



King County

February 2nd, 2026

Josh Brown
Executive Director
Puget Sound Regional Council
1201 Third Avenue, Suite 500
Seattle, WA 98101

Dear Mr. Brown:

Thank you for the opportunity to review and provide comments on the Draft Regional Transportation Plan. The Plan sets the framework for how our region implements the goals and policies called for in Vision 2050. While this long rang plan extends our regional vision out to 2050, it is imperative that the region take steps today to put us in a position to achieve these goals and make central Puget Sound welcoming, equitable, and economically strong.

We commend the work the PSRC has done to gather public input and incorporate equity, climate and safety as key components of the Regional Transportation Plan. These are critical elements that need to be integrated for the region to be successful as it faces significant growth in population and employment as well as environmental challenges.

While we support many aspects of the Regional Transportation Plan, including the focus on preservation of the existing system and investment in public transit, we feel that it would benefit from additional emphasis and clarification on several topics. These include emission reductions, securing the financial resources needed to implement planned investments and mobility improvements, and enhancing the monitoring system (Regional Transportation Plan Dashboard) that tracks the issues and foundational assumptions in the Plan such as progress towards meeting maintain our transportation system in a state of good repair (roadway, bridges, and transit), reductions in serious and fatal accidents on our roadways, improving access to transit, and securing financial resources to implement the plan.

Climate:

The Draft Regional Transportation plan is estimated to reduce greenhouse gases by 83% from 1990 levels by 2050. We support the region beginning work to establish interim greenhouse gas reduction targets (i.e., 2035 and 2040) to help ensure progress towards the 2050 goal. Tracking these interim targets will provide us with the ability to assess our success in meeting these goals and adjust the plan and policies if needed.

Safety:

Protecting the health and safety of our residences is a fundamental responsibility of government at all levels. As noted in the Safety section of the Regional Transportation Plan, VISION 2050 prioritizes transportation safety and incorporates a policy supporting the state's goal of zero roadway deaths and serious injuries outlined in Washington's Target Zero plan. Adoption of the Regional Safety Action Plan in 2025 by the PSRC supports this policy and will make strides to improve the safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and serious injuries. While there have been some recent improvements unfortunately, data trends show that number of fatalities and serious injuries crashes over the last decade have increased.

The Regional Transportation Plan provides information on the Regional Safety Action Plan and identifies implementation actions on integrating with project selection, supporting local agencies, monitoring, and future work. King County supports PSRC continuing to report, expand performance measures and targets to allow the region to understand what programs are being adopted to address safety and how the region is doing in reducing fatalities and serious injuries on our transportation system.

Performance Measures:

In addition to the performance measures mentioned above for climate and safety, King County supports the PSRC continuing to work on performance measures as we move towards implementation of the Regional Transportation Plan. Reporting performance measures will provide the data to determine if the regional plans and policies need to be adjusted to reach our goals. In addition to what is already being reported on the Regional Transportation Plan Dashboard we suggest that performance measures be established for greenhouse gas emission reductions and tracking implementation of the Plan's financial strategy. For all these topics, the performance measures should focus on both implementation measures and performance monitoring.

Active Transportation:

The Puget Sound region has been making strides to increase active transportation mode shares through improved connectivity and enhanced nonmotorized facilities. The draft Regional Transportation Plan expresses an ambitious vision for regional high-capacity transit. Addressing ADA needs and expansion of the region's active transportation system will be an important component of our region's mobility future.

As part of the implementation of the Plan we encourage the PSRC to work to include the outcomes of the Regional Transit Access Assessment currently underway to better understand how sidewalks, bike lanes and shared use paths can support transit accessibility throughout the

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region, continue to evaluate PSRC's methods for identifying pedestrian and bicycle gaps on the regional transportation network, and incorporate the needs that are being identified by local agencies associated with the ADA transition plans.

Transit:

VISION 2050 calls for attracting 65% of the region's residential growth and 75% of its employment growth to regional geographies that are centered upon high-capacity transit station areas. Achieving this level of growth near transit is critical to achieving reduction in greenhouse gas emissions, vehicle miles travel, and addressing historic inequities. As part of the implementation of the Regional Transportation Plan it is critical that the region develop strategies and policies to help secure revenue to provide the service and supporting infrastructure needed to achieve these goals.

See below for additional comments that identify technical corrections and suggested changes to the draft Regional Transportation Plan and its appendices. Thank you for the consideration of these comments and if you have any questions regarding these comments, please contact me at peter.heffernan@kingcounty.gov.

Sincerely,

Peter Heffernan
Government Relations Administrator
King County Metro Transit

Cc: Katie Wendel, Transportation Planner III, Department of Local Services, Road Services Division
Max Hepp-Buchanan, Regional Trails Coordinator, Department of Natural Resources and Parks

King County Comments on Draft Regional Transportation Plan

#	Plan Component	Sub Document	Page	Section	Comment
1	Main Document	N/A	5	Introduction	Suggest including in the introduction additional information on how Regional Equity Strategy helps to shape the development of the Draft Regional Transportation Plan.
2	Main Document	N/A	6	Challenges, Ambitions and Objectives	Information should be included to distinguish the challenges between urban and rural areas.
3	Main Document	N/A	10	Investments and System Performance - Maintenance	1. Will the focus on maintenance require agencies to shift how they use funds to meet PSRC maintenance goals? 2. The bullets about "expanded data collection" and "monitor overall investment levels" may add burden for staff to track systems conditions and investments.
4	Main Document	N/A	15	Safety	The Plan and the Regional Safety Action Plan is focused on roadway safety and does not include information regarding other safety related activities occurring in the region to improve the safety of users of the transportation system such as the Regional Transit Safety Task Force. Recommend that the Plan provide additional information on other efforts that support safety on the transportation system. Information the Regional Transit Safety Task Force can be found at https://www.kingcountytransitsafetytaskforce.com/
5	Main Document	N/A	18	Health	The bullet "encouraging alternatives to driving alone" - is unclear on what encouraging would entail. TDM programs to encourage behavior change, or investments in infrastructure that facilitate that behavior change, or something else? The other bullets include more specific actions.
6	Main Document	N/A	19	Region Climate Goals	Table 1 - In addition to providing information on today and 2050 goal table should also include what the plan would achieve in reaching the GHG reduction goal. In Figure 2 it appears that the RTP plan falls short of reaching the GHG reduction goal. If this is correct this should be clearly stated in the report.

7	Main Document	N/A	20	Foundation – Ensure the System Performs for the Region (Figure 2)	<p>What exactly is Figure 2 referring to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 bassline?</p> <p>The next paragraph talks about all sectors associated with GHG emissions and climate goals, so it is a little confusing if this document is supposed to be specific to transportation and the RTP. How much of a reduction in transportation-related emissions does the plan assume will result from the RTP modeling/proposed investments? That seems like a more useful measure to share here than overall statewide climate progress which is shown in the graphic.</p>
8	Main Document	N/A	24	Foundation - Develop a Practical Financial Strategy	Table 4: Identifies revenue gaps for different sponsor types. For several of the sponsor types the revenue gap identified due to the summary level information shown masks the significant short fall identified in the Financial Strategy on page 32 - Figure 6 for King County. Clarification should be added to Table 4 that provides greater context on the regional summary information.
9	Main Document	N/A	24	Foundation - Develop a Practical Financial Strategy	The document states "Today, cities in particular are more heavily reliant on locally available revenue sources insufficient to meet the needs" but should also mention that counties lack the revenue tools that are available to cities to meet their needs.
10	Main Document	N/A	26	On the Horizon	Will the emphasis on multi-modal, centers, and equity reduce rural areas' ability to compete for funds to maintain/preserve infrastructure in rural, less diverse areas?
11	Main Document	N/A	27	Conclusion and Call to Action	The "Maintenance and Preservation" bullet point says that PSRC will "continue to improve how PSRC and partner agencies collect data." Will agencies be required to change data collection methods or include additional data fields in its inventories to comply?
12	Climate & Environment	Climate & Resilience Report	4	Regional Transportation Plan (RTP)	Does this mean the plan estimates future emissions from on-road vehicles via their analyses, which are separate from the regional GHG inventory referenced previously? "PSRC's analyses estimate emissions from on-road vehicles,"

13	Climate & Environment	Climate & Resilience Report	4	Regional Transportation Plan (RTP)	Would be useful to add some language for clarity: "Details on the significant expansion of the region's transit system, the active transportation plan and other multimodal investments <u>planned for the future/modeled in VISION 2050/used in the RTP analyses</u> can be found in the RTP Future Transportation System Report. Information on transportation financing and pricing strategies can be found in the Financial Strategy Report."
14	Climate & Environment	Climate & Resilience Report	5	Regional Transportation Plan (RTP)	Please clarify what Figure 2 refers to - reductions in emissions just from the RTP investments from transportation? "Progress Towards Climate Goals" needs more explanation in the title - progress towards those goals from what actions/plan implementation? Also, tons of what per day - CO2e? and % change from 1990 baseline?
15	Financial Strategy	Financial Strategy	26	New Revenue Options	The report should include the impact of a Road Usage Charge replacing future gas tax proceeds committed to paying existing transportation bonds.
16	Financial Strategy	Financial Strategy	32	Figure 8. Local Transit Revenue Gap by Agency, Attachment C	Can the PSRC provide additional information on the current law revenue assumptions (sales tax and fares) for the local public transit.
17	Multi Modal Mobility	Active Transportation Plan	5	Pedestrian and Bicycle Facilities Inventory	It appears that the sentence "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above and regional shared use paths." (Active Transportation Plan, page 5) is not implemented in areas such as the Future Transportation System Visualization Tool. Recommends considering either of the following options: A) Add Regional Shared Use Paths to the Regional Pedestrian and Bicycle Network in areas such as the Future Transportation System Visualization Tool, or B) Delete "regional shared use paths" from the sentence so it reads "The regional network for this purpose is defined as pedestrian and bicycle facilities on principal arterial roadways or above."
18	Multimodal Mobility	Active Transportation Plan	26	Next Steps/What's Ahead?	Final bullet states that "Implementing agencies should work to improve the accounting of all pedestrian and bicycle needs in long-range planning documents, including estimated costs for safety, maintenance and preservation, and ADA accessibility." Providing cost estimates for ALL ped/bike needs may be a burden for staff to track.