Executive Summary
An Action Plan for the Central Puget Sound Region
The central Puget Sound region is growing. Since 2010, over 375,000 new residents were added to the region. The economy is one of the hottest in the country, with 330,000 new jobs created since 2010, and job growth likely to continue. By 2040, the population of the region is expected to reach 5 million, and employment will reach nearly 3 million. That represents an additional 25 percent increase in population and 40 percent increase in jobs from today. This rate of growth has brought increased pressure on the region’s housing market and on its transportation system, with housing costs, growing traffic congestion and the need for more travel options at the forefront of public concerns.
The region has a plan for growth — VISION 2040 — that supports a vibrant economy, protects environmentally sensitive areas, farms, resource lands and open spaces, and calls for transportation and other infrastructure investments to support existing communities, the region’s ports and other economic engines, and future growth. Improved roadways, and more walkable and bikeable neighborhoods connected by an expansion of transit to job centers are part of the plan. In 1990, about 30 percent of growth was occurring in rural areas. Today, with implementation of the region’s growth plans, that number has fallen to 4 percent, protecting the natural and resource areas that are so highly valued. The region’s growth centers are attracting an increasing share of urban growth, creating thriving urban neighborhoods that support transit and greater access to opportunity.

The region has gotten serious about transportation. The central Puget Sound region has been one of the most aggressive in the country in seeking new transportation funding. Major new transportation infrastructure has been delivered, and more is expected soon. Light rail from SeaTac airport has been extended north to Capitol Hill and the University District, and south to Angle Lake. A new Highway 520 floating bridge across Lake Washington opened in 2016, and the SR 99 tunnel is nearing completion under downtown Seattle, creating a new route to replace the damaged Alaskan Way Viaduct. Reconstruction of I-5 through Tacoma is underway, with new HOV lanes, a better Highway 16 interchange, and an alternate route to Granite Falls. Kitsap County’s new Fast Ferry connects Bremerton and Seattle, cutting the previous travel time in half.

Highways fixes are coming. In addition to what’s underway today, in 2015 the Washington State Legislature approved Connecting Washington, a long-sought transportation funding package that will support the region’s growth and economic strategies. Construction will soon
be underway to construct I-5 improvements in support of Joint Base Lewis-McChord, extend Highway 167 to the Port of Tacoma, and complete Highway 509 south of SeaTac Airport. The notoriously bad Interstate 405 interchange with 167 will be rebuilt, and lanes added on I-405 between Renton and Bellevue. I-5 interchanges in Snohomish County will be rebuilt to handle more traffic, and a new interchange at I-90 and Highway 18 will be built.

More mass transit is on the way. In 2016, the region’s voters approved Sound Transit’s game-changing package of light rail, commuter rail, and express bus extensions. As part of the largest commitment to new mass transit in the nation, Light Rail will connect Everett to Seattle, with extensions south to Tacoma, east to downtown Redmond, and to Seattle’s booming Ballard and West Seattle neighborhoods. Community Transit has approved new SWIFT Bus Rapid Transit service, and Metro Transit has embarked on an ambitious program of 20 new Rapid Ride Bus Rapid Transit lines. With the launch of Kitsap County’s new Fast Ferry connection between Bremerton and Seattle, the region’s waterways are already carrying more people, and more routes are coming.

These transformative, multimodal transportation projects will provide fast, reliable connections between regional centers and surrounding communities, connect the region’s ports to distribution networks, improve travel times for trucks and cars in key corridors, and maintain the safety and security of the region’s transportation infrastructure.

People are changing, and so is technology. It’s an exciting time for transportation technology. People are driving less, and walking, biking and taking transit more. The population is aging, and with it comes changing travel demand and increased need for special transportation services. Transportation choices have increased with new rideshare services, bikeshare options, and more integrated, real-time information for transit users. Cars are changing too — with technologies such as side-swipe prevention and automatic braking already available today — but also longer term, with potential for safe, self-driving, automated cars and trucks. Vehicles are getting cleaner too — with new fuel economy standards and alternative fuels, they will burn less gas and diesel, and create less air pollution. The transition to electric vehicles seems assured, with major manufacturers such as Ford, Volvo, and General Motors committed to phasing out internal combustion engines from their fleets. The region is moving forward with policy and infrastructure to support this future, including expansion of fast charging stations and support from regional utilities through innovative concepts in energy storage, metering and customer tools. The region is actively engaging with national, state and regional efforts to accelerate the EV future in the Puget Sound region.
King County Key Investments

Highway Projects
2. WSDOT – I-90 SR 18 Interchange (2023)
3. WSDOT – SR 520 I-5 to Floating Bridge (2029)
4. WSDOT – SR 169 Widening (2040)
5. WSDOT – SR 509 with I-5, Phase I (2030)
6. WSDOT – I-405 Renton to Bellevue Improvements (2024)

Transit Projects
7. Sound Transit – Link Extension Downtown Seattle to Ballard (2035)
8. Sound Transit – Link Extension Downtown Seattle to West Seattle (2030)
10. Sound Transit – Kirkland to Issaquah (2040)
11. King County Metro Transit – Renton to Auburn via Kent (2022)
12. King County Metro Transit – SODO to Burien via Delridge (2020)
13. King County Metro Transit – Bothell to UW via Kenmore (2023)

Local Roadway and Trail Projects
15. Seattle – Burke-Gilman Trail Extension (2022)
16. Port of Seattle – SeaTac South Access Expressway (2032)
17. Bellevue – Bel-Red Regional Connectivity (2030)
18. Kent – S. 212th BNSF Railroad Grade Separation (2025)
20. Bellevue – Mountains to Sound Greenway Trail (2030)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.
Kitsap County Key Investments

Highway Projects
1. WSDOT – SR 305 Winslow Ferry to Poulsbo (2023)

Transit Projects
2. Kitsap Transit – Fast Ferry, Bremerton to Downtown Seattle (2017-2022)
4. Kitsap Transit – Port Orchard to Bethel (2040)

Local Roadway and Trail Projects
5. Kitsap County – Silverdale Way (2018 & 2027)
7. Bainbridge Island – Sound to Olympic Trail (2024)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.
Pierce County Key Investments

Highway Projects
1. WSDOT – I-5 JBLM: DuPont-Steilacoom Rd to Thorne Lane (2021)
2. WSDOT – I-5 JBLM: Mounts Rd to DuPont-Steilacoom Rd (2024)
4. WSDOT – SR 167/512 to 15th St SW: Core HOV (2026)
5. WSDOT – SR 167 Extension Phases I & II (2031, 2023)

Transit Projects
6. Pierce Transit – Pacific Avenue S/SR 7 Corridor from Downtown Tacoma to Spanaway (2022)
7. Sound Transit – Link LRT Extension from Federal Way to Tacoma (2030)
8. Sound Transit – Tacoma Link Expansion (2022)
9. Sound Transit – Tacoma Link Extension to Tacoma Community College (2030)

Local Roadway and Trail Projects
11. Pierce County – Canyon Road Freight Corridor Improvements (2020-2027)
12. Pierce County – Foothills Trail (2040)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.
Snohomish County Key Investments

Highway Projects
1. WSDOT – SR 9 (2025-2030)
2. WSDOT – I-405 to US 2 (2025)
3. WSDOT – US 2 Trestle Widening (2030)

Transit Projects
4. Sound Transit – Lynnwood Link (2024)
5. Sound Transit – Link Lynnwood to Everett (2036)
6. Community Transit – Swift Green Line (2019); Orange Line (2023); Green Line Extension (2030)

Local Roadway and Trail Projects
7. Snohomish County – White Horse Trail (2025)
8. Everett – 41st Street Freight Corridor (2027)
9. Marysville – 88th Street NE (2025)
10. Marysville – 172nd Street NE Improvements (2025)

Map depicts selected multimodal projects. For the full list of regional capacity projects, see the Regional Transportation Plan webmap.
But the region can do more. With a large portion of highway and regional transit investments in the Regional Transportation Plan funded and under construction, it’s a good time to reassess what’s next. Some actions will take more time, but the groundwork can be laid today. Short term actions can make a real difference:

• **Accelerate local roadway and transit improvements.** Local roadways and transit are critical for providing access and successfully achieving local growth and economic development plans. While the region has made progress in funding statewide and regional transportation packages, the plan recognizes the need for new funding approaches — both short- and long-term — to fund and deliver important local investments.

• **Fix the HOV lanes.** High Occupancy Vehicle lanes on the region’s highway system have long provided a reliable commute for transit and carpools. Recent data shows that 10 of 14 HOV lanes are so congested that they no longer provide the time advantage they did in the past. The plan commits the region to work with WSDOT to ensure that these lanes can continue to function for a new generation of commuters.

• **Smarten-up the system.** The plan applies new technology and smart multimodal operational strategies to key commute and travel corridors to carry more people efficiently.

• **Ensure transit systems continue to work together.** As mass transit comes on line, the region’s transit vision ensures that all transit investments and services are integrated into one, easy-to-use network that makes regional and local destinations convenient to get to, and best serves the public.

• **Build transit communities.** With unprecedented investments in mass transit, now is the time to make sure that the region takes advantage of great transit access, and works to develop neighborhoods around transit station areas as complete and equitable communities. The plan calls for a strategic focus on transit-oriented development, a thoughtful mix of uses, and special attention to affordability and increased access to opportunity that will make sure that we leverage and get the most out of our tax dollars.

• **Pursue an I-5 strategy.** WSDOT is working to identify and implement operational improvements to address congestion on I-5.

• **Keep the system moving.** Support freight and goods movement through completion of the Puget Sound Gateway Program’s critical connections to ports and airports, roadway-rail grade separations, and strategic positioning for the $4.5 billion available through the new Nationally Significant Freight and Highway Projects program.

• **Maintain and preserve assets.** Resources to maintain and preserve existing transportation infrastructure remain underfunded, and the backlog of needs continues to grow. The plan identifies new revenue sources to maintain and preserve the existing transportation system.

Get ahead on key issues. The plan lays the groundwork for structural changes to our transportation system to better protect the environment, prepare for potentially disruptive technology, and transition to a new way to pay for our transportation system.
• **Protect the environment.** A key focus of the plan is to protect and improve the region’s environmental health. This includes ensuring that the region has healthy air that meets all standards, ensuring that transportation projects improve the handling of stormwater runoff to protect Puget Sound and other surface waters, and addressing transportation’s role in reducing greenhouse gas emissions and adapting to climate change. The plan includes a specific strategy to address greenhouse gas reduction. The four-part strategy includes Land Use, Pricing, Choices, and Technology, and shows the potential to reduce greenhouse gases by as much as 75 percent by 2040 with key local and regional actions.

• **Support innovation and new technology.** Technology is changing the landscape of transportation and mobility. While new and emerging technologies such as vehicle electrification, automated and connected vehicles, and the advancement of shared mobility will continue to reshape our future, existing technology is in use today that provides operational efficiencies and mobility improvements for a variety of users. These include Intelligent Transportation Systems such as freeway ramp metering, adaptive signals, coordination of traffic signals, transit signal priority, and other tools to improve traffic flow and safety for cars, buses, bicyclists, and pedestrians. The region’s plan supports these investments, and includes specific projects such as managed lanes on the interstates, express toll lanes, hard shoulder running operations, and other innovative methods of managing travel flow.
The overall goal is to make the best use of rapidly-evolving technologies in the near-term and to forge a path for leveraging benefits, minimizing disruptions, and aligning with regional policy goals in the long term. Both established and emerging technologies are critical and will likely become increasingly intertwined in the coming years.

• **Finance transportation investments.** America’s system of transportation finance that has been in place for decades may be beginning to fail. A combination of volatile fuel prices, increasing popularity of more efficient cars and trucks, and the shift to non-polluting alternative fuel vehicles means less reliance on the gas tax as a main source of transportation revenues. The Regional Transportation Plan embraces a new direction for transportation funding, intended to provide stable and sustainable funding over the long term. The plan’s finance strategy recognizes the long-term limitations of traditional transportation funding approaches, and positions the region for a new user-based funding system that not only provides necessary revenues, but also helps reduce congestion and improve environmental quality. While relying on traditional funding sources in the early years of the plan, over time the region will transition to a new funding structure based on user fees. These could include tolled express lanes, facility and bridge tolls, and road usage charges to replace the gas tax and further fund and manage the transportation system.

• **Measure what matters.** PSRC uses a performance-based evaluation program based on how well we achieve the environmental, social, and economic outcomes adopted in VISION 2040. Through the development of The Regional Transportation Plan, new ways to look at social equity, access to opportunity, and health were also considered to assess how well projects implement regional goals. These measures are also used to help inform other stages of transportation planning, such as project funding.

**The Regional Transportation Plan: a strategy for mobility and choice.** The plan was designed to meet the central Puget Sound region’s current transportation needs, and to prepare for the future. The plan makes significant progress in supporting VISION 2040 and the regional growth strategy, enhancing accessibility and mobility choices, improving reliability, safety and security, improving air quality and reducing greenhouse gases, and providing equitable benefits and access to opportunity for all the region’s communities.

**Regional Values and Objectives Shaped the Plan**

- Maintain **Air Quality** and reduce **Climate Change emissions**
- Serve existing and new populations in **Centers**
- Provide transportation **Choices**
- Support **Freight mobility**
- Promote **Health**
- Increase access to **Jobs**
- **Maintain and Preserve** the transportation system
- Preserve **Puget Sound Land and Water**
- Create a **Safe and Secure** transportation system
- Advance **Social Equity and Access to Opportunity**
- Improve **Travel Time and Reliability**
Transportation Policy Board (as of December 2017)

Rob Johnson, Councilmember, City of Seattle — Chair
Becky Erickson, Mayor, City of Poulsbo • Local Transit – Kitsap County — Vice Chair
Bek Ashby, Councilmember, City of Port Orchard • Other Cities & Towns in Kitsap County
Claudia Balducci, Councilmember, King County
Rob Berman, Seattle Metropolitan Chamber of Commerce • Business – Labor
Fred Butler, Mayor, City of Issaquah • Sound Transit
Don Cairns, City of Redmond • Regional Project Evaluation Committee – PSRC
John Daniels, Jr., Muckleshoot Indian Tribe
Ann Dasch, League of Women Voters of Washington • Community/Environment
Dino Davis, Councilmember, City of Bremerton
Doug DeForest, Thurston Regional Planning Council
Anne Eskridge, University of Washington • Business/Labor
Joe Fain, Senator, Washington State Senate Transportation Committee
Robert Gelder, Commissioner, Kitsap County
Mia Gregerson, Representative, Washington State House Transportation Committee
Steve Hobbs, Senator, Washington State Senate Transportation Committee
Don Johnson, Commissioner, Port of Tacoma • Ports
Kathy Lambert, Councilmember, King County
Ron Lucas, Mayor, Town of Steilacoom • Other Cities & Towns in Pierce County
Joe McDermott, Councilmember, King County • Local Transit – King County
Dan McKisson, International Longshore and Warehouse Union Local 19 • Business/Labor
Ryan Mello, Councilmember, City of Tacoma • Local Transit – Pierce County
Roger Millar, Secretary, Washington State Department of Transportation
Debora Nelson, Mayor Pro Tem, City of Arlington • Other Cities & Towns in Snohomish County
Mike O’Brien, Councilmember, City of Seattle
Dr. Ngozi Oleru, Public Health of Seattle-King County • Community/Environment
Trinity Parker, Sound Transit • PSRC – Transportation Operators Committee
Helen Price Johnson, Commissioner, Island County
Dana Ralph, Councilmember, City of Kent • Other Cities & Towns in King County
Dave Ramsay, Washington State Transportation Improvement Board
Shefali Ranganathan, Transportation Choices Coalition • Community/Environment
Janet Ray, AAA Washington • Business/Labor
Douglas Richardson, Councilmember, Pierce County
Paul Roberts, Councilmember, City of Everett • Puget Sound Clean Air Agency
Terry Ryan, Councilmember, Snohomish County • Local Transit – Snohomish County
Hester Serebrin, Commissioner, Washington State Transportation Commission
Andrew Strobel, Puyallup Tribe of Indians
Robert Thoms, Deputy Mayor, City of Tacoma
Blake Trask, Cascade Bicycle Club • Community/Environment
Chip Vincent, City of Renton • PSRC – Regional Staff Committee
Rich Wagner, Councilmember, City of Auburn • Other Cities & Towns in King County
Amy Walen, Mayor, City of Kirkland • Other Cities & Towns in King County
Kevin Wallace, Councilmember, City of Bellevue
Stephanie Wright, Councilmember, Snohomish County
Executive Board (as of December 2017)

Dave Somers, Executive, Snohomish County — President
Bruce Dammeier, Executive, Pierce County — Vice President
Glen Bachman, Commissioner, Port of Everett
Nancy Backus, Mayor, City of Auburn • Other Cities & Towns in King County
Claudia Balducci, Councilmember, King County
Shiv Batra, Commissioner, Washington State Transportation Commission
Cary Bozeman, Commissioner, Port of Bremerton
Dow Constantine, Executive, King County
Suzette Cooke, Mayor, City of Kent
John Creighton, Commissioner, Port of Seattle
Dino Davis, Councilmember, City of Bremerton
Jenny Durkan, Mayor, City of Seattle
Becky Erickson, Mayor, City of Poulsbo • Other Cities & Towns in Kitsap County
Jim Ferrell, Mayor, City of Federal Way
Charlotte Garrido, Commissioner, Kitsap County
Dave Hill, Mayor, City of Algona • Other Cities & Towns in King County
Rob Johnson, Councilmember, City of Seattle
Denis Law, Mayor, City of Renton
John Marchione, Mayor, City of Redmond • Other Cities & Towns in King County
Dick Marzano, Commissioner, Port of Tacoma
Roger Millar, Secretary, Washington State Department of Transportation
Mike O’Brien, Councilmember, City of Seattle
Joe Pestinger, Mayor, City of Orting • Other Cities & Towns in Pierce County
Terry Ryan, Councilmember, Snohomish County
Ray Stephanson, Mayor, City of Everett
John Stokes, Mayor, City of Bellevue
Marilyn Strickland, Mayor, City of Everett
Mike Talbert, Councilmember, Pierce County
Mike Todd, Councilmember, City of Mill Creek • Other Cities & Towns in Snohomish County
Barbara Tolbert, Mayor, City of Arlington • Other Cities & Towns in Snohomish County
Amy Walen, Mayor, City of Kirkland

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation. PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see https://www.psrc.org/title-vi or call 206-587-4819.

Americans with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le, at 206-464-6175, with two weeks’ advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le, through TTY Relay 711.

Additional copies of this document may be obtained by contacting: Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035
206-464-7532 • info@psrc.org • psrc.org