frequent in dense urban areas and reliable in more rural areas of the region. Access to transit must be safe and convenient for people through sidewalks, safe crossings, and bus stops with well-lit benches and shelters.

Take a Maintenance-First Approach

We urge you to prioritize stewardship of existing infrastructure instead of expanding highways or vehicle capacity. Limited transportation funds should be directed towards the care and repair of our roadways. Instead, investments should enhance safety and increase capacity through transit, bike, and pedestrian infrastructure to move more people more efficiently through our existing right of way.

Fund our Transportation System with Progressive Revenue

Gas Tax revenue is declining as electric vehicle adoption increases, making it necessary to supplant this funding with modern, sustainable revenue sources. As transportation is currently the second-highest household expense after housing in

**Move
Redmond**



our region, it is imperative that investments in our transportation system are funded in a progressive and equitable way. Move Redmond supports exploring progressive revenue options, including a progressive version of the Road Usage Charge. While implementing this would require a significant effort at the state level, it represents a promising, long-term strategy to stabilize transportation funding and ensure a fairer system.

Thank you for the opportunity to provide feedback,

Kelli Refer
Executive Director

From: [Nicole Barker](#)
To: [RTP Public Comment](#)
Subject: The Regional Transportation Plan feedback
Date: Wednesday, January 14, 2026 1:31:17 PM
Attachments: [Outlook-q2gbivkb.png](#)

You don't often get email from [REDACTED]. [Learn why this is important](#)

As an organization serving BIPOC, immigrant and refugee, multilingual families, as well as children, youth, and adults with intellectual and developmental disabilities (IDD), we appreciate the opportunity to provide feedback on the Regional Transportation Plan. Our community's lived experiences offer critical insight into how transportation systems impact safety, accessibility, independence, and equitable access to opportunity. Because our populations are often overlooked in mainstream planning processes [REDACTED]

[REDACTED] we are so grateful for this opportunity. Thank you.

1. Safety Concerns for Individuals with IDD and Neurodivergent Youth

1.1 Elopement (Running/Wandering) Risk

Key risks:

- Pacific Highway and surrounding corridors are *high-traffic, high-speed, high-injury* zones.
- Youth can elope “in a blink of a second,” putting them at risk of being struck by a vehicle.
- Proximity to bodies of water increases drowning risk—recent tragic incidents in the community illustrate this danger.

What the city must consider:

- Fencing and physical barriers around transit platforms and sidewalks.
- Designated safe zones near stations where caregivers can redirect children.
- Additional attention to areas near water, steep grades, and fast-moving streets.

2. Exposure to Criminal Activity and Public Drug Use at Transit Stations

- Open drug use
- Verbal harassment
- Unpredictable behavior from individuals in crisis
- General environments that do not feel child-safe

Impact on the community:

- Families cannot safely use public transit, which reduces access to employment, healthcare, and services.
- Vulnerable youth and adults with IDD may experience trauma or sensory overwhelm.
- Some families will not set foot in certain transit areas, making “equity” goals

unattainable.

Key nuance:

Parents emphasize that increased police presence can feel unsafe for BIPOC communities. They want safety *without criminalizing vulnerability*.

3. Accessibility of Transit Information (Language, Vision, Cognitive Processing)

3.1 Small or Inaccessible Fonts at Bus Stops

- Printed schedules and information signage are too small for many individuals, especially elders or those with visual processing challenges.
- There is no tactile, auditory, or multi-language support.

3.2 Language Access Gaps

- Riders need multilingual digital and posted information.
- Families suggested digital language supports at transit hubs.

3.3 Real-Time Route Access for Caregivers

This community relies on caregivers or case managers to support safe travel.

They need:

- GPS/Bluetooth connection showing where the youth’s bus or train is
 - Automatic alerts when the rider boards or exits
-

4. Lack of Staff Training on Supporting Riders with IDD

Examples from your programs:

- Youth fall asleep on the bus and miss their stop, losing employment as a result.
- Drivers often fail to check on disoriented, confused, or wandering passengers.

Successful model:

Pierce County Transit has begun **training all transit drivers** on supporting riders with disabilities after collaboration with community organizations.

Your recommendation:

Replicate this training region-wide, ideally co-designed with IDD-serving organizations.

5. Physical Accessibility of Bus Stops and Approaches

5.1 Long walking distances to bus stops

This disproportionately impacts:

- Individuals with mobility challenges

- Youth prone to seizures triggered by exertion
- Families with strollers, wheelchairs, or multiple children

5.2 Unsafe or poorly lit locations

Example:

- Bus stop near Kent-Meridian High School is completely dark at night, with riders waiting in unsafe conditions.

5.3 No seating or shelter

- Many stops have nowhere to sit.
- This is physically dangerous for people who cannot stand long or who experience seizures.
- Severe weather (rain, snow, ice) regularly strands riders without cover.

5.4 Terrain barriers

- Uphill or uneven walks can trigger seizures or create mobility hazards.
- Riders need alternative accessible paths clearly marked.

Suggestion:

Before reaching a stop, provide **advance signage** indicating:

- Bus arrival times
- Alternative accessible stops nearby
- Best routes for avoiding steep grades

6. Overcrowding of Bus Shelters with Homeless Encampments

Families report:

- Feeling unsafe entering shelters used for extended camping or drug use.

Recommendation:

- Regularly monitor and maintain shelters.
- Connect individuals experiencing homelessness to services without punitive approaches.

7. Misconception: “People with disabilities should just use Access”

Families report that Metro often assumes:

- IDD = automatic qualification for Access
- IDD = rider should only use paratransit

This creates access barriers because:

- Many IDD youth want independence and choose to use regular transit.
 - Many do *not* qualify for Access, despite real support needs.
 - Mainstream transit must be designed to serve them.
-

8. Environmental and Health Considerations

Clear signage and enforcement of:

- **No smoking** at transit stops
This protects individuals with asthma, respiratory issues, sensory sensitivities, and other health vulnerabilities.
-

9. Emergency and Elopement Response System

There is currently no clear system when a child or adult with IDD accidentally:

- Boards the wrong bus or train
- Gets lost during transit
- Elopes and ends up in a transit corridor

Recommendation:

- A **non-police emergency hotline** specifically for transit-related safety events.
 - Ability to rapidly alert transit staff across the system.
-

10. Technology Integration Opportunities

Community members recommend:

- App or Bluetooth pairing to support language access in transit progress
- Multi-language route updates
- Spoken alerts for riders with visual disabilities
- Push notifications for delays, reroutes, or stop closures

Best Regards,

Nicole

Nicole Barker (*she/her*)



Interim Executive Director

Languages: English

[Redacted text]

[Redacted text]

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January 28, 2026

Puget Sound Regional Council
1201 3rd Ave #500
Seattle, WA 98101

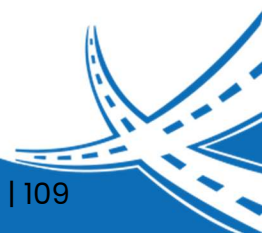
Subject: Regional Transportation Plan Draft 1 Comments

Thank you for the opportunity to comment on the draft 2026–2050 Regional Transportation Plan (RTP).

Pierce Transit appreciates and supports the preferred scenario to focus on maintenance and transit as well as Puget Sound Regional Council’s efforts and attention to detail to coordinate the variety of modes that make up our transportation network, explain existing conditions, and identify funding opportunities. Successfully implementing this preferred scenario will depend on continued state, regional and local leadership and coordination. We look forward to continued partnership as we work through adoption and implementation of the plan.

As one of the local transit agencies in the region with the lowest sales tax rate, any increases or expansions in Pierce Transit’s service will certainly require additional and consistent funding sources. While it’s not newsworthy when the bus arrives on-time or a transit stop is clean and well-maintained, the draft RTP places a strong emphasis on MP&O challenges, including explicit recognition of the significant operating, fleet, and facility costs required to sustain transit service. These costs are a reality of the transportation system and are continuing to rise. As noted in Pierce Transit’s long-range plan, Destination 2045, even current service levels might not be sustainable without additional funding. Again, strong state and regional leadership with local coordination will be key to successfully funding and implementing the regional transportation plan.

We also appreciate PSRC’s efforts to coordinate plans and share information in a consistent way across a wide variety of agencies. Specifically, the System Performance Report’s focus on transit productivity and access is consistent with the performance metrics and standards adopted in Pierce Transit’s Destination 2045, while appropriately treating these measures as regional indicators rather than agency-level operational targets.

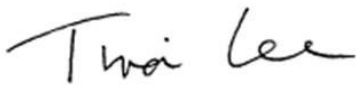


Pierce Transit encourages PSRC to continue leading our region by coordinating and informing advocacy for legislative changes needed to create and expand the identified funding sources, such as consistent taxing authority for PTBAs. While the plan describes potential funding sources to achieve the region's long-term transportation vision, it would also help for the plan to note that any expansion of PTBAs and associated service area boundaries requires close coordination with local agency partners, community outreach, and ultimately, a vote of the people to tax themselves to fund service. To provide additional options for incremental, pilot-based, or community-requested service expansion, the plan could also mention service funding agreements or interlocal agreements, and other near-term strategies to help communities right-size transit service at funding levels they can afford.

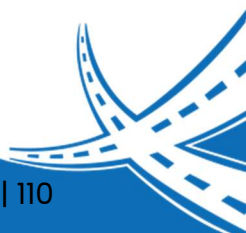
Lastly, we want to acknowledge the powerful communication tools that are informing our work with local agency partners, such as the Future Transportation Visualization tool. We look forward to using the upcoming online transit access map as we continue to improve our local and regional transportation system.

Thank you again for your partnership and for the opportunity to provide comments for the Regional Transportation Plan.

Sincerely,



Tina Lee
Acting Chief Planning Officer



February 2, 2026

Puget Sound Regional Council
1201 3rd Ave #500
Seattle, WA 98101
VIA EMAIL: RTPcomment@psrc.org

RE: Comments on Draft Regional Transportation Plan, 2026 - 2050

Dear PSRC,

Thank you for the opportunity to provide comments on the draft Regional Transportation Plan 2026-2050 (RTP 2050).

- The Port of Seattle and Port of Tacoma were founded over a century ago to serve as a public port authority, to ensure that our two deep-water harbors serve as economic engines for their counties, the region and the state. In 2015, the ports of Seattle and Tacoma formed a marine cargo operating partnership, the Northwest Seaport Alliance, the seventh-largest container gateway in the United States and handled 3.3 million TEUs in 2024 ([Top 10 Largest And Busiest Container Ports In The United States](#), marineinsight.com, downloaded 2/1/26).
- Seattle-Tacoma International Airport (SEA), operated by POS since the 1940s, continues to grow as the region's primary airport. In 2024, SEA served over 52 million annual passengers, ranking 11th in North America for passengers. Also in 2024, SEA ranked 19th in North America for air cargo by weight, with over 460,000 metric tons ([North American Airport Traffic Report - Airports Council International - North America](#), airportcouncil.org, downloaded 2/1/26).

This letter represents the shared perspective of the Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma. Our programs touch the lives of Puget Sound residents in numerous ways, ranging from economic engines as the state's largest seaport cargo terminals and airport and cruise terminals to quality of life through our travel, parks system and recreational boating marinas.

As Public Port Districts, our mission is to create family wage jobs by advancing trade and commerce, promoting manufacturing and maritime growth, and stimulating economic development in an environmentally responsible manner. The Growth Management Act recognized the importance of our facilities by designating them as Essential Public Facilities, the Port of Tacoma, Port of Seattle, and the Seattle-Tacoma International

Airport. Our ports are assets of statewide significance, serving as national and international gateways for goods, travelers, tourism, and industry. These facilities have developed over decades, benefiting from significant public investment with unique interactions among existing land uses and critical transportation infrastructure.

These gateways cannot be relocated or replicated elsewhere and provide a crucial function in the resilience of our state's economy. For this reason, when we review transportation plans, we must consider what our assets need to sustain and to be able to grow, correlated to economic growth.

We applaud PSRC for being thorough in development of the Regional Transportation Plan, which uses a new online story map format to provide a dedicated spotlight on freight. This balance is exemplified through the language around safety on freight corridors – where it was both clear that safety is the top shared priority and that freight and manufacturing industrial centers (MICs) have unique needs that must be designed for. Encouraging all Puget Sound jurisdictions to recognize and plan for this reality is important to making the regional freight system work.

In recognition of our role in the regional, state, and national economy, we ask that you consider the following comments in development of the final plan. Please feel free to reach out to us directly if you have any questions or would like to discuss a comment in greater detail.

Current Systems Report

1. **Introduction:** Consider including a definition of “urban goods” and “freight” in the introduction. From our standpoint, urban goods are local deliveries that can be made by smaller vehicles (ex. vans or cargo bikes). Whereas freight represents cargo often using intermodal transport by trucks, rail, ships or planes, distributed regionally such as to ports, railyards, manufacturers, distribution centers and warehouses, and large brick-and-mortar retailers.
2. **Section 3: Streets and Highways**
 - a. To improve clarity, Figure 30 should identify the measure of VMT (daily, thousands, etc.) --- we assumed daily based on Figure 31.
 - b. Whenever ACS is referenced, the year should be included. See Figure 33.
3. **Section 4: Freight**

We request that Port of Tacoma be acknowledged as a Commercial Strategic Port under the [National Port Readiness Network](#) and handles military cargo in collaboration with JBLM. While we do not wish to comment on their behalf, the Port of Everett also has this designation.

4. **Section 6: Aviation:** Consider adding here or in another appropriate place: “Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can access the airport for their flights or jobs, day or night via roads, highways and/or transit.”

Future Systems Report

5. In the freight section, we recommend incorporating the WPPA Marine Cargo Forecast findings: <https://fmsib.wa.gov/studies/2024-washington-marine-cargo-forecast>. Especially for maritime container cargo, the only international container ports in the State are located within PSRC’s planning boundaries.
6. If you want a forecast for SEA Aviation Demand Forecasts to incorporate in the Aviation Section 6, please let us know and we can get that for you.

Maintenance and Preservation

7. On page 5: First paragraph, recommend adding both “ports” and “access to ports” here. “Cities, counties, transit agencies, port districts and the state are coping with increasingly strained budgets and applying innovative approaches to reduce costs...” Otherwise, this document overlooks both the public investment of port transportation facilities and the public interest in providing access to airport and seaport terminals, which is often performed by general purpose governments (cities, counties and the state). While we will continue to address our own maintenance in a fiscally responsible manner and will not be able to provide detailed financial data, there should at least be a small section that addresses the maintenance and preservation needs of the ports and access to the major seaports and airports in the region. The needs are significant and continuing regional collaboration is important.
8. On page 9: "...not every bridge is anticipated to need replacement during the plan period." The Plan should include a list of bridges on major routes that need replacement during the plan period to the extent possible. Particularly in the Port of Tacoma and Seattle waterways, there are critical examples of bridges subject to closure.

RTP Performance Dashboard

9. Under the axiom that “what gets measured gets managed,” please add a freight performance metric to the Dashboard. It could be the minutes of delay on major truck streets/highways, or something else, but should be made visible on the regional dashboard.

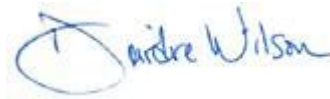
We have also attached a comment matrix for specific or technical comments at various locations throughout the multiple documents that make up the RTP. Please see attached.

We appreciate the effort of PSRC staff to develop this RTP2050 and look forward to the work of the PSRC Boards to address public comments and make plan refinements to help the region achieve the diversity of goals we have for ourselves. Please call on us for any clarification or assistance required.

Sincerely,



Geraldine Poor
Senior Regional Transportation Manager
Port of Seattle



Deirdre Wilson
Planning Director
Northwest Seaport Alliance | Port of Tacoma

Attachment: Supplemental Comment Spreadsheet – POS, POT, NWSA

Document	Section	Page	Comment
RTP - main document	Addl System Needs	15	Beyond the region: after introducing intercity rail/bus services and the region’s airports and marine terminals, please add a sentence that "the access roads and transit services to/from these terminals is a necessary investment."
Freight Transportation Tool	Deepwater ports		Port of Everett is mentioned as a designated recovery port to provide resiliency in the event of a disaster - I am curious whose designation that is and whether there are other WA ports specifically designated as such and what recovery planning effort made this designation?
Freight Transportation Tool			There's a reference to Seattle's SODO Rail Corridor Grade Separations - would it be better to call out specific projects?
Maintenance and Preservation		5	First paragraph, would it make sense to add ports here? <i>Cities, counties, transit agencies, port districts and the state are coping with increasingly strained budgets and applying innovative approaches to reduce costs ...</i> This document overlooks the public investment of port transportation facilities. It seems like there should at least be a small section that addresses the maintenance and preservation needs of the major seaports and airports in the region seems to be missing a big chunk of needed public investment related to the Freight Network and System. There are, however, dedicated sections for transit and state facilities.
Outreach and Engagment	Board insights	9	Freight Operators Committee should read Freight Advisory Committee
Outreach and Engagment	Focus groups	76	Please add reflection of Freight Focus Group held 1/6/26 & integrate new learnings into the RTP. We appreciated the time spent with us and hate for our feedback to be lost based on timing of the draft report.
Puget Sound Regional Hazards	Map	Regional Airports	Regional Airports -- interesting that all airports are shown the same; recommend distinguishing those with commercial service from those others without. Page 90 of the 2025 Current Transpo System Report provides a great classification explanation which could be applied here, at least at the "primary and non-primary" FAA-levels I see this is better dealt with on teh Transpo System Visualization Tool. Please adopt their conventions on this map. Other GIS maps in the RTP with an airport layer are clearer in this regard.
Puget Sound Regional Hazards	Map	Rail Freight Corridors	Please show rail line to West Seattle, serving Nucor Steel, Terminals 5 & 18 and other industries on West Marginal Way.

Document	Section	Page	Comment
Puget Sound Regional Hazards	Map	Rail Freight Corridors	The STB officially railbanked the Woodinville Subdivision from Woodinville to Snohomish in 2024. It's no longer an active freight line.
Multimodal-mobility	Webpage	Landing page	Please add text on the landing page or section start which directs users interested in freight and goods movement to the freight systems component of the RTP. The title implies that this section deals with "all modes" in the system, but after reading, the user realizes it never intended to include goods movement. https://www.psrc.org/planning-2050/regional-projects/2026-rtp/multimodal-mobility
System Performance	Section 5: freight performance metrics	62	Summary does not identify opportunities to reduce delay and improve freight performance for the region. Please add this metric to the RTP Dashboard
System Performance	S9: CM process & federal performance targets	140	Text explains the setting of targets, but not how/when the targets will be measured & reported upon?
Current Transportation System	Fig 39:	77	The STB officially railbanked the Woodinville Subdivision from Woodinville to Snohomish in 2024. please remove this route as a n R-5. Also, please show rail line to W Seattle, serving Nucor Steel, Terminals 5 & 8 and other industries on W Marginal Way
Current Transportation System	S4: Major freight corridors	78	This paragraph is vague and doesn't make sense to this reader: "Different types of roadways serve different purposes for freight, which need to be balanced with the purposes each facility serves for other modes as well. Most other streets & hwy's also move goods to varying degrees, primarily commercial and residential deliveries using medium-duty trucks as well as smaller delivery vehicles ranging from vans to cargo e-bikes." what is meant by "different types" and "other"? The RTP could note that not all roads are intended to serve trucks, and thus those that are truck routes must be designed safely for all users on the road.
Current Transportation System	S4: Other Freight Infrastructure : Ports	79	please source (or date) "sixth-busiest cargo port in the country" as this changes each year.

Document	Section	Page	Comment
Current Transportation System	S4: Airports	78-80	Sea-Tac Airport is spelled with a hyphen. However, POS is now rebranding references to Seattle-Tacoma International Airport as SEA, its call letters. Please update references throughout the documents to the airport as Sea-Tac or SeaTac to SEA.
Current Transportation System	S4: Airports	79	Here's additional language which corrects the implication that service to Asian, Europe & the MidEast is only all-cargo on pp 79. "SEA hosts a thriving air cargo market, served by multiple all-cargo freighter services and belly cargo capacity on many wide-body passenger flights, both domestic and internationally. Air cargo at SEA includes a growing e-commerce component, serviced by several integrator airlines, all-cargo freighter services, and passenger airlines. SEA consistently ranks in the top 20 cargo airports in North America and was ranked 19th in air cargo volumes in 2024 (ACI rankings-2024)."
Current Transportation System	Section 6: Aviation	89	POS now references Seattle-Tacoma International Airport as SEA, its call letters. thank you for this use here.
Current Transportation System	Section 6: Aviation	89	This provides a continent-wide perspective on SEA which you may want to add: "In 2024, SEA served over 52 million annual passengers, ranking 11th in North America for passengers."
Current Transportation System	Section 6: Aviation	89	36 airlines serve 94 nonstop domestic and 33 international destinations including Canada, Mexico, and seasonal operations.
Current Transportation System	Section 6: Aviation	89	Recommend adding here, or in a more appropriate place of your choosing: The Port of Seattle partners with local agencies for surface transportation to the airport and its 24/7 operations. Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can get to the airport for their flights or jobs, day or night.
Current Transportation System	S7: Summary	91	A broader statement about interdependence of agencies and reliance on each other (as referenced in the ports comment directly above) would add value in the bulleted summary here
Current Visualization Tool	map	Rail layer	woodinville-snohomish subdiv was railbanked in 2024
Current Visualization Tool	map	FGTS	woodinville-snohomish subdiv was railbanked in 2024
Current Visualization Tool	map	Rail layer	show spurs along east & west sides of Duwamish waterway for completeness

Document	Section	Page	Comment
Current Visualization Tool	map	Freight Intensive Areas	what is the orange hatched area in South Lake Union? remnant?
Current Visualization Tool	map	Reg'l Ped & Bike Ntwk	It's misleading to characterize the airport expressway and terminal drives as "no facilities" when there are alterantive routes for pedestrians from international Boulevard. would like to discuss with map originator.
Future Transportation System	Section 6: Aviation	31	<p>Recommend adding here, and/or in a more appropriate place of your choosing: The Port of Seattle partners with local agencies for surface transportation to the airport and its 24/7 operations. Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can get to the airport for their flights or jobs, day or night.</p> <p>As I discussed with Kelly McG, this is a surface transportation plan and SEA Airport has surface transportation needs for getting passengers and employees to their planes and work sites. Thus, this intermodal reflection is highly appropriate in a regional council surface transportation plan!</p>
Freight Transpo Story Map	Deep-water Ports		Please report the NWSA volumes in number of containers rather than weight. This is the measure used by international gateways. We suggest using: NWSA is the seventh-largest container gateway in the United States and handled 3.3 million TEUs in 2024 (Top 10 Largest And Busiest Container Ports In The United States, marineinsight.com, downloaded 2/1/26).
Freight Transpo Story Map	Airports		Current sentence reads: "Seattle-Tacoma International Airport (SEA) has the greatest variety of cargo offerings and acts as the primary gateway for international cargo. 6" This is vague & unclear to readers. We suggest something like: SEA air carriers offer a mix of domestic & intrntnl belly cargo, domestic and international freighter cargo, as well as integrator/express cargo generated by FedEx, DHL & Amazon Air."
Freight Transpo Story Map	Freight Issues & Needs	Safety Issues	Please update to reflect project completion (shift tense): "As an example, Seattle's EMW Multimodal Improvements Proj is expected to include operational elements that improve conditions for peds & bikes such as enhanced crossings, in addition to freight features like ITS and freight-only lanes." ... eg, Sea's EMWCorridor Imprvmnt Proj includes elements that improve conditions for peds & bike such as a separated bike path, enhanced road xings & ITS freight. (No freight-only lanes, i believe)



**PUGET SOUND
Clean Air Agency**

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Executive Director

Christine Cooley

February 2, 2026

Puget Sound Regional Council
1201 Third Ave #500
Seattle, WA 98101

Re: Draft Regional Transportation Plan 2026–2050

Dear Director Brown:

Thank you for the opportunity to comment on the draft Regional Transportation Plan (RTP). I write on behalf of the Puget Sound Clean Air Agency (hereafter, Agency), the regional air pollution control authority encompassing PSRC’s same counties. The Agency works to realize a vision of healthy air, climate, and environmental justice for the benefit of all people in the Puget Sound region.¹

Mobile sources are one of the largest contributors to air pollution in our region, making our continued coordination and collaboration to implement aspects of the RTP vital.

Air pollution, Public Health, & Equity Benefits

Passenger cars and light trucks emit particle pollution (PM_{2.5}), the main driver of air pollution health risk in the Puget Sound region.² PM_{2.5} from diesel vehicles is particularly hazardous, presenting the greatest cancer risk from air toxics. Additionally, vehicles emit nitrogen oxides, a main precursor to ozone. The Agency is encouraged that the air quality conformity analysis reflects substantial reductions in criteria pollutants over the timeframe of the plan, due mainly to technology advances (especially zero emission technology) and fleet turnover. The plan’s multimodal focus can also help to reduce exposures to harmful mobile source pollutants.

¹ Puget Sound Clean Air Agency. 2023. Strategic Plan.

<https://pscleanair.gov/DocumentCenter/View/5038/2030-Strategic-Plan-Final->

² Puget Sound Clean Air Agency. 2026. Criteria Air Pollutants. <https://pscleanair.gov/163/Criteria-Air-Pollutants>.

Overburdened communities in our region live disproportionately near major roadways.³ The reduced emissions and corresponding improvements in ambient air quality are particularly impactful in these communities, which face increased health risks from more limited access to healthcare, higher environmental exposures based on where they live, and other societal barriers.

Climate impacts and Co-Benefits

On-road transportation is a major source of greenhouse gas emissions, accounting for 25% of emissions in our 4-county region.⁴ As PSRC knows only too well, our region is already experiencing the effects of climate change including increased wildfires, heat risk, lower snowpack, larger flooding events, and lower summer stream-flows. Increasing greenhouse gas emissions will worsen these effects and lead to other long-term impacts like increasing acidity in Puget Sound and raising sea levels.⁵

While we are encouraged by the RTP's modeling that reflects an 83% reduction in GHG from 1990 to 2050, we will need to work together to achieve even deeper reductions. This will be especially important with the recent headwinds seeking to slow down the transition to zero emission vehicles. These headwinds will make reaching our emission reduction targets more challenging, requiring even greater innovation, collaboration, and commitment across the region.

The Agency looks forward to working with PSRC, its committees, and jurisdictions to deliver the region's recently completed [Comprehensive Climate Plan](#). The CCAP outlines strategies and actions for transportation and beyond that will help us meet our ambitious and necessary climate targets. In addition to greenhouse gas emission reductions, the actions and strategies outlined in the CCAP can improve air quality and public health, spur green job growth, and reduce energy costs for Puget Sound Region residents.

We strongly support the Regional Transportation Plan and look forward to working with you to transition our region to a cleaner, more equitable, and sustainable transportation network.

Sincerely,



Christine Cooley
Executive Director, Puget Sound Clean Air Agency

³ Puget Sound Clean Air Agency. 2026. Overburdened Communities. <https://pscleanair.gov/382/Overburdened-Communities>.

⁴ Puget Sound Clean Air Agency. 2026. Climate Change. <https://pscleanair.gov/164/Climate-Change>.

⁵ WA State Dept of Ecology, 2025, 2025 Summary Report on the Science of Human Caused Climate Change and Recommendations for Washington State's Greenhouse Gas Emission Reduction Limits, <https://apps.ecology.wa.gov/publications/documents/2514064.pdf>.

**Health and health equity considerations in the
2026 Draft Regional Transportation Plan**

Date: February 2, 2026

To: Kelly McGourty, kmcgourty@psrc.org, Transportation Program Manager, PSRC
Ben Bakkenta, bbakkenta@psrc.org, Planning Director, PSRC
Dr. Charles Patton, CPatton@psrc.org, Equity Program Manager, PSRC
RTPcomment@psrc.org

From: Jessica Jeavons, Director of Policy and Strategy, Public Health - Seattle & King County, and
TPB Public Health Regional Liaison, jjeavons@kingcounty.gov

Kim Van Pelt, Director, Snohomish County Health Department, TPB Public Health Alternate

CC: PH GMPB liaisons – Primary, Chantell Harmon Reed, Director, Tacoma-Pierce County
Health Department, Creed@tpchd.org

Alternate, Yolanda Fong, Administrator, Kitsap Public Health District,
yolanda.fong@kitsappublichealth.org

Regional Public Health contacts

- Pierce County: Chantell Harmon Reed, GMPB Public Health Member, Erika Bartlett, EBartlett@tpchd.org
- Kitsap County: Yolanda Fong, GMPB Public Health Alternate, and Adrienne Hampton, adrienne.hampton@kitsappublichealth.org
- Snohomish County: Kim Van Pelt, Snohomish County Health Department and TPB Public Health Regional Liaison alternate, and Cristina Ciupitu-Plath, Cristina.Ciupitu-Plath@co.snohomish.wa.us
- King County: Richard Gelb, Richard.gelb@kingcounty.gov, and Julie West, Julie.west@kingcounty.gov

RE: Health and health equity considerations in the 2026 Draft Regional Transportation Plan

On behalf of the four-county PSRC public health jurisdictions, we appreciate the opportunity to comment on the 2026 Regional Transportation Plan. The 2026 update to the Puget Sound Regional Council's (PSRC) Regional Transportation Plan (RTP), with its 30-year \$300 billion wingspan, has significant influence on Puget Sound residents' choices for getting around, and their access to services, opportunities, and social connection. In the run up to issuing this draft plan update, PSRC, based on guidance of the Transportation Policy Board, has undertaken significant analysis of transportation system conditions today and modeled the future land uses and associated mobility patterns - per the approach described in Vision 2050 (the region's growth plan).

The rigor in developing input data and the integration of modeling elements in the RTP update is technically impressive. Aspects of our future cities are being forecast in detail, including resident mode choices (walk, transit, drive) and the densities of jobs, housing, and other land uses to the parcel level. This approach, which assumes the most density along existing and planned transit lines and stations, provides a basis for guiding the upcoming allocations of Federal resources intended for highway and transit improvements.

From a Public Health perspective, as this plan moves from draft to final, high-value opportunities to **clarify actions and definitions, strengthen framing and focus of the analyses, and expand data references** may include:

Clarify actions and definitions:

- Based on the indicators selected in the health chapter of the plan, the RTP update only generates minor improvements to health-related outcomes that are not uniformly distributed. For example, there are limited forecasted benefits in terms of active transportation that would not allow youth to meet daily physical activity guidelines. One method to improve this would be to add consistency with language to align with the [Safe System Approach](#), as defined by US DOT and the Federal Highway Administration (FHWA). This would strengthen the implementation of language regarding human health and safety so that these important measures are prioritized.
- The draft plan would benefit from clearly defined and specific actions to avoid, mitigate, and correct for the harm to human health caused by roadway pollutants today which disproportionately bear on low-income, non-white residents. The equity framing broadly addresses access to mobility and significantly understates existing socio-economic and racial injustice caused by the transportation system. Providing greater specifications in this way would strengthen equity goals in our region and respond to long-standing strategies for improvement voiced by community advocates. A creative fix would be to develop an analogue to the High Injury Network (HIN), that is the High Pollution Network (HPN), working from the [EPA AirToxScreen Mapping Tool](#), and include clear policy objectives to reduce and eliminate disparate harms for impacted communities.
- The draft plan would also benefit from an implementation table or other descriptive visual to convey how new available resources will be organized and deployed (via program allocations and project selection process improvements). This would support readers and practitioners in clearly understanding how safety and equity advancements will be prioritized in system improvement efforts.

Framing and focus of analyses:

- **Safety** – Given the sharp increase in roadway deaths and serious injuries in the region since 2021, the safety elements in the main plan and safety chapter may be better served by a stronger narrative to emphasize this as a key policy focus area that requires immediate intervention to prevent future fatalities and serious injury. The “Responsibility is Shared” principle provides a pathway to enhance this framing so that the goal of achieving zero deaths and serious injuries is realized.

- **Spatial scales** – While future-state modeling is structured to the ¼ mile hex grid, the demographic conditions are presented in the draft plan at the census tract level, limiting understanding of what populations will benefit and what populations may continue to experience disparities. For example:
 - Most High Injury Network roadway segments are long, with some differentiation of intensity of harm along the corridors. Adding a higher level of detail would provide greater clarity for system intervention, investment, and improvement.
 - The Equity Focus Area criteria are structured so that more than half (54%) of the census tracts in the Puget Sound region are included, thus limiting guidance on where social vulnerability is highest. These broad spatial scales may make it more challenging to identify specific actions for implementation that will resolve barriers and result in better equity and health equity outcomes where needs may be the greatest.

- **Equity approach** – Similar to the above, there is insufficient guidance to inform a jurisdiction or agency to know where needs are greatest for safety interventions, environmental justice improvements, active transportation facility additions, or other program and system improvements. The policy objectives and data references to address these equity questions are unclear, for instance:
 - For whom and where is access to mobility (for essential trips) most constrained?
 - Where are existing transportation system burdens (cost, time, pollution) most concerning?
 - Where are households that have the most burden and least benefit from transportation system conditions today?

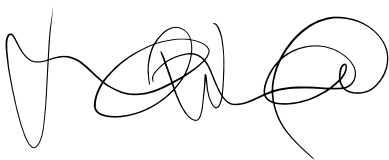
Data considerations:

- The [Transportation System Visualization Tool](#) does not provide data for transportation-related air and noise pollution burden levels. One tool that would support the integration of this type of data at the census tract level is the [EPA AirToxScreen Mapping Tool](#).
- As stated previously, the High Injury Network would benefit from a higher level of detail to interpret where system intervention, investment, and improvement would result in the best outcomes. This would improve the tool as the Network presents corridor segments as binary (in or out), with no differentiation on the degree or extent of harm occurrences.
- The plan may also consider incorporating a data layer that depicts areas where households are relying on active modes (i.e, walking biking) for a high percentage of their trips. This is an important perspective to reduce exposure of vulnerable system users to traffic-related injuries, another impactful pathway to promote regional safety implementation.

Additional comments for the health, safety, and system performance chapters of the plan are attached for review and consideration (Appendix A).

Public Health agencies in the Puget Sound share responsibilities to address health threats to our communities, help ensure access to quality health care, and promote healthy community conditions where all people can achieve their optimal well-being. We believe these suggested additions and revisions reflect longstanding community concerns, are feasible to implement, and will provide long term value to our communities and residents through the implementation of the plan. Your attention to and consideration of these plan improvements are gratefully appreciated.

Thank you,



Appendix A. Table of Recommendations for the Regional Transportation Plan Update – by Chapter and Section.

Section	Page(s)	Comment	Recommendation
Main Document			
An integrated, safe, accessible, efficient and reliable transportation system	page 7	<p><i>"Safety: Deaths and serious injuries on the region's roads will be substantially reduced through proactive actions based on a Safe System Approach."</i></p> <p>This statement lacks consistency with Safe System language. For alignment, this sentence should state that we seek to eliminate all serious injuries and deaths on the transportation network.</p> <p>WA State's Safe System Approach has 6 pillars which includes safer land use. The USDOT's Safe System Approach includes only 5 pillars.</p>	<p>Consider rephrasing to: <i>"Safety: Deaths and serious injuries on the region's roads will be eliminated through proactive actions based on a Safe System Approach."</i></p> <p>Ensure the Safe System Approach graphic references the correct source.</p>
An integrated, safe, accessible, efficient and reliable transportation system	Page 7	<p><i>"Equity: All the region's residents will have access to transportation choices that provide reliable and timely connections to the places they want to go."</i></p> <p>This statement would benefit from including specific references to overburdened communities as well as clear environmental justice considerations.</p>	<p>Consider rephrasing to: <i>"Equity: All the region's residents will have access to transportation choices that provide reliable and timely connections to the places they want to go and health disparities related to transportation burdens, including pollution, will be avoided and mitigated."</i></p>
Foundation – Promote a Safe and Healthy Transportation System: Safety	Page 15	<p><i>"To address this, VISION 2050 prioritizes transportation safety and incorporates a policy supporting the state's goal of zero roadway deaths and serious injuries outlined in Washington's Target Zero plan."</i></p> <p>Understanding that roadway safety has been one of the key policy focus areas for regional transportation planning since 2020, this statement would be complimented by a clear commitment to eliminating serious injuries and deaths on the transportation network.</p>	<p>Consider rephrasing to: <i>"To address this, the Regional Transportation Plan elevates safety as a priority objective, and commits to allocating resources toward preventing transportation system user deaths and serious injuries."</i></p>

Health	Page 17	<p><i>"Traditionally, public health addressed a broad set of factors and disease control, managing health conditions and improving access to health care. Over the past decade, awareness has grown about how the built environment and travel patterns affect public health."</i></p> <p>An updated description of public health considerations for transportation planning may be more beneficial in this section. Consider providing greater clarity regarding how the transportation system influences public health and community wellbeing.</p>	<p>Consider adding additional detail for these elements: Transportation-related health determinants include - 1) travel behavior – including sedentary time , stress, and amount of physical activity; 2) safety impacts – personal and road vulnerabilities; 3) access to destinations and services; and 4) environmental impacts – including air, noise, vibration, and other harmful pollution burdens from system conditions. Or, consider including an updated description of public health in this section, such as: <i>"Public health encompasses a population level approach to promoting healthy communities, preventing and responding to health threats and disease, as well as improving linkages to health services. The ways people travel throughout the region has a direct impact to public health, including physical activity, road safety, access to health supportive services, and other important community conditions such as air quality, social connection, sanitation, and economic opportunity."</i></p>
Health	Page 18	<p><i>"To advance health equity, risk factors, benefits, and protective features of the transportation system should consider the social vulnerability of communities."</i></p> <p>Social vulnerability is a broad category; this section would benefit from additional definition of what social vulnerabilities within communities may include. PSRC could also reference the 2025 report about overburdened communities recently published by the WA Department of Ecology (https://apps.ecology.wa.gov/publications/SummaryPages/2502037.html).</p>	<p>Consider incorporating detail on geographical variation in exposures to pollution burdens across the Puget Sound region today as well as specific health concerns faced by communities that experience the cumulative impacts to transportation-related air, noise, vibration, and other harmful pollutant exposure.</p>

Health	Page 18	<p><i>"The RTP contains investments that can improve health outcomes in the region, including:"</i></p> <p>There is opportunity in this list to incorporate a specific equity outcome for overburdened communities.</p>	<p>Consider adding the following point: <i>"Focused efforts to improve transportation system conditions in overburdened communities that experience greater health disparities due to transportation-related pollutants."</i></p>
Conclusion and Call to Action	Page 27	<p><i>"Action steps for PSRC and partners to support plan implementation include:"</i></p> <p>Noting an opportunity to add an action step to this list.</p>	<p>Consider adding an additional action step for: "Equity and environmental justice: Map and describe, at a granular spatial scale, the cumulative pollutant burden levels experienced by those along and adjacent to major transportation corridors as a basis to target system improvements and interventions that avoid, mitigate, and/or correct for disparate harm patterns."</p>
Safety			
New Section	New section in the safety chapter	<p>Provide a dedicated section to describe Target Zero within the safety chapter.</p> <p>The plan makes only one reference to the state's Target Zero program but could benefit from going into more detail about the Target Zero regions and local work being done. Washington's Target Zero program is often referenced as an innovative and impactful program among its peers nationally.</p> <p>The RTP does not mention the great work of the 6 (Bellevue, Seattle, Tacoma, Everett, Kirkland, Redmond) Vision Zero cities across the four counties. King County's Target Zero team also hosts a monthly Vision Zero/Target Zero meeting for open discussion and sharing of knowledge, with participation from three of the four PSRC counties.</p>	<p>Consider adding a new section, incorporating the following:</p> <ul style="list-style-type: none"> • The regional Target Zero Managers coordinate high visibility enforcement across their counties, create and deploy traffic safety messaging, build and maintain coalitions, and act as local traffic safety subject matter experts. • In a 2025 state legislative report from Washington Traffic Safety Commission, street lighting was an important and lacking aspect in roadway safety. The report made several recommendations including increased funding and coordination. Also, according to current observations from fatality reviews and law enforcement, lack of lighting continues to be an important contributing factor in crashes especially when involving active transportation users. Roadway lighting or lack thereof is also an equity issue with more well-resourced cities having more opportunity to provide illuminated areas for their residents. • The RTP could outline more details on emerging traffic safety issues such as e-scooter expansion and subsequent injuries, cannabis impaired driving, and other growing areas of concern. Specifically, regarding e-scooters, their expansion into more cities across the state will need further evaluation on how to regulate for safety and minimize the growing number of traumatic brain injuries and other injuries seen at local trauma centers.

Health			
Data Tables and Formatting	All tables	Thank you for offering an overview of health-relevant indicators stratified by geographies, Regional Growth Centers, and disproportionately impacted population groups. Given the granularity of the data presented, it is at times difficult to gauge the extent of forecasted changes to these indicators between 2026 and 2050. We therefore recommend presenting the data in a visual format for more clarity and appending the tables to the document.	Strongly recommend presenting data using visuals such as bar or line charts that are better suited to illustrate trends and data interpretation.
Introduction	Page 4	Washington state has taken great strides to improve the health and quality of life for residents, particularly as it relates to environmental justice. The HEAL Act defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This includes addressing disproportionate environmental and health impacts by prioritizing vulnerable populations and overburdened communities, equitably distributing resources and benefits, and eliminating harm.”	In the introduction section, consider emphasizing the importance of addressing the health implications of transportation options improvements in overburdened communities, such as: <i>“Specific health needs and priorities will vary by community. This means transportation practitioners should collaborate with related agencies, health professionals, and community partners, and engage in meaningful consultation with Tribal communities early and often to identify transportation solutions that will reduce environmental health disparities in overburdened communities and support community health to achieve shared goals.”</i>

Regional Transportation Plan	Page 5	<p><i>"Traditionally, public health addressed a broad set of factors and disease control, managing health conditions and improving access to health care. Over the past decade, awareness has grown about how the built environment and travel patterns affect public health."</i></p> <p>An updated description of public health considerations for transportation planning may be more beneficial in this section. Consider providing greater clarity regarding how the transportation system influences public health and community wellbeing.</p>	<p>Consider adding additional detail for these elements: Transportation-related health determinants include -</p> <ol style="list-style-type: none"> 1) travel behavior – including sedentary time , stress, and amount of physical activity; 2) safety impacts – personal and road vulnerabilities; 3) access to destinations and services; and 4) environmental impacts – including air, noise, vibration, and other harmful pollution burdens from system conditions . <p>Or, consider including an updated description of public health in this section, such as: <i>"Public health encompasses a population level approach to promoting healthy communities, preventing and responding to health threats and disease, as well as improving linkages to health services. The ways people travel throughout the region has a direct impact to public health, including physical activity, road safety, access to health supportive services, and other important community conditions such as air quality, social connection, sanitation, and economic opportunity."</i></p>
Active transportation	Page 11	<p>Overall, the plan highlights improvements to the total number of mins/day that residents spend walking and/or biking; however, it is important to note that the forecasted improvements are very small and there are some reductions in biking times by 2050 (e.g., in unincorporated areas). Although youth are highlighted as the population that spends the most time in a day biking, one must acknowledge that the total (both current and forecasted) time youth spend biking and walking falls short of meeting the physical activity recommendations of a minimum of 60 min/day. Recognizing that some youth have access to additional opportunities to be physically active, not creating a transportation system that ensures physical activity recommendations are met may pose a disproportionate risk to youth in communities that have historically lacked such opportunities, thus broadening existing inequities.</p>	<p>Consider the following: Place findings and forecasted physical activity times in context by outlining discrepancies with physical activity guidelines. Encourage investments that create equitable opportunities for physical activity across the life course to reduce health inequities. For reference, please see: https://odphp.health.gov/sites/default/files/2019-09/Physical_Activity_Guidelines_2nd_edition.pdf</p>

Proximity to Grocery Stores	Page 11	<p>Broaden the scope of healthy eating and acknowledge the growing constraints of accessing healthy foods today (such as changes to federal policy and affordability).</p> <p>In addition, consider deepening the analysis to differentiate between urban and rural areas to better understand differences for urban and more rural households (and thus potential transportation improvements). This could be accomplished by incorporating new buffers to understand greater distances to grocery stores in more rural communities.</p>	<p>For example: <i>"Healthy eating is important in every stage of life and key to long term health. A healthy diet significantly reduces the risk of obesity, heart disease, type 2 diabetes, and other health problems. Having grocery stores in proximity to households is assumed to offer more opportunities and make it easier for community members to build healthy eating habits that result in positive health outcomes. Increasing access to healthy food and services is a vital public health intervention to reduce experiences of food insecurity driven by factors of affordability and proximity to nutritious foods."</i></p>
Proximity to Grocery Stores	Page 12	<p>Overall, minimal changes in access to food are forecasted. No changes are forecast in rural and unincorporated areas, likely because transit expansion will primarily focus on urban communities. The highest change is documented for core cities, i.e., 7%. Proximity to food outlets is slated to decrease in Regional Centers. Although it is encouraging that more people of color, people with limited English proficiency, and people with disabilities will be closer to grocery stores by 2050, the question remains of whether they will be closer to culturally relevant food outlets, which is critical in reducing food insecurity.</p>	<p>Acknowledge limitations in expanding access to food across geographies and equity focus areas, including uncertainty regarding proximity to culturally relevant food outlets.</p>
Proximity to Health Care	Page 16	<p>The stagnant access to health care facilities in Kitsap and minimal increases in other counties is concerning. Increases in proximity to health care are only forecast for metro cities, while no increases are predicted for youth and in equity focus areas with limited language proficiency significantly above average. Minimal increases are expected in areas where people of color, low income levels, and people with disabilities are overrepresented. A decrease in access to care is expected in Regional Growth Centers.</p>	<p>Thank you for acknowledging the persistent distance to health care facilities faced by residents in rural and unincorporated areas. Given the limited improvements in access to health care facilities that would ensue from the implementation of the RTP as is, we strongly suggest recommending additional investments and careful consideration of project ability to enhance access to health care during regional project selection processes.</p>
Proximity to Parks	Page 18	<p>While we acknowledge the benefits associated with half of the region's population living in proximity to parks, as well as the progress in ensuring access to outdoor recreation for people of color and people with limited English proficiency, we noted that only 38% of the region's youth live in proximity to parks and this percentage is slated to decrease to 36% by 2050.</p>	<p>Acknowledge limitations of the currently planned transportation system to facilitate access to parks among youth. Encourage additional investments in transit to ensure easy access to recreation in green spaces to meet physical activity guidelines and improve youth mental health.</p>

High Volume Truck Routes	Page 21	<p>Explanation and definition of safety and pollution exposure risks due to proximity to high volume truck routes is lacking in paragraph and would be complimentary. We encourage additional explanation of health in this section.</p> <p>This section is particularly concerning as key highlights report that: "EFAs with a significantly higher share of people of color, people with low income and people with limited English proficiency than the regional average have the highest shares of households located near freight routes, all of which are over 30%. This rate that is expected to further increase by 2050."</p> <p>This data details a clear example of the legacy of disproportionate pollution exposure in overburdened communities that must be addressed by transportation system improvements and zero emission solutions. Addressing these factors with actionable tools within the air quality section of this chapter is critical given the 2050 outlook for equity focus areas.</p>	<p>Consider incorporating the following language: <i>"Living near high volume truck routes increases exposure to transportation related pollutants that pose significant human health and safety risks. Diesel particle pollution from diesel engines is the top air quality toxics risk in the region and remains a top priority for public health, especially for overburdened communities (PSCAA CCAP, 2025). Serious health impacts are associated with freight related diesel particle pollution exposure such as respiratory diseases, lung cancer, and premature mortality. Given the 2050 projections of increased exposure to freight routes for equity focus areas in this plan, such outcomes must be addressed by tailored transportation system improvements and zero emission solutions to reduce long term negative health outcomes in equity focus areas."</i></p>
High Volume Truck Routes	Page 23	<p>The current plan forecasts an increase in proximity to freight routes across counties, with the highest increase in Snohomish County. Although there would be a reduction in the percentage of households in proximity of freight routes in unincorporated areas and the percentage would remain constant in rural areas, there will be high increases in cities and up to an 8% increase in EFAs where people with lower income, disabilities, and limited English proficiency are overrepresented.</p>	<p>Apart from acknowledging the health risks posed by exposure to freight related diesel particle pollution, recommend and emphasize mitigation strategies and coordinated investments through e.g., fleet electrification and land use measures.</p>
Air Quality	Page 27	<p>Second paragraph only mentions single occupancy vehicles, after stating the threat of diesel exhaust. Include medium and heavy duty vehicles and their widely studied correlation to the disproportionate exposure of these pollutants in overburdened communities and other impacted geographies. A zero emission transportation future must consider health equity and the equitable distribution of zero emission technologies where health needs may be the greatest.</p>	<p>Elaborate on strategies, investments, and policies that would address disproportionate pollution exposure in overburdened communities, leading to improved health outcomes.</p>
System Performance			
Table 1: Performance Metrics	Pages 5 - 8	<p>Table 1 Performance Matrix is missing a metric on transportation system pollution disparity reduction.</p>	<p>Add new performance metric: Extent that disparate and cumulative transportation system pollution burdens are reduced.</p>
Overall model sequence	Page 9	<p>The modeling sequence, in current state is rendering a spatial depiction of where needs are greatest - either for greater service levels or increased protective and mitigating measures for disparate harms and exposures.</p>	<p>Add spatial analyses and spatial depictions of the existing and forecasted transportation system conditions, that include benefits of mobility levels and burdens of cost, time, and health effects.</p>

2.2.26 Comments from smartertransit.org to PSRC re: updated 2050 [Transportation Draft Plan](#) from Maggie Fimia, Co-Chair of smartertransit.org

Thank you for the opportunity to comment on the updated 2050 Transportation Plan. I have the following questions and comments regarding the stated goals vs. actual projected outcomes to achieve those goals:

From pg.7: *The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.*”

To achieve this vision, PSRC has worked with its boards of elected officials, staff from local agencies around the region, members of the public and other stakeholders to identify current challenges and needs of the system into the future. This work began with identification of the board’s policy priorities for developing the region’s transportation plan.

- *Maintenance and Preservation: Significant investment will be made to maintain and preserve all aspects of the current and future transportation system.*
- *Climate: The region will have a green, clean transportation system that supports regional and state goals to substantially reduce greenhouse gas emissions and climate change.*
- *Safety: Deaths and serious injuries on the region’s roads will be substantially reduced through proactive actions based on a Safe System Approach.*
- *Equity: All the region’s residents will have access to transportation choices that provide reliable and timely connections to the places they want to go.*
- *Accessibility: The region will have a reliable and seamless transportation network giving people choices for their travel needs to and from home, work, school, recreation and other places.*
- *Finance: There will be adequate funding to support necessary investments in the transportation system that don’t overly burden the region’s residents...*

From pg. 10

1. *Complete and grow the regional and local transit system*

The final plan scenario identified by PSRC’s boards and by the majority opinion across seven regional public meetings supported a focus on maintenance, preservation and transit growth. VISION 2050 calls for attracting 65% of the region’s residential growth and 75% of the employment growth to regional growth centers and near high-capacity transit. Therefore, it is critical to complete the planned expansion of the integrated high-capacity transit network.

Pg. 11 ... approximately 36% of the region’s population today lives or works in areas with density levels supportive of All Day transit service (i.e., service with at least three trips per hour between the hours of 5am and 10pm) but do not have that service provided.

[With the investments in the plan, the gap is reduced to 25% by 2050 — a significant improvement, but an example of future investment that will be needed to fully provide a seamless multimodal system across the region.] Unclear what they mean by this

From the Regional Transportation Plan 2026-2050 Systems Performance Report DRAFT

Pg. 15 Table 5: Total Population by Centers by 2050

In a Regional Growth Center – 844,500

Not in a Regional Growth Center – 4,944,100

Region Total – 5,788,600

By 2050 we will still see only 15% of growth going to *Regional Growth Centers* and 85% not going to Regional Growth Centers.

Question: If our policies and investment goals are to direct growth to Regional Growth Centers, why, after more than 50 years are we not achieving better results?

Pg. 16 Key Trends and Findings

- 89% of the total growth is estimated to occur in Metropolitan Cities, Core Cities and High-Capacity Transit Communities, places with the greatest concentration of transit investments in the RTP.

Question: Again, why are we not seeing a higher percentage of trips on transit given the enormous investment by 2050?

Pg. 28 –

- Total delay is forecasted to increase 56% between 2023 and 2050 with the largest increases of delays on roadways in Kitsap and Snohomish Counties.
- Census tracts with the highest shares of people with limited English proficiency and youth are estimated to have the most delay per capita in 2050.

Question:

How is this enormous increase in congestion/delay, especially for marginalized populations consistent with the statement on your website describing the RTP:

“The Draft Regional Transportation Plan (RTP) sets a course for maintaining and expanding our transportation network, to ensure residents and goods can travel easily throughout the region”

Pg. 70 Table 75 Mode Share by Regional Geography – All Trips

2023 – Transit –

Metropolitan Cities – 4%

Core Cities – 2%

High-Capacity Transit Communities – 1%

Cities and Towns – 1%

Region – 4%

2050 - Transit

Metropolitan Cities – 8%

Core Cities – 4%

High-Capacity Transit Communities – 4%

Cities and Towns – 2%

Region – 5%

Pg. 72 Table 77 Mode Share by Regional Geography – Work Trips

2023 – Transit –

- Metropolitan Cities – 4%
- Core Cities – 2%
- High-Capacity Transit Communities – 2%
- Cities and Towns – 1%
- Region – 4%

2050 – Transit –

- Metropolitan Cities – 8%
- Core Cities – 4%
- High-Capacity Transit Communities – 5%
- Cities and Towns – 2%
- Region – 5%

Pg. 74 Table 79: Mode Share By Regional Geography – Non-Work Trips

2023 - Transit

- Metropolitan Cities – 5%
- Core Cities – 2%
- High-Capacity Transit Communities – 1%
- Cities and Towns – 1%
- Region – 2%

2050 – Transit –

- Metropolitan Cities – 8%
- Core Cities – 4%
- High-Capacity Transit Communities – 4%
- Cities and Towns – 2%
- Region – 5%

Questions:

1. After 50 years and almost \$200 billion do we only achieve a 3% increase in transit use?
2. Has the PSRC done any alternatives analysis for achieving a higher percentage like using BRT instead of light rail to extend ST3? Not requiring transfers from buses to LR so people keep their one seat ride?
3. Other key transportation/transit/walking/biking/ferry projects are going unfunded or have actually been dropped from the plan. What increases in taxes will be needed to fund those?
4. Maintenance and preservation are high on the public’s list for investment yet remain decades behind in funding/addressing.
5. Why are new technologies like public and private automated shuttles and on-Demand car and Van service, car and vanpools not being seriously studied and incorporated into this plan update?

February 2, 2026

Josh Brown, Executive Director
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101-3055

Dave Somers
County Executive

Re: Comments on PSRC Draft Update to the Regional Transportation Plan

Dear Mr. Brown:

Thank you for the opportunity to comment on the draft 2026 Regional Transportation Plan. Transportation in Snohomish County and across the region is at a critical turning point. Continued growth has placed significant strain on our transportation network, creating challenges that require coordinated, forward-looking solutions.

With the expansion of Sound Transit's Link light rail and Community Transit's Swift bus rapid transit (BRT) system, the county and region have an important opportunity to address some of its most pressing transportation needs. Sound Transit investments, WSDOT highway projects, local transit initiatives, local arterial improvements, and pedestrian and bicycle infrastructure are all essential and mutually dependent elements of a successful regional transportation system.

The draft plan does an excellent job of addressing key issues affecting the region's transportation network and provides an important framework to guide future planning efforts. This is particularly evident in its focus on system maintenance, preservation, and operations and the expansion of transit networks and service, while still addressing racial and social equity, improving safety for all modes of travel, and reducing greenhouse gas emissions.

Our comments below are intended to emphasize a few considerations within the plan that will be critical to accommodating future growth in Snohomish County, including the continued importance of state highway improvements.

SR 524

Missing from the 2026 regional capacity project list is SR 524: 24th Ave W to Royal Anne Rd. Widening. SR 524 is a heavily traveled substandard highway that is the major route for connecting the fast-growing communities in southwest Snohomish County to I-5 and the Lynnwood City Center light rail station. Community Transit has determined that the current roadway is not adequate to provide a safe reliable route for transit service but shows service on the route in their long-range plan with assumptions the widening project is completed.

The project was included in the 2022 regional capacity project list with a Metropolitan Transportation Plan status of "Approved" and the county submitted the SR 524: 24th Ave to Royal Anne Rd. Widening project as a 2026 RTP regional capacity project. We believe this project is necessary because our countywide traffic model shows the forecasted volume for this segment of SR 524 to be one and a half times the capacity of the

roadway. This project is in the Snohomish County Comprehensive Plan as a project necessary for growth. Also, Snohomish County continues to include this project on our Annual Regional Project Priority List and has purchased the ROW required to construct this project. Transfer of this ROW has been pending to WSDOT for over 2 decades. Both PSRC and WSDOT should consider adding this SR 524 project back into the regional capacity project list.

Regional Capacity Project 2026 costs

The Snohomish County regional capacity project estimated 2026 dollar costs in the draft RTP are not correct and are higher than what we forecast. We provided year of completion cost inflated at 4% a year. Below are the costs in 2026 dollars that should be used in the RTP.

164 th St SW/SE BAT Lanes	\$39,490,000
164 th Direct Access	\$58,775,000
128 th St SW/SE BAT Lanes	\$29,618,000
128 th St SW/SR 96 Overcrossing Improvements	\$59,762,000
SR 524: 24 th Ave. to Royal Anne Rd. Widening	\$148,554,000

Safety

Maintain consistency across planning documents with respect to the goal of eliminating serious and fatal injuries. On page 7 of the summary report, it says “Deaths and serious injuries on the region’s roads will be substantially reduced.” This is not consistent with the Safety Element of the RTP or PSRC’s Safety Action Plan, which says that it “includes a policy to support and achieve the state’s long-term goal of zero roadway deaths and serious injuries.” The goal should be zero serious and fatal injuries.

Sincerely,



Douglas McCormick, P.E.
Deputy Director/County Engineer



February 2, 2026

To the PSRC Board and Staff,

Thank you for the opportunity to provide public comment on the Draft Regional Transportation Plan (RTP) 2026-2050 and its supporting documents. We appreciate the significant work reflected in this package and recognize that it represents a meaningful evolution from the prior regional plans. Overall, the 2026 draft shows real progress in centering safety, climate, equity, health, multimodal access, and system preservation. The remaining gaps are less about policy direction and more about how adopted commitments are translated into funding decisions, project evaluation, and regional accountability.

Our comments below focus on how PSRC where additional clarity in the RTP itself would strengthen implementation and improve transparency, while remaining consistent with PSRC's coordinating role as the regional planning organization shaping a better transportation future for our region.

Climate

The 2026 RTP includes climate as a core foundation and clearly connects climate outcomes to land use and travel patterns, transit, pricing and demand management strategies, and the transition to zero-emission vehicles. RTP modeling shows that even under the preferred scenario, total vehicle miles traveled continue to increase through 2050. This reinforces the importance of clarity around how individual project investments contribute to regional outcomes.

As the draft is refined, we request that PSRC build on existing reporting by developing a clearer framework for assessing project-level outcomes for PSRC-funded investments, including VMT and greenhouse gas emissions impacts where feasible. Making this relationship more explicit in the plan would help the public understand how funded projects collectively advance adopted regional climate goals, while remaining consistent with PSRC's coordinating role.

Safety and Accountability

Traffic injuries and fatalities have increased in the region since 2010, especially among people walking, biking, rolling, and taking transit. We appreciate that the Draft RTP builds on the Regional Safety Action Plan, elevates a High-Injury Network focus, and aligns with USDOT's Safe System approach. The draft notes that safety was significantly strengthened as an evaluation criterion in PSRC's project selection processes for transportation funds distribution in 2024.

As safety shifts from policy commitments to implementation, we believe having greater clarity in the plan on how these changes are applied in practice will enhance accountability. PSRC already collects and reports

substantial safety-related data through the RTP Safety Dashboard and supporting materials, including serious injury and fatal crash trends, High-Injury Network mapping, mode-specific crash outcomes, and demographic disparities in crash impacts.

Clarifying within the RTP how these data and performance measures are used in project evaluation and prioritization, and how progress toward the Target Zero goal is tracked and reported over time, would strengthen the implementation narrative. In addition, clarifying expectations that regional capacity projects address safe and connected bike, walk, roll, and transit access, including retrofits where existing infrastructure has created barriers, would better align implementation with adopted safety goals.

Consistent with the Safe System emphasis on monitoring and evaluation, the RTP could also describe what programmatic or funding adjustments are available if regional safety trends are not improving.

Health as an Implementation Lens

The Draft RTP makes an important and welcome shift by explicitly recognizing transportation as a determinant of public health, linking travel patterns, the built environment, and transportation access to physical activity, air quality, roadway safety, and access to healthcare and daily needs.

What remains less clear is how this health analysis moves from narrative and context-setting into decision-making. As you refine and finalize the plan, we encourage PSRC to discuss how health related factors discussed in the plan, including exposure to air pollution and access to active transportation and essential services, are reflected in project evaluation, prioritization, and funding decisions, so the RTP's health framework guides implementation and supports measurable improvements for communities facing disproportionate health burdens.

Multimodal Access and Connectivity

The Draft RTP makes meaningful progress by adopting a regional Active Transportation Plan and clearly linking walking, biking, rolling, and transit access to safety, health, climate, and equity outcomes. The plan also acknowledges persistent gaps in sidewalks, curb ramps, and active transportation networks, particularly in population centers and near high-capacity transit.

The RTP would be strengthened by more clearly describing how PSRC funding programs prioritize multimodal access within transit sheds and growth centers, consistent with VISION 2050's growth and transit-focused policies. This includes directing a substantial share of regional growth and investment towards growth centers and transit-served areas, and how this emphasis is reflected in project scoring or selection. Integrating ADA transition planning considerations into project evaluation, and explicitly prioritizing projects that close sidewalk and curb ramp gaps limiting access to transit and essential services, would further reinforce the plan's accessibility commitments.

Equity

The Draft RTP demonstrates progress in elevating equity through expanded disaggregated performance reporting and more explicit discussion of disparities across race, income, age, and ability. As the plan is refined, the connection between this analysis and decision-making would be stronger if the RTP more clearly



explained how community-identified priorities are reflected in project selection and funding decisions, including how equity considerations influence the prioritization of investments in overburdened communities.

In addition, clarifying how PSRC will monitor progress on reducing disparities over time, possibly through specific equity performance measures reported alongside investment outcomes, would strengthen accountability.

A clearer discussion of displacement risk, cumulative impacts such as exposure to air pollution near freight corridors or high-volume roadways, and how implementation choices influence whether communities can benefit from transportation investments would further strengthen the regional equity outcomes.

Financial Strategy and Tradeoffs

We welcome the plan's candid discussion of funding needs and constraints, and we note that the draft RTP financial strategy prioritizes maintenance and preservation of transportation system assets. The financial strategy estimates that fully implementing the RTP would require tens of billions of dollars in new revenue through 2050, while constrained-revenue scenarios illustrate that a significant share of identified needs remains unfunded. As the plan is refined, more clearly acknowledge the assumptions underlying potential new revenue sources, including the Road Usage Charge rates under consideration at the state level, and to illustrate how those assumptions would affect long-term revenue availability as well as VMT, greenhouse gas emissions, safety outcomes, and system preservation. Clarifying how these fiscal tradeoffs shape the delivery of multimodal, safety, and accessibility outcomes under constrained funding scenarios would also help set realistic expectations for implementation.

Conclusion

In closing, the draft RTP reflects meaningful progress, particularly in its safety foundation, alignment with the RSAP and Safe System approach, and the integration of health and coordinated mobility strategies. The opportunity now is to close the gap between strong policy direction and on-the-ground outcomes by clarifying implementation pathways, accountability mechanisms, and PSRC's role in applying its tools consistently. We appreciate the opportunity to comment and look forward to continued engagement as the plan is finalized and implemented.

Sincerely,

Transportation Choices Coalition





February 2, 2026

Draft Regional Transportation Plan Comments
Josh Brown, Executive Director
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

Dear Mr. Brown:

Thank you for the opportunity to review the draft Regional Transportation Plan (RTP). WSDOT appreciates the work that the Puget Sound Regional Council (PSRC) does to keep the region moving through its regional planning and funding efforts. We look forward to continuing our partnership with PSRC and the counties, cities, and transit agencies as the RTP is approved and implemented in the coming years. The following provides comments on key elements of the draft plan and several specific requests, followed by technical comments for your consideration.

General Comments

Supporting the Regional Growth Strategy and Multimodal Investments

WSDOT is pleased to see that the plan continues to support VISION 2040's *Regional Growth Strategy* that directs 65% of the region's population growth and 70% of its employment growth in community centers served by high-capacity transit. With an emphasis on expanding the transit system, the RTP anticipates a 90% increase in transit service hours, resulting in an increase in daily transit trips from 361,000 to over one million. The RTP also recognizes the importance of an integrated multimodal transportation network and identifies the development of a multimodal system that works for everyone as a foundation of the plan. All of this work will help PSRC implement its Climate Action Plan and help both PSRC and WSDOT advance their shared goal of providing safe, reliable multimodal travel options for all users.

Advancing the Financial Strategy

The RTP's financial strategy has been a major focus over the last two years and PSRC should be recognized for its outstanding work on this topic. PSRC was asked to take a more detailed look at what is needed to adequately fund plan investments in a way that doesn't overly burden the region's residents. PSRC developed four thoughtful investment scenarios as part of this work, representing distinct levels of investments and revenues for the board, committees, and the public to consider. It effectively facilitated conversations with PSRC board members regarding the difficult tradeoffs in each scenario necessary to align investments with revenues. In the end, PSRC was able to develop regional agreement on a new financial strategy with a more accurate picture of the region's investment needs, new anticipated revenue sources, and a framework that will adequately fund the region's investments in the new plan.

February 2, 2026

Mr. Josh Brown

Page 2 of 3

Maintenance and Preservation

We are pleased to see that the draft RTP aligns with WSDOT Highway System Plan's commitment to maintenance and preservation of the system. The RTP recognizes that there is currently a significant backlog in maintenance of the system, that the overall condition of the system has been declining, and current funding is not enough to meet the needs. The new plan commits to "fully funding the maintenance, preservation, and operations of the transportation system at the optimal state of good repair through 2050 (p.14, MP&O)," including Washington State Ferries' vessel fleet and terminals. It identifies maintenance and preservation as a cornerstone of plan investments, with nearly 60% of the plan costs through 2050.

New actions have also been added to the plan that commit PSRC to 1) monitoring overall investments levels for maintenance and preservation, 2) exploring new funding that can be dedicated to maintenance and preservation, 3) continuing to improve how it and partner agencies collect data, and 4) evaluating the condition of the system and estimate maintenance and preservation needs into the future. These are important elements that will allow PSRC and the region to continue to advance resiliency by maintaining and preserving the existing system.

Streamlining and Accessibility

WSDOT commends PSRC for the work it put into further streamlining the draft RTP. The update is more user friendly and easy to navigate and focuses on the actions and strategies needed to realize the future transportation system.

Specific Comments and Suggestions

Current and Future System Reports

- The Current System Report (Section 1F, page 48) notes that the Preliminary Service Development Plan is "outlining plans for future service enhancements to Amtrak Cascades." WSDOT requests that PSRC update this to reflect that it is "identifying potential alternatives for future service enhancements" to more accurately reflect the work being conducted.
- The Future Systems Report (page 18) states that WSDOT is currently in Step 2 of the Corridor ID and Development (CID) Program. Please update to reflect WSDOT is in Step 1 of the CID Program.
- WSDOT suggests PSRC consider including information on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) in the Future Transportation System Report, page 32. The AAM and UAM technologies use electric vertical takeoff and landing for aircraft, which can significantly change aviation in the region. For more information, see [WSDOT's Advanced Air Mobility Aircraft Plan](#) that was published in 2025.

On the Horizon Chapter

- WSDOT appreciates the new On the Horizon chapter and the opportunity to highlight many of the state's efforts within the central Puget Sound region. In reviewing the full draft RTP, there are several additional WSDOT efforts that would complement this new chapter. WSDOT staff will work with PSRC staff on these prior to final adoption of the plan.

Regional Capacity Project List

- WSDOT staff identified several projects in the Regional Capacity Project List that need minor updates or corrections. WSDOT Staff will follow up with PSRC staff to include additional information on these updates.

Safer Land Use

- WSDOT appreciates the work PSRC did on its Regional Safety Action Plan, and the corresponding section in the new *Foundation – Promote a Safe and Healthy Transportation System* document that reinforces the plan’s focus on it. Page 17 of this section shows “safer land use” as part of the Safe System Approach. However, the link provided directs users to the USDOT/FHWA Safe System Approach, which does not include safer land use as part of the federal approach. Consider connecting to WSDOT’s Safe System Approach, found in the [Strategic Highway Safety Plan](#) which does include Safer Land Use.

Additional Technical Comments

We have attached a table with additional technical comments and the corresponding sections of the plan or page numbers for PSRC to consider prior to plan adoption.

We appreciate the opportunity to comment on the draft RTP and look forward to continuing our conversations about building a safe, equitable, and sustainable transportation system in the central Puget Sound. Please do not hesitate to reach out if you would like to discuss any of WSDOT’s comments.

Sincerely,



Julie Meredith, PE
Secretary of Transportation

JM:mw

Enclosure: WSDOT Technical Comments

cc: Mike Gribner, WSDOT
Steve Nevey, WSDOT
John White, WSDOT
JoAnn Schueler, WSDOT
Steve Roark, WSDOT
Robin Mayhew, WSDOT
Brian Nielsen, WSDOT
Kerri Woehler, WSDOT
Travis Phelps, WSDOT
Jeff Storrar, WSDOT
Matthew Kenna, WSDOT
Sheila Rogers, PSRC

Attachment A: WSDOT Technical Comments on PSRC's Draft Regional Transportation Plan

Comment #	Page No.	Chapter/Section	Comment
1	n/a	Freight Transportation/Major Freight Corridors/Waterway Corridors	Consider referencing the M5 Marine Highway as a freight corridor connecting to the Puget Sound maritime network.
2	n/a	Freight Transportation/Major Freight Corridors/Waterway Corridors	Consider including a discussion of the benefits of moving freight over water which include lower environmental emissions, reduced roadway congestion, less wear on roadway assets.
4	n/a	Freight Transportation/Truck Travel in the Region	SR 167 is highlighted as a significant investment in facilitating freight movement between Puyallup and the Port of Tacoma. WSDOT suggests also adding the SR 509 Completion Project to this highlight. Both projects complete critical missing links in Washington state's highway and freight network. These projects build important new connections to the state's ports, improve the movement of freight and reduce congestion on local roads and highways. Both projects have multimodal benefits and together create 13.8 miles of new bike/pedestrian paths and 4.5 miles of new sidewalks. The benefits of both projects could also be highlighted: - Improved travel times: Reduces traffic congestion on local roads and highways by completing connections and providing alternate routes to I-5. - Better freight connections: Completes critical freight links between the Puget Sound marine ports and the industrial areas of South King and North Pierce counties. - Increased airport access: Establishes a new southern connection between I-5 and Seattle-Tacoma International Airport for passengers and cargo.
5	n/a	Freight Transportation/Freight Issues and Needs/Truck Parking	It is important to recognize that truck parking is beyond the responsibility of any one jurisdiction or agency. The point could be enhanced with highlighting that 80% of truck parking inventory is currently provided by the private sector. (source: 2024 Truck Parking Implementation Plan) Also, consider clarifying the role PSRC envisions in supporting near-term actions or coordination, even if implementation details reside elsewhere.
6	n/a	Freight Transportation/Freight Issues and Needs/Maintenance and Preservation	Consider noting that maintenance of pavement in good condition saves 7 to 16 times the cost of rehabilitation or reconstruction when pavements are in worse condition (Source: 2022 Washington State Freight System Plan).
7	44	Current System Report, Sec. 1F	While the passenger rail distinctions noted in the draft plan are an accurate representation of what is in the US Code, commuter-focused rail systems around the country have been transitioning into all-day regional rail systems as an adaptation to post-pandemic travel patterns. Sound Transit is considering a regional service model for Sounder South, as discussed in the 2024 Sounder South Strategic Plan Update. It would be relevant to make this distinction in the RTP. We suggest consulting with Sound Transit to add some language about this.
8	47	Current System Report, Sec. 1F	First paragraph, suggest removing the last sentence. The Preliminary Service Development Plan was not an update of the 2006 Long-Range-Plan, and did not update costs or financial forecasts. While it included new information about current and expected travel behavior, it was not done as an update to the 2006 plan. Recommend instead saying, "The plan will be the starting point when WSDOT develops a Service Development Plan as part of the CID Program."
9	47	Current System Report, Sec. 1F	Second paragraph, suggest revising to say "High-speed rail is intended to complement Amtrak Cascades, providing a faster direct service than is feasible on the current system." It is clearer to state what it is intended to do, rather than what it is not intended to do.
10	18	Future System Report, Sec. 1F	In the first paragraph, we suggest mentioning that Amtrak Cascades will soon benefit from a \$200M investment in new, higher capacity, trainsets and a new \$300M facility in Seattle to maintain them.
11	18	Future System Report, Sec. 1F	Suggest adding language noting that WSDOT will be working to plan Amtrak Cascades and future high-speed rail service as integrated, complementary components of the statewide transportation system.
12	18	Future System Report, Sec. 1F	We suggest adding some discussion to this section about the opportunities for improving the integration of intercity passenger rail and regional/local transit systems. WSDOT is in the early stages of discussing with its partners how the schedules of Cascades and Sounder services can be more integrated. Potential opportunities include moving to "clock face" scheduling to make the schedules easier for travelers to understand, and also structuring the schedules to better facilitate transfers. Transfers between the services would become more important if Sound Transit transitions Sounder South to a regional rail service from the current peak-period focused commuter rail service they currently operate, as discussed in the 2024 Sounder South Strategic Plan Update. WSDOT is also starting to explore opportunities to introduce additional guaranteed bus connections, similar to the bus service. WSDOT offers to supplement train service to Cascades stations in Washington located north of Seattle. Some of these opportunities could make it easier to access Cascades service for people in the PSRC region who are not near an existing rail station. Improving connections between Cascades and regular local transit operations is another opportunity WSDOT is interested in exploring. This could include schedule coordination, integrated trip planning, and fare integration.
13	18	Future System Report, Sec. 1F	This plan should note that as the region develops new transit infrastructure, such as the planned Sound Transit extensions of the Link light rail system, establishing strong connections with passenger rail needs to be a priority.
14	18	Future System Report, Sec. 1F	Last paragraph, please add some language noting that WSDOT will be working to plan Amtrak Cascades and future high-speed rail service as integrated, complementary components of the statewide transportation system.
15	278	Regional Capacity Project List	Please change WSDOT Northwest Region to "WSDOT" as the sponsor.
16	9	Foundation – Maintain and Preserve the Existing System	Although covered in the report, it would be good to identify directly and up front that fully investing and maintaining investment in Preservation and Maintenance results in the long-term, lowest cost investment approach. Consider bringing forward the green call out box on page 6 of the Maintenance, Preservation, and Operations report.
17	16	Financial Report	There is an assumption that Move Ahead Washington legislation generates new revenue that equals the allocation of highway related investments (Transit and Active Transportation are covered through CCA). Suggest stating that assumption. For context, the current law funding reported by the TERFC only projects at most \$5.1B revenues in the MAW account when projected over 20-years and the 25-27 transportation budget reallocates \$1.3B in debt authorization, still leaving around \$3-4B potential new revenue or some other legislative decision needed. This may need to be factored into the "financially constrained" analysis at the beginning of the report.
18	20	Financial Report / WSDOT	Consider representing the 1,100 miles of facilities as 4,186 lane miles, this more accurately reflects the scale of WSDOT's preservation and maintenance requirements in the Puget Sound Region. For context, WSDOT also manages nearly 1,100 centerline miles in Quad County RTPO, but that represents only 2,783 lane miles of facilities. When further considering the volume of traffic and other factors, WSDOT will spend nearly 4 times more preserving PSRC facilities as QuadCo even though there are only 9 miles of difference in centerline measurements.
19	9	Maintenance, Preservation and Operations Report	Language may imply that WSDOT has work programmed all 900 bridges that require improvements for the seismic retrofit program. "WSDOT has identified bridges around the state in need of seismic retrofit and is working to make the required improvements to the more than 900 bridges that are part of the seismic retrofit program." Recommend replacing "working to make" with "prioritizing" or "allocating available resources to".
20	n/a	General	Suggest including a discussion of how the MTP/RTP is consistent with the Highway System Plan, consistent with RCW 47.80.030(2).
21	36	Future Transportation System Report	I-5 Nisqually Delta Study Section, revise date for EA publication. WSDOT expects to publish EA report for public review in Summer of 2026, and not in early 2026.
22	10	Plan investment	Appreciate seeing increased investment in BRT and local routes, however, do not see public rideshare/vanpool being mentioned. Though not high capacity, rideshare is a capable solution to commuting to growth centers.
23	23	Foundation - Develop a Practical Financial Strategy	Suggest this section include fare projections to demonstrate commitment to keep them affordable and accessible to riders. For example, a statement like "these revenue sources allow us to keep fare affordable by keeping rate increases within inflation rate" or something like that.

From: [Jean Kim](#)
To: [RTP Public Comment](#)
Cc: [Gil Cerise](#); [Erin Hogan](#)
Subject: FW: update to CMP?
Date: Wednesday, January 21, 2026 1:33:07 PM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

FYI...we received a revision request from Amy Biggs, with Snoqualmie Valley Transportation, on the Coordinated Mobility Plan. Her suggested edits are identified in the email below (in yellow highlights).

Thank you,

Jean Kim (she/her/hers)
Senior Planner, Transportation Planning
Puget Sound Regional Council

Phone 206-971-3052 | Mobile 206-437-2797
jkim@psrc.org
www.psrc.org

1201 Third Avenue, Suite 500, Seattle, WA 98101



From: [REDACTED]
Sent: Wednesday, January 21, 2026 1:29 PM
To: Jean Kim <JKim@psrc.org>
Subject: RE: update to CMP?

Perfect. Thanks, Jean.

The service description needs to read:

Demand Response services: 7 days a week, 6:00 am – 8:00 pm

Fixed Routes: Monday-Friday: 5:00 am – 9:15 pm

Weekend Fixed Routes: 6:30am – 9:15pm

Riders call the office to book demand response/door-to-door rides, same day or up to four weeks in advance. Same-day rides are provided only on a space-available basis. Phone: 425-888-7001

Thanks,
Amy

Amy Biggs
Director, Snoqualmie Valley Transportation
[REDACTED]
www.SVTBus.org

From: Jean Kim <JKim@psrc.org>
Sent: Wednesday, January 21, 2026 1:22 PM
To: [REDACTED]
Subject: RE: update to CMP?

Hi Amy,

Thank you for catching that! We have the updated version of the Coordinated Mobility Plan (still a draft) posted here:
<https://www.psrc.org/sites/default/files/2025-12/rtp2026draft-coordinatedmobilityplan.pdf>

On page 92, your service is listed as follows:

Program Name	Agency/ Organization	Contact	Description	Service Hours	Service Area
Snoqualmie Valley Transportation (SVT)	Mt. Si Senior Center	Amy Biggs abiggs@svtbus.org 425-888-7001	SVT provides service to special needs populations and the general public via fixed route, deviated fixed route and demand response service to the King County cities, towns, and unincorporated areas of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and within the Snohomish County City of Monroe. Website: www.svtbus.org	Demand Response: Mon-Fri: 6:00 am – 8:00 pm Fixed Routes: Mon-Fri: 5:00 am – 9:15 pm Riders can call to book demand response/door-to-door rides. They can call the same day or up to two weeks in advance. Same-day rides are on a space-available basis.	King County; Snohomish County

This was updated based on edits we received back in 2024. I see the weekend service is not shown here either. Can you send me the preferred edits?

I'll make sure to reflect the latest information in the final Coordinated Mobility Plan based on your input. The final RTP, including the Coordinated Mobility Plan, will be adopted in May 2026.

Also, as Gil shared today, since it is still a public comment period, I will forward your input to our RTP public comment review team so that they can tally your feedback to ensure final edits. Would that be OK? Let me know if you have any questions.

Thank you,

Jean Kim (she/her/hers)
Senior Planner, Transportation Planning
Puget Sound Regional Council

Phone 206-971-3052 | Mobile 206-437-2797
jkim@psrc.org
www.psrc.org

1201 Third Avenue, Suite 500, Seattle, WA 98101



From: Amy Biggs [REDACTED]
Sent: Wednesday, January 21, 2026 1:14 PM
To: Jean Kim <JKim@psrc.org>
Subject: update to CMP?

Hi Jean,

While on the PSRC site today, I found the RTP. On page 65 of 91, as part of Appendix B – Coordinated Mobility Plan – it has us listed this way:

Snoqualmie Valley Transportation (SVT)	Mt. Si Senior center - Snoqualmie Valley Transportation	Amy Biggs abiggs@svtbus.org 425-888-7001	SVT provides service to special needs populations and the general public via fixed route, deviated fixed route and demand response service to the King County cities, towns, and unincorporated areas of North Bend, Snoqualmie, Fall City, Preston, Carnation, Duvall and within the Snohomish County City of Monroe. Website: www.svtbus.org	Demand Response Monday-Friday: 6:00 am – 8:00 pm Fixed Routes Monday-Friday: 5:00 am – 9:15 pm Riders call into the office to book demand response/door-to-door rides. They can call the same day or up to two weeks in advance. Rides booked a day in advance or earlier are scheduled. Same-day rides are on a space-available basis. Phone: 425-888-7001	King County; Snohomish County
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What's the process to get editing done on this? We need to change the service description to include the weekend services. While this was adopted on 5/26/22, it's supposed to be the plan until 2050 so I doubt there is a newer version.

You know what might help? A flow chart that shows how the different plans fit into each other. Or a Venn diagram or something.

Anyway, if you could let me know if there's anything I can do to assist or where to send updated data, that would be great.

Thanks,

Amy Biggs
Director, Snoqualmie Valley Transportation



www.SVTBus.org

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From: [karen hartman](#)
To: [RTP Public Comment](#)
Subject: My limited comments on the plan
Date: Thursday, January 29, 2026 9:43:07 AM

You don't often get email from [REDACTED] [Learn why this is important](#)

Hi, all. Karen Hartman, writing as a citizen and also part of the Kirkland Senior Council (in limited capacity since I am giving personal perspectives not condoned by a vote from the Council). Here goes.

The transportation options for the City of Kirkland are gravely lacking. The proposed rapid line to go down 124th Avenue to get to the 85th Street Station (once built) and to downtown Bellevue is just that - that's the only rapid line. What about the rest of Kirkland? Nothing for 100th Avenue NE, Finn Hill, Market Street, etc. The transit options as they stand have taken away the direct route of the 255 bus line from Kirkland straight to downtown Seattle, and, quite frankly, if one of the major goals of this whole program is to have folks use cars less or not at all, That Is Impossible given the transit options we have. Even to get downtown to the finished 85th Street station, most folks will need to be dropped off (but by who?) or drive downtown, but when you get downtown there is no place to park your car by the 85th Street station, no multi-level parking garage (or free to the public), no shuttle from anywhere to the station.. etc. And there has been an onslaught of new apartments being built everywhere in Kirkland, meaning more cars blocking up the roads that already experience car challenges, with no solution in sight. Fix Metro bus lines! If you want folks to use cars less, well, help the situation. Make Rapid Ride lines more accessible, more lines, and get folks directly to places. For the elderly, blind, disabled, transportation is currently a nightmare for folks and most choose to either keep their cars, stay at home, or brave the many challenges (sometimes at risk for their safety) in order to get around Kirkland itself or out of Kirkland.

Thanks for listening.

Karen Hartman
[REDACTED]

From: [Quinn Kelly](#)
To: [RTP Public Comment](#)
Subject: Comments on Draft Regional Transportation Plan
Date: Monday, January 5, 2026 5:56:38 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

Hello,

I am a resident of Seattle's Beacon Hill neighborhood. I am writing to provide my comments on PSRC's Draft Regional Transportation Plan. Thank you for all of your work putting together this thoughtful and relatively concise document. Overall, I want to see a greater focus on reducing VMT as a strategy to address climate, safety, and health goals. I support efforts to focus development around frequent transit networks. My detailed comments on the Draft RTP are as follows:

- P. 7: I take issue with the language of preserving "all aspects of the current and future transportation system". There are aspects of our current transportation system--such as the highways and wide urban arterials that divide neighborhoods, pollute our air, and contribute to large numbers of pedestrian injuries and fatalities--that should not be preserved in their current form. In many cases, we should think about how to redesign these assets to better serve our communities.
- P. 7: Equity should acknowledge not just universal mobility, but also address historic injustice and the disproportionate burden of traffic violence, air pollution, and law enforcement on racialized and marginalized communities.
- P. 11: Many new light rail stations (e.g. Federal Way) are located in areas that are unsafe and/or uncomfortable to walk and bike. These station areas need additional investment in sidewalks, bike lanes, and local transit to ensure we are fully leveraging the potential of our transit expansion.
- P. 11: There are plenty of folks whose workdays end after 10pm. "All Day" transit should really extend until at least midnight.
- P. 13: Need to ensure that paratransit is efficient and easy to use.
- P. 14: Hooray for passenger only ferry expansion! Those ferries need to also include bike racks, including space for cargo bikes, to help address the first/last mile issue.
- P. 15: Highways do not support all other modes. They make it more difficult to walk and bike by dividing neighborhoods and increasing the speed and volume of cars.
- P. 15: What is PSRC doing to support high speed rail?
- P. 18: Also consider the noise pollution of high speed cars/trucks and its impacts on health.
- P. 20: I need more detail to understand what this graph is showing. Is it all emissions or just transportation? Also, how are we going to shift that purple trendline from the very modest progress made 1990-2023?
- P. 22: These performance metrics are not ambitious enough. We need VMT to go down. Electric vehicles are not the answer.
- P. 24: Would love to see some more progressive revenue sources here. Could we charge more to register multiple vehicles to a single individual / household?
- P. 26: Increased air travel does not seem aligned with climate goals.

Thank you for your time and consideration.

Best,

Quinn

--

Quinn Kelly

he / him



From: [Theresa LaRue](#)
To: [RTP Public Comment](#)
Subject: RTP comment
Date: Friday, January 23, 2026 1:15:14 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

Dear PSRC,

Regarding Seattle-area bridge replacements, such as for Ballard and Magnolia, we absolutely must provide adequate and safe pedestrian and AAA active mobility infrastructure.

If we want people to drive less we must give them meaningful, accessible, and desirable alternatives. Both bridges dismally fail in this regard currently.

Thank you,

Theresa

From: [Steven Osburn](#)
To: [RTP Public Comment](#)
Subject: Comments to the plan
Date: Tuesday, December 16, 2025 9:30:50 AM

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My biggest concern has always been how to pay for this. Clearly, this is a big concern for your plan as well. I'm concerned about how you are approaching revenue generation though – sales tax has nothing to do with roads, property tax has very little to do with roads (just owning property does not mean you drive – and NOT owning property doesn't mean you don't drive). Of course, everyone uses roads in some capacity, so even those who do not drive use public transportation, or have packages and services delivered to them – but in these cases, they are not the main contributors to the road maintenance problems – the real reason we increasingly need more roads and maintenance of roads is because of the MILES driven by privately owned vehicles. The problem isn't to tax vehicles – (e.g., license fees), it's the MILES that the cars and trucks drive.

You said it yourself in the financial report – “Due to overall improvements in vehicle fuel economy over the years as well as other factors, federal and state gas taxes will continue to be a declining revenue source.”. I've been beating that drum for 15 years. You NEED to stop thinking of sales taxes, property taxes, and the like, and strongly push for pay by the mile (and REDUCE the gas tax, which is now at a ridiculous level). I would gladly report mileage, or even have a GPS device, to more fairly pay by the mile.

We have an RV, and get horrible gas mileage. We pay a weigh based fee as well. But if the RV is parked in my driveway, then I'm not using roads – so paying a flat fee for weight makes no sense. I should be paying for a weight-based fee based on miles driven – not for sitting in my driveway. The road usage cost is based on distance and weight – so that is how roads should be paid for. The public transportation cost is based on riders and distance – so that is how public transportation should be paid for. The ferry is the only exception – it saves a lot of miles to take the ferry, so the state benefits by ferry ridership, so having a funding stipend to support the ferry makes sense.

Please stop trying to find new things and new ways to tax – tax based on logical drivers to cost, not ancillary drivers like sales tax.

Steve Osburn
[REDACTED]

From: [Martin Pagel](#)
To: [RTP Public Comment](#)
Subject: gondola technology
Date: Wednesday, December 24, 2025 6:38:03 PM

You don't often get email from [REDACTED]. [Learn why this is important](#)

We use trams, LR, ferries, and buses in our transportation system, but cities like Mexico City use gondolas. Paris just opened their first line. With many hills in our region, has PSRC considered looking at gondola technology as feeder systems to BRT and LR lines? It could be used to expand the high frequency corridors or circumvent obstacles like steep slopes, freeways, or waterways.

Thanks

Martin

Draft Regional Transportation Plan Public Comments – Revised 3/10/26

ID	Name	Affiliation	Comment	Comment Category	Response
DE8.33	Andrew Singelakis	City of Bellevue	<p>Future Transportation System Report: pg.31 □ There is no mention of Artificial Intelligence and Machine Learning which are two transformative technologies. It seems that there should be some acknowledgement of these technologies and their potential.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on evolving transportation technology.
DE8.46	Andrew Singelakis	City of Bellevue	<p>Attached to this letter, Bellevue Intergovernmental Policy Advisor Lacey Jane Wolfe submitted a list of technical comments. In addition to those technical comments, Bellevue requests PSRC’s expertise related to autonomous vehicles (AV). Autonomous vehicles present potential benefits, but realizing them requires proactive, coordinated local leadership with clear, consistent frameworks to protect safety, sustainability, and livability. As part of the 2026 RTP Work Program, the City of Bellevue encourages PSRC to create a regional forum focused on AV regulations and emerging mobility technologies. Such a forum could bring cities together to coordinate approaches, share best practices, and advance a unified regulatory framework, helping prevent inconsistent or preemptive policies driven solely by industry deployment. Shared autonomous vehicles highly impact dense urban areas, and managing operational impacts will fall to local transportation jurisdictions, not state or federal agencies. Proactive regional coordination will ensure that AV adoption aligns with safety, equity, and mobility objectives while supporting local planning authority, traffic enforcement and emergency response. PSRC is the ideal agency to host this forum, given your past work on electric vehicles and your focus on convening stakeholders and providing technical support. Thank you again for the opportunity to provide comments. We ask that you consider the above request and Bellevue’s technical comments as you move toward RTP adoption in May.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program regarding a regional forum on autonomous vehicles.

32	Briana Cheatham	Unknown	<p>The exit to home in Orting is very dangerous and timely. The heavy traffic and left turns cannot accommodate the hwy speed and the current infrastructure does not allow for safe lane changes, exit and turns into homes.</p> <p>The infrastructure in the neighboring Bonney Lake leading to Tehaleh seem to balance the population and commute well using, roundabouts.</p> <p>Entering Orting, the traffic from the golf course and trail head visitors also impede traffic, and many think they are doing a good deed by not going 50 mph, this leads to build up and issues accessing students at all of the locations.</p> <p>By extending roundabouts and opening more than one lane, will make it safe for parents, children, families and the community.</p> <p>Please help us drive safely with lights and safe commute planning for daily travel as well as emergency evaluations.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
27	David Hill	SR162 Community Group	<p>Unfortunately, once again transportation agencies are failing to recognize and address the impacts of east Pierce County growth in unincorporated rural areas. The Orting Valley agriculture soil is rated the best in the nation, yet farmers are getting squeezed out by the inability of customers to access them. The east pierce county network does not support the rapid growth of this sector of Pierce County. The Tehaleh development along will soon be larger than most Pierce County cities (30,000 residents). Improvement studies and projects have been underway but lack funding to ever become a reality, not to mention the need to be fast-tracked. Please do not let another opportunity pass to recognize and direct funding to the transportation improvements so desperately needed in east Pierce County.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
33	Elvin Lerew	Sr162 Community Group	<p>Pierce county needs an additional east-west corridor that would take pressure off of SR162. By extending 128th up the hill from SR162 to 128th street would provide another route up to South hill and another route to higher ground in case of a lahar from Mt Rainer. This addition road is very much needed</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.

34	Emily Anderson	Unknown	I live in East Pierce County and I looked thru several of the PSRC projects and saw that BILLIONS of dollars are being spent and virtually no funding and projects are taking place in East Pierce County. I pay a lot of taxes and receive no benefit. SR 162 is in dire need of improvements to fix the problem with traffic congestions. We need more lanes and turn lanes. The traffic is so bad in the morning and evening I hate living here. Public transportation and sidewalks is not going to fix this problem as the majority of us need to commute in our car. WSDOT is currently working on a roundabout project on sr162 and Orville rd. WSDOT has ignored all the people who gave input and participated in the process and is proposing in a single lane roundabout that will make the traffic congestion worse. WSDOT stated the funds are for safety so the congestion aspect cannot be taken into consideration however, funds for that project are being used for a fish barrier removal project which is a misappropriation of federal funds. WSDOT needs more accountability.	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
DE13.8	Geraldine Poor, Deirdre Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	RTP Performance Dashboard 9. Under the axiom that “what gets measured gets managed,” please add a freight performance metric to the Dashboard. It could be the minutes of delay on major truck streets/highways, or something else, but should be made visible on the regional dashboard.	Board Input	The Board will discuss ongoing PSRC work to improve performance measurement and monitoring.
31	Heather Hintz	Unknown	State route 162 in pierce county cannot be ignored any longer. With new developments continuing to be built in Bonney Lake, Orting, Graham, and South Hill, 162 is one of the few main commuter routes- this rapid growth in the area has led to 162’s infrastructure no longer being sufficient. Not to mention, with 162 being a main evacuation route, this is becoming an extreme safety concern for residents in these communities. We need this infrastructure of 162 developed to be able to handle this area’s growth!	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
26	Lee Thoren	SR 162 Community Group	East Pierce County growth and subsequent transportation safety issues need priority emphasis and attention. The increasing risk and danger particularly on SR 162 have to be addressed.	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.

24	Maxine Herbert-Hill	Unknown	<p>Hello PSRC.</p> <p>I have not punished myself by reading the entire RTP, but I have read some of it, a couple of the links embedded in the text. It frustrates me that I do not see anything there that would benefit East Pierce County. Considering East Pierce County is the fastest growing area in the county and that the transportation network is dismal at every level, county and state, it would behoove PSRC to include something that addresses areas like this in the plan. Not only would it benefit East Pierce County, it would help other counties in your jurisdiction that are suffering a similar situation. You are "dedicated" to Vision Zero. Look beyond dense population centers and urban areas. Look to the areas where there is rapid growth. As the roads get more and more congested and the time to destination gets unreasonable, patients run out and unsafe risks are taken that compromise safety to both travelers and pedestrians alike.</p> <p>Neither county nor state transportation budgets can address the demands for improved corridors alone. The restrictions you have on grant funding precludes any chances for areas like this to be a strong contender for support funding. This area has a significant retail center in Bonney Lake, a growing industrial area in Bonney Lake and Tehaleh, and an Industrial Park at McMillin (and I must also mention the Miles gravel quarry), and large and growing residential areas. All of this generates a lot of very diverse traffic from heavy industrial trucks and semis, to box trucks, to delivery vans, to every manner of private vehicles. There have been no significant improvements beyond the traffic mitigation required of developers, and we all know that is never sufficient. The local county corridors and the State highways are now at or beyond capacity and with the expected growth in this area for the coming decade, the transportation network MUST be improved and the PSRC needs to have a role in that since most of the impact of this growth is beyond this area and into King County.</p> <p>A lot of the residents in Pierce County, especially East Pierce County, begrudge having to pay the RT3 tax and never see any return on their contribution. It all goes to the Light Rail everywhere but here and no notable help of any kind in Pierce County. (Light rail is coming to Tacoma ... someday... but will have no effect to East Pierce County where the greatest demand is.)</p> <p>So get with it, all you transportation specialists, and provide something in the long range plan to help Pierce County, and the extreme needs of East Pierce County.</p> <p>Thanks for considering my remarks. Good luck. It is a tough job, but that's what you are trained to do and are paid to do. It is what we expect.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
DE16.4	Peter Heffernan	King County Metro	<p>Performance Measures:</p> <p>In addition to the performance measures mentioned above for climate and safety, King County supports the PSRC continuing to work on performance measures as we move towards implementation of the Regional Transportation Plan. Reporting performance measures will provide the data to determine if the regional plans and policies need to be adjusted to reach our goals. In addition to what is already being reported on the Regional Transportation Plan Dashboard we suggest that performance measures be established for greenhouse gas emission reductions and tracking implementation of the Plan's financial strategy. For all these topics, the performance measures should focus on both implementation measures and performance monitoring.</p>	Board Input	The Board will discuss ongoing PSRC work to improve performance measurement and monitoring. PSRC partners with the Puget Sound Clean Air Agency and other members on regular updates to regional GHB emissions and reports them as they are available.

DE10.6 Sarah Strand	Seattle Department of Transportation	<p>Emerging Mobility and Automated Vehicle Coordination Autonomous vehicles present potential benefits, but realizing them requires proactive, coordinated local leadership with clear, consistent frameworks to protect safety, sustainability, and livability. As part of the 2026 RTP Work Program, SDOT encourages PSRC to create a regional forum focused on automated vehicle (AV) regulations and emerging mobility technologies. Such a forum could bring cities together to coordinate approaches, share best practices, and advance a unified regulatory framework, helping prevent inconsistent or preemptive policies driven solely by industry deployment.</p> <p>Shared autonomous vehicles highly impact dense urban areas, and managing operational impacts will fall to local transportation jurisdictions, not state or federal agencies. Proactive regional coordination will ensure that AV adoption aligns with safety, equity, and mobility objectives while supporting local planning authority, traffic enforcement and emergency response.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on evolving transportation technology.
5 stephen shepro	City of Stanwood	<p>Dear Director Brown,</p> <p>Thank you for the opportunity to comment.</p> <p>I am surprised that the RTP makes no mention of the impact that autonomous vehicles (AVs), both automobiles and trucks, might have on the future of Puget Sound transportation. A significant number of similar size metropolitan areas have included discussion of the likely probability of AVs on their roads.</p> <p>Not only will AVs prevent accidents and save lives, they will have the potential to provide transportation to people who are not able to drive. Robo-taxis, or what ever brand might lead the way, will be transformational.</p> <p>Even though the impact of AVs are yet to be felt in our region, I believe the RPT needs to include data on this possibility. Please update this report to include them.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on evolving transportation technology.
DE9.1 Susan Harvey	Joint Transportation Initiative	<p>The RTP is understandably focused largely on urban transportation. But rural area roads are unfortunately treated as extensions of the urban transportation network. The GMA mandate to preserve rural areas requires more attention in the RTP to mitigating the impacts on the rural area of planned growth of intercity travel. This must be accompanied by changes in transportation funding and mitigation of growth impacts to address rural needs.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.

DE9.3 Susan Harvey	Joint Transportation Initiative	<p>TARGET</p> <p>The RTP should include more analysis and discussion of the impacts of growth on transportation conditions in the rural areas of the region, using criteria and standards that preserve the nature and quality of rural areas. Such analysis would then identify impacts of regional growth on rural areas and lead to mitigation designed to preserve and protect the rural area. In order to achieve this goal, substantial reforms of transportation funding mechanisms must occur.</p>	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
DE9.4 Susan Harvey	Joint Transportation Initiative	<p>PROPOSAL</p> <ul style="list-style-type: none"> • The RTP should re-evaluate rural arterials using a level of service standard that preserves access to and from side roads and driveways from a rural perspective. This would significantly lower the allowable through volumes on arterials and identify greater deficiencies needing mitigation to preserve local access. • Transportation improvements should employ a complete streets perspective emphasizing multimodal solutions for long distance commuter travel in corridors, which leads to less climate impact. There are about ten such corridors in East King County. • On individual roads, traffic calming solutions should prevail. • Vehicle-miles-of-travel (VMT) should not only be the basis for replacing fuel taxes statewide, but also be the foundation of a regionally uniform multi-modal transportation impact fee system. This would transcend all jurisdictional boundaries, address all modes, and apply a single VMTweighted fee schedule throughout a county. Funds generated would then be distributed to each jurisdiction according to the VMT impact of growth on the roads of that jurisdiction. 	Board Input	The Board will be asked to consider adding a future PSRC work program on rural transportation issues.
DE8.1 Andrew Singelakis	City of Bellevue	Draft Plan: pg. 12 Bellevue recommends the high-capacity transit/local transit map have the year in the title and/or legend. It says 2026 in the source, but it's not clear that the map represents the existing network as of January 2026 (since it's right after the section identifying how the networks are planned to expand).	Technical Correction	We will make the suggested correction/clarification.
DE8.11 Andrew Singelakis	City of Bellevue	DraftPlan: pg. 24 Table 4 needs to indicate the magnitude of dollar values displayed (\$millions)	Technical Correction	We will make the suggested correction/clarification.

DE8.12	Andrew Singelakis	City of Bellevue	Maintenance, Preservation, and Operations Report: pg. 11 A space is missing in "The agency manages a fleet of_160 light-rail vehicles..."	Technical Correction	We will make the suggested correction/clarification.
DE8.13	Andrew Singelakis	City of Bellevue	System Performance Report: pg. 11 Bellevue recommends removing the "p" from "rail top Federal Way"	Technical Correction	We will make the suggested correction/clarification.
DE8.14	Andrew Singelakis	City of Bellevue	System Performance Report: pg. 63 There is a typographical error at the end of paragraph: "other purposes.:" Please remove the "."	Technical Correction	We will make the suggested correction/clarification.
DE8.15	Andrew Singelakis	City of Bellevue	System Performance Report: pg. 123 The word "incomes" is missing an i, "people with low ncomes"	Technical Correction	We will make the suggested correction/clarification.
DE8.2	Andrew Singelakis	City of Bellevue	DraftPlan: pg. 14 First sentence is a run-on with four 'ands' that is difficult to read "The Current and Future..."	Technical Correction	We will rephrase the first sentence of the last paragraph for clarity: "The Current and Future Transportation System reports describe the full transportation system in greater detail. They illustrate how planned investments through 2050 address identified needs and gaps to improve the system for people and jobs today and in the future."
DE8.20	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 22 The difference is unclear between a filled vs. outlined geography in Figure 13: Microtransit Service Areas by Agency	Technical Correction	We will make the suggested correction/clarification.
DE8.21	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 22 While it is clear that microtransit is narrowly defined as a publicly-operated transportation service, is it still helpful to clarify as a "current condition" that cities may privately partner on on-demand microtransit services to meet mobility and access needs? Bellevue's partnership with Circuit and Amazon for the BellHop is one such example.	Technical Correction	We will edit the document per the suggestion.
DE8.24	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 32 Under Key Findings, Transit Usage: (1) Missing a parenthesis at end of: " (below 200% of the federal poverty line" , and (2) the second s is pass is bolded in "Subsidized Annual Pass"	Technical Correction	We will make the suggested correction/clarification.
DE8.27	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 84 A statement is made that autonomous vehicle technology is still in a relatively early stage of development. Waymo started offering commercial fully driverless rides to the public starting in 2020 (Phoenix). They are now in Los Angeles, San Francisco, Austin and Atlanta with plans for expansion into new cities, including the Puget Sound area. Bellevue doesn't believe it is fair to categorize the technology as early stage of development. It's not fully mature either; it's somewhere in between.	Technical Correction	We will make the suggested clarification and modify language in Current Sytem Report to acknowledge continued maturation of AV technology.

DE8.29	Andrew Singelakis	City of Bellevue	Future Transportation System Report: pg. 12 Beyond transit agency planning for microtransit, Bellevue would expect jurisdictions (including Bellevue) to plan for collaboration with private microtransit to ensure these services are integrated into transit service planning and curb management practices. How is this reflected in the future state?	Technical Correction	We will provide the suggested clarification in the Future Transportation System Report.
DE8.3	Andrew Singelakis	City of Bellevue	DraftPlan: pg. 15 Bellevue recommends adding "management" after "demand," in "...use of transportation demand management programs..."	Technical Correction	We will make the suggested correction/clarification.
DE8.30	Andrew Singelakis	City of Bellevue	Future Transportation System Report: pg. 16-17 Bellevue requests that the Future Transportation System Report discuss the transportation demand management (TDM) issues addressed in the Current Transportation System Report. For example, the region and jurisdictions need to work together to develop strategies to educate and encourage non-drive-alone mode use for non-work trips. Additionally, the Future Transportation Systems Report should mention the need for regional TDM practitioners to collaboratively develop improvements to the measurement of TDM program impacts. These issues need to be discussed to improve the collective effectiveness of the TDM program.	Technical Correction	We will provide the suggested clarification in the Future Transportation System Report.
DE8.32	Andrew Singelakis	City of Bellevue	Future Transportation System Report: pg.31 The word high should be removed from "and portions of the bicycle and pedestrian high HIN..."	Technical Correction	Thank you. This correction will be made.
DE8.34	Andrew Singelakis	City of Bellevue	Future Transportation System Report32-33On page 32, it says "Projected demand for regional passenger boardings is approximately 55,600,000 by 2050." But on page 33, it says, "The SAMP identifies a subset of 31 Near-Term Projects... that are intended to serve 56 million annual passengers... about half of the region's forecasted demand for the year 2050." These statements seem contradictory.	Technical Correction	Thank you for your comment. We will edit to distinguish between passengers and passenger boardings.
DE8.35	Andrew Singelakis	City of Bellevue	Future Transportation System Visualization Tool The Link 4 Line representative alignment isn't being shown correctly; it should run east after East Main Station and run parallel to I-405 until it runs east along I-90 The K Line locally preferred alternative through Downtown isn't being shown correctly. It should run east along NE 10th St rather than NE 8th St into Wilburton Eastrail segment missing 118th Avenue SE and SR 520 Mountains to Sound Greenway segment missing between 142nd PI SE and SE 37th St The transit-Supportive Densities (2050) layer seems low in certain areas in Bellevue that are expected to have high capacity transit by 2050, especially in Wilburton and Eastgate. The hexagon containing Bellevue College and Eastgate P&R, for example is one where we would expect to see higher density of people/jobs per acre due to confluence of K-Line and Link 4 Line, employment, housing, and student population	Technical Correction	PSRC will work with Sound Transit, King County Metro and Bellevue for any necessary revisions to the project map. On project map

DE8.36 Andrew Singelakis City of Bellevue	<p>Regional Transit Access Assessment: pg. 4□ This sentence is unclear: "For example, for areas closest to transit stops and stations, prioritizing access needs and improvements for those who walk and bike is prioritized within those areas..."</p>	Technical Correction	We will clarify the sentence to indicate that in areas within a half mile of transit stops and stations, walk and bike investments are the first priority for transit access needs and improvements.
DE8.38 Andrew Singelakis City of Bellevue	<p>Water Quality report: pg. 4-14□ The last paragraph should refer to "coho salmon and other salmon species" - not just coho. Last paragraph discusses roads as a wildlife barrier. This seems out of place in a report focused on water quality, not impacts to local habitat. In the first paragraph, there is inconsistent use of "green stormwater infrastructure" which is not necessarily interchangeable with "green infrastructure." Bellevue recommends using "green stormwater infrastructure" throughout. Salmon Safe also certifies other types of projects beyond transportation and development. King County recently had a wastewater project certified by Salmon Safe. The paragraph on switching to cleaner fuels should have a clearer nexus to water quality instead of "air quality" which mentioned in the first sentence. Lynnwood Link is complete and open - is the Scriber Creek project ongoing or is that also complete?</p>	Technical Correction	We will edit the document per the suggestions.
DE8.40 Andrew Singelakis City of Bellevue	<p>Outreach and engagement Report: pg. 4-7 Bellevue recommends stating what languages other than English were used for the engagement. There is mention of working with non-English speakers however, we did not see the specific languages stated. Bellevue recommends including how the project team plans to close out their engagement with their different stakeholders for this phase of the project. "Flush out the concept" should be "flesh out the concept" Missing word "contrasts" in "This sharply with the in-person discussions..."</p>	Technical Correction	We will make the suggested correction/clarification and identify non-English languages used for engagement materials. Spanish language interpreters were available in support at the Regional Public Meetings. The Outreach & Engagment report will be updated and finalized to reflect the comment period for the draft RTP as well as any additional comment received prior to adoption of the plan.

DE8.41 Andrew Singelakis	City of Bellevue	<p>Financial Strategy Report: pg. 11-35 In the "State Grants" subsection, the section states 2024 base numbers were established...with data from the Regional Transportation Improvement Program (TIP) database. Are all state grants awarded to cities required to be included in the RTIP? If not, may not be capturing all of this revenue. In the "All Other Federal Funds" subsection, unlike most other sections, there is no reference to what the baseline year is for this source. What is the baseline year? And, similar to the State Grants comment above, are all federal grants/funds not awarded by PSRC required to be included in the Regional TIP? The report footer indicates this is the 2025 Financial Strategy - will this be updated to 2026 when the report is finalized? The "Sales Tax Rates by Jurisdiction" table should indicate what year the data is from...it is not 2026. If it should be, the data will need to be updated. Bellevue's entry in this table includes a single asterisk, referencing that at least some part of Bellevue is outside of the Sound Transit Regional Transit Authority boundary - Is this true?</p>	Technical Correction	We will review the document to provide additional clarity where applicable.
DE8.42 Andrew Singelakis	City of Bellevue	<p>Regional Commute Trip Reduction Plan: PSRC's CTR Plan aligns with Bellevue's 2025-2029 CTR Plan. However, Bellevue's DAR Target is incorrect and so is the option we selected from WSDOT guidance. Our drive-alone rate (DAR) Target is 39.9% (not 39.2%) and we selected option 3 (not option 2).</p>	Technical Correction	We will make the suggested correction/clarification.
DE8.43 Andrew Singelakis	City of Bellevue	<p>Safety Plan: pg.3-5 Figure label/caption missing for figure 1 (included label in the Regional plan) It's not clear in the quick build program section if PSRC is considering creating this program, if it already exists, or neither. Could you please clarify? Bellevue recommends including a hyperlink to the regional high-injury network (HIN), as it's referenced multiple times.</p>	Technical Correction	We will make the suggested correction/clarification.
DE8.7 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 16 "Fosters a regional culture of safety through..." should be part of the bulleted list.</p>	Technical Correction	We will make the suggested correction/clarification.
DE8.8 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 16 It seems like the High Injury Network map is meant to be hyperlinked in one of these sentences: "A High-Injury Network Map identifies parts of the region's road network with higher rates of traffic-related serious injuries and deaths. The map identifies areas where investments in traffic safety measures and infrastructure will be most impactful."</p>	Technical Correction	We will make the suggested correction/clarification and provide a link to the HIN map.
DE8.9 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 17 In the "local agency support" bullet, please add "many member jurisdictions have also created their own safety action plans and are working on implementation."</p>	Technical Correction	We will make the suggested correction/clarification.

DE15.1 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	<p>The Puget Sound Regional Council (PSRC) Draft Regional Transportation plan (RTP) is an essential document for prioritizing transportation investments in the four county area, Pierce, King, Kitsap and Snohomish counties. Though the rail system for freight and passenger is mentioned in the RTP (p15), more emphasis could show how passenger and freight rail infrastructure are effectively shared for mutual benefit and how improvements to both can significantly help relieve congestion on roads and at airports and seaports. A full analysis of how a fast, frequent and reliable intercity passenger rail system can leverage investments in local transit and provide a safe, convenient and seamless alternative to highway and regional air travel between major hub cities should be part of the RTP.</p> <p>Given that the four county area is the hub of Washington state commerce, population and transportation gateway to the state and the world, the RTP needs to align with the Washington State Transportation Commission’s Vision 2050 Transportation Plan p20. The RTP needs to also reflect the recommendations for much more ambitious plans for Amtrak Cascades articulated in the comment letter from PSRC Executive Director Josh Brown on the pre-SDP for Amtrak Cascades from April 2024.</p>	Technical Correction	The Future Transportation System Report will be updated to reflect more current information from WSDOT regarding Amtrak and High Speed Rail.
DE15.15 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	<p>Cascadia High Speed Rail (UHSGT)</p> <p>The “On The Horizon” section of the Future Systems Report discusses the Cascadia High Speed Rail (UHSGT) planning but does not describe the relationship between Amtrak Cascades and other existing rail programs. The UHSGT planning is for a green field >200mph rail corridor. If the system is ever built it will likely only have one stop in the four county area, as trains going >200mph typically have about 100 miles between stops. Thus, regional rail would be an essential complement for UHSGT to reach riders beyond the immediate UHSGT station. In addition, UHSGT would not be in service for three or more decades, whereas Amtrak Cascades can deliver significant improvements much sooner.</p>	Technical Correction	The Future Transportation System Report will be updated to reflect more current information from WSDOT regarding Amtrak and High Speed Rail.
DE15.16 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	<p>Recommendation: The RTP needs to describe the relationship between the passenger rail network (Amtrak Cascades and Sounder) and UHSR as described in the CID grant applications for UHSGT.</p> <p>From the UHSGT CID grant (also attached):</p> <p>“It (UHSGT) is intended to create a seamless journey experience through the megaregion that complements I-5 in the US and Highway 99 in British Columbia, Amtrak Cascades service, existing and in-development regional transit systems, as well as air travel throughout the region.”</p>	Technical Correction	The Future Transportation System Report will be updated to reflect more current information from WSDOT regarding Amtrak and High Speed Rail.

DE15.4	Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Recommendation: Please add a section to the “On the Horizon” section of the Future Systems Report (pg 35) that describes the role Amtrak Cascades can and should provide to meet our current and future inter and intra regional transportation challenges. Please use the above recommendations. See examples below.	Technical Correction	The Future Transportation System Report will be updated to reflect more current information from WSDOT regarding Amtrak and High Speed Rail.
DE11.4	Douglas McCormick	Snohomish County	Safety Maintain consistency across planning documents with respect to the goal of eliminating serious and fatal injuries. On page 7 of the summary report, it says “Deaths and serious injuries on the region’s roads will be substantially reduced.” This is not consistent with the Safety Element of the RTP or PSRC’s Safety Action Plan, which says that it “includes a policy to support and achieve the state’s long-term goal of zero roadway deaths and serious injuries.” The goal should be zero serious and fatal injuries.	Technical Correction	We will make the suggested correction/clarification.
DE13.1	Geraldine Poor, Deirdre Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Current Systems Report 1. Introduction: Consider including a definition of “urban goods” and “freight” in the introduction. From our standpoint, urban goods are local deliveries that can be made by smaller vehicles (ex. vans or cargo bikes). Whereas freight represents cargo often using intermodal transport by trucks, rail, ships or planes, distributed regionally such as to ports, railyards, manufacturers, distribution centers and warehouses, and large brick-and-mortar retailers.	Technical Correction	We will make this suggested edit/clarification.
DE13.10	Geraldine Poor, Deirdre Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Freight Transportation Tool, Sec. Deepwater ports: Port of Everett is mentioned as a designated recovery port to provide resiliency in the event of a disaster - I am curious whose designation that is and whether there are other WA ports specifically designated as such and what recovery planning effort made this designation?	Technical Correction	PSRC will look into these designations further and update the documents as applicable.

<p>Geraldine Poor, Deirdre DE13.12 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Maintenance and Preservation: pg. 5 First paragraph, would it make sense to add ports here? Cities, counties, transit agencies, port districts and the state are coping with increasingly strained budgets and applying innovative approaches to reduce costs... This document overlooks the public investment of port transportation facilities. It seems like there should at least be a small section that addresses the maintenance and preservation needs of the major seaports and airports in the region seems to be missing a big chunk of needed public investment related to the Freight Network and System. There are, however, dedicated sections for transit and state facilities.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.13 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Outreach and Engagment, Sec. Board insights: pg. 9 Freight Operators Committee should read Freight Advisory Committee</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.15 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Puget Sound Regional Hazards, Sec. Map: pg. Regional Airports Regional Airports -- interesting that all airports are shown the same; recommend distinguishing those with commercial service from those others without. Page 90 of the 2025 Current Transpo System Report provides a great classification explanation which could be applied here, at least at the "primary and non-primary" FAA-levels I see this is better dealt with on teh Transpo System Visualization Tool. Please adopt their conventions on this map. Other GIS maps in the RTP with an airport layer are clearer in this regard.</p>	<p>Technical Correction</p>	<p>We will make sure the GIS layers are consistent across visualization tools.</p>
<p>Geraldine Poor, Deirdre DE13.19 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>System Performance, S9: CM process & fed perf targets pg. 140 Text explains the setting of targets, but not how/when the targets will be measured & reported upon?</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.22 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, S4: Other Freight Infrastructure: Ports pg. 79 please source (or date) "sixth-busiest cargo port in the country" as this changes each year.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>

<p>Geraldine Poor, Deirdre Wilson DE13.23</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, S4: Airports pg. 78-80 Sea-Tac Airport is spelled with a hyphen. However, POS is now rebranding references to Seattle-Tacoma International Airport as SEA, its call letters. Please update references throughout the documents to the airport as Sea-Tac or SeaTac to SEA.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre Wilson DE13.24</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, S4: Airports pg. 79 Here's additional language which corrects the implication that service to Asian, Europe & the MidEast is only all-cargo on pp 79. "SEA hosts a thriving air cargo market, served by multiple all-cargo freighter services and belly cargo capacity on many wide-body passenger flights, both domestic and internationally. Air cargo at SEA includes a growing e-commerce component, serviced by several integrator airlines, all-cargo freighter services, and passenger airlines. SEA consistently ranks in the top 20 cargo airports in North America and was ranked 19th in air cargo volumes in 2024 (ACI rankings-2024)."</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification</p>

<p>Geraldine Poor, Deirdre DE13.25 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, Section 6: Aviation pg. 89 POS now references Seattle-Tacoma International Airport as SEA, its call letters. thank you for this use here. This provides a continent-wide perspective on SEA which you may want to add: "In 2024, SEA served over 52 million annual passengers, ranking 11th in North America for passengers." 36 airlines serve 94 nonstop domestic and 33 international destinations including Canada, Mexico, and seasonal operations. Recommend adding here, or in a more appropriate place of your choosing: The Port of Seattle partners with local agencies for surface transportation to the airport and its 24/7 operations. Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can get to the airport for their flights or jobs, day or night.</p>	<p>Technical Correction</p>	<p>We will edit the section to reflect this suggestion.</p>
<p>Geraldine Poor, Deirdre DE13.29 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Future Transportation System, Sec. 6 Aviation: pg. 31 Recommend adding here, and/or in a more appropriate place of your choosing: The Port of Seattle partners with local agencies for surface transportation to the airport and its 24/7 operations. Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can get to the airport for their flights or jobs, day or night. As I discussed with Kelly McG, this is a surface transportation plan and SEA Airport has surface transportation needs for getting passengers and employees to their planes and work sites. Thus, this intermodal reflection is highly appropriate in a regional council surface transportation plan!</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>

<p>Geraldine Poor, Deirdre DE13.3 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>3. Section 4: Freight We request that Port of Tacoma be acknowledged as a Commercial Strategic Port under the National Port Readiness Network and handles military cargo in collaboration with JBLM. While we do not wish to comment on their behalf, the Port of Everett also has this designation.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.30 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Freight Transpo Story Map, Sec. Deep-water Ports: Please report the NWSA volumes in number of containers rather than weight. This is the measure used by international gateways. We suggest using: NWSA is the seventh-largest container gateway in the United States and handled 3.3 million TEUs in 2024 (Top 10 Largest And Busiest Container Ports In The United States, marineinsight.com, downloaded 2/1/26).</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.31 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Freight Transpo Story Map, Sec. Airports: Current sentence reads: "Seattle-Tacoma International Airport (SEA) has the greatest variety of cargo offerings and acts as the primary gateway for international cargo. 6" This is vague & unclear to readers. We suggest something like: SEA air carriers offer a mix of domestic & intrntnl belly cargo, domestic and international freighter cargo, as well as integrator/express cargo generated by FedEx, DHL & Amazon Air."</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>Geraldine Poor, Deirdre DE13.4 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>4. Section 6: Aviation: Consider adding here or in another appropriate place: "Port of Seattle works with the state, city, regional and county transportation agencies to ensure passengers, employees and cargo can access the airport for their flights or jobs, day or night via roads, highways and/or transit."</p>	<p>Technical Correction</p>	<p>We will edit the section to reflect this suggestion.</p>

<p>DE13.6 Geraldine Poor, Deirdre Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>7. On page 5: First paragraph, recommend adding both “ports” and “access to ports” here. “Cities, counties, transit agencies, port districts and the state are coping with increasingly strained budgets and applying innovative approaches to reduce costs...” Otherwise, this document overlooks both the public investment of port transportation facilities and the public interest in providing access to airport and seaport terminals, which is often performed by general purpose governments (cities, counties and the state). While we will continue to address our own maintenance in a fiscally responsible manner and will not be able to provide detailed financial data, there should at least be a small section that addresses the maintenance and preservation needs of the ports and access to the major seaports and airports in the region. The needs are significant and continuing regional collaboration is important.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>
<p>DE13.17 Geraldine Poor, Deirdre Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Multimodal-mobility, Sec. Webpage: Landing page Please add text on the landing page or section start which directs users interested in freight and goods movement to the freight systems component of the RTP. The title implies that his section deals with "all modes" in the system, but after reading, the user realizes it never intended to include goods movement. https://www.psrc.org/planning-2050/regional-projects/2026-rtp/multimodal-mobility</p>	<p>Technical Correction</p>	<p>Freight is included in the System & Performance section of the plan. A sentence cross referencing other sections will be added to the Multimodal Mobility page.</p>
<p>DE13.9 Geraldine Poor, Deirdre Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>RTP - main document, Sec. Addl SystemNeeds: pg. 15 Beyond the region: after introducing intercity rail/bus services and the region’s airports and marine terminals, please add a sentence that "the access roads and transit services to/from these terminals is a necessary investment."</p>	<p>Technical Correction</p>	<p>The text will be modified per the suggestion.</p>
<p>DE6.10 Jen Tetatzin</p>	<p>City of Tukwila</p>	<p>• Draft RTP, p. 25: Please clarify that Table 4 is presented in billions.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>

DE6.7	Jen Tetatzin	City of Tukwila	<ul style="list-style-type: none"> Financial Strategy, p. 35: Tukwila's current sales tax rate is 10.2%. The City recently adopted a public safety sales tax that will increase the rate to 10.3% effective April 1, 2026. 	Technical Correction	We will make the suggested correction/clarification.
DE6.9	Jen Tetatzin	City of Tukwila	<ul style="list-style-type: none"> Financial Strategy, pp. 39–42: The ACS tables for Median Household Income, Median Home Value, Annual Transportation Taxes, etc., include a row labeled "Youth." The data points in this row do not appear to align with typical demographic definitions. Please clarify whether this refers to "Households with Youth," "Adults with Dependents," or another category, as it is unlikely that a single youth would own a home or have a median income of \$141,660. 	Technical Correction	We will make the suggested correction/clarification.
10	Jeremy Metzler	City of Edgewood	<p>1) Table 4 (page 24) has a long title and doesn't clarify that the dollar amounts shown are in millions - suggest using the same title and info provided in the Financial Strategy for Figure 1 (page 6)?</p> <p>2) Financial Strategy, Page 38, Authorized TBD Rates: The City of Edgewood just passed Resolution 25-0786 on December 23, 2025, re-establishing a \$20 car tab fee effective July 1, 2026.</p>	Technical Correction	We will make the suggested correction/clarification.
DE20.11	Jessica W. Jeavons	Public Health - Seattle & King County	<p>An integrated, safe, accessible, efficient and reliable transportation system</p> <p>page 7 "Safety: Deaths and serious injuries on the region's roads will be substantially reduced through proactive actions based on a Safe System Approach."</p> <p>This statement lacks consistency with Safe System language. For alignment, this sentence should state that we seek to eliminate all serious injuries and deaths on the transportation network.</p> <p>WA State's Safe System Approach has 6 pillars which includes safer land use. The USDOT's Safe System Approach includes only 5 pillars.</p> <p>Consider rephrasing to: "Safety: Deaths and serious injuries on the region's roads will be eliminated through proactive actions based on a Safe System Approach."</p>	Technical Correction	We will make the suggested correction/clarification.

DE20.15 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Consider adding additional detail for these elements: Transportation-related health determinants include - 1) travel behavior – including sedentary time , stress, and amount of physical activity; 2) safety impacts – personal and road vulnerabilities; 3) access to destinations and services; and 4) environmental impacts – including air, noise, vibration, and other harmful pollution burdens from system conditions. Or, consider including an updated description of public health in this section, such as: "Public health encompasses a population level approach to promoting healthy communities, preventing and responding to health threats and disease, as well as improving linkages to health services. The ways people travel throughout the region has a direct impact to public health, including physical activity, road safety, access to health supportive services, and other important community conditions such as air quality, social connection, sanitation, and economic opportunity."</p>	Technical Correction	We will edit the document per the suggestion.
DE20.16 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Health Page 18 "To advance health equity, risk factors, benefits, and protective features of the transportation system should consider the social vulnerability of communities." Social vulnerability is a broad category; this section would benefit from additional definition of what social vulnerabilities within communities may include. PSRC could also reference the 2025 report about overburdened communities recently published by the WA Department of Ecology (https://apps.ecology.wa.gov/publications/SummaryPages/2502037.html) . Consider incorporating detail on geographical variation in exposures to pollution burdens across the Puget Sound region today as well as specific health concerns faced by communities that experience the cumulative impacts to transportation-related air, noise, vibration, and other</p>	Technical Correction	We will edit the document per the suggestion.

DE20.25 Jessica W. Jeavons	Public Health - Seattle & King County	<p>In the introduction section, consider emphasizing the importance of addressing the health implications of transportation options improvements in overburdened communities, such as: "Specific health needs and priorities will vary by community. This means transportation practitioners should collaborate with related agencies, health professionals, and community partners, and engage in meaningful consultation with Tribal communities early and often to identify transportation solutions that will reduce environmental health disparities in overburdened communities and support community health to achieve shared goals."</p>	Technical Correction	We will make the suggested correction/clarification.
DE20.27 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Consider adding additional detail for these elements: Transportation-related health determinants include - 1) travel behavior – including sedentary time , stress, and amount of physical activity; 2) safety impacts – personal and road vulnerabilities; 3) access to destinations and services; and 4) environmental impacts – including air, noise, vibration, and other harmful pollution burdens from system conditions .</p>	Technical Correction	We will edit the document per the suggestion.
DE20.28 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Or, consider including an updated description of public health in this section, such as: "Public health encompasses a population level approach to promoting healthy communities, preventing and responding to health threats and disease, as well as improving linkages to health services. The ways people travel throughout the region has a direct impact to public health, including physical activity, road safety, access to health supportive services, and other important community conditions such as air quality, social connection, sanitation, and economic opportunity."</p>	Technical Correction	We will add language to the Safety Report introduction to identify travel behavior, safety impacts, access to services and destinations, and environmental factors as transportation-related health determinants.
DE20.30 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Consider the following: Place findings and forecasted physical activity times in context by outlining discrepancies with physical activity guidelines. Encourage investments that create equitable opportunities for physical activity across the life course to reduce health inequities. For reference, please see: https://odphp.health.gov/sites/default/files/2019-09/Physical_Activity_Guidelines_2nd_edition.pdf</p>	Technical Correction	We will add some language to more clearly describe the health benefits of increased physical activity to the introduction to the Active Transportation section of the Health Report.

DE20.32 Jessica W. Jeavons	Public Health - Seattle & King County	<p>For example: "Healthy eating is important in every stage of life and key to long term health. A healthy diet significantly reduces the risk of obesity, heart disease, type 2 diabetes, and other health problems. Having grocery stores in proximity to households is assumed to offer more opportunities and make it easier for community members to build healthy eating habits that result in positive health outcomes. Increasing access to healthy food and services is a vital public health intervention to reduce experiences of food insecurity driven by factors of affordability and proximity to nutritious foods."</p>	Technical Correction	We will add the suggested language to the introduction to the Active Transportation section of the Health and System Performance Reports.
DE20.38 Jessica W. Jeavons	Public Health - Seattle & King County	<p>High Volume Truck Routes Page 21 Explanation and definition of safety and pollution exposure risks due to proximity to high volume truck routes is lacking in paragraph and would be complimentary. We encourage additional explanation of health in this section. This section is particularly concerning as key highlights report that: "EFAs with a significantly higher share of people of color, people with low income and people with limited English proficiency than the regional average have the highest shares of households located near freight routes, all of which are over 30%. This rate that is expected to further increase by 2050." This data details a clear example of the legacy of disproportionate pollution exposure in overburdened communities that must be addressed by transportation system improvements and zero emission solutions. Addressing these factors with actionable tools within the air quality</p>	Technical Correction	We will incorporate the decarbonization efforts into the Health report. In addition, PSRC is working with PSCAA to incorporate fine particulates data into our monitoring efforts.
DE20.39 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Consider incorporating the following language: "Living near high volume truck routes increases exposure to transportation related pollutants that pose significant human health and safety risks. Diesel particle pollution from diesel engines is the top air quality toxics risk in the region and remains a top priority for public health, especially for overburdened communities (PSCAA CCAP, 2025). Serious health impacts are associated with freight related diesel particle pollution exposure such as respiratory diseases, lung cancer, and premature mortality. Given the 2050 projections of increased exposure to freight routes for equity focus areas in this plan, such outcomes must be addressed by tailored transportation system improvements and zero emission solutions to reduce long term negative health outcomes in equity focus areas."</p>	Technical Correction	We will incorporate the decarbonization efforts into the Health report. In addition, PSRC is working with PSCAA to incorporate fine particulates data into our monitoring efforts.

<p>DE20.4 Jessica W. Jeavons</p>	<p>Public Health - Seattle & King County</p>	<p>The draft plan would benefit from clearly defined and specific actions to avoid, mitigate, and correct for the harm to human health caused by roadway pollutants today which disproportionately bear on low-income, non-white residents. The equity framing broadly addresses access to mobility and significantly understates existing socio-economic and racial injustice caused by the transportation system. Providing greater specifications in this way would strengthen equity goals in our region and respond to long-standing strategies for improvement voiced by community advocates. A creative fix would be to develop an analogue to the High Injury Network (HIN), that is the High Pollution Network (HPN), working from the EPA AirToxScreen Mapping Tool, and include clear policy objectives to reduce and eliminate disparate harms for impacted communities.</p>	<p>Technical Correction</p>	<p>We will incorporate the decarbonization efforts into the Health report. In addition, PSRC is working with PSCAA to incorporate fine particulates data into our monitoring efforts.</p>
<p>DE12.10 Julie Meredith</p>	<p>WSDOT</p>	<p>Freight Transportation/Truck Travel in the Region: SR 167 is highlighted as a significant investment in facilitating freight movement between Puyallup and the Port of Tacoma. WSDOT suggests also adding the SR 509 Completion Project to this highlight. Both projects complete critical missing links in Washington state's highway and freight network. These projects build important new connections to the state's ports, improve the movement of freight and reduce congestion on local roads and highways. Both projects have multimodal benefits and together create 13.8 miles of new bike/pedestrian paths and 4.5 miles of new sidewalks. The benefits of both projects could also be highlighted: - Improved travel times: Reduces traffic congestion on local roads and highways by completing connections and providing alternate routes to I-5. - Better freight connections: Completes critical freight links between the Puget Sound marine ports and the industrial areas of South King and North Pierce counties. - Increased airport access: Establishes a new southern connection between I-5 and Seattle-Tacoma International Airport for passengers and cargo.</p>	<p>Technical Correction</p>	<p>We will make the suggested correction/clarification.</p>

DE12.11 Julie Meredith	WSDOT	<p>Freight Transportation/Freight Issues and Needs/Truck Parking: It is important to recognize that truck parking is beyond the responsibility of any one jurisdiction or agency. The point could be enhanced with highlighting that 80% of truck parking inventory is currently provided by the private sector. (source: 2024 Truck Parking Implementation Plan) Also, consider clarifying the role PSRC envisions in supporting near-term actions or coordination, even if implementation details reside elsewhere.</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.12 Julie Meredith	WSDOT	<p>Freight Transportation/Freight Issues and Needs/Maintenance and Preservation: Consider noting that maintenance of pavement in good condition saves 7 to 16 times the cost of rehabilitation or reconstruction when pavements are in worse condition (Source: 2022 Washington State Freight System Plan).</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.13 Julie Meredith	WSDOT	<p>Current System Report, Sec. 1F: pg.44 While the passenger rail distinctions noted in the draft plan are an accurate representation of what is in the US Code, commuterfocused rail systems around the country have been transitioning into all-day regional rail systems as an adaptation to post-pandemic travel patterns. Sound Transit is considering a regional service model for Sounder South, as discussed in the 2024 Sounder South Strategic Plan Update. It would be relevant to make this distinction in the RTP. We suggest consulting with Sound Transit to add some language about this. pg. 47 First paragraph, suggest removing the last sentence. The Preliminary Service Development Plan was not an update of the 2006 Long-Range-Plan, and did not update costs or financial forecasts. While it included new information about current and expected travel behavior, it was not done as an update to the 2006 plan. Recommend instead saying, "The plan will be the starting point when WSDOT develops a Service Development Plan as part of the CID Program." pg. 47 Second paragraph, suggest revising to say "High-speed rail is intended to complement Amtrak Cascades, providing a faster direct service than is feasible on the current system." It is clearer to state what it is intended to do, rather than what it is not intended to do.</p>	Technical Correction	We will make the proposed corrections regarding Amtrak and High Speed Rail.

DE12.14 Julie Meredith	WSDOT	<p>pg. 47 First paragraph, suggest removing the last sentence. The Preliminary Service Development Plan was not an update of the 2006 Long-Range-Plan, and did not update costs or financial forecasts. While it included new information about current and expected travel behavior, it was not done as an update to the 2006 plan. Recommend instead saying, "The plan will be the starting point when WSDOT develops a Service Development Plan as part of the CID Program."</p> <p>pg. 47 Second paragraph, suggest revising to say "High-speed rail is intended to complement Amtrak Cascades, providing a faster direct service than is feasible on the current system." It is clearer to state what it is intended to do, rather than what it is not intended to do.</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.15 Julie Meredith	WSDOT	<p>Future System Report, Sec. 1F: pg.18 In the first paragraph, we suggest mentioning that Amtrak Cascades will soon benefit from a \$200M investment in new, higher capacity, trainsets and a new \$300M facility in Seattle to maintain them. Suggest adding language noting that WSDOT will be working to plan Amtrak Cascades and future high-speed rail service as integrated, complementary components of the statewide transportation system.</p>	Technical Correction	We will work with WSDOT to modify this section.

DE12.16 Julie Meredith	WSDOT	<p>Future System Report, Sec. 1F: pg.18 We suggest adding some discussion to this section about the opportunities for improving the integration of intercity passenger rail and regional/local transit systems. WSDOT is in the early stages of discussing with its partners how the schedules of Cascades and Sounder services can be more integrated. Potential opportunities include moving to “clock face” scheduling to make the schedules easier for travelers to understand, and also structuring the schedules to better facilitate transfers. Transfers between the services would become more important if Sound Transit transitions Sounder South to a regional rail service from the current peak-period focused commuter rail service they currently operate, as discussed in the 2024 Sounder South Strategic Plan Update. WSDOT is also starting to explore opportunities to introduce additional guaranteed bus connections, similar to the bus service. WSDOT offers to supplement train service to Cascades stations in Washington located north of Seattle. Some of these opportunities could make it easier to access Cascades service for people in the PSRC region who are not near an existing rail station. Improving connections between Cascades and regular local transit operations is another opportunity WSDOT is interested in exploring. This could include schedule coordination, integrated trip planning, and fare integration.</p>	Technical Correction	We will work with WSDOT to modify this section.
DE12.17 Julie Meredith	WSDOT	<p>Future System Report, Sec. 1F: This plan should note that as the region develops new transit infrastructure, such as the planned Sound Transit extensions of the Link light rail system, establishing strong connections with passenger rail needs to be a priority. pg. 14 18 Last paragraph, please add some language noting that WSDOT will be working to plan Amtrak Cascades and future high-speed rail service as integrated, complementary components of the statewide transportation system.</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.18 Julie Meredith	WSDOT	<p>Regional Capacity Project List: pg. 15 Please change WSDOT Northwest Region to "WSDOT" as the sponsor.</p>	Technical Correction	We will make the suggested correction/clarification.

DE12.21 Julie Meredith	WSDOT	<p>Financial Report / WSDOT: pg. 20 Consider representing the 1,100 miles of facilities as 4,186 lane miles, this more accurately reflects the scale of WSDOT's preservation and maintenance requirements in the Puget Sound Region. For context, WSDOT also manages nearly 1,100 centerline miles in Quad County RTPO, but that represents only 2,783 lane miles of facilities. When further considering the volume of traffic and other factors, WSDOT will spend nearly 4 times more preserving PSRC facilities as QuadCo even though there are only 9 miles of difference in centerline measurements.</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.22 Julie Meredith	WSDOT	<p>Maintenance, Preservation and Operations Report: pg. 9 Language may imply that WSDOT has work programmed all 900 bridges that require improvements for the seismic retrofit program. "WSDOT has identified bridges around the state in need of seismic retrofit and is working to make the required improvements to the more than 900 bridges that are part of the seismic retrofit program." Recommend replacing "working to make" with "prioritizing" or "allocating available resources to".</p>	Technical Correction	We will make the suggested correction/clarification.
DE12.24 Julie Meredith	WSDOT	<p>Future Transportation System Report: pg.36 I-5 Nisqually Delta Study Section, revise date for EA publication. WSDOT expects to publish EA report for public review in Summer of 2026, and not in early 2026.</p>	Technical Correction	We will make the suggested correction/clarification.

DE12.5	Julie Meredith	WSDOT	<p>Current and Future System Reports</p> <ul style="list-style-type: none"> The Current System Report (Section 1F, page 48) notes that the Preliminary Service Development Plan is “outlining plans for future service enhancements to Amtrak Cascades.” WSDOT requests that PSRC update this to reflect that it is “identifying potential alternatives for future service enhancements” to more accurately reflect the work being conducted. The Future Systems Report (page 18) states that WSDOT is currently in Step 2 of the Corridor ID and Development (CID) Program. Please update to reflect WSDOT is in Step 1 of the CID Program. WSDOT suggests PSRC consider including information on Advanced Air Mobility (AAM) and Urban Air Mobility (UAM) in the Future Transportation System Report, page 32. The AAM and UAM technologies use electric vertical takeoff and landing for aircraft, which can significantly change aviation in the region. For more information, see WSDOT’s Advanced Air Mobility Aircraft Plan that was published in 2025. 	Technical Correction	We will make the suggested correction/clarification.
DE12.6	Julie Meredith	WSDOT	<p>On the Horizon Chapter</p> <ul style="list-style-type: none"> WSDOT appreciates the new On the Horizon chapter and the opportunity to highlight many of the state’s efforts within the central Puget Sound region. In reviewing the full draft RTP, there are several additional WSDOT efforts that would complement this new chapter. WSDOT staff will work with PSRC staff on these prior to final adoption of the plan. 	Technical Correction	Thank you for your comment. PSRC will address all relevant technical corrections from the follow-up correspondence provided.
DE12.7	Julie Meredith	WSDOT	<p>Regional Capacity Project List</p> <ul style="list-style-type: none"> WSDOT staff identified several projects in the Regional Capacity Project List that need minor updates or corrections. WSDOT Staff will follow up with PSRC staff to include additional information on these updates. 	Technical Correction	PSRC will address all relevant technical corrections from the follow-up correspondence provided.

DE12.8	Julie Meredith	WSDOT	<p>Safer Land Use</p> <ul style="list-style-type: none"> • WSDOT appreciates the work PSRC did on its Regional Safety Action Plan, and the corresponding section in the new Foundation – Promote a Safe and Healthy Transportation System document that reinforces the plan’s focus on it. Page 17 of this section shows “safer land use” as part of the Safe System Approach. However, the link provided directs users to the USDOT/FHWA Safe System Approach, which does not include safer land use as part of the federal approach. Consider connecting to WSDOT’s Safe System Approach, found in the Strategic Highway Safety Plan which does include Safer Land Use. 	Technical Correction	We will make the suggested correction/clarification by noting that safer land use is an added priority in the State of Washington and the central Puget Sound region.
DE16.11	Peter Heffernan	King County Metro	<p>Main Document</p> <p>N/A</p> <p>15</p> <p>Safety</p> <p>The Plan and the Regional Safety Action Plan is focused on roadway safety and does not include information regarding other safety related activities occurring in the region to improve the safety of users of the transportation system such as the Regional Transit Safety Task Force. Recommend that the Plan provide additional information on other efforts that support safety on the transportation system. Information the Regional Transit Safety Task Force can be found at https://www.kingcountytransitsafetytaskforce.com/</p>	Technical Correction	We will edit the Safety report to address these other safety activities.
DE16.21	Peter Heffernan	King County Metro	<p>Climate & Environment</p> <p>Climate & Resilience Report</p> <p>5</p> <p>Regional Transportation Plan (RTP)</p> <p>Please clarify what Figure 2 refers to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 baseline?</p>	Technical Correction	The title of Figure 2 will be clarified. Figure 2 identifies the units of measurement included in the chart.
DE3.10	Quinn Kelly	Unknown	<ul style="list-style-type: none"> •E 20: I need more detail to understand what this graph is showing. Is it all emissions or just transportation? Also, how are we going to shift that purple trendline from the very modest progress made 1990-2023? 	Technical Correction	We will clarify the sources included in Figure 2 versus emissions from all sectors.

DE19.2 Scott Bonjukian	Lid I-5 Steering Committee	<p>We are disappointed to see the Lid I-5 Seattle project is not mentioned in the draft, especially after it was included in the 2024 RTP (page 182) as a “big idea.” The Downtown project is actively moving forward using over \$2 million in WSDOT and FHWA funding for design and community engagement, it is endorsed by Seattle’s comprehensive plan and city council policy, and it is included in the Washington State Transportation Improvement Plan. The U District effort is similarly moving forward with federal and city funding. The Lid I-5 projects in Downtown and the U District deserve continued recognition at the regional level.</p>	Technical Correction	We will edit the Future Transportation System Report to incorporate your suggestion.
36 Victor H Bishop	Eastside Transportation Association	<p>The Draft 2026 Update of the Regional Transportation 2050 Plan has a fundamental flaw as it relates to transportation in East King County. It eliminates from the plan about \$11 Billion of capacity projects on the I 405 Corridor that are an integral part of the I 405 Master Plan.</p> <p>The I 405 Master Plan is the result of 3 years of analysis (1999-2001), a full NEPA FEIS, a USDOT Record of Decision issued in 2002, and fully adopted by every City, transit agency, King County, WSDOT and FHWA. The I 405 Master Plan includes 'up to two additional general-purpose lanes' from Tukwila to Lynnwood plus multiple interchange rebuilds, auxiliary lanes, hill climbing lanes, and HOV enhancements. The current 2050 RTP includes all of these elements. WSDOT has been building the elements of the Master Plan since 2002 and claims that it is over 65% funded and 55% complete and open to traffic. About \$1 Billion of I 405 projects are currently under construction. To truncate the Master Plan at this time is not acceptable.</p> <p>The entire City of Bellevue Comprehensive Plan is based on the completion of the I 405 Master Plan as well as the light rail completion to Seattle and Issaquah. The PSRC travel forecast model shows that after those projects are complete the I 405 Corridor will be the lifeblood of Bellevue and the entire East King County.</p> <p>The relatively modest cost of \$11 Billion is what supports the 3/4 or so of all daily trips that the I 405 corridor serves. The \$182+ Billion Sound Transit light rail program is projected to carry about 3% of the total trips.</p> <p>I have a list of projects that add up to \$11 Billion that were in the prior RTP and are not included in the proposed RTP. I will email that list separately.□</p>	Technical Correction	A description of the full I-405 Master Plan and the status of future projects will be included in the On the Horizon section of the Future System Report. The current (2022) RTP does not include all I-405 Master Plan projects - rather, many are identified as "Unprogrammed," which means they are not included in the financially constrained plan but are reflected as future, conceptual projects that are not yet ready to move forward. The projects submitted by WSDOT into the new (2026) RTP reflect the current status of the I-405 Master Plan projects in terms of funding and implementation through 2050.

			<p>Please prioritize light rail expansion. As Seattle densifies, rail becomes exponentially more expensive and disruptive to build later; early investment is fiscally prudent and better serves people rather than just geography.</p> <p>Add an east–west corridor connecting Lower Ballard, Lower Fremont, Lower Wallingford, and the University of Washington. This short, dense corridor would serve a high number of riders and close a major gap in the network.</p> <p>Finally, improve bus rider experience by reducing excessive hydraulic noise, which negatively affects comfort and accessibility.</p>		
2	Aaron Roek	Unknown	Thank you for your consideration.	No Action Taken	Thank you for your comment.
DE8.45	Andrew Singelakis	City of Bellevue	<p>Thank you for the opportunity to comment on the draft 2026 Regional Transportation Plan (RTP). On behalf of the City of Bellevue, I thank the Puget Sound Regional Council (PSRC) for the extensive work undertaken to update the RTP. We appreciate PSRC’s work to implement VISION 2050 through the updated RTP and further support Bellevue’s 2024 Comprehensive Plan.</p> <p>Bellevue supports the goal of the plan, which is to improve mobility throughout the region and ensure that all people equitably benefit from the region’s transportation system. This goal is highly aligned with Bellevue City Council’s 2024-2026 Vision and Priorities, which call for a transportation system that is “sustainable, reliable and predictable. Mode choices are abundant, clean and safe... Bellevue advances equity through transportation so that all individuals, irrespective of their backgrounds, can traverse the city safely and feel a sense of belonging.”</p>	No Action Taken	Thank you for your comment.
DE8.10	Andrew Singelakis	City of Bellevue	DraftPlan: pg. 18 The maintenance work that will take up the majority of the budget and how this improves safety both by creating safer infrastructure, could be included in the list of "The RTP contains investments that can improve health outcomes in the region, including: "	No Action Taken	Thank you for your comment.
DE8.16	Andrew Singelakis	City of Bellevue	System Performance Report: pg. 126 Some of the math is incorrect in Table 121, Table 122, Table 123, Table 124, and Table 125 (similar to Health Plan tables).	No Action Taken	Numbers in the tables have been rounded, which account for any minor summation discrepancies.
DE8.17	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 8 At "and the 1 Line has expanded north to Lynnwood," add "and south to Federal Way."	No Action Taken	The Current Transportation System Report was originally published in May 2025, prior to the opening of the Federal Way extension in December 2025. Future transportation system descriptions will reflect the extent of various parts of the transportation system at that time.

DE8.18	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 18 Please specify year in "and a decision on next steps is expected over the summer." Summer 2025? 2026?	No Action Taken	Thank you for your comment.
DE8.19	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 19-20 Better differentiation is needed between agencies that provide the services (micromobility, microtransit, ridehailing, and carsharing) and agencies that do not provide these services but the services are offered in their territory by third parties. I.e. KC Metro provides microtransit in Overlake but microtransit is offered through the free BellHop shuttle service in downtown Bellevue and some adjacent areas.	No Action Taken	Thank you for your comment.
DE8.22	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 22, 24, 26 Maps appear to leave out Metro Flex operating in Overlake. Please see https://kingcounty.gov/en/dept/metro/travel-options/metro-flex	No Action Taken	This service began after the publication of the Current Transportation System Report. Future plans will include the most up to date services in place at the time.
DE8.23	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 27 To what extent do jurisdictions get directly involved with private companies as it relates to curbside restriction or permitting of parking within public right of way?	No Action Taken	Thank you for your comment.
DE8.25	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 39 Where do employer shuttles fit within this assessment of current transportation system conditions? It isn't directly addressed under Transportation Demand Management (TDM).	No Action Taken	Thank you for your comment. PSRC will continue to monitor these activities into the future as data becomes available.
DE8.26	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 51, and throughout rest of document Based on the latest national guidance (2025 guidance from the American Association of State Highway and Transportation Officials (AASHTO)), Bellevue would recommend that paved shoulders are not considered a bike facility type, and are acknowledged similar to Shared Lane Marking roadway treatments throughout the document.	No Action Taken	Please refer to PSRC's referenced Pedestrian and Bicycle Facility Typology and the Active Transportation Report.
DE8.28	Andrew Singelakis	City of Bellevue	Current Transportation System Report: pg. 85 Bellevue is starting to use Passive Pedestrian Detection technology as a strategy for accessible pedestrian symbols (APS). This is a state of practice that could be described.	No Action Taken	Thank you for your comment.
DE8.31	Andrew Singelakis	City of Bellevue	Future Transportation System Report: pg.17 Where do employer shuttles fit within this assessment of future transportation system conditions? It isn't directly addressed under Transportation Demand Management (TDM). It does have an impact as to how jurisdictions (including Bellevue) plan for collaboration to ensure these are integrated into transit service planning and curb management practices.	No Action Taken	Thank you for your comment. PSRC will continue to monitor these activities into the future as data becomes available.

DE8.37 Andrew Singelakis	City of Bellevue	<p>Climate and Resilience: pg. 3-8 It's not clear what the asterisk connects to. Bellevue recommends addressing sea level rise further given the prevalence of coastal areas, risk to erosion, etc. The referenced regional hazards map (https://gis.psrc.org/portal/apps/instant/portfolio/index.html?appid=937acc867cab4682b2968d3ae0c74fa5) appears to not have a working sea level rise layer -- or it wouldn't load for us like other layers did. Per that map, liquefaction and landslides both appear to have risk that is not insignificant (though much less than earthquakes) to the regional transportation system. These are items that could be added for limited narrative discussion in the climate report.</p>	No Action Taken	Thank you for your comment.
DE8.39 Andrew Singelakis	City of Bellevue	<p>Active Transportation Plan: pg. 10-24 Based on the latest national guidance (2025 guidance from AASHTO), Bellevue recommends that paved shoulders are not considered a bike facility type, and are acknowledged similar to Shared Lane Marking roadway treatments throughout the document. Example sentence: "The most common facility types on the arterial network include paved shoulders, striped bike lanes, buffered bike lanes and protected bike lanes, although information is also collected on the presence of Shared Lane Marking roadway treatments and paved shoulders." Similarly, on page 11, figure 1 would have an asterisk for paved shoulders. Title for Table 12 has typo: "Table 12: Level of Traffic Stress Categories1" - please delete the 1 after categories. A space is missing after "table 21" in "the median trip distances shown in Table21align well..."</p>	No Action Taken	Please refer to PSRC's referenced Pedestrian and Bicycle Facility Typology. We will correct the noted typographical errors.
DE8.4 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 15 Bellevue recommends using "Safety and Efficiency" instead of only "Efficiency" as one of the additional system needs. There is no other mention of improved safety on the list of system needs, even though safety is discussed later on in the document.</p>	No Action Taken	Thank you for your comment. Safety is one of the six primary foundations of the plan, prioritized to identified a core need.
DE8.44 Andrew Singelakis	City of Bellevue	<p>Health Plan: pg.6-11 Some of the math is incorrect in Table 1 (example: for 2023 rows, the total for Snohomish should be 24, not 25; total for Kitsap should be 24, not 23; etc.), Table 2, Table 3, Table 4, and Table 5.</p>	No Action Taken	Numbers in the tables have been rounded, which account for any minor summation discrepancies.
DE8.5 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 15 Bellevue recommends adding "maintenance" to "...issues related to safety, maintenance, and connectivity"</p>	No Action Taken	Thank you for your comment.
DE8.6 Andrew Singelakis	City of Bellevue	<p>DraftPlan: pg. 16 Bellevue recommends adding shared scooters.</p>	No Action Taken	This statement is drawn from the findings developed for the Regional Safety Action Plan. Data for shared scooters were not available for that analysis conducted for that plan.

DE15.10 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Recommendation: Please expand the description of future Sounder service in the Future Systems Report (p5) to include more frequent and all day service. This will make Sounder a vastly more useful transportation option and help reduce congestion on our freeways. Please see examples below.	No Action Taken	Thank you for your comment. The RTP includes Sound Transit's planned improvements to Sounder service.
DE15.11 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	1) Sounder routed through Seattle, or so frequent and timed such that one could easily transfer, would capture 'reverse commutes' which are difficult to negotiate by any mode, and open up access by trips during non-peak hours to adjacent towns and smaller cities.	No Action Taken	Thank you for your comment.
DE15.12 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	2) The 2003 BNSF/Sound Transit contract limiting Sounder frequency to 4 round trips per day must be renegotiated for future needs. As employment at office patterns are shifting and when 'rush hour' is not really discernable, residents need more flexibility to travel throughout the region without driving. Station areas are important for concentrating goods, services and jobs because of the connections created. As jurisdictions scale for growth, they rely on infrastructure being leveraged. Sounder service can be a more functional connector between planned places inside the Puget Sound Region.	No Action Taken	Thank you for your comment.
DE15.13 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	3) Please include the idea that Sounder extend south to Olympia/Lacey, with new double track rail bridge across the Nisqually River; would further provide additional transportation options between urban hubs in the region including our capitol, Olympia.	No Action Taken	Thank you for your comment.
DE15.14 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Freight Much of the rail infrastructure is owned by freight rail companies, thus a partnership between state government and freight railroads needs to be included in the RTP. The RTP could emphasize and encourage closer relations between BNSF and other stakeholders to create win-win projects for all users of the infrastructure. Reliability and speed of passenger rail can improve with strategic planning and project selections that create as much dedicated passenger track as possible for Amtrak and commuter rail. Additional main tracks reduce conflicts and enable freight movements with less interference, thus creating a more efficient rail network for all users. With an improved rail network, more freight can shift to rail from roadways and air cargo, which also has the benefit of reducing road congestion and meeting environmental goals.	No Action Taken	Thank you for your comment.

DE15.17 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	The success of UHSGT is dependent on the success of expanding and improving the frequency and on time performance of our current intercity passenger rail network. Please include in the “On the Horizon” section a detailed description of the relationship between UHSGT and the requirement for improvements in our regional rail networks. This investment is necessary to provide seamless connections for rail transportation within and beyond the region that are comfortably competitive with driving and flying.	No Action Taken	Thank you for your comment.
DE15.18 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Safety Recommendation: Include safety information about passenger rail travel in the safety section 2025 Current Systems Report (p48). Though at grade crossings can be made more safe or eliminated, it must be acknowledged that rail is on par with air travel and four to seven times safer than highway travel. Moreover, rail travel is considerably more energy efficient for moving passengers and freight and with much lower emissions compared to driving, trucking and air transport.	No Action Taken	Thank you for your comment.
DE15.2 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Recommendation summary: Prioritize investments in seamless interconnection between regional and local transit (Metro, Sounder), Seatac Airport, inter-city passenger rail (Amtrak) and the Ferry system.	No Action Taken	PSRC is working on a Regional Transit Access Assessment which will be completed in mid-2026.
DE15.3 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Amtrak Cascades The RTP refers to the Amtrak Cascades CID application and Service Development Plan, in the 2025 Current Systems Report and Future Systems Report , but does not stress the importance of a frequent, reliable and faster intercity passenger rail service that is within reach now. Current service on Amtrak Cascades and Sounder commuter rail are infrequent and Amtrak Cascades service is unreliable. There are six stops along the Amtrak Cascades route in the four county area, Stanwood, Everett, Edmonds, Seattle, Tukwila and Tacoma. There are many opportunities for Amtrak Cascades to be better integrated with the local transit network and travel within and beyond the four county area.	No Action Taken	Thank you for your comment.
DE15.5 Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	1) Rail connections to ferries makes the ferry an entry to regional rail travel. The sections that describe the needs of the Ferry system must include interconnection with intercity passenger rail as well as transit. Downtown Seattle and Edmonds have rail stations proximal to ferry docks. Population increase in Kitsap County should be supported by passenger ferry to Amtrak with adequate service so that passengers can use transit for trips throughout the region, along with local transit, and avoid needing to use a car.	No Action Taken	Thank you for your comment.

DE15.6	Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	2) The Tukwila station is an 11-minute drive to Sea-Tac Airport and could serve as a connecting hub for travelers in and out of Sea-Tac Airport. If Amtrak Cascades and Sounder (see below) were more frequent, faster, reliable and augmented with an airport shuttle service, it could significantly enhance the options for travelers to get to/from SeaTac and enable more regional travel using passenger rail in addition to already existing buses and light rail. For example, Boston's Logan Airport has a free bus service every 10 minutes between Logan Airport and Boston South Street Station, providing travelers with direct access to locations throughout the Northeast via the Northeast corridor rail network.	No Action Taken	Thank you for your comment.
DE15.7	Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	3) A local transit hub (bus, Link, shuttle) should be co-located with the Amtrak Station in Everett, not several blocks away, which would be an unnecessary burden for non-drivers, seniors, families, persons with disabilities. Everett Station, already a transit hub, should be co-located with a Sound Transit Link station when the line is extended to Everett.	No Action Taken	Thank you for your comment.
DE15.8	Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	4) A fast, frequent and reliable Amtrak Cascades intercity rail service is described as a feeder to the Cascades High Speed Rail program in its CID grant (see last section). Please describe in the RTP how investments in Amtrak Cascades are a prerequisite to the success of future Cascades High Speed Rail program.	No Action Taken	Thank you for your comment.
DE15.9	Arvia Morris	Climate Rail Alliance, All Aboard Washington, Washington Physicians for Social Responsibility and additional rail advocates	Sounder The RTP describes how Sounder will expand to Dupont (X) but does not mention increased frequency, and all day service between Seattle and Tacoma is being considered. At this time Sounder allows commuters who live in Tacoma, Pullayup, Kent, Auburn, or Renton to travel to work in Seattle (or vice versa). Likewise, those in Everett, Edmonds and Mukilteo and towns between can travel to work in Seattle. If Sounder had frequent, all-day service routed through Seattle, it would provide another alternative for moving people around the region for numerous other travel needs, such as medical appointments, sports and cultural events, access to the airport, ferry system, and education.	No Action Taken	Thank you for your comment.
25	Cammie Barber	Unknown	Why does the state allow thousands of new homes without thought/upgrades of the roads/traffic/gridlock?	No Action Taken	Thank you for your comment.
20	Charlie phoenix	Unknown	Please increase bus frequency and efficiency from duvall to Bellevue. Since cancellation of 232, citizens have to go east to Woodinville then Kirkland before getting to Bellevue. Thats adding time we don't have. If we pay our taxes, why can't we get fair share of our services?	No Action Taken	Thank you for your comment.

4	Dale D Roberts	Homeowner	<p>There is significant population growth on the east side of the Snoqualmie valley around Duvall. The roads across the valley are pathetic. Note that they also provide access to Monroe and Carnation. 124th floods every year and again this year we were an island when the Woodinville-Duvall road flooded along with every other access route. The Novelty Hill twisties are the site of a continuing series of accidents and highways 202 and especially 203 are outdated with deep ditches and no shoulders on narrow highways.</p> <p>It seems that in your frenzy to fund mass transit you've left the road system woefully short. Compared to other major cities I've experienced, we are a morass of two lane arteries. Our rating as one of the worst cities for traffic isn't just the major freeways. We were rated at the bottom of the list for investments in our roads this last years.</p> <p>I see nothing in the plan to address the disgusting condition of our freeway right of ways, exit/on ramps, and traffic-circles which are loaded with trash, graffiti, and overgrown blackberries. I've communicated with my representatives and talked to your WashDot advocates but it's lip service. Your department has always been insular and defensive but it has gotten worse since you moved under the governor's office. 520 just gotten finished and the stretch from 405 to Redmond is full of trash and leftover signs and cones. When you drive I-5 from Vancouver BC to California you find that BC is gorgeous, Oregon is beautiful, and Washington looks like a giant waste transfer station. I'm embarrassed by my state. Your department has made the arbitrary decision to sacrifice the appearance of our major freeways in order to fund other initiatives. You haven't asked the voters because you know we'd say..."take out the damn trash". It's disgusting.</p>	No Action Taken	Thank you for your comment. Please see the highway and arterial investments included in the Regional Capacity Projects List.
9	Darren Gurnee	Unknown	<p>Please consider adding the following Goal and/or policy:</p> <p>Goal: Coordinate with jurisdictions (Counties and Cities) and appropriate agencies to expand Sound Transit Link Light Rail onto Kitsap Peninsula.</p> <p>Policy: Add Kitsap Peninsula to Sound Transit districts build a tax base for design and construction of future extensions to Kitsap peninsula.</p> <p>Policy: Create a plan to connect a Link Light Rail from Tacoma to Kitsap Peninsula. This can include, but is not limited to, an underground tunnel or bridge with lines continuing adjacent to, or in the center of Highway 16 and Highway 3 up to Silverdale.</p>	No Action Taken	Thank you for your comment.
14	Dhileep Ravishankar	Unknown	We need Good public transportation connectivity to Duvall. May be link rail. During the flood times It was hard to get out to work as roads were closed.	No Action Taken	Thank you for your comment.

DE11.1 Douglas McCormick	Snohomish County	<p>Thank you for the opportunity to comment on the draft 2026 Regional Transportation Plan. Transportation in Snohomish County and across the region is at a critical turning point. Continued growth has placed significant strain on our transportation network, creating challenges that require coordinated, forward-looking solutions.</p> <p>With the expansion of Sound Transit's Link light rail and Community Transit's Swift bus rapid transit (BRT) system, the county and region have an important opportunity to address some of its most pressing transportation needs. Sound Transit investments, WSDOT highway projects, local transit initiatives, local arterial improvements, and pedestrian and bicycle infrastructure are all essential and mutually dependent elements of a successful regional transportation system. The draft plan does an excellent job of addressing key issues affecting the region's transportation network and provides an important framework to guide future planning efforts. This is particularly evident in its focus on system maintenance, preservation, and operations and the expansion of transit networks and service, while still addressing racial and social equity, improving safety for all modes of travel, and reducing greenhouse gas emissions.</p> <p>Our comments below are intended to emphasize a few considerations within the plan that will be critical to accommodating future growth in Snohomish County, including the continued importance of state highway improvements.</p>	No Action Taken	Thank you for your comment.
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DE11.2 Douglas McCormick	Snohomish County	<p>SR 524</p> <p>Missing from the 2026 regional capacity project list is SR 524: 24th Ave W to Royal Anne Rd. Widening. SR 524 is a heavily traveled substandard highway that is the major route for connecting the fast-growing communities in southwest Snohomish County to I-5 and the Lynnwood City Center light rail station. Community Transit has determined that the current roadway is not adequate to provide a safe reliable route for transit service but shows service on the route in their long-range plan with assumptions the widening project is completed.</p> <p>The project was included in the 2022 regional capacity project list with a Metropolitan Transportation Plan status of "Approved" and the county submitted the SR 524: 24th Ave to Royal Anne Rd. Widening project as a 2026 RTP regional capacity project. We believe this project is necessary because our countywide traffic model shows the forecasted volume for this segment of SR 524 to be one and a half times the capacity of the roadway. This project is in the Snohomish County Comprehensive Plan as a project necessary for growth. Also, Snohomish County continues to include this project on our Annual Regional Project Priority List and has purchased the ROW required to construct this project. Transfer of this ROW has been pending to WSDOT for over 2 decades. Both PSRC and WSDOT should consider adding this SR 524 project back into the regional capacity project list.</p>	No Action Taken	PSRC staff will confer with Snohomish County and WSDOT staff on the current status of this project. There will be opportunity to amend the plan prior to the next four-year cycle, as necessary.
DE11.3 Douglas McCormick	Snohomish County	<p>Regional Capacity Project 2026 costs</p> <p>The Snohomish County regional capacity project estimated 2026 dollar costs in the draft RTP are not correct and are higher than what we forecast. We provided year of completion cost inflated at 4% a year. Below are the costs in 2026 dollars that should be used in the RTP.</p> <p>164th St SW/SE BAT Lanes \$39,490,000 164th Direct Access \$58,775,000 128th St SW/SE BAT Lanes \$29,618,000 128th St SW/SR 96 Overcrossing Improvements \$59,762,000 SR 524: 24th Ave. to Royal Anne Rd. Widening \$148,554,000</p>	No Action Taken	PSRC normalizes all submitted project costs to constant 2026 dollars, using current CPI data applied to the cost year provided in the project applications.

28	Gabe Wachob	Unknown	<p>Please connect public transit to/from the Snoqualmie valley better with towns like Redmond and Woodinville. Connections to Redmond make a huge amount of sense because of the new line 2 connection into Seattle.</p> <p>There are any number of other reasons to connect the valley better including traffic congestion, equity, and allowing more senior accessibility to the broader Seattle area.</p> <p>Examples of increased public transit access could include event specific special public transit from Redmond Link station (major sports events), weekend service (not just focused on commutes) and pet friendly rides to open spaces (which would serve both snovalley residents and visitors to the snovalley).</p>	No Action Taken	Thank you for your comment.
29	Gary R Duvall	Washington Bikes	<p>The active transportation plans has some lofty goals. But fatality statistics in the plan and on the WTSC fatality dashboard show that little progress has been made. One area of huge concern is Hwy 99 Aurora N. in Seattle north of Greenlake, the three miles between 73rd street and 103rd street. There are no separated bike lanes in that neighborhood, and the death toll shown on the WTSC dashboard in among the highest in the state. Ironically, there have been numerous state, county, and city budgets with over \$50 million budgeted for that area, but none have been spent, except \$4 million on concept designs.</p> <p>But both the recent 2025 SDOT proposal and the recent Reimagine Aurora plan have omitted the obvious solution of adding pedestrian and bike overpasses with ramps for strollers, wheel chairs, scooters and ebikes, old people, children and disabled persons.</p> <p>Please plan for overpasses at 77th, 83rd, and add a ramp to the overpass at 102nd. Thank you.</p>	No Action Taken	Thank you for your comment.
DE13.32	Geraldine Poor, Deirdre Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	<p>Freight Transpo Story Map, Sec. Freight Issues & Needs: pg. Safety Issues Please update to reflect project completion (shift tense): "As an example, Seattle's EMW Multimodal Improvements Proj is expected to include operational elements that improve conditions for peds & bikes such as enhanced crossings, in addition to freight features like ITS and freight-only lanes." ... eg, Sea's EMWCorridor Imprvmnt Proj includes elements that improve conditions for peds & bike such as a separated bike path, enhanced road xings & ITS freight. (No freight-only lanes, i believe)</p>	No Action Taken	The project reference is to the upcoming 4 phases of the East Marginal Way Multimodal Improvements project included in the RTP as candidate Regional Capacity Project #5854. The details submitted by the project sponsor indicate that the street will be redesigned "to better support freight vehicles, including potential freight only lanes."

Geraldine Poor, Deirdre DE13.11 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Freight Transportation Tool There's a reference to Seattle's SODO Rail Corridor Grade Separations - would it be better to call out specific projects?	No Action Taken	Thank you for your comment. The investments noted are examples of freight-related Regional Capacity Projects in the draft RTP.
Geraldine Poor, Deirdre DE13.14 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Outreach and Engagement, Sec. Focus groups pg. 76 Please add reflection of Freight Focus Group held 1/6/26 & integrate new learnings into the RTP. We appreciated the time spent with us and hate for our feedback to be lost based on timing of the draft report.	No Action Taken	The Outreach and Engagement report will be updated to include summaries of the focus groups and comments received on the draft RTP prior to final plan adoption.
Geraldine Poor, Deirdre DE13.16 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Puget Sound Regional Hazards, Sec. Map pg. Rail Freight Corridors Please show rail line to West Seattle, serving Nucor Steel, Terminals 5 & 18 and other industries on West Marginal Way. The STB officially railbanked the Woodinville Subdivision from Woodinville to Snohomish in 2024. It's no longer an active freight line.	No Action Taken	PSRC uses WSDOT published Freight Transportation System data. Future PSRC maps will reflect all currently published data.
Geraldine Poor, Deirdre DE13.18 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	System Performance, Section 5: freight perf metrics pg. 62 Summary does not identify opportunities to reduce delay and improve freight performance for the region. Please add this metric to the RTP Dashboard	No Action Taken	Thank you for your comment. Individual performance measures do not address future mitigation activities. PSRC will continue to pursue improvements to data collection and performance monitoring including for freight metrics.
Geraldine Poor, Deirdre DE13.2 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	2. Section 3. Streets and Highways a. To improve clarity, Figure 30 should identify the measure of VMT (daily, thousands, etc.) --- we assumed daily based on Figure 31. b. Whenever ACS is referenced, the year should be included. See Figure 33.	No Action Taken	Please refer to Table 1 in the System Performance Report.
Geraldine Poor, Deirdre DE13.20 Wilson	The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma	Current Transportation System Fig 39: pg. 77 The STB officially railbanked the Woodinville Subdivision from Woodinville to Snohomish in 2024. please remove this route as a n R-5. Also, please show rail line to W Seattle, serving Nucor Steel, Terminals 5 & 8 and other industries on W Marginal Way	No Action Taken	PSRC uses WSDOT published Freight Transportation System data. The Current Transportation System Report was originally published in May 2025, prior to the removal of the Woodinville line. Future PSRC freight corridor maps will reflect this change, however the West Seattle rail line mentioned is not included in this data.

<p>Geraldine Poor, Deirdre DE13.21 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, S4: Major freight corridors pg. 78 This paragraph is vague and doesn't make sense to this reader: "Different types of roadways serve different purposes for freight, which need to be balanced with the purposes each facility serves for other modes as well. Most other streets & hwys also move goods to varying degrees, primarily commercial and residential deliveries using medium- duty trucks as well as smaller delivery vehicles ranging from vans to cargo e-bikes." what is meant by "different types" and "other"? The RTP could note that not all roads are intended to serve trucks, and thus those that are truck routes must be designed safely for all users on the road.</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>
<p>Geraldine Poor, Deirdre DE13.26 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Transportation System, Sec. 7: Summary pg. 91 A broader statement about interdependence of agencies and reliance on each other (as referenced in the ports comment directly above) would add value in the bulleted summary here</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>
<p>Geraldine Poor, Deirdre DE13.27 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Visualization Tool, Sec, Map: pg. Rail layer: woodinville-snohomish subdiv was railbanked in 2024 pg. FGTS: woodinville-snohomish subdiv was railbanked in 2024 pg. Rail layer: show spurs along east & west sides of Duwamish waterway for completeness</p>	<p>No Action Taken</p>	<p>PSRC uses WSDOT published Freight Transportation System data. The Current Transportation System Report was originally published in May 2025, prior to the removal of the Woodinville line. Future PSRC freight corridor maps will reflect this change, however the West Seattle rail line mentioned is not included in this data.</p>
<p>Geraldine Poor, Deirdre DE13.28 Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Current Visualization Tool, Sec. Map: pg. Freight Intensive Areas what is the orange hatched area in South Lake Union? remnant? pg. Reg'l Ped & Bike Ntwk It's misleading to characterize the airport expressway and terminal drives as "no facilities" when there are alterantive routes for pedestrians from international Boulevard. would like to discuss with map originator.</p>	<p>No Action Taken</p>	<p>The Current Transportation System Report and the Active Transportation Plan explain that PSRC's RTP defines the regional network only as pedestrian and bicycle facilities on principal arterial roadways or above and regional shared use paths. The plan recognizes and notes that PSRC cannot assess the potential presence of parallel facilities on minor arterial, collector, or local roadways.</p>

<p>DE13.5 Geraldine Poor, Deirdre Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>Future Systems Report 5. In the freight section, we recommend incorporating the WPPA Marine Cargo Forecast findings: https://fmsib.wa.gov/studies/2024-washington-marine-cargoforecast. Especially for maritime container cargo, the only international container ports in the State are located within PSRC's planning boundaries. 6. If you want a forecast for SEA Aviation Demand Forecasts to incorporate in the Aviation Section 6, please let us know and we can get that for you.</p>	<p>No Action Taken</p>	<p>The RTP references data from WSDOT forecast through 2050 specifically for the PSRC region.</p>
<p>DE13.7 Geraldine Poor, Deirdre Wilson</p>	<p>The Port of Seattle, The Northwest Seaport Alliance, and the Port of Tacoma</p>	<p>8. On page 9: "...not every bridge is anticipated to need replacement during the plan period." The Plan should include a list of bridges on major routes that need replacement during the plan period to the extent possible. Particularly in the Port of Tacoma and Seattle waterways, there are critical examples of bridges subject to closure.</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>
<p>17 Haley Morris</p>	<p>Unknown</p>	<p>In North Bend, it's a major priority for me that the light rail does not make it out here. Each city that the light rail expands to experiences an increase in crime and homelessness and we don't need a super highway for that coming into our clean and safe city. As a side comment, when we're spending hundreds of millions of dollars on it, what's the point if it's not safe or clean for the taxpayers who paid for it? If we're spending this much money, it needs to have police on it that remove the homeless and don't allow them on. I don't want to ride the light rail if there's human feces on it or something that could assault me. Everyone that's moved out east does so to escape all of that, even if it means a longer commute. So please don't bring mass transportation here.</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>
<p>DE6.1 Jen Tetatzin</p>	<p>City of Tukwila</p>	<p>City of Tukwila Comments on the Draft RTP 1. Maintenance and State of Good Repair The City strongly supports the RTP's emphasis on bringing the existing transportation system to a state of good repair. Maintenance represents approximately 60% of total plan costs, and this prioritization aligns with Tukwila's own needs. Historically, maintenance has been underfunded or ineligible for many grant programs, and our local resources are insufficient to meet long-term needs without additional support. We encourage PSRC to continue prioritizing flexible, sustainable funding sources for maintenance and preservation.</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>

DE6.2 Jen Tetatzin	City of Tukwila	<p>2. Multimodal System and Transit Oriented Growth With 60% of projected residential growth and 75% of employment growth expected near high-capacity transit, Tukwila will experience significant impacts at key centers such as Tukwila International Boulevard Light Rail Station, future Boeing Access Road Light Rail Station, and the Sounder Station. The City supports the region’s multimodal expansion and encourages PSRC to ensure that local jurisdictions receive adequate resources to build and maintain the supporting infrastructure (streets, sidewalks, crossings, and traffic control systems) needed to accommodate increased use of our transportation system.</p>	No Action Taken	Thank you for your comment.
DE6.3 Jen Tetatzin	City of Tukwila	<p>3. Financial Foundation and Equity The City appreciates the RTP’s focus on equity and the intent to avoid placing disproportionate financial burdens on residents, particularly those with the greatest need. At the same time, the funding tables show that cities face the largest revenue gap—approximately \$28 billion of the total \$58 billion shortfall. Tukwila supports exploring creative, regionally coordinated revenue tools and requests continued involvement in discussions about new funding options. We also encourage PSRC to consider distribution methodologies that help offset the disproportionate funding gap borne by cities.</p>	No Action Taken	Thank you for your comment.
DE6.4 Jen Tetatzin	City of Tukwila	<p>4. Project Specific Comments In addition to our own locally-sponsored projects in the Plan, Tukwila supports the inclusion of several key transit projects that will improve regional mobility and access:</p> <ul style="list-style-type: none"> • King County Metro Route 150 Upgrades Estimated at \$64 million, this project upgrades Route 150 to a new RapidRide line connecting Kent to Seattle via Tukwila, featuring transit-only lanes, signal priority, improved intersections, and enhanced passenger amenities. It links key Regional Growth Centers and regional transit services, boosting speed, reliability, and access. • Sound Transit Lynnwood–Burien Connection (via I-405) This project would create a new connection between the Tukwila International Boulevard light rail station and the Burien Transit Center, including bus priority improvements on S 154th St, SR 518, and S 148th St. <p>While the City supports these investments, we also emphasize the need for complementary improvements to local roads and pedestrian facilities to manage increased travel volumes and ensure safe, efficient access to transit.</p>	No Action Taken	Thank you for your comment.

DE6.5	Jen Tetatzin	City of Tukwila	<p>5. Allentown Truck Reroute Project Another priority for the City is ensuring the efficient movement of freight while balancing the safety and livability of our neighborhoods – particularly in Allentown, which is directly adjacent to the BNSF South Seattle Intermodal rail yard. The City recently completed an Environmental Impact Statement evaluating alternatives for rerouting freight truck traffic out of the Allentown neighborhood. This project is not currently included in the RTP project list because the City has not yet selected a preferred alternative. Tukwila may submit an update during the next RTP amendment cycle (estimated 2028) to include the selected alternative. We encourage PSRC to recognize the importance of freight mobility projects like this one, which support regional goods movement while addressing local community impacts.</p>	No Action Taken	Thank you for your comment.
DE6.6	Jen Tetatzin	City of Tukwila	<p>6. Specific Comments and Suggested Edits • Financial Strategy, p. 8-12: Another grant source for Tukwila (and other Cities and Counties) is the Sound Transit System Access and Stride Access Funds. These programs help fund improvements that make it easier and more convenient for people to get to Sound Transit services. Between 2019-2025, Sound Transit distributed \$100 million in System Access Funds that were included in the ST3 measure. Consider adding this as a revenue option in the Plan for Cities and Counties.</p>	No Action Taken	Thank you for your comment.
DE6.8	Jen Tetatzin	City of Tukwila	<p>• Financial Strategy, p. 37: The City has convened a Financial Sustainability Working Group. One of the concepts under exploration is the formation of a Transportation Benefit District, though the timeline for this work is still to be determined.</p>	No Action Taken	Thank you for your comment.
19	Jennifer Einberg	Unknown	<p>I need direct bus access from Duvall to the light rail. The bus now takes such a long, twisting route that what could be a 20 minute drive takes over an hour to get from Duvall to the light rail, making it an unrealistic option and therefore I need to drive. Also it only runs on the weekdays but we need weekends too.</p>	No Action Taken	Thank you for your comment.

DE20.1 Jessica W. Jeavons	Public Health - Seattle & King County	<p>RE: Health and health equity considerations in the 2026 Draft Regional Transportation Plan</p> <p>On behalf of the four-county PSRC public health jurisdictions, we appreciate the opportunity to comment on the 2026 Regional Transportation Plan. The 2026 update to the Puget Sound Regional Council's (PSRC) Regional Transportation Plan (RTP), with its 30-year \$300 billion wingspan, has significant influence on Puget Sound residents' choices for getting around, and their access to services, opportunities, and social connection. In the run up to issuing this draft plan update, PSRC, based on guidance of the Transportation Policy Board, has undertaken significant analysis of transportation system conditions today and modeled the future land uses and associated mobility patterns - per the approach described in Vision 2050 (the region's growth plan).</p>	No Action Taken	Thank you for your comment.
DE20.10 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Additional comments for the health, safety, and system performance chapters of the plan are attached for review and consideration (Appendix A). Public Health agencies in the Puget Sound share responsibilities to address health threats to our communities, help ensure access to quality health care, and promote healthy community conditions where all people can achieve their optimal well-being. We believe these suggested additions and revisions reflect longstanding community concerns, are feasible to implement, and will provide long term value to our communities and residents through the implementation of the plan. Your attention to and consideration of these plan improvements are gratefully appreciated.</p>	No Action Taken	Thank you for your comment.

DE20.12 Jessica W. Jeavons	Public Health - Seattle & King County	<p>An integrated, safe, accessible, efficient and reliable transportation system Page 7 "Equity: All the region's residents will have access to transportation choices that provide reliable and timely connections to the places they want to go." This statement would benefit from including specific references to overburdened communities as well as clear environmental justice considerations. Consider rephrasing to: "Equity: All the region's residents will have access to transportation choices that provide reliable and timely connections to the places they want to go and health disparities related to transportation burdens, including pollution, will be avoided and mitigated."</p>	No Action Taken	This plan priority was defined by the Transportation Policy Board when they adopted the scope of work for the RTP.
DE20.13 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Foundation – Promote a Safe and Healthy Transportation System: Safety Page 15 "To address this, VISION 2050 prioritizes transportation safety and incorporates a policy supporting the state's goal of zero roadway deaths and serious injuries outlined in Washington's Target Zero plan." Understanding that roadway safety has been one of the key policy focus areas for regional transportation planning since 2020, this statement would be complimented by a clear commitment to eliminating serious injuries and deaths on the transportation network. Consider rephrasing to: "To address this, the Regional Transportation Plan elevates safety as a priority objective, and commits to allocating resources toward preventing transportation system user deaths and serious injuries."</p>	No Action Taken	This commitment is already made in the language on pp.16-17.
DE20.14 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Health Page 17 "Traditionally, public health addressed a broad set of factors and disease control, managing health conditions and improving access to health care. Over the past decade, awareness has grown about how the built environment and travel patterns affect public health." An updated description of public health considerations for transportation planning may be more beneficial in this section. Consider providing greater clarity regarding how the transportation system influences public health and community wellbeing.</p>	No Action Taken	Thank you for your comment.

DE20.17 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Health Page 18</p> <p>"The RTP contains investments that can improve health outcomes in the region, including:"</p> <p>There is opportunity in this list to incorporate a specific equity outcome for overburdened communities.</p> <p>Consider adding the following point:</p> <p>"Focused efforts to improve transportation system conditions in overburdened communities that experience greater health disparities due to transportation-related pollutants."</p>	No Action Taken	Thank you for your comment.
DE20.18 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Conclusion and Call to Action Page 27</p> <p>"Action steps for PSRC and partners to support plan implementation include:"</p> <p>Noting an opportunity to add an action step to this list.</p> <p>Consider adding an additional action step for:</p> <p>"Equity and environmental justice: Map and describe, at a granular spatial scale, the cumulative pollutant burden levels experienced by those along and adjacent to major transportation corridors as a basis to target system improvements and interventions that avoid, mitigate, and/or correct for disparate harm patterns."</p>	No Action Taken	The requested action is beyond PSRC's scope of work and technical expertise. However, PSRC is working with PSCAA to include fine particulates data in our performance monitoring. In addition, the transportation system visualization tools offer a resource for local agencies to view data in particular locations.
DE20.19 Jessica W. Jeavons	Public Health - Seattle & King County	<p>New Section</p> <p>New section in the safety chapter</p> <p>Provide a dedicated section to describe Target Zero within the safety chapter.</p> <p>The plan makes only one reference to the state's Target Zero program but could benefit from going into more detail about the Target Zero regions and local work being done. Washington's Target Zero program is often referenced as an innovative and impactful program among its peers nationally.</p> <p>The RTP does not mention the great work of the 6 (Bellevue, Seattle, Tacoma, Everett, Kirkland, Redmond) Vision Zero cities across the four counties. King County's Target Zero team also hosts a monthly Vision Zero/</p> <p>Target Zero meeting for open discussion and sharing of knowledge, with participation from three of the four PSRC counties.</p>	No Action Taken	The Safety report refers to the more comprehensive and detailed Regional Safety Action Plan that was adopted by PSRC in 2025.

DE20.2	Jessica W. Jeavons	Public Health - Seattle & King County	The rigor in developing input data and the integration of modeling elements in the RTP update is technically impressive. Aspects of our future cities are being forecast in detail, including resident mode choices (walk, transit, drive) and the densities of jobs, housing, and other land uses to the parcel level. This approach, which assumes the most density along existing and planned transit lines and stations, provides a basis for guiding the upcoming allocations of Federal resources intended for highway and transit improvements.	No Action Taken	Thank you for your comment.
DE20.20	Jessica W. Jeavons	Public Health - Seattle & King County	Consider adding a new section, incorporating the following: <ul style="list-style-type: none"> • The regional Target Zero Managers coordinate high visibility enforcement across their counties, create and deploy traffic safety messaging, build and maintain coalitions, and act as local traffic safety subject matter experts. 	No Action Taken	The Regional Safety Action Plan discusses enforcement and education as key components of the Safe System Approach.
DE20.21	Jessica W. Jeavons	Public Health - Seattle & King County	<ul style="list-style-type: none"> • In a 2025 state legislative report from Washington Traffic Safety Commission, street lighting was an important and lacking aspect in roadway safety. The report made several recommendations including increased funding and coordination. Also, according to current observations from fatality reviews and law enforcement, lack of lighting continues to be an important contributing factor in crashes especially when involving active transportation users. Roadway lighting or lack thereof is also an equity issue with more well-resourced cities having more opportunity to provide illuminated areas for their residents. 	No Action Taken	Thank you for your comment.
DE20.22	Jessica W. Jeavons	Public Health - Seattle & King County	<ul style="list-style-type: none"> •The RTP could outline more details on emerging traffic safety issues such as e-scooter expansion and subsequent injuries, cannabis impaired driving, and other growing areas of concern. Specifically, regarding e-scooters, their expansion into more cities across the state will need further evaluation on how to regulate for safety and minimize the growing number of traumatic brain injuries and other injuries seen at local trauma centers. 	No Action Taken	Refer to the Regional Safety Action Plan for more information on contributing factors to deaths and serious injuries.

DE20.23 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Data Tables and Formatting</p> <p>All tables</p> <p>Thank you for offering an overview of health-relevant indicators stratified by geographies, Regional Growth Centers, and disproportionately impacted population groups. Given the granularity of the data presented, it is at times difficult to gauge the extent of forecasted changes to these indicators between 2026 and 2050. We therefore recommend presenting the data in a visual format for more clarity and appending the tables to the document.</p> <p>Strongly recommend presenting data using visuals such as bar or line charts that are better suited to illustrate trends</p>	No Action Taken	Thank you for the suggestion. PSRC will look for ways to better visualize data with charts and graphics in future work.
DE20.24 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Introduction</p> <p>Page 4</p> <p>Washington state has taken great strides to improve the health and quality of life for residents, particularly as it relates to environmental justice. The HEAL Act defines environmental justice as “the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. This includes addressing disproportionate environmental and health impacts by prioritizing vulnerable populations and overburdened communities, equitably distributing resources and benefits, and eliminating harm.”</p>	No Action Taken	Thank you for your comment.
DE20.26 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Regional Transportation Plan</p> <p>Page 5</p> <p>"Traditionally, public health addressed a broad set of factors and disease control, managing health conditions and improving access to health care. Over the past decade, awareness has grown about how the built environment and travel patterns affect public health."</p> <p>An updated description of public health considerations for transportation planning may be more beneficial in this section. Consider providing greater clarity regarding how the transportation system influences public health and community wellbeing.</p>	No Action Taken	Thank you for your comment.

DE20.29 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Active transportation Page 11 Overall, the plan highlights improvements to the total number of mins/day that residents spend walking and/or biking; however, it is important to note that the forecasted improvements are very small and there are some reductions in biking times by 2050 (e.g., in unincorporated areas). Although youth are highlighted as the population that spends the most time in a day biking, one must acknowledge that the total (both current and forecasted) time youth spend biking and walking falls short of meeting the physical activity recommendations of a minimum of 60 min/day. Recognizing that some youth have access to additional opportunities to be physically active, not creating a transportation system that ensures physical activity recommendations are met may pose a disproportionate</p>	No Action Taken	The analysis performed on the RTP includes physical activity for transportation purposes only. It does not account for other parts of recommended daily physical activity.
DE20.3 Jessica W. Jeavons	Public Health - Seattle & King County	<p>From a Public Health perspective, as this plan moves from draft to final, high-value opportunities to clarify actions and definitions, strengthen framing and focus of the analyses, and expand data references may include: Clarify actions and definitions: • Based on the indicators selected in the health chapter of the plan, the RTP update only generates minor improvements to health-related outcomes that are not uniformly distributed. For example, there are limited forecasted benefits in terms of active transportation that would not allow youth to meet daily physical activity guidelines. One method to improve this would be to add consistency with language to align with the Safe System Approach, as defined by US DOT and the Federal Highway Administration (FHWA). This would strengthen the implementation of language regarding human health and safety so that these important measures are prioritized.</p>	No Action Taken	The analysis performed on the RTP includes physical activity for transportation purposes only. It does not account for other parts of recommended daily physical activity.

DE20.31	Jessica W. Jeavons	Public Health - Seattle & King County	<p>Proximity to Grocery Stores Page 11</p> <p>Broaden the scope of healthy eating and acknowledge the growing constraints of accessing healthy foods today (such as changes to federal policy and affordability). In addition, consider deepening the analysis to differentiate between urban and rural areas to better understand differences for urban and more rural households (and thus potential transportation improvements). This could be accomplished by incorporating new buffers to understand greater distances to grocery stores in more rural communities.</p>	No Action Taken	Thank you for your comment. The transportation system visualization tools are available for agencies to view data within the context of local conditions for deeper analysis.
DE20.33	Jessica W. Jeavons	Public Health - Seattle & King County	<p>Proximity to Grocery Stores Page 12</p> <p>Overall, minimal changes in access to food are forecasted. No changes are forecast in rural and unincorporated areas, likely because transit expansion will primarily focus on urban communities. The highest change is documented for core cities, i.e., 7%. Proximity to food outlets is slated to decrease in Regional Centers. Although it is encouraging that more people of color, people with limited English proficiency, and people with disabilities will be closer to grocery stores by 2050, the question remains of whether they will be closer to culturally relevant food outlets, which is critical in reducing food insecurity.</p>	No Action Taken	Thank you for your comment.
DE20.34	Jessica W. Jeavons	Public Health - Seattle & King County	<p>Acknowledge limitations in expanding access to food across geographies and equity focus areas, including uncertainty regarding proximity to culturally relevant food outlets.</p>	No Action Taken	Thank you for your comment.
DE20.35	Jessica W. Jeavons	Public Health - Seattle & King County	<p>Proximity to Health Care Page 16</p> <p>The stagnant access to health care facilities in Kitsap and minimal increases in other counties is concerning. Increases in proximity to health care are only forecast for metro cities, while no increases are predicted for youth and in equity focus areas with limited language proficiency significantly above average. Minimal increases are expected in areas where people of color, low income levels, and people with disabilities are overrepresented. A decrease in access to care is expected in Regional Growth Centers.</p>	No Action Taken	Thank you for your comment.

DE20.36 Jessica W. Jeavons	Public Health - Seattle & King County	Thank you for acknowledging the persistent distance to health care facilities faced by residents in rural and unincorporated areas. Given the limited improvements in access to health care facilities that would ensue from the implementation of the RTP as is, we strongly suggest recommending additional investments and careful consideration of project ability to enhance access to health care during regional project selection processes.	No Action Taken	Prior to every round of project selection, PSRC's boards review project selection criteria and have the opportunity to establish funding priorities. Please see discussion of Project Selection Process for PSRC's Federal Funds in supporting Administrative Procedures report. More details on access to health care is also addressed in the Coordinated Mobility Plan.
DE20.37 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Proximity to Parks Page 18</p> <p>While we acknowledge the benefits associated with half of the region's population living in proximity to parks, as well as the progress in ensuring access to outdoor recreation for people of color and people with limited English proficiency, we noted that only 38% of the region's youth live in proximity to parks and this percentage is slated to decrease to 36% by 2050.</p> <p>Acknowledge limitations of the currently planned transportation system to facilitate access to parks among youth. Encourage additional investments in transit to ensure easy access to recreation in green spaces to meet physical activity guidelines and improve youth mental health.</p>	No Action Taken	The proximity measures are based on households and do not reflect all other means of access.
DE20.40 Jessica W. Jeavons	Public Health - Seattle & King County	<p>High Volume Truck Routes Page 23</p> <p>The current plan forecasts an increase in proximity to freight routes across counties, with the highest increase in Snohomish County. Although there would be a reduction in the percentage of households in proximity of freight routes in unincorporated areas and the percentage would remain constant in rural areas, there will be high increases in cities and up to an 8% increase in EFAs where people with lower income, disabilities, and limited English proficiency are overrepresented.</p> <p>Apart from acknowledging the health risks posed by exposure to freight related diesel particle pollution, recommend and emphasize mitigation strategies and coordinated investments through e.g., fleet electrification and land use measures.</p>	No Action Taken	As described in the "Additional System Needs" section of the plan, freight fleet decarbonization has been identified as a high priority for the region. Land use and infrastructure design improvements to promote physical safety are included throughout the plan.

DE20.41 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Page 27 Second paragraph only mentions single occupancy vehicles, after stating the threat of diesel exhaust. Include medium and heavy duty vehicles and their widely studied correlation to the disproportionate exposure of these pollutants in overburdened communities and other impacted geographies.</p> <p>A zero emission transportation future must consider health equity and the equitable distribution of zero emission technologies where health needs may be the greatest.</p> <p>Elaborate on strategies, investments, and policies that would address disproportionate pollution exposure in overburdened communities, leading to improved health outcomes.</p>	No Action Taken	The decarbonization of the medium and heavy duty truck fleets is referenced in many of the draft plan documents, including the Health report.
DE20.42 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Table 1: Performance Metrics Pages 5- 8 Table 1 Performance Matrix is missing a metric on transportation system pollution disparity reduction.</p> <p>Add new performance metric: Extent that disparate and cumulative transportation system pollution burdens are reduced.</p>	No Action Taken	This is beyond the scope of the RTP.
DE20.43 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Overall model sequence Page 9 The modeling sequence, in current state is rendering a spatial depiction of where needs are greatest - either for greater service levels or increased protective and mitigating measures for disparate harms and exposures.</p> <p>Add spatial analyses and spatial depictions of the existing and forecasted transportation system conditions, that include benefits of mobility levels and burdens of cost, time, and health effects.</p>	No Action Taken	The data analyzed for development of the RTP is disaggregated spatially to the degree to which the models are capable. The Transportation System Visualization Tool is available for local analysis and decision making.
DE20.5 Jessica W. Jeavons	Public Health - Seattle & King County	<p>The draft plan would also benefit from an implementation table or other descriptive visual to convey how new available resources will be organized and deployed (via program allocations and project selection process improvements). This would support readers and practitioners in clearly understanding how safety and equity advancements will be prioritized in system improvement efforts.</p>	No Action Taken	Thank you for your comment.

DE20.6	Jessica W. Jeavons Public Health - Seattle & King County	<p>Framing and focus of analyses:</p> <ul style="list-style-type: none"> • Safety – Given the sharp increase in roadway deaths and serious injuries in the region since 2021, the safety elements in the main plan and safety chapter may be better served by a stronger narrative to emphasize this as a key policy focus area that requires immediate intervention to prevent future fatalities and serious injury. The “Responsibility is Shared” principle provides a pathway to enhance this framing so that the goal of achieving zero deaths and serious injuries is realized. 	No Action Taken	Safety is highly emphasized as one of the core plan Foundations
DE20.7	Jessica W. Jeavons Public Health - Seattle & King County	<p>Spatial scales – While future-state modeling is structured to the ¼ mile hex grid, the demographic conditions are presented in the draft plan at the census tract level, limiting understanding of what populations will benefit and what populations may continue to experience disparities. For example:</p> <ul style="list-style-type: none"> o Most High Injury Network roadway segments are long, with some differentiation of intensity of harm along the corridors. Adding a higher level of detail would provide greater clarity for system intervention, investment, and improvement. o The Equity Focus Area criteria are structured so that more than half (54%) of the census tracts in the Puget Sound region are included, thus limiting guidance on where social vulnerability is highest. These broad spatial scales may make it more challenging to identify specific actions for implementation that will resolve barriers and result in better equity and health equity outcomes where needs may be the greatest. 	No Action Taken	The granularity of some data sources are limited due to how they are collected or made available. The High Injury Network was defined using a standard industry methodology to identify corridors. The HIN database has more detailed information on the specific locations of crashes resulting in deaths or serious injuries along HIN segments. EFAs were identified according to the methodology described in PSRC’s regional Demographic Profile.
DE20.8	Jessica W. Jeavons Public Health - Seattle & King County	<p>Equity approach – Similar to the above, there is insufficient guidance to inform a jurisdiction or agency to know where needs are greatest for safety interventions, environmental justice improvements, active transportation facility additions, or other program and system improvements. The policy objectives and data references to address these equity questions are unclear, for instance:</p> <ul style="list-style-type: none"> o For whom and where is access to mobility (for essential trips) most constrained? o Where are existing transportation system burdens (cost, time, pollution) most concerning? o Where are households that have the most burden and least benefit from transportation system conditions today? 	No Action Taken	The transportation system visualization tools are available for agencies to view multiple data layers within the context of local conditions for deeper analysis.

DE20.9 Jessica W. Jeavons	Public Health - Seattle & King County	<p>Data considerations:</p> <ul style="list-style-type: none"> • The Transportation System Visualization Tool does not provide data for transportation-related air and noise pollution burden levels. One tool that would support the integration of this type of data at the census tract level is the EPA AirToxScreen Mapping Tool. • As stated previously, the High Injury Network would benefit from a higher level of detail to interpret where system intervention, investment, and improvement would result in the best outcomes. This would improve the tool as the Network presents corridor segments as binary (in or out), with no differentiation on the degree or extent of harm occurrences. • The plan may also consider incorporating a data layer that depicts areas where households are relying on active modes (i.e., walking biking) for a high percentage of their trips. This is an important perspective to reduce exposure of vulnerable system users to traffic-related injuries, another impactful pathway to promote regional safety implementation. 	No Action Taken	<p>PSRC is working with PSCAA to include fine particulates data into our monitoring program. The RTP points the reader to various other tools such as those referenced. Detailed data underlies the HIN which would allow for more specific analysis. We will explore how to incorporate additional data into future visualization tools.</p>
DE12.1 Julie Meredith	WSDOT	<p>Supporting the Regional Growth Strategy and Multimodal Investments WSDOT is pleased to see that the plan continues to support VISION 2040's Regional Growth Strategy that directs 65% of the region's population growth and 70% of its employment growth in community centers served by high-capacity transit. With an emphasis on expanding the transit system, the RTP anticipates a 90% increase in transit service hours, resulting in an increase in daily transit trips from 361,000 to over one million. The RTP also recognizes the importance of an integrated multimodal transportation network and identifies the development of a multimodal system that works for everyone as a foundation of the plan. All of this work will help PSRC implement its Climate Action Plan and help both PSRC and WSDOT advance their shared goal of providing safe, reliable multimodal travel options for all users.</p>	No Action Taken	Thank you for your comment.

DE12.19 Julie Meredith	WSDOT	<p>Foundation – Maintain and Preserve the Existing System: pg.9 Although covered in the report, it would be good to identify directly and up front that fully investing and maintaining investment in Preservation and Maintenance results in the long-term, lowest cost investment approach. Consider bringing forward the green call out box on page 6 of the Maintenance, Preservation, and Operations report.</p>	No Action Taken	Thank you for your comment.
DE12.2 Julie Meredith	WSDOT	<p>Advancing the Financial Strategy The RTP’s financial strategy has been a major focus over the last two years and PSRC should be recognized for its outstanding work on this topic. PSRC was asked to take a more detailed look at what is needed to adequately fund plan investments in a way that doesn’t overly burden the region’s residents. PSRC developed four thoughtful investment scenarios as part of this work, representing distinct levels of investments and revenues for the board, committees, and the public to consider. It effectively facilitated conversations with PSRC board members regarding the difficult tradeoffs in each scenario necessary to align investments with revenues. In the end, PSRC was able to develop regional agreement on a new financial strategy with a more accurate picture of the region’s investment needs, new anticipated revenue sources, and a framework that will adequately fund the region’s investments in the new plan.</p>	No Action Taken	Thank you for your comment.
DE12.20 Julie Meredith	WSDOT	<p>Financial Report: pg.16 There is an assumption that Move Ahead Washington legislation generates new revenue that equals the allocation of highway related investments (Transit and Active Transportation are covered through CCA). Suggest stating that assumption. For context, the current law funding reported by the TERFC only projects at most \$5.1B revenues in the MAW account when projected over 20-years and the 25-27 transportation budget reallocates \$1.3B in debt authorization, still leaving around \$3-4B potential new revenue or some other legislative decision needed. This may need to be factored into the "financially constrained" analysis at the beginning of the report.</p>	No Action Taken	The financial strategy includes all currently authorized funding sources, not just MAW.

DE12.23 Julie Meredith	WSDOT	Suggest including a discussion of how the MTP/RTP is consistent with the Highway System Plan, consistent with RCW 47.80.030(2).	No Action Taken	Consistency with federal and state requirements is addressed in the purple call out box on page 5 of the draft plan. In addition, reference to the investments derived from the current Highway System Plan is noted on pages 6 and 23.
DE12.25 Julie Meredith	WSDOT	Plan investment: pg. 10 Appreciate seeing increased investment in BRT and local routes, however, do not see public rideshare/vanpool being mentioned. Though not high capacity, rideshare is a capable solution to commuting to growth centers.	No Action Taken	Thank you for your comment.
DE12.26 Julie Meredith	WSDOT	Foundation - Develop a Practical Financial Strategy: pg. 23 Suggest this section include fare projections to demonstrate commitment to keep them affordable and accessible to riders. For example, a statement like "these revenue sources allow us to keep fare affordable by keeping rate increases within inflation rate" or something like that.	No Action Taken	Thank you for your comment. The Financial Strategy has a more in-depth discussion of potential revenue sources and their implications.

DE12.3 Julie Meredith	WSDOT	<p>Maintenance and Preservation We are pleased to see that the draft RTP aligns with WSDOT Highway System Plan's commitment to maintenance and preservation of the system. The RTP recognizes that there is currently a significant backlog in maintenance of the system, that the overall condition of the system has been declining, and current funding is not enough to meet the needs. The new plan commits to "fully funding the maintenance, preservation, and operations of the transportation system at the optimal state of good repair through 2050 (p.14, MP&O)," including Washington State Ferries' vessel fleet and terminals. It identifies maintenance and preservation as a cornerstone of plan investments, with nearly 60% of the plan costs through 2050. New actions have also been added to the plan that commit PSRC to 1) monitoring overall investments levels for maintenance and preservation, 2) exploring new funding that can be dedicated to maintenance and preservation, 3) continuing to improve how it and partner agencies collect data, and 4) evaluating the condition of the system and estimate maintenance and preservation needs into the future. These are important elements that will allow PSRC and the region to continue to advance resiliency by maintaining and preserving the existing system.</p>	No Action Taken	Thank you for your comment.
DE12.4 Julie Meredith	WSDOT	<p>Streamlining and Accessibility WSDOT commends PSRC for the work it put into further streamlining the draft RTP. The update is more user friendly and easy to navigate and focuses on the actions and strategies needed to realize the future transportation system.</p>	No Action Taken	Thank you for your comment.
DE12.9 Julie Meredith	WSDOT	<p>Freight Transportation/Major Freight Corridors/Waterway Corridors: pg.1-2 Consider referencing the M5 Marine Highway as a freight corridor connecting to the Puget Sound maritime network. Consider including a discussion of the benefits of moving freight over water which include lower environmental emissions, reduced roadway congestion, less wear on roadway assets.</p>	No Action Taken	Thank you for your comment. We include Waterway Freight Corridors provided by WSDOT.

DE7 Karen Hartman	Unknown	<p>The transportation options for the City of Kirkland are gravely lacking. The proposed rapid line to go down 124th Avenue to get to the 85th Street Station (once built) and to downtown Bellevue is just that - that's the only rapid line. What about the rest of Kirkland? Nothing for 100th Avenue NE, Finn Hill, Market Street, etc. The transit options as they stand have taken away the direct route of the 255 bus line from Kirkland straight to downtown Seattle, and, quite frankly, if one of the major goals of this whole program is to have folks use cars less or not at all, That Is Impossible given the transit options we have. Even to get downtown to the finished 85th Street station, most folks will need to be dropped off (but by who?) or drive downtown, but when you get downtown there is no place to park your car by the 85th Street station, no multi-level parking garage (or free to the public), no shuttle from anywhere to the station.. etc. And there has been an onslaught of new apartments being built everywhere in Kirkland, meaning more cars blocking up the roads that already experience car challenges, with no solution in sight. Fix Metro bus lines! If you want folks to use cars less, well, help the situation. Make Rapid Ride lines more accessible, more lines, and get folks directly to places. For the elderly, blind, disabled, transportation is currently a nightmare for folks and most choose to either keep their cars, stay at home, or brave the many challenges (sometimes at risk for their safety) in order to get around Kirkland itself or out of Kirkland.</p>	No Action Taken	Thank you for your comment.
DE22.1 Kathy Strange	Puget Sound Clean Air Agency	<p>Thank you for the opportunity to comment on the draft Regional Transportation Plan (RTP). I write on behalf of the Puget Sound Clean Air Agency (hereafter, Agency), the regional air pollution control authority encompassing PSRC's same counties. The Agency works to realize a vision of healthy air, climate, and environmental justice for the benefit of all people in the Puget Sound region.¹ Mobile sources are one of the largest contributors to air pollution in our region, making our continued coordination and collaboration to implement aspects of the RTP vital.</p>	No Action Taken	Thank you for your comment.
DE22.2 Kathy Strange	Puget Sound Clean Air Agency	<p>Air pollution, Public Health, & Equity Benefits Passenger cars and light trucks emit particle pollution (PM2.5), the main driver of air pollution health risk in the Puget Sound region.² PM2.5 from diesel vehicles is particularly hazardous, presenting the greatest cancer risk from air toxics. Additionally, vehicles emit nitrogen oxides, a main precursor to ozone. The Agency is encouraged that the air quality conformity analysis reflects substantial reductions in criteria pollutants over the timeframe of the plan, due mainly to technology advances (especially zero emission technology) and fleet turnover. The plan's multimodal focus can also help to reduce exposures to harmful mobile source pollutants.</p>	No Action Taken	Thank you for your comment.

DE22.3	Kathy Strange Puget Sound Clean Air Agency	Overburdened communities in our region live disproportionately near major roadways. ³ The reduced emissions and corresponding improvements in ambient air quality are particularly impactful in these communities, which face increased health risks from more limited access to healthcare, higher environmental exposures based on where they live, and other societal barriers.	No Action Taken	Thank you for your comment.
DE22.4	Kathy Strange Puget Sound Clean Air Agency	Climate impacts and Co-Benefits On-road transportation is a major source of greenhouse gas emissions, accounting for 25% of emissions in our 4-county region. ⁴ As PSRC knows only too well, our region is already experiencing the effects of climate change including increased wildfires, heat risk, lower snowpack, larger flooding events, and lower summer stream-flows. Increasing greenhouse gas emissions will worsen these effects and lead to other long-term impacts like increasing acidity in Puget Sound and raising sea levels. ⁵	No Action Taken	Thank you for your comment.
DE22.5	Kathy Strange Puget Sound Clean Air Agency	While we are encouraged by the RTP's modeling that reflects an 83% reduction in GHG from 1990 to 2050, we will need to work together to achieve even deeper reductions. This will be especially important with the recent headwinds seeking to slow down the transition to zero emission vehicles. These headwinds will make reaching our emission reduction targets more challenging, requiring even greater innovation, collaboration, and commitment across the region.	No Action Taken	Thank you for your comment. PSRC will continue to work closely with PSCAA on implementation of the CCAP.

DE22.6 Kathy Strange	Puget Sound Clean Air Agency	<p>The Agency looks forward to working with PSRC, its committees, and jurisdictions to deliver the region's recently completed Comprehensive Climate Plan. The CCAP outlines strategies and actions for transportation and beyond that will help us meet our ambitious and necessary climate targets. In addition to greenhouse gas emission reductions, the actions and strategies outlined in the CCAP can improve air quality and public health, spur green job growth, and reduce energy costs for Puget Sound Region residents. We strongly support the Regional Transportation Plan and look forward to working with you to transition our region to a cleaner, more equitable, and sustainable transportation network.</p>	No Action Taken	Thank you for your comment.
DE18.1 Katy Ricchiuto	Transportation Choices Coalition	<p>To the PSRC Board and Staff, Thank you for the opportunity to provide public comment on the Draft Regional Transportation Plan (RTP) 2026-2050 and its supporting documents. We appreciate the significant work reflected in this package and recognize that it represents a meaningful evolution from the prior regional plans. Overall, the 2026 draft shows real progress in centering safety, climate, equity, health, multimodal access, and system preservation. The remaining gaps are less about policy direction and more about how adopted commitments are translated into funding decisions, project evaluation, and regional accountability. Our comments below focus on how PSRC where additional clarity in the RTP itself would strengthen implementation and improve transparency, while remaining consistent with PSRC's coordinating role as the regional planning organization shaping a better transportation future for our region.</p>	No Action Taken	Thank you for your comment.
DE18.2 Katy Ricchiuto	Transportation Choices Coalition	<p>Climate The 2026 RTP includes climate as a core foundation and clearly connects climate outcomes to land use and travel patterns, transit, pricing and demand management strategies, and the transition to zero-emission vehicles. RTP modeling shows that even under the preferred scenario, total vehicle miles traveled continue to increase through 2050. This reinforces the importance of clarity around how individual project investments contribute to regional outcomes. As the draft is refined, we request that PSRC build on existing reporting by developing a clearer framework for assessing project-level outcomes for PSRC-funded investments, including VMT and greenhouse gas emissions impacts where feasible. Making this relationship more explicit in the plan would help the public understand how funded projects collectively advance adopted regional climate goals, while remaining consistent with PSRC's coordinating role.</p>	No Action Taken	<p>Prior to every round of project selection, PSRC's boards review project selection criteria and have the opportunity to establish funding priorities. Please see discussion of Project Selection Process for PSRC's Federal Funds in supporting Administrative Procedures report. In addition, as part of PSRC's project selection process for FHWA funds, an estimation of the impact on emissions is conducted for every project submitted.</p>

DE18.3	Katy Ricchiuto Transportation Choices Coalition	<p>Safety and Accountability Traffic injuries and fatalities have increased in the region since 2010, especially among people walking, biking, rolling, and taking transit. We appreciate that the Draft RTP builds on the Regional Safety Action Plan, elevates a High-Injury Network focus, and aligns with USDOT's Safe System approach. The draft notes that safety was significantly strengthened as an evaluation criterion in PSRC's project selection processes for transportation funds distribution in 2024.</p> <p>As safety shifts from policy commitments to implementation, we believe having greater clarity in the plan on how these changes are applied in practice will enhance accountability. PSRC already collects and reports substantial safety-related data through the RTP Safety Dashboard and supporting materials, including serious injury and fatal crash trends, High-Injury Network mapping, mode-specific crash outcomes, and demographic disparities in crash impacts.</p>	No Action Taken	Thank you for your comment.
DE18.4	Katy Ricchiuto Transportation Choices Coalition	<p>Clarifying within the RTP how these data and performance measures are used in project evaluation and prioritization, and how progress toward the Target Zero goal is tracked and reported over time, would strengthen the implementation narrative. In addition, clarifying expectations that regional capacity projects address safe and connected bike, walk, roll, and transit access, including retrofits where existing infrastructure has created barriers, would better align implementation with adopted safety goals. Consistent with the Safe System emphasis on monitoring and evaluation, the RTP could also describe what programmatic or funding adjustments are available if regional safety trends are not improving.</p>	No Action Taken	The RTP does not analyze individual project benefits, but projects are screened via the Plan Consistency Framework for alignment with VISION 2050. Safety outcomes cannot be forecast, however each year PSRC monitors current safety data trends and reports these to the board. At board direction safety has been elevated throughout the RTP and in project selection criteria for PSRC's federal funds.
DE18.5	Katy Ricchiuto Transportation Choices Coalition	<p>Health as an Implementation Lens The Draft RTP makes an important and welcome shift by explicitly recognizing transportation as a determinant of public health, linking travel patterns, the built environment, and transportation access to physical activity, air quality, roadway safety, and access to healthcare and daily needs.</p> <p>What remains less clear is how this health analysis moves from narrative and context-setting into decision-making. As you refine and finalize the plan, we encourage PSRC to discuss how health related factors discussed in the plan, including exposure to air pollution and access to active transportation and essential services, are reflected in project evaluation, prioritization, and funding decisions, so the RTP's health framework guides implementation and supports measurable improvements for communities facing disproportionate health burdens.</p>	No Action Taken	Prior to every round of project selection, PSRC's boards review project selection criteria and have the opportunity to establish funding priorities. Please see discussion of Project Selection Process for PSRC's Federal Funds in supporting Administrative Procedures report.

DE18.6 Katy Ricchiuto	Transportation Choices Coalition	<p>Multimodal Access and Connectivity The Draft RTP makes meaningful progress by adopting a regional Active Transportation Plan and clearly linking walking, biking, rolling, and transit access to safety, health, climate, and equity outcomes. The plan also acknowledges persistent gaps in sidewalks, curb ramps, and active transportation networks, particularly in population centers and near high-capacity transit.</p> <p>The RTP would be strengthened by more clearly describing how PSRC funding programs prioritize multimodal access within transit sheds and growth centers, consistent with VISION 2050's growth and transit-focused policies. This includes directing a substantial share of regional growth and investment towards growth centers and transit-served areas, and how this emphasis is reflected in project scoring or selection. Integrating ADA transition planning considerations into project evaluation, and explicitly prioritizing projects that close sidewalk and curb ramp gaps limiting access to transit and essential services, would further reinforce the plan's accessibility commitments.</p>	No Action Taken	<p>Prior to every round of project selection, PSRC's boards review project selection criteria and have the opportunity to establish funding priorities. Please see discussion of Project Selection Process for PSRC's Federal Funds in supporting Administrative Procedures report.</p>
DE18.7 Katy Ricchiuto	Transportation Choices Coalition	<p>Equity The Draft RTP demonstrates progress in elevating equity through expanded disaggregated performance reporting and more explicit discussion of disparities across race, income, age, and ability. As the plan is refined, the connection between this analysis and decision-making would be stronger if the RTP more clearly explained how community-identified priorities are reflected in project selection and funding decisions, including how equity considerations influence the prioritization of investments in overburdened communities.</p> <p>In addition, clarifying how PSRC will monitor progress on reducing disparities over time, possibly through specific equity performance measures reported alongside investment outcomes, would strengthen accountability.</p> <p>A clearer discussion of displacement risk, cumulative impacts such as exposure to air pollution near freight corridors or high-volume roadways, and how implementation choices influence whether communities can benefit from transportation investments would further strengthen the regional equity outcomes.</p>	No Action Taken	<p>Prior to every round of project selection, PSRC's boards review project selection criteria and have the opportunity to establish funding priorities. Please see discussion of Project Selection Administrative Procedures report. PSRC will continue to update the Equity Tracker and RTP Dashboard.</p>

DE18.8 Katy Ricchiuto	Transportation Choices Coalition	<p>Financial Strategy and Tradeoffs</p> <p>We welcome the plan's candid discussion of funding needs and constraints, and we note that the draft RTP financial strategy prioritizes maintenance and preservation of transportation system assets. The financial strategy estimates that fully implementing the RTP would require tens of billions of dollars in new revenue through 2050, while constrained-revenue scenarios illustrate that a significant share of identified needs remains unfunded. As the plan is refined, more clearly acknowledge the assumptions underlying potential new revenue sources, including the Road Usage Charge rates under consideration at the state level, and to illustrate how those assumptions would affect long-term revenue availability as well as VMT, greenhouse gas emissions, safety outcomes, and system preservation. Clarifying how these fiscal tradeoffs shape the delivery of multimodal, safety, and accessibility outcomes under constrained funding scenarios would also help set realistic expectations for implementation.</p>	No Action Taken	Please see the supporting Finance Strategy report for more detailed discussion of steps that might be necessary to enable and implement potential new funding sources and the issues associated with them.
DE18.9 Katy Ricchiuto	Transportation Choices Coalition	<p>Conclusion</p> <p>In closing, the draft RTP reflects meaningful progress, particularly in its safety foundation, alignment with the RSAP and Safe System approach, and the integration of health and coordinated mobility strategies. The opportunity now is to close the gap between strong policy direction and on-the-ground outcomes by clarifying implementation pathways, accountability mechanisms, and PSRC's role in applying its tools consistently. We appreciate the opportunity to comment and look forward to continued engagement as the plan is finalized and implemented.</p>	No Action Taken	Thank you for your comment.
13 Ken Boman	Unknown	Public transit is not important in rural areas, we do not want it. Adding mass transit does not make an area nicer, but brings a cheap or free way for low life's to ride the bus out to the country and steal stuff. No mass transit in the snoqualmie valley.	No Action Taken	Thank you for your comment.
15 Kirsten	Unknown	Please consider expanding service to the valley. As a resident of Duvall, I have access to no local medical services. As a chronically ill individual, I have to commute for appointments 2-4 times per week, spending an average of more than 2 hours daily in a single occupancy vehicle. I have a medical accommodation to work from home because I cannot reasonably commute to Redmond with public transit. I can't justify participating in social activities outside of the valley because of the lack of public transit. Creating a loop around Lake Sammamish and through the Valley would support all growth areas in King county, improve access to much needed resources, and better support business throughout the Puget Sound. Or we can keep letting Duvall become completely inaccessible every few years due to flooding.	No Action Taken	Thank you for your comment. The Coordinated Mobility Plan includes priority needs and strategies to support those with mobility challenges, including access to healthcare, wellness and other destinations.

12	Ksenia Ershova	Unknown	<p>Hello, I have a few suggestions/additions to the Plan, please consider.</p> <p>1. Regional rail access to mountain and rural areas.</p> <p>Adding three regional rail lines would dramatically improve access to the mountains and increase connectivity among rural communities: a train to Stevens Pass, a train to Snoqualmie Pass, and a line along the Snoqualmie River Valley connecting North Bend to Monroe. These additions align directly with several Transportation Plan priorities, including Climate, Equity, and Accessibility. Currently, people without cars have no practical way to reach the mountain passes for skiing or other outdoor recreation. Recent events have also shown that even car access can be unreliable when the road is washed out. These new rail lines should be fully integrated with the existing Link system.</p> <p>2. Incorporating noise pollution into health analysis.</p> <p>I suggest adding noise pollution metrics to the Health chapter of the Plan. Noise pollution has significant impacts on physical health and overall well-being, particularly in light of the Plan proposing new freight routes. At a minimum, noise should be tracked at a block-by-block level of detail. The Plan should also include clear noise mitigation strategies, such as the installation of freeway noise barriers.</p> <p>3. Optimizing Sounder commuter rail service.</p> <p>The Sounder commuter rail schedule and hours of operation should be expanded so the system can be used not only for commuting to and from work, but also for evening and weekend travel. Sounder is a valuable regional asset that is currently significantly underutilized.</p>	No Action Taken	Thank you for your comment.
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16	Louis Jovanovich	Unknown	<p>Hello! I grew up on Vashon Island, and I grew up riding the ferry. This new comprrehaiv plan is an incredible opportunity to fundamentally change the way our across Sound transportation system works.</p> <p>The short version is this: Bring Back the Mosquito Fleet!!</p> <p>Let me expand on that though. The current ferry system is bloated, slow, expensive, and carbon intensive. I love the idea of hybrid ferries, and car ferries will not be going away in full, we still need them to move cars across the sound, but as the Fast Ferries from Kitsap to Seattle has proven, what we need for the climate, for affordability, and for encouraging more micro mobility is a modern version of the Mosquito Fleet.</p> <p>What do we need in our communities? More low carbon transportation. Less cars. More affordable housing, and faster, more efficient transportation across the Sound. Electric fast ferries, operated everywhere from Kingston to Des Moines to Gig Harbor would solve all of these if implemented correctly.</p> <p>Small, local fast ferry docks have the potential to be hubs for car free transportation from which a more robust car free transportation system can stem from. Imagine a Fast Ferry dock on Vashon Island, built in the exact spot one of the old Mosquito Fleet docks was. It could easily run routes to Des Moines, Burien, Browns Point and West Seattle, and each of those docks could have bike lanes and transit routes running directly between them and the already existing Light Rail system. Without a car, I could ride my bike or take the bus to the Vashon Dock, where I could then hop on a bus to the Des Moines light rail station to do anything I would need to do in Seattle.</p> <p>Or I need to go to the airport, and I live in Gig Harbor. I could get on the ferry at Gig Harbor, take it to a Ruston Dock, which could then take me to. Brown's Point or Des Moines dock, from where I could get on a bus to the light rail station. All car free and zero emission.</p> <p>If we want to encourage car free transportation, especially across the Sound, the Mosquito Fleet model is the best and most realistic path towards that. We already have the beginnings of one with the Fast Ferry. We already have a backbone of transit on the east side of the Sound in the Light Rail.</p> <p>Please take the next steps, and bring back the Mosquito Fleet!</p>	No Action Taken	Thank you for your comment.
DE21.1	Maggie Fimia	Smarter Transit	<p>Thank you for the opportunity to comment on the updated 2050 Transportation Plan. I have the following questions and comments regarding the stated goals vs. actual projected outcomes to achieve those goals:</p> <p>From pg.7: The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.”</p>	No Action Taken	Thank you for your comment.

DE21.2 Maggie Fimia Smarter Transit	<p>To achieve this vision, PSRC has worked with its boards of elected officials, staff from local agencies around the region, members of the public and other stakeholders to identify current challenges and needs of the system into the future. This work began with identification of the board’s policy priorities for developing the region’s transportation plan.</p> <ul style="list-style-type: none"> •Maintenance and Preservation: Significant investment will be made to maintain and preserve all aspects of the current and future transportation system. •Climate: The region will have a green, clean transportation system that supports regional and state goals to substantially reduce greenhouse gas emissions and climate change. •Safety: Deaths and serious injuries on the region’s roads will be substantially reduced through proactive actions based on a Safe System Approach. •Equity: All the region’s residents will have access to transportation choices that provide reliable and timely connections to the places they want to go. •Accessibility: The region will have a reliable and seamless transportation network giving people choices for their travel needs to and from home, work, school, recreation and other places. • Finance: There will be adequate funding to support necessary investments in the transportation system that don’t overly burden the region’s residents... 	No Action Taken	Thank you for your comment.
DE21.3 Maggie Fimia Smarter Transit	<p>From pg. 10</p> <p>1.Complete and grow the regional and local transit system</p> <p>The final plan scenario identified by PSRC’s boards and by the majority opinion across seven regional public meetings supported a focus on maintenance, preservation and transit growth. VISION 2050 calls for attracting 65% of the region’s residential growth and 75% of the employment growth to regional growth centers and near high-capacity transit. Therefore, it is critical to complete the planned expansion of the integrated high-capacity transit network.</p>	No Action Taken	Thank you for your comment.
DE21.4 Maggie Fimia Smarter Transit	<p>Pg. 11 ... approximately 36% of the region’s population today lives or works in areas with density levels supportive of All Day transit service (i.e., service with at least three trips per hour between the hours of 5am and 10pm) but do not have that service provided.</p> <p>[With the investments in the plan, the gap is reduced to 25% by 2050 — a significant improvement, but an example of future investment that will be needed to fully provide a seamless multimodal system across the region.] Unclear what they mean by this</p>	No Action Taken	Thank you for your comment.

<p>DE21.5 Maggie Fimia Smarter Transit</p>	<p>From the Regional Transportation Plan 2026-2050 Systems Performance Report DRAFT Pg. 15 Table 5: Total Population by Centers by 2050</p> <p>In a Regional Growth Center – 844,500 Not in a Regional Growth Center – 4,944,100 Region Total – 5,788,600</p> <p>By 2050 we will still see only 15% of growth going to Regional Growth Centers and 85% not going to Regional Growth Centers.</p> <p>Question: If our policies and investment goals are to direct growth to Regional Growth Centers, why, after more than 50 years are we not achieving better results?</p>	<p>No Action Taken</p>	<p>Thank you for your comment.</p>
<p>DE21.6 Maggie Fimia Smarter Transit</p>	<p>Pg. 16 Key Trends and Findings</p> <ul style="list-style-type: none"> •89% of the total growth is estimated to occur in Metropolitan Cities, Core Cities and High-Capacity Transit Communities, places with the greatest concentration of transit investments in the RTP. <p>Question: Again, why are we not seeing a higher percentage of trips on transit given the enormous investment by 2050?</p>	<p>No Action Taken</p>	<p>Thank you for your comment. As shown in the System Performance Report, transit ridership varies based on trip type and locations around the region. Modeling shows dramatically higher future transit usage in centers and areas with high capacity transit.</p>
<p>DE21.7 Maggie Fimia Smarter Transit</p>	<p>Pg. 28 –</p> <ul style="list-style-type: none"> •Total delay is forecasted to increase 56% between 2023 and 2050 with the largest increases of delays on roadways in Kitsap and Snohomish Counties. •Census tracts with the highest shares of people with limited English proficiency and youth are estimated to have the most delay per capita in 2050. <p>Question:</p> <p>How is this enormous increase in congestion/delay, especially for marginalized populations consistent with the statement on your website describing the RTP: “The Draft Regional Transportation Plan (RTP) sets a course for maintaining and expanding our transportation network, to ensure residents and goods can travel easily throughout the region”</p>	<p>No Action Taken</p>	<p>Thank you for your comment. The RTP is focused on providing a variety of ways to move people and goods across the region to ensure that people have access to opportunity and the economy can thrive and grow. The overall growth in delay is much higher under a No Action scenario; the investments in the RTP limit the growth in delay that comes with a growing region. For example, more people will have access to frequent and all-day transit services across the region, allowing them various options to meet their transportation needs outside of driving.</p>

DE21.8 Maggie Fimia	Smarter Transit	<p>Pg. 70 Table 75 Mode Share by Regional Geography – All Trips Questions:</p> <ol style="list-style-type: none"> 1. After 50 years and almost \$200 billion do we only achieve a 3% increase in transit use? 2. Has the PSRC done any alternatives analysis for achieving a higher percentage like using BRT instead of light rail to extend ST3? Not requiring transfers from buses to LR so people keep their one seat ride? 3. Other key transportation/transit/walking/biking/ferry projects are going unfunded or have actually been dropped from the plan. What increases in taxes will be needed to fund those? 4. Maintenance and preservation are high on the public’s list for investment yet remain decades behind in funding/addressing. 5. Why are new technologies like public and private automated shuttles and on-Demand car and Van service, car and vanpools not being seriously studied and incorporated into this plan update? 	No Action Taken	PSRC evaluated the transit projects proposed by sponsors that were identified through the development of transit development plans, which included assessments of the benefits, costs, and performance of different transit technologies. For a detailed discussion of gaps in revenue to meet identified needs, please see the supporting Financial Strategy report. As shown in the System Performance Report, transit ridership varies based on trip type and locations around the region. Modeling shows dramatically higher future transit usage in centers and areas with high capacity transit.
DE2 Martin Pagel	Unknown	<p>We use trams, LR, ferries, and buses in our transportation system, but cities like Mexico City use gondolas. Paris just opened their first line. With many hills in our region, has PSRC considered looking at gondola technology as feeder systems to BRT and LR lines? It could be used to expand the high frequency corridors or circumvent obstacles like steep slopes, freeways, or waterways.</p>	No Action Taken	Thank you for your comment.
DE14.1 Michael Leach	Move Redmond	<p>Focus on Safety Reducing fatalities and serious injuries on our streets is critical, and the Puget Sound Regional Council has established a solid foundation through the Regional Safety Action Plan. As transportation projects move into the design phase, local jurisdictions must approach each project with a safety-first lens. Implementing safer street design during routine repaving and maintenance projects will be a cost-effective strategy for implementation.</p>	No Action Taken	Thank you for your comment.
DE14.2 Michael Leach	Move Redmond	<p>Prioritize Transit, Walking, Biking Reducing Vehicle Miles Traveled is essential for our region to meet our climate goals. To effectively shift transportation habits, we must create multimodal networks that are safe, easy to navigate, and connected. Regional transit must be frequent in dense urban areas and reliable in more rural areas of the region. Access to transit must be safe and convenient for people through sidewalks, safe crossings, and bus stops with well-lit benches and shelters.</p>	No Action Taken	Thank you for your comment.

DE14.3	Michael Leach	Move Redmond	<p>Take a Maintenance-First Approach</p> <p>We urge you to prioritize stewardship of existing infrastructure instead of expanding highways or vehicle capacity. Limited transportation funds should be directed towards the care and repair of our roadways. Instead, investments should enhance safety and increase capacity through transit, bike, and pedestrian infrastructure to move more people more efficiently through our existing right of way.</p>	No Action Taken	Thank you for your comment.
DE14.4	Michael Leach	Move Redmond	<p>Fund our Transportation System with Progressive Revenue</p> <p>Gas Tax revenue is declining as electric vehicle adoption increases, making it necessary to supplant this funding with modern, sustainable revenue sources. As transportation is currently the second-highest household expense after housing in our region, it is imperative that investments in our transportation system are funded in a progressive and equitable way. Move Redmond supports exploring progressive revenue options, including a progressive version of the Road Usage Charge. While implementing this would require a significant effort at the state level, it represents a promising, long-term strategy to stabilize transportation funding and ensure a fairer system.</p>	No Action Taken	Thank you for your comment.
DE 4.2	Nicole Barker	Open Doors for Multicultural Families	<p>2. Exposure to Criminal Activity and Public Drug Use at Transit Stations</p> <ul style="list-style-type: none"> •Open drug use •Verbal harassment •Unpredictable behavior from individuals in crisis •General environments that do not feel child safe <p>Impact on the community:</p> <ul style="list-style-type: none"> •Families cannot safely use public transit, which reduces access to employment, healthcare, and services. •Vulnerable youth and adults with IDD may experience trauma or sensory overwhelm. •Some families will not set foot in certain transit areas, making “equity” goals unattainable. <p>Key nuance: Parents emphasize that increased police presence can feel unsafe for BIPOC communities. They want safety without criminalizing vulnerability.</p>	No Action Taken	Thank you for your comment.
DE 4.4	Nicole Barker	Open Doors for Multicultural Families	<p>3.2 Language Access Gaps</p> <ul style="list-style-type: none"> •Riders need multilingual digital and posted information. •Families suggested digital language supports at transit hubs. 	No Action Taken	Thank you for your comment.

DE4.1	Nicole Barker	Open Doors for Multicultural Families	<p>As an organization serving BIPOC, immigrant and refugee, multilingual families, as well as children, youth, and adults with intellectual and developmental disabilities (IDD), we appreciate the opportunity to provide feedback on the Regional Transportation Plan. Our community's lived experiences offer critical insight into how transportation systems impact safety, accessibility, independence, and equitable access to opportunity. Because our populations are often overlooked in mainstream planning processes—and because our new MCV home is located directly adjacent to the Kent Des Moines Transit Station—we are so grateful for this opportunity. Thank you.</p> <p>1. Safety Concerns for Individuals with IDD and Neurodivergent Youth 1.1 Elopement (Running/Wandering) Risk Key risks: •Pacific Highway and surrounding corridors are high traffic, high speed, high injury zones. •Youth can elope “in a blink of a second,” putting them at risk of being struck by a vehicle. •Proximity to bodies of water increases drowning risk—recent tragic incidents in the community illustrate this danger. What the city must consider: •Fencing and physical barriers around transit platforms and sidewalks. •Designated safe zones near stations where caregivers can redirect children. •Additional attention to areas near water, steep grades, and fast moving streets.</p>	No Action Taken	Thank you for your comment.
DE4.10	Nicole Barker	Open Doors for Multicultural Families	<p>5.4 Terrain barriers •Uphill or uneven walks can trigger seizures or create mobility hazards. •Riders need alternative accessible paths clearly marked. Suggestion: Before reaching a stop, provide advance signage indicating: •Bus arrival times •Alternative accessible stops nearby •Best routes for avoiding steep grades</p>	No Action Taken	Thank you for your comment.
DE4.11	Nicole Barker	Open Doors for Multicultural Families	<p>6. Overcrowding of Bus Shelters with Homeless Encampments Families report: •Feeling unsafe entering shelters used for extended camping or drug use. Recommendation: •Regularly monitor and maintain shelters. •Connect individuals experiencing homelessness to services without punitive approaches.</p>	No Action Taken	Thank you for your comment.

DE4.12	Nicole Barker	Open Doors for Multicultural Families	<p>7. Misconception: “People with disabilities should just use Access” Families report that Metro often assumes:</p> <ul style="list-style-type: none"> •IDD = automatic qualification for Access •IDD = rider should only use paratransit <p>This creates access barriers because:</p> <ul style="list-style-type: none"> •Many IDD youth want independence and choose to use regular transit. •Many do not qualify for Access, despite real support needs. •Mainstream transit must be designed to serve them. 	No Action Taken	Thank you for your comment.
DE4.13	Nicole Barker	Open Doors for Multicultural Families	<p>8. Environmental and Health Considerations Clear signage and enforcement of:</p> <ul style="list-style-type: none"> •No smoking at transit stops <p>This protects individuals with asthma, respiratory issues, sensory sensitivities, and other health vulnerabilities.</p>	No Action Taken	Thank you for your comment.
DE4.14	Nicole Barker	Open Doors for Multicultural Families	<p>9. Emergency and Elopement Response System There is currently no clear system when a child or adult with IDD accidentally:</p> <ul style="list-style-type: none"> •Boards the wrong bus or train •Gets lost during transit •Elopes and ends up in a transit corridor <p>Recommendation:</p> <ul style="list-style-type: none"> •A non-police emergency hotline specifically for transit-related safety events. •Ability to rapidly alert transit staff across the system. 	No Action Taken	Thank you for your comment.
DE4.15	Nicole Barker	Open Doors for Multicultural Families	<p>10. Technology Integration Opportunities Community members recommend:</p> <ul style="list-style-type: none"> •App or Bluetooth pairing to support language access in transit progress •Multi-language route updates •Spoken alerts for riders with visual disabilities •Push notifications for delays, reroutes, or stop closures 	No Action Taken	Thank you for your comment.
DE4.3	Nicole Barker	Open Doors for Multicultural Families	<p>3. Accessibility of Transit Information (Language, Vision, Cognitive Processing) 3.1 Small or Inaccessible Fonts at Bus Stops</p> <ul style="list-style-type: none"> •Printed schedules and information signage are too small for many individuals, especially elders or those with visual processing challenges. •There is no tactile, auditory, or multi language support. 	No Action Taken	Thank you for your comment.
DE4.5	Nicole Barker	Open Doors for Multicultural Families	<p>3.3 Real Time Route Access for Caregivers This community relies on caregivers or case managers to support safe travel. They need:</p> <ul style="list-style-type: none"> •GPS/Bluetooth connection showing where the youth’s bus or train is •Automatic alerts when the rider boards or exits 	No Action Taken	Thank you for your comment.

DE4.6	Nicole Barker	Open Doors for Multicultural Families	<p>4. Lack of Staff Training on Supporting Riders with IDD</p> <p>Examples from your programs:</p> <ul style="list-style-type: none"> •Youth fall asleep on the bus and miss their stop, losing employment as a result. •Drivers often fail to check on disoriented, confused, or wandering passengers. <p>Successful model: Pierce County Transit has begun training all transit drivers on supporting riders with disabilities after collaboration with community organizations.</p> <p>Your recommendation: Replicate this training region wide, ideally co designed with IDD serving organizations.</p>	No Action Taken	Thank you for your comment.
DE4.7	Nicole Barker	Open Doors for Multicultural Families	<p>5. Physical Accessibility of Bus Stops and Approaches</p> <p>5.1 Long walking distances to bus stops</p> <p>This disproportionately impacts:</p> <ul style="list-style-type: none"> •Individuals with mobility challenges •Youth prone to seizures triggered by exertion •Families with strollers, wheelchairs, or multiple children 	No Action Taken	Thank you for your comment.
DE4.8	Nicole Barker	Open Doors for Multicultural Families	<p>5.2 Unsafe or poorly lit locations</p> <p>Example:</p> <ul style="list-style-type: none"> •Bus stop near Kent Meridian High School is completely dark at night, with riders waiting in unsafe conditions. 	No Action Taken	Thank you for your comment.
DE4.9	Nicole Barker	Open Doors for Multicultural Families	<p>5.3 No seating or shelter</p> <ul style="list-style-type: none"> •Many stops have nowhere to sit. •This is physically dangerous for people who cannot stand long or who experience seizures. •Severe weather (rain, snow, ice) regularly strands riders without cover. 	No Action Taken	Thank you for your comment. The Coordinated Mobility Plan identifies needs and strategies to support people with mobility challenges including older adults, youth, people with limited English proficiency and people with disabilities.

7	Oliver Chen	Unknown	<p>I like the general direction we are moving. I do not have the expertise to say whether we have reasonable targets, but I would like to see:</p> <ul style="list-style-type: none"> - A strong emphasis on maintenance/preservation rather than system expansion - Focused growth in regional centers and metropolitan cities - A strong emphasis on moving driving trips to transit, biking, and walking, in particular within regional centers and metropolitan cities <p>I don't know if these are within the purview of PSRC, but I'd also like to see:</p> <ul style="list-style-type: none"> - Wider deployment of tolling to manage road usage and fund maintenance, especially replacing unenforceable HOV lanes with toll lanes if possible - Wider deployment of automated traffic enforcement 	No Action Taken	Thank you for your comment.
DE16.1	Peter Heffernan	King County Metro	<p>We commend the work the PSRC has done to gather public input and incorporate equity, climate and safety as key components of the Regional Transportation Plan. These are critical elements that need to be integrated for the region to be successful as it faces significant growth in population and employment as well as environmental challenges. While we support many aspects of the Regional Transportation Plan, including the focus on preservation of the existing system and investment in public transit, we feel that it would benefit from additional emphasis and clarification on several topics. These include emission reductions, securing the financial resources needed to implement planned investments and mobility improvements, and enhancing the monitoring system (Regional Transportation Plan Dashboard) that tracks the issues and foundational assumptions in the Plan such as progress towards meeting maintain our transportation system in a state of good repair(roadway, bridges, and transit), reductions in serious and fatal accidents on our roadways, improving access to transit, and securing financial resources to implement the plan.</p>	No Action Taken	Thank you for your comment.
DE16.10	Peter Heffernan	King County Metro	<p>Main Document N/A 10 Investments and System Performance - Maintenance 1. Will the focus on maintenance require agencies to shift how they use funds to meet PSRC maintenance goals? 2. The bullets about "expanded data collection" and "monitor overall investment levels" may add burden for staff to track systems conditions and investments.</p>	No Action Taken	Thank you for your comment.

DE16.12 Peter Heffernan	King County Metro	<p>Main Document N/A 18 Health</p> <p>The bullet "encouraging alternatives to driving alone" - is unclear on what encouraging would entail. TDM programs to encourage behavior change, or investments in infrastructure that facilitate that behavior change, or something else? The other bullets include more specific actions.</p>	No Action Taken	Thank you for your comment.
DE16.13 Peter Heffernan	King County Metro	<p>Main Document N/A 19 Region Climate Goals</p> <p>Table 1 - In addition to providing information on today and 2050 goal table should also include what the plan would achieve in reaching the GHG reduction goal. In Figure 2 it appears that the RTP plan falls short of reaching the GHG reduction goal. If this is correct this should be clearly stated in the report.</p>	No Action Taken	As noted in the plan, the state and regional climate goals encompass all sectors, and the RTP provides substantial reductions in the on-road transportation sector to support achieving those goals. The plan further references the regional Comprehensive Climate Action Plan, which identifies actions necessary to achieve the goals across all sectors.
DE16.14 Peter Heffernan	King County Metro	<p>Main Document N/A 20 Foundation – Ensure the System Performs for the Region (Figure 2)</p> <p>What exactly is Figure 2 referring to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 baseline? The next paragraph talks about all sectors associated with GHG emissions and climate goals, so it is a little confusing if this document is supposed to be specific to transportation and the RTP. How much of a reduction in transportation-related emissions does the plan assume will result from the RTP modeling/proposed investments? That seems like a more useful measure to share here than overall statewide climate progress which is shown in the graphic.</p>	No Action Taken	Figure 2 identifies the units of measurement included in the chart, and both the main document and the Climate report describe the relationship between the RTP analysis and the all-sector climate goals.
DE16.15 Peter Heffernan	King County Metro	<p>Main Document N/A 24 Foundation - Develop a Practical Financial Strategy</p> <p>Table 4: Identifies revenue gaps for different sponsor types. For several of the sponsor types the revenue gap identified due to the summary level information shown masks the significant short fall identified in the Financial Strategy on page 32 - Figure 6 for King County. Clarification should be added to Table 4 that provides greater context on the regional summary information.</p>	No Action Taken	The plan document points the reader to the greater detail found in the Financial Strategy report.

DE16.16 Peter Heffernan	King County Metro	<p>Main Document N/A 24 Foundation - Develop a Practical Financial Strategy The document states "Today, cities in particular are more heavily reliant on locally available revenue sources insufficient to meet the needs" but should also mention that counties lack the revenue tools that are available to cities to meet their needs.</p>	No Action Taken	Thank you for your comment. Gaps exist for all sponsor categories; this statement highlights the largest gap existing for cities.
DE16.17 Peter Heffernan	King County Metro	<p>Main Document N/A 26 On the Horizon Will the emphasis on multi-modal, centers, and equity reduce rural areas' ability to compete for funds to maintain/preserve infrastructure in rural, less diverse areas?</p>	No Action Taken	Thank you for your comment.
DE16.18 Peter Heffernan	King County Metro	<p>Main Document N/A 27 Conclusion and Call to Action The "Maintenance and Preservation" bullet point says that PSRC will "continue to improve how PSRC and partner agencies collect data." Will agencies be required to change data collection methods or include additional data fields in its inventories to comply?</p>	No Action Taken	This is an evolving area that will be determined in partnership with member agencies in future discussions.
DE16.19 Peter Heffernan	King County Metro	<p>Climate & Environment Climate & Resilience Report 4 Regional Transportation Plan (RTP) Does this mean the plan estimates future emissions from on-road vehicles via their analyses, which are separate from the regional GHG inventory referenced previously? "PSRC's analyses estimate emissions from on-road vehicles,"</p>	No Action Taken	As noted in the plan, the state and regional climate goals encompass all sectors, and the RTP provides substantial reductions in the on-road transportation sector to support achieving those goals. The plan further references the regional Comprehensive Climate Action Plan, which identifies actions necessary to achieve the goals across all sectors.
DE16.2 Peter Heffernan	King County Metro	<p>Climate: The Draft Regional Transportation plan is estimated to reduce greenhouse gases by 83% from 1990 levels by 2050. We support the region beginning work to establish interim greenhouse gas reduction targets (i.e., 2035 and 2040) to help ensure progress towards the 2050 goal. Tracking these interim targets will provide us with the ability to assess our success in meeting these goals and adjust the plan and policies if needed.</p>	No Action Taken	Thank you for your comment.

DE16.20 Peter Heffernan	King County Metro	<p>Climate & Environment Climate & Resilience Report 4 Regional Transportation Plan (RTP) Would be useful to add some language for clarity: "Details on the significant expansion of the region's transit system, the active transportation plan and other multimodal investments planned for the future/modeled in VISION 2050/used in the RTP analyses can be found in the RTP Future Transportation System Report. Information on transportation financing and pricing strategies can be found in the Financial Strategy Report."</p>	No Action Taken	Thank you for your comment.
DE16.22 Peter Heffernan	King County Metro	<p>Financial Strategy Financial Strategy 26 New Revenue Options The report should include the impact of a Road Usage Charge replacing future gas tax proceeds committed to paying existing transportation bonds.</p>	No Action Taken	As noted in the draft plan, the Financial Strategy has been developed to provide a flexible approach that recognizes the unique needs and constraints of agencies around the region, with a call for continued collaborative discussions leading to more detailed future actions.
DE16.23 Peter Heffernan	King County Metro	<p>Financial Strategy Financial Strategy 32 Figure 8. Local Transit Revenue Gap by Agency, Attachment C Can the PSRC provide additional information on the current law revenue assumptions (sales tax and fares) for the local public transit.</p>	No Action Taken	PSRC will coordinate with King County Metro on providing this background.
DE16.24 Peter Heffernan	King County Metro	<p>Multi Modal Mobility Active Transportation Plan 5 Pedestrian and Bicycle Facilities Inventory It appears that the sentence "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above and regional shared use paths." (Active Transportation Plan, page 5) is not implemented in areas such as the Future Transportation System Visualization Tool. Recommends considering either of the following options: A) Add Regional Shared Use Paths to the Regional Pedestrian and Bicycle Network in areas such as the Future Transportation System Visualization Tool, or B) Delete "regional shared use paths" from the sentence so it reads "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above."</p>	No Action Taken	Regional shared use paths are included in the Future Transportation System and visualization tool as a separate layer.

DE16.25 Peter Heffernan	King County Metro	<p>Multimodal Mobility Active Transportation Plan 26 Next Steps/What's Ahead? Final bullet states that "Implementing agencies should work to improve the accounting of all pedestrian and bicycle needs in long-range planning documents, including estimated costs for safety, maintenance and preservation, and ADA accessibility." Providing cost estimates for ALL ped/bike needs may be a burden for staff to track.</p>	No Action Taken	Thank you for your comment.
DE16.3 Peter Heffernan	King County Metro	<p>Safety: Protecting the health and safety of our residences is a fundamental responsibility of government at all levels. As noted in the Safety section of the Regional Transportation Plan, VISION 2050 prioritizes transportation safety and incorporates a policy supporting the state's goal of zero roadway deaths and serious injuries outlined in Washington's Target Zero plan. Adoption of the Regional Safety Action Plan in 2025 by the PSRC supports this policy and will make strides to improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries. While there have been some recent improvements unfortunately, data trends show that number of fatalities and serious injuries crashes over the last decade have increased. The Regional Transportation Plan provides information on the Regional Safety Action Plan and identifies implementation actions on integrating with project selection, supporting local agencies, monitoring, and future work. King County supports PSRC continuing to report, expand performance measures and targets to allow the region to understand what programs are being adopted to address safety and how the region is doing in reducing fatalities and serious injuries on our transportation system.</p>	No Action Taken	Thank you for your comment.
DE16.5 Peter Heffernan	King County Metro	<p>Active Transportation: The Puget Sound region has been making strides to increase active transportation mode shares through improved connectivity and enhanced nonmotorized facilities. The draft Regional Transportation Plan expresses an ambitious vision for regional high-capacity transit. Addressing ADA needs and expansion of the region's active transportation system will be an important component of our region's mobility future. As part of the implementation of the Plan we encourage the PSRC to work to include the outcomes of the Regional Transit Access Assessment currently underway to better understand how sidewalks, bike lanes and shared use paths can support transit accessibility throughout the region, continue to evaluate PSRC's methods for identifying pedestrian and bicycle gaps on the regional transportation network, and incorporate the needs that are being identified by local agencies associated with the ADA transition plans.</p>	No Action Taken	Thank you for your comment.

DE16.6	Peter Heffernan	King County Metro	<p>Transit: VISION 2050 calls for attracting 65% of the region's residential growth and 75% of its employment growth to regional geographies that are centered upon high-capacity transit station areas. Achieving this level of growth near transit is critical to achieving reduction in greenhouse gas emissions, vehicle miles travel, and addressing historic inequities. As part of the implementation of the Regional Transportation Plan it is critical that the region develop strategies and policies to help secure revenue to provide the service and supporting infrastructure needed to achieve these goals.</p>	No Action Taken	Thank you for your comment.
DE16.7	Peter Heffernan	King County Metro	<p>See below for additional comments that identify technical corrections and suggested changes to the draft Regional Transportation Plan and its appendices. Thank you for the consideration of these comments and if you have any questions regarding these comments, please contact me at peter.heffernan@kingcounty.gov.</p>	No Action Taken	Thank you for your comment.
DE16.8	Peter Heffernan	King County Metro	<p>Main Document N/A 5 Introduction Suggest including in the introduction additional information on how Regional Equity Strategy helps to shape the development of the Draft Regional Transportation Plan</p>	No Action Taken	Thank you for your comment.
DE16.9	Peter Heffernan	King County Metro	<p>Main Document N/A 6 Challenges, Ambitions and Objectives Information should be included to distinguish the challenges between urban and rural areas.</p>	No Action Taken	Thank you for your comment.
DE3.1	Quinn Kelly	Unknown	<p>I am a resident of Seattle's Beacon Hill neighborhood. I am writing to provide my comments on PSRC's Draft Regional Transportation Plan. Thank you for all of your work putting together this thoughtful and relatively concise document. Overall, I want to see a greater focus on reducing VMT as a strategy to address climate, safety, and health goals. I support efforts to focus development around frequent transit networks. My detailed comments on the Draft RTP are as follows: •P. 7: I take issue with the language of preserving "all aspects of the current and future transportation system". There are aspects of our current transportation system--such as the highways and wide urban arterials that divide neighborhoods, pollute our air, and contribute to large numbers of pedestrian injuries and fatalities--that should not be preserved in their current form. In many cases, we should think about how to redesign these assets to better serve our communities.</p>	No Action Taken	Thank you for your comment.

DE3.11	Quinn Kelly	Unknown	•P 22: These performance metrics are not ambitious enough. We need VMT to go down. Electric vehicles are not the answer.	No Action Taken	Thank you for your comment.
DE3.12	Quinn Kelly	Unknown	•P 24: Would love to see some more progressive revenue sources here. Could we charge more to register multiple vehicles to a single individual / household?	No Action Taken	For more detailed information about the Financial Strategy and potential revenue sources, see the Financial Strategy report: https://www.psrc.org/planning-2050/regional-projects/2026-rtp/finance
DE3.13	Quinn Kelly	Unknown	•P 26: Increased air travel does not seem aligned with climate goals.	No Action Taken	Thank you for your comment.
DE3.2	Quinn Kelly	Unknown	•P 7: Equity should acknowledge not just universal mobility, but also address historic injustice and the disproportionate burden of traffic violence, air pollution, and law enforcement on racialized and marginalized communities.	No Action Taken	Thank you for your comment.
DE3.3	Quinn Kelly	Unknown	•P 11: Many new light rail stations (e.g. Federal Way) are located in areas that are unsafe and/or uncomfortable to walk and bike. These station areas need additional investment in sidewalks, bike lanes, and local transit to ensure we are fully leveraging the potential of our transit expansion.	No Action Taken	Thank you for your comment.
DE3.4	Quinn Kelly	Unknown	•P 11: There are plenty of folks whose workdays end after 10pm. "All Day" transit should really extend until at least midnight.	No Action Taken	Thank you for your comment.
DE3.5	Quinn Kelly	Unknown	•P 13: Need to ensure that paratransit is efficient and easy to use.	No Action Taken	Thank you for your comment.
DE3.6	Quinn Kelly	Unknown	•P 14: Hooray for passenger only ferry expansion! Those ferries need to also include bike racks, including space for cargo bikes, to help address the first/last mile issue.	No Action Taken	Thank you for your comment.
DE3.7	Quinn Kelly	Unknown	•P 15: Highways do not support all other modes. They make it more difficult to walk and bike by dividing neighborhoods and increasing the speed and volume of cars.	No Action Taken	Thank you for your comment.
DE3.8	Quinn Kelly	Unknown	•P 15: What is PSRC doing to support high speed rail?	No Action Taken	For information about how the RTP considers projects studying potential future high speed rail, see Future System Performance report, pp. 17, 36
DE3.9	Quinn Kelly	Unknown	•P 18: Also consider the noise pollution of high speed cars/trucks and its impacts on health.	No Action Taken	Thank you for your comment.
35	Rebekah Mingus	Unknown	I support increased planning and funding for sustainable transportation options in the Puget Sound region. We need more option that reduce drive alone trips and traffic congestion.	No Action Taken	Thank you for your comment.

23	Robert Bearden	Retired	I have been paying regional transportation since the beginning of the taxation for this project. The understanding for voting yes for this tax was because the city of Tacoma was to have the that sky-rail transportation connected to Tacoma by 2020. The regional transit board, because there are more representatives in King County, continually voted to have more cities connected up north than to have Tacoma connected. To date, land purchase has not even been completed, not to mention any type of construction started. If we had a strong voice to represent us, we would have had service by now. But unfortunately, we don't. Pierce county has millions invested without any thing done, that needs to stop NOW!	No Action Taken	Thank you for your comment.
1	Robin McClelland	Unknown	On the subject of safety: A massive outreach program to bicyclists and pedestrians who dress in all black and expect motorists to see them in the dark. This is an ongoing and problematic concern in neighborhoods and on arterials. The presumption that they can be seen, avoided, and are safe is a fallacy. This is of particular concern to older people who are historically cautious when driving at night. It's frightful and nerve-racking. Launch a campaign to require reflective vests - for adults and children. Hand them out!! Replace the ubiquitous free tote with vests. Thank you.	No Action Taken	Thank you for your comment.
22	Roxanne Heller	Unknown	May have comments after.	No Action Taken	Thank you for your comment.
DE10.1	Sarah Strand	Seattle Department of Transportation	Alignment with Local and Regional Policy Goals We appreciate the Draft RTP's emphasis on safety, equity, climate, mode shift, multimodal access, transit investment, emerging mobility, and system preservation, which closely align with Seattle's adopted transportation and climate policies. As the plan is refined, we encourage PSRC to continue highlighting explicit alignment between regional goals, performance measures, and local plans, particularly in urban centers where the majority of regional travel demand, emissions, and safety risks are concentrated. Clear linkage between regional objectives and local implementation can help ensure that the RTP functions not only as a compliance document, but also as a practical framework supporting jurisdictions in delivering measurable outcomes.	No Action Taken	Thank you for your comment.

DE10.10 Sarah Strand	Seattle Department of Transportation	<p>Equity and Community-Centered Implementation</p> <p>We supports PSRC’s emphasis on equity and appreciate the extensive public engagement conducted during development of the Draft RTP. We encourage continued focus on:</p> <ul style="list-style-type: none"> •Centering equity focus areas and populations in performance evaluation and investment decisions; •Emphasizing the potential equity benefits (or impacts) at the nexus of land use, housing and transportation in support of improved local and regional outcomes; •Ensuring that benefits and burdens of the regional transportation system are analyzed; and •Supporting long-term, relationship-based engagement approaches that complement local community partnerships. 	No Action Taken	Thank you for your comment.
DE10.11 Sarah Strand	Seattle Department of Transportation	<p>We appreciate PSRC’s leadership in advancing a regional transportation vision that reflects shared priorities across jurisdictions. We look forward to continued collaboration as this cycle of the RTP is refined and implemented, and we appreciate consideration of these comments as part of the public review process.</p>	No Action Taken	Thank you for your comment.
DE10.2 Sarah Strand	Seattle Department of Transportation	<p>Safety and Vision Zero Outcomes</p> <p>We strongly support the Draft RTP’s focus on improving safety for all users. We encourage PSRC to continue to elevate safety as a foundational outcome by:</p> <ul style="list-style-type: none"> • Strengthening regional performance measures related to traffic fatalities and serious injuries; • Explicitly prioritizing investments that address high-injury networks (regional and/or local) and historically underserved communities; and • Reinforcing the role of system design, speed management, and multimodal infrastructure in achieving safety outcomes. <p>A clear connection between safety goals, investment decisions, and accountability supports local and regional efforts to eliminate fatal and serious injury crashes, advancing our Vision Zero goals.</p>	No Action Taken	Thank you for your comment.
DE10.3 Sarah Strand	Seattle Department of Transportation	<p>Climate Action, Emissions Reduction, and Mode Shift</p> <p>We appreciate the Draft RTP’s recognition of climate change and the need to reduce transportation-related greenhouse gas emissions. We strongly support the inclusion of regional mode-shift targets, transit investment, and emissions reduction goals, and we appreciate that the plan incorporates performance measures to track progress.</p> <p>Given the region’s exposure to sea level rise and increased storm events, we encourage continued attention to climate resilience, particularly along Puget Sound and other low-lying areas that include ports, industrial corridors, and critical transportation infrastructure.</p> <p>Proactive coordination on shoreline management, flood protection, and climate-adaptive infrastructure is a shared regional need that should be explicitly referenced as part of resiliency planning.</p>	No Action Taken	Thank you for your comment.

DE10.4 Sarah Strand	Seattle Department of Transportation	<p>Additionally, we encourage PSRC to continue highlighting strategies that support:</p> <ul style="list-style-type: none"> • Reduction of single-occupancy vehicle travel through mode shift incentives and regional transit coordination; • Integration of active transportation investments (walking, biking, micromobility) with climate and equity goals; and • Where appropriate, coordinate regional transportation priorities with the State of Washington and City of Seattle climate action commitments, including the City's Climate Action Plan, Climate Change Response Framework, Transportation Electrification Roadmap and greenhouse gas reduction targets. <p>Strengthening these elements will help ensure that climate outcomes are a measurable and integral part of regional planning.</p>	No Action Taken	Thank you for your comment.
DE10.5 Sarah Strand	Seattle Department of Transportation	<p>Transit Investment and Regional Coordination</p> <p>Seattle strongly supports the Draft RTP's emphasis on multimodal access, and we appreciate the plan's recognition of transit as the backbone of the regional system. Investment in high-capacity transit, bus rapid transit, and improved local and regional connections is critical to reducing congestion, supporting equity, and achieving climate and mode-shift goals.</p> <p>We encourage PSRC to:</p> <ul style="list-style-type: none"> • Continue highlighting Seattle's planned transit expansions, including light rail extensions, RapidRide improvements, and bus service enhancements; • Emphasize opportunities for interjurisdictional coordination to strengthen regional transit networks; and • Support service and capital investments that provide reliable access for historically underserved communities, consistent with the Draft RTP's 	No Action Taken	Thank you for your comment.
DE10.7 Sarah Strand	Seattle Department of Transportation	<p>Maintenance, Modernization, and Operations</p> <p>Seattle strongly supports the RTP's recognition of system preservation as a core regional goal. We encourage PSRC to continue emphasizing not only maintenance, but also modernization and efficient operations, to ensure the region's transportation assets remain safe, reliable, and resilient. SDOT recommends that the RTP:</p> <ul style="list-style-type: none"> • Emphasize the importance of preservation for roads, bridges, transit facilities, and other critical infrastructure; • Continue to include strategies for modernization that leverage technology, data, and operational improvements to maximize system performance; and • Encourage and support coordinated operations across jurisdictions to enhance reliability, reduce congestion, and safety for all travelers. <p>Investing in maintenance, modernization, and operational excellence is essential to extend the life of existing assets, protect prior investments, and maintain public confidence in the transportation system.</p>	No Action Taken	Thank you for your comment.

DE10.8 Sarah Strand	Seattle Department of Transportation	<p>Financial Strategy and Investment Priorities</p> <p>We recognize the complexity of developing a fiscally constrained long-range plan and appreciate PSRC's work to develop the funding scenarios, including robust public engagement, and final assumptions built into the draft plan demonstrating a balanced approach across many regional voices. As the plan moves toward adoption, we encourage PSRC to:</p> <ul style="list-style-type: none"> • Continue to support maintenance and preservation of existing assets, particularly in mature urban systems; • Emphasize co-benefits of planned investments and revenue strategies for regional goals, including reducing greenhouse gas emissions, ensuring equity considerations, and encouraging shifts to sustainable transportation options; and • Clearly articulate how limited resources are balanced between system preservation, safety improvements, climate outcomes, and capacity investments. 	No Action Taken	Thank you for your comment.
DE10.9 Sarah Strand	Seattle Department of Transportation	<p>We also encourage PSRC to engage with the Policy Boards and Executive Board post-adoption to review and, if appropriate, update the federal funding policy framework, ensuring stability for capital projects during periods of federal uncertainty and rising costs.</p> <p>We look forward to working closely via committees and Boards to support future discussions on alignment with the Regional Safety Action Plan, Regional Climate Action Plan, and other emerging local needs. Ensuring alignment between the RTP and federal funding policy frameworks can help maximize regional investment outcomes and maintain momentum on critical multimodal projects.</p>	No Action Taken	Thank you for your comment.
DE19.1 Scott Bonjukian	Lid I-5 Steering Committee	<p>Staff and leadership of the Puget Sound Regional Council,</p> <p>Thank you for this opportunity to comment on the draft 2026 Regional Transportation Plan.</p> <p>We are Lid I-5, a volunteer community group working to reconnect communities and expand public land. Lidding urban freeways has emerged as a national best practice, with nearly 100 projects completed and planned. Locally, since 2015 we have engaged with thousands of people, raised media awareness, and received endorsements by elected leaders.</p>	No Action Taken	Thank you for your comment.
DE19.10 Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> • Improved air and water quality by reducing the local urban heat island effect 3-4 degrees and potentially treating up to 30% of local stormwater runoff before it reaches marine waters. 	No Action Taken	Thank you for your comment.

DE19.11 Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> •Sparking discussion on maintaining and preserving central I-5, which is known to be past the end of its expected service life, seismically vulnerable, and inadequately configured for today's transit and freight transportation needs. A majority 82% of Seattle voters are concerned about the capability of I-5 to survive a major earthquake in Seattle and be available for emergency use. A catastrophic earthquake event could cut off access to the most important medical hub in the state unless I-5 is properly planned for and preserved. 	No Action Taken	Thank you for your comment.
DE19.12 Scott Bonjukian	Lid I-5 Steering Committee	<p>Locally, lidding I-5 is supported by Seattle policies:</p> <ul style="list-style-type: none"> •Seattle City Council Resolution 32100 (adopted 2023) •Seattle Downtown Regional Center Plan (draft as of this writing) •Seattle Comprehensive Plan (adopted 2025): <ul style="list-style-type: none"> oLand Use Policy 2.12 oTransportation Policy 3.17 oParks Policy 1.24 	No Action Taken	Thank you for your comment.
DE19.13 Scott Bonjukian	Lid I-5 Steering Committee	<p>Thank you for your planning work and consideration of the importance of the Lid I-5 Seattle project. We appreciate PSRC's careful consideration of solutions that prioritize the safety, health, and access to opportunity for everyone in the Puget Sound region as well as the beauty and health of our unique environment. We are available should you have questions or need additional information.</p>	No Action Taken	Thank you for your comment.
DE19.3 Scott Bonjukian	Lid I-5 Steering Committee	<p>At this early stage of development the Downtown project may be considered "unconstrained." It has flexibility on project sponsorship, it has an approximate location on I-5 between Thomas Street to S. Main Street, and an estimated cost range of \$1-2.5 billion (as of 2020). The U District project is approximately located between NE 45th Street and NE 50th Street. Acknowledgments in the Regional Transportation Plan are essential to keeping these two projects elevated and raise opportunities for additional state and funding.</p>	No Action Taken	Thank you for your comment.
DE19.4 Scott Bonjukian	Lid I-5 Steering Committee	<p>In 2020, the City of Seattle published the I-5 Lid Feasibility Study which found a lid over Interstate 5 in Downtown Seattle up to 17 acres in size is both feasible and worthwhile for its significant public benefits. Due to the project location at the region's most intensively traveled freeway segment and the potential for regional social and economic benefits, we are requesting the project to be returned to the RTP and have an expanded description.</p>	No Action Taken	Thank you for your comment.

DE19.5	Scott Bonjukian	Lid I-5 Steering Committee	<p>Lidding I-5 in Downtown is a win-win project that addresses several regional issues at once:</p> <ul style="list-style-type: none"> •Rebalancing the regional inequities of current freeway lids, which are primarily in affluent and low-density neighborhoods (see Figure 2). A 2018 University of California research study determined that freeway lids located in Central Seattle are more equitable than others in King County due to the greater benefits to people of diverse race and ethnicity and the prevalence of lower and more mixed incomes. As of 2020, in the Central Seattle neighborhoods bordering I-5 the population is 45% people of color, 82% of households are renters, and the median income is 25% less than Seattle as a whole. 	No Action Taken	Thank you for your comment.
DE19.6	Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> •Improved regional through-traffic with the potential removal or relocation of ramps in Central Seattle. Some ramps are too closely spaced or have other obsolete designs that cause congestion, unsafe merging, and pedestrian safety conflicts. WSDOT leadership has indicated openness to ramp changes for the benefits of through-traffic. Further, 77% of Seattle voters support relocating some of the I-5 ramps if this were determined to be feasible for improving traffic congestion and safety issues. 	No Action Taken	Thank you for your comment.
DE19.7	Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> •Improved multimodal connectivity by reconnecting the street grid. Nine of eighteen streets in the area remain broken off by I-5, and reconnecting them will encourage more walking, biking, and transit use, including connections to future Sound Transit light rail stations. 	No Action Taken	Thank you for your comment.
DE19.8	Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> •Revitalizing the post-pandemic economy of Downtown Seattle with opportunities for new residential development (including affordable housing), new small business and entertainment spaces, and improving the environment for existing uses. The lid project could have annual economic impacts of \$1-3 billion per year (direct and indirect) depending on the amount of real estate activity on the lid. 	No Action Taken	Thank you for your comment.
DE19.9	Scott Bonjukian	Lid I-5 Steering Committee	<ul style="list-style-type: none"> •Encouraging urban, carbon-light living by adding important family-friendly amenities like parks, schools, and community centers that attract and support people living in dense, transit-oriented neighborhoods. There is a significant potential for reducing carbon emissions both from improved bike and pedestrian connectivity and carbon capture of freeway traffic. 	No Action Taken	Thank you for your comment.

DE17.1 Silas Read	Pierce Transit	<p>Thank you for the opportunity to comment on the draft 2026–2050 Regional Transportation Plan (RTP). Pierce Transit appreciates and supports the preferred scenario to focus on maintenance and transit as well as Puget Sound Regional Council’s efforts and attention to detail to coordinate the variety of modes that make up our transportation network, explain existing conditions, and identify funding opportunities. Successfully implementing this preferred scenario will depend on continued state, regional and local leadership and coordination. We look forward to continued partnership as we work through adoption and implementation of the plan</p>	No Action Taken	Thank you for your comment.
DE17.2 Silas Read	Pierce Transit	<p>As one of the local transit agencies in the region with the lowest sales tax rate, any increases or expansions in Pierce Transit’s service will certainly require additional and consistent funding sources. While it’s not newsworthy when the bus arrives on-time or a transit stop is clean and well-maintained, the draft RTP places a strong emphasis on MP&O challenges, including explicit recognition of the significant operating, fleet, and facility costs required to sustain transit service. These costs are a reality of the transportation system and are continuing to rise. As noted in Pierce Transit’s long-range plan, Destination 2045, even current service levels might not be sustainable without additional funding. Again, strong state and regional leadership with local coordination will be key to successfully funding and implementing the regional transportation plan.</p>	No Action Taken	Thank you for your comment.
DE17.3 Silas Read	Pierce Transit	<p>We also appreciate PSRC’s efforts to coordinate plans and share information in a consistent way across a wide variety of agencies. Specifically, the System Performance Report’s focus on transit productivity and access is consistent with the performance metrics and standards adopted in Pierce Transit’s Destination 2045, while appropriately treating these measures as regional indicators rather than agency-level operational targets.</p>	No Action Taken	Thank you for your comment.

DE17.4	Silas Read	Pierce Transit	<p>Pierce Transit encourages PSRC to continue leading our region by coordinating and informing advocacy for legislative changes needed to create and expand the identified funding sources, such as consistent taxing authority for PTBAs. While the plan describes potential funding sources to achieve the region’s long-term transportation vision, it would also help for the plan to note that any expansion of PTBAs and associated service area boundaries requires close coordination with local agency partners, community outreach, and ultimately, a vote of the people to tax themselves to fund service. To provide additional options for incremental, pilotbased, or community-requested service expansion, the plan could also mention service funding agreements or interlocal agreements, and other near-term strategies to help communities right-size transit service at funding levels they can afford.</p>	No Action Taken	<p>Please see the supporting Finance Strategy report for more detailed discussion of steps that might be necessary to enable and implement potential new funding sources and the issues associated with them.</p>
DE17.5	Silas Read	Pierce Transit	<p>Lastly, we want to acknowledge the powerful communication tools that are informing our work with local agency partners, such as the Future Transportation Visualization tool. We look forward to using the upcoming online transit access map as we continue to improve our local and regional transportation system. Thank you again for your partnership and for the opportunity to provide comments for the Regional Transportation Plan.</p>	No Action Taken	Thank you for your comment.
18	Stefanie Warren	Key Peninsula Healthy Community	<p>This is a very thorough and thoughtfully crafted plan. I especially appreciate the inclusion of ferries as a vital mode of transportation in our region of peninsulas and islands.</p>	No Action Taken	Thank you for your comment.

DE1 Steve Osburn	Unknown	<p>My biggest concern has always been how to pay for this. Clearly, this is a big concern for your plan as well. I'm concerned about how you are approaching revenue generation though – sales tax has nothing to do with roads, property tax has very little to do with roads (just owning property does not mean you drive – and NOT owning property doesn't mean you don't drive). Of course, everyone uses roads in some capacity, so even those who do not drive use public transportation, or have packages and services delivered to them – but in these cases, they are not the main contributors to the road maintenance problems – the real reason we increasingly need more roads and maintenance of roads is because of the MILES driven by privately owned vehicles. The problem isn't to tax vehicles – (e.g., license fees), it's the MILES that the cars and trucks drive. You said it yourself in the financial report – “Due to overall improvements in vehicle fuel economy over the years as well as other factors, federal and state gas taxes will continue to be a declining revenue source.”. I've been beating that drum for 15 years. You NEED to stop thinking of sales taxes, property taxes, and the like, and strongly push for pay by the mile (and REDUCE the gas tax, which is now at a ridiculous level). I would gladly report mileage, or even have a GPS device, to more fairly pay by the mile. We have an RV, and get horrible gas mileage. We pay a weigh based fee as well. But if the RV is parked in my driveway, then I'm not using roads – so paying a flat fee for weight makes no sense. I should be paying for a weight-based fee based on miles driven – not for sitting in my driveway. The road usage cost is based on distance and weight – so that is how roads should be paid for. The public transportation cost is based on riders and distance – so that is how public transportation should be paid for. The ferry is the only exception – it saves a lot of miles to take the ferry, so the state benefits by ferry ridership, so having a funding stipend to support the ferry makes sense. Please stop trying to find new things and new ways to tax – tax based on logical drivers to cost, not ancillary drivers like sales tax.</p>	No Action Taken	Thank you for your comment.
DE9.2 Susan Harvey	Joint Transportation Initiative	<p>SITUATION In King County (at least) the rural area is invaded daily by large volumes of commuter traffic between isolated outlying cities and the urban core area. Examples include Duvall and Enumclaw in King County and Monroe, Sultan, Buckley and Bonney Lake in adjacent counties. Such cities are separated from the urban core by rural areas, with road systems not equipped to handle urban traffic loads. Intercity travel through the rural area now constitutes 75% of all travel on rural arterials in King County. However, these intercity travelers pay ZERO into the county road fund to pay for maintenance of the rural roads they use. The affected counties and cities have no procedures to mitigate traffic impacts across jurisdictional boundaries, and their road funding mechanisms (taxes) are grossly inadequate.</p>	No Action Taken	Thank you for your comment.

DE5	Theresa LaRue	Unknown	<p>Dear PSRC, Regarding Seattle-area bridge replacements, such as for Ballard and Magnolia, we absolutely must provide adequate and safe pedestrian and AAA active mobility infrastructure. If we want people to drive less we must give them meaningful, accessible, and desirable alternatives. Both bridges dismally fail in this regard currently.</p>	No Action Taken	Thank you for your comment.
21	Travis Merrigan	StreetSmart Bremerton	<p>The original transportation plan for active transportation is very nice. It has many concepts I support. However, lacks any measurable goals that communities must drive to reach. And many PS Rÿser funded projects fail to accomplish the goals that the state sets out, in terms of complete streets for multi model users. For example, Silverdale's ridge top project is lowest common denominator, bicycle lanes on the edges of a large vehicle capacity expansion project. The PSRC should help communities make better facilities and I don't see that happening.</p>	No Action Taken	Thank you for your comment.
3	Unknown	Unknown	<p>1. comments should have option to be anonymous. 2. public input gathered is not clearly reflected in this draft. What was heard and included-what was not? What changes were made?</p>	No Action Taken	Thank you for your comment. Please refer to the final Outreach and Engagement report which will be updated and published prior to plan adoption.
6	Unknown	Unknown	<p>Why is there no light rail considered to connect Kitsap to the Tacoma light rail? This could alleviate a lot of traffic, especially across the Tacoma Narrows bridge, better connect Kitsap to Tacoma and the rest of the rail/metro system up to SeaTac, Seattle, and even Everett. It would be a game changer for Kitsap to have that connection and not be limited to ferries (which have frequent capacity and maintenance issues). When it comes to reliability, rail is a more attractive prospect for current and future residents than ferries. Having a dedicated rail that connects Kitsap to Tacoma and the other rail lines would allow the population to move to new areas and relieve pressure on city centers that are already beyond infrastructure capacity.</p> <p>At least rail from Bremerton down to Tacoma would be helpful, and may even have benefit to the Navy by facilitating movement to/from bases and airports.</p>	No Action Taken	Thank you for your comment.
8	Unknown	Unknown	<p>If someone is living in the area that's being charged extremely expensive amounts for their vehicle tabs then they shouldn't have to pay to pay for light rail tickets. I've paid thousands of dollars over the years for this project and haven't used the train once. If I ever do, I believe I shouldn't be charged, as I've definitely put in my fair share (plus the fact that people ride the train for free daily because the the fare enforcement is a joke). It should be "free" for law abiding citizens who have paid into it.</p>	No Action Taken	Thank you for your comment.
30	Vish Venugopal	Unknown	<p>There should be train/light rail connection between Lynwood and Redmond, with a stop at Bothell, by 2050. The planned BRT will not be used as much.</p>	No Action Taken	Thank you for your comment.

11

Unknown

Why is Kitsap only buses and ferry? With the growth of light rail by sound transit, Kitsap should be linking up to the Tacoma extension when it's done. Buses don't attract people to the area and buses or ferries aren't nearly as reliable as rail lines (weather, maintenance, and crew shortages frequently disrupt ferry availability!). While rail directly to Seattle across the sound is probably cost prohibitive, rail connecting to Tacoma should not be especially if it pairs with the Tacoma narrows bridge. Please add rail lines to Kitsap. Not only would this connect Kitsap and Tacoma but would facilitate commuter movement up into Seattle once the Sound Transit "spine" is done- all of which would reduce traffic and pollution. This would also allow population pressure to shift off of Tacoma and Seattle more by the rail stops in Kitsap making Kitsap a more attractive place to live for those that commute.

No Action Taken

Thank you for your comment.

Comments Submitted Breakdown – 332 Comments

<i>County</i>	COUNTA of ID
King County - Gov	40.96%
Multi-County	26.20%
Statewide - Gov	7.83%
Statewide - Org	5.42%
Unknown	4.82%
King County	4.82%
Pierce County	3.92%
Pierce County - Gov	1.51%
Snohomish County - Gov	1.20%
King County - Org	1.20%
Kitsap County	0.90%
Snohomish County	0.60%
Decline to answer	0.60%
Grand Total	100.00%

Age	COUNTA of ID
Gov	60.84%
Org	23.19%
Unknown	5.12%
30-39	3.01%
65 or over	2.71%
50-64	1.81%
40-49	1.81%
18-29	0.90%
Decline to answer	0.60%
Grand Total	100.00%

Education	COUNTA of ID
Gov	60.84%
Org	23.19%
Unknown	5.12%
Graduate/Professional Degree	4.22%
Graduated college/4-year degree	3.31%
Some college	1.51%
Decline to answer	0.90%
Graduated high school	0.60%
Vocational/technical training	0.30%
Grand Total	100.00%

Gender	COUNTA of ID
Gov	60.84%
Org	23.19%
Unknown	5.12%
Male	4.82%
Female	3.92%
Decline to answer	2.11%
Grand Total	100.00%

Income	COUNTA of ID
Gov	60.84%
Org	23.19%
Unknown	5.12%
More than \$150,000	3.92%
Decline to answer	3.01%
\$100,001 to \$150,000	2.11%
\$50,001 to \$100,000	1.51%
\$10,001 to \$50,000	0.30%
Grand Total	100.00%

<i>Race/Ethnicity</i>	COUNTA of ID
Gov	60.84%
Org	23.19%
White or European	6.02%
Unknown	5.12%
Decline to answer	2.41%
Asian	1.20%
American	0.60%
Multiracial	0.30%
Black, African American, or African	0.30%
Grand Total	100.00%

<i>Language</i>	COUNTA of ID
Gov	60.84%
Org	23.19%
English	9.64%
Unknown	5.12%
Decline to answer	0.90%
Telugu	0.30%
Grand Total	100.00%

Comment Theme Breakdown – 332 Comments

<i>Primary Theme</i>	COUNTA of Source
Technology	1.52%
Active Transportation	3.33%
Climate & Environment	7.88%
Funding	7.88%
Safety & Education	8.79%
Roads & Maintenance	10.00%
Public Transit	21.82%
Other	38.79%
Grand Total	100.00%

<i>Primary Theme</i>	<i>Age</i>									
	Gov	Org	Unknown	30-39	65 or over	50-64	40-49	18-29	Decline to answer	Grand Total
Other	104	16	1	1	1	3	2	1	1	130
Public Transit	18	32	6	6	2	3	3	2		72
Roads & Maintenance	16	11	2	2	2					33
Safety & Education	20	4	2	1	2					29
Funding	19	3	2				1		1	26
Climate & Environment	13	10	3							26
Active Transportation	8	1	1		1					11
Technology	4				1					5
Grand Total	202	77	17	10	9	6	6	3	2	332

COUNTA of ID	County													
	King County - Gov	Multi-County	Statewide - Gov	Statewide - Org	Unknown	King County	Pierce County	Pierce County - Gov	Snohomish County - Gov	King County - Org	Kitsap County	Snohomish County	Decline to answer	Grand Total
Other	62	43	9	1	1	3	5	3		2		1		130
Public Transit	11	16	7	16	6	9	3					2	1	72
Roads & Maintenance	5	12	7	1	2	1	3			1	1			33
Safety & Education	19	3	1		2	2	1				1			29
Funding	15	2	1		2		1	2		1	1		1	26
Climate & Environment	12	9	1		3						1			26
Active Transportation	8	2				1								11
Technology	4												1	5
Grand Total	136	87	26	18	16	16	13	5	4	4	3	2	2	332

COUNTA of ID	Gender						
	Gov	Org	Unknown	Male	Female	Decline to answer	Grand Total
Other	104	16	1	3	5	1	130
Public Transit	18	32	6	8	4	4	72
Roads & Maintenance	16	11	2	2	2		33
Safety & Education	20	4	2	1	2		29
Funding	19	3	2	1		1	26
Climate & Environment	13	10	3				26
Active Transportation	8	1	1			1	11
Technology	4			1			5
Grand Total	202	77	17	16	13	7	332

COUNTA of ID Education

Primary Theme	Gov	Org	Unknown	Graduate/Professional Degree	Graduated college/4-year degree	Some college	Decline to answer	Graduated high school	Vocational/technical training	Grand Total
Other	104	16	1	1	3	2	1	1		130
Public Transit	18	32	6	8	4	2	1	1		72
Roads & Maintenance	16	11	2	2	1	1				33
Safety & Education	20	4	2	2	1					29
Funding	19	3	2		1		1			26
Climate & Environment	13	10	3							26
Active Transportation	8	1	1	1						11
Technology	4				1					5
Grand Total	202	77	17	14	11	5	3	2	1	332

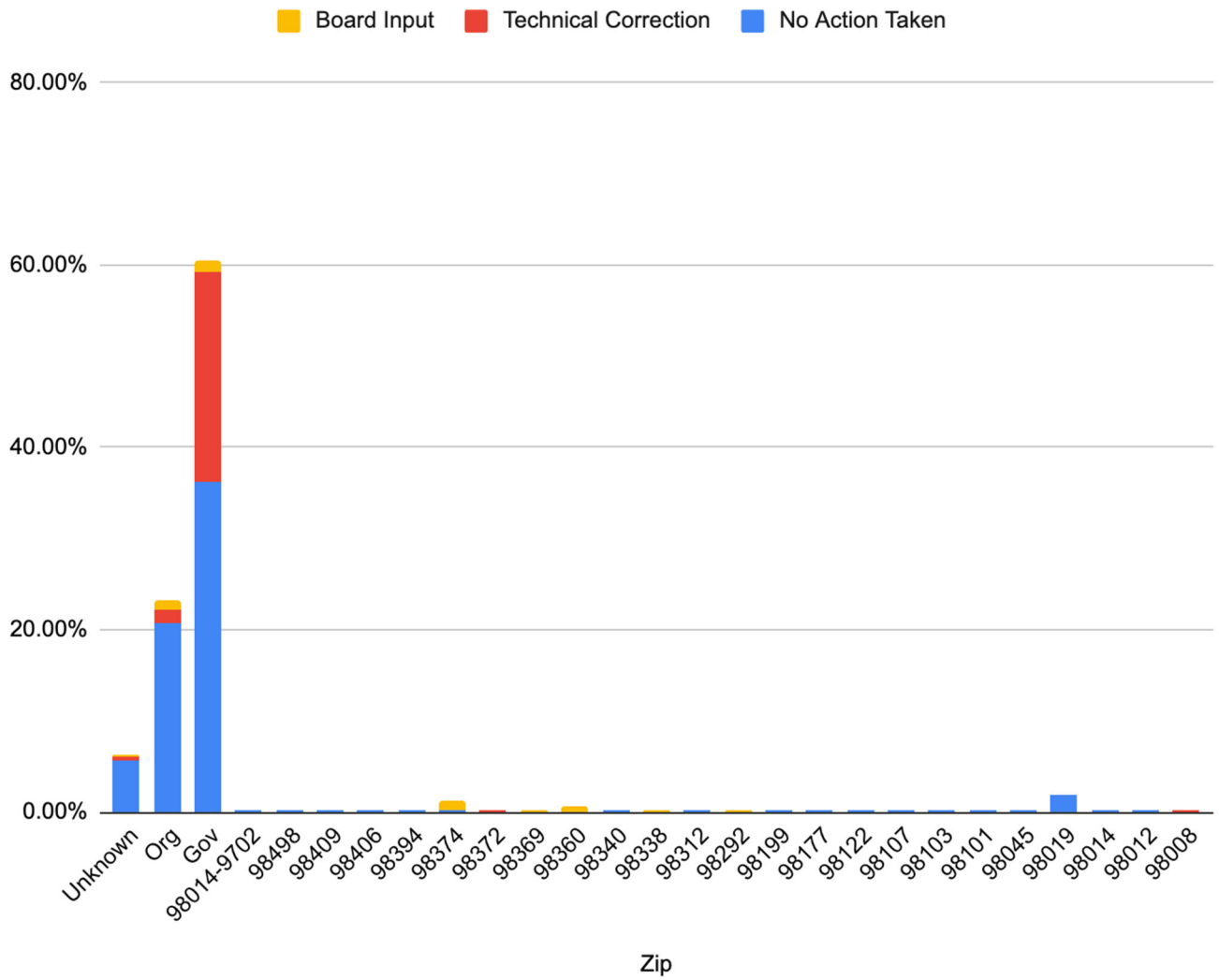
COUNTA of ID Race/Ethnicity

Primary Theme	Gov	Org	White or European	Unknown	Decline to answer	Asian	American	Multiracial	Black, African American, or African	Grand Total
Other	104	16	5	1	3	1				130
Public Transit	18	32	8	6	2	3	2	1		72
Roads & Maintenance	16	11	3	2					1	33
Safety & Education	20	4	3	2						29
Funding	19	3	1	2	1					26
Climate & Environment	13	10		3						26
Active Transportation	8	1		1	1					11
Technology	4				1					5
Grand Total	202	77	20	17	8	4	2	1	1	332

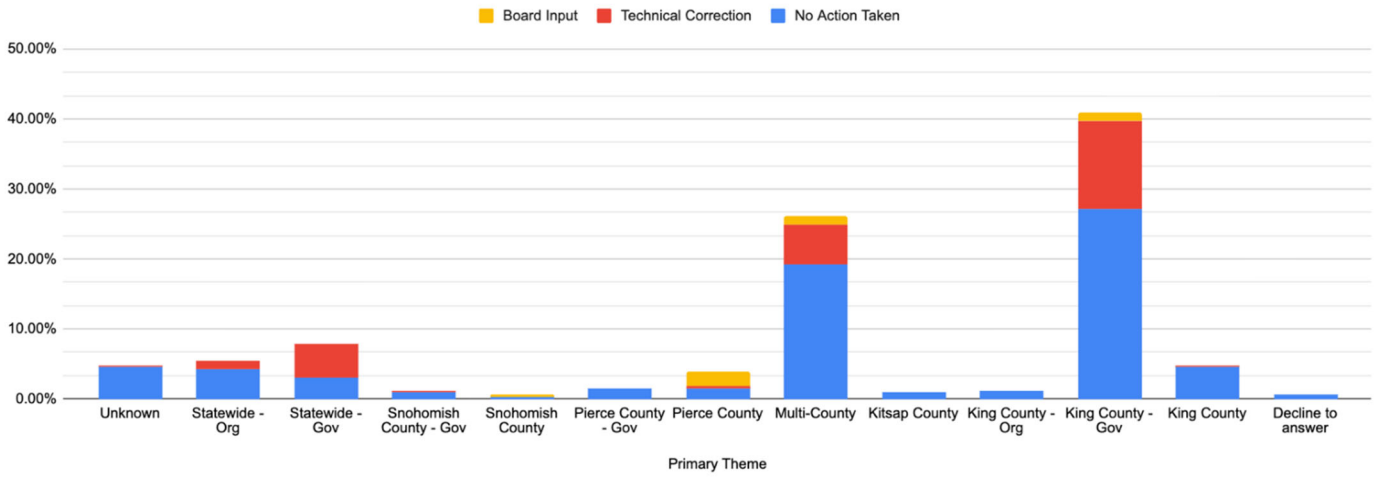
COUNTA of ID Primary Theme	Language						Grand Total
	Gov	Org	English	Unknown	Decline to answer	Telugu	
Other	104	16	8	1		1	130
Public Transit	18	32	14	6		1	72
Roads & Maintenance	16	11	4	2			33
Safety & Education	20	4	3	2			29
Funding	19	3	1	2		1	26
Climate & Environment	13	10		3			26
Active Transportation	8	1	1	1			11
Technology	4		1				5
Grand Total	202	77	32	17		3	332

Comment Response Breakdown – 332 Comments

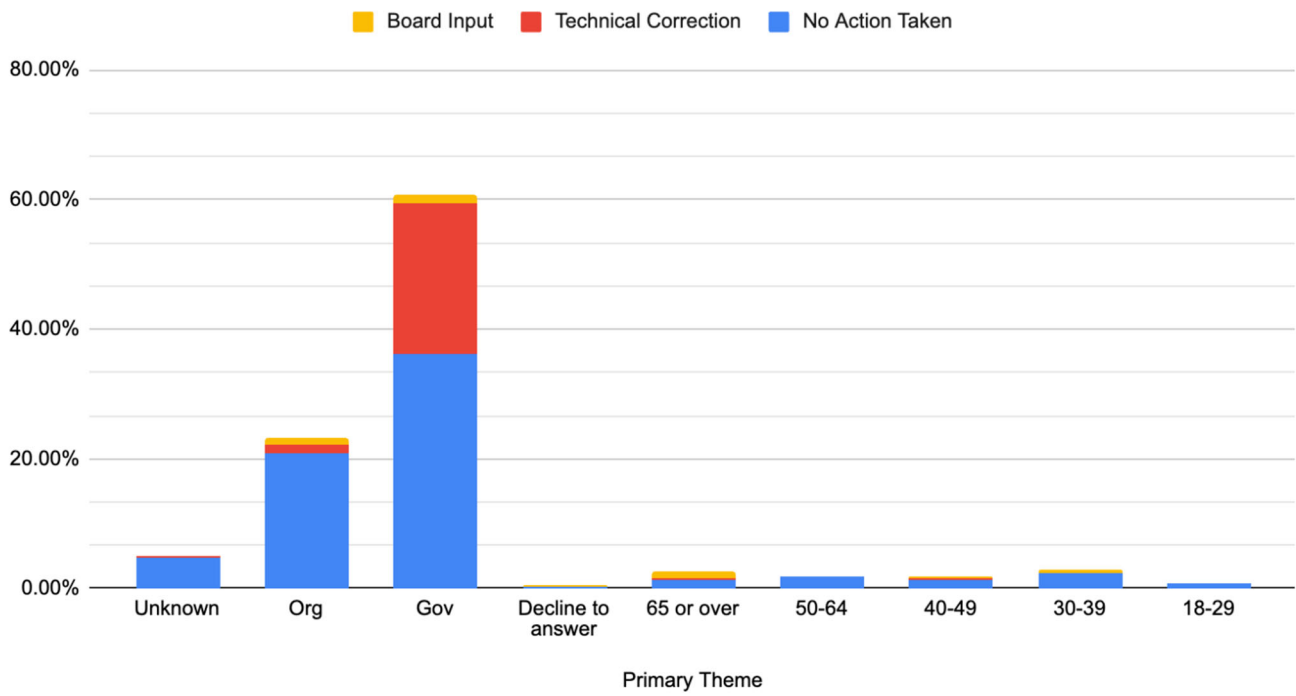
Zip Code by Response Category



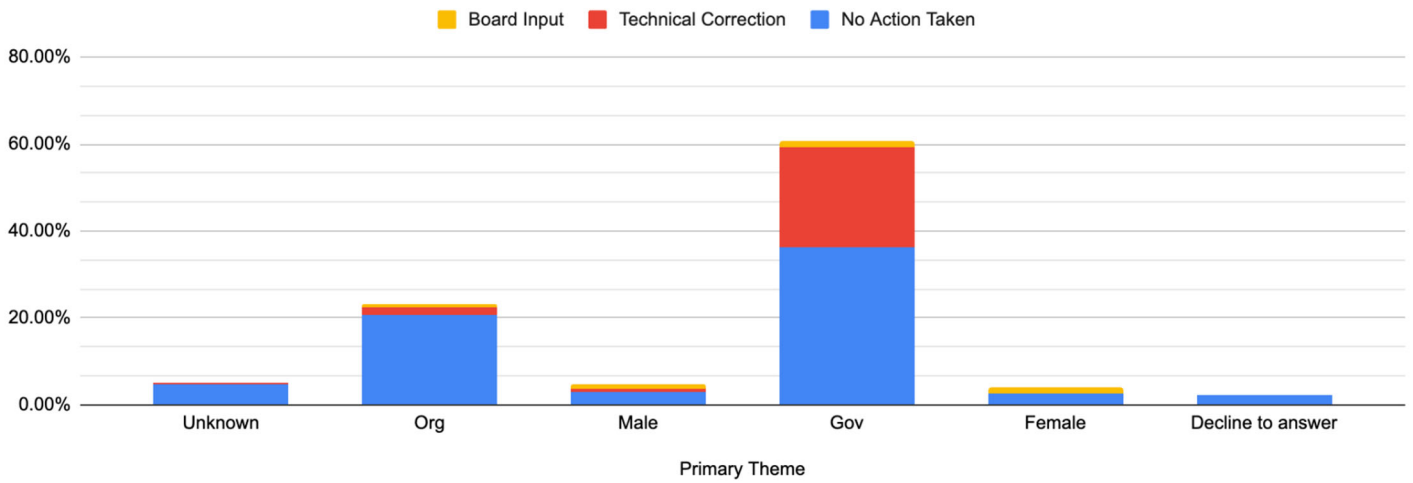
County by Response Category



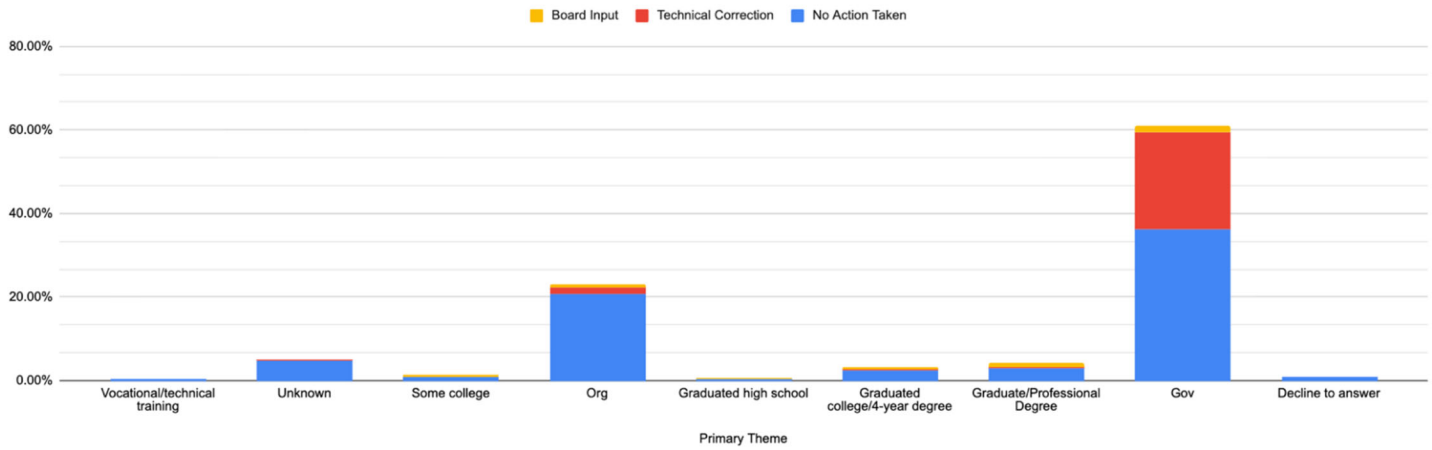
Age by Response Category



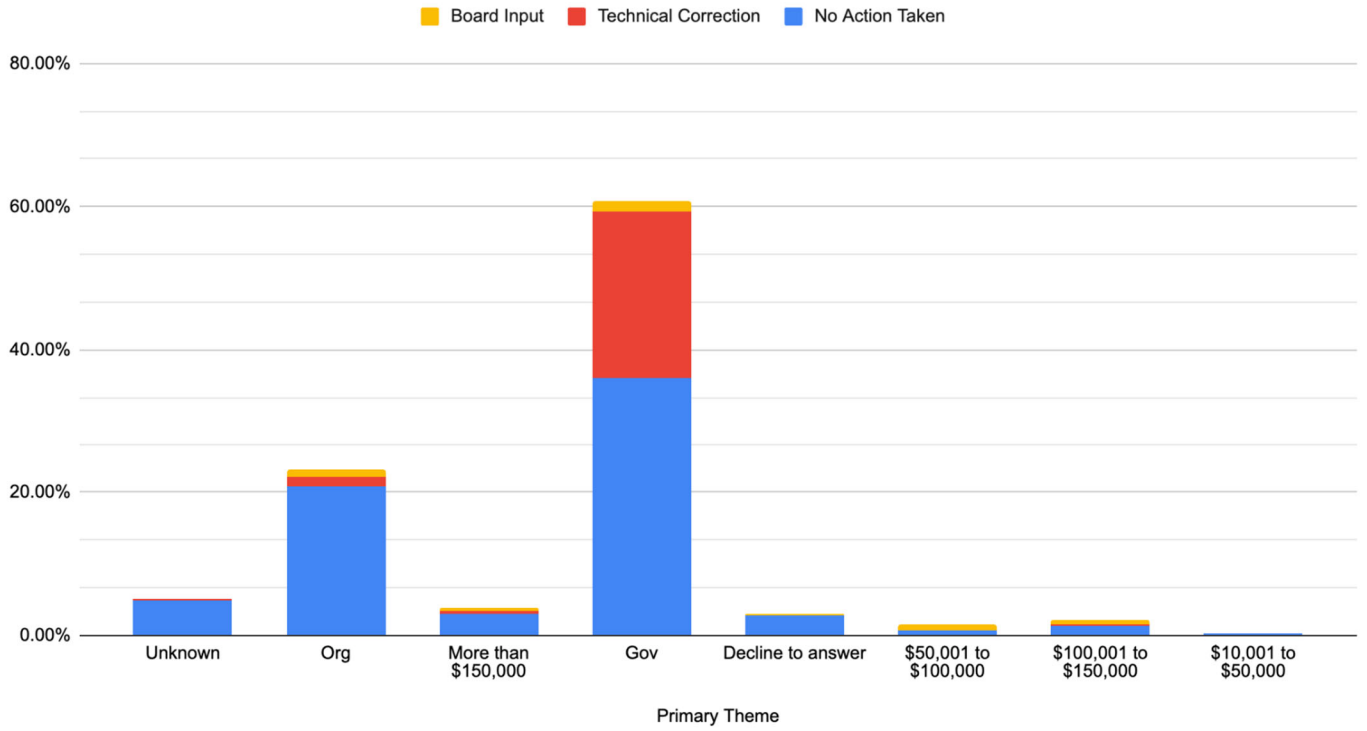
Gender by Response Category



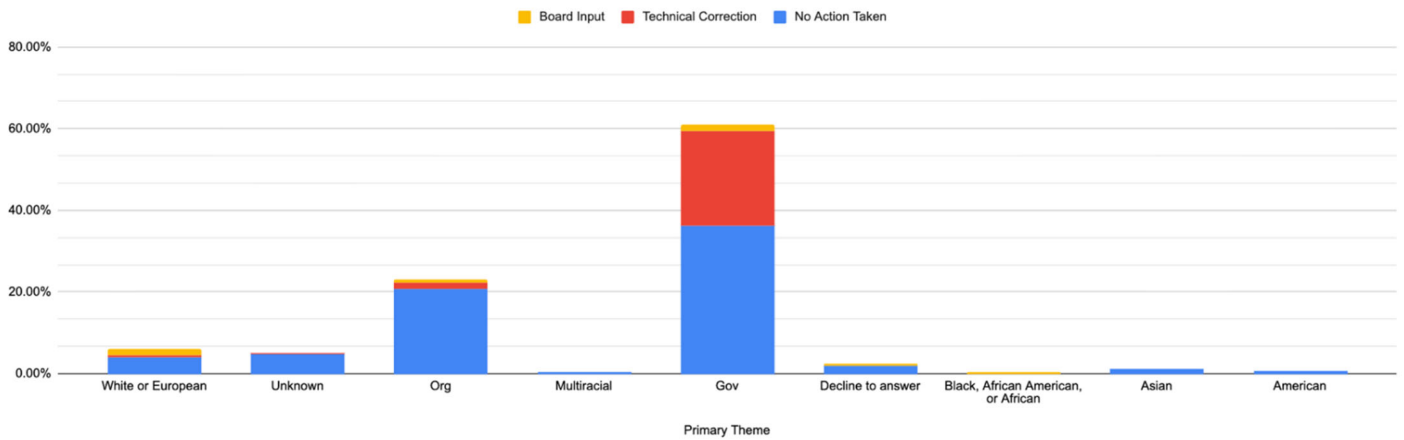
Education by Response Category



Income by Response Category



Race/Ethnicity by Response Category



Language by Response Category

