

Regional Transportation Plan Scenario Results and Development Schedule

Freight Advisory Committee
October 8, 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 – RTP Development Process

- Overview of work completed to date
- Review of Scenario development process
- Overview of analysis – what's included, and what is not
- Summary results and comparison of Scenarios
- Board discussion and feedback
- Schedule and next steps



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



Investment Categories

Proposed Investments

- **Regional Capacity Projects (\$72.7 billion total)**
 - Projects from cities, counties, ports, tribes, transit agencies and the state changing capacity on the regional system
 - Submitted from new comprehensive plans, current transit plans, new State Highway System Plan
 - Wide variety of investments meeting needs across modes, communities



Investment Categories

Proposed Investments

- **Programmatic System Improvements (\$92.5 billion total)**
 - Broad categories of investments from cities, counties, transit agencies and the state
 - E.g., local roads, sidewalks, bike lanes, signals, intersection improvements, etc.
 - Identified from new comprehensive plans, current transit plans, new State Highway System Plan– *all needed / desired investments to improve the system, projected through 2050*



Investment Categories

Proposed Investments

- **Maintenance, Preservation and Operations (\$200.1 billion total)**
 - Maximum investment = all asset categories are maintained, preserved and operated in a *full* state of good repair through 2050
 - Represents wide variety of assets and operations from cities, counties, transit agencies and the state
 - Includes estimates to address all backlogs, then maintain into the future; also includes operations of current transit system



RTP Available 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\$



Board Discussions to Date

To address the 21% gap between all proposed investments and available revenues:

- Transportation Policy Board consensus to pursue a balance between levels of investment and new revenues
 - Reviewed different levels of investment across all categories: regional capacity projects, 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

Scenario 2A
More Than
Today

Scenario 2B
Focus on
Maintenance
and Transit

Scenario 3
Maximum
Investment



Scenario 1 – Current Funding Sources

Regional Capacity
Projects with some
level of committed
funding

Programmatic
System
Improvements at 70%
of full unconstrained
needs

No New
Revenues
required

Maintenance,
Preservation and
Operations at today's
levels

Local Transit Service
Growth at 1.0% per
year



Scenario 2A – More Than Today

Regional Capacity
Projects starting
before 2040

Programmatic
System
Improvements at 80%
of full unconstrained
needs

New Revenues
required = \$42.8
billion

Maintenance,
Preservation and
Operations at 90% of
optimal levels

Local Transit Service
Growth at 1.5% per
year



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



Scenario 3 – Maximum Investment

All Regional Capacity
Projects

Programmatic
System
Improvements at
100% of identified
needs

New Revenues
required = \$78.2
billion

Maintenance,
Preservation and
Operations at full,
optimal levels

Local Transit Service
Growth at 2.0% per
year



Additional Scenario Background

Information on *INPUTS* to the scenario analyses:

- 33% growth in both population and jobs by 2050
 - *1.4 million people, 740,000 jobs*
- Assumptions about a Road Usage Charge are not included in the scenario analyses
 - *Further discussions on the financial strategy will resume in October*



Additional Scenario Background

Information on *OUTPUTS* for each scenario:

- Programmatic investments cannot be modeled, but qualitative comparison across scenarios are included
- An extensive suite of performance metrics will be included in the final plan
 - *Scenario results represent key metrics related to the board identified policy priorities*



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



Overall performance is similar by scenario

Metric	Scenario #1	Scenario #2a	Scenario #2b	Scenario #3
VMT & Delay				
Daily Vehicle Miles Traveled	98,398,000	98,650,000	98,716,000	98,731,000
Daily VMT per Capita	17.0	17.0	17.1	17.1
Daily Vehicle Hours of Delay	339,000	332,000	332,000	333,000
Annual Delay per Capita	18.7	18.4	18.4	18.4
Air Quality & Climate				
Greenhouse Gas Emissions	6,910	6,960	7,000	7,000
PM 2.5	0.79	0.79	0.79	0.79
Active Transportation				
Walk Trips	4,460,000	4,452,000	4,452,000	4,454,000
Bike Trips	391,000	390,000	391,000	391,000
Minutes Walking & Biking per day	14.2	14.2	14.2	14.2
Safety				
% of Projects on the High Injury Network	26%	55%	55%	63%



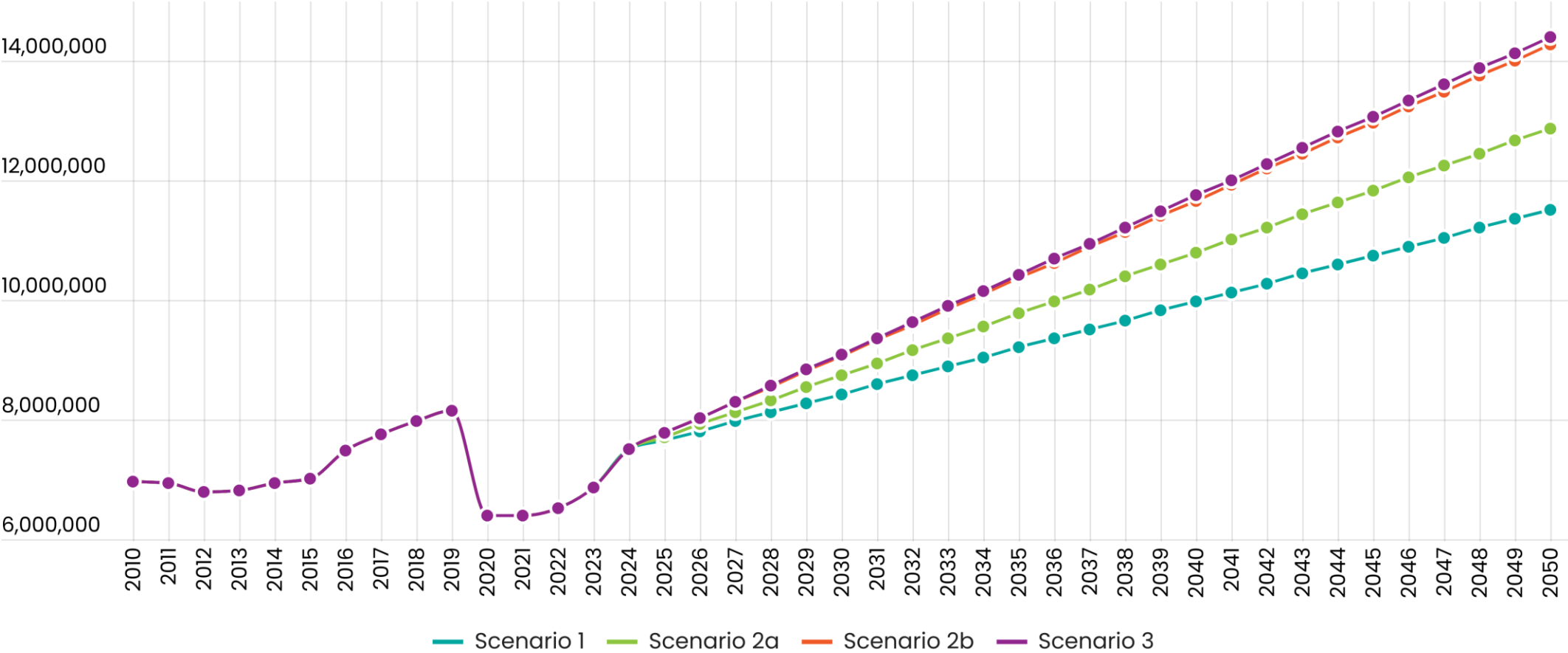
Overall performance for trucks is similar by scenario

Metric	Scenario #1	Scenario #2a	Scenario #2b	Scenario #3
Daily Truck Trips	386,000	386,000	386,000	386,000
Annual Truck Delay per Trip	23.0	22.5	22.5	22.3
Daily Truck Miles per Trip	18.5	18.5	18.5	18.5
% of Freight Network with Severe Congestion	8.9%	8.5%	8.4%	8.4%



Every scenario has significant growth in transit service

Annual Revenue-Hours by Scenario



Source: PSRC SoundCast model & 2050 GTFS Inputs



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%)



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



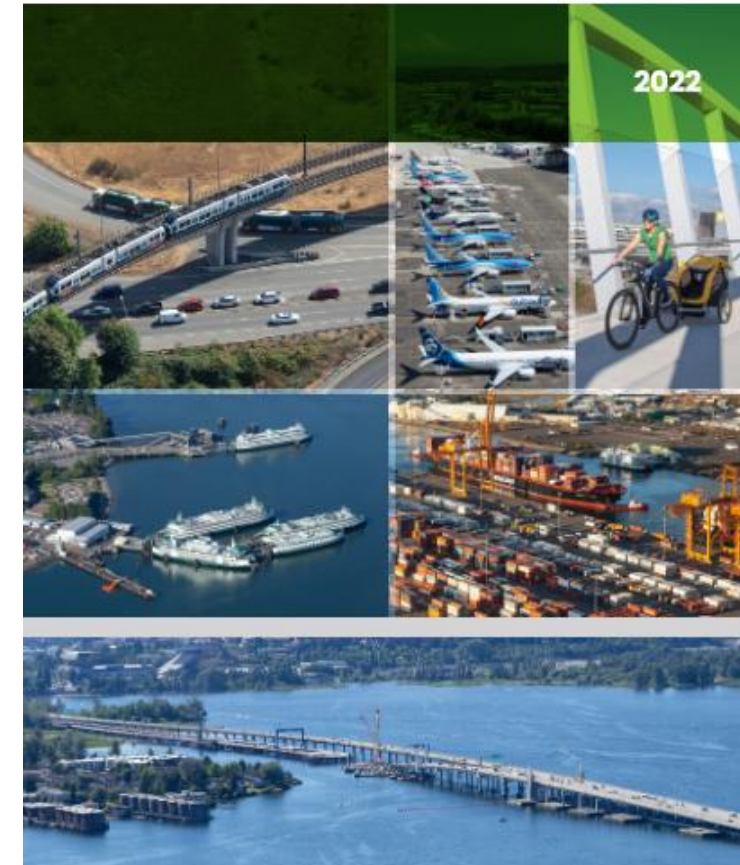
New Approach for Plan Document

Current Plan =

- >200 pages
- Pdf documents
- 11 appendices
- Additional resources = web maps, etc.

Regional Transportation Plan and Appendices

- [Regional Transportation Plan](#) (PDF)
- [Appendix A: Transportation System Inventory](#) (PDF)
- [Appendix B: Coordinated Mobility Plan](#) (PDF)
- [Appendix C: Maintenance & Preservation](#) (PDF)
- [Appendix D1: Administrative Procedures](#) (PDF)
- [Appendix D2: Regional Capacity Project List](#) (PDF)
- [Appendix E: Public Outreach & Engagement](#) (PDF)
- [Appendix F: Regional Equity Analysis](#) (PDF)
- [Appendix G: Air Quality Conformity](#) (PDF)
- [Appendix H: System Performance](#) (PDF)
- [Appendix I: Modeling Tools](#) (PDF)
- [Appendix J: Financial Strategy](#) (PDF)



New Approach for Plan Document

Proposal for a plan that is more:

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

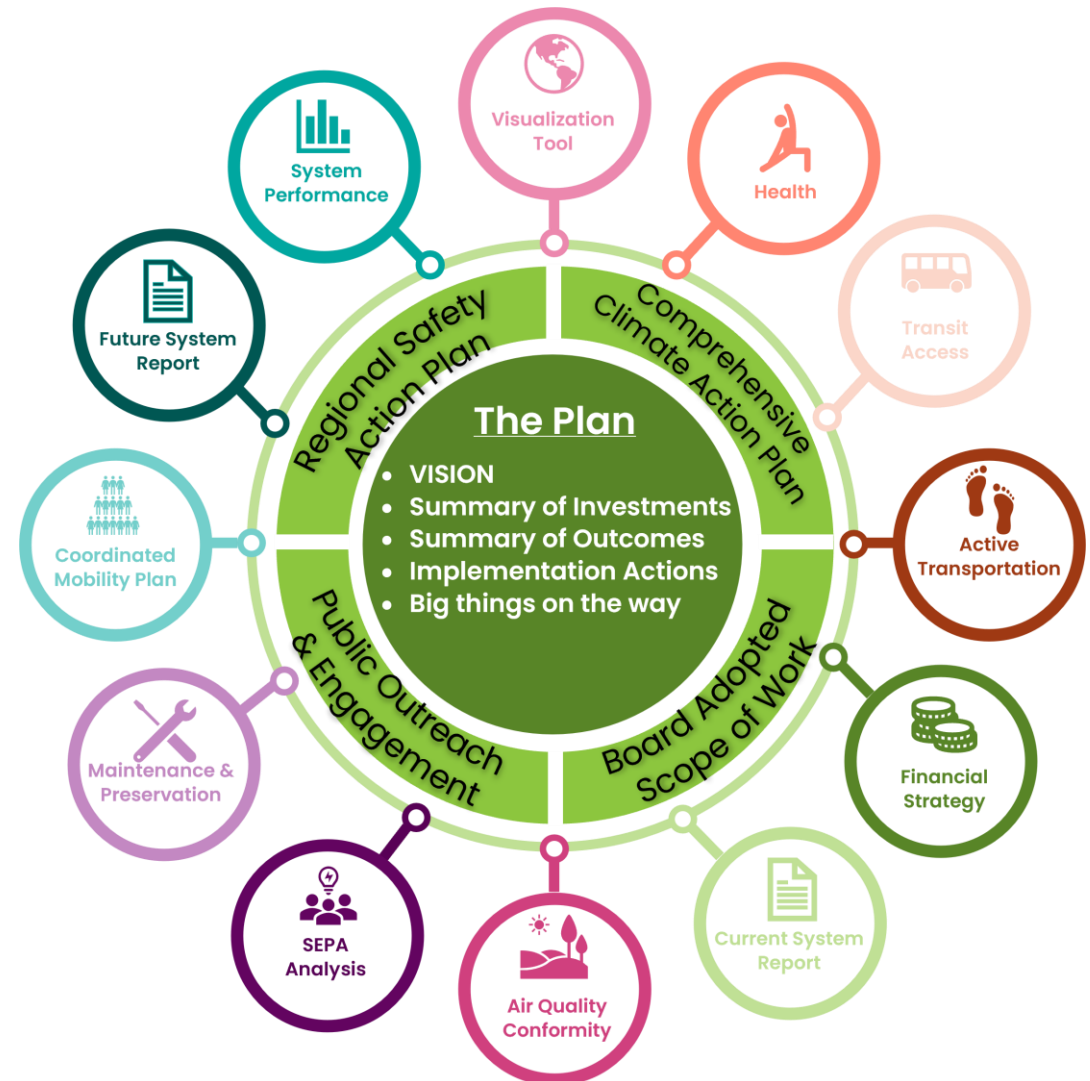
- ❑ A core plan document conveying the vision for the transportation system, outcomes achieved and action steps moving forward
- ❑ Key elements branching from the main plan with important details



New Approach for Plan Document

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

For example:



RTP Public Meetings: 5:00pm–7:30pm

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



Help us get the word out!

RSVP!

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

