



REGIONAL TRANSPORTATION PLAN

2026–2050

DRAFT

Final Draft – April 2026



Puget Sound Regional Council



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REGIONAL TRANSPORTATION PLAN

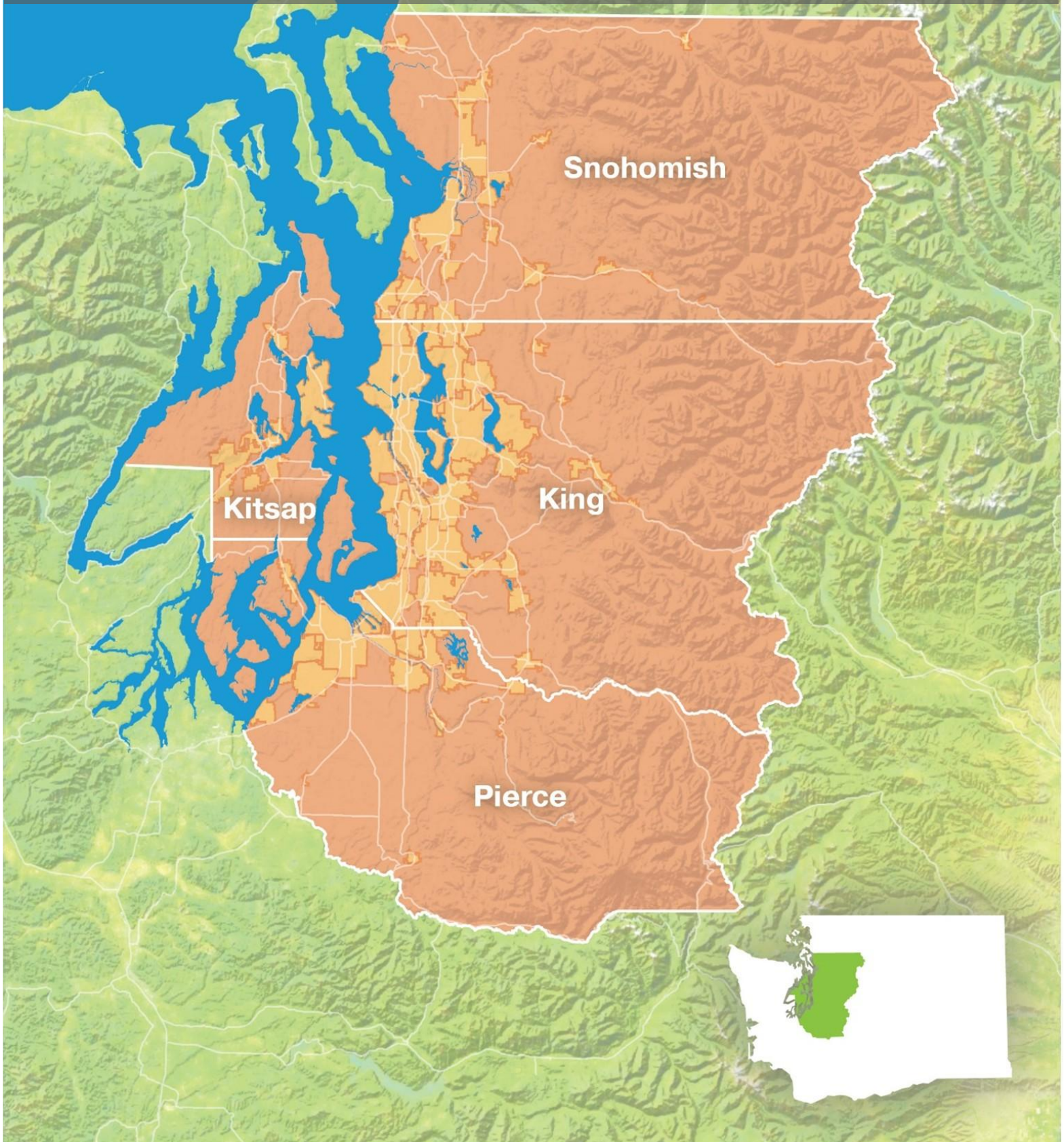
2026–2050



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The central Puget Sound region is the largest metropolitan region in the Pacific Northwest. It includes King, Kitsap, Pierce and Snohomish counties and their 82 cities and towns, covering nearly 6,300 square miles. Today, 4.5 million residents call the region home — a number that is forecast to increase to 5.8 million by 2050. The region's geography is diverse, and includes urban, rural and resource lands. Numerous hills, mountains and lakes provide significant variety to the topography of the region, which ranges in elevation from sea level at Puget Sound to over 14,000 feet at Mount Rainier.



PSRC and the Central Puget Sound Region

The region comes together at the Puget Sound Regional Council (PSRC) to make decisions about transportation, growth management and economic development, under authority embodied in state and federal laws. PSRC maintains a common vision for the region's future, expressed through three connected major activities: [VISION 2050](#), the region's long-range growth strategy; the Regional Transportation Plan; and the Regional Economic Strategy. Guided by these planning documents, transportation projects compete for approximately \$300 million a year in federal funds distributed by PSRC.

PSRC is designated under federal law as the Metropolitan Planning Organization (required for receiving federal transportation funds) and under state law as the Regional Transportation Planning Organization. PSRC provides data for policy making and regional planning and supports the work of the region's federally designated Economic Development District (EDD).

What is the Regional Transportation Plan?

The Regional Transportation Plan (RTP) serves as the region's long-range transportation plan under both federal and state law. It is developed as the functional implementation plan for VISION 2050, the region's growth management, transportation, environmental and economic strategy adopted in October 2020. Regional multicounty planning policies in VISION 2050 provide the primary policy direction for the RTP.

The plan lays out a regional strategy for the wide variety of investments and services that make up the transportation system. The construction and operation of transportation projects and services are implemented by separate cities and towns, counties, transit

agencies, ports, tribes and state agencies, as identified in their local comprehensive plans, transit agency plans and transportation improvement programs. The RTP provides an integrating framework to ensure that these thousands of projects from hundreds of implementers are coordinated and working together. Detailed information about project design, performance, benefits and potential impacts are developed by these implementers.



Federal and State Requirements

The Regional Transportation Plan serves as the region's long-range transportation plan under federal and state law. The RTP meets the substantive and procedural requirements of Title 23 Section 450.324 of the Code of Federal Regulations and Section 47.80.030 of the Revised Code of Washington. This includes development of a financial plan demonstrating that sufficient reasonably expected revenues will be available over the next three decades to operate and maintain the system as well as pay for the proposed infrastructure investments. The RTP also addresses the federal planning factors as identified in Title 23 Section 450.306(b). [Refer to the Federal Requirements document under Administrative Procedures.](#)

Introduction

The Regional Transportation Plan serves as a blueprint for the central Puget Sound's future transportation system. The goal of the plan is to improve mobility for our growing region and ensure that all people equitably benefit from the region's transportation system. The cities, counties, transit agencies, ports and the state use the regional plan to help make decisions about needed system investments. For example, the plan guides expanded transit service, new sidewalks, safer roadways and a host of other improvements.

The plan is the culmination of almost two years of input from the public and elected officials from around the region. Residents shared their challenges and priorities for getting to and from the places they need to go. PSRC board members established foundational goals and policy priorities informed by community needs. The plan document:

- Looks at the challenges, ambitions and objectives for the future regional transportation system.
- Examines investments, strategies and actions through 2050 to achieve plan objectives.
- Provides a summary of system performance and key findings.
- Estimates costs and outlines a financial strategy to deliver the plan, including the next steps and follow-up processes needed for more tangible decision-making in the future.
- Lays out actions the region must undertake to advance the long-range plan.

Challenges, Ambitions and Objectives

The RTP was informed by two years of public engagement and outreach to PSRC's members, Tribal governments, community members, community-based organizations and other stakeholders to identify key issues, priorities and needs.

The plan charts a course for investing in transportation to help achieve VISION 2050's overarching goal of providing an exceptional quality of life and opportunity for all, connected communities, a spectacular natural environment, and an innovative, thriving economy through 2050 and beyond.

It lays the region on the path to reducing greenhouse gas emissions and meeting regional climate goals and will help create a healthier, safer, more equitable system with access to a vastly expanded high-capacity transit network. The plan sets the stage with new data, tools and incorporated projects and priorities identified in the most current local comprehensive plans adopted in 2024 and 2025, transit agency plans and the 2024 State Highway System Plan.

An integrated, safe, accessible, efficient and reliable transportation system

VISION 2050 contains an overarching goal for the region's transportation system:

The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.

The region continues to grow and is expected to see an additional 1.4 million people and almost 750,000 jobs by 2050 – an increase of 33% for both. There will be challenges in addressing the needs of the transportation system today, and with this anticipated growth into the future.

An efficient and fair transportation system must serve diverse demands. Adequate sidewalks, paths and other infrastructure should provide safe walking and biking routes to local destinations and regional connections. Well-maintained roads, highways and bridges will provide efficient routes for cars, buses, freight haulers and delivery trucks, as well as people walking, biking and rolling to get where they need to go. Fast and frequent high-capacity and local transit should be connected to these other modes of transportation and link important concentrations of jobs, housing and other regional amenities. All these components should work together to provide a diverse range of mobility options, meeting the travel needs of all users of the system within an integrated system.

To achieve this vision, PSRC has worked with its boards of elected officials, staff from local agencies around the region, members of the public and other stakeholders to identify current challenges and needs of the system into the future. -This work began with identification of the board’s policy priorities for developing the region’s transportation plan.

- **Maintenance and Preservation:** Significant investment will be made to maintain and preserve all aspects of the current and future transportation system.
- **Climate:** The region will have a green, clean transportation system that supports regional and state goals to substantially reduce greenhouse gas emissions and climate change.
- **Safety:** [The region is committed to the state’s long-term goal of zero deaths and serious injuries on the region’s roadways.](#) ~~Deaths and serious injuries on the region’s roads will be substantially reduced through proactive actions based on a Safe System Approach.~~
- **Equity:** All the region’s residents will have access to transportation choices that provide reliable and timely connections to the places they want to go.
- **Accessibility:** The region will have a reliable and seamless transportation network giving people choices for their travel needs to and from home, work, school, recreation and other places.
- **Finance:** There will be adequate funding to support necessary investments in the transportation system that don’t overly burden the region’s residents.

These policy priorities were adopted in the plan's [scope of work](#), which launched an extensive process of research, data collection, discussion, analysis and public engagement. A number of new plan development and engagement approaches were utilized to develop this RTP, including:

- **System Analysis:** An inventory and analysis of the [Current Transportation System](#) was conducted and published early in development of the RTP. The system is an interconnection of a wide variety of facilities and infrastructure serving multiple uses, both within the region and connecting to other places around the state, the rest of the country and the world. While significant investment is made every day to serve and improve the system, there are notable gaps and needs that informed development of the RTP. These include gaps in different levels of transit service in areas where densities of people and jobs can support them; areas of the region without transit service and multimodal options where residents must rely on driving but experience congestion on a daily basis; significant backlog of maintenance and preservation across every asset category (roads, buses, ferries, etc.); limited and time constrained options for those with mobility challenges due to age, income or disability; and continuing safety issues particularly for the most vulnerable users of the system.
- **Plan Scenarios:** Four plan scenarios were developed and analyzed, with distinct levels of investment and funding needs. These scenarios were evaluated for system performance and cost by PSRC's boards and advisory committees. Community members weighed in at seven regional public meetings (described further below). This analysis and discussion led to one scenario moving forward as the future transportation system in the draft RTP. More information is included in the [Future Transportation System Report](#). Additional background information on the scenario development process is found on [PSRC's website](#).
- **Outreach and Engagement:** Extensive public outreach was conducted early as part of developing the draft plan. This included community tabling events over the summer of 2025, an online engagement hub and survey, and seven regional public meetings held in fall 2025. Altogether, almost 700 people participated in this outreach and provided feedback on their transportation needs and priorities and the four draft plan scenarios. This feedback reinforced the foundational priorities described by the board and highlighted key areas of concern and local priority, helping to ensure that the plan responds to regional and community needs. ~~In addition to~~ [Several technical corrections were identified through the public review and comment period for the draft plan of the draft plan, along with suggestions for future PSRC work program areas for PSRC. These included focused work on rural transportation issues, improvements in performance measurement and monitoring, and monitoring and advancing emerging transportation technologies, such as autonomous and connected vehicles;](#) ~~further engagement will occur in the coming months with key partners and hard-to-~~

~~reach populations.~~ [PSRC's boards directed that these technical corrections and action items be incorporated into the RTP.](#) More details on the outreach process and feedback received ~~to date may~~ [in the development of the RTP can](#) be found in the [Outreach and Engagement Report](#).

A New Plan with a New Look

The 2026 plan has a new look and feel, with the purpose of being streamlined and focused on the actions and strategies needed to realize the future transportation system that the region will need to support a growing yet dynamic, healthy and equitable region. The policy direction from PSRC's decision makers formed six core **foundations** for the new plan, each of which are described in the next section and supported by standalone documents with detailed strategies, actions and analyses that are part of the draft plan and can be found on the PSRC website.



Investments and System Performance

Foundation – Maintain and Preserve the Existing System

Maintenance and preservation have consistently been identified by PSRC's boards, local agencies, business and freight stakeholders, and members of the public as the most important priority for the transportation system now and into the future. The draft investment scenario selected for the future system prioritizes bringing all parts of the system (roadways, bridges, sidewalks, bike lanes, transit, ferries and all other infrastructure and assets) up to what is referred to as a "state of good repair" and maintaining that level into the future. More details on what this means for each system element is described in [the Maintenance and Preservation Report](#).

There is currently a significant backlog in maintenance of the system. The overall condition of the system has been declining, and current funding is not enough to meet the needs. The RTP prioritizes fully funding these critical investments. This will require identification of new funding sources and dedicating specific revenues for maintenance and preservation needs. More information is provided later in this document and in the [Financial Strategy report](#).

Reinforced by public feedback, the draft plan was developed strategically to focus on maintenance, preservation and transit over other system expansion investments. The full

investment into the short- and long-term maintenance and preservation needs of the system represent almost 60% of the total plan costs through 2050.

More information on action items related to the plan's financial strategy and future revenue streams are detailed later in this document. Other proposed actions moving forward include the following:

- Refine methodologies and analysis tools to reflect regional needs and impacts related to maintenance and preservation.
- Explore expanded data collection opportunities, including better and more consistent information on system conditions.
- Monitor overall investment levels in maintenance, preservation and operations and the availability of funding sources.

Foundation – Create a Multimodal System that Works for Everyone

The RTP includes substantial investments planned to improve the system, across all communities and supporting all modes of travel. These include larger scale investments that impact the regional system like major transit, roadway or trail expansions. The plan also includes smaller scale investments such as improvements to local roadways, sidewalks, bike lanes and signals at intersections. More details on these investments may be found in the [Future Transportation System Report](#) and corresponding documents across plan topics found on PSRC's website. This includes information on the region's Active Transportation Plan, the Coordinated Mobility Plan addressing the needs of those with mobility challenges due to age, income or ability, the needs of the Freight system and other topics. A few key areas of investment are described below.

Complete and grow the regional and local transit system

The final plan scenario identified by PSRC's boards and by the majority opinion across seven regional public meetings supported a focus on maintenance, preservation and transit growth. VISION 2050 calls for attracting 65% of the region's residential growth and 75% of the employment growth to regional growth centers and near high-capacity transit. [This adopted Regional Growth Strategy assumes that the great majority of future growth will be transit-oriented development, highly concentrated in designated regional and local centers, and in transit station areas.](#) Therefore, it is critical to complete the planned expansion of the integrated high-capacity transit network [to serve and support this planned growth.](#)

Equally important are the supportive local transit networks providing all-day, frequent and more localized services throughout the region and connecting to the high-capacity system. Providing reliable connections between modes of transit as well as safe multimodal access to the transit network will be critical to supporting people living and working in the region today and those coming in the future. Public feedback during development of the plan indicated that among the top motivators to get people to use transit more regularly are

shorter trip times, easier access and extended service.

Plan Investments

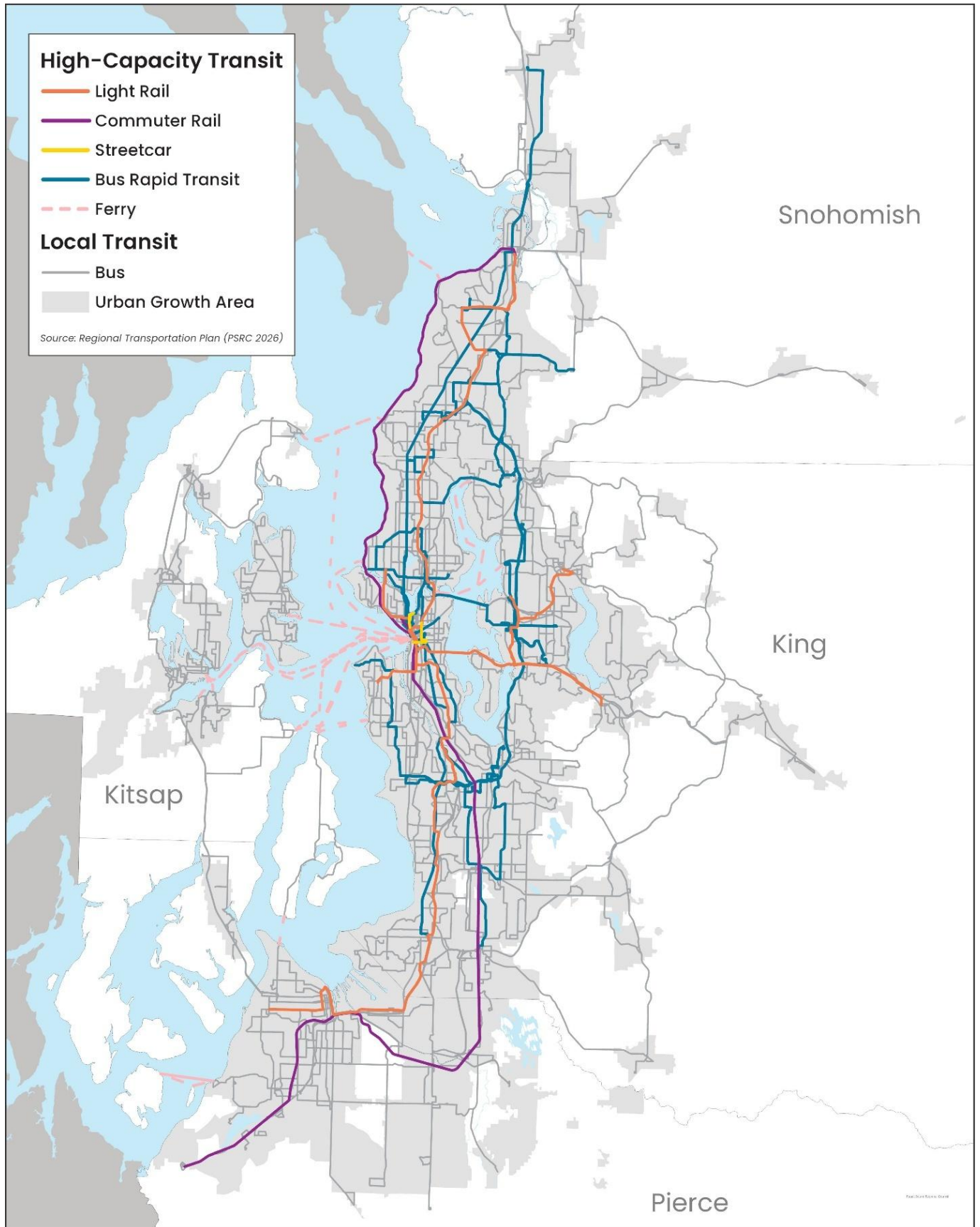
The region has one of the most aggressive transit expansion plans in the country. The future transit system will include 116 miles of light rail, extending its reach from Everett to Tacoma, Ballard and West Seattle communities within Seattle, and connecting South Kirkland to Issaquah. It will double the number of Bus Rapid Transit routes from 11 to 22, adding service along the Interstate 405 and State Route 522 corridors, connecting communities in King and Snohomish counties from as far north as Arlington and as far south as Auburn, and extending east to Totem Lake. In addition, Sounder commuter rail will be extended south to DuPont. [See Figure 1.](#)

These high-capacity transit service investments will be supported by local transit service that will grow on average 2% each year (more than twice the rate of population growth) through 2050. This includes more than double the number of local transit routes that provide all day or frequent (or both) service compared to today, covering areas that have grown the most in all four counties.

The substantial expansion of transit networks and service hours by 2050 will result in an additional 205 routes operating throughout the region and a 90% increase in transit service hours compared to the current system. This investment will result in a tripling of transit boardings across the region, compared to today's levels.

Even with this level of expansion, however, more work will need to be done. The plan's analysis looks deeper into where people and jobs are located today and will be in the future, at densities supportive of different levels and types of transit service. For example, approximately 36% of the region's population today lives or works in areas with density levels supportive of All Day transit service (i.e., service with at least three trips per hour between the hours of 5am and 10pm) but do not have that service provided. With the investments in the plan, the gap is reduced to 25% by 2050 – a significant improvement, but an example of future investment that will be needed to fully provide a seamless multimodal system across the region.

Figure 1. Future High Capacity Transit Network



Improve access and options for people with mobility challenges

Specialized transportation refers to a range of transportation programs and services designed to support riders with accessibility and mobility challenges due to age, income or ability. These include ADA paratransit (required by law for individuals who cannot access fixed-route transit service due to disability), demand-response shuttles, non-emergency medical transportation (NEMT), volunteer driver services, and mobility management programs that help riders understand and connect with available options.

By 2050, the region's population will grow by 35%, with older adults aged 65 and older growing at a faster rate than other age groups. More than one in five residents will be over 65, adding nearly 600,000 older adults to the region. As people age, the likelihood of experiencing a disability also increases, which may affect mobility and increase the need for accessible and reliable transportation options such as specialized transportation services.

The [Current Transportation System Report](#) provides information on the existing programs serving those with mobility challenges, as well as key gaps in the system. While a variety of different transportation programs improve access, key challenges remain. Limited service coverage, long travel times, complex eligibility processes and rising operating costs need to be addressed. Expanding flexible, affordable and accessible transportation options are critical to meeting the diverse mobility needs of these communities and ensuring access to medical and essential services.

Plan Investments

By 2050, ADA-complementary paratransit service areas across the region are projected to expand along with the expansion of the regional transit network, both in geographic coverage and service hours. While overall coverage will not substantially increase, it will extend service to areas that are currently underserved. As described in the [Future Transportation System Report](#), the expanded paratransit service boundary is expected to serve a larger number of residents currently living within census tracts with higher shares of people with disabilities. The planned extension of service hours will also help eligible riders with disabilities reserve trips during the times they need most. However, many areas with significantly higher shares of individuals with disabilities will remain outside the minimum paratransit coverage area.

Significant outreach was conducted with affected communities to identify their needs and priority strategies for improving mobility, which are documented in the [Coordinated Mobility Plan](#). The Coordinated Mobility Plan provides a roadmap for adapting the specialized transportation system to meet the needs of those with mobility and accessibility challenges. The plan identifies prioritized strategies to:

- Strengthen coordination among providers.
- Enhance access to healthcare.
- Improve accessibility and safety of infrastructure.

- Provide effective rider information and mobility management services.
- Explore more sustainable funding opportunities.

Collectively, these strategies aim to close service gaps, increase efficiency, and ensure equitable mobility outcomes through 2050.

Sustain and support the ferry system

Ferries are an essential component of the region’s transportation system. Ferry service provides critical connections for communities to jobs, commerce, healthcare and cultural networks. The plan reflects needed investments to both maintain and improve vessels, facilities and service.

PSRC began convening local elected officials around the greater Puget Sound region in 2024 to discuss and support the needs of the Washington State Ferries (WSF) system, and significant efforts are underway to fully restore service. This includes capital investments to replace aging vessels, decarbonize the system by converting to hybrid-electric ferries and terminal modernization. Sustaining workforce development investments to ensure a well-staffed and skilled ferry crew are also critical to service improvement

By 2040, WSF plans to:

- Build 16 new hybrid electric ferries
- Electrify 11 ferry terminals
- Retrofit up to 6 existing vessels to hybrid powertrains

When implemented, this ferry program will increase the fleet from 21 to 26 vessels and allow for the retirement of vessels as they reach the end of their useful life. More details can be found in both the [Current and Future Transportation System reports](#).

The draft RTP financial strategy prioritizes maintenance and preservation of all transportation system assets, including the full WSF vessel fleet and terminals.

The RTP also reflects expansion of the region’s passenger-only ferry system developed from the latest plans. To expand capacity for existing and future service, a new passenger-only ferry terminal is envisioned on the Seattle waterfront.

More information on new passenger-only ferry planning efforts is included in the “On The Horizon” section of this document.

Additional System Needs

The [Current and Future Transportation System reports](#) describe the full transportation system in greater detail, ~~including~~ [They illustrate](#) how the planned investments through 2050 address identified needs and gaps ~~and to~~ improve the system [for people and jobs today and in the future](#) ~~for people and jobs today and into the future~~. In addition to the examples provided above, these reports and additional plan documents describe the following:

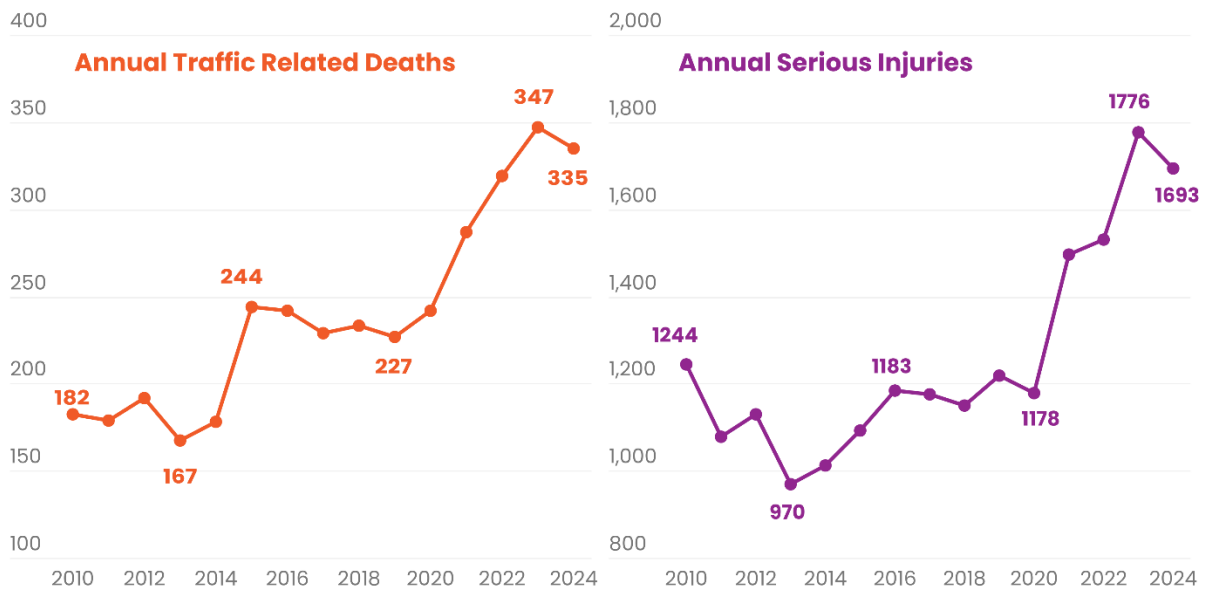
- **Freight:** The importance of the region’s [freight network and system](#). Maintenance and preservation needs have been identified as the number one freight investment priority for the region. Other major priorities include decarbonizing freight vehicles and infrastructure, and increasing the availability of truck parking.
- **Efficiencies:** The opportunities to improve the safety and efficiency of the transportation system through the use of transportation demand [management](#) programs and current and emerging technologies such as traffic signal infrastructure and connected vehicles.
- **Active Transportation:** An [Active Transportation Plan](#) detailing information on the current and future pedestrian and bicycle networks throughout the region, as well as describing issues related to safety and connectivity.
- **Mobility on Demand:** The potential from Mobility on Demand services such as microtransit and bike shares to provide greater travel options, particularly in areas with more limited fixed route transit options.
- **Streets and Highways:** The important streets and highways network that form the underpinning of the system, supporting all other modes. Even with the significant investments included in the plan, there will be areas with fewer multimodal travel options, so a safe and functioning roadway system is critical to overall mobility.
- **Beyond the Region:** In addition to the network of services providing connections within the region, there are additional parts of the region’s transportation system that provide connections to the rest of the state, the country and the world. These include intercity rail and bus services as well as the region’s airports and marine terminals. Information on ongoing work in these areas is included in the [Future System Report](#). [Investments supporting multimodal access to and from these services will continue to be necessary.](#)

Foundation – Promote a Safe and Healthy Transportation System

Safety

Roadway deaths and serious injuries have sharply increased in the region since 2010, especially among pedestrians and cyclists. To address this, 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. [See Figure 2.](#)

Figure 12: Roadway Deaths and Serious Injuries in the Region, 2010-2024



In response, roadway safety has been one of the key policy focus areas for regional transportation planning since 2020. Acting on direction contained in the region’s last Regional Transportation Plan, in 2025 PSRC adopted a [Regional Safety Action Plan](#) to improve traffic safety in the central Puget Sound region. The plan was created using a comprehensive, data-informed, equitable and collaborative approach, which:

- Fosters a regional culture of safety through increased awareness and focus on a [Safe System Approach](#) to protect vulnerable roadway users.
- Identifies safety issues and proven countermeasures, strategies and tools.
- Is based on extensive research, analysis and public engagement.
- Complements the development of local safety action plans.
- Informs development of the Regional Transportation Plan and PSRC’s competitive project selection processes.

Working Together to Implement the Regional Safety Action Plan (RSAP)

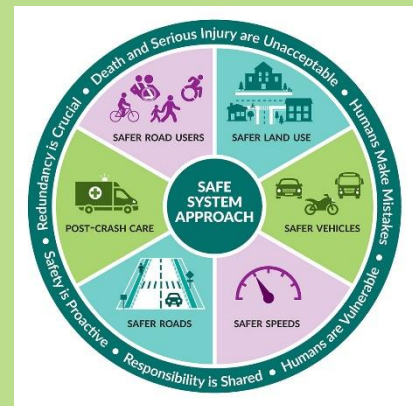
One of the key principles of the Safe System Approach is that “Responsibility is Shared.” Goals and guidance adopted in the RSAP are incorporated into the RTP, calling for regional safety partners – including all levels of government, private industry, and the general public – to take action to reverse the high level of deaths and serious injuries on our region’s roadways.

In addition to the RSAP’s supportive tools for planning, prioritizing and implementing projects, policies and programs, PSRC’s initial roadway safety implementation actions include:

- **Project Selection and RTP Consistency Evaluation:** PSRC will continue to emphasize safety throughout all aspects of regional planning. This includes overall system goals in VISION 2050, long-range planning and investments in the RTP, and detailed project evaluation criteria used to award PSRC’s federal transportation dollars. Regional

A [High-Injury Network Map](#) identifies parts of the region’s road network with higher rates of traffic-related serious injuries and deaths. The map identifies areas where investments in traffic safety measures and infrastructure will be most impactful.

PSRC’s safety work follows the [U.S. Department of Transportation’s \(USDOT\) Safe System Approach](#), which takes a holistic view of improving traffic safety and mitigating risk. It anticipates human mistakes, acknowledges that humans are vulnerable, and promotes redundancies in traffic safety, so if a crash happens, it is less likely to be fatal. It considers the design, infrastructure, and systemic issues behind crashes. [Consistent with the State of Washington, PSRC recognizes safer land use as an additional, integral component of a Safe System Approach.](#)



capacity projects submitted into the draft RTP were required to address questions related to nine policy areas, including safety and the regional [High-Injury Network](#), to determine overall consistency with the plan. In addition, safety was significantly strengthened as an evaluation criteria in PSRC's project selection processes to distribute federal transportation funds in 2024.

- **Local Agency Support:** PSRC has facilitated the development of approximately 20 local safety action plans as well as supported tribal safety planning as part of the RSAP and ongoing technical assistance. [Many member jurisdictions have also created their own safety action plans and are working on implementation. In continued implementation of regional and local plans,](#) PSRC is ~~also~~-working with partners to develop additional support for rural areas around the region, through public outreach assistance and technical guidance to identify cost-effective solutions in partnership with community.
- **Monitoring, Tracking, and Future Work:** PSRC will continue to track safety trends at the regional, state and national levels. PSRC plans to revisit and update the RSAP every four years as part of the RTP development cycle. In addition, data on crashes, particularly those that result in deaths and serious injuries, is monitored on an annual basis and reported in the [RTP Dashboard](#). PSRC will also continue to monitor the state of the practice and provide additional information to the boards on these topics for future discussions and updates to the RSAP. At PSRC board direction, this may include continued research, convenings and workshops on roadway safety related topics.

Health

The future transportation system will support healthier communities through access, mobility and reduced air pollution. Health is a core priority throughout VISION 2050, which promotes physical, social and mental well-being so that all people can live healthier and more active lives. VISION 2050 includes multicounty planning policies to reduce health disparities and improve health outcomes. Further, the overall transportation goal adopted in VISION 2050 centers health as a key outcome for the transportation system.

~~Traditionally, public health addressed a broad set of factors and strategies, including disease control, managing health conditions and improving access to health care.~~ Over the past decade, awareness has grown about how the built environment and travel patterns affect public health. Limited transportation choices, neighborhood design, [and](#) locations of services ~~and proximity to pollution sources all~~-influence individual health. [Public health organizations take a community level approach to preventing and responding to health threats and disease, as well as improving linkages to health services. The ways people travel throughout the region have a direct impact on public health, including physical activity, road safety, access to health supportive services, and other important community conditions such as proximity to pollution sources, social connection, sanitation, and economic opportunity.](#)

To advance health equity, risk factors, benefits and protective features of the transportation system should consider the social vulnerability of communities. [Social vulnerability is driven by factors such as poverty, lack of transportation, or crowded housing that make certain populations more susceptible to harm.](#)

The RTP contains investments that can improve health outcomes in the region, including:

- Expansion of the region’s integrated transit network by 2050.
- Encouraging alternatives to driving.
- Improving the reliability and convenience of the transportation system.
- Active transportation investments, focused on access to the transit system.
- Accelerating a transition to clean fuels to reduce unhealthy air pollutants.

Together, safer roadways, cleaner air and more active residents will improve health outcomes for the region’s residents. The [Current and Future Transportation System Visualization Tools](#) provide interactive maps of investments compared to a variety of contextual and community information, which can help local agencies better understand future needs and opportunities to continue to make improvements in overall health and safety.

Further, the RTP plan documents provide a wealth of information addressing the intersection between the transportation system and relevant health-related metrics including safety, emissions, active transportation, access and mobility, and equity. More information is specifically found in the [Health and System Performance reports](#).

Foundation – Address the Region’s Climate Goals

Emissions of air pollutants and the greenhouse gases that lead to climate change are expected to be dramatically reduced over the life of the plan. PSRC’s analysis is focused on emissions from on-road vehicles, which are influenced by land use, overall travel activity, and vehicle fuels and technology. The draft RTP emissions results reflect implementation of the VISION 2050 regional growth strategy with growth focused in centers and near transit. The plan also reflects significant expansion of the multimodal transportation system and an integrated, expanded regional and local transit system and the fast-moving transition to a zero emission fleet, supported by state, regional and local actions. More details are provided in the [Climate and Environment](#) reports, but summary information is provided below.

Table 1: Regional Emissions (tons per day)

Pollutant	Today	2050
Carbon Monoxide	362.5	29.5
Nitrogen Oxides	45.0	4.2

Volatile Organic Compounds	11.9	0.9
Fine Particulates	1.7	0.8
Carbon Dioxide Equivalent	39,635	6,668

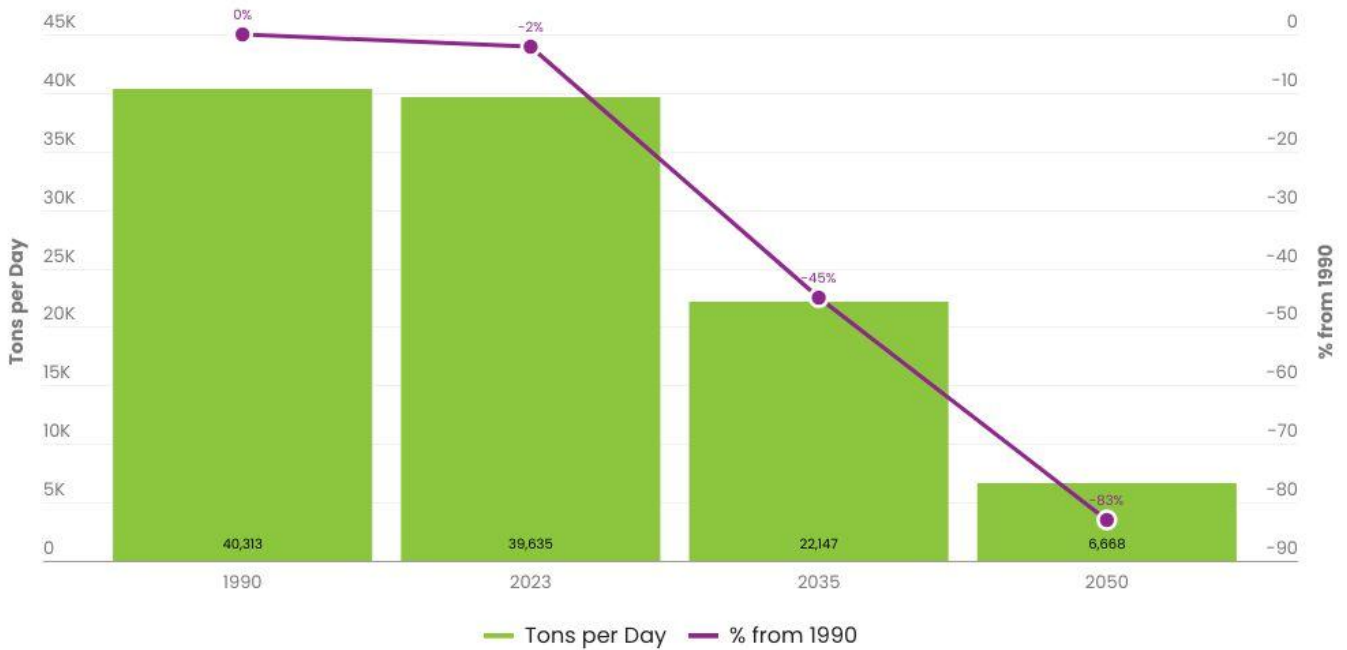
The ~~With the~~ investments in the draft plan and the transition to a zero emission transportation system ~~support overall achievement of, the region will be on track to achieving~~ the climate goals as adopted by the state and region. See Table 2 and Figure 3 below, which are as follows:

Table 2: Climate Goals

State Climate Goals	Regional Climate Goals*
By 2030, reduce greenhouse gas emissions 45% below 1990 levels	By 2030, reduce greenhouse gas emissions 50% below 1990 levels
By 2040, reduce greenhouse gas emissions 70% below 1990 levels	--
By 2050, reduce greenhouse gas emissions 95% below 1990 levels	By 2050, reduce greenhouse gas emissions 95% below 1990 levels

* As adopted by the Puget Sound Clean Air Agency

Figure 23: Progress Towards Climate Goals*



* Carbon dioxide equivalent emissions from on-road mobile sources

The state and regional climate goals encompass all sectors – buildings and energy usage, all parts of the transportation system, and other sectors like waste and agriculture. The recently completed [Comprehensive Climate Action Plan](#), developed by the Puget Sound Clean Air Agency in partnership with PSRC and the four counties, provides detailed information on near- and long-term strategies to reduce emissions and address overburdened communities across all sectors.

Foundation – Ensure the System Performs for the Region

The RTP is designed to serve the significant growth expected in the region by 2050. To understand how the plan performs and meets regional priorities, PSRC has a robust data and analysis program that applies state-of-the-art practices to evaluate plan performance against priority policy objectives. In addition to the performance metrics themselves, the analysis is further delineated across multiple geographies. These include:

- The entire four-county region
- Each of the four counties
- Designated centers and regional geographies as identified in VISION 2050
- Areas of the region containing higher numbers of specific population groups – people of color, people with low income, older adults, youth, people with disabilities and people with limited English proficiency

The [System Performance Report](#) contains more detailed information on the performance of the draft plan as it relates to all available performance metrics across these geographic areas. This includes performance metrics and

The Federal Highway Administration defines the Congestion Management Process (CMP) as “a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion management that meets state and local needs.” Each metropolitan planning organization the size of PSRC is federally mandated to develop and implement a CMP consistent with the requirements established in 23 CFR 450.320.

In the central Puget Sound region, the CMP is integrated throughout all planning stages rather than conducted as a stand-alone process. PSRC uses an interactive Transportation System Visualization Tool to inform the CMP, by providing users with the ability to view regional performance data according to parameters that are adaptable to other regional corridor and sketch planning efforts. This approach allows regional performance data not only to be considered throughout the PSRC planning process, but also to be integrated into other efforts throughout the region. [The RTP Performance Dashboard is an additional tool utilized in PSRC’s CMP. Further details are also provided in the System Performance Report and the Federal Requirements document under Administrative Procedures.](#)

documentation meeting the federal requirements for the Congestion Management Program and Transportation Performance Management rules. In addition, the [Current and Future Transportation System Visualization tools](#) provide additional visual and analytical findings and support identification of continued needs of the transportation system and opportunities for future investment.

Highlights of key plan performance metrics and a summary of overall plan performance is provided in table 3.

Table 3: Regional Performance Metrics

Metric	2023	2035	2050
Vehicles			
Daily Vehicle Miles Traveled	82,079,000	89,929,000	98,622,000
Daily VMT per Capita	14.4	13.5	12.7
Daily Vehicle Hours of Delay	212,400	251,900	332,200
Annual Hours of Delay per Capita	13.9	13.8	15.0
Daily Transit Trips	361,000	693,000	1,048,000
Annual Boardings	155,364,000	302,345,000	455,231,000
Annual Service Hours	6,865,000	8,181,000	12,682,000
Boardings per Hour	22.6	37.0	35.9
Gaps in Transit Service			
Local Transit Service Gaps	33%	21%	15%
All-Day Transit Service Gaps	36%	33%	25%
Frequent Transit Service Gaps	11%	6%	6%
High-Capacity Transit Service Gaps	16%	6%	10%
Active Transportation			
Daily Walk Trips	2,354,800	3,272,600	4,312,900
Daily Bike Trips	244,600	313,900	385,800
Time Spent Walking & Biking per day (minutes)	22.0	24.0	26.0

High level takeaways from these performance metrics indicate that:

- Vehicle miles traveled are growing at a significantly lower rate (20%) than the growth in people and jobs coming to region between now and 2050 (33%).
- While overall vehicle hours of delay are forecasted to increase 56% by 2050, hours of delay per capita are growing substantially less at 8%.
- The growth in transit, walking and biking trips far exceed the growth in vehicle travel.

Foundation – Develop a Practical Financial Strategy

The RTP includes a forward-looking financial strategy that identifies revenue sources to cover the projected costs needed to maintain, operate and improve the region's transportation system through the year 2050. It provides a reasonable and feasible forecast of how state, regional and local agencies can pay for what needs to be built and maintained through the life of the plan to meet the transportation needs of a region expected to see significant population and economic growth in the coming decades.

Under federal and state law, the RTP must make reasonable financial assumptions, accounting for existing or new revenue sources expected to be available over the life of the plan. Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. The building blocks of the plan's financial strategy include expenditure estimates and projections of current and new revenue sources to pay for the investments.

PSRC has put substantial effort into developing estimates for each of these components, which is described in greater detail in the [Financial Strategy report](#). These efforts included:

- Collecting extensive data and researching historic expenditure and revenue data.
- Reviewing recently adopted city and county comprehensive plans, transit agency plans and state plans including the [Washington State Ferries Long-Range Plan](#) and the recently updated [State Highway System Plan](#).
- Engaging directly with jurisdictions from across the region to estimate current and future needs.
- Working with PSRC's boards and statewide revenue data to develop a reasoned approach to potential new future revenue sources.

The region and the state have a strong history of providing new revenues to pay for transportation needs. Examples include the three Sound Transit packages, state funding packages such as Move Ahead Washington, and local initiatives such as the Move Seattle levy and Kitsap Transit's Passenger-Only Ferry measure. The region and state will need to build on this history to ensure the availability of additional revenues to implement

transportation investments identified in the RTP.

[Table 4 below provides a summary of the expenditure and revenue projections by sponsor and investment categories in the plan.](#)

Table 4: ~~Below provides a summary of the expenditure and revenue projections by sponsor and investment categories in the plan~~ [Financial Strategy Summary 2026-2050 \(millions of 2026 constant dollars\)](#)

SPONSOR TYPE	NEEDS			Total	CURRENT LAW REVENUE	REVENUE GAP
	Maintenance, Preservation and Operations	System Improvements				
		Regional Capacity Projects	Other Improvements			
Counties	\$17,900	\$3,600	\$2,000	\$23,400	\$16,600	\$6,900
Cities	\$45,300	\$8,100	\$16,200	\$69,600	\$41,700	\$27,800
Local Transit	\$52,700	\$1,800	\$14,800	\$69,300	\$52,400	\$16,900
Sound Transit	\$49,500	\$41,600	\$24,200	\$115,300	\$115,300	\$0
WSF	\$11,300	\$0	\$4,200	\$15,500	\$11,400	\$4,100
WSDOT	\$23,400	\$13,900	\$4,700	\$42,000	\$39,400	\$2,600
Subtotal		\$69,000	\$66,100			
TOTAL	\$200,100	\$135,000		\$335,200	\$276,800	\$58,400

Regionwide, Current Law revenues are projected to meet 83% of estimated investment needs. New revenues will be needed to address the remaining 17%. However, there are distinct differences across sponsor categories and across individual jurisdictions. Cities and local transit agencies will have the greatest need for new revenue sources. Cities collectively face an almost \$28 billion gap through 2050. Local transit agencies need approximately \$17 billion to implement planned investments and service. Today, cities in particular are more heavily reliant on locally available revenue sources insufficient to meet the needs. Successful implementation of new revenue sources will be critical to delivering the investments in the plan that are necessary to accommodate the growth expected in the region by 2050.

The plan’s financial strategy considers a range of potential revenue sources, but early on in the plan’s development PSRC’s boards focused on sources that could be implemented consistently across the region and that are more likely to generate greater revenue over the long term. These revenue sources include:

- Transitioning away from the gas tax to a user-based system such as a road usage charge.

- Raising sales tax rates available to local transit agencies.
- Increasing vehicle taxes and fees.
- Adjusting the amount of property taxes that can be collected for county roads.

The [Financial Strategy report](#) provides more information on these and a broad suite of potential sources that could be implemented to raise transportation revenues in the future. Other sources include Transportation Benefit Districts, retail delivery fees, development impact fees and fare increases.

Information is also provided in the [Financial Strategy report](#) on the Current Law Revenue sources in place today, including sales tax rates across the region and their revenue distribution, and average annual costs per household. This information informed board discussions and decision making on the financial strategy, including investment levels and revenue needs in the draft plan.

There is a significant amount of detail and nuance when considering transportation revenues and the feasibility of new revenue sources. As with every aspect of the RTP, needs and contexts are different for each part of the region, from individual cities to each local transit agency and county. A few critical findings for the financial strategy are:

- Maintenance and preservation of the transportation system continues to be an underfunded priority. To address this, strong commitments must be made and revenue sources developed to fully meet this challenge.
- Cities and local transit agencies are facing the greatest investment and funding needs. New revenue sources must be implemented in a manner that ensures these needs are met into the future.
- Board discussions and public feedback highlight concern about adding costs to already overburdened communities. These concerns were integral to identifying a draft plan scenario that balances the investment needs today and into the future with reasonable assumptions of costs. However, new revenue sources can be developed in ways that consider and mitigate burdens on heavily impacted communities.

Financial Strategy Summary and Actions

The [Financial Strategy report](#) provides many more details on the revenue and expenditure assumptions for the draft plan, including potential new revenue sources into the future. This includes further discussion on the key policy issues identified above as well as specific steps necessary to authorize and implement new sources. PSRC leadership continues to engage with state, regional and local elected officials on policy and new revenues needed to implement the RTP, recognizing the challenging financial conditions facing communities around the region.

Implementing the full RTP will take leadership and collaboration across all partners. Because this will take time, the RTP calls for continued coordination to plan for the future. Upcoming convenings will discuss the challenges with today's transportation revenue sources, recognizing the unique needs of communities across the region.

From this work, specific parameters and steps to implement new revenue sources will be developed, recognizing the same challenges and being sensitive to issues of equity and mitigating impacts to overburdened communities. Ultimately, the goal is to develop specific recommendations and action steps on transportation revenues to meet the region's future investment needs (developed collaboratively with all levels of government and other stakeholders) and work with authorizing agencies on timely implementation.

On the Horizon

The draft RTP lays the path forward for fully maintaining, preserving and operating the transportation system today and into the future. The draft RTP further maps out significant investments to improve the system and expand multimodal travel options, including extensive expansion of the high-capacity and integrated local transit system. These improvements are necessary to meet the 33% growth in people and jobs coming to the region by 2050.

However, there is more work to be done, and much more work is already underway in early planning stages. Examples of these needs and current efforts are described in the Current and Future Transportation System reports. These include:

- WSDOT efforts along several corridors, including the Cascadia High Speed Rail and I-5 Master Program
- Potential future passenger-only ferry routes
- Addressing how to accommodate future aviation demand
- Emerging transportation technologies such as connected and automated vehicles

As these efforts move beyond planning into specific capital projects with identified scopes and budgets, there will be opportunities to include them in future state, regional and local plans, including future Regional Transportation Plans.

Additional Work

In addition to the current planning efforts described above, the RTP has identified areas of further need and improvement across the system by 2050. These include areas where additional transit services could be supported, completion of key links in the active transportation system, continued safety investments and others. As implementing agencies move forward and identify projects into the future, they are encouraged to make use of the data and resources included in the RTP (e.g. the [Future Transportation System Visualization Tool](#)) and work with their local communities to identify and prioritize necessary investments.

Conclusion and Call to Action

The Regional Transportation Plan is a blueprint for the future transportation system for the region. It was developed with input from community members and decision makers around the region and strives to meet the needs of all users of the system today and into the future.

This document summarizes the major investments planned around the region and how they provide overall benefits to the system, while acknowledging the challenges and the remaining work. Details on every aspect of the system can be found in a user-friendly format on PSRC's website.

Action steps for PSRC and partners to support plan implementation include:

- **Transportation Finance:** As described earlier, PSRC will continue working with partners at all levels to advance transportation funding options (including developing recommendations to the state legislature), particularly to address local needs and burdens on communities around the region.
- **Maintenance and Preservation:** Work will continue to improve how PSRC and partner agencies collect data, evaluate the condition of the system and estimate maintenance and preservation needs into the future. Most importantly, the region will support legislative efforts to prioritize and fund maintenance and preservation of the entire transportation system.
- **Safety:** All stakeholders will work in partnership to advance implementation of state, regional and local safety action plans to achieve the goal of zero deaths and serious injuries on the roadway system.
- **Climate:** The region will work together to meet adopted climate goals, advance implementation of the Comprehensive Climate Action Plan and to address climate impacts and vulnerabilities of the transportation system.
- **Future system gaps:** State, regional and local agencies will explore opportunities to address gaps in the future transportation system. This work will be conducted in alignment with the scheduled 2030 update to VISION 2050, the Regional Transportation Plan and the Regional Economic Strategy.

Based on feedback received during the public comment period of the draft RTP, the following additional action items are included:

- Rural Transportation Issues: PSRC will develop a future work program to review and analyze current and future rural transportation issues and needs, including available infrastructure, services and growth impacts.
- Performance Measurement and Monitoring: PSRC will continue to improve ongoing data collection, analysis and monitoring of existing and potentially new performance measures, as applicable.

- [Transportation Technologies: PSRC will develop a future work program to monitor and advance emerging transportation technologies such as autonomous and connected vehicles, as well as the challenges and evolution of current transportation technologies.](#)

Supporting Plan Documents:

[RTP Engagement Hub](#)

[System & Performance](#)

- System Performance Report
- Current Transportation System Report
- Current Transportation Visualization Tool
- Future Transportation System Report
- Future Transportation System Visualization Tool
- Regional Capacity Projects List
- Freight

[Multimodal Mobility](#)

- Active Transportation Plan
- Coordinated Mobility Plan
- Regional Transit Access Assessment
- Regional CTR Plan

[Climate & Environment](#)

- Water Quality
- Air Quality Conformity Analysis
- Climate and Resilience
- Resilience Web Map

[Health & Safety](#)

- Health
- Safety

[Financial Strategy](#)

[Maintenance & Preservation](#)

[Outreach and Engagement](#)

[Administrative](#)

- [Administrative Procedures and Planning Processes](#)

- [Federal Requirements](#)