

Regional Transportation Plan Financial Strategy and Investments

Transit Operators Committee
June 25, 2025



Puget Sound Regional Council



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

psrc.org/equity

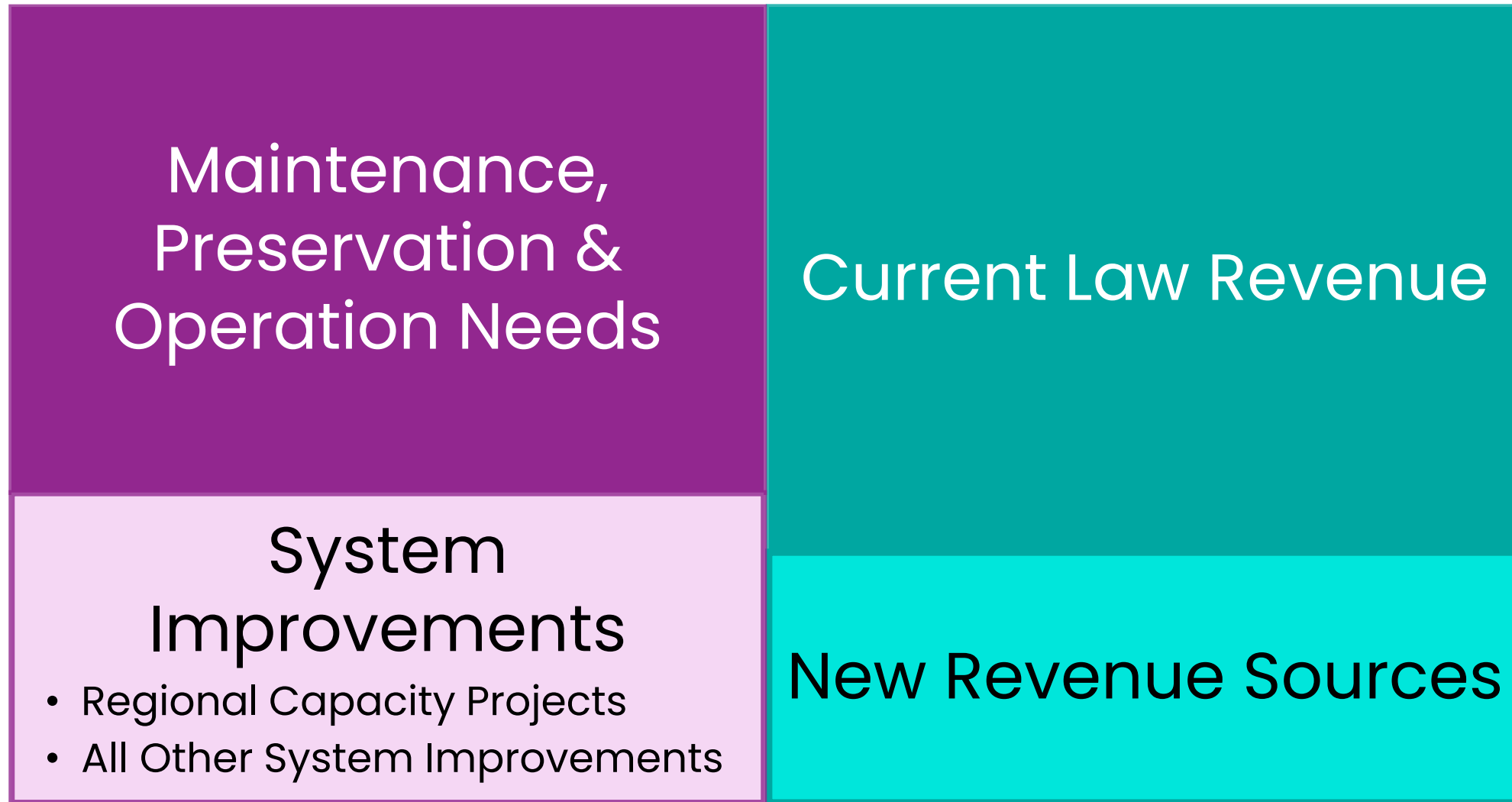
Today's Discussion

Regional Transportation Plan – Available Revenues vs. Proposed Expenditures, 2026–2050

- Overview of proposed investments and assumptions
- Description of levers to address the gap
- TPB discussions and next steps



RTP Financial Strategy – Building Blocks



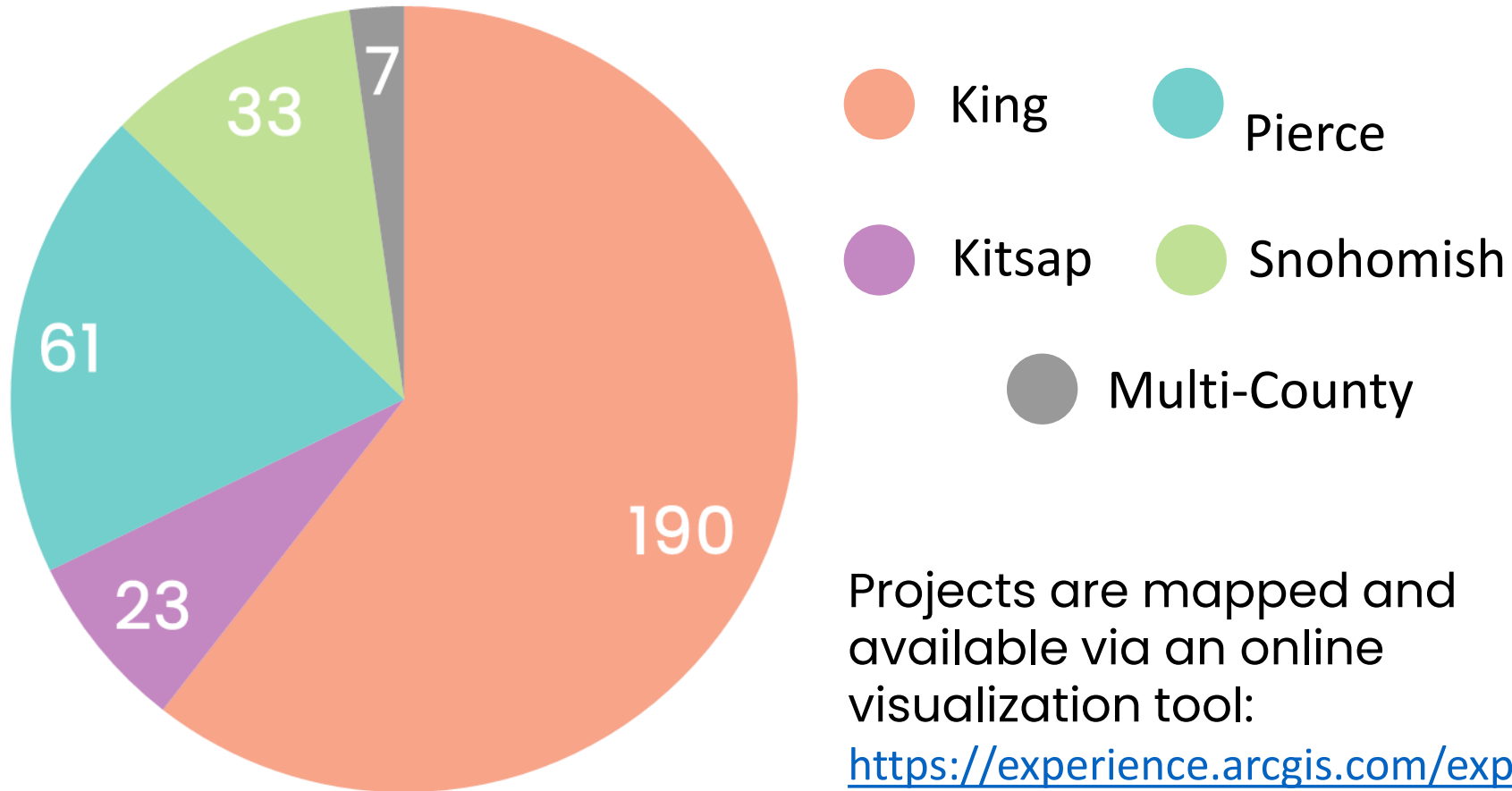
Regional Capacity Projects

- Projects *adding or changing capacity* on the regionally defined system (all modes)
- Projects must be derived from a planning process – comprehensive plan, corridor study, etc.
- Each sponsoring agency submits an application, addressing:
 - Description, cost and schedule
 - Funds committed to the project
 - Plan consistency framework



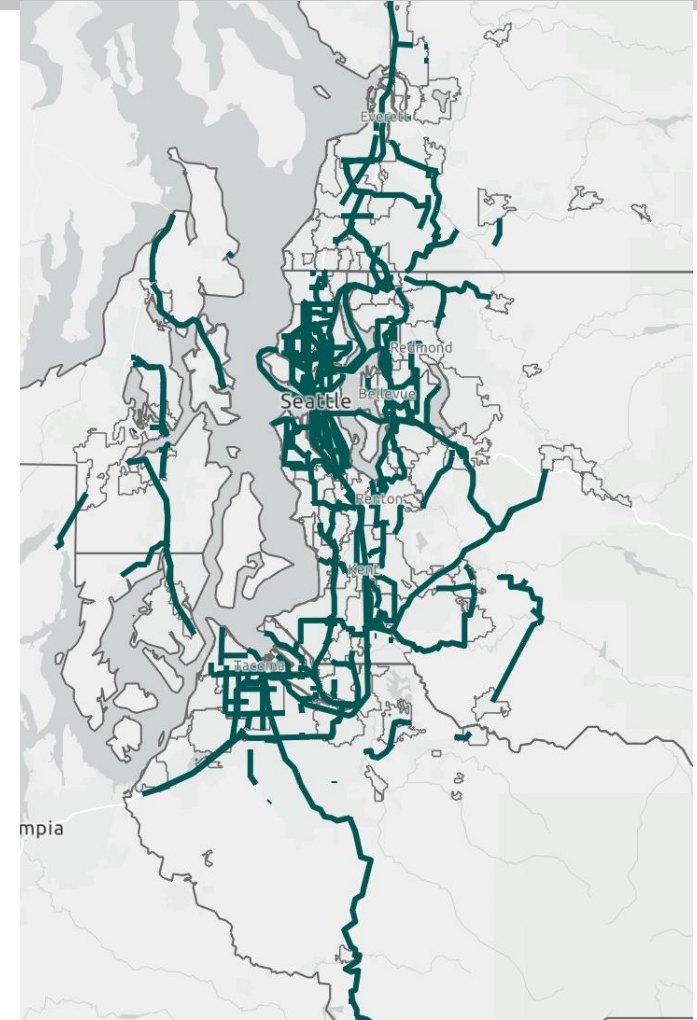
Regional Capacity Projects

314 projects submitted, totaling \$72.7 billion



Projects are mapped and available via an online visualization tool:

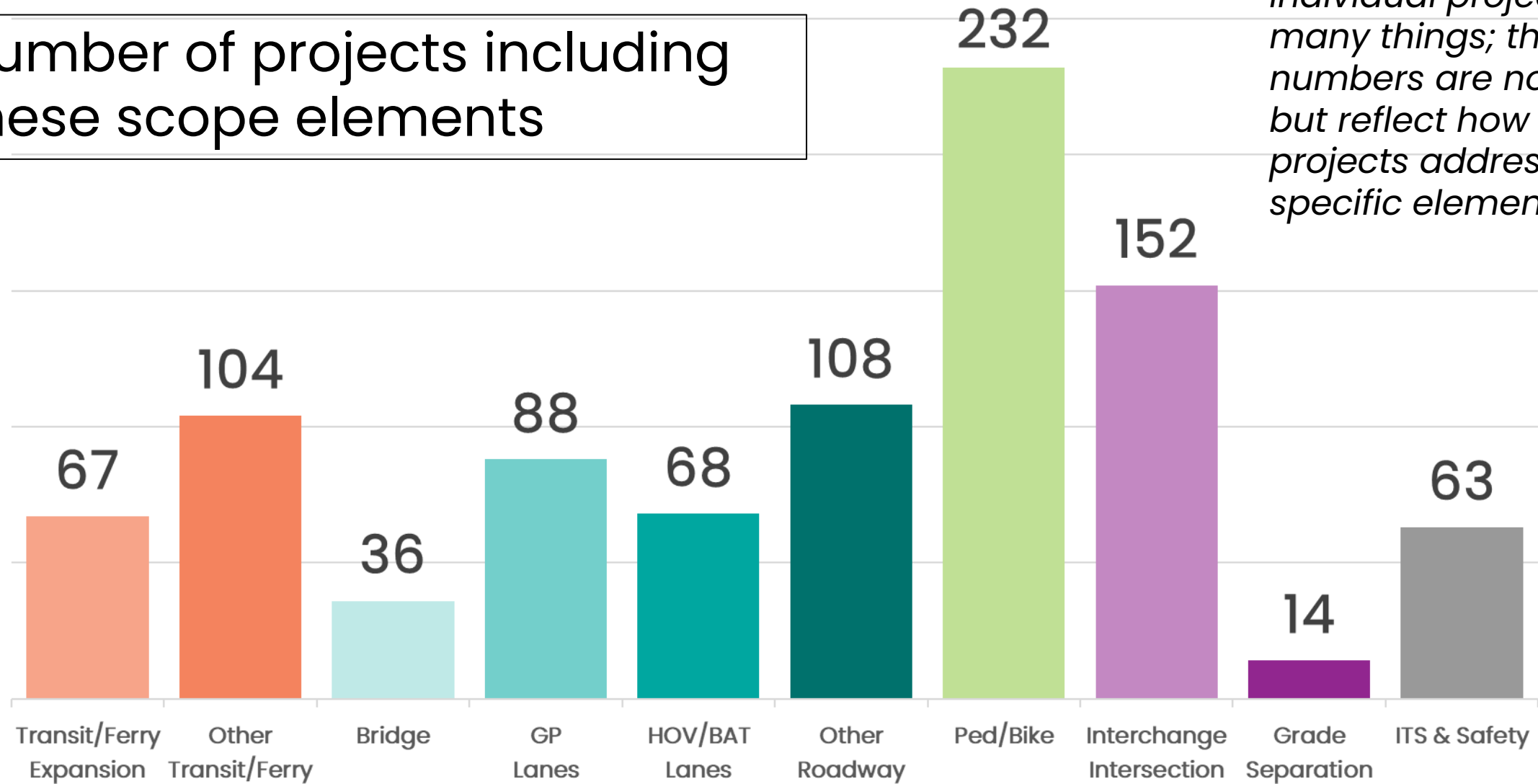
<https://experience.arcgis.com/experience/a6adb09dadfe4dc6b61394fac30ec3a6>



Regional Capacity Projects

Number of projects including these scope elements

Individual projects do many things; these numbers are not additive but reflect how many projects address these specific elements



Regional Capacity Projects

Plan Consistency Framework

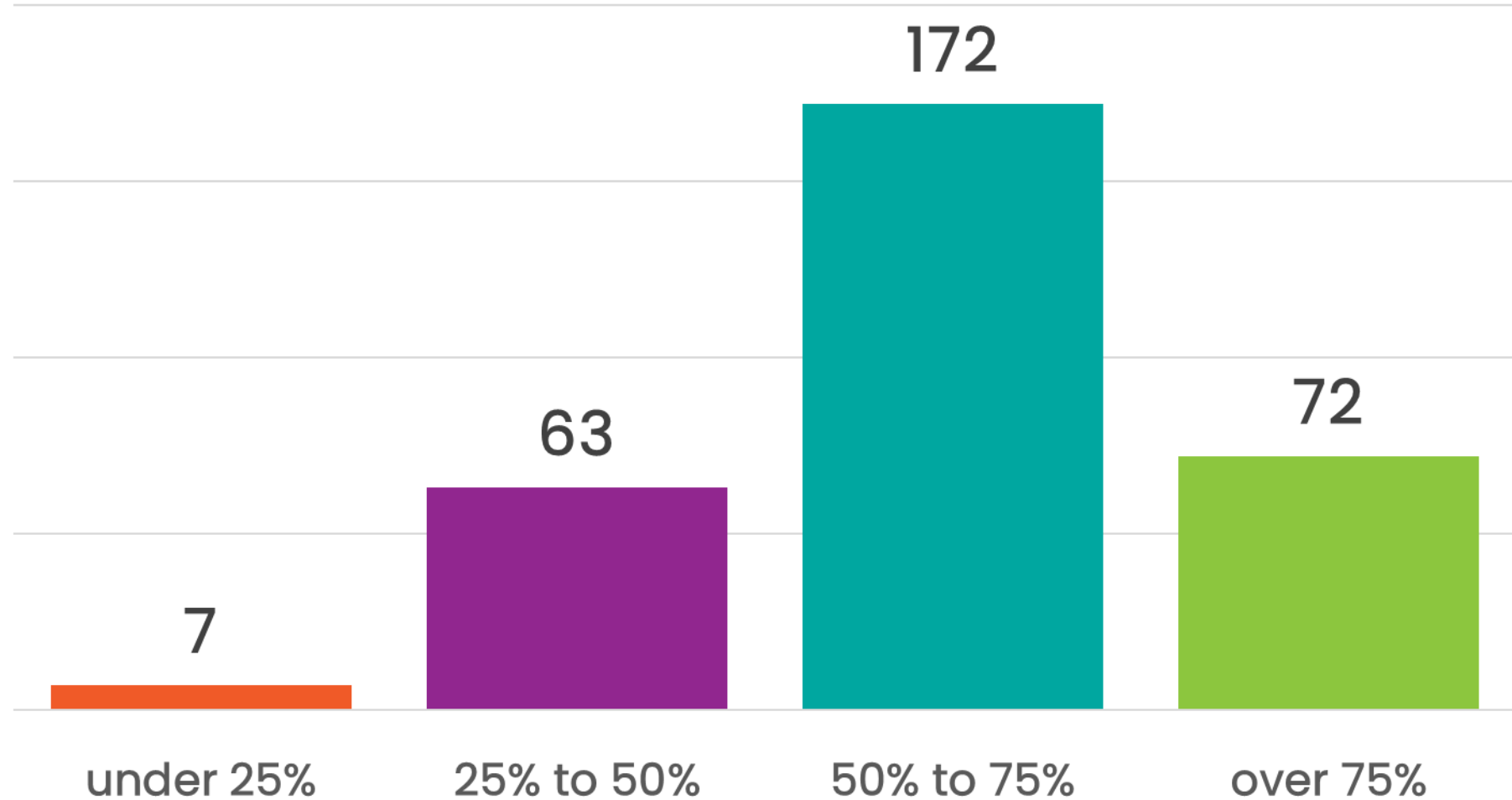
- Applicants respond to specific questions under 9 policy measures to evaluate the project's consistency with the regional plan
 - ✓ Supporting Freight Movement
 - ✓ Supporting Employment
 - ✓ Emissions
 - ✓ Puget Sound Land and Water
 - ✓ Transportation Alternatives
 - ✓ Travel Reliability
 - ✓ Support for Centers
 - ✓ Safety & System Security
 - ✓ Community Benefits



Regional Capacity Projects

Plan consistency evaluation:

- Approximately **78%** of all project submittals graded 50% or higher



All Other System Improvements

- Includes all other **system improvements** not meeting the threshold of a regional project
 - Improvements to minor arterials and local roads
 - Sidewalks and bicycle lanes
 - Safety improvements, signals, etc.
- Costs represent *planned* and *needed* investments through 2050 across all sponsor categories – cities, counties, transit, state



Maintenance, Preservation and Operations

- Overall assumption = full system is maintained, preserved and operated in a state of good repair through 2050
 - Key categories of investment:
 - **Pavement** – *funds backlog and maintains full system moving forward*
 - **Bridges** – *includes maintenance, rehabilitation and replacement of all bridges at the end of their useful life*
 - **Culverts / Stormwater** – *includes fish passage corrections*
 - **Transit / Ferries** – *includes vehicle/vessel replacements and all operations*



Updated Revenues vs. Proposed Expenditures

Gap between available revenues and proposed expenditures = 21%

Sponsor Type	NEEDS				REVENUES			Revenue Gap	% of Revenue Gap
	Maintenance, Preservation and Operations	System Improvements		Total	Current Law	New Revenue	Total		
		Regional Capacity Projects	Other Improvements						
Counties	\$17,900	\$5,200	\$2,800	\$25,900	\$16,600	\$0	\$16,600	\$9,300	12%
Cities	\$45,300	\$8,500	\$23,200	\$77,000	\$41,700	\$0	\$41,700	\$35,300	45%
Local Transit	\$52,700	\$2,800	\$19,200	\$74,800	\$52,400	\$0	\$52,400	\$22,500	29%
Sound Transit	\$49,500	\$41,600	\$34,500	\$125,700	\$125,700	\$0	\$125,700	\$0	0%
WSF	\$11,300	\$0	\$6,100	\$17,300	\$11,400	\$0	\$11,400	\$6,000	8%
WSDOT	\$23,400	\$14,500	\$6,700	\$44,600	\$39,400	\$0	\$39,400	\$5,200	7%
Subtotal		\$72,700	\$92,500						
TOTAL	\$200,100	\$165,200		\$365,300	\$287,100	\$0	\$287,100	\$78,200	21%

All costs in 2026\$



Levers to Address the Gap

- The gap between current law revenues and planned expenditures is ~21%
- Available levers to address the gap =
 - Potential new revenue sources
 - Reduced levels of investment



Levers to Address the Gap – Potential New Revenues

- Preliminary board parameters from the Fall were to consider sources that:
 - Could be implemented consistently across the region; *and*
 - Would be more likely to generate higher levels of revenue
- Fewer, more impactful sources for consideration in the RTP financial strategy
 - *The plan will also provide information on other potential new revenue sources that could be utilized by agencies across the region*



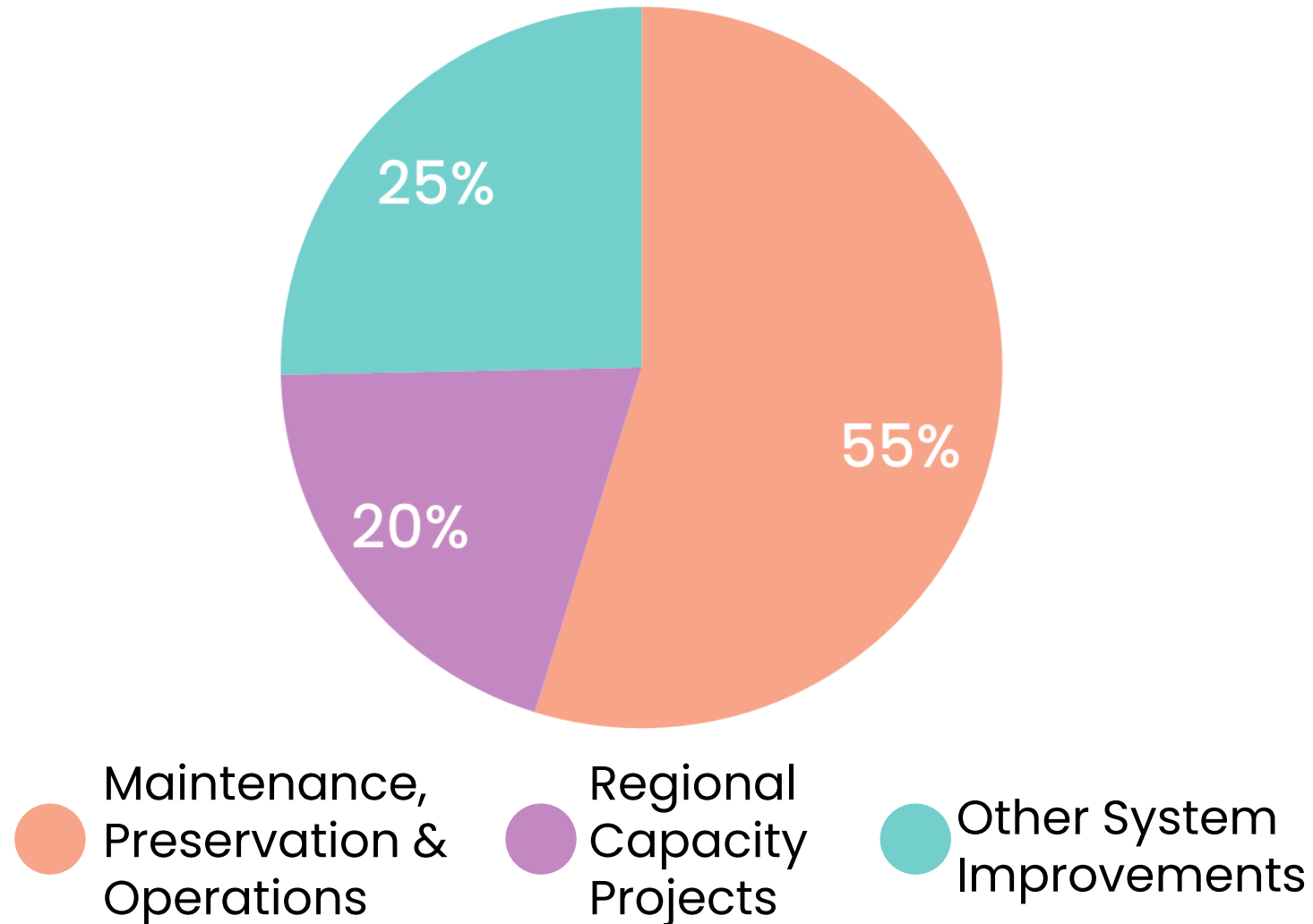
Levers to Address the Gap – Potential New Revenues

- Five specific sources were discussed for further consideration in the RTP financial strategy:
 - Road usage charge
 - Transit sales tax rates
 - Retail delivery fee
 - Increased vehicle fees
 - County road levy rate
- *Various High / Medium / Low scenarios being considered*



Levers to Address the Gap – Levels of Investment

Plan Investment Categories



Levers to Address the Gap – Levels of Investment

Levers: Regional Capacity Projects

- Different combinations of these, and other, criteria being considered:
 - projects with no current committed funding (194)
 - projects not scheduled to begin until after 2040 (37)
 - projects with a plan consistency grade below 50% (70)



Levers to Address the Gap – Levels of Investment

Levers: Other System Improvements

- Costs represent the programmatic planned needs across all categories through 2050
 - *Considering an overall reduced level of investment*

Levers: Maintenance, Preservation & Operations

- Multiple asset categories with complex assumptions to achieve a full system in a state of good repair through 2050 – includes operational costs of the current and future transit system
 - *Considering an overall reduced level of investment*



TPB Discussions and Next Steps

In June and July, TPB is providing feedback on the information presented and the levers to fill the gap --

- Consider only new revenue sources?
- Consider only reductions in investments? or
- Consider a mix between the two levers?

Direction will be requested in July on one or more plan scenarios to move forward into modeling and analysis





Thank you!



Puget Sound Regional Council