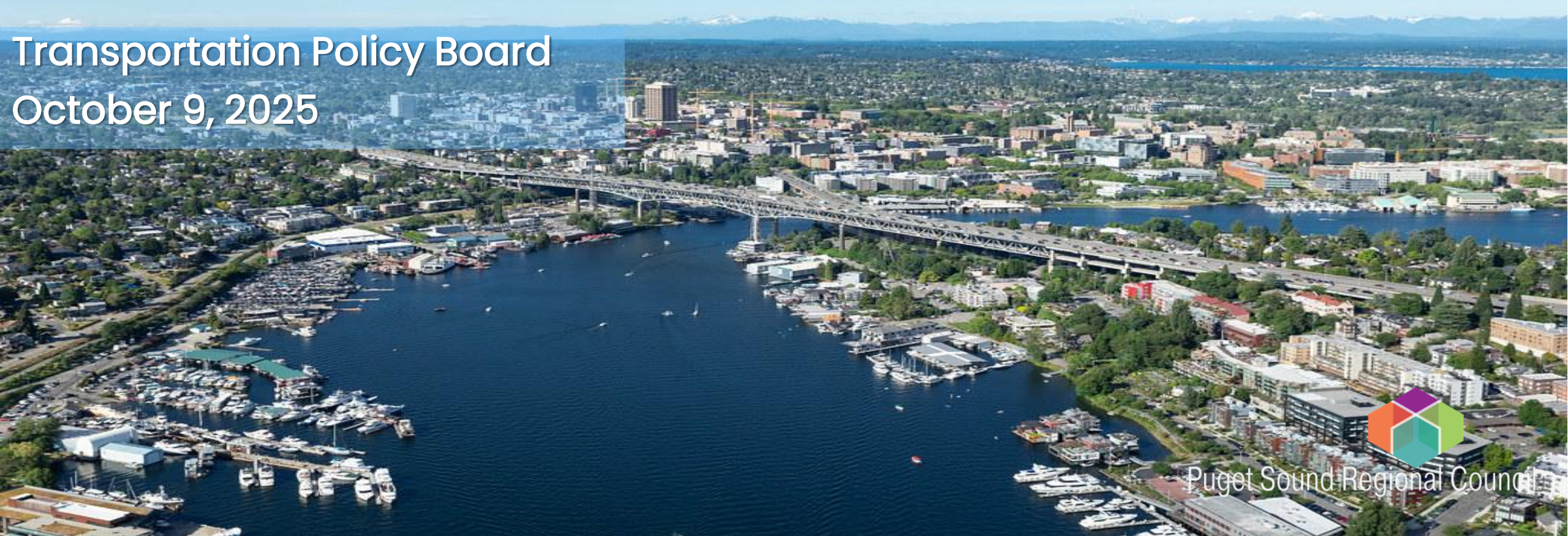


Regional Transportation Plan Scenario Decision

Transportation Policy Board
October 9, 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

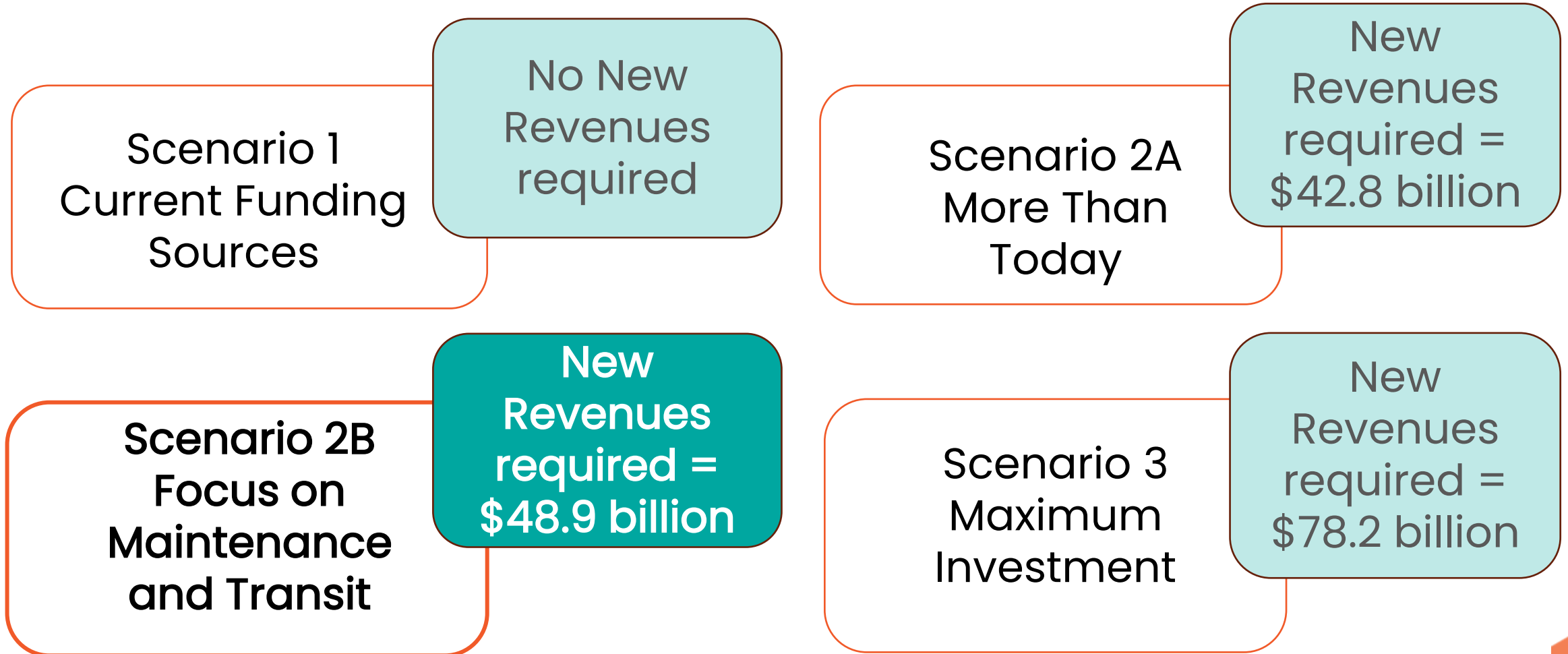
Today's Discussion

- Reminder of scenario development process
- Public feedback to date
- Summary of scenario analysis and additional metrics
 - *Requested project correction for preferred scenario*
- Board discussion and action on scenario to move forward into Draft RTP



Four Scenarios Advanced into Analysis

September TPB poll – majority preference for Scenario 2B



Scenario 2B – Focus on Maintenance and Transit

Regional Capacity
Projects starting
before 2040

Programmatic
System
Improvements at 70%
of full unconstrained
needs

New Revenues
required = \$48.9
billion

Maintenance,
Preservation and
Operations at full,
optimal levels

Local Transit Service
Growth at 2.0% per
year



Public Feedback to Date – Regional Public Meetings

- ✓ *September 4: Seattle Central Public Library*
- ✓ *September 18: Everett Station*
- ✓ *October 2: Puyallup, Pioneer Park Pavilion*
- **October 16: Tacoma, Point Defiance Pagoda**
- **October 23: Tukwila Community Center**
- **October 30: Bremerton, Marvin Williams Recreation Center**



Public Feedback to Date

Three RTP public meetings held thus far

- 170+ attendees
- Scenario preferences =
 - 6% Scenario 1
 - 24% Scenario 2A
 - 46% Scenario 2B
 - 24% Scenario 3



Public Feedback to Date

Paraphrased Comments:

“Roads are failing; many modes rely on roads.”

“Transit should be prioritized because it serves everybody regardless of income, but transit cannot run where there are bad roads.”

“Sidewalks address accessibility issues and help connect people to transit.”

“New projects get more attention – need more attention to maintenance.”



Public Feedback to Date

Paraphrased Comments:

“There isn’t enough infrastructure to serve everyone.”

“Housing growth is outpacing transportation capacity.”

“I don’t mind being taxed but I want it to go to dependable sources. People are willing to dig into their pocketbooks for results.”

“As you move out from core areas, quality and quantity of infrastructure declines.”



EAC Feedback

Key priorities are accessibility and affordability

Preferences expressed for Scenario 1 (majority) and Scenario 2B

Key discussion themes =

- Need additional infrastructure but concerned about the additional costs to households
- Cost burdens are / will not be equally distributed across households and communities



EAC Feedback

Paraphrased comments:

“Community members who have been displaced now live further away from the city and need to drive to get to work. An increase in the gas tax would further punish those community members who now have to drive because they live in areas without access to reliable transportation.”

“Our transportation infrastructure needs to meet the needs of people with low income, seniors and people of color, but these communities also experience the highest financial burdens.”



EAC Feedback

Paraphrased comments:

“If a scenario with new revenues is pursued, identify what benefits will be received from the additional cost.”

“Emphasize the importance of equitable funding mechanisms.”



Summary of Scenario Analysis

- Modest differences between scenarios for many of the modeled performance metrics
- Greater distinctions between scenarios from the spatial and qualitative measures
 - *Scenario 2B = more investment than Scenarios 1 and 2A but with a focus on Maintenance and Transit*



Summary of Scenario Results

Scenario 2B results in *lower gaps* in transit service in areas where those service levels could be supported, compared to today and under Scenarios 1 or 2A (*excepting High-Capacity Transit*)

Service Level	Today	Scenario 1	Scenario 2A	Scenario 2B	Scenario 3
Local Transit	33.2%	32.7%	30.7%	14.8%	14.8%
All Day Transit	36.4%	27.9%	25.6%	25.2%	25.2%
Frequent Transit	11.4%	16.9%	14.1%	6.0%	6.0%
High-Capacity Transit	32.4%	33.4%	33.4%	33.4%	33.4%



Requested Project Correction

I-5: Thorne Lane to 38th Street Core HOV project

The correction would modify the start year of this project from 2042 to **2034** and would therefore be included in Scenario 2B

The project will complete the HOV lane gap between Thorne Lane and 38th Street and completes the missing link in the HOV system in Pierce County. The project has current funds committed, as well as future funding through Move Ahead Washington.

- *The correction would increase the funding gap for Scenario 2B from \$48.9b to \$49.3b*



Board Discussion and Action

Proposed action based on feedback to date:

- ❖ The Transportation Policy Board identifies Scenario 2B as the scenario to move forward into development of the draft RTP, including the project adjustment as described.

