

# Regional Transportation Plan Financial Strategy and Investments

Regional Project Evaluation Committee  
June 27, 2025



Puget Sound Regional Council



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

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



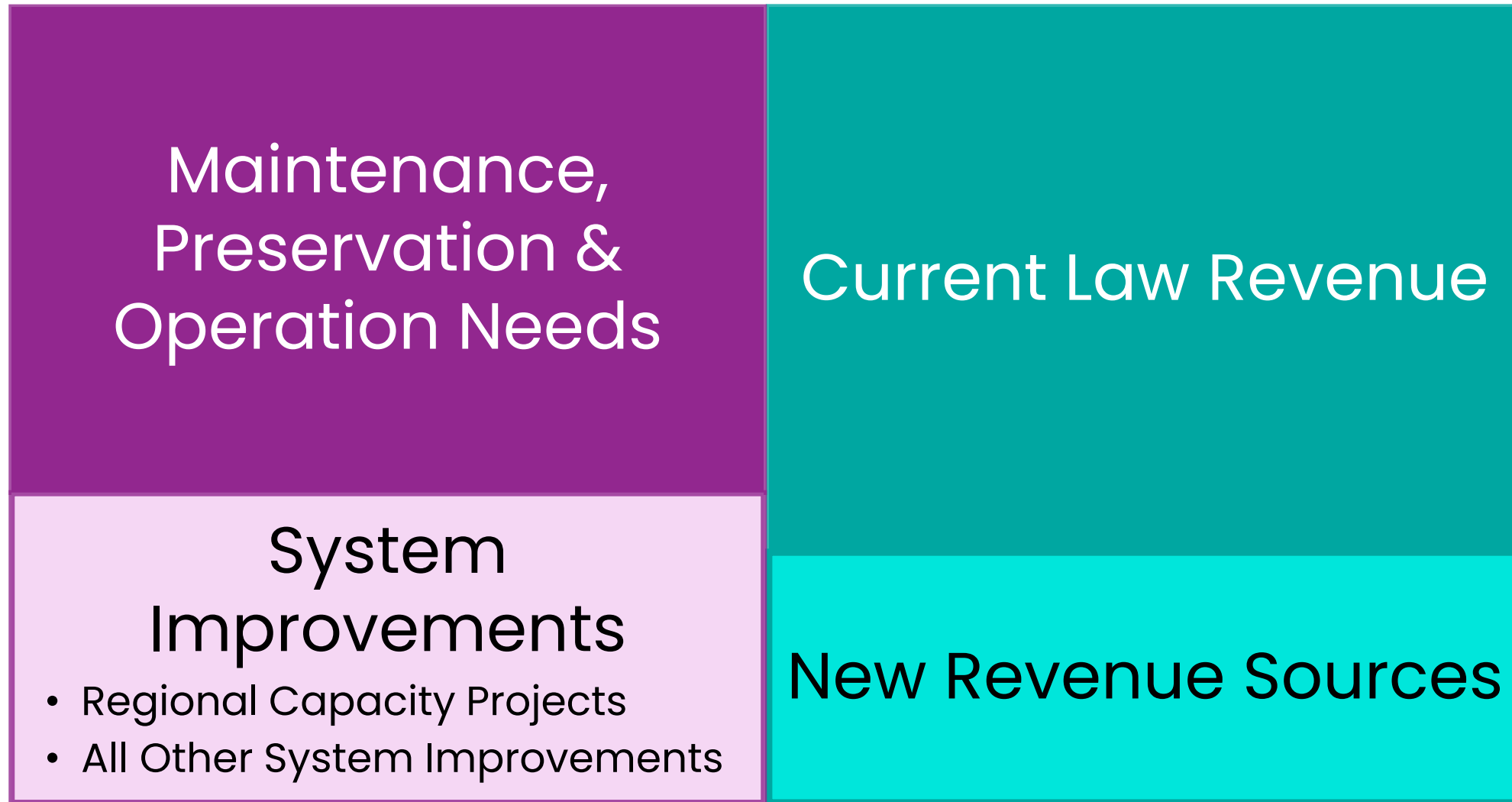
# Today's Discussion

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

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



# RTP Financial Strategy – Building Blocks



# Updates Since May

- Full review and vetting of Regional Capacity Projects, additional investment refinements
- Incorporation of newly adopted state budget in current law revenue forecast added ~\$5 billion to the regional estimate:
  - \$0.06 increase to gas tax and increasing the entire gas tax (\$0.54) by 2% a year beginning in 2026
  - Increased vehicle license & weight fees
  - Extension of retail sales tax to new services



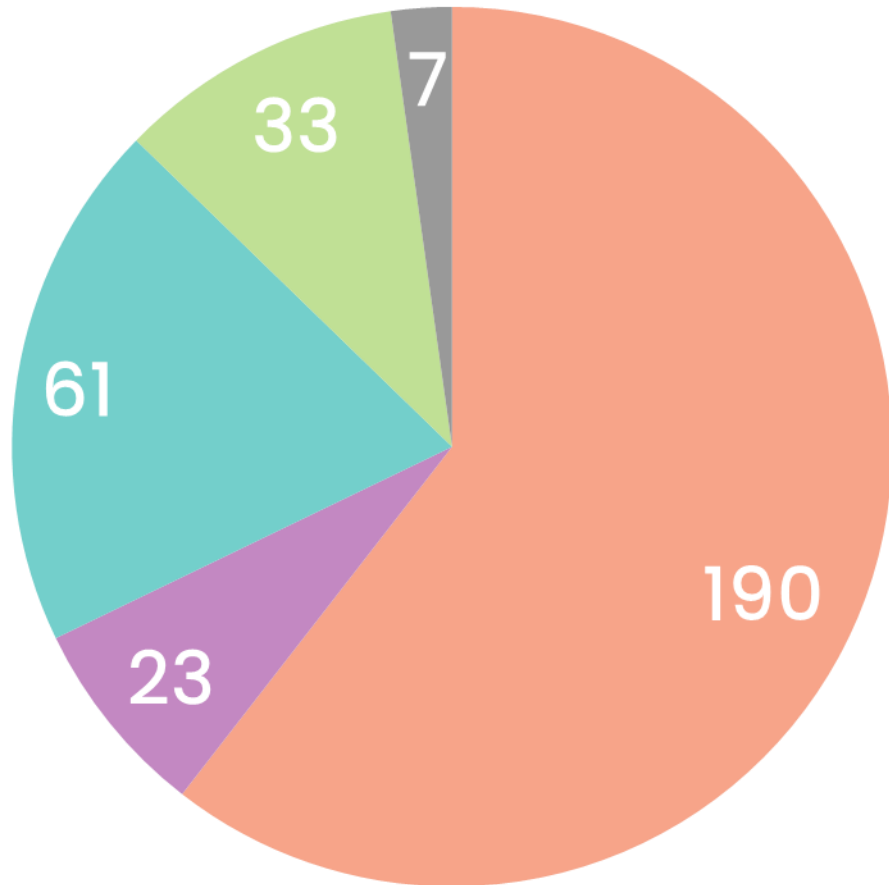
# Updated Revenues vs. Proposed Expenditures

Gap between available revenues and proposed expenditures = 21%

Sponsor Type	NEEDS				REVENUES			Revenue Gap	Percent 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%

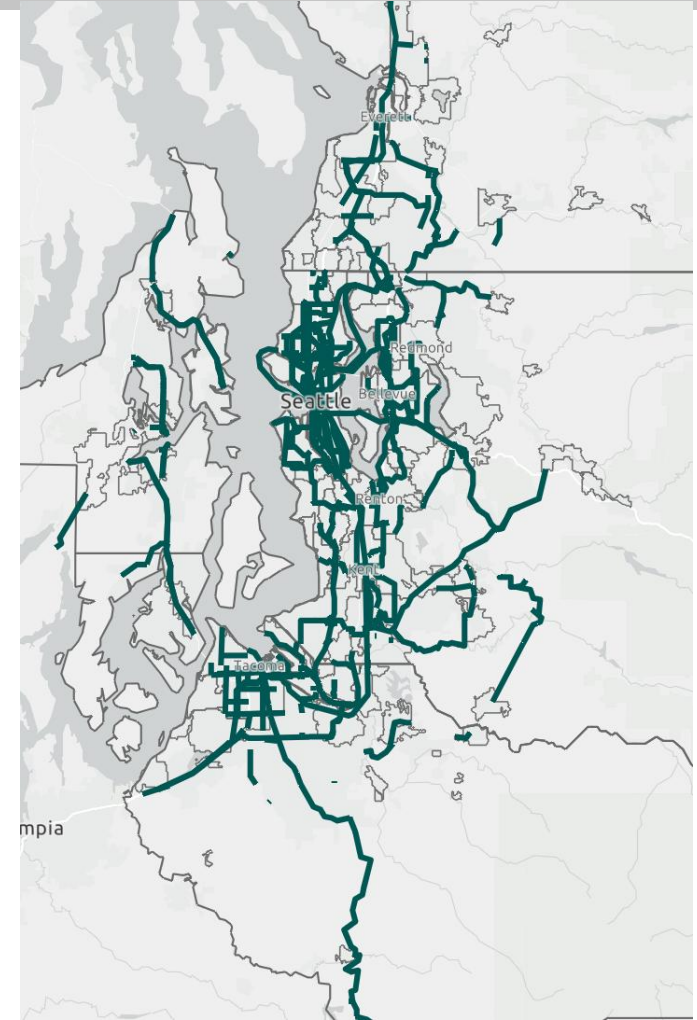
# Regional Capacity Projects

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

## Summary Statistics:

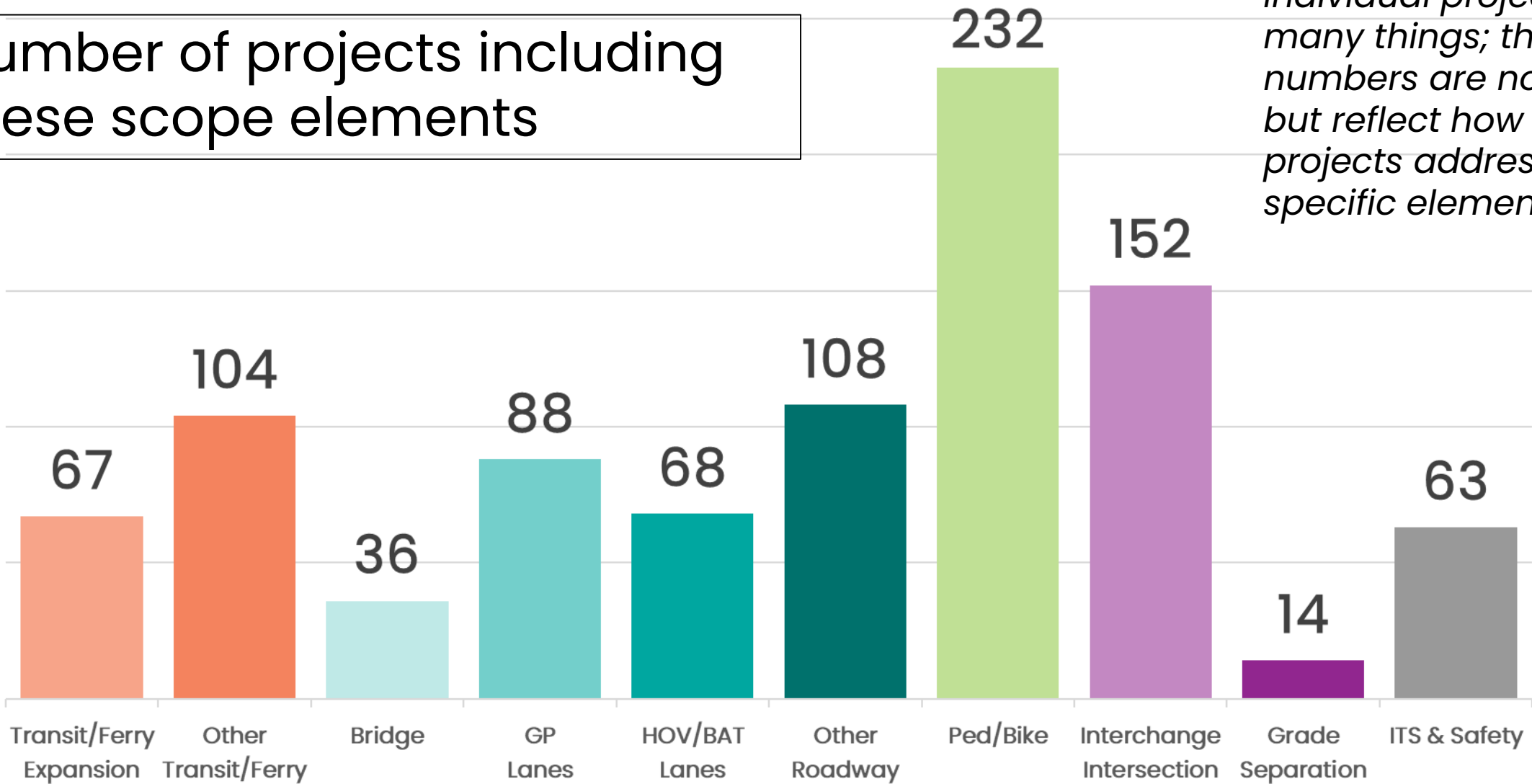
- Since 2022, 50 projects have been completed
- 87 projects in the current plan were not resubmitted – *canceled or deferred*
- 80 new projects were submitted – *primarily transit and bike/ped related*
- 120 projects have some level of funding committed
- Of all projects submitted, 6 agencies submitted 66% of the projects representing 91% of the total costs



# 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

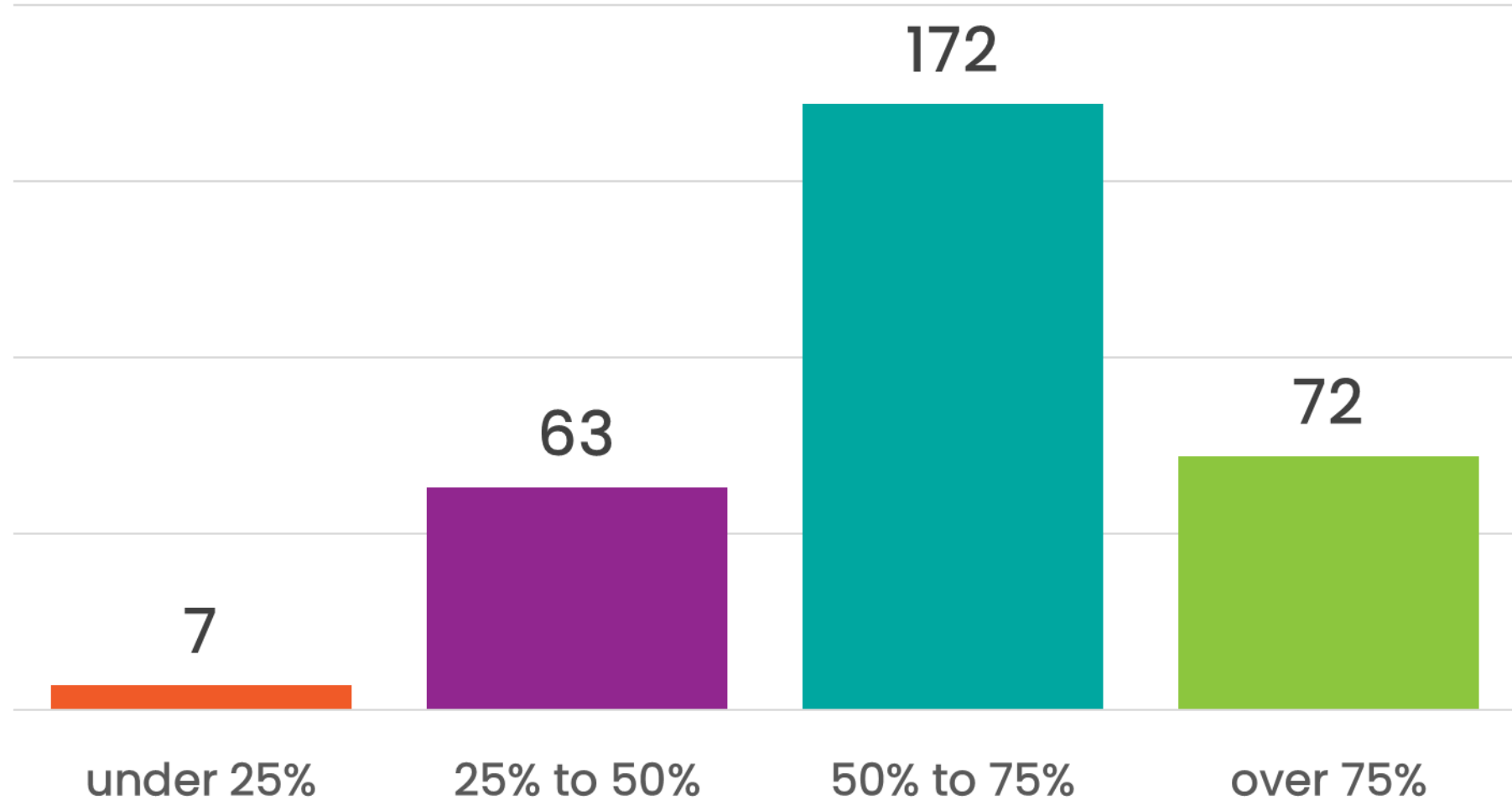
- Applicants respond to specific questions under 9 policy measures to evaluate the project's consistency with the regional plan
  - ✓ Supporting Freight Movement
  - ✓ Supporting Employment
  - ✓ Emissions
  - ✓ Puget Sound Land and Water
  - ✓ Transportation Alternatives
  - ✓ Travel Reliability
  -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



# Regional Capacity Projects

## Plan consistency evaluation:

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



# Regional Capacity Projects

## Example from Project List:

Sponsor: **BAINBRIDGE ISLAND**

Project ID: **5646**

Title: **Agate Pass Bridge Replacement**

MTP Status: **Candidate**

Estimated Cost: **\$213,041,125**

Description:  
Replace existing functionally obsolete Agate Pass bridge on SR 305 with new bridge with additional capacity for transit and pedestrian/bicycle facilities.

Location / Facility:	From:	To:
State Route 305	MP 6	MP 7
County:	Completion Year:	
Kitsap County	2035	

### Plan Consistency Grade

Total Score: 67%					
Supporting Freight Movement:	60%	Puget Sound Land & Water:	90%	Support for Centers:	50%
Supporting Employment:	60%	Transportation Alternatives:	70%	Safety & System Security:	100%
Emissions:	30%	Travel Reliability:	40%	Community Benefits:	100%



# 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*



# 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
    - *Or some combination of both*



# 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

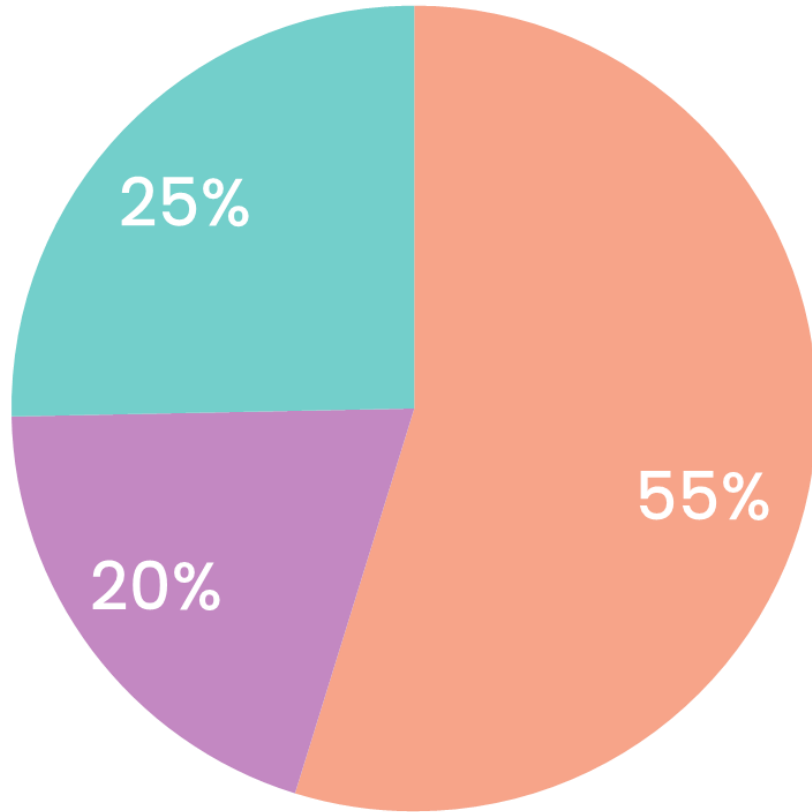
- Five specific sources were discussed for further consideration in the RTP financial strategy:
  - Road usage charge
  - Transit sales tax rates
  - Retail delivery fee
  - Increased vehicle fees
  - County road levy rate
- *Various High / Medium / Low scenarios being considered*





# Levers to Address the Gap – Levels of Investment

## Plan Investment Categories



➤ *Options being developed for reducing proposed investments across all three categories – mix of scenarios being considered*



# 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*



# Next Steps

- In July, board direction will be requested on one or more scenarios to move into modeling and analysis
  - *Could include new revenues, reduced investments or some combination of both*
- Analysis results, across varied performance metrics, will be provided in September
- Discussions to continue into the fall on finalizing the draft plan
  - Policy direction
  - Financial strategy
  - Investments
  - Action items





# Outreach and Resources

The [RTP Engagement Hub](#) is now live

- Current Transportation System Report
- Visualization tool
- Upcoming outreach opportunities
- Other resources and information as the process unfolds







Thank you!



Puget Sound Regional Council