



Transportation 2040 Update

Washington State Transportation Commission
May 2012

Presentation



- **Background**
- **Issues Facing the Region**
- **Transportation 2040**
- **The Update**

Puget Sound Regional Council

PSRC

- Metropolitan Planning Organization
- Regional Planning Organization
- Economic Development District
- Interlocal Agreement for Regional Planning



Our Members

- Cities, Counties, Ports, and Transit Agencies
- State Agencies and Tribal Governments
- **Associate Members:** Port of Edmonds; Evans School of Public Affairs, UW; Island County; Puget Sound Partnership; Snoqualmie Tribe; Thurston Regional Planning Council; The Tulalip Tribes

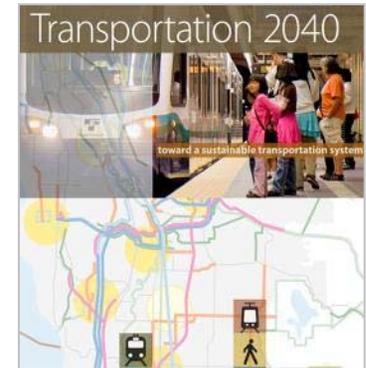
Transportation 2040 Objectives

Growth Objectives

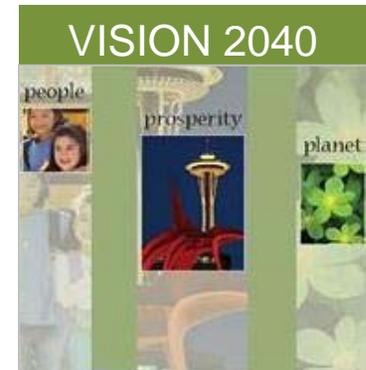
- Appropriately support growth throughout the region
- Improve regional jobs-housing balance

Economic Objectives

- Improve access to sustain and grow our region's leading industry clusters and support job growth
- Improve freight mobility to support the region's and state's businesses, as well as the role of central Puget Sound region as the gateway to international trade



Transportation 2040 supports the adopted regional growth strategy (VISION 2040) and the Regional Economic Strategy.

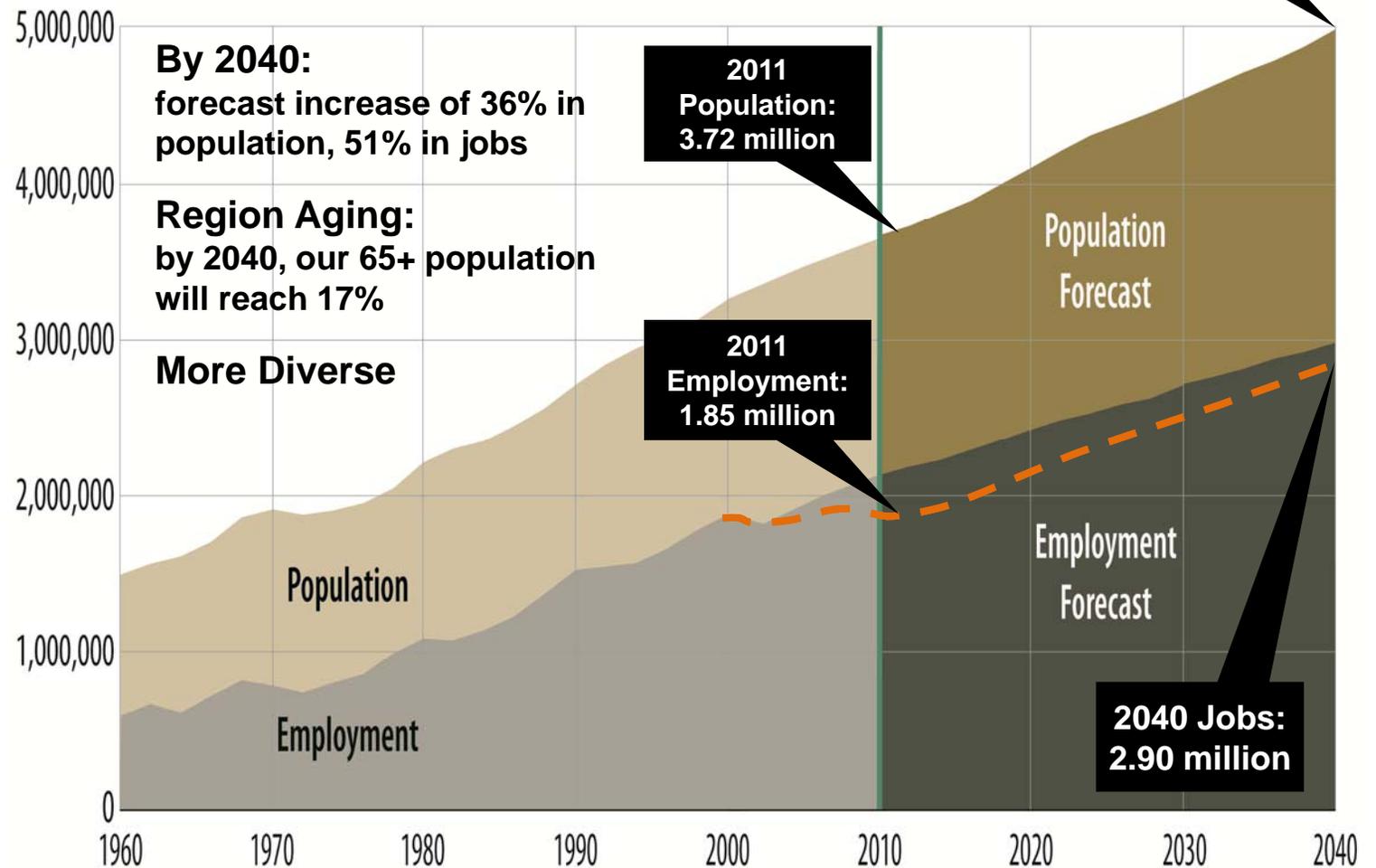




Regional Growth

Revised Regional Growth Estimates

In millions



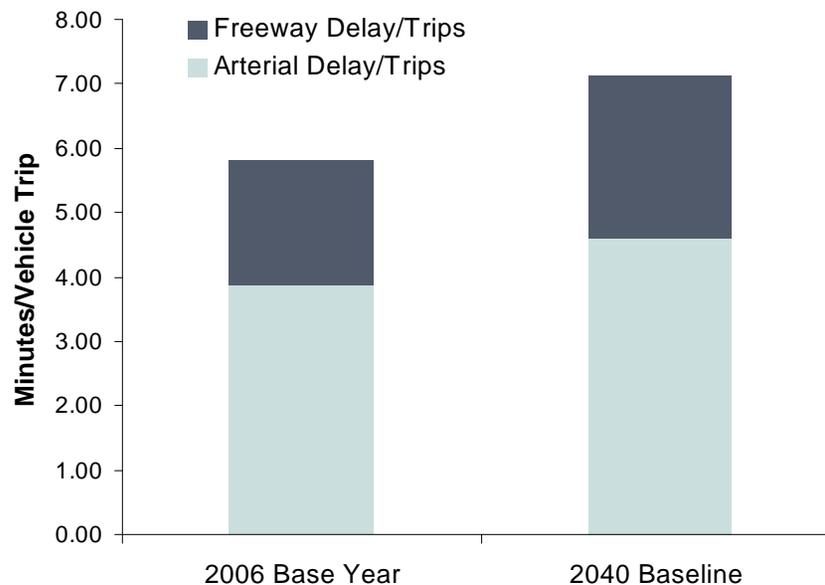
In spite of economic fluctuations, the region has grown and is expected to continue to grow.

More Trips and Congestion

Mobility Challenges Will Increase Without Action

- Daily person trips: 13.7 mil. (2006) to 19.0 mil. (2040); 40% increase
- Daily vehicle miles traveled: 79.5 mil. (2006) to 102.5 mil. (2040)
- Daily vehicle delay: 840,000 hours (2006) to 1.4 mil. hours (2040); 72% increase
- Average one-way commute time: 36 min. (2006) to 42 min. (2040)

Average Minutes of Delay Per Vehicle Trip



This growth will result in increased travel.



National Financial Context

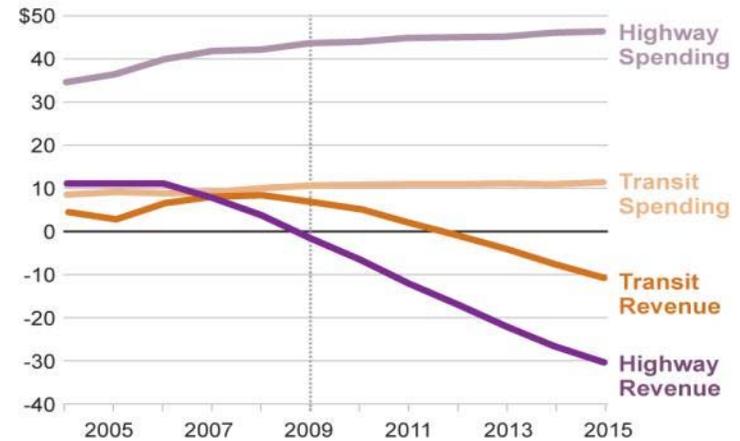
- Highway Trust Fund in decline
- Uncertainty in surface transportation act authorization
- Economic downturn
- Price of crude oil

Traditional funding sources are at risk – at the national level.



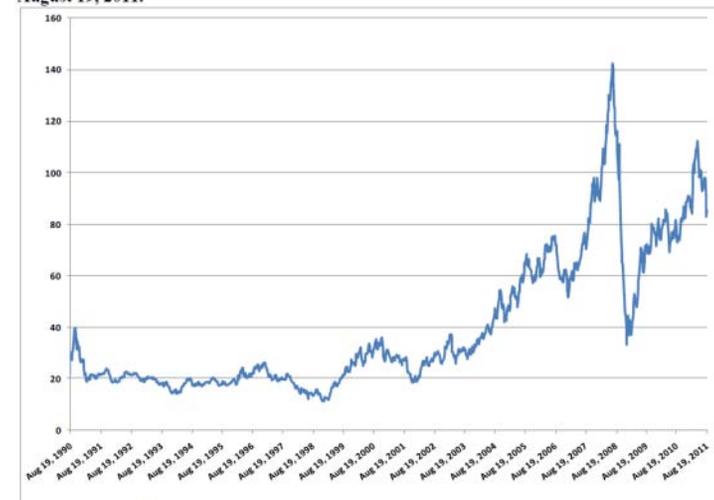
Federal Transportation Funding*

In billions of dollars



* Figures do not account for The American Recovery and Reinvestment Act of 2009 (ARRA).

Figure 1: Weekly Cushing, OK WTI Spot Price FOB (Dollars Per Barrel) August 12, 1990 to August 19, 2011.



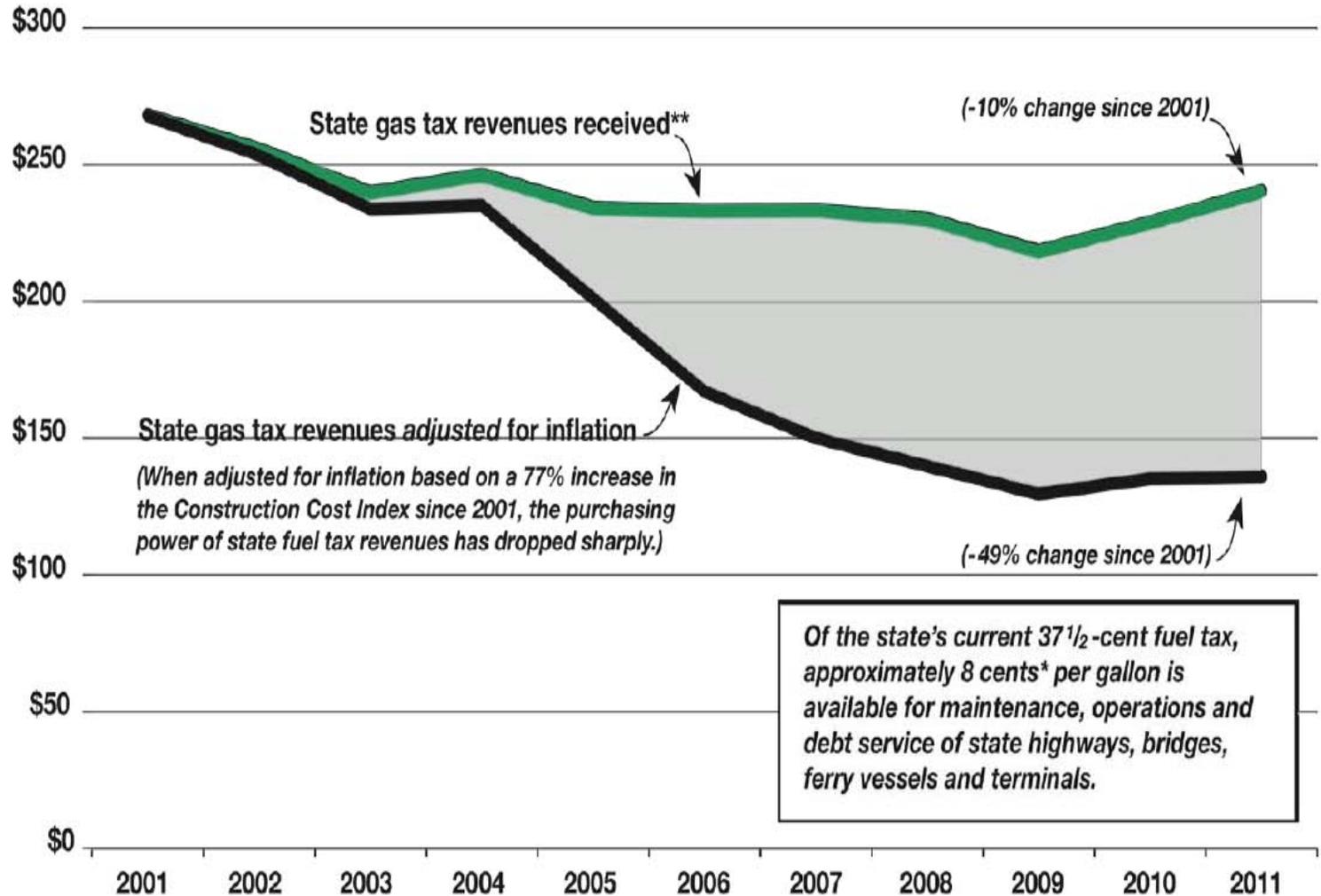
Source: Energy Information Administration (EIA), 2011a

Current Law Revenue: Fuel Taxes



State gas tax revenues will not support a growing need for transportation investment.

Actual dollars in millions



Of the state's current 37 1/2-cent fuel tax, approximately 8 cents per gallon is available for maintenance, operations and debt service of state highways, bridges, ferry vessels and terminals.*



Transportation 2040

**Adopted
May 20, 2010**

- Makes progress on **major transportation system issues** and informs near-term project decisions
- Aligns with **VISION 2040** and the **Regional Economic Strategy**

While issues remain, the plan was adopted with 98% support.



Transportation 2040
The Central Puget Sound Region's Transportation Plan

Transportation 2040 is the action plan for transportation in the central Puget Sound region for the next 20 years.

Developed through a series of public meetings and 200 meetings with groups and organizations, Transportation 2040 is designed to automatically support VISION 2040, the region's adopted growth and economic strategy for working:

- Mobility for all users and the movement of goods
- Environmental stewardship: air, water and green space get protected and water quality
- Transportation funding is efficient to support and improve the system

Transportation 2040 will also have integrated strategies:

- **Land Use** – Support the development of a new Puget Sound development pattern that is more walkable, bikeable and easier to support with transit, and that balances jobs and housing
- **80% of new transit modes on either or directly serve MetroStation or Core Cities**
- **Regional transit treatment, control and service of the 27 designated regional growth centers**
- **Use of transit performance metrics designed to support transit and access to transit**

Efficiency – Efficient transportation means a fully connected, safe and secure system that is managed to achieve optimum performance

- **Prevention, operation and maintenance requires approximately 60% of the total costs**
- **Supports the Smart Puget Sound program and continues progress on regional mobility programs**
- **Improves the efficiency of the region's land corridor through integrated land use and transit planning. Transit modes include the meaning of the transportation system performance to affect the total experience of the mobility system.**

Strategic Investments – While the region faces growth, Puget Sound needs to invest in transportation modes that are more cost effective and support the environment

- **Supports a complete street program and use of 40 to 60 miles of new or improved roads**
- **Complete approximately 700 to 800 new miles of new miles of sidewalks**
- **Invests in transit services to meet 100% of peak needs and use 40% off peak, with growing opportunities for off-peak services**

Planning – Region working from balanced books, all projects must be sustainable, cost-effective, and support the region's mobility and the environment

- **Use of the traditional quarter of funding, with the development of a 20-year regional and regional transit strategy**
- **Support for the 2010 and 2015 regional transit strategy and implementation plan to be in the best interests of the region to ensure wide variety of transit modes, services and the transportation investment**

Transportation 2040 Benefits

Goals

- **Support transit approximately 1.5 billion more people and 12 million more jobs**
- **Reduce 80% growth within the Urban Growth Area**
- **Support centers, which mean that people in population and reduce transit per capita investment**

A Strong Economy

- **Attract jobs and companies that create 100,000 jobs**
- **Annual median and heavy duty truck fleet cost savings of over \$2 billion**
- **Annual benefits to the regional economy from transit, clean technology, and 100,000 to 150,000 jobs**

Quality of Life

- **Reduce 10% carbon dioxide to 10.5 to 10%**
- **Results in an annual cost savings of \$2.5 to \$3.5 billion**

Environment

- **Support reduction of greenhouse gas emissions by a range of 100,000 to 1.4 million tons annually**
- **Contribute to transportation-related energy and air quality improvements**

Funding

- **Invested in a variety of funding strategies**
- **Require over 100 billion to support transportation investment (approximately 100% of the cost)**
- **Use a variety of funding strategies and revenue sources**

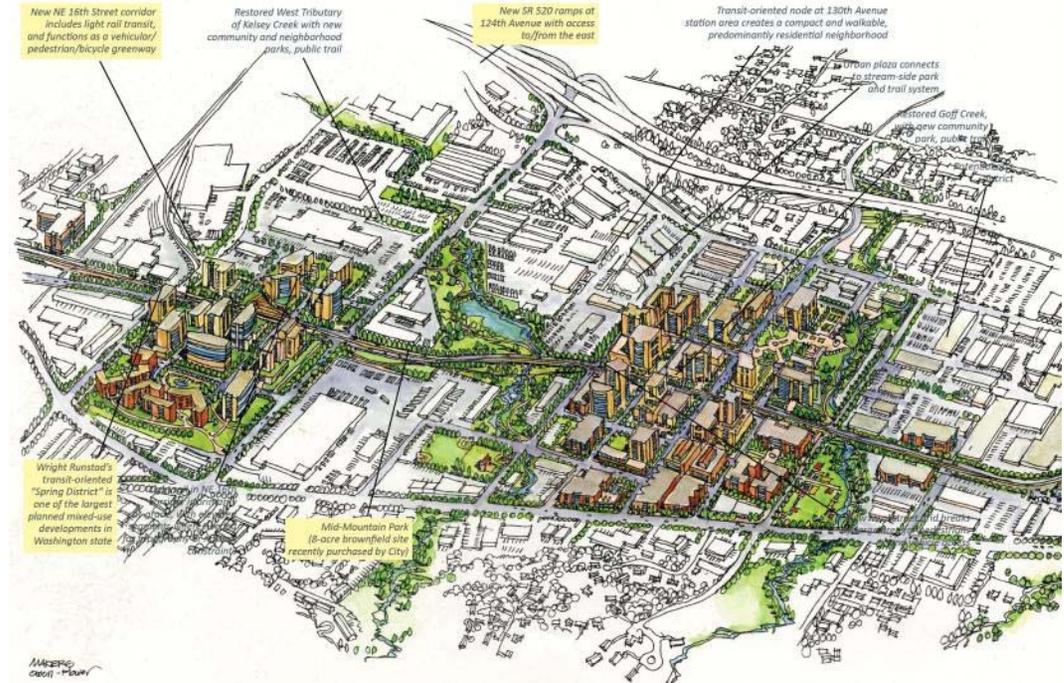
For More Information

Review the full PSRC Transportation Plan at psrc.org or call 206-465-7012 or info@psrc.org or visit the PSRC website at psrc.org

Four Integrated Strategies

Land Use

Supports a more concentrated development pattern that is more walkable, bikeable, easier to support with transit, and that balances jobs and housing.



Efficiency

Efficient transportation starts with fully maintaining and operating a system that is safe, secure and manages facilities to achieve their optimum performance.

Strategic Investments

Moves the region from single focused investments to integrated strategies that are more cost effective and support all forms of travel.

Pricing

Begins moving from traditional forms of funding to a more sustainable user-based funding that improves mobility and the environment.



These four strategies support Transportation 2040's three key programs.

Congestion and Mobility Program

The Region Has Developed a New Program to Better Define, Analyze, and Correct Mobility Problems

Congestion Management Process:

- Land use planning (VISION 2040)
- Demand management
- Transportation system management and operations
- Strategic capacity

Congestion and Mobility is one of three key Transportation 2040 programs.



SMART Corridors



Environmental Program

Transportation 2040 Focuses on Water and Air Quality Issues in the Region

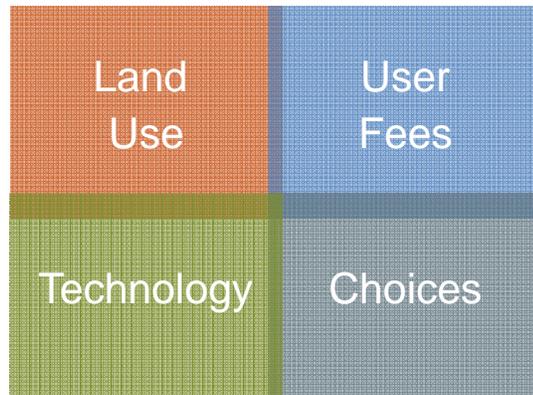
The Transportation 2040 Environmental Program provides further direction on the regional environmental issues of water and air quality.

Transportation 2040 supports travel reduction, cleaner vehicles and fuels, better treatment of stormwater, and fish passage barriers, resulting in less polluted water in streams, rivers, and Puget Sound.



Environmental Program

Greenhouse Gas Reduction



Land Use

Implement VISION 2040

- Jobs Housing Balance (macro)
- Centers, Transit Oriented Development and efficient communities (micro)

User Fees

Implement Roadway Pricing to support VMT reduction and reduce travel delay emissions

Choices

Expand transportation choices that reduce GHG emissions

Technology

Support development of technology to dramatically reduce tailpipe emissions

The Transportation 2040 Environmental Program addresses climate change and reduction of greenhouse gas emissions.



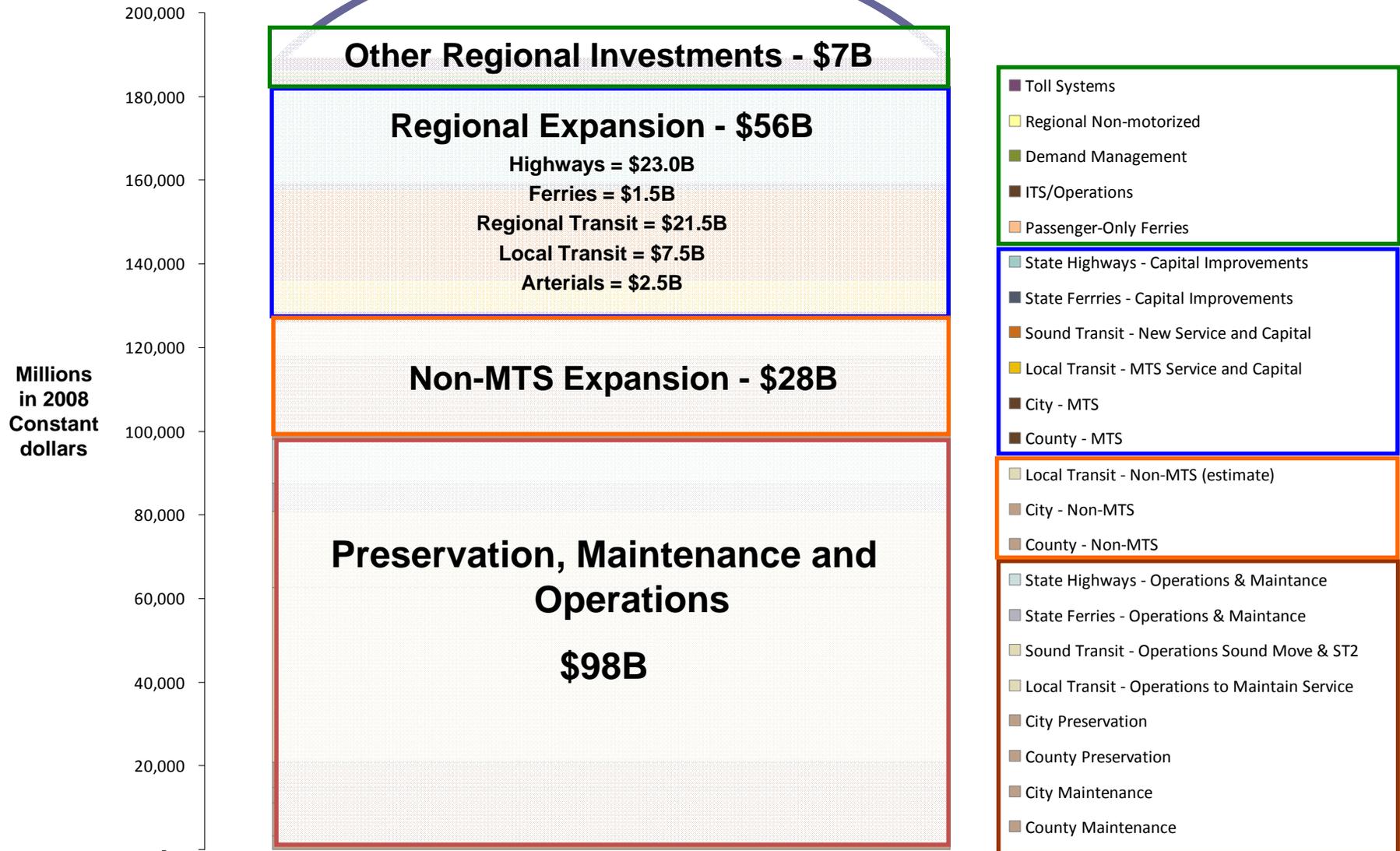
Financial Program

Transportation 2040 Calls For a Phased Funding Strategy

- Funding to **maintain and operate** our current assets
- **Traditional tax financing** (gas tax, etc.) will still play a central role
- There should be a **relationship between the tax, fee, or toll** and the **use** of the revenues
- Increase reliance on **tolls – phased in over time**
- Allow for **flexibility in implementation**

The Financial Program acknowledges that the transition to user-based funding will need to be phased.

Financial Program





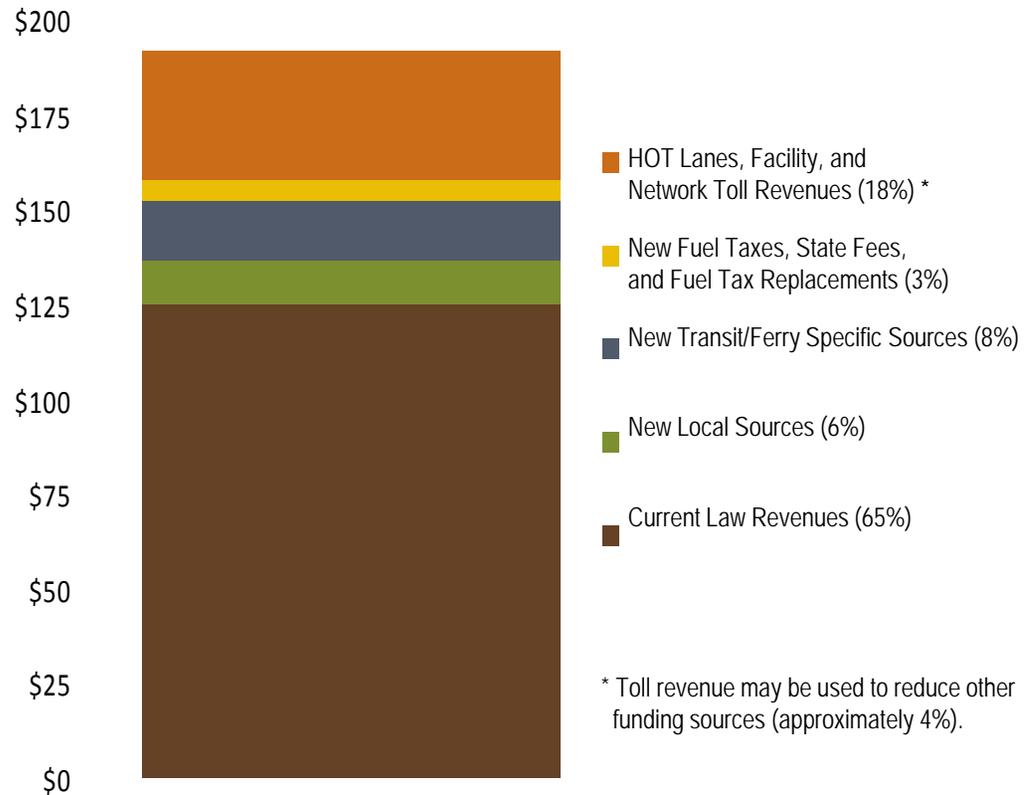
Financial Program

Includes a Sustainable Funding Strategy

About half of the new revenues are anticipated to come from user fees/tolls.

- To raise over \$64 billion to support transportation investment (constrained part of the plan)
- Equitable geographically and across incomes

Transportation 2040 Financial Plan
(Revenues by source in billions of 2008 dollars)



Things Have Changed



Recession is deeper and longer than anticipated – the region and the state are:

- *backfilling lost tax revenues and cutting services*
- *planning for longer-term funding*

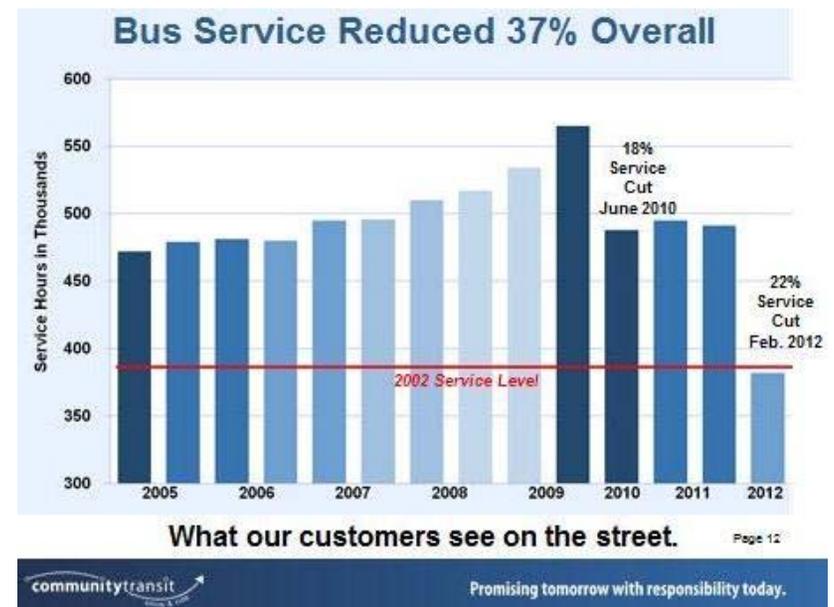
PSRC

Backfilling Lost Current Law Revenue With New Sources

- “Congestion Reduction Fee”
- Fare increases
- Fuel surcharges (ferries)
- Connecting Washington — potential of **\$20 billion in new revenue statewide** through 2022

Impact of Revenue Reductions

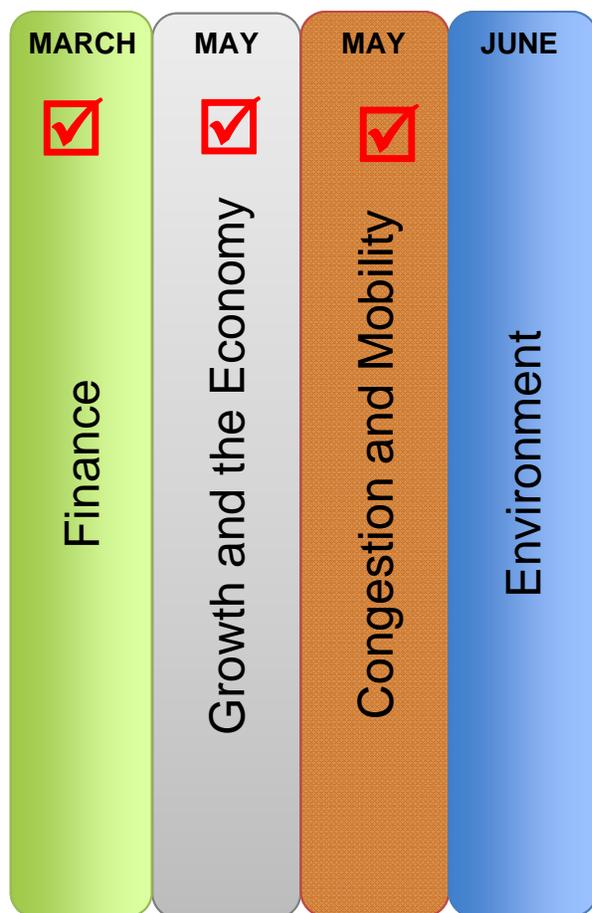
- Transit service cutbacks
- Project delays
- Sound Transit 2 is **\$4 billion short** – results in project delays



Tolling on SR 520 Bridge Began December 2011

T2040 Update: Beginning the Plan Update

Briefings



Board Direction on Plan Scope Elements*

July — Draft Plan Scope

September — Final Plan Scope

- Incorporate results of Prioritization Process
- Updated Financial Strategy
- Updated information on Preservation, Maintenance & Operations
- An updated Coordinated Human Services Plan
- An updated Commute Trip Reduction Plan
- A Rural Transportation Strategy
- An Updated Bicycle & Pedestrian Plan
- Other items as directed by the board
- Updated SEPA Determination
- Others?

* Within existing 2010 EIS SEPA framework

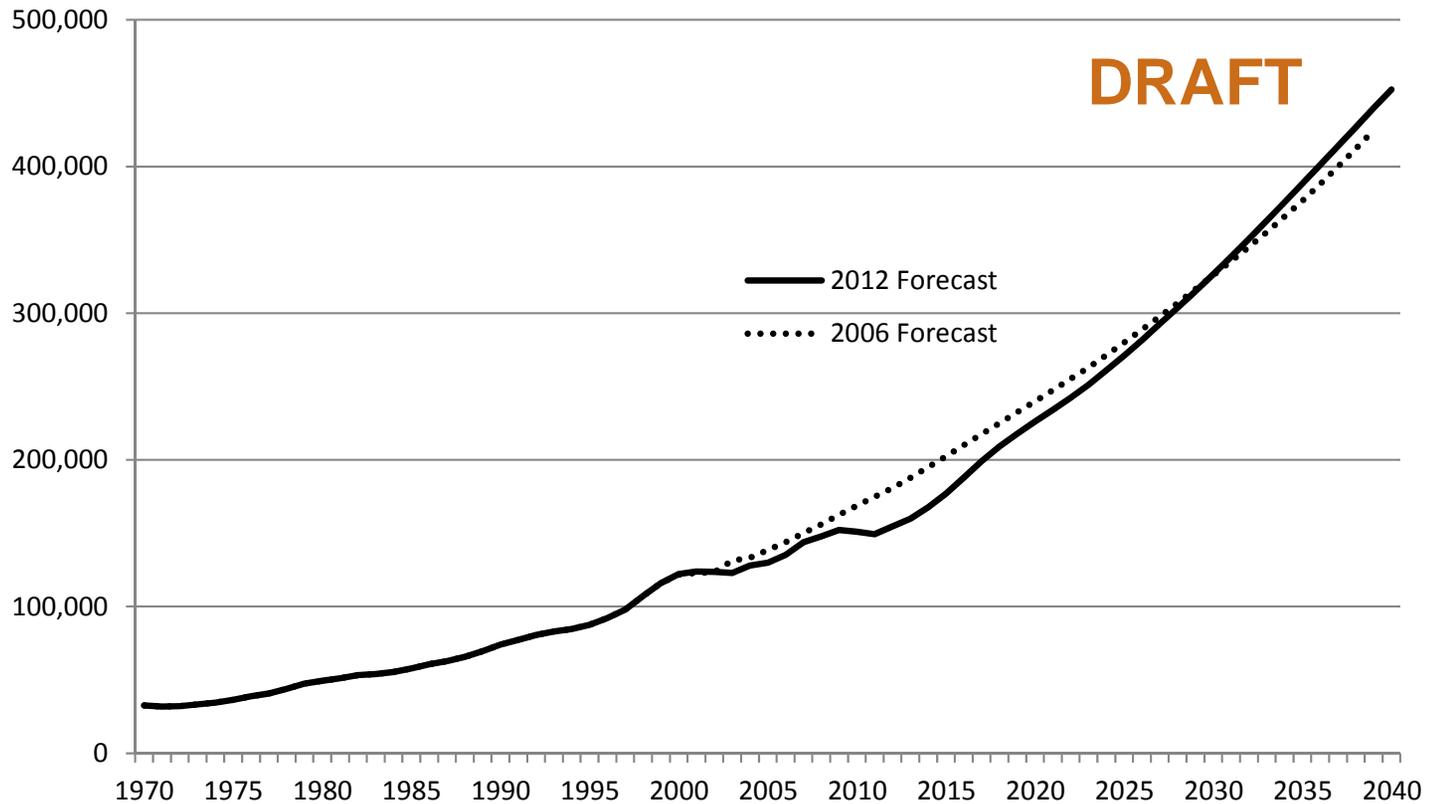
Updating T2040 Finance: Example



Total Personal Income In Millions of Year 2000 Dollars

The plan update will:

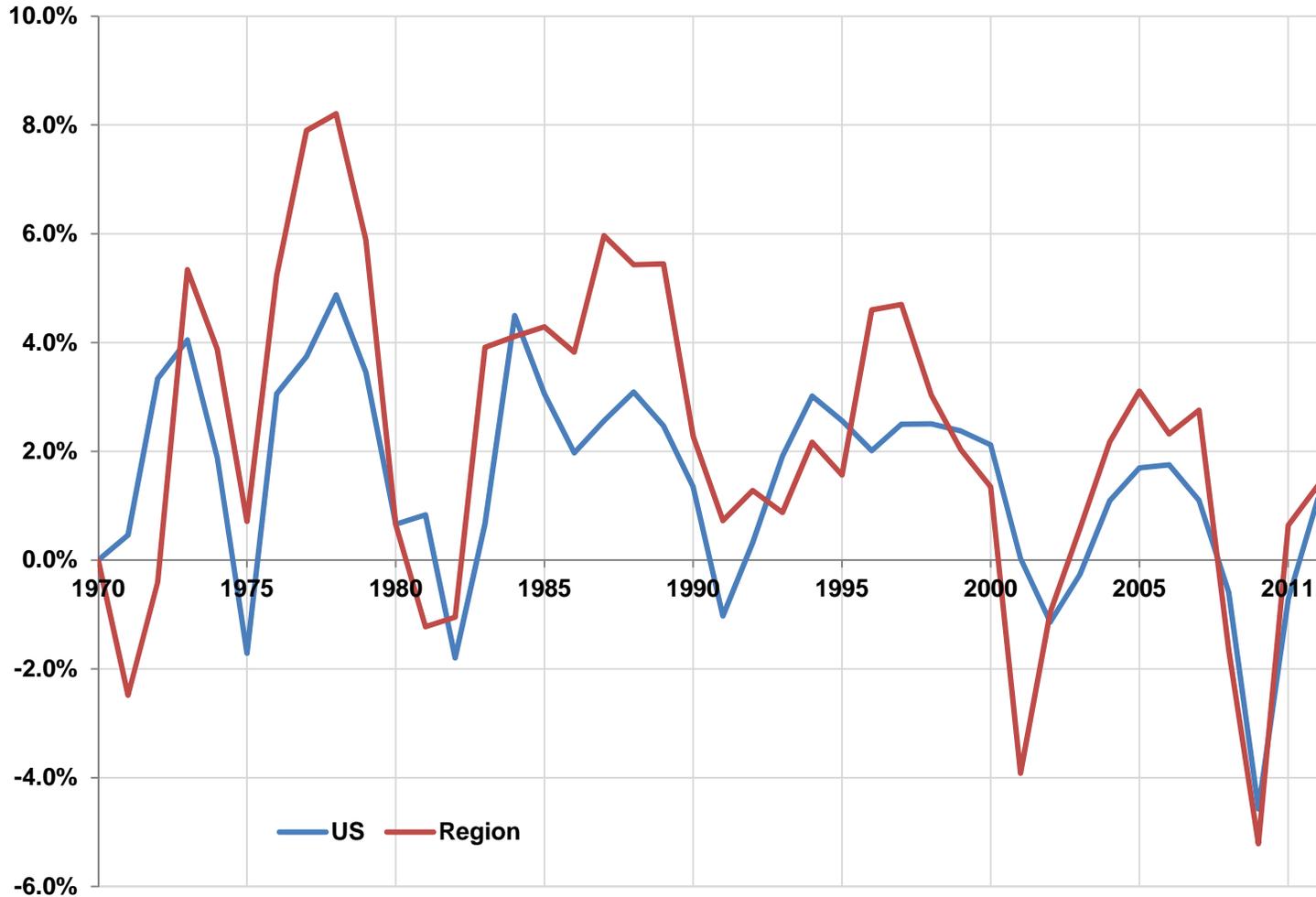
Address financial changes in the region, including tolling revenues and what has happened to personal income that affects people's willingness to fund transportation investments.



Updating T2040 Finance: Example



Annual Employment Change, 1970-2011



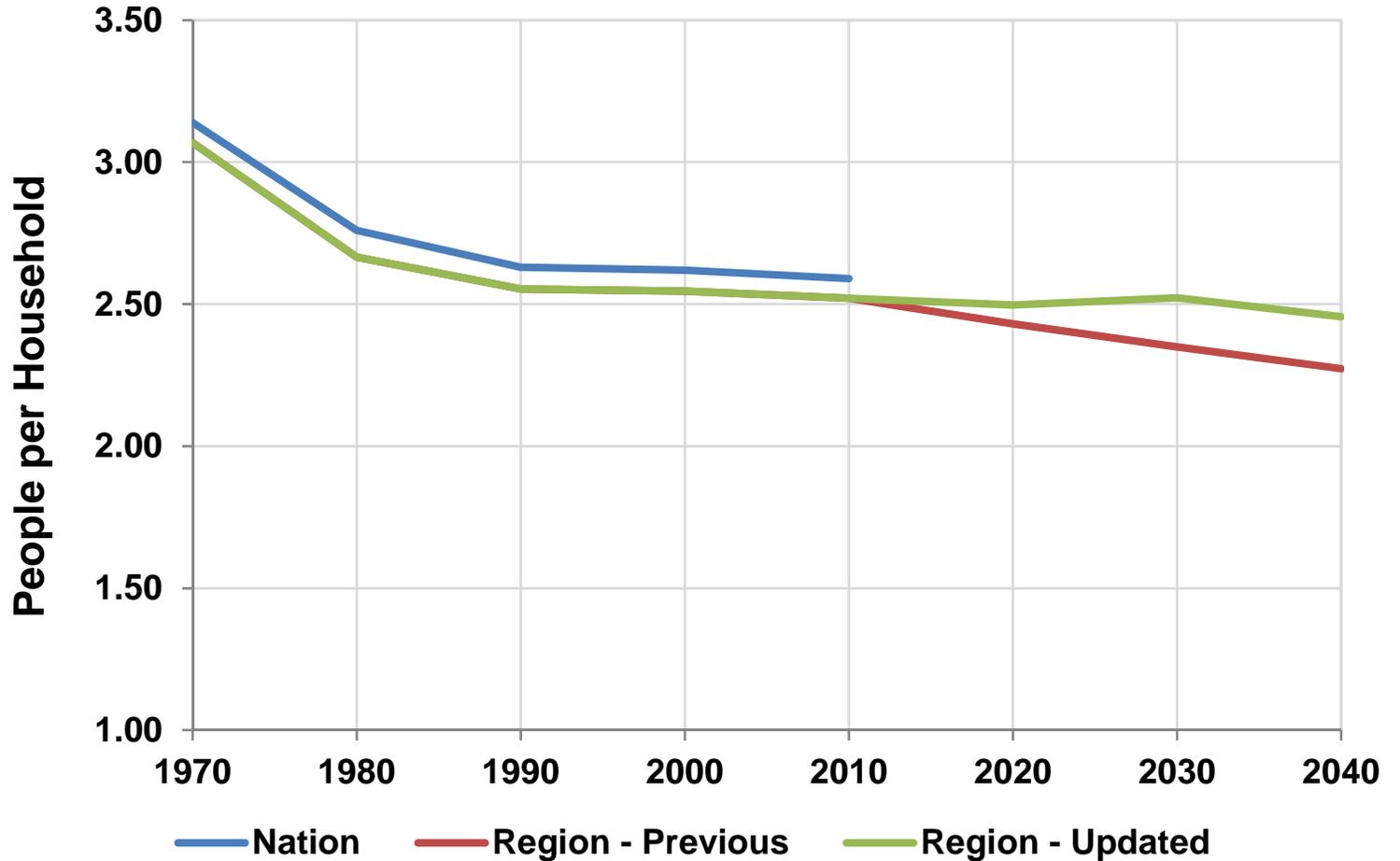
The plan update will:

Provide information on the latest downturn and cyclical nature of the economy.

Updating T2040 Growth: Example



Household Size



The plan update will:

Look at changing issues such as demographics, including household size.



Updating T2040 Environment: Example

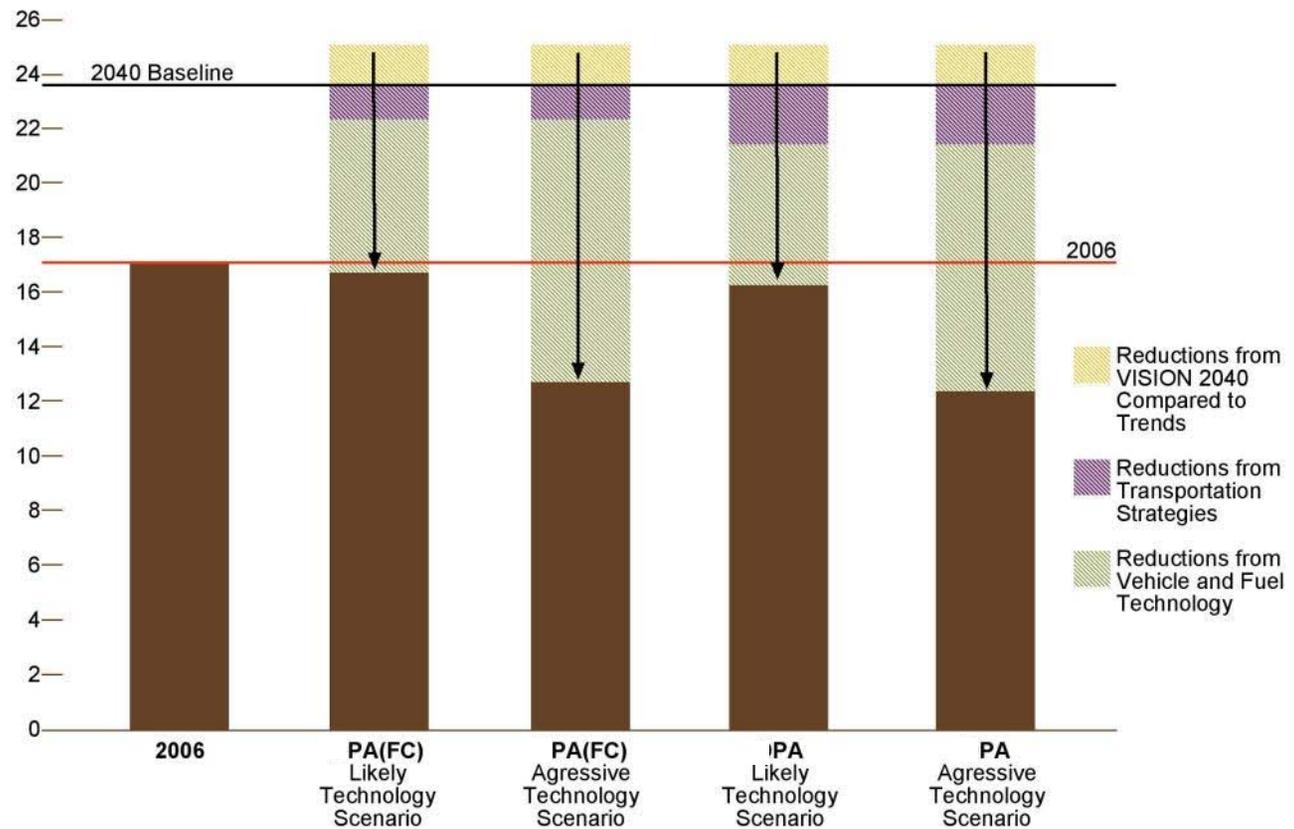
- Land Use: VISION 2040 resulted in a 6% reduction in GHG emissions from the trend
- User Fees and Choices: the transportation investments in the Plan result in a 9% reduction in GHG emissions from the Baseline
- With the application of likely and aggressive technology improvements, the Plan results in a total GHG emissions reduction from the Baseline of 31% (5% below 2006 levels) to 48% (28% below 2006 levels)

The plan update will:

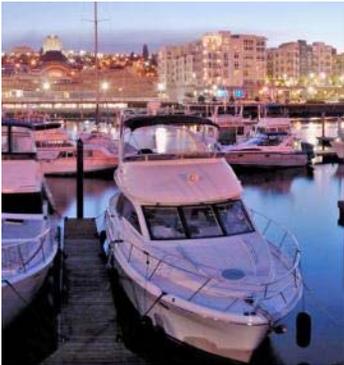
Look at the impact of federal and state regulatory programs and other factors that have resulted in GHG emission changes.



CO₂ Emissions in Millions of Tons



Updating T2040 Environment: Example



The plan update will:

Look for opportunities to support the work of the Puget Sound Partnership and Department of Ecology to restore Puget Sound.



“Puget Sound is in trouble.”

The Puget Sound Action Agenda chronicles the evidence to support this statement:

- 21 Endangered Species Act listed species
- Multiple violations of the Clean Water Act in virtually every Watershed
- Fish consumption advisories
- Closed shellfish beds
- A dead zone in Hood Canal
- The most contaminated population of Orcas in the world
- Superfund sites in multiple estuaries and in nearshore environments
- Intermittent closures of swimming beaches



Table 1. Puget Sound Salmon: Consumption Guidelines*

SALMON SPECIES	CONSUMPTION ADVICE
Chinook	no more than 1 meal per week
Chinook (Blackmouth)	no more than 2 meals per week
Coho	no restrictions
Chum, Pink, Sockeye**	no restrictions

* High-end consumers (more than 2 meals per week) should follow DOH's fish preparation recommendations.

** Chum, Pink, and Sockeye Salmon were not sampled as part of the PSAMP. Data from other sources show that these species tend to have low PCB level.

Source: Washington Department of Health

† Puget Sound Partnership Action Agenda, 2009.

T2040 Prioritization Mission Statement

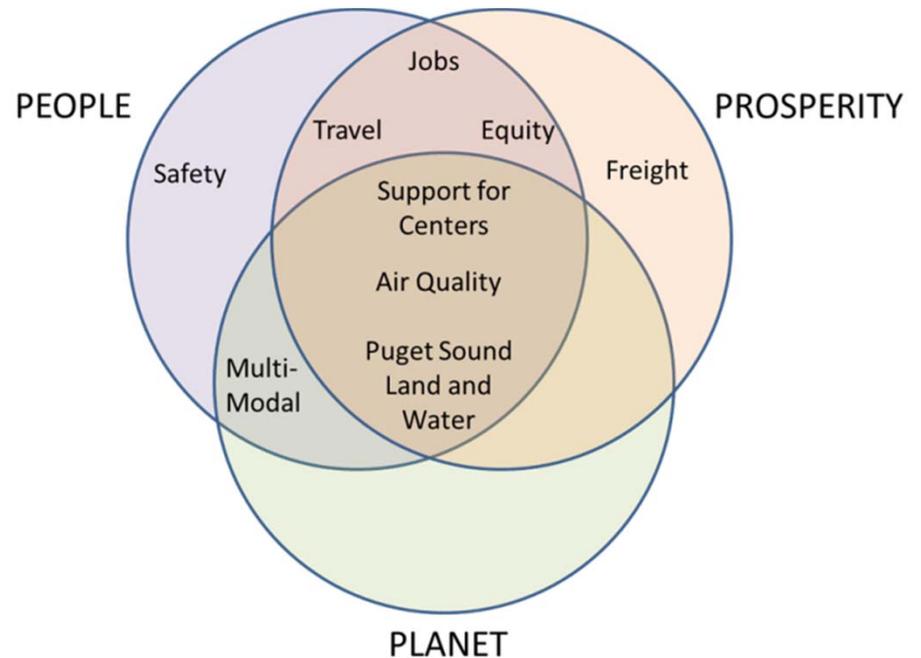
“To prioritize transportation projects in a manner that **reinforces and implements VISION 2040**. This will include the development and application of an evaluation process to **prioritize projects/programs** that are **within the plan** as well as the means for **allowing projects to be entered, modified or removed.**”

The plan update will:

Continue the process of developing a prioritization program.

Project Evaluation Measures

- Support for Centers
- Jobs
- Freight
- Safety and System Security
- Travel
- Multimodal
- Equity
- Air Quality
- Puget Sound Land and Water



The Prioritization process will address the challenging topic of measurement to provide additional information to decision makers.

What is Next?

Transportation 2040 Update (2012 – Spring 2014)

Address regulatory requirements and key issues that have emerged since the plan adoption, including but not limited to:

- Completing the prioritization processes
- Resolving current air quality issues (PM 2.5)
- Responding to a potential Congressionally enacted multi-year transportation bill that may require plan changes
- Addressing the impacts of the latest economic downturn (transit, ferries, preservation, etc.)
- Better understanding the impact of new tolling programs on the region's economic, mobility and environmental objectives



For More Information

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psrc.org

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Puget Sound Regional Council

PSRC



Tolling Implementation Concept: Early Phase

**Long-Range
Constrained:**

Freeway System
Tolling

*System-level
tolls reflect an
improved
method for
estimating
optimal toll
rates.*

