

Regional Transportation Plan Development Process

Regional TOD Advisory Committee
September 19, 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

- Overview of work to date
- Review of Scenario development process
- Transit inputs and metrics
- Schedule and next steps
- Public outreach and engagement



Work Completed to Date

February 2024 – July 2025:

- Key priorities for the next plan identified and scope of work adopted
- Parameters for new potential revenue sources identified
- Review of current transportation system and identification of “gaps” to where people and jobs are
- Review of proposed investments vs. available revenues through 2050
- Development of four plan scenarios at different levels of investment and funding



Scenario Development Process

There is a 21% funding gap between available revenues and all proposed investments through 2050

- Transportation Policy Board consensus to pursue a balance between levels of investment and new revenues:
 - Reviewed different levels of investment across all categories: major regional projects, local programmatic system improvements, maintenance & preservation, growth in transit service
 - Reviewed different levels of new revenues



Four Scenarios Advanced into Analysis

Scenario 1
Current Funding
Sources

No New
Revenues
required

Scenario 2A
More Than
Today

New
Revenues
required =
\$42.8 billion

Scenario 2B
Focus on
Maintenance
and Transit

New
Revenues
required =
\$48.9 billion

Scenario 3
Maximum
Investment

New
Revenues
required =
\$78.2 billion



Summary of Scenario Analysis Results

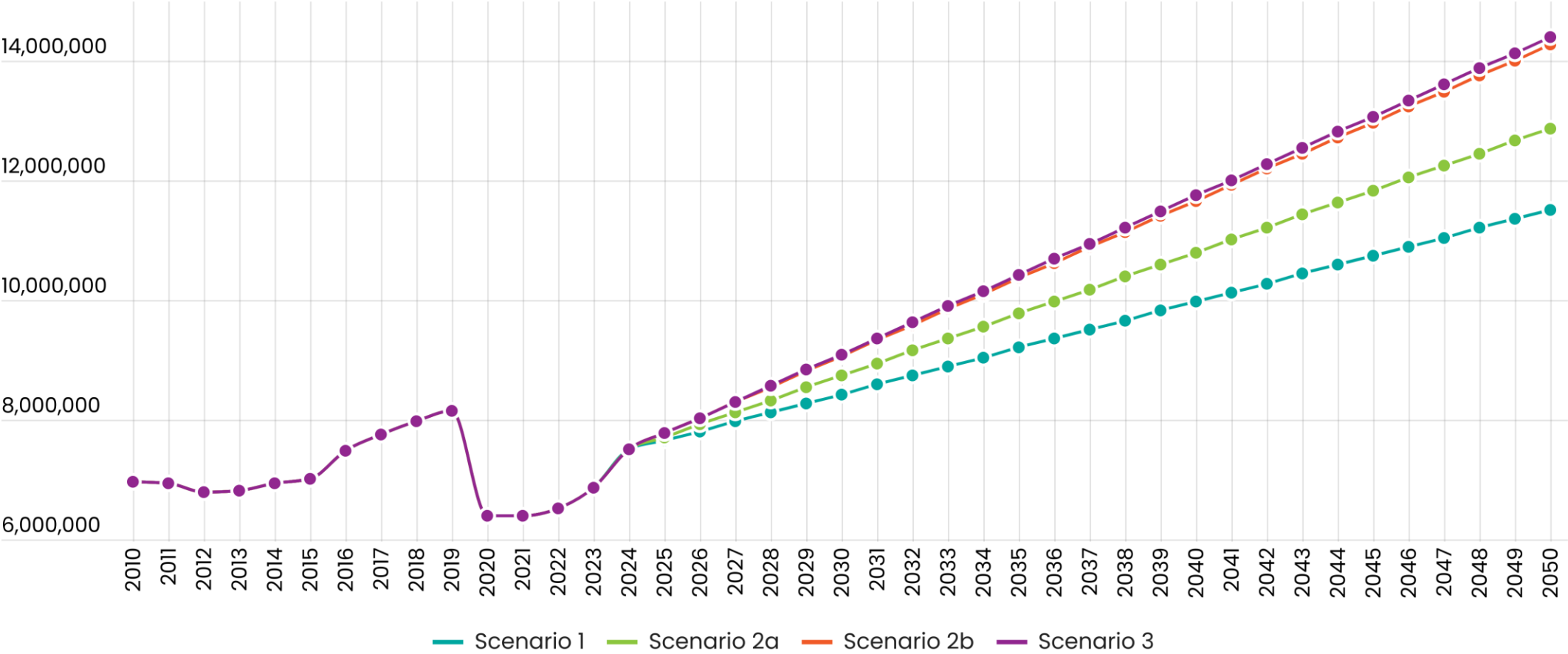
Overall:

- Levels of total investment across the four scenarios above the base year ranges from **\$287 billion** to **\$365 billion**
- Modest differences between scenarios for many of the modeled performance metrics
- Greater distinctions between scenarios from the spatial and qualitative measures



Every scenario has significant growth in transit service

Annual Revenue-Hours by Scenario

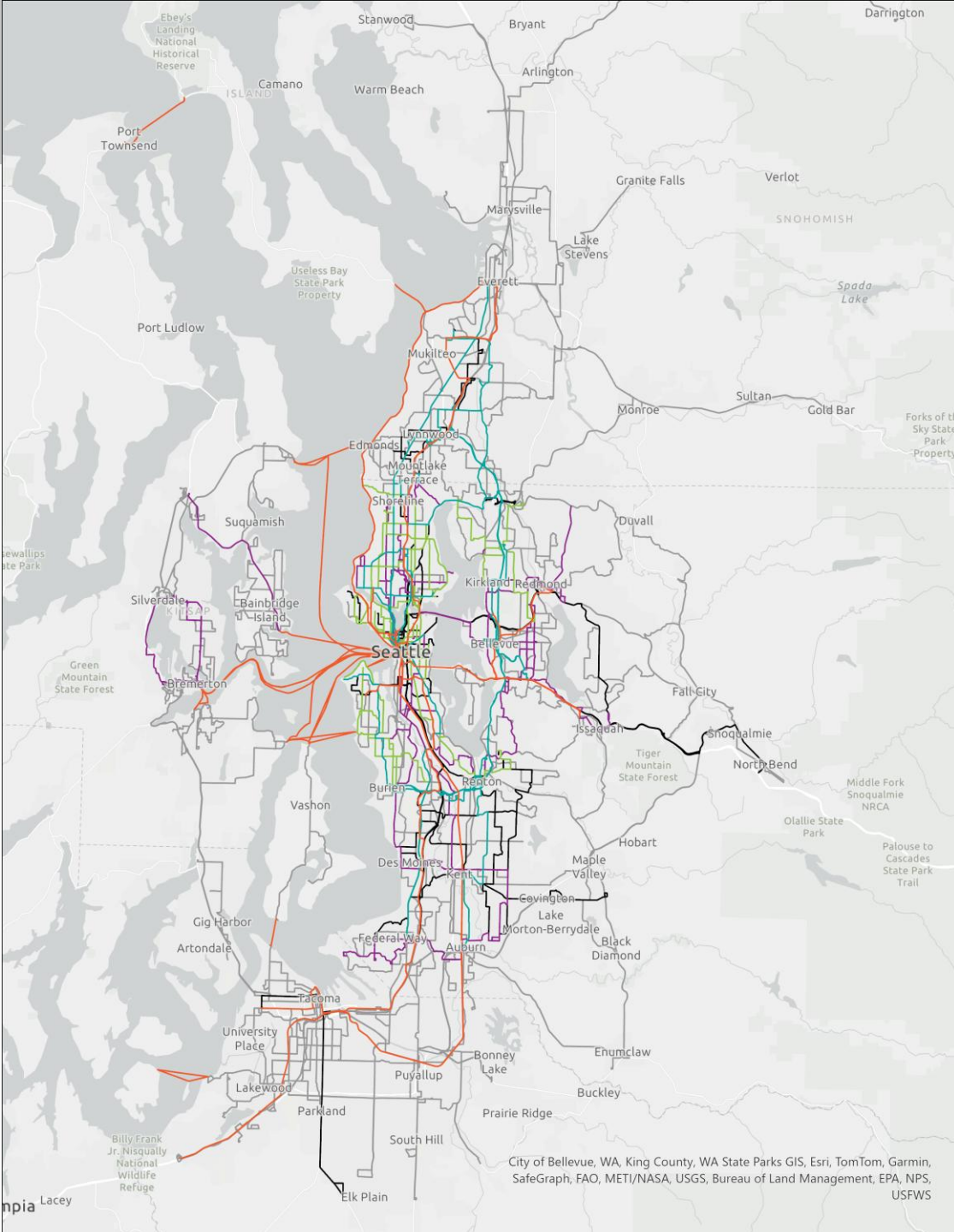


Source: PSRC SoundCast model & 2050 GTFS Inputs



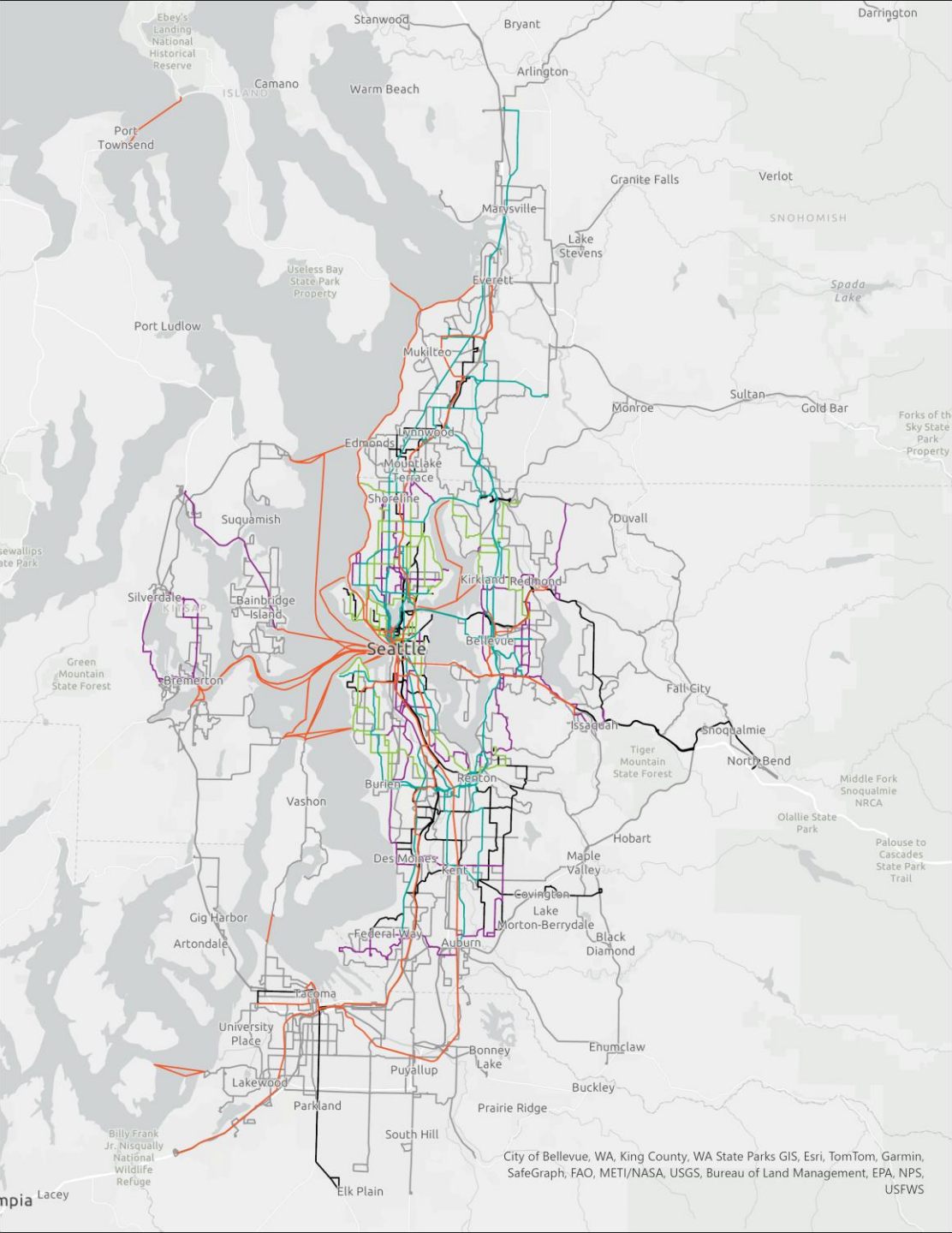
Transit: Scenario 1

Metric	Today	Scenario #1	Change
Transit Routes			
Total Routes	307	316	9
Local Routes	104	104	-
All-Day Routes	28	64	36
Frequent Routes	43	43	-
BRT Routes	11	17	6
High-Capacity Transit Routes	27	33	6
Regional Transit Metrics			
Annual Revenue-Hours	7,517,640	11,522,000	53%
Annual Boardings	173,324,000	505,812,000	192%
Daily Transit Trips	351,000	1,010,000	188%
People in Transit Supportive Densities without Supportive Transit			
Gap near Local Transit	948,000	1,408,000	460,000
Gap near All-Day Transit	444,000	719,000	275,000
Gap near Frequent Transit	60,000	298,000	238,000
Gap near High-Capacity Transit	91,000	412,000	321,000



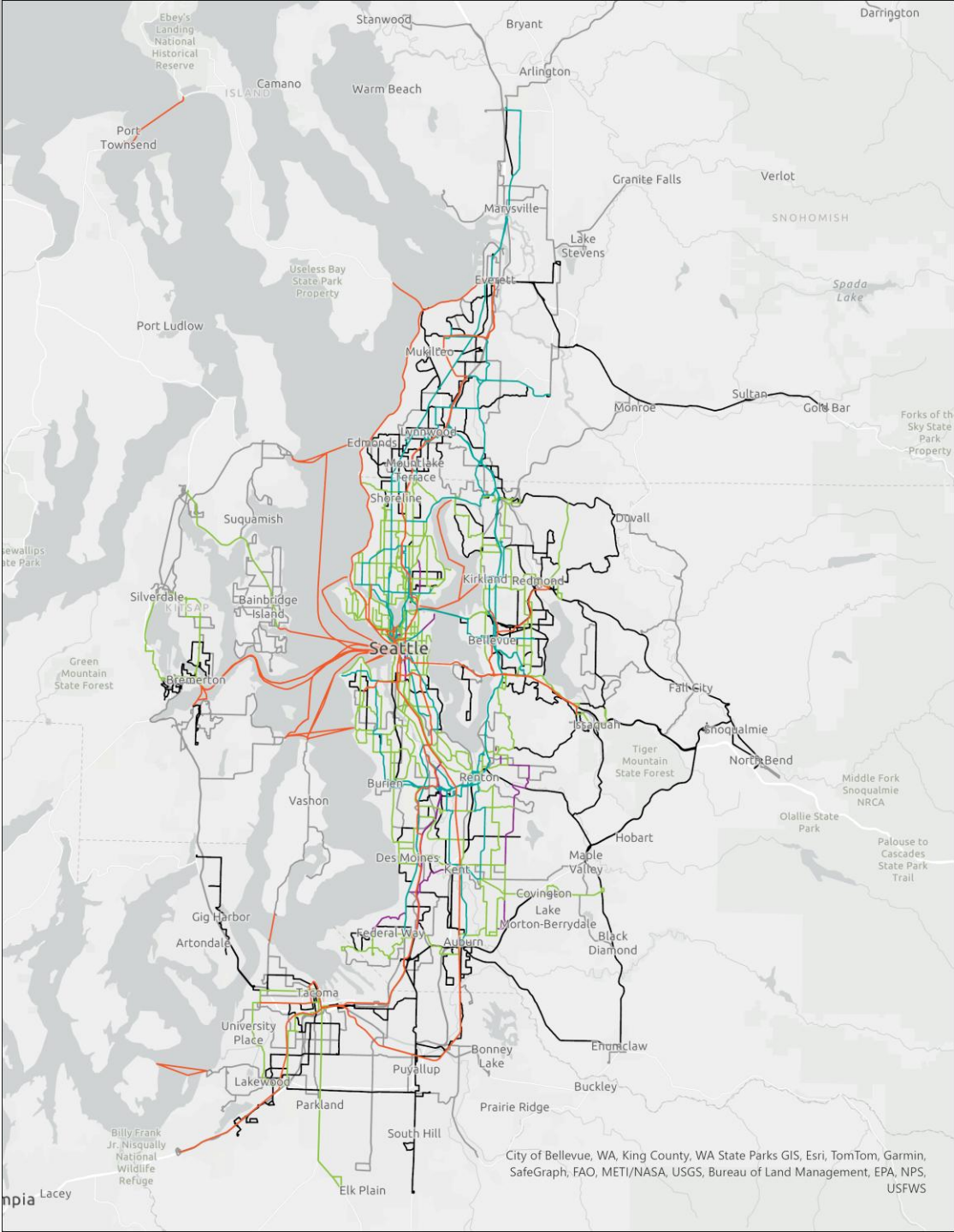
Transit: Scenario 2a

Metric	Today	Scenario #2a	Change
Transit Routes			
Total Routes	307	319	12
Local Routes	104	107	3
All-Day Routes	28	66	38
Frequent Routes	43	47	4
BRT Routes	11	22	11
High-Capacity Transit Routes	27	36	9
Regional Transit Metrics			
Annual Revenue-Hours	7,517,640	12,874,000	71%
Annual Boardings	173,324,000	530,798,000	206%
Daily Transit Trips	351,000	1,036,000	195%
People in Transit Supportive Densities without Supportive Transit			
Gap near Local Transit	948,000	1,324,000	376,000
Gap near All-Day Transit	444,000	661,000	217,000
Gap near Frequent Transit	60,000	248,000	188,000
Gap near High-Capacity Transit	91,000	412,000	321,000



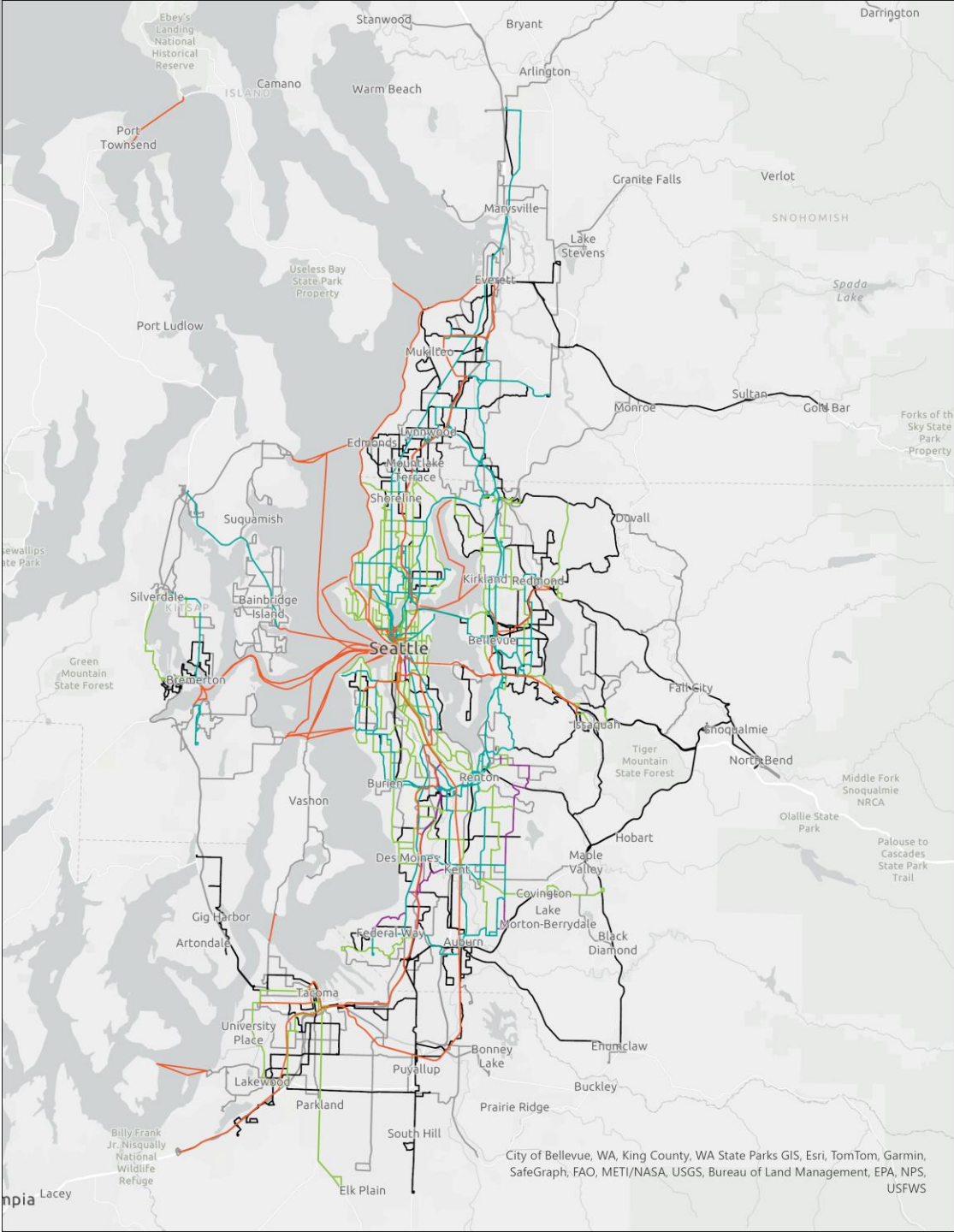
Transit: Scenario 2b

Metric	Today	Scenario #2b	Change
Transit Routes			
Total Routes	307	319	12
Local Routes	104	183	79
All-Day Routes	28	75	47
Frequent Routes	43	90	47
BRT Routes	11	22	11
High-Capacity Transit Routes	27	36	9
Regional Transit Metrics			
Annual Revenue-Hours	7,517,640	14,278,000	90%
Annual Boardings	173,324,000	531,423,000	207%
Daily Transit Trips	351,000	1,032,000	194%
People in Transit Supportive Densities without Supportive Transit			
Gap near Local Transit	948,000	639,000	-309,000
Gap near All-Day Transit	444,000	651,000	207,000
Gap near Frequent Transit	60,000	105,000	45,000
Gap near High-Capacity Transit	91,000	412,000	321,000



Transit: Scenario 3

Metric	Today	Scenario #3	Change
Transit Routes			
Total Routes	307	319	12
Local Routes	104	183	79
All-Day Routes	28	76	48
Frequent Routes	43	93	50
BRT Routes	11	34	23
High-Capacity Transit Routes	27	36	9
Regional Transit Metrics			
Annual Revenue-Hours	7,517,640	14,407,000	92%
Annual Boardings	173,324,000	531,422,000	207%
Daily Transit Trips	356,000	1,028,000	193%
People in Transit Supportive Densities without Supportive Transit			
Gap near Local Transit	948,000	639,000	-309,000
Gap near All-Day Transit	444,000	649,000	205,000
Gap near Frequent Transit	60,000	105,000	45,000
Gap near High-Capacity Transit	91,000	412,000	321,000



Comparison of transit across scenarios

Metric	Scenario #1	Scenario #2a	Scenario #2b	Scenario #3
Percentage above Today				
Transit Service Hours	53.4%	71.4%	90.0%	91.5%
Transit Trips	183.7%	191.3%	189.9%	188.8%
Total increase in people within 1/4 mile of High-Capacity Transit				
Total People	109,000	127,000	127,000	178,000
People of Color	219,000	250,000	250,000	303,000
People with Lower Incomes	191,000	222,000	222,000	267,000
People with Limited English	174,000	203,000	203,000	244,000
People with a Disability	170,000	201,000	201,000	242,000
Older adults	132,000	147,000	147,000	174,000
Youth	50,000	67,000	67,000	92,000
Transit Supportive Densities and Gaps in Service				
Gap within 1/4 mile of Local Transit	1,408,000 (33%)	1,324,000 (31%)	639,000 (15%)	639,000 (15%)
Gap within 1/4 mile of All-Day Transit	719,000 (28%)	661,000 (26%)	651,000 (25%)	649,000 (25%)
Gap within 1/4 mile of Frequent Transit	298,000 (17%)	248,000 (14%)	105,000 (6%)	105,000 (6%)
Gap within 1/4 mile of High-Capacity Transit	412,000 (33%)	412,000 (33%)	412,000 (33%)	412,000 (33%)

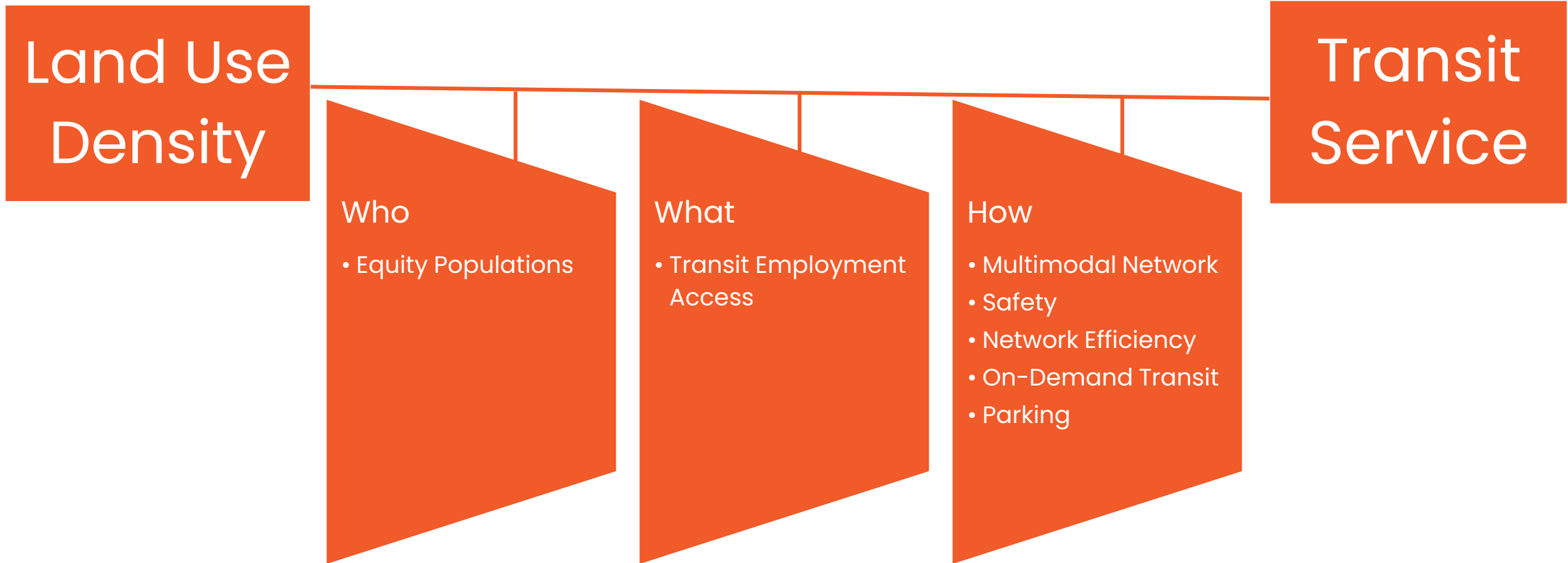


Regional Transit Access Assessment Update

- Continued work with consultant team to develop the regional assessment for RTP.
- Application of a methodology that accounts for the comprehensive set of elements relating to transit access.
 - Based upon PSRC's existing transit access tools.
- Currently incorporating future system data to assess difference between current system and future system with growth.



Regional Transit Access Assessment



Upcoming Work

October:

- Transportation Policy Board *ACTION* on investment and funding portfolio
- Continue detailed discussions on financial strategy and new revenue sources
- Briefing on the regional Comprehensive Climate Action Plan



Upcoming Work

November:

- Continue financial strategy discussions as necessary
- Briefing on six regional public meetings and other outreach activities
- Review additional details of future transportation system
- Discuss key findings and potential action items for the plan



Upcoming Work

December:

- Continue discussion of key findings and potential action items for the plan
- *TRANSPORTATION POLICY BOARD AUTHORIZES STAFF TO RELEASE THE DRAFT PLAN FOR PUBLIC COMMENT*



Upcoming Work

January through April 2026:

- Review of public comments
- Finalize plan document, including any actions, messages, identification of priorities
- *APRIL 2026 ACTION* by Transportation Policy Board and Executive Board recommending adoption of the final Regional Transportation Plan

✓ May 2026 General Assembly adoption



Plan Development / What's New

- Scope of work reflecting current policy priorities
- Investments based on new comprehensive plans, current transit plans, new State Highway System Plan
- Updated plan consistency framework applied to all regional capacity projects
- Reassessment of financial strategy
- Evaluation of plan scenarios
- Regional Safety Action Plan
- Regional Comprehensive Climate Action Plan



New Approach for Plan Document

Proposal for a plan that is more:

- ✓ User friendly
- ✓ Readable
- ✓ Concise
- ✓ Dynamic

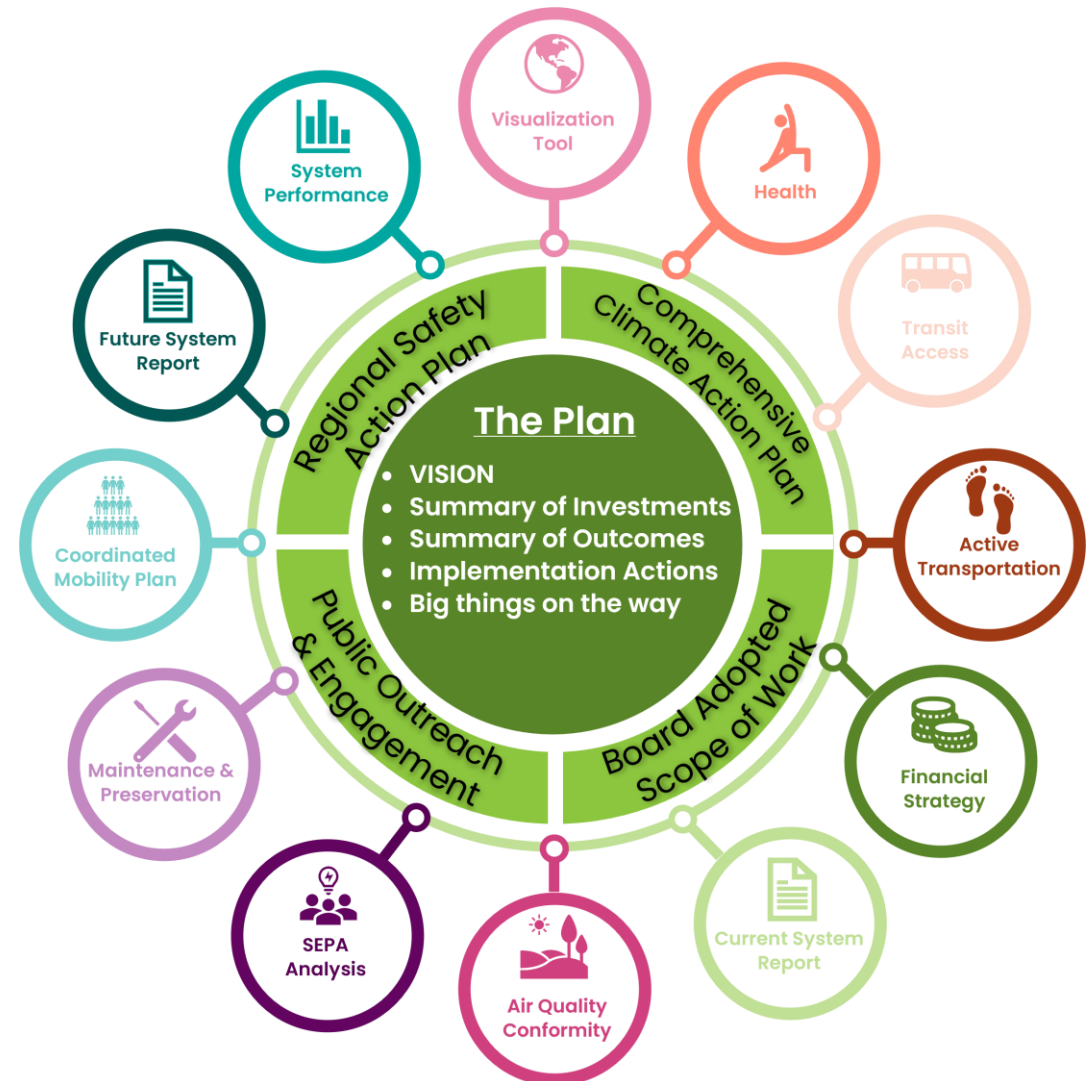
- ❑ A core plan document conveying the vision for the transportation system, outcomes achieved and action steps moving forward
- ❑ Key elements branching from the main plan with important details



New Approach for Plan Document

- Cross cutting elements
- System features and key documents more easily found
- Web-based approach

For example:



King County RTP Public Meeting- September 4



RTP Public Meetings



September 18
Snohomish County –Everett
Station

October 2: **Pierce County**
Pioneer Park Pavilion

October 16: **Pierce County**
Point Defiance Pagoda

October 23: **King County**
Tukwila Community Center

October 30: **Kitsap County**
Marvin Williams Recreation Center

RSVP *All events take place in the
evening, from 5:00 – 7:30 p.m.*



Help us get the word out!

Share with community in newsletters, social media, at local meetings

Resources:

- [Outreach Toolkit](#)
Social media links, newsletter blurbs, graphics, videos
- [Engagement Hub](#) – Survey
- [News post](#) with more information





Thank you!

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Puget Sound Regional Council