



February 2, 2026

To the PSRC Board and Staff,

Thank you for the opportunity to provide public comment on the Draft Regional Transportation Plan (RTP) 2026-2050 and its supporting documents. We appreciate the significant work reflected in this package and recognize that it represents a meaningful evolution from the prior regional plans. Overall, the 2026 draft shows real progress in centering safety, climate, equity, health, multimodal access, and system preservation. The remaining gaps are less about policy direction and more about how adopted commitments are translated into funding decisions, project evaluation, and regional accountability.

Our comments below focus on how PSRC where additional clarity in the RTP itself would strengthen implementation and improve transparency, while remaining consistent with PSRC's coordinating role as the regional planning organization shaping a better transportation future for our region.

Climate

The 2026 RTP includes climate as a core foundation and clearly connects climate outcomes to land use and travel patterns, transit, pricing and demand management strategies, and the transition to zero-emission vehicles. RTP modeling shows that even under the preferred scenario, total vehicle miles traveled continue to increase through 2050. This reinforces the importance of clarity around how individual project investments contribute to regional outcomes.

As the draft is refined, we request that PSRC build on existing reporting by developing a clearer framework for assessing project-level outcomes for PSRC-funded investments, including VMT and greenhouse gas emissions impacts where feasible. Making this relationship more explicit in the plan would help the public understand how funded projects collectively advance adopted regional climate goals, while remaining consistent with PSRC's coordinating role.

Safety and Accountability

Traffic injuries and fatalities have increased in the region since 2010, especially among people walking, biking, rolling, and taking transit. We appreciate that the Draft RTP builds on the Regional Safety Action Plan, elevates a High-Injury Network focus, and aligns with USDOT's Safe System approach. The draft notes that safety was significantly strengthened as an evaluation criterion in PSRC's project selection processes for transportation funds distribution in 2024.

As safety shifts from policy commitments to implementation, we believe having greater clarity in the plan on how these changes are applied in practice will enhance accountability. PSRC already collects and reports

substantial safety-related data through the RTP Safety Dashboard and supporting materials, including serious injury and fatal crash trends, High-Injury Network mapping, mode-specific crash outcomes, and demographic disparities in crash impacts.

Clarifying within the RTP how these data and performance measures are used in project evaluation and prioritization, and how progress toward the Target Zero goal is tracked and reported over time, would strengthen the implementation narrative. In addition, clarifying expectations that regional capacity projects address safe and connected bike, walk, roll, and transit access, including retrofits where existing infrastructure has created barriers, would better align implementation with adopted safety goals.

Consistent with the Safe System emphasis on monitoring and evaluation, the RTP could also describe what programmatic or funding adjustments are available if regional safety trends are not improving.

Health as an Implementation Lens

The Draft RTP makes an important and welcome shift by explicitly recognizing transportation as a determinant of public health, linking travel patterns, the built environment, and transportation access to physical activity, air quality, roadway safety, and access to healthcare and daily needs.

What remains less clear is how this health analysis moves from narrative and context-setting into decision-making. As you refine and finalize the plan, we encourage PSRC to discuss how health related factors discussed in the plan, including exposure to air pollution and access to active transportation and essential services, are reflected in project evaluation, prioritization, and funding decisions, so the RTP's health framework guides implementation and supports measurable improvements for communities facing disproportionate health burdens.

Multimodal Access and Connectivity

The Draft RTP makes meaningful progress by adopting a regional Active Transportation Plan and clearly linking walking, biking, rolling, and transit access to safety, health, climate, and equity outcomes. The plan also acknowledges persistent gaps in sidewalks, curb ramps, and active transportation networks, particularly in population centers and near high-capacity transit.

The RTP would be strengthened by more clearly describing how PSRC funding programs prioritize multimodal access within transit sheds and growth centers, consistent with VISION 2050's growth and transit-focused policies. This includes directing a substantial share of regional growth and investment towards growth centers and transit-served areas, and how this emphasis is reflected in project scoring or selection. Integrating ADA transition planning considerations into project evaluation, and explicitly prioritizing projects that close sidewalk and curb ramp gaps limiting access to transit and essential services, would further reinforce the plan's accessibility commitments.

Equity

The Draft RTP demonstrates progress in elevating equity through expanded disaggregated performance reporting and more explicit discussion of disparities across race, income, age, and ability. As the plan is refined, the connection between this analysis and decision-making would be stronger if the RTP more clearly



explained how community-identified priorities are reflected in project selection and funding decisions, including how equity considerations influence the prioritization of investments in overburdened communities.

In addition, clarifying how PSRC will monitor progress on reducing disparities over time, possibly through specific equity performance measures reported alongside investment outcomes, would strengthen accountability.

A clearer discussion of displacement risk, cumulative impacts such as exposure to air pollution near freight corridors or high-volume roadways, and how implementation choices influence whether communities can benefit from transportation investments would further strengthen the regional equity outcomes.

Financial Strategy and Tradeoffs

We welcome the plan's candid discussion of funding needs and constraints, and we note that the draft RTP financial strategy prioritizes maintenance and preservation of transportation system assets. The financial strategy estimates that fully implementing the RTP would require tens of billions of dollars in new revenue through 2050, while constrained-revenue scenarios illustrate that a significant share of identified needs remains unfunded. As the plan is refined, more clearly acknowledge the assumptions underlying potential new revenue sources, including the Road Usage Charge rates under consideration at the state level, and to illustrate how those assumptions would affect long-term revenue availability as well as VMT, greenhouse gas emissions, safety outcomes, and system preservation. Clarifying how these fiscal tradeoffs shape the delivery of multimodal, safety, and accessibility outcomes under constrained funding scenarios would also help set realistic expectations for implementation.

Conclusion

In closing, the draft RTP reflects meaningful progress, particularly in its safety foundation, alignment with the RSAP and Safe System approach, and the integration of health and coordinated mobility strategies. The opportunity now is to close the gap between strong policy direction and on-the-ground outcomes by clarifying implementation pathways, accountability mechanisms, and PSRC's role in applying its tools consistently. We appreciate the opportunity to comment and look forward to continued engagement as the plan is finalized and implemented.

Sincerely,

Transportation Choices Coalition

