



Transportation 2040 Update



Draft Report

Washington State Transportation Commission
February 18, 2014

Puget Sound Regional Council

PSRC



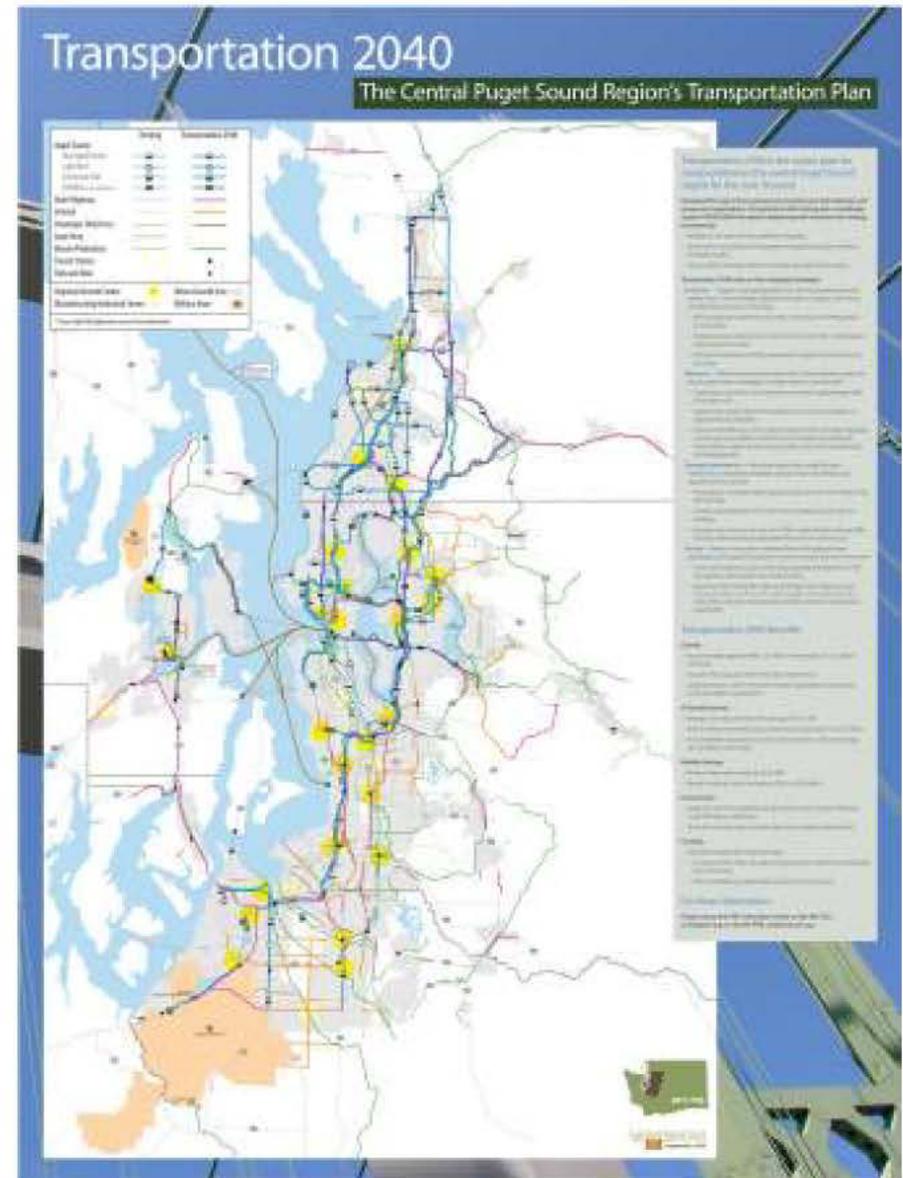
Meeting Overview

- ***Transportation 2040 Plan Update Summary***
- ***Responding to change***
- ***Scope of Work & key elements***
 - *Regional Analysis Results*
 - *State of Good Repair*
 - *Financial Strategy*
 - *Prioritization*
 - *Land Use Planning & Transit*
 - *Economy & Freight*
 - *Strategic Implementation*
- ***Next Steps***

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**

NOTE: PSRC General Assembly scheduled to adopt Transportation 2040 Update on May 29, 2014.



Transportation 2040 – Plan Structure



Congestion & Mobility

VISION 2040 – the Foundation for Transportation 2040
Sustainable Growth and Economic Development

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.



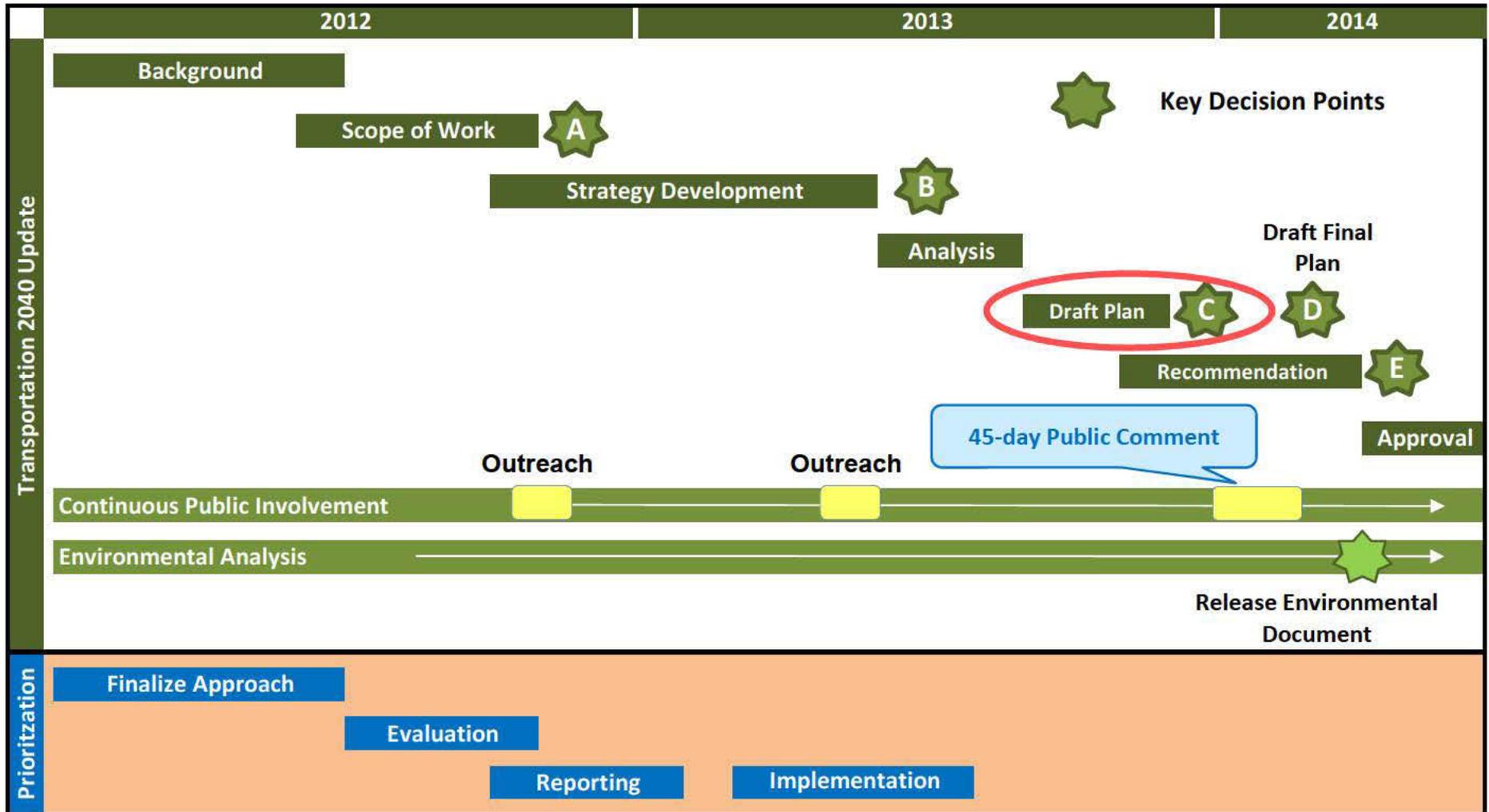
Strategic Investments

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.

Transportation 2040 Update - Schedule





Responding to change

- **Great Recession and Recovery**
- **Population and employment changes**
- **New Federal emission standards**
- **Investments in the regional system**
- **MAP-21 direction**
- **State of Good Repair Needs**
- **Transportation 2040 Prioritization**



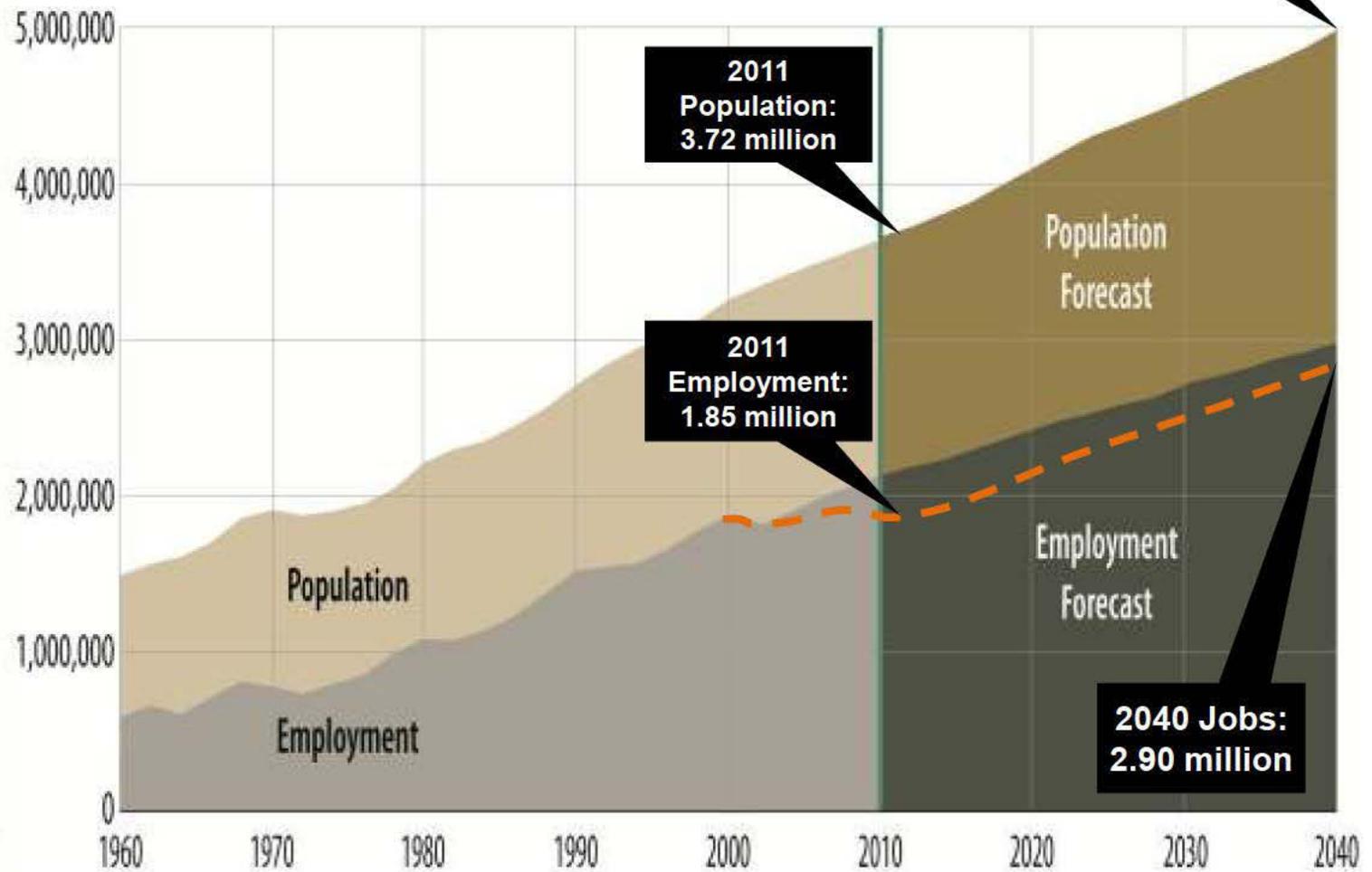
Regional Growth

Revised Regional Growth Estimates

In millions

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

PSRC



Growing, Aging, Changing



We are growing.

Our population will increase from **3.5** million people to **5** million by 2040 and our workforce will grow from **2** to **3** million jobs.



We are aging and changing.

65 + population will reach **17%** of the total by 2040—**double** in number compared to today. Our region must accommodate the transportation, housing, and human health needs of our elders and those with special needs.

Transportation 2040 Update - Scope of Work

Core Elements

- State of Good Repair Update
- Prioritization
- Financial Strategy Update

Statutory and Ongoing Activities

(Active Transportation Plan, Air Quality Conformity/GHG Update, TDM/CTR Programs, Growing Transit Communities, Rural Transportation Study)

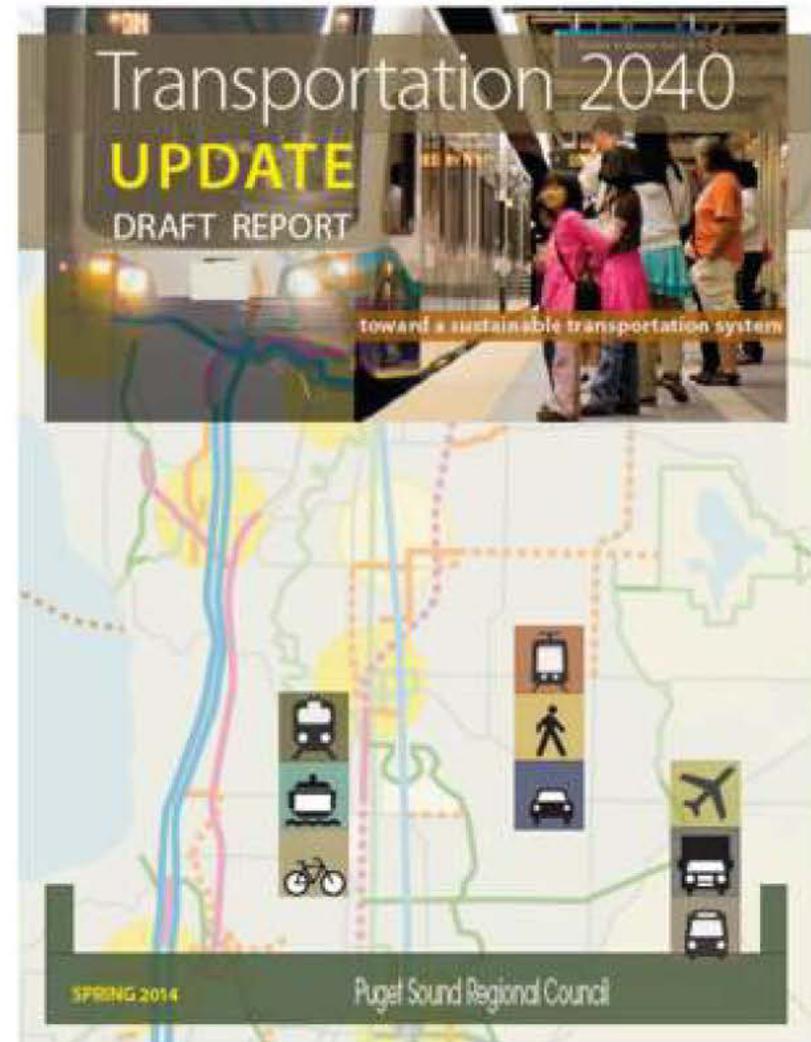
Supporting Information

(Project List, Public Involvement & Outreach, Environmental Justice, Analysis Tools, MAP-21)



What's Changed – What's Not?

- **Financial Strategy**: \$15 billion revenue reduction
- **Cost**: Better estimates on city streets, county roads, bike/ped, local transit and state highways
- **Prioritization**: New Framework
- **Policy & Plan Structure**: Unchanged
- **Transit & ferry programs**: Remain the same
- **State of Good Repair**: still highest priority



Full Plan = \$211 Billion
Constrained Plan = \$173.6 Billion

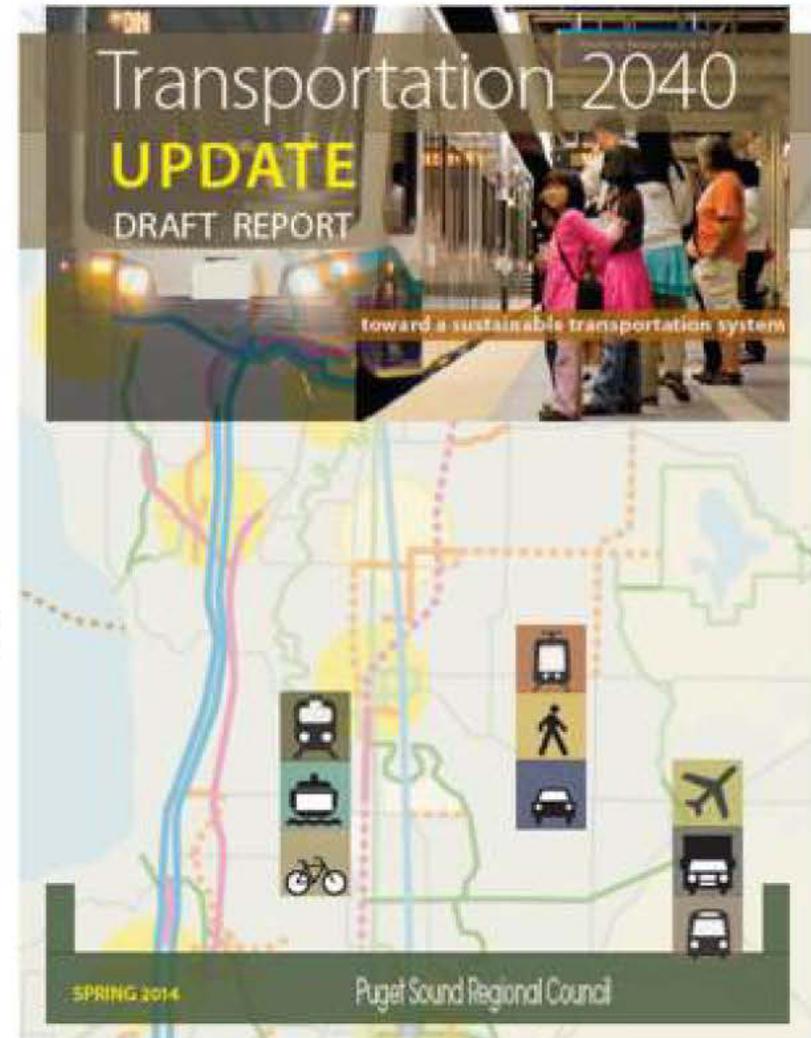
Analysis Results

Regional Network Measures:

- Vehicle Miles of Travel ↓
- Vehicle Hours of Travel ↓
- Delay ↓

Air Quality and Climate Change:

- Conformity finding – within budget
- Greenhouse Gas ↓



Reduction of 58 lane miles
79 projects moved out of Constrained Plan

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.

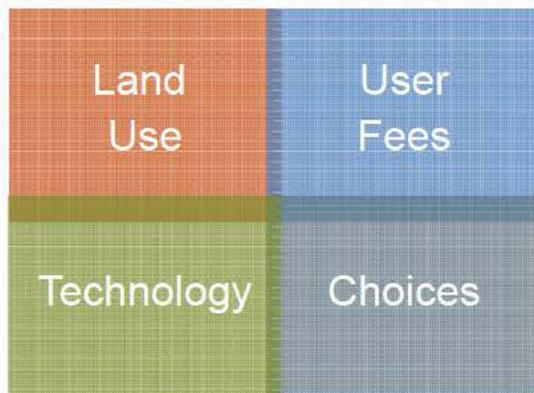
Transportation 2040 supports travel choices, cleaner vehicles and fuels, better treatment of stormwater, and fish passage barriers, resulting in less polluted air and water in streams, rivers, and Puget Sound.





Four-Part Greenhouse Gas Strategy

Several factors are helping to reduce GHG – Notable is the new federal “CAFÉ” emission standards



Highlights of Four-Part GHG Strategy Implementation:

Land Use

- Growing Transit Communities Program
- Regional Growth Targets

User Fees

- All-electronic time of day tolling system on SR 520

Choices

- Transit service overlay zones
- Active Transportation Plan
- Project implementation – e.g., ST U-Link and Link from Sea-Tac to S. 200th under construction

Technology

- New fuel economy, GHG standards advance Aggressive scenario before 2040

State of Good Repair in Transportation 2040

*“Transportation 2040 commits as a top priority to fully funding the maintenance, preservation and operation of existing infrastructure in a safe and usable state.”**

- 2 goals for T2040 update:
 - Better understanding of what is in the plan
 - Refine investment estimate based on anticipated future needs & local mandates instead of historic trends
- Focus on:
 - City & county pavement preservation
 - Stormwater
 - City & county operations (ITS) needs
 - Transit operations & capital needs



*Source: T2040 pg. 54

Financial Program

Transportation 2040 Calls For a Phased Funding Strategy



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

- 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**

Draft T2040 Update Financial Summary

FINANCIAL SUMMARY 2010-2040

(millions of year 2008 constant dollars)

	INVESTMENTS			REVENUES			
	State of Good Repair	System Expansion	Total	Current Law	Dedicated New Revenue	Undedicated New Revenue Allocation*	Total
Counties	\$ 8,300	\$ 6,300	\$ 14,600	\$ 9,500	\$ 3,500	\$ 1,600	\$ 14,600
Cities	\$ 18,000	\$ 17,200	\$ 35,200	\$ 21,200	\$ 7,700	\$ 6,400	\$ 35,200
Local Transit	\$ 27,300	\$ 19,500	\$ 46,800	\$ 36,100	\$ 9,100	\$ 1,600	\$ 46,800
Sound Transit	\$ 10,200	\$ 22,100	\$ 32,400	\$ 25,700	\$ 6,600	\$ -	\$ 32,400
State Ferries	\$ 6,700	\$ 1,500	\$ 8,200	\$ 5,400	\$ 300	\$ 2,600	\$ 8,200
State Highways	\$ 10,800	\$ 18,400	\$ 29,200	\$ 11,000	\$ 7,200	\$ 11,000	\$ 29,200
Other Regional	\$ -	\$ 7,200	\$ 7,200	\$ 2,200	\$ 3,300	\$ 1,700	\$ 7,200
TOTAL	\$ 81,400	\$ 92,200	\$ 173,600	\$ 111,100	\$ 37,700	\$ 24,700	\$ 173,600

* Note: Undedicated new revenues are generated through assumed fuel tax increases, road usage charges, and highway tolls. Revenue sources have been considered when allocating undedicated revenues.

T2040 Prioritization Mission Statement

Prioritiz

“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.”

Approved
December 2010

T2040 Prioritization Measures

Prioritiz

- Air Quality
- Freight
- Jobs
- Multimodal
- Puget Sound Land & Water
- Safety and System Security
- Social Equity & Access to Opportunity
- Support for Centers
- Travel

Prioritization Measures can enable proactive response to performance based emphasis in MAP-21

VISION 2040 – Regional Growth Strategy



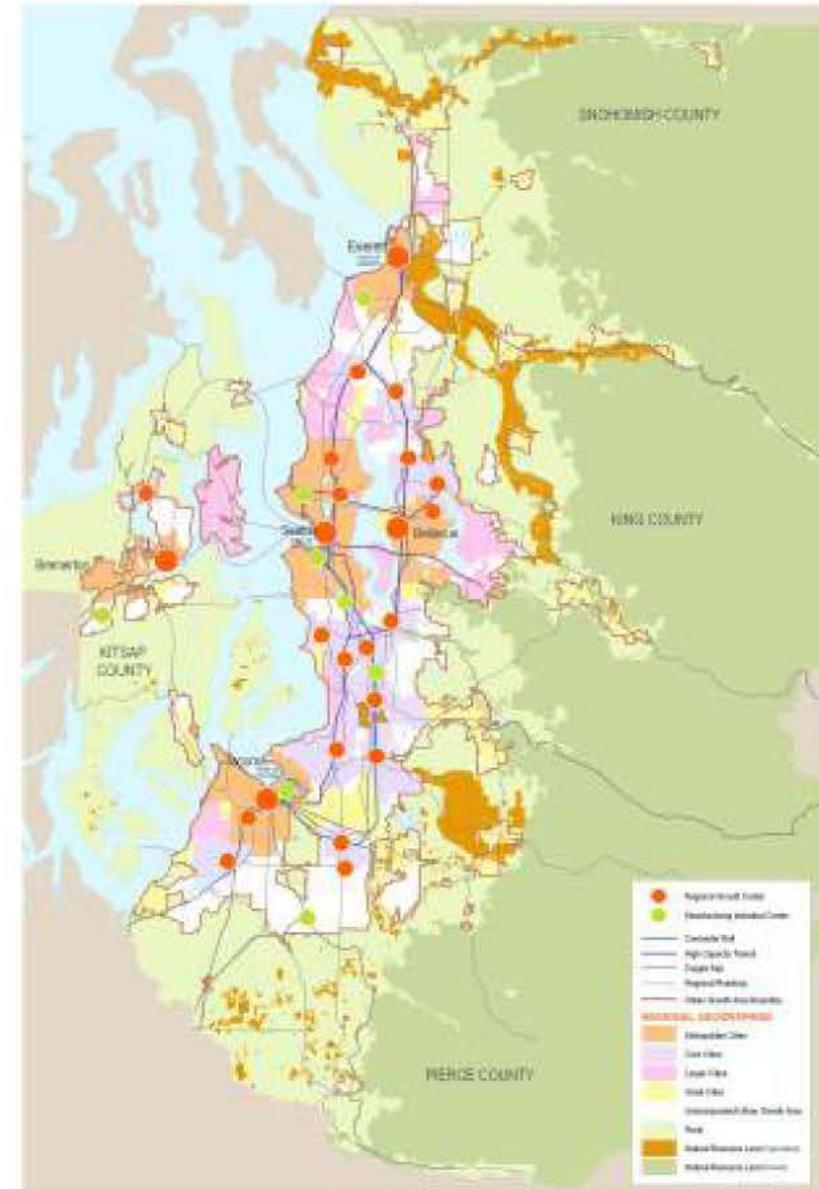
Develop **compact communities and centers**

Promote growth in Metropolitan, Core and Larger Cities

Minimize incompatible rural development

Improve regional jobs-housing balance

Develop consistent regional targeting methods and planning horizons



Designated Regional Centers



- 27 Growth Centers
- 8 Manufacturing Industrial Centers



Regional Centers Monitoring Report

Regional Summary and Comparison

- Urban Form • Population • Housing • Employment •
- Density • Transportation • Planning •

Individual Center Profiles

Regional Centers Monitoring Report – Draft

2013 EDITION
REGIONAL SUMMARY AND COMPARISON

Federal Way

2012 Summary Statistics

Population	104,000
Population Density	1,000/sq mi
Employment	100,000
Employment Density	1,000/sq mi
Population Change (2000-2010)	+15%
Population Change (2010-2012)	+2%
Employment Change (2000-2010)	+10%
Employment Change (2010-2012)	+5%
Population Change (2010-2012)	+1%
Employment Change (2010-2012)	+3%

Urban Amenities

- High-Speed Rail
- Light Rail
- Rapid Rail
- Air
- Water
- Sewer
- Gas
- Electric
- Cable
- Fiber
- Broadband
- Telephony
- Internet
- Television
- Radio
- Music
- Film
- Theater
- Museums
- Parks
- Recreation
- Sports
- Arts
- Culture
- Education
- Healthcare
- Social Services
- Public Safety
- Transportation
- Infrastructure
- Utilities
- Environmental
- Planning
- Policy
- Governance
- Community
- Economic
- Industry
- Agriculture
- Forestry
- Mining
- Manufacturing
- Retail
- Wholesale
- Services
- Information
- Technology
- Innovation
- Research
- Development
- Investment
- Finance
- Insurance
- Real Estate
- Law
- Accounting
- Consulting
- Marketing
- Advertising
- Public Relations
- Media
- Entertainment
- Hospitality
- Food and Beverage
- Retail
- Wholesale
- Services
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- Food and Beverage



From 2000 to 2010 ...

Regional growth center population grew 22% (compared to 13% region-wide)

Strong housing growth, especially in Metropolitan City centers

Slight drop in regional share of employment (remains around 40%, all regional centers combined)

More balanced mix of jobs and housing in regional growth centers

A difficult period to analyze due to two recessions, (early 2000 and then again from 2007 – 2009).

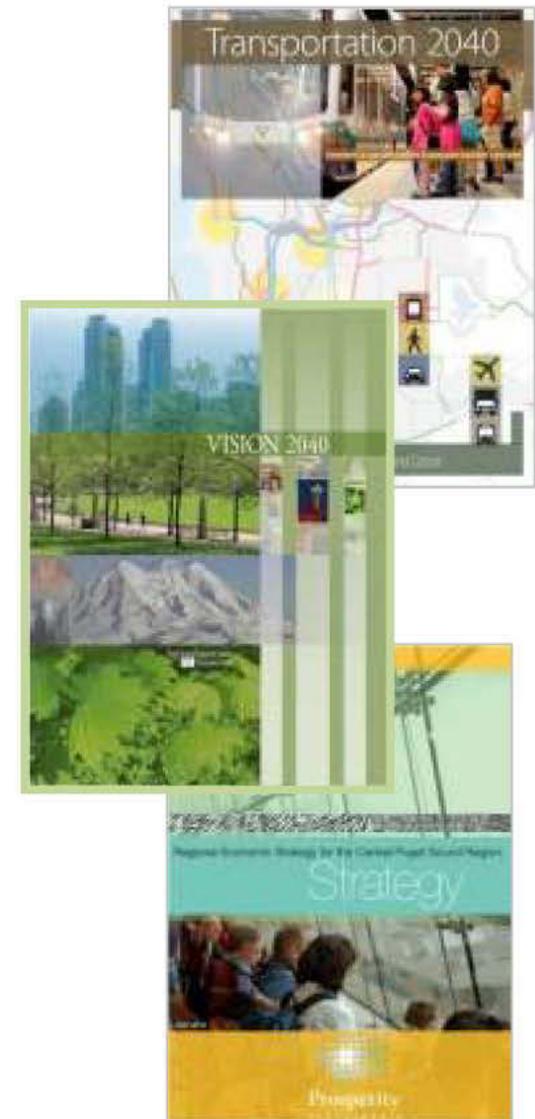
Growing Transit Communities Partnership

Implementation of regional plans

Regional initiative housed at PSRC

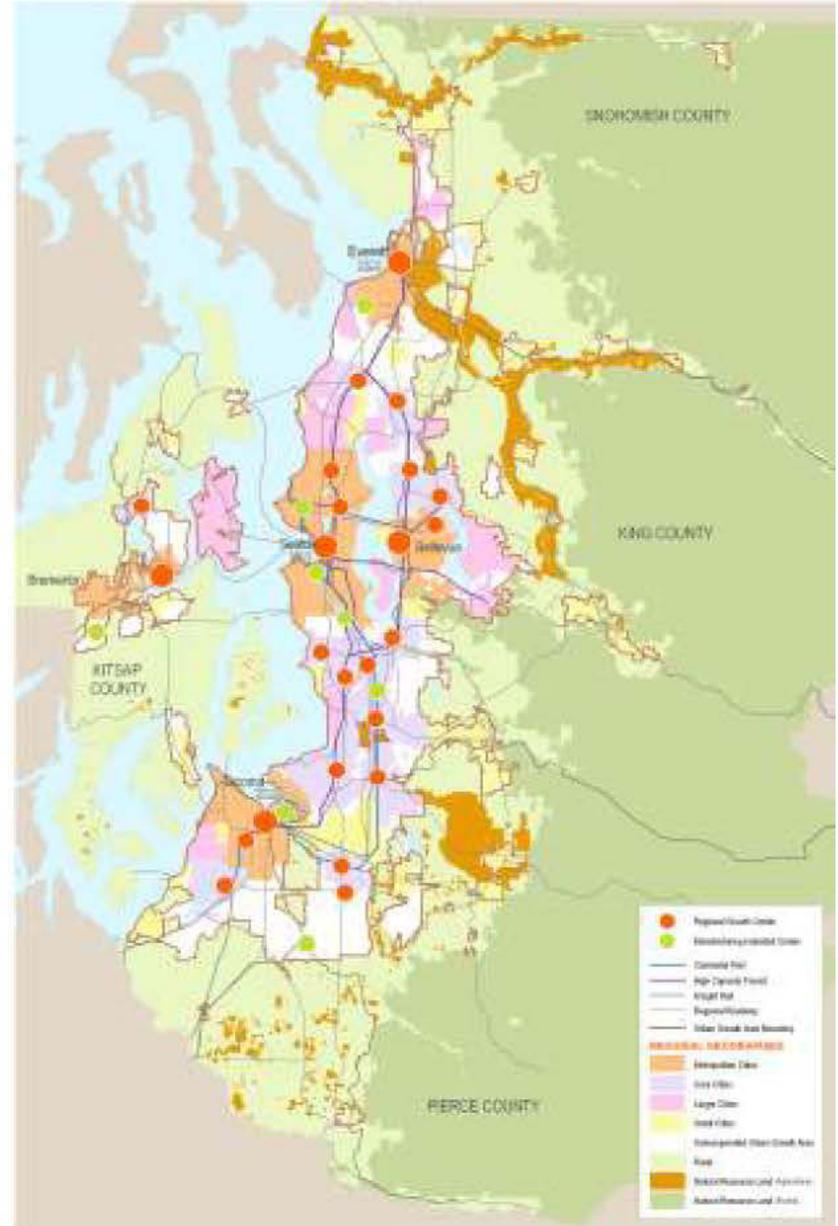
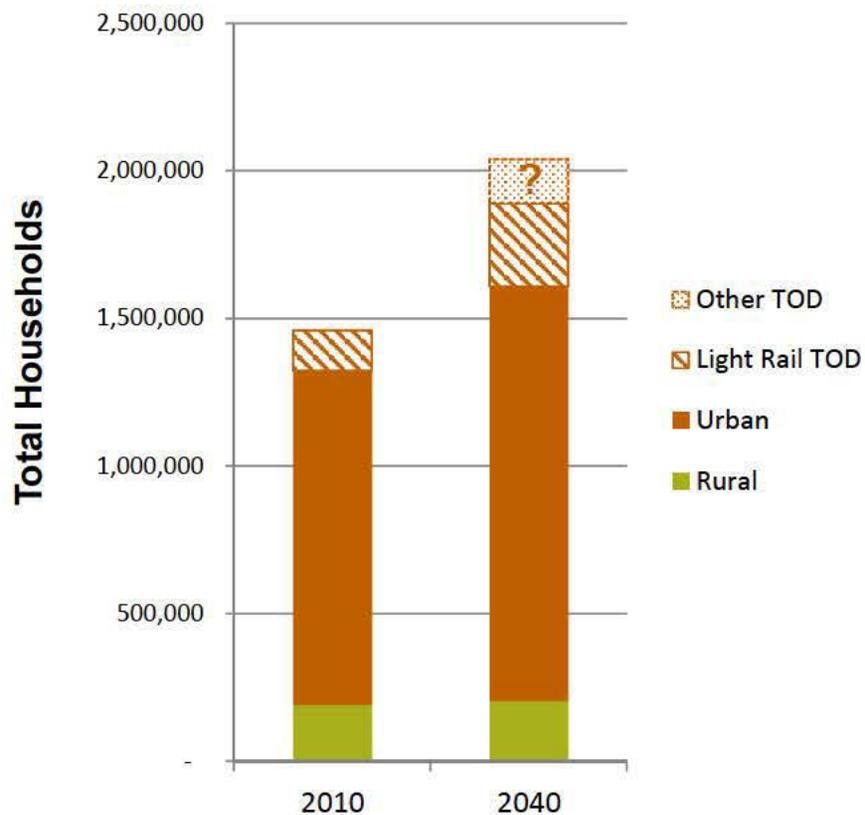
- \$5 million grant from Partnership for Sustainable Communities

Diverse coalition to promote thriving and equitable transit communities

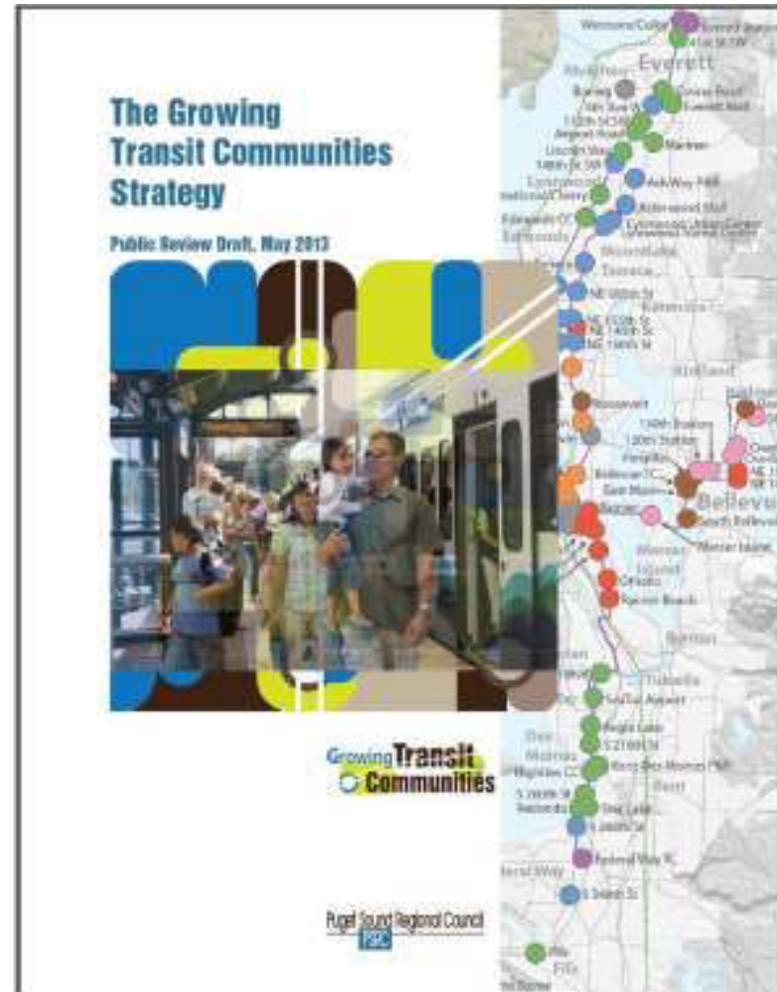


Challenge: Attracting growth to transit

How to capture the region's growth in centers linked by transit?



Growing Transit Communities Strategy



Regional Transit Communities Compact

Contents of Compact

- Problem statement
- Vision statement
- Ongoing regional process
- Endorse toolkit of strategies
- Goals: Desired outcomes
- Commitment to next steps



Growing Transit Communities Compact

Preamble

VISION 2040 was approved as the central Puget Sound region's plan for sustainable development following a broad-based, collaborative planning process. Central Puget Sound voters also approved a series of high-capacity light rail and transit projects—a commitment of approximately \$15 billion—that will serve the region's most densely populated and diverse communities for decades to come. Those investments present a once-in-a-lifetime opportunity to shape the region's urban form and ensure that transportation improvements support sustainable development and foster vibrant, healthy neighborhoods for all.

Recognizing what this unprecedented opportunity means for the region and its residents, a broad coalition of stakeholders came together to identify what will be needed to create the sustainable, equitable communities envisioned in the region's plans. The result was the Growing Transit Communities Partnership.

The Partnership produced the Growing Transit Communities Strategy, which is supported by this Compact. Its goals and recommendations are wide-ranging, developed with the recognition that some tools and approaches may work in some locations but not in others, and that each partner retains flexibility and discretion in pursuing the strategies most appropriate to local needs and conditions. However, the envisioned outcomes require an ongoing dedicated partnership of many interests, including cities, counties, transit agencies, businesses and employers, housing authorities, public health agencies, affordable housing providers, educational institutions, community-based organizations, and development interests.

And while the Compact is not legally binding, it expresses the need for many and diverse partners to work together over time to achieve its goals, recognizing that opportunities for success cannot be achieved unless we work together.

Therefore, as signatories to the Compact, we commit ourselves to working in partnership to achieve the goals and strategies in this Compact, while respecting the diversity of interests, perspectives, and responsibilities throughout the region.

...

Whereas the central Puget Sound region has adopted VISION 2040, a long-range strategy to advance the ideal of our people, our prosperity and our planet by integrating land use, economic and transportation decisions in order to meet the needs of current and future generations, achieve economic prosperity with social equity, and support a healthy environment, including addressing global climate change, and

Whereas the central Puget Sound region is expected to add 1.2 million people and 1.1 million jobs by the year 2040, and

Whereas VISION 2040 includes among its goals (1) maintaining a prosperous and sustainable regional economy by supporting businesses and job creation, investing in all people, sustaining environmental quality,

PSRC Implementation Work Plan



Compact

- Additional Signatories

Transit Oriented Development

- Technical Assistance
- Station Area Planning
- Data Development and Support
- Regional TOD Advisory Committee
- Implementation Grant Framework

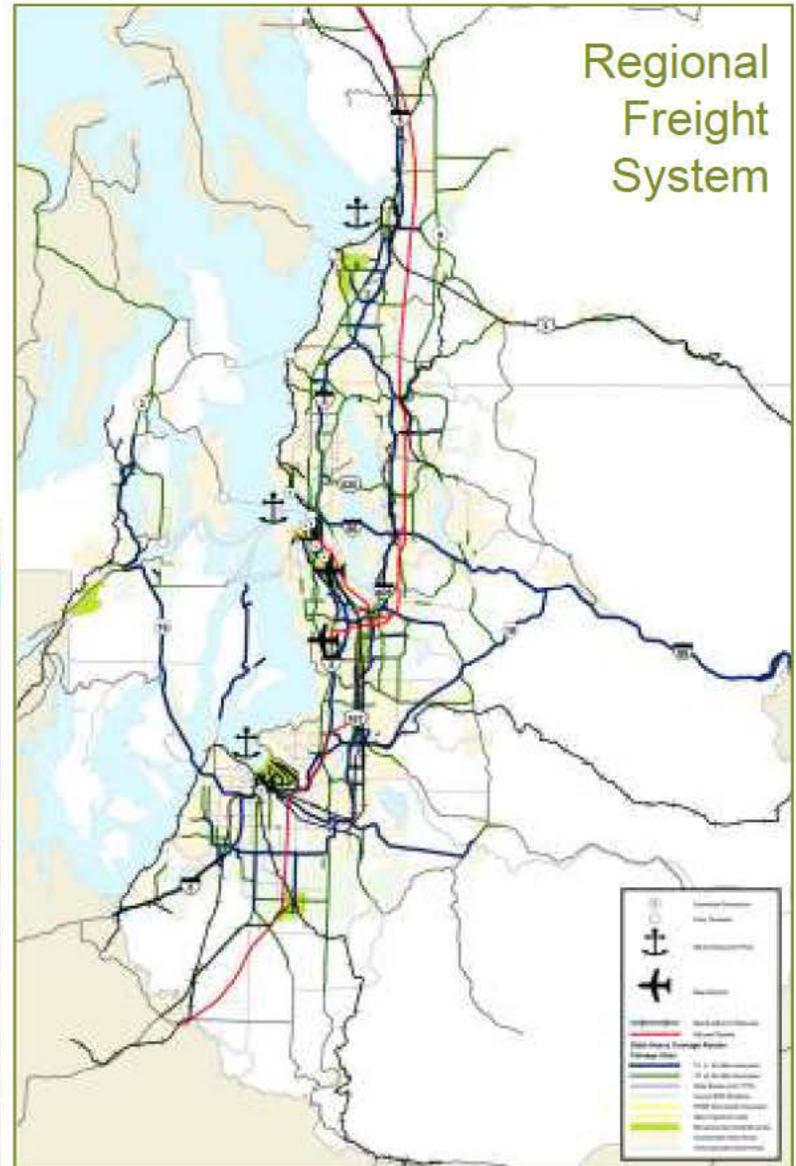
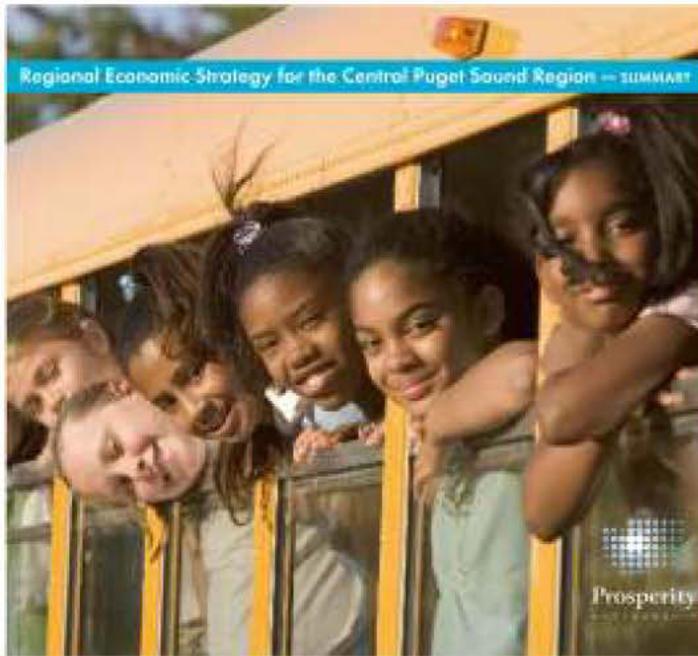
Housing

- Comprehensive Plan, Housing Element Updates 2015/16
- Local housing needs analysis
- Incentive and Inclusionary Zoning
- Preservation strategies
- Regional Housing Committee



Designed to Support Regional Economic Strategy

Transportation 2040 is designed to support access to job centers and improve freight movement.

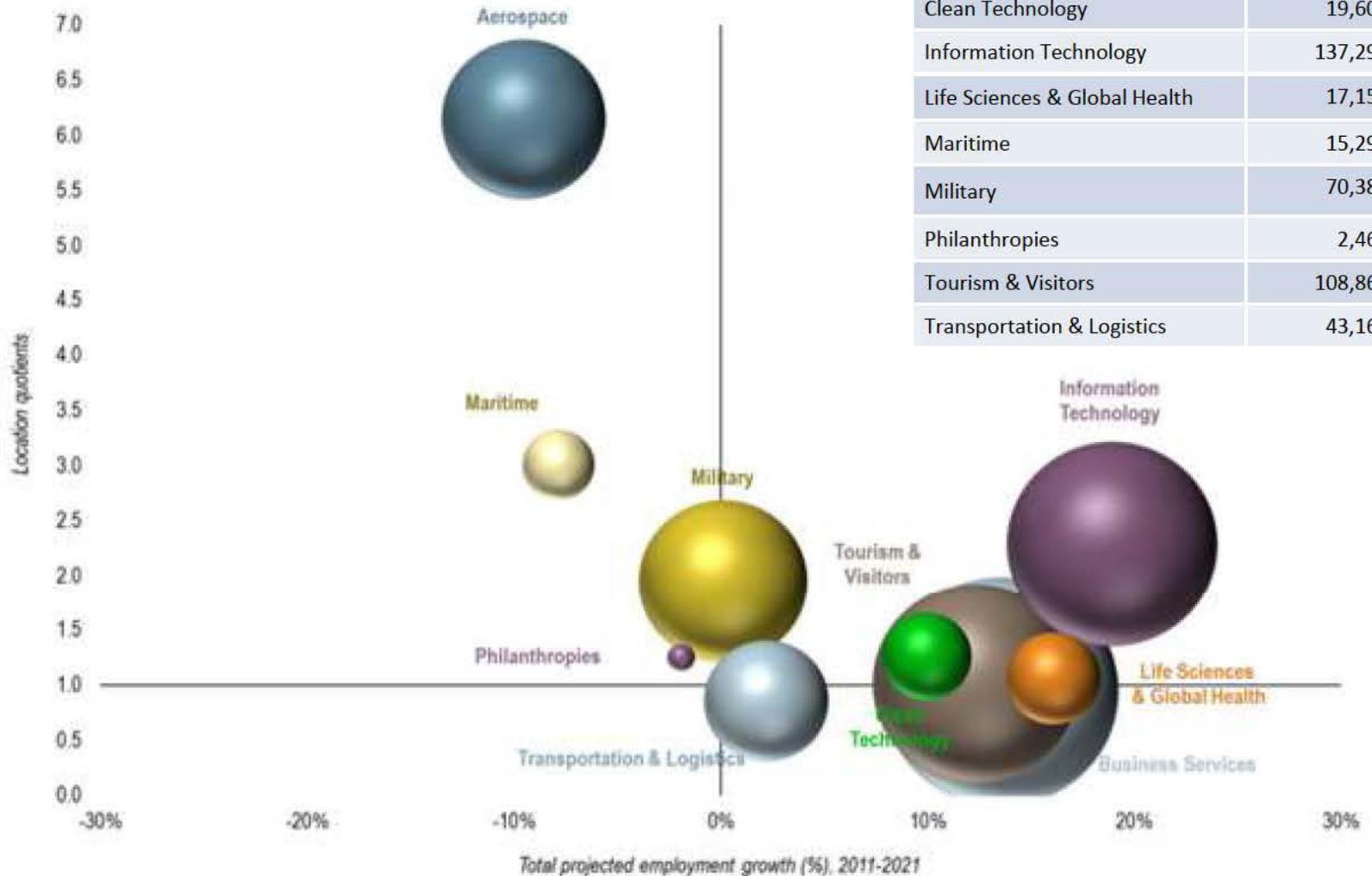




Industry Clusters

Groups of interrelated businesses that have a strong employment base and/or high concentration in the region.

Cluster	Emp. (2012)
Aerospace	96,257
Business Services	101,079
Clean Technology	19,605
Information Technology	137,291
Life Sciences & Global Health	17,159
Maritime	15,296
Military	70,381
Philanthropies	2,469
Tourism & Visitors	108,864
Transportation & Logistics	43,162

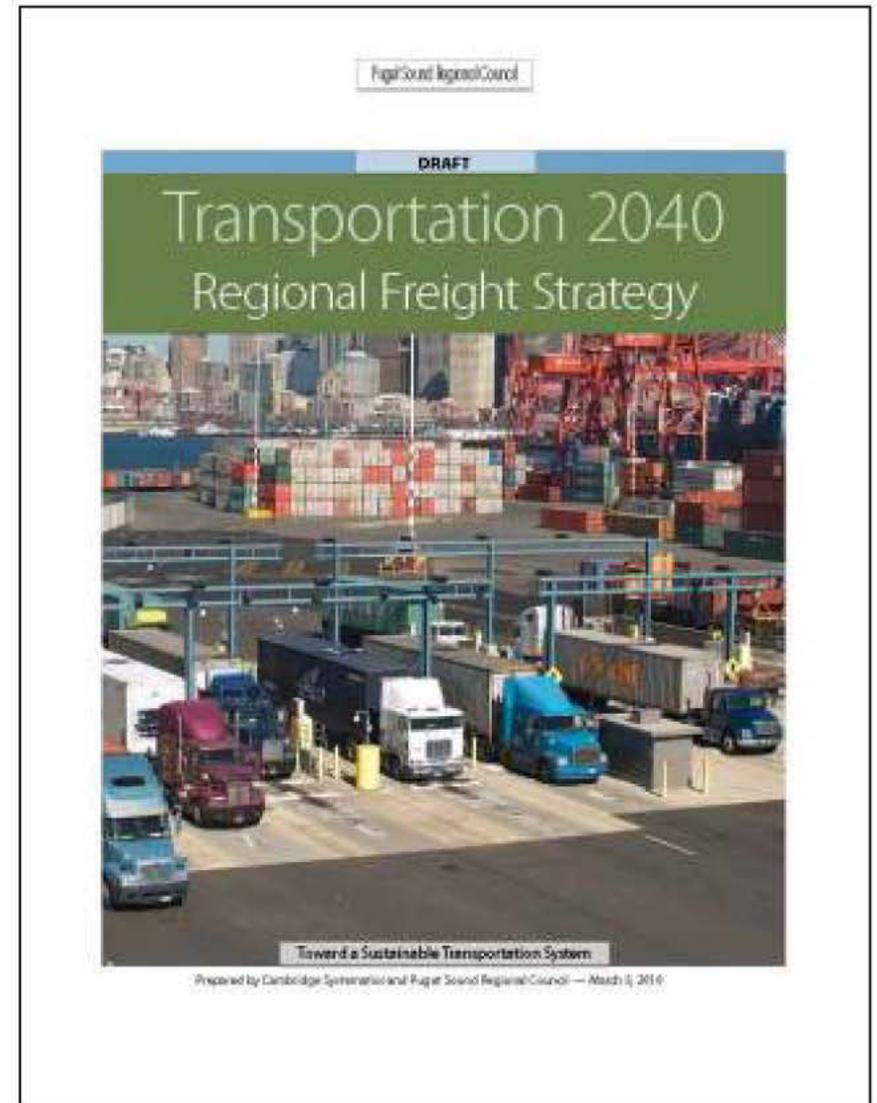




Transportation 2040 Plan

FAST Freight Advisory Committee implements Transportation 2040 as adopted in 2010 and currently being updated for 2014

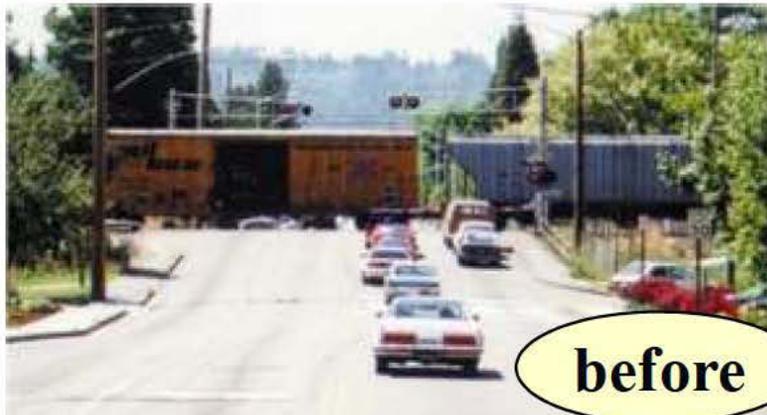
FAST has or is currently implementing many of the 23 recommendations outlined in T2040



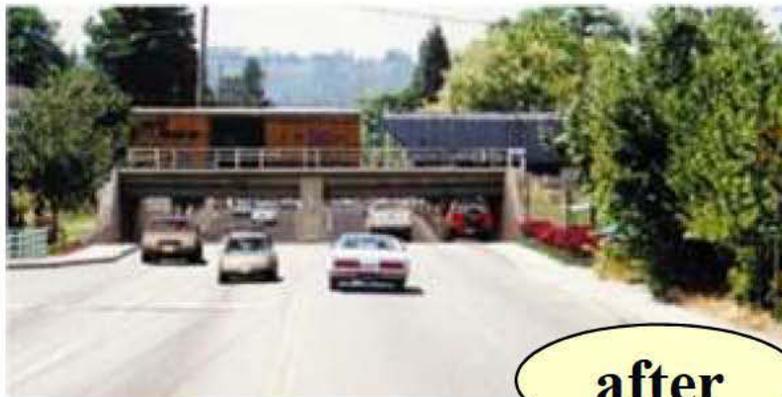


FAST Corridor

FAST Partnership Plays Unique Role



before



after

- FAST projects have addressed system gaps where no single entity “owns” the problem.
- The 26 FAST partners have combined funds and prioritize the many local projects to fill these gaps (e.g. grade separation shown at left.)
- FAST has leveraged federal funds:
providing more than \$600 million worth of projects
in return for a total federal investment of more than \$150 million.



FAST Freight Advisory Committee

Recent and Current Work Program

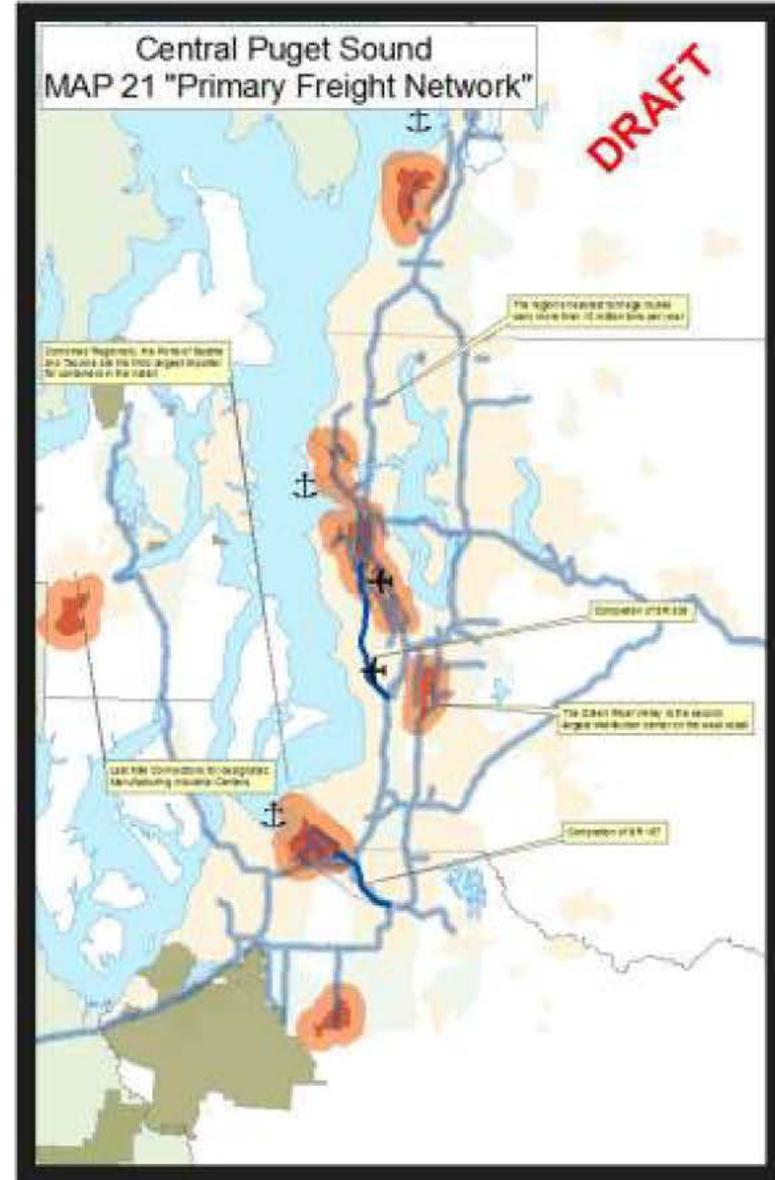
- MAP 21 Implementation
 - Primary Freight Network Designation
 - Integration with State Freight Planning
 - Performance Measures
 - National Freight Strategic Plan
- Transportation 2040 Update
- Transportation 2040 Prioritization
- PSRC Industrial Lands Study
- WSDOT Washington State Freight Mobility Plan
- PSRC Commodity Train Study



Technical Advisory Role

Examples work products:

- ID grade crossings impacted by rail volume
- Analyze potential national freight network
- Comment and feedback to USDOT



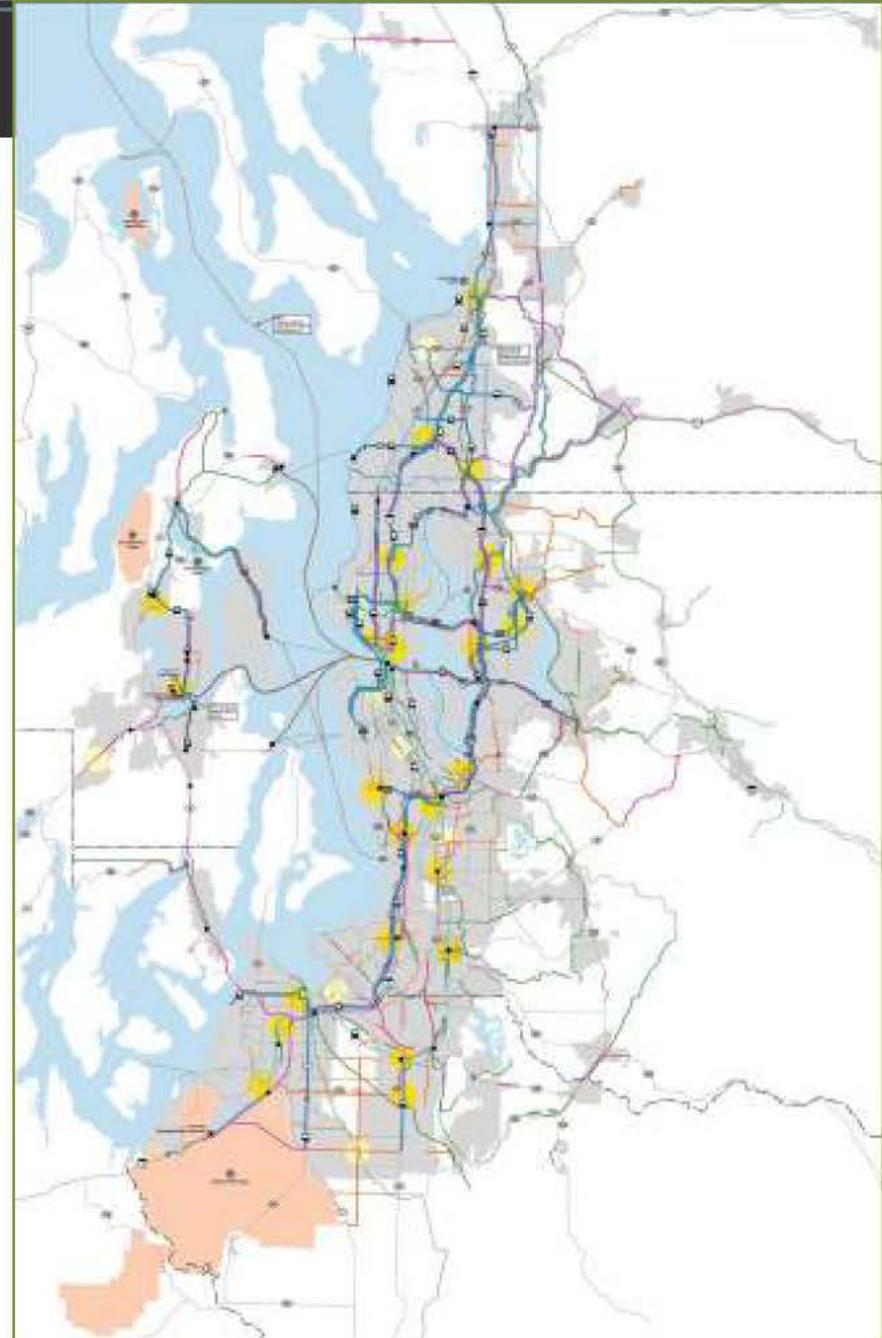
Strategic Investments



Transportation 2040

	Existing	Constrained Plan*	Full Plan**
Rapid Transit			
Bus Rapid Transit			
Light Rail***			
Commuter Rail			
Rail/Bus (see diagram)			
State Highway			
Arterial			
Passenger-Only Ferry			
Auto Ferry			
Bicycle/Pedestrian			
Transit Station			
Park and Ride			
Regional Growth Center			
Manufacturing/Industrial Center			
		Urban Growth Area	
		Military Base	

* Constrained Plan includes projects and programs covered by the plan's financial strategy.
 ** Full Plan includes additional projects and programs not covered by the plan's financial strategy.
 *** Future Light Rail alignments are yet to be determined.



Strategic Implementation

INVESTING IN TRANSIT

- **Link Light Rail** – Extensions underway to U of W, Overlake, South 200th
- **Sounder Commuter Rail** – Extension to Lakewood is complete
- **Rapid Ride** – A, B, C, D and E lines are operating
- **Swift Bus Rapid Transit** – Operating from Everett-Aurora Village
- **Passenger Ferries** – Seattle to West Seattle and Vashon



Strategic Implementation

MANAGING THE SYSTEM

SR 520 Bridge – Dynamic tolling with no toll booths



I-5 – Active Traffic Management



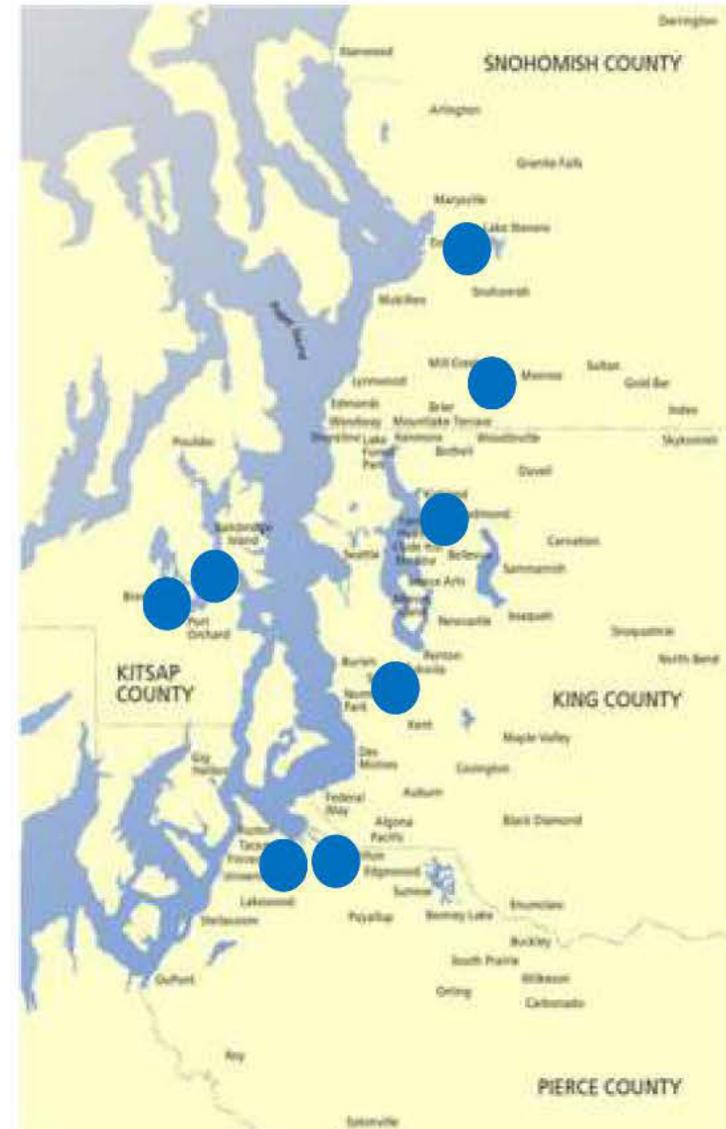
SR 167 – High Occupancy Toll (HOT) lanes (Auburn to Renton)



Strategic Implementation

HIGHWAY SYSTEM IMPROVEMENTS

- US 2 Trestle rehabilitation
- SR 9 widening and intersections
- I-405 widening and interchanges
- SR 304 in Bremerton (ferry tunnel)
- SR 303 Manette Bridge replacement
- SR 518 widening (third lane)
- Nalley Valley Viaduct replacement
- D Street Overpass (FAST Corridor)



Strategic Implementation

NONMOTORIZED IMPROVEMENTS

- **Duwamish Greenbelt Trail**
- **Burke-Gilman Trail extension and improvements**
- **Foothills Trail** (Orting to South Prairie)
- **Puyallup Riverfront Trail** (Fife)
- **North Creek Trail** (numerous segments)
- **East Lake Sammamish Trail** (Redmond segment)
- **Historic Water Ditch Trail** (Tacoma)
- **Chief Sealth Trail** – north and center segments (Seattle)
- **Centennial Trail improvements** (Snohomish County)



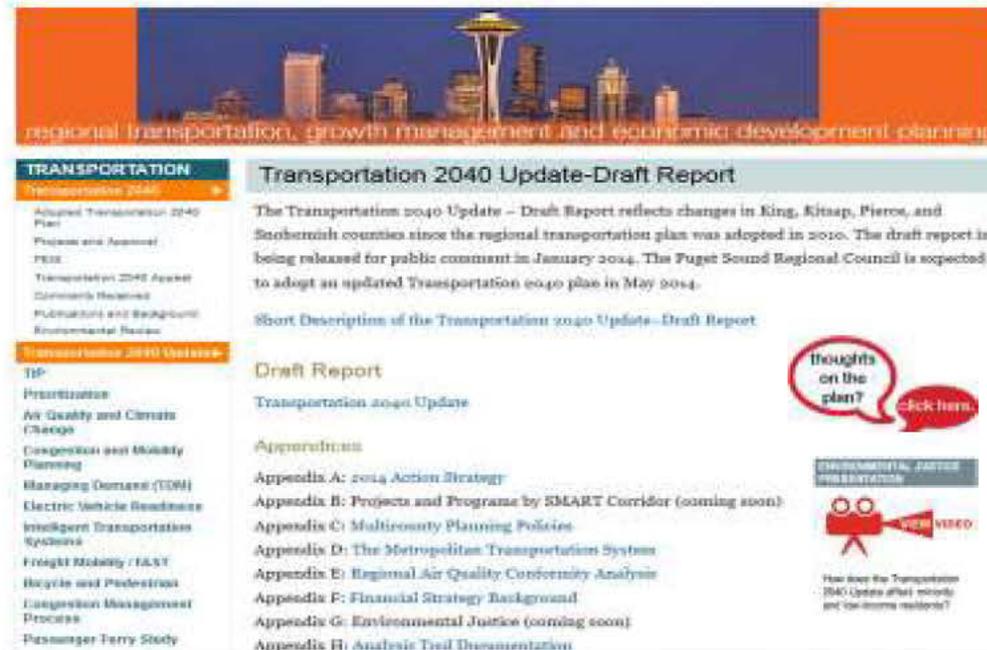
Plan Update - Next Steps

- March 10** **Comment period concludes**
- March 13** **Transportation Policy Board reviews results**
- April 3** **Release SEPA Addendum**
- April 10** **Transportation Policy Board recommendation to Executive Board**
- April 24** **Executive Board recommendation to General Assembly**
- May 29** **General Assembly adopts Plan Update**

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regional transportation, growth management and economic development planning

TRANSPORTATION

Transportation 2040 Update-Draft Report

The Transportation 2040 Update – Draft Report reflects changes in King, Kitsap, Pierce, and Snohomish counties since the regional transportation plan was adopted in 2010. The draft report is being released for public comment in January 2014. The Puget Sound Regional Council is expected to adopt an updated Transportation 2040 plan in May 2014.

Short Descriptions of the Transportation 2040 Update-Draft Report

Draft Report

Transportation 2040 Update

Appendices

- Appendix A: 2014 Action Strategy
- Appendix B: Projects and Programs by SMART Corridor (coming soon)
- Appendix C: Multicounty Planning Policies
- Appendix D: The Metropolitan Transportation System
- Appendix E: Regional Air Quality Conformity Analysis
- Appendix F: Financial Strategy Background
- Appendix G: Environmental Justice (coming soon)
- Appendix H: Analysis Trail Documentation

Thoughts on the plan? click here.

ENVIRONMENTAL JUSTICE PRESENTATION

NEW VIDEO

How does the Transportation 2040 Update affect minority and low-income residents?

www.psrc.org/transportation/transportation-2040-update