



Regional Transportation Plan Development

Transportation Policy Board – April 11, 2024



Puget Sound Regional Council

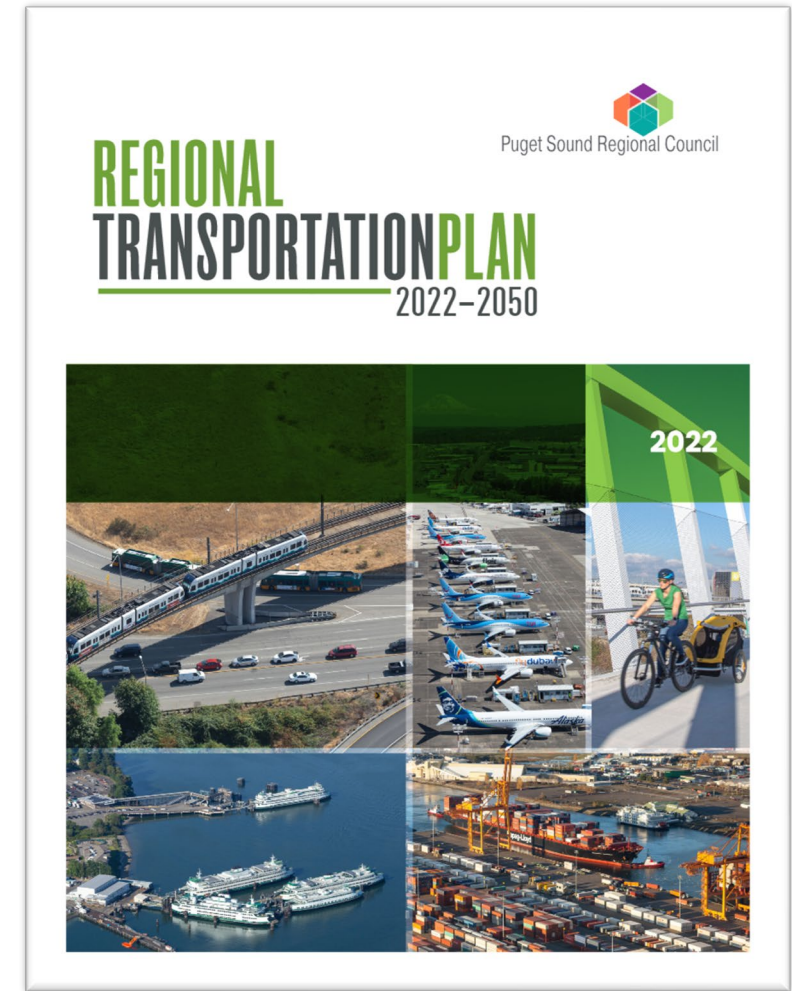


We are leaders in the region to realize equity for all. Diversity, racial equity and inclusion are integrated into how we carry out all our work.

psrc.org/equity

Presentation Overview

- Overview of the current Regional Transportation Plan (RTP)
 - Investments
 - Key policies and actions
 - Outcomes
 - Analysis tools and data
- Upcoming board discussions

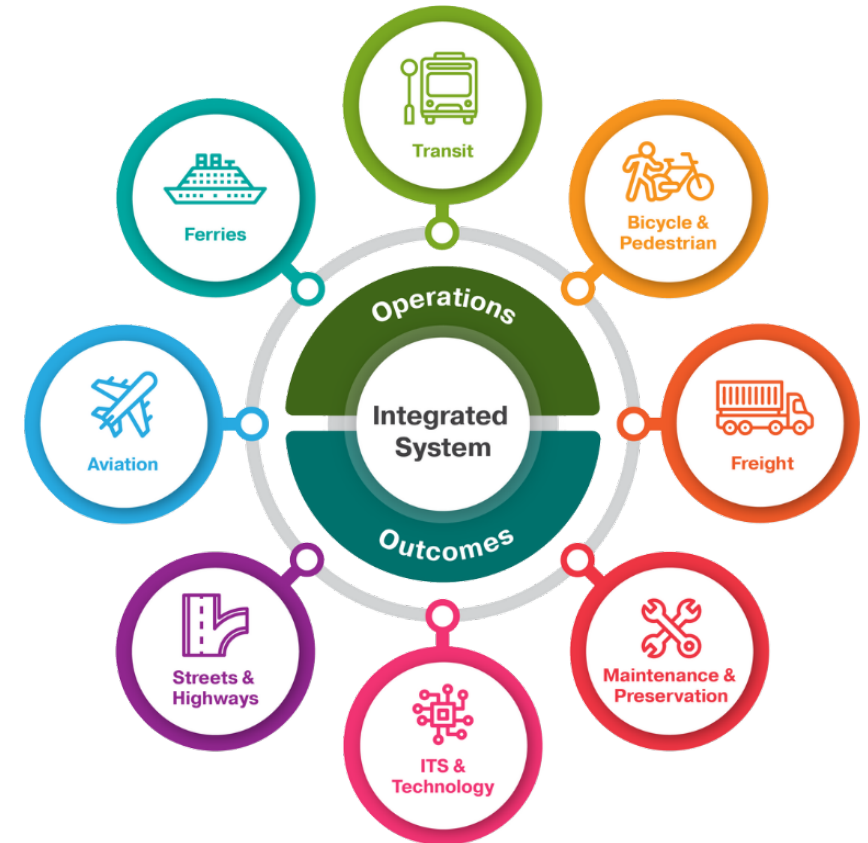


Regional Transportation Plan

- Builds from VISION 2050
- Objectives:
 - Make progress on existing challenges, address current and future needs of the transportation system
 - Provide better data and analysis to support local investment planning (2024 comprehensive plans)
 - Plan for long-term system investments to accommodate future growth
 - Improve existing system, big picture thinking on future investments (aviation, rail, ferries)



- Board adopted six key policy focus areas for current RTP:
 - Access to transit
 - Safety
 - Equity
 - Climate
 - Local agency needs
 - Forward thinking/future investments



Chapter 1 – An Integrated Multimodal Transportation System

Chapter 2 – Performing for People, Environment and Mobility

Chapter 3 – Paying for the Plan

Chapter 4 – Big Ideas and Implementation

Building on VISION 2050

GOAL: 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.

– VISION 2050 (PSRC 2020)

Six key policy focus areas incorporated throughout every section



An Integrated Multimodal Transportation System

The plan anticipates \$300 billion of investment over the next 28 years.

- ★ 56% of the plan's total investments are dedicated to maintain, preserve and operate the transportation system.
- ★ The plan also invests in strategic system improvements across modes – of which 70% is devoted to investments in local and regional transit, resulting in:
 - ★ 36 bus rapid transit routes
 - ★ 10 passenger-only ferry routes
 - ★ 116 miles of light rail and 80+ stations
 - ★ A 66% increase in annual transit service hours



An Integrated Multimodal Transportation System

In addition to the priority on maintenance and preservation, and the significant investment in local and high-capacity transit, the RTP includes:

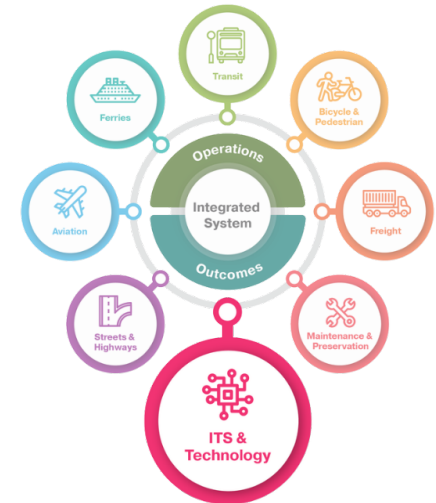
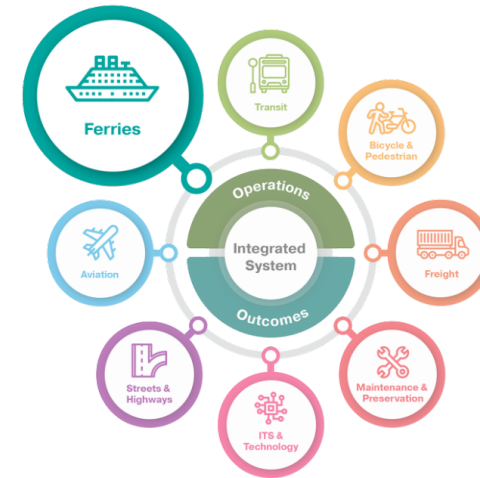
- A **Coordinated Mobility Plan** with prioritized strategies to improve mobility for people with specialized transportation needs.
- An **Active Transportation Plan** with a specific focus on access to transit and completing networks.
- Strategic, multimodal roadway investments supporting **48% of bus passenger volumes and 46% of total truck miles.**



An Integrated Multimodal Transportation System

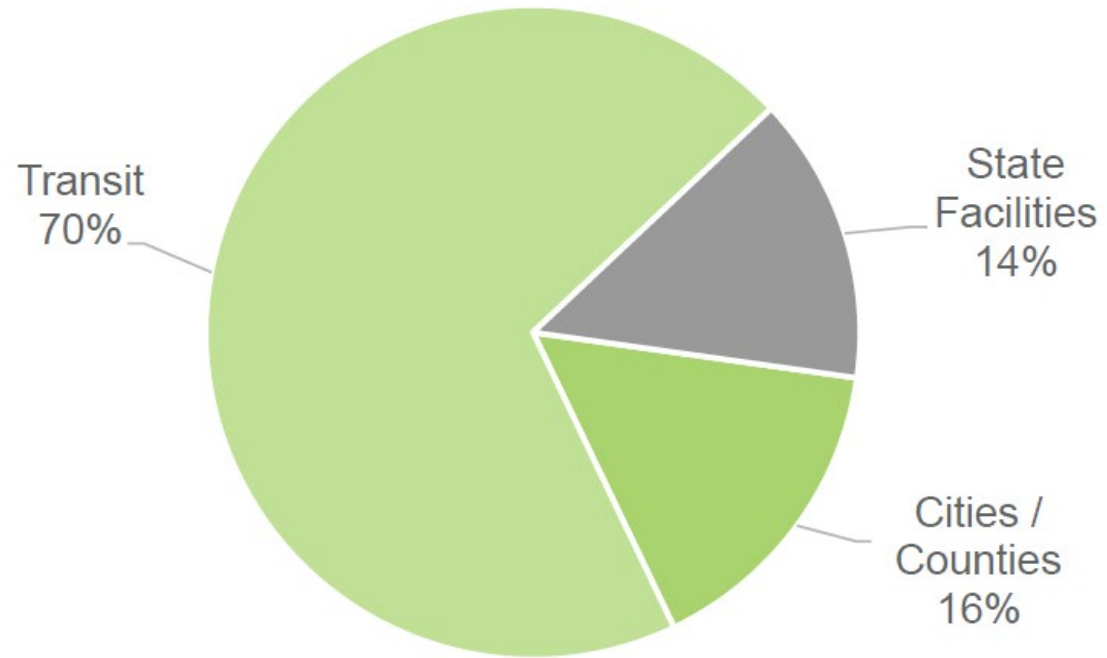
The plan also addresses:

- Intercity rail
- Aviation
- Freight
- The long-term needs of the ferry system
- Mobility on demand
- Transportation Demand Management
- Operational Efficiencies / Intelligent Transportation Systems



An Integrated Multimodal Transportation System

Regional capacity system improvements at a glance *

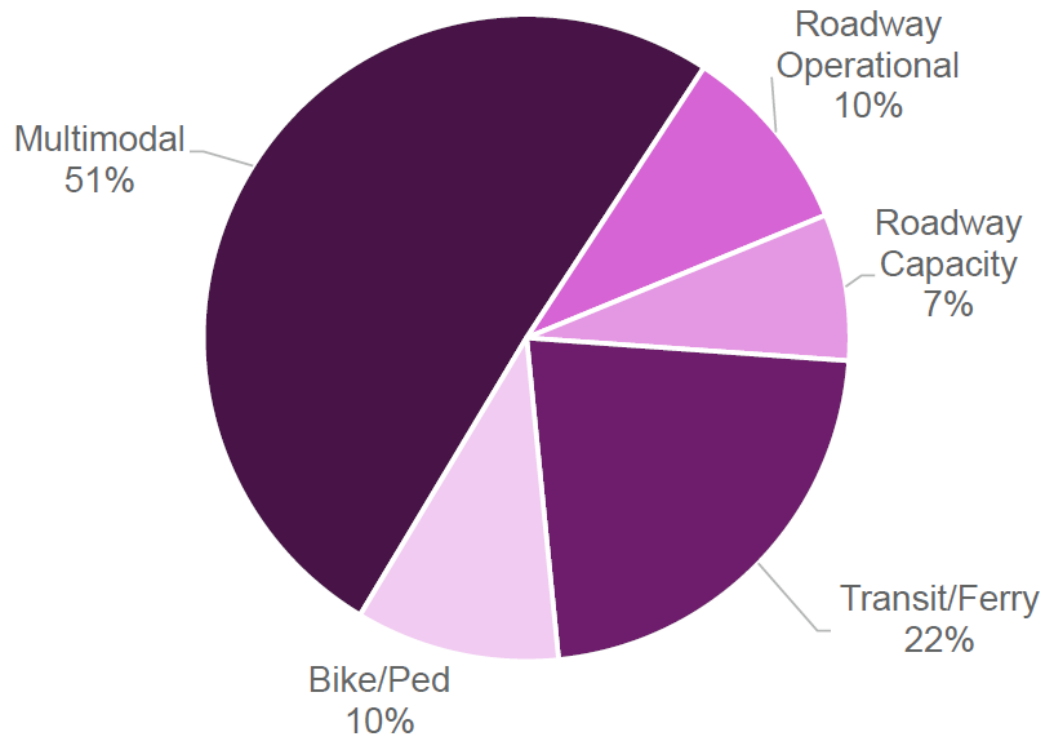


System Improvements (\$)



An Integrated Multimodal Transportation System

Regional capacity system improvements at a glance *



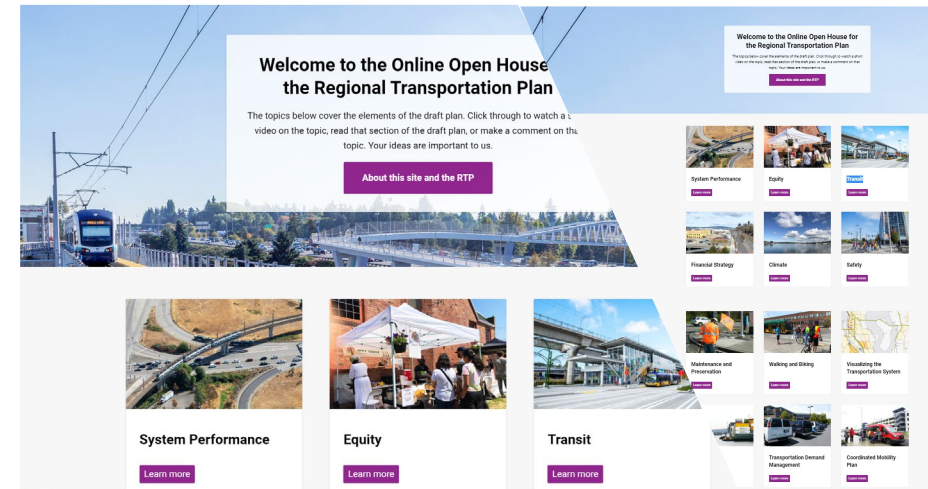
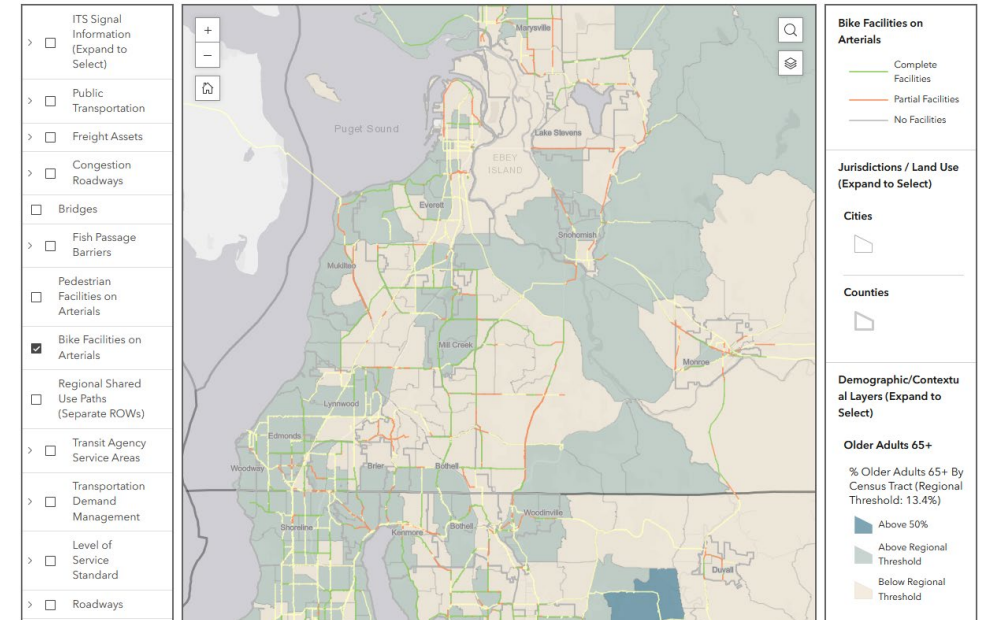
System Improvements (Project Type)

- *Only 5% in additional lane miles is added to the system by 2050*
- *Majority of projects adding roadway capacity are less than two miles in length and on facilities with severe or heavy congestion*
- *Every project responds to the adopted RTP Prioritization Framework questions*



Performing for People, Environment and Mobility

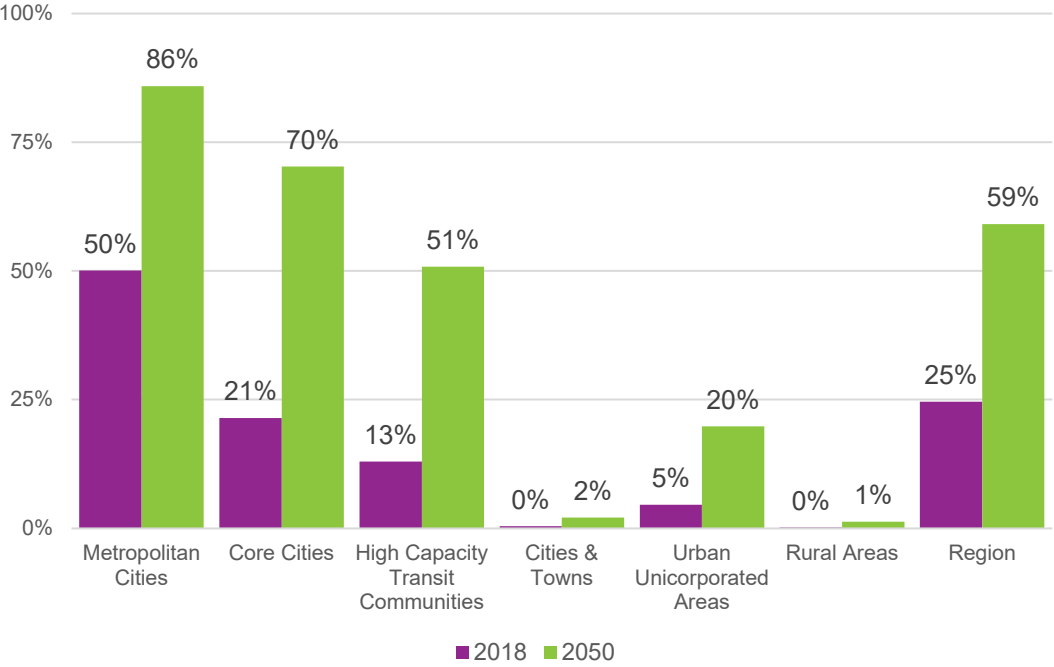
- Key features new in the 2022 plan include:
 - Expanded data collection and inventories
 - Freight, bicycle / pedestrian, TDM, specialized transportation, ITS, etc.
 - A new Transportation System Visualization tool
- Extensive outreach and engagement



Performing for People, Environment and Mobility

Key Outcomes

By 2050, **59% of households will live within a 1/2 mile** of high-capacity transit service



By 2050, the average person will **walk or bike 21% more** than today

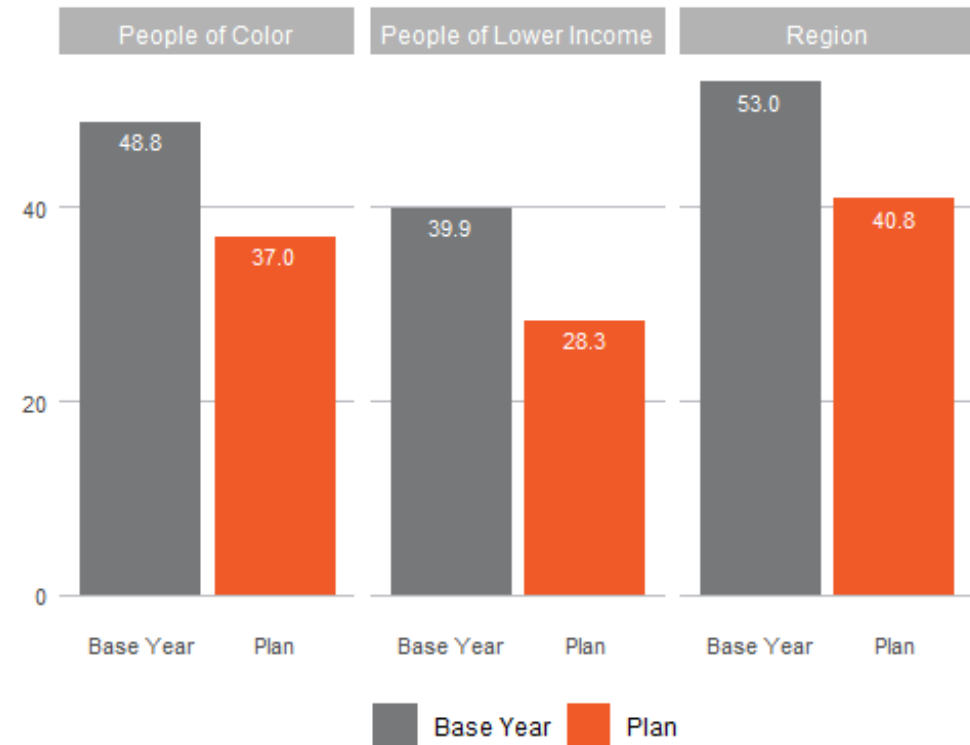


Performing for People, Environment and Mobility

By the year 2050, the average household is forecast to spend **-15%** fewer hours each year traveling from the Base Year.

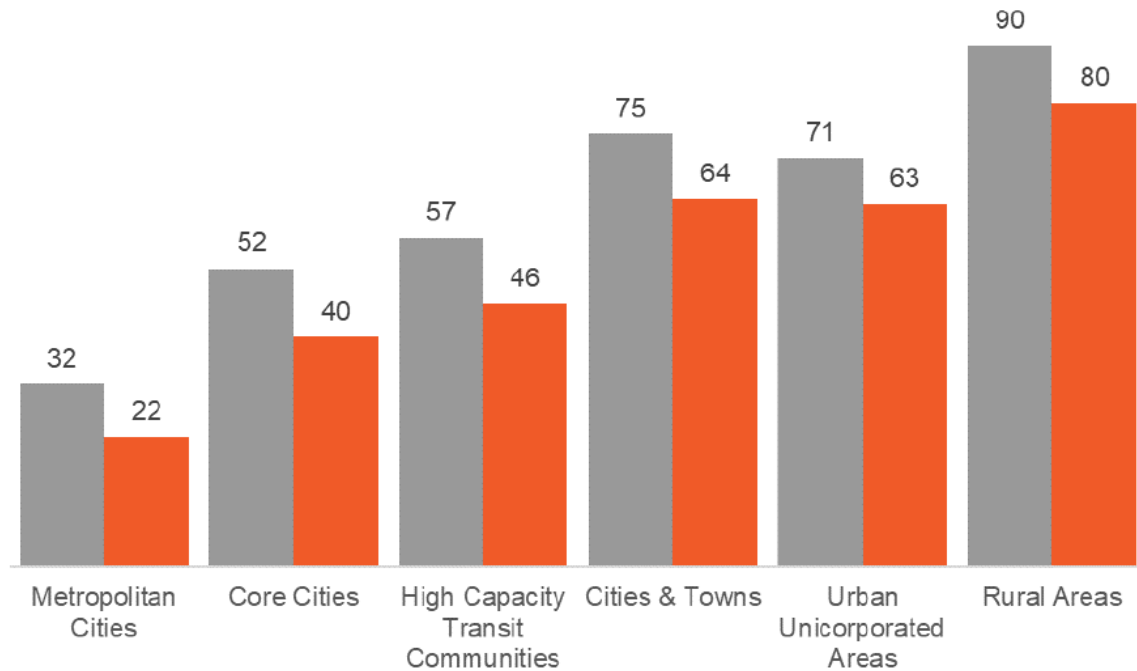


By the year 2050, the average household is forecast to drive **-23%** from the Base Year.



Performing for People, Environment and Mobility

Daily Miles Driven per Household, by Regional Geography



Grey bars indicate 2018 base year and orange bars represent 2050 with plan.

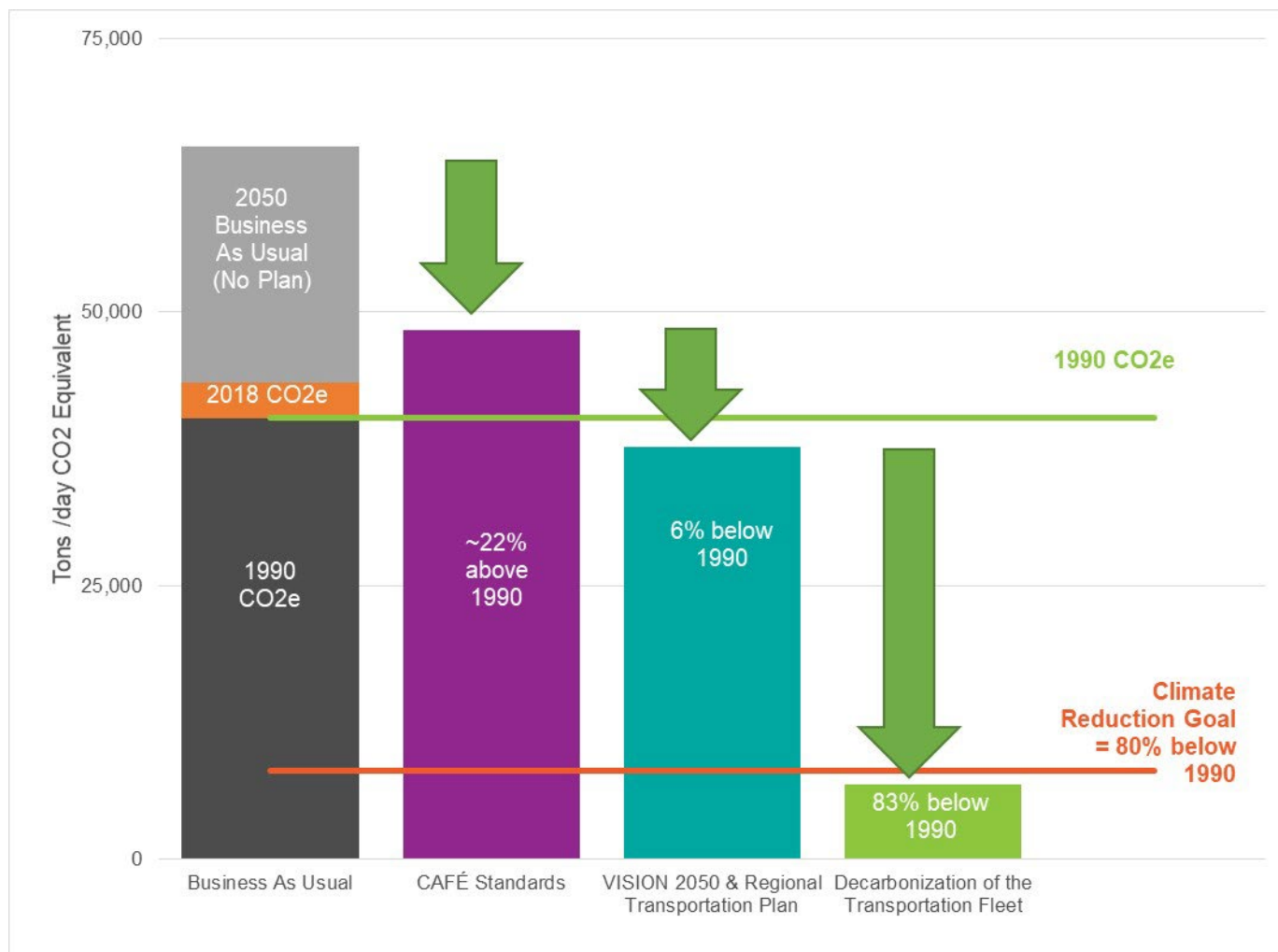
Daily Miles Driven per Capita, by Regional Geography

Geography	2018	2050
Metropolitan Cities	11.6	8.4
Core Cities	16.2	12.7
High-Capacity Transit Communities	17.3	14.4
Cities & Towns	21.6	19.7
Urban Unincorporated Areas	19.3	17.8
Rural Areas	26.0	24.4



Performing for People, Environment and Mobility

2050 Greenhouse Gas Emissions



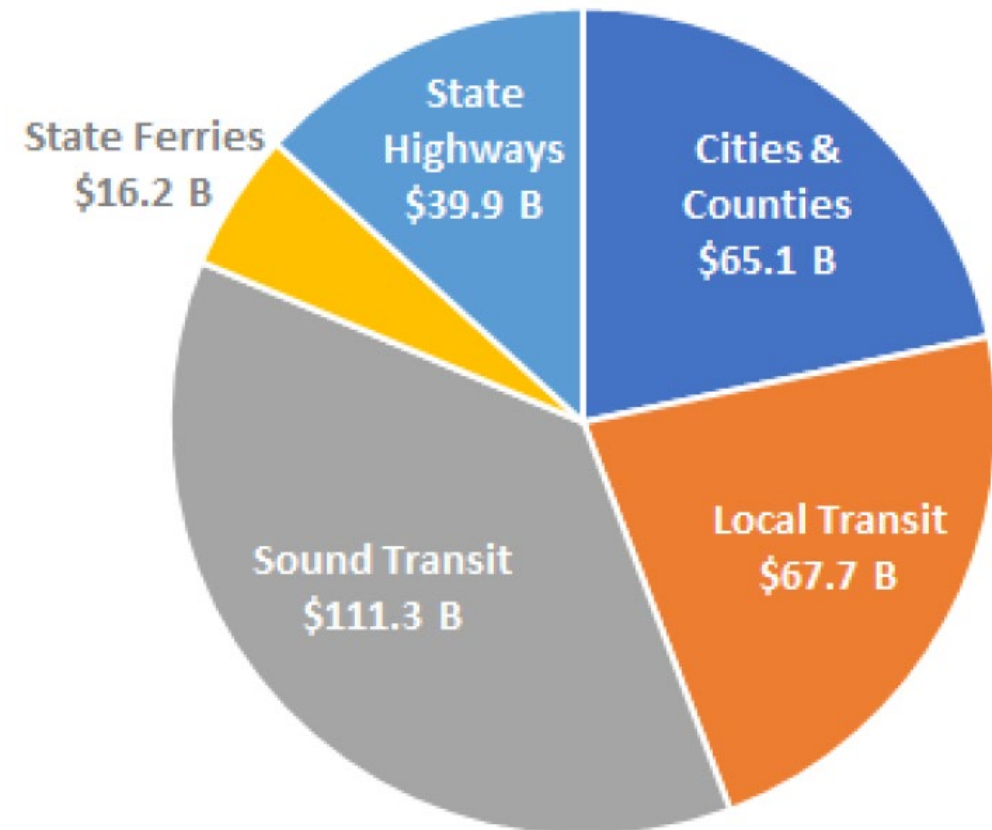
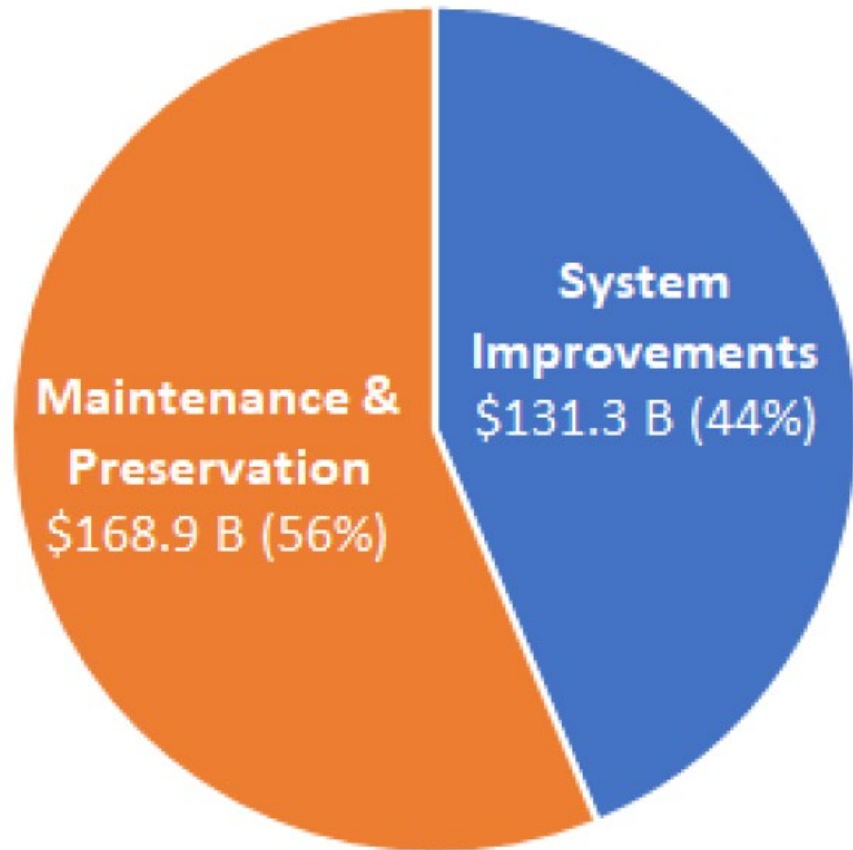
Reflecting:

- VISION 2050
- RTP investments
- Fuel economy improvements
- Transition to zero emission transportation system



Paying for the Plan

Plan Expenditures, by Investment Type and Agency Type



Paying for the Plan

Plan Revenues and Expenditures – 2050

(millions of \$2022 dollars)

	NEEDS			REVENUES		
	Maintenance, Preservation and Operations	System Improvements	Total	Current Law	New Revenue	Total
Counties	\$ 14,100	\$ 2,700	\$ 16,800	\$ 12,100	\$ 4,700	\$ 16,800
Cities	\$ 30,200	\$ 18,100	\$ 48,300	\$ 44,900	\$ 3,400	\$ 48,300
Local Transit	\$ 46,900	\$ 20,800	\$ 67,700	\$ 45,800	\$ 21,900	\$ 67,700
Sound Transit	\$ 40,200	\$ 71,000	\$ 111,300	\$ 111,300	\$ -	\$ 111,300
State Ferries	\$ 16,100	\$ 100	\$ 16,200	\$ 9,900	\$ 6,400	\$ 16,200
State Highways	\$ 21,300	\$ 18,600	\$ 39,900	\$ 33,600	\$ 6,300	\$ 39,900
TOTAL	\$ 168,900	\$ 131,300	\$ 300,200	\$ 257,400	\$ 42,800	\$ 300,200



Paying for the Plan

- Current Law revenues cover 86% of the plan's total costs; includes sources such as:
 - Fuel tax, sales tax, property tax, general fund revenues, grants, license and registration fees, etc.
- The remaining 14% of plan costs must be covered by New Revenue sources
 - Plan includes a menu of options, including:
 - User fees
 - New local sources
 - New transit / ferry sources
 - Other new state fees



Paying for the Plan

New Revenue options

The current plan assumptions for User Fees include a Road Usage Charge with flexible uses and at a higher rate than the State has studied to date

- This is also an important component of the Four-Part Greenhouse Gas Strategy

(in millions of \$2022)

		Total
New Local Sources	\$	24,030
<i>Index Existing Fuel Tax</i>	\$	580
<i>Carbon Tax on Fuel</i>	\$	7,040
<i>Paid-Parking Surcharge</i>	\$	5,570
<i>Vehicle License Fees</i>	\$	580
<i>Transportation Impact Fees</i>	\$	3,990
<i>County Road Levy Lift</i>	\$	2,610
<i>Street Utility Tax</i>	\$	1,400
<i>Motor Vehicle Excise Tax (local share)</i>	\$	2,260
New Transit/Ferry Specific Sources	\$	9,220
<i>Employee Tax (per employee per month)</i>	\$	810
<i>Local Transit Sales Tax Increase</i>	\$	910
<i>Transit Fare Increase</i>	\$	2,450
<i>Ferry Fare Increases</i>	\$	720
<i>License Service Fee Increase</i>	\$	270
<i>Motor Vehicle Excise Tax (transit share)</i>	\$	4,070
New State Fees	\$	1,700
<i>License & Registration Fee Increase</i>	\$	810
<i>Weight Fee Increase</i>	\$	890
User Fees	\$	36,530
<i>Facility Tolls</i>	\$	200
<i>Road Usage Charge</i>	\$	45,670
<i>Fuel Tax Roll-Back</i>	\$	(9,340)
TOTAL NEW REVENUE	\$	71,500

Big Ideas and Implementation

- The plan discusses the need for longer range investments related to the following:
 - A comprehensive regional active transportation network
 - Inter-regional high-speed rail
 - Passenger-only ferries
 - Future regional high-capacity transit
 - Reimagining and repurposing infrastructure
 - Aviation



Big Ideas and Implementation

- The plan also calls out specific implementation actions, tied to each section of the plan and topic. A few examples include:
 - Identify new sources of revenue to address ferry vessel replacement
 - Address seismic retrofit of aging highways and bridges
 - Develop a Regional Safety Plan
 - Continue to prioritize maintenance and preservation
 - Continue to expand on equity in regional planning
 - Advance the transition to zero emission vehicles
 - Identify action steps necessary to implement a Road Usage Charge



Development of the next RTP (2026-2050)

Board priorities expressed to date



Development of the next RTP (2026-2050)

- *Safety, Climate, Equity, Preservation and Maintenance* continue to be priorities
- **New work / innovations** will include:
 - Regional Safety Plan
 - Climate action planning
 - Access to transit
 - Financial strategy / feasible revenues vs. expenditures
 - Post-COVID travel behavior
 - Address varying needs around the region



Development of the next RTP (2026-2050)

Upcoming discussions:

- May – review of modeling and analysis tools, available data
- Summer – deeper dive into the Financial Strategy
- Fall – results of preliminary public outreach
- Then, deeper dives into each topic area – current conditions, needs and opportunities

Current plan can be found at
<https://www.psrc.org/planning-2050/regional-transportation-plan>

Additional board reactions, feedback on direction moving forward?



Thank You!

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Puget Sound Regional Council