



Transportation 2040

Developing a Sustainable Transportation System

US 2 Everett Port/Naval Station to SR 9
Corridor Planning Study
December 9, 2009

Schedule Update

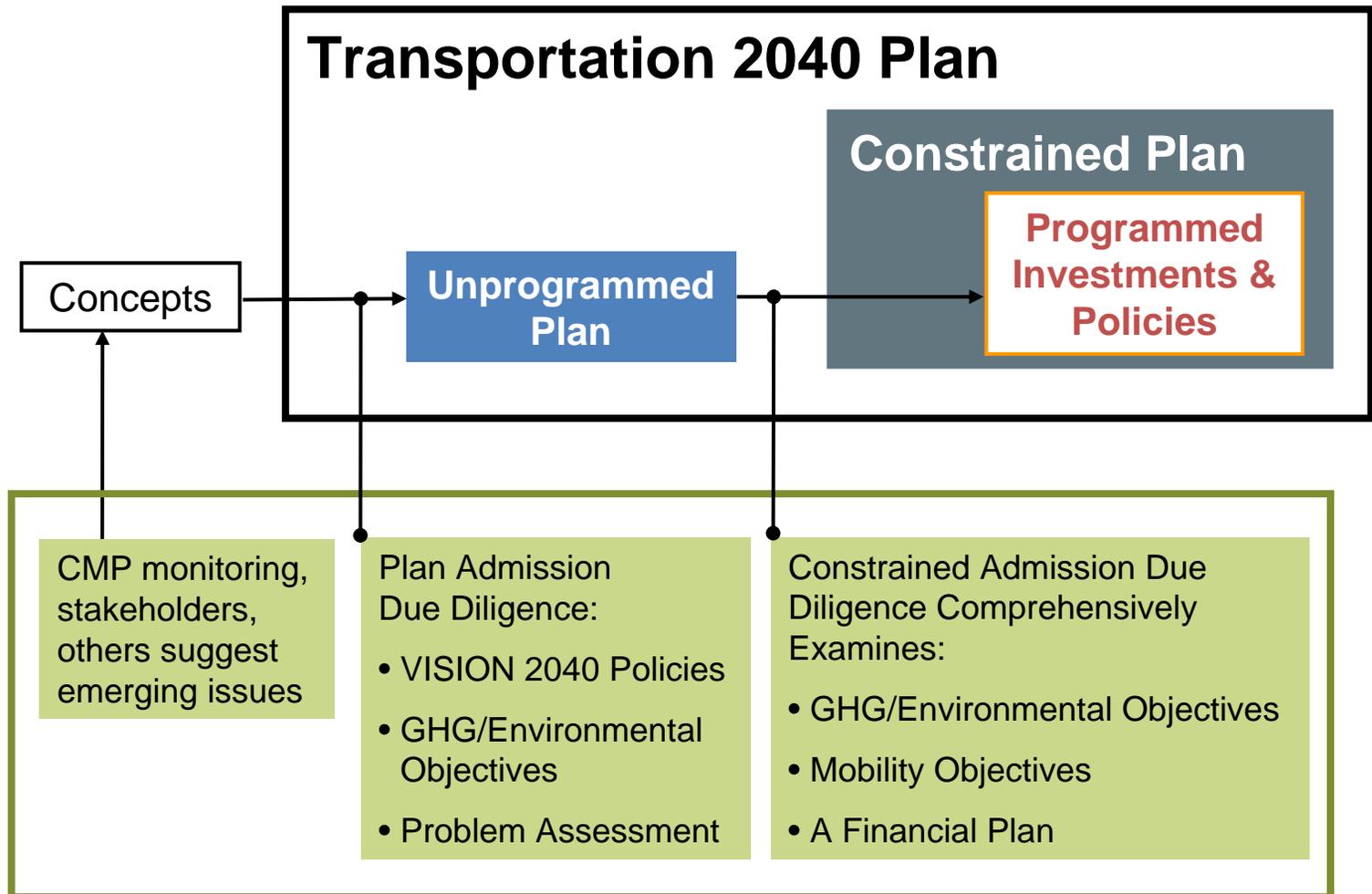
- **December:** **Executive Board Approves Preferred Alt.***
- Dec-Feb 2010: Draft Plan Review/Refinement
- March 2010: Publish Final EIS
- **Feb/Apr. 2010:** **Recommendation on Plan***
- May 2010: General Assembly Adopts Plan

* Decision Points



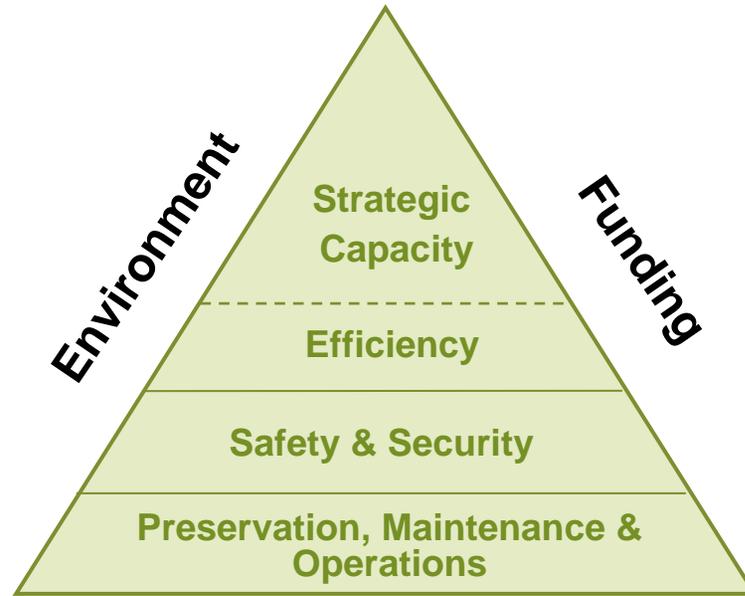
Draft Plan Elements

Concept of Plan Structure





Draft Plan Framework



Congestion & Mobility

VISION 2040 - the foundation for T2040
Sustainable Growth and Economic Development

Preservation, Maintenance, Operations

Included in Constrained Part of Plan

- **Transportation Demand Management (TDM)**
Sustain efficient mobility choices programs
- **System Management & User Information**
Maintain current efforts
- **Roadways**
Address high-priority preservation backlog – highways, arterials, local streets, and bridges such as South Park and Magnolia
- **Regional Transit**
Maintain Sound Transit 1, 2, and BRT service
- **Local Transit**
Recover pre-recession local transit capacity
- **Bicycle/Pedestrian**
Maintain existing connections
- **Ferries**
Sustain current service and begin WSF boat replacement; manage demand with reservation system
- **Freight**
Maintain state & local roadways (see ‘Roadways’ above); maintain multimodal portions of system

Safety



Included in Constrained Part of Plan

- **Target Zero**
Program to address driver and occupant behavior (fund Target Zero program)
- **Roadway Geometry**
Urban and rural road programs (i.e., US 2, SR 522), intersection design (fund key safety projects, make safety fundamental design goal in all projects)
- **Conflicts**
Improvements for bicycle/pedestrian, rail/auto conflicts in urban areas (fund key safety projects)
- **Roadway Technology**
Monitoring, detection, incident response and management (fund wider incident response)
- **Facility Design & Monitoring**
Integrated safety features in design of all projects (complements all of above)



Security

Included in Constrained Part of Plan

- **Homeland Security Programs**

TSA, Urban Area Security Initiatives (UASI)

- **Local & Regional Disaster/Emergency Management Plans**

Transportation Recovery Plan, Regional Coordination Plan, etc.

- **Facility Design & Monitoring**

Integrated security features (i.e., CCTV at Sound Transit stations)

Transportation Demand Management

Included in Constrained Part of Plan

- Emphasize greatly expanded employer and residential programs to reduce travel demand and increase use of transit, vanpools, bicycling, and walking

Trans. System Management & Operations

Included in Constrained Part of Plan

- Support an aggressive program of advanced technology on arterials and freeways, including:
 - better signal coordination
 - active traffic management
 - new and expanded traveler information services
 - transit-specific technologies to ensure on-time performance and better inform customers

Public Transportation Element



Included in Constrained Part of Plan

- Implement an aggressive transit strategy
- Complete Sound Transit 2 projects and Light Rail extensions to Everett, Tacoma and Redmond
- Increase local transit service by approximately 90%, while achieving operational efficiencies to reduce long-run costs
- Emphasize additional all-day service with high frequencies (generally every 15 minutes)



State Highway Element

Included in Constrained Part of Plan

- Complete the network of roadway projects necessary to support development of the centers identified in VISION 2040 and keep freight moving to support a strong economy
- Rely directly on users of the new highway capacity to pay for improvement through tolling, which also has positive effects on reducing congestion and emissions

Complete These Major Projects:

- Build the missing regional highway links on the SR 167 extension, SR 704 Cross- Base Highway, and SR 509 south of Sea-Tac Airport
- Replace two vulnerable structures — the SR 99 Alaskan Way Viaduct and the SR 520 Floating Bridge
- Widen US 2, SR 3, SR 9, SR 522, and SR 18
- Complete/convert managed lane systems on I-5, I-405, I-90, and SR 16

Local Roadway Element



Included in Constrained Part of Plan

- Complete transit supportive and efficiency investments, and access to and within centers, with the addition of a limited number of strategic projects

Nonmotorized Element



Included in Constrained Part of Plan

- Bike and walk improvements focused in regional growth centers, facilities with one terminus in a center, or within 3/4 mile of transit passenger facilities, and facilities that overcome a “barrier” (such as crossing I-5) or provide a missing link
- Approximately 380 miles of off-road regional trails

Special Needs Transportation Element

Included in Constrained Part of Plan

- Address the growing demand for special needs transportation and implement our federally required Coordinated Transit-Human Services Transportation Plan

Ferry Element

Included in Constrained Part of Plan

Automobile Ferries (state and local)

- Maintain existing boats and terminals, as well as current routes and service
- Some auto capacity will be added due to scheduled fleet replacement with slightly larger boats
- Replace the Seattle and Mukilteo terminals

Passenger Ferries

- Maintain the Seattle–Vashon, West Seattle–Seattle CBD Water Taxi, Bremerton–Port Orchard, and Bremerton–Annapolis passenger-only ferry routes and service levels
- Start new passenger-only ferry service between downtown Seattle and Bremerton, Kingston, and Southworth



Aviation & Passenger Rail Elements

Included in Constrained Part of Plan

Aviation

- Carry forward the strategy adopted in Destination 2030 and build upon the recently completed statewide Long-Term Air Transportation Study (LATS)

Intercity Passenger Rail

- Recognize Washington State's commitment to improving the intercity rail passenger service provided by Amtrak along the Pacific Northwest Rail Corridor over the next 20 years
- Highlight the potential to develop a high-speed rail corridor linking the major cities of the Pacific Northwest region



Unprogrammed Projects & Programs

Transportation 2040 has projects and programs that aren't covered by the financial strategy, including:

- Expanded TDM programs and services
- TSM&O: Fully coordinated, integrated multi-modal corridor operations
- Full Sound Transit Long-Range Plan
- Rail passenger service in BNSF eastside corridor
- Additional local transit service hours. Region wide transit-supportive ITS/ROW infrastructure
- Complete streets in all cities. Optimal maintenance cycle
- Approximately 270 miles of additional regional trails. Fully connected bicycle network to, within, and between regional centers (3-mile access). Full sidewalk and pedestrian networks in cities (1-mile access).
- Continued ferry vessel replacement and 8 new passenger-only ferry routes

Growth & Investment Comparisons

INCREASE FROM BASE YEAR 2006 TO 2040		
	Increase	Percent
Population growth	1,400,000	42%
Jobs growth	1,100,000	60%
Increase in local transit service*	n/a	90%
New LINK light rail transit* (beyond Central LINK: UW to Sea-Tac Airport and Tacoma LINK = 20.4 mi.)	51 mi.	249%
New walk and bike trails*	382 mi.	81%
New roadway lane miles*	746 mi.	6%

- 26% of new roadways support transit (HOV, HOT, BRT, & BAT lanes)
- 69% of roadway investment directly serves Metropolitan and Core cities

* In the constrained plan

Congestion & Mobility Strategy

Congestion Management Process

- Land Use Planning (VISION 2040)
- Demand Management
- Transportation System Management and Operations
- Strategic Capacity

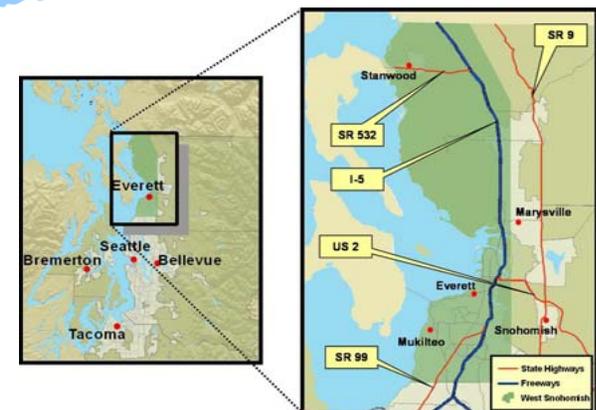
Region



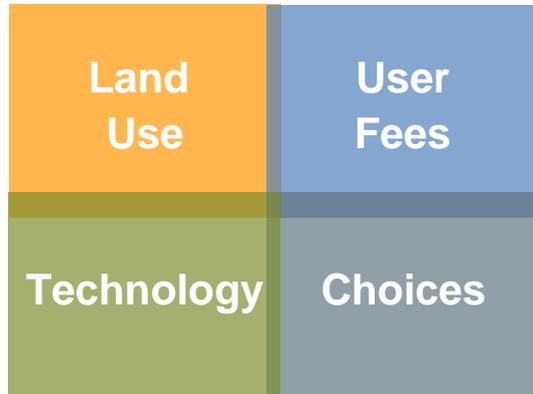
Sub-area



Corridor



Greenhouse Gas Strategy



Land Use

Implement VISION 2040

- Jobs Housing Balance (macro)
- Centers, Transit Oriented Development & 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 ⁽¹⁾

Technology

Support development of technology to dramatically reduce tailpipe emissions ⁽²⁾

(1) Post plan work item designed to better understand the cost and benefits of strategies

(2) State, local and regional action item- white paper being developed



Water Quality Puget Sound Waters

Minimize Transportation Impacts

- Support for Compact Development
- VMT Reduction
- Impervious Surfaces Minimized
- Cleaner Vehicles
- Cleaner Fuels
- Retrofit of Existing Infrastructure
- Restoration of Buffers, Natural Channels
- Improved Materials and Runoff Management

Freight Strategy

Congestion and Mobility

- Support Preservation and Maintenance – “Last Mile” (Primarily Arterials) in the regional supply chain
- Support Key Projects in the region, for example...SR 509, SR 167 Extension, and FAST Corridor
- Support for Manufacturing Industrial Centers as well as Key Regional Assets such as the deep water ports, and the services of two Class 1 Railroads

Sustainable Funding

- Tolling strategies should be implemented in a way that provides benefits (nexus) for freight and goods movement

Environment

- The region should work towards staying ahead of critical environmental issues, for example the Northwest Ports Clean Air Strategy

Financial Plan Guidance

- Funding to **maintain and operate** our current assets and services is the highest priority (approximately \$110B of Draft Constrained Plan)
 - This includes near-term revenue challenges for local transit operators need to be acknowledged (dependency on sales tax)
- **Traditional tax financing** (gas tax, etc.) will still play a central role
 - Especially in the early years of the plan
- There should be a **nexus between the tax, fee, or toll** and the **use** of the revenues (e.g. benefit users of the system and the environment)
- Increase reliance on **tolls – phased in over time**
 - Tolls should be set in a manner that strives to improve travel benefits to all users (freight and people) of the transportation system
 - The use of toll revenues should also evolve over time towards increasingly broader uses
- The plan’s financial element should be based on a “general scenario” that **allows flexibility in implementation**

New: General Scenario

The plan's financial element should be based on a “general scenario” that allows flexibility in implementation.

- This approach can address uncertainty and a learning process regarding potential new funding sources
 - Learning from SR 167 HOT, SR 520 use of early and variable rate tolling, etc.
 - Allow time to build upon the public acceptance such as that associated with the Tacoma Narrows and SR 167 HOT lane projects
- Recognize the reality that over the next 30 years there are a wide variety of possible source and use combinations which the State Legislature and local governments will consider
- Recognize that this scenario will not resolve all issues, but rather help set policy direction

New Funding Scenario Approach

Increase reliance on new user fees and tolls — phased in over time

- Substitute for fuel taxes (such as VMT charge) 1 cent/mi 2020; 2 cents/mi in 2030
- Tolls, parking charges and fares to fund projects and programs

Use of toll revenues

- HOT lane revenues support the HOT system
- Facility tolls help finance toll projects
- Highway toll revenues used for various purposes
 - Highway system projects — primary use
 - Other programs over time (transit, local projects, etc.) — supporting travel in and providing alternatives to paying a toll in the corridor
 - Reduction in other transportation taxes and fees (dedicating 20% of highway tolls/mileage fees to a tax offset could eliminate all state fuel taxes in the long term)

New Funding Scenario Approach

Traditional tax financing, especially in the early years of the plan

- Early — modest fuel tax increases
- Various local sources (road levy, employee tax, impact fees, vehicle registration fees, street utility)
- New local transit funding in early years such as MVET (or other stable source)
- Sales tax increases for local and regional transit as needed

Responding to Change

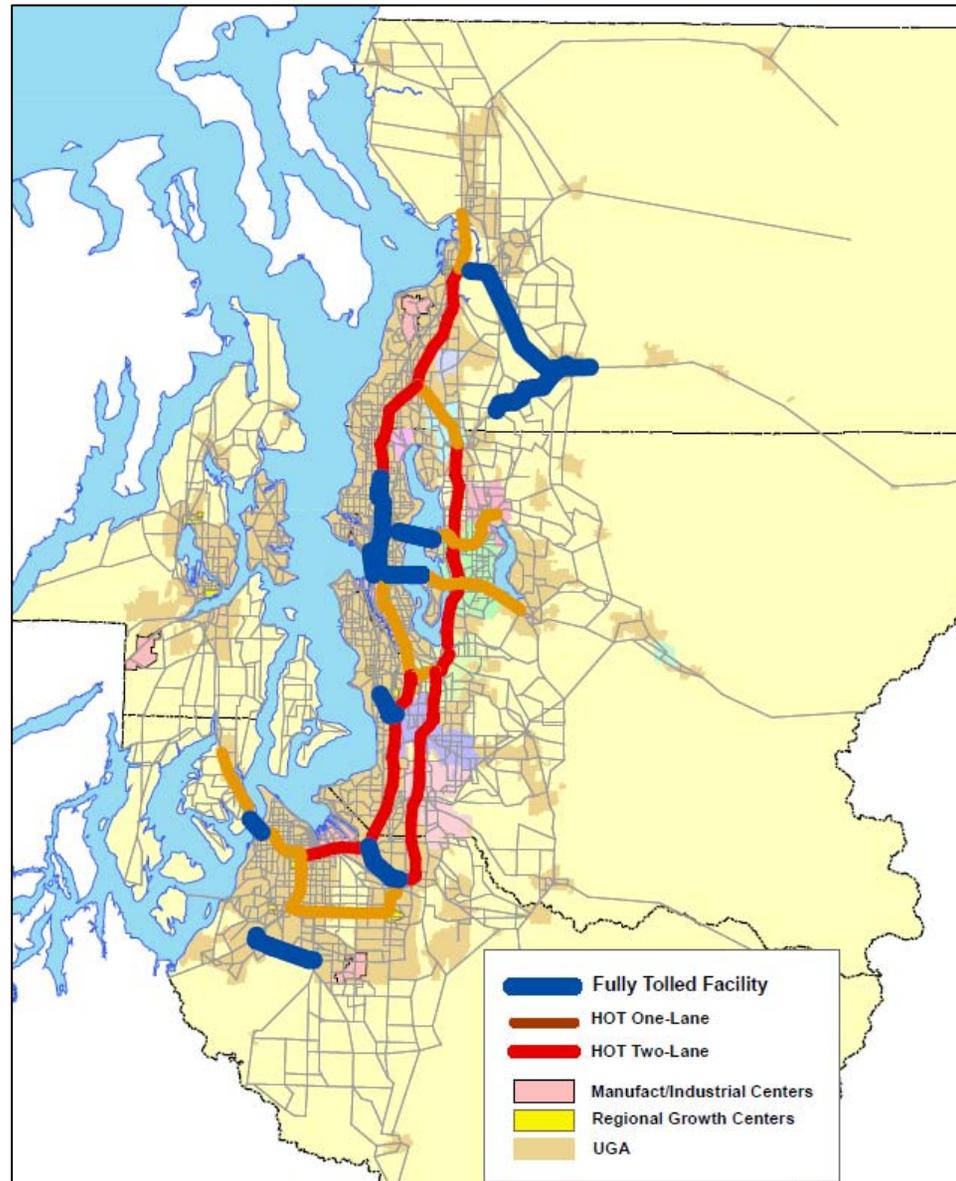
The Draft Preferred Alternative is designed to be flexible to:

- Incorporate Progress in Required Plan Updates
- Respond to Any New Federal Reauthorization Requirements
- Learn from:
 - Ongoing GHG Research, Analysis, Requirements
 - Implementation of HOT Lane Demonstration Projects and New Tolled Facilities
 - Transportation, Air Quality and Land Use Model Improvements
 - Updated Growth Targets, Local Comprehensive Plans
- Refine Project Prioritization Process

Tolling Implementation—2020 Constrained

**Mid range
constrained:**

**One- and two-
lane HOT with
fully tolled
selected
facilities**

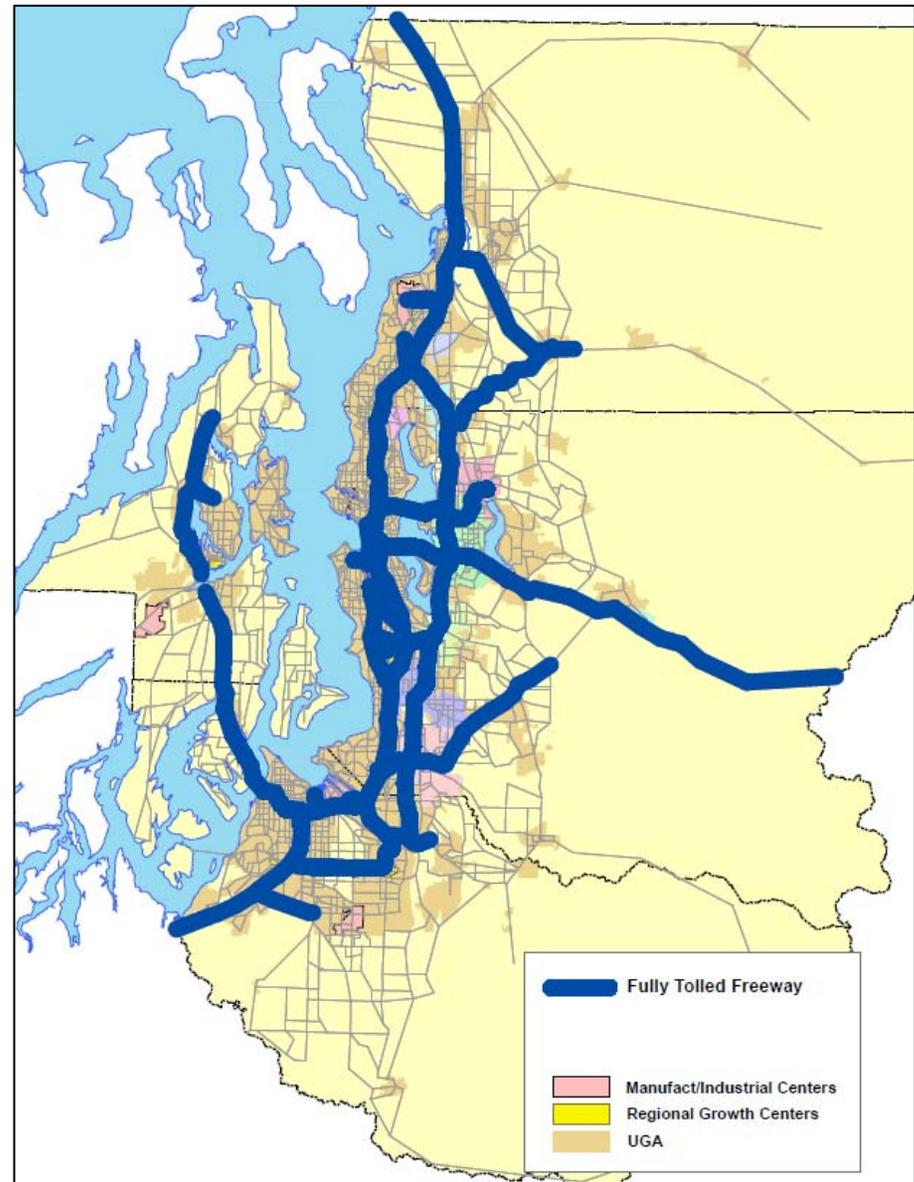


Tolling Implementation—2030 Constrained

**Long range
constrained:**

**Freeway system
tolling**

PPA system-level tolls reflect an improved method (relative to previous alternative analysis) for estimating optimal toll rates.

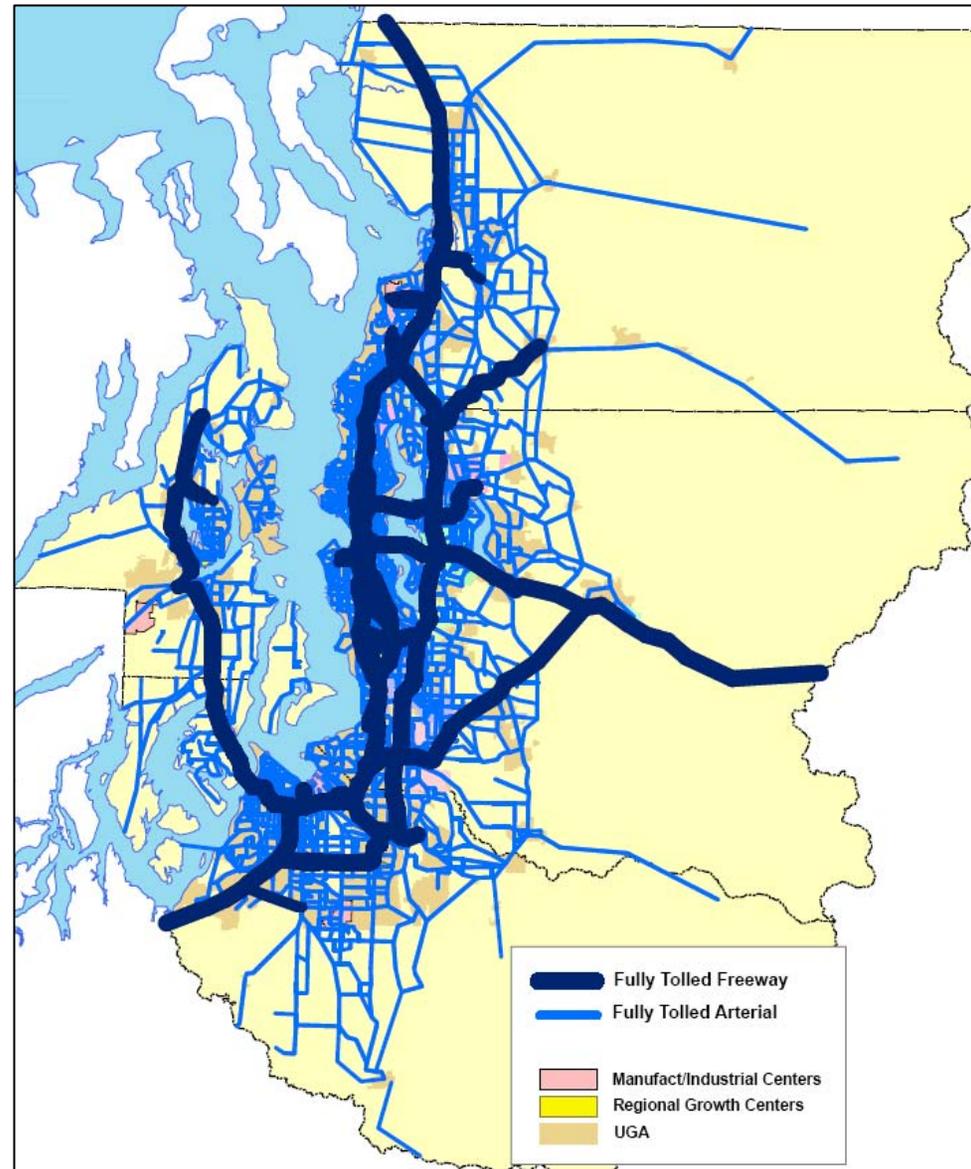


Tolling Implementation—2030 Vision (Unprogrammed)

**Long range
vision:**

**Full system
tolling by 2030**

PPA system-level tolls reflect an improved method (relative to previous alternative analysis) for estimating optimal toll rates.



Tolling Evolution T2040 Constrained

<u>Facility</u>	<u>2020</u>	<u>2040</u>
I-5	2 lane HOT to Everett 1 lane HOT to Marysville	Fully tolled
US 2	Fully Tolled* (to Monroe ECL)	Fully tolled (to Monroe ECL)
Monroe by-pass	fully tolled*	fully tolled
SR 9	no toll	no toll
SR 522	fully tolled* (Paradise Lk Rd to Monroe)	fully tolled (I-405 to Monroe)

* Tolling funds specific facility investments in the tolled extent

We're Here to Help

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