

Transportation 2040

Update to the Regional Transportation Plan

Background and Status Report

Kitsap Regional
Coordination Council
Executive Board meeting

December 2, 2008

Puget Sound Regional Council
PSRC



Draft

Agenda

Transportation 2040

- **Background**
- **Regional Comparisons**
- **Scoping**
- **Alternatives**
- **Integrated Evaluation Process**
- **Schedule and Contacts**

Questions & Comments



VISION 2040 is the Region's long-range growth management, economic, and transportation strategy



VISION 2040 (adopted 2008)

- **People, prosperity, planet: environmental framework**
- **Regional growth strategy** (population and jobs)
- **Multi-county planning policies**
- **Implementation**

Regional Economic Strategy (adopted 2005)

- **Prosperity partnership**
- **Industry clusters**



Transportation 2040 (underway – adoption: 2010)

- **Long-range multi-modal transportation plan**
- **Update of 2001 plan** (*Destination 2030*)

Objectives of the Transportation Plan Update

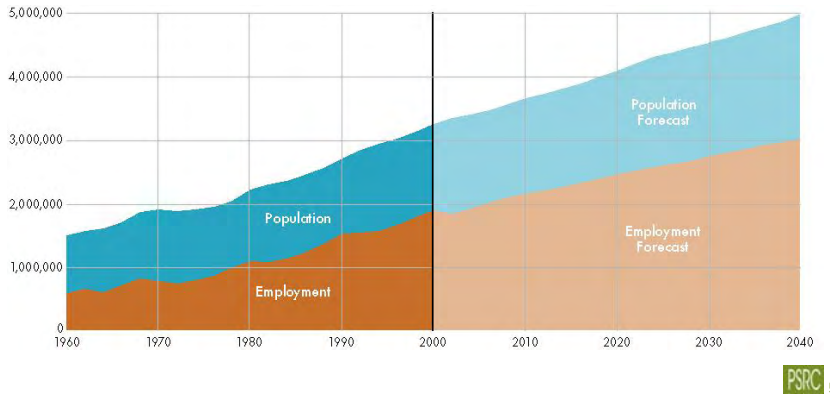
- **Develop transportation strategies to align with VISION 2040, the Regional Economic Strategy, and the latest 2040 growth forecasts.**
- **Make progress on the major transportation system issues facing the region and inform near term project decisions.**

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Forecast of Population & Jobs

Region expects to add 1.7 million people and 1.2 million jobs by 2040
(from base year 2000)

- Smaller household sizes
- Fewer households with children
- More racially & ethnically diverse
- Older population
- Different travel needs & preferences
- Different housing needs & preferences

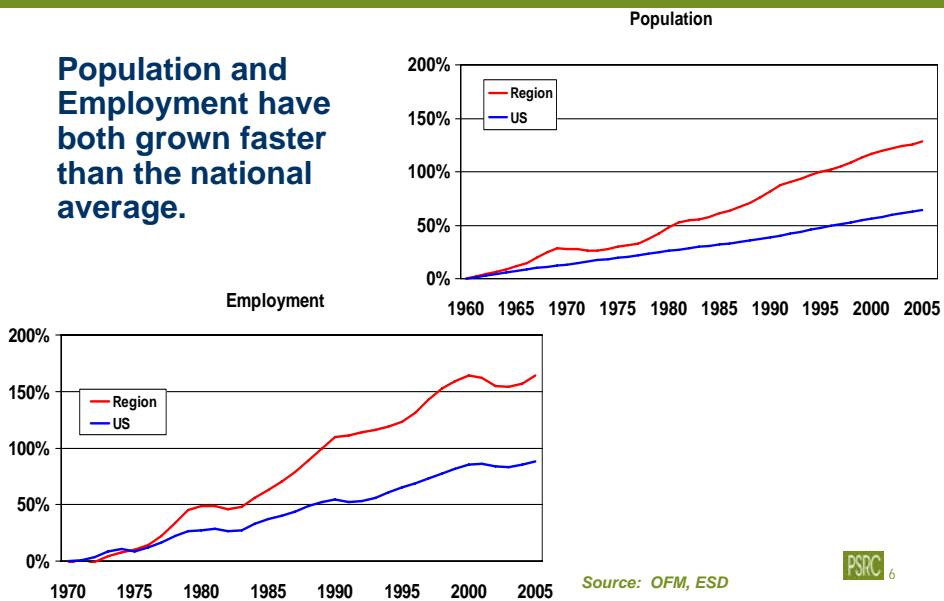


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Population & Employment Growth

Population and Employment have both grown faster than the national average.



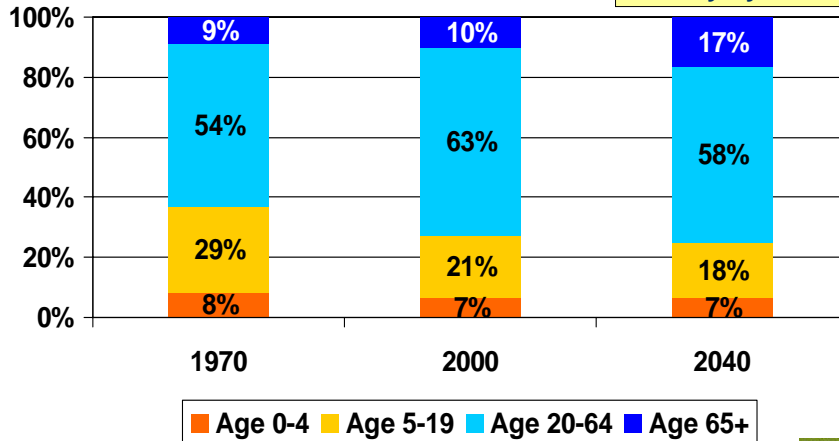
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Our Population is Aging

People older than 65 are expected to comprise 17% of the region's population by 2040

1/2 million more elderly by 2040



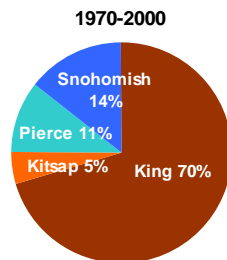
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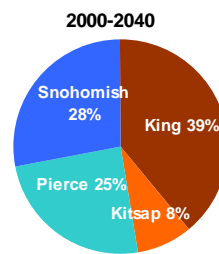
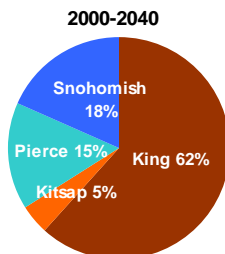
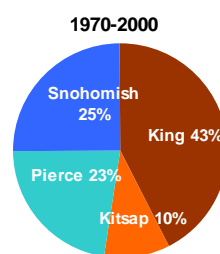
Regional Population and Employment Change by County

Share of Regional Job Change

Share of Regional Population Change



Kitsap: 5% of regional job growth & 10% of population growth

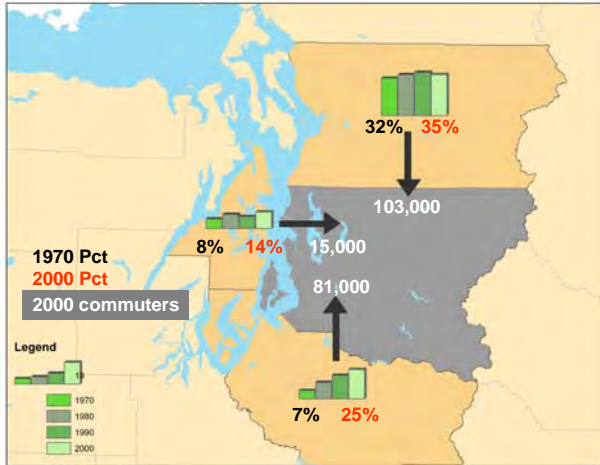


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Percent of each county's workforce that commutes to King County (1970-2000)

More of the region's workforce is commuting to King County



SNOHOMISH COUNTY:

One worker in three commutes into King County

PIERCE COUNTY:

One worker in four commutes into King County

KITSAP COUNTY:

One worker in seven commutes into King County

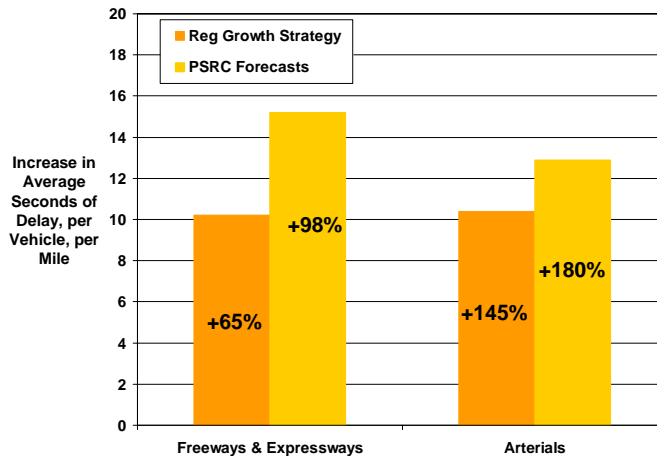
Source: 1970, 2000 Census Journey to Work

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Forecasts – Change from 2000 to 2040 (Seconds of Delay, per Vehicle, per Mile)

Smaller increases in key travel variables forecast under the Regional Growth Strategy.



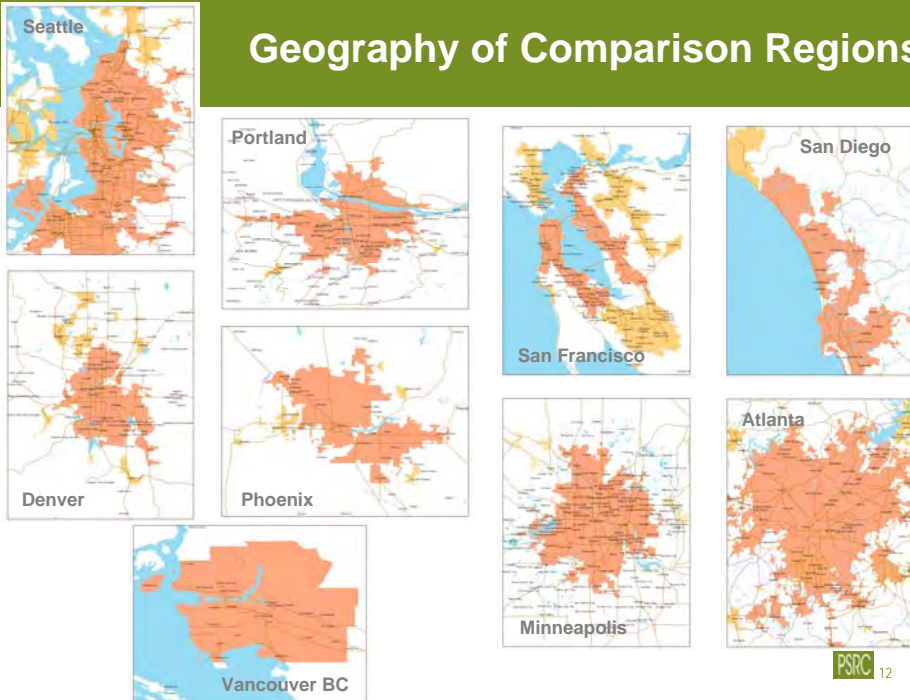
Source: PSRC, Regional Forecasts and Vision 2040 EIS

PSRC 10

- Seattle*
- Portland/Vancouver
- San Francisco*
- San Diego*
- Denver*
- Phoenix*
- Minneapolis*
- Atlanta
- Vancouver BC

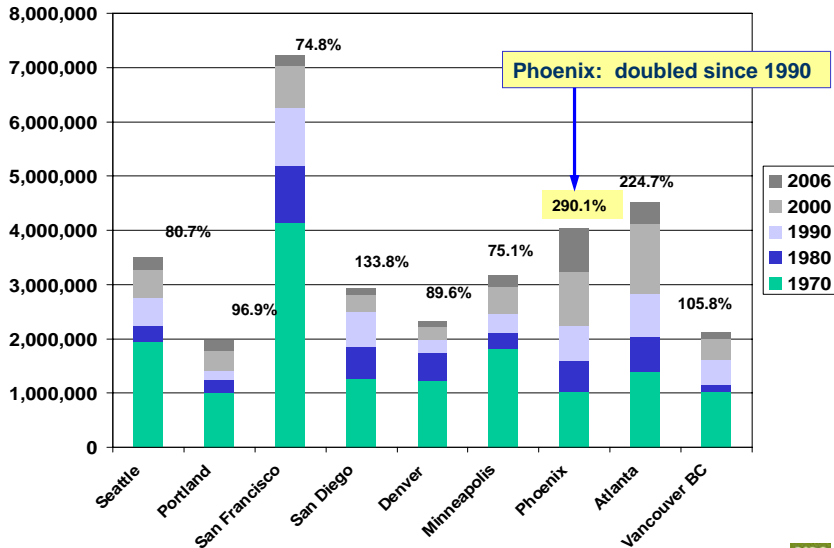
* peer regions in Prosperity Partnership's [Indicators Report](#)

Geography of Comparison Regions



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Population Trends since 1970 (Metropolitan Statistical Areas)

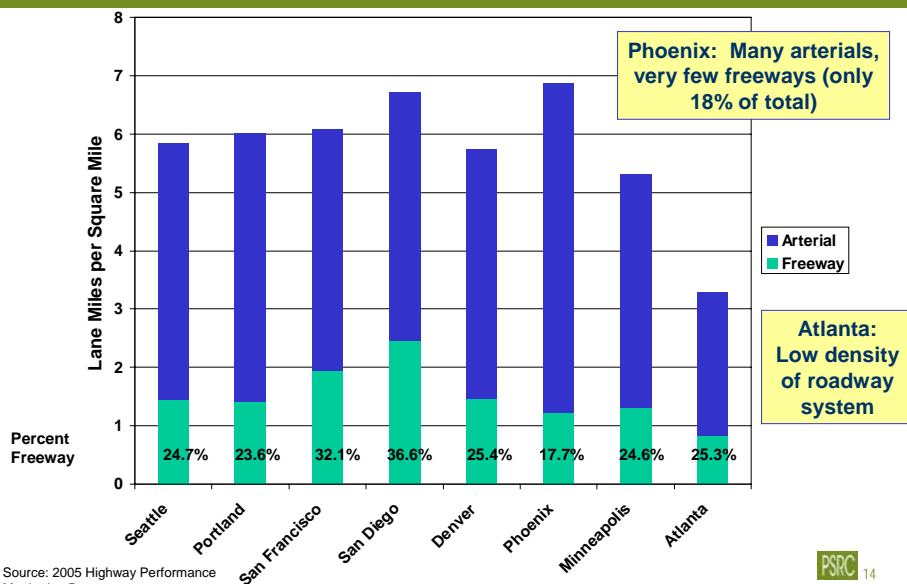


Data Source: Census & 2006 ACS and Census Canada

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Density of Freeways and Arterials

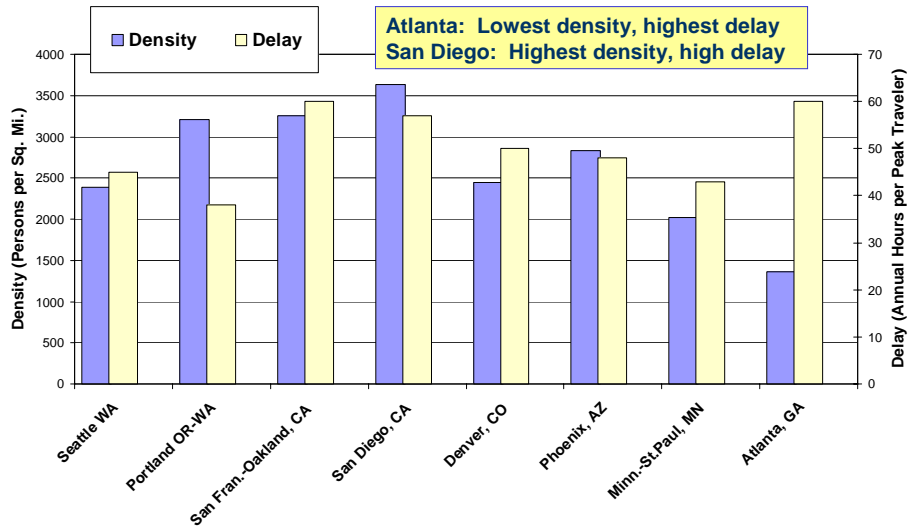


Source: 2005 Highway Performance Monitoring Data

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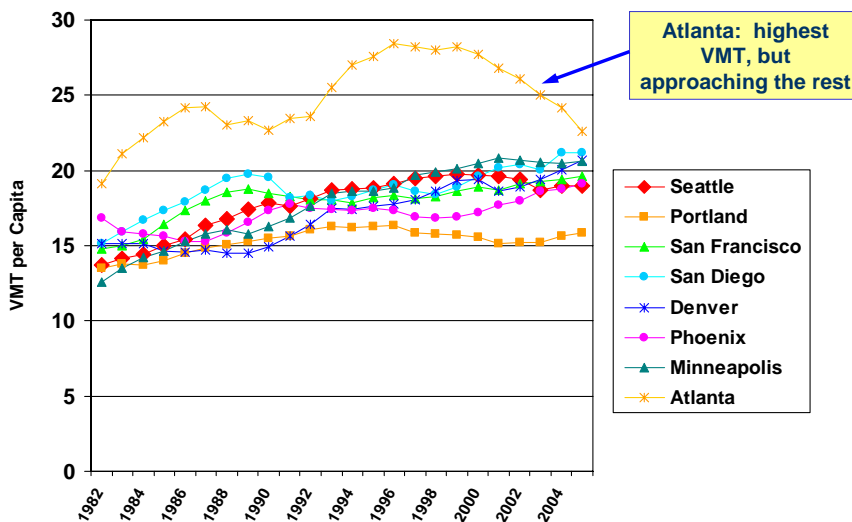
Population Density & Delay



Source: 2005 Highway Performance Monitoring System (HPMS), TTI

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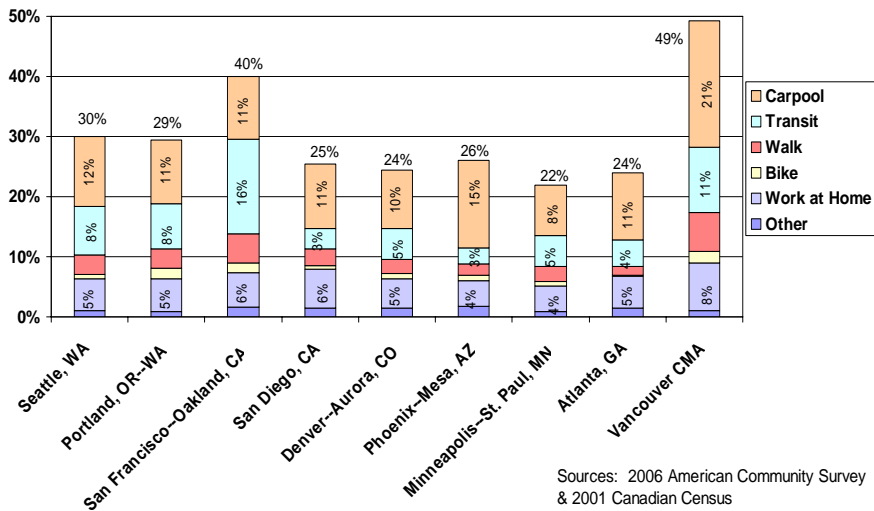
Vehicle Miles Traveled (VMT) per Capita



Source: 2005 Highway Performance Monitoring System (HPMS), TTI

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Non-SOV Travel to Work



Sources: 2006 American Community Survey
& 2001 Canadian Census

TRANSPORTATION 2040

SCOPING GOALS

- Inform & involve the public early
- Solicit agency and public input
- Evaluate/respond to comments
- Use scoping to inform the planning effort
- Set the plan direction & focus the EIS

Draft Questions Addressed in Scoping

- What issues (climate change, congestion, etc.) should the plan update address?
- What transportation alternatives (more working from home, better traveler information, new technologies, ferry service, street improvements, etc.) should be analyzed in the plan update?
- What criteria (cost, reduction in travel time, emissions, etc.) should be used in the evaluation?
- What major environmental impacts (impacts to water quality in Puget Sound, neighborhood impacts, etc.) should be covered in the EIS?

Draft Scoping Summary

- Staff presentations.....60+
- Public meetings.....6
- Public meeting attendees.....182
- Comment letters, emails, etc.....176
- Individual comments.....965



- **Congestion and mobility**
 - **Environment and energy**
(includes air quality, climate change, Puget Sound)
- } 60% of all comments
- **Support VISION 2040**
 - **Tolling and congestion pricing ***
 - **Investment in transit**
 - **System and demand management**
 - **Transportation funding**
 - **Investment prioritization**
- } 33% of all comments

* Both positive and negative comments

Develop alternatives that include different strategies to meet the region's transportation needs (issues from scoping):

- **Land Use** - Better integrate transportation and land use decisions through implementation of Vision 2040.
- **Economy** - Support the Regional Economic Strategy.
- **Congestion and Mobility** – Reduce congestion on facilities for all types of freight and person travel.
- **Equity and Special Needs Transportation** – Equitably make transportation investments across the region and improve access to jobs and services for people with special needs.
- **Safety & Health** - Improve the safety of the transportation system and assist the state in meeting the objectives of "Target Zero"*and encouraging healthy lifestyles.
- **Security** – Support the region's ability to deal with emergencies.
- **Energy and the Environment** – Reduce the causes of climate change and water quality impacts on Puget Sound
- **Preservation of the System** – Make improvements to an aging infrastructure.
- **Transportation Funding** – Support the development of sustainable transportation funding.
- **Project Prioritization** - Make the most of scarce transportation dollars.

Create a series of plan alternatives that:

1. Meet the needs of **different constituent groups**
2. Provide for a **SEPA process with a broad range of alternatives and environmental impacts**
3. Include a **range of financing and investment strategies** (tolling is included in each alternative)
4. Include **transportation strategies that could be implemented over time** (phased)
5. Contain an **integrated package** of investments
6. Designed to **test and compare** investment strategies

The alternatives will build on **Baseline, Core Strategies, and Land Use, and vary components of the following investment strategies:**

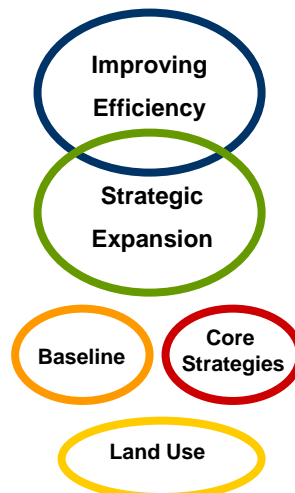
IMPROVING EFFICIENCY

- **Demand Management**: Moving people and/or goods or ideas in the most efficient manor.
- **System Management**: Improving the efficiency of the facilities that people or goods travel on.

STRATEGIC EXPANSION

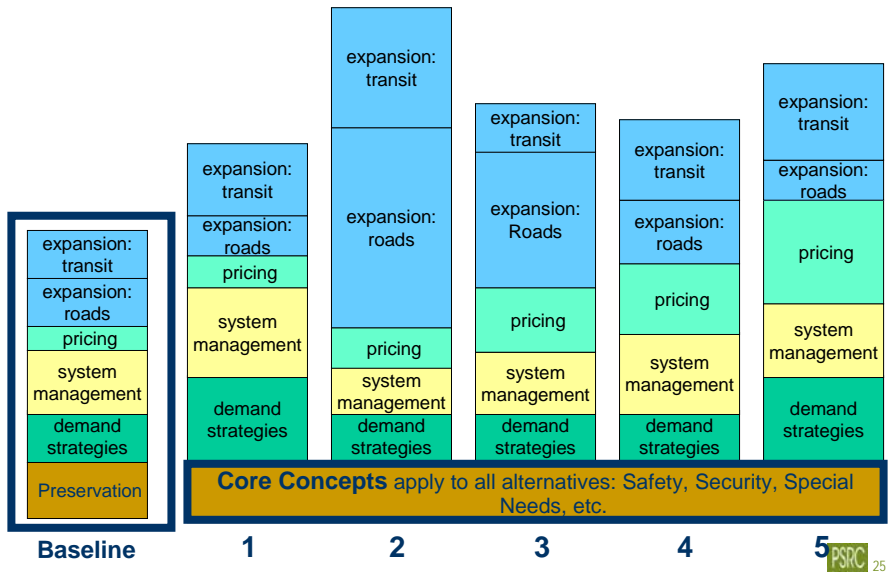
- **Roadways**: Choke points and bottleneck improvements, new roadways (SR 509, etc), etc.
- **Transit**: New vanpools or buses or trains on existing routes or new routes and supporting facilities such as bus maintenance facilities, park and ride lots, etc.
- **Bicycle and Pedestrian**: New or expanded trails or sidewalks
- **Other modes**: Ferries, airports, freight, etc.

What about tolls?: Tolls are generally used as a means to improve the efficiency of a roadway or ferry and/or provide funding for maintaining or improving transportation facilities.



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Alternatives



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Baseline Alternative Assumptions

Finance	“Current Law” Revenue Forecast to 2040 (with higher regional rate of return on state funds)
Preservation	All current capacity will be maintained (including I-5 repave, US-2 Trestle)
Roadway System	Current <i>plus</i> funded future investments (Nickel/TPA projects, 4-lane 520 bridge, current AWW)
Regional Transit	Current <i>plus</i> funded future investments (ST2)
Local Transit	Current <i>plus</i> KC “Rapid Ride,” CT “Swift”, and very minor service expansion in some areas
Ferries	Existing WSF service <i>plus</i> King County & Kitsap Transit Passenger-Only
HOV practice (2+, 3+)	Existing Practice; after 2020: 3+ only (peak hour)

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Ferry System

WSF Long Range Plan

- **Operating & pricing strategies:**
 - Transit enhancements
 - Reservation system
 - Pricing strategies
- **Service changes/enhancements**
- **Level of service standards**

Passenger-Only Ferries

- **Existing routes:** Vashon-Seattle, EBWT, KTF
- **New cross-sound routes:** Bremerton-Seattle, Kingston-Seattle, Southworth-Seattle

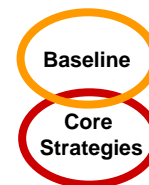


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“No-Action” Alternative

Baseline + Core Strategies

- **Baseline is included in all action alternatives**
- **Baseline is the “No Action” alternative under SEPA**
- **Highways: Nickel and TPA programs**
 - SR 3, SR 304, SR 16 Burley Interchange, SR 3/SR 303
 - I-405, SR 18, 4-lane SR 520 Bridge
 - Complete I-5 and SR 16 HOV lanes
 - New AWW subject to current planning process
- **Transit/ferry: Funded programs**
 - Bainbridge Multi-modal Terminal
 - Sound Transit 2 (LINK to Lynnwood, Overlake, Fed. Way)
 - KC Metro “Transit Now; CT “Swift”
 - 2% annual increase in local transit service
- **Core strategies include safety, security, & special needs**



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Alternative 1

Make the Most of the Existing System

- Minimum investment in new capacity
- Focused on system efficiency investments:
 - CTR, GTEC, vanpool, telework, ITS
 - Freeway speed harmonization
 - Corridor management & incident management
 - Hard shoulder running
 - Traveler information
- Relies largely on traditional funding
- Adds 1-lane High Occupancy Toll (HOT) lanes on selected highways: I-5, I-90, I-405, SR 167, SR 16
- SR 16 widening to Purdy (HOV)
- New 6-lane SR 520 Bridge (with tolls - all alternatives)
- Significant expansion in bus service hours
- Signal prioritization for transit



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Alternative 2

Invest in Capital Improvements to the Network

- Focused on adding capacity (roads and transit)
- Most closely resembles *Destination 2030*
- Expands revenues by adding more HOT lanes:
 - Converts HOV lanes / adds new HOT lanes
 - HOT lanes network on major highways: I-5, I-405, I-90, SR 520, SR 167, SR 16, SR 512
- Highway investments:
 - SR 3, SR 16, SR 160, SR 304, SR 104, SR 307, SR 302
 - SR 9, SR 527, US 2, SR 522, SR 524, SR 509 extension, SR 167, SR 518, SR 704 Cross-base
- Transit investments:
 - Expanded ST2: LINK to Everett, Tacoma, downtown Redmond
 - BRT on I-405



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Alternative 3

Fund Expansion and Efficiency for Core Networks

- Blends efficiency and expansion investments
- Used traditional funding to enhance transit
- Relies on tolls to fund highway improvements
- Tolls on core freeways (not HOT lanes)
- Major highway projects:
 - SR 3, SR 16
 - SR 9, US 2 trestle, SR 527
 - I-5, I-405, SR 167, SR 18, SR 509, SR 522, SR 704
- Transit investments:
 - ST2
 - Increased service in tolled corridors
 - HOV system improvements



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Alternative 4

Improve and Manage the Entire Transportation System

- Focused on managing the system
- Uses tolling as congestion management tool
- Tolls entire freeway system; revenues spent on highway efficiency and transit expansion
 - Tolls on SR 16 & SR 3 – TNB to Poulsbo
- Highway improvements:
 - Bottlenecks and chokepoints region-wide
 - SR 509 extension, SR 522, SR 167
 - I-405, SR 512, I-90 transit
 - HOV lanes on I-5 and SR 16
- Transit investments:
 - ST2 plus LINK to Everett, Tacoma, downtown Redmond
 - More service on tolled corridors
 - Transit priority on parallel arterials



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Alternative 5 (part 1) Create People-Friendly Urban Areas

- **Major shift in priorities:**
 - Meet state emission goals (GHG)
 - Reduce VMT (vehicle miles traveled)
 - Reduce use of fossil fuel (technology, incentives)
 - Move from fuel-based to user-based financing (tolls)
 - Offer significantly more travel choices
 - Rethink how we use public right-of-way
- **Toll entire system (highways and arterials)**
 - SR 16 & SR 3 plus major arterials
- **Highway improvements:**
 - SR 16 - HOV
 - SR 9 (north of SR 531)
 - US 2



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Alternative 5 (part 2) Create People-Friendly Urban Areas

- **Pedestrian & bike improvements**
 - Ped/bike network in all regional growth centers
- **Trails**
 - Bremerton to Southworth
 - Winslow to Poulsbo to Hood Canal Br.
 - Kingston
- **Increase transit service by double population growth**
- **Transit investments:**
 - BRT on SR 305 – Winslow to SR 3
 - BRT on SR 3 – Bremerton to SR 305
 - LINK extends to Everett, Tacoma, downtown Redmond
 - Light rail on I-405 corridor (Lynnwood to Tukwila)
 - BRT or light rail from Seattle to Ballard and West Seattle
 - Commuter rail along BNSF corridor



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Alternatives

Major Roadway Investments

- BASELINE**
- BRT
 - Commuter Rail
 - HOV Transit
 - Light Rail
 - State Highways
 - Transit Stations
- ALTERNATIVES**
- Light Rail
 - BRT
 - State Highway
 - MTS Roads
 - Urban Growth Centers
 - City Boundaries
 - Unincorporated in UGA
 - UGA



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Alternatives

Major Transit Investments

- BASELINE**
- BRT
 - Commuter Rail
 - HOV Transit
 - Light Rail
 - State Highways
 - Transit Stations
- ALTERNATIVES**
- Light Rail
 - BRT
 - State Highway
 - MTS Roads
 - Urban Growth Centers
 - City Boundaries
 - Unincorporated in UGA
 - UGA



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Alternatives Summary Matrix (draft)

Investment Components	DRAFT TRANSPORTATION 2040 ALTERNATIVES *					
	BASELINE	1	2	3	4	5
Demand Management	\$\$	\$\$\$\$	\$	\$\$	\$\$\$	\$\$\$\$
System Management	\$	\$\$\$\$	\$	\$	\$\$\$	\$\$\$\$
High Capacity Transit	\$	\$	\$\$\$\$	\$\$	\$\$\$	\$\$\$\$
Major transit program	ST1	ST1 or ST2	ST3	ST2+	ST2+	ST3
Bus Transit	\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$	\$\$\$\$
Highways	\$\$	\$	\$\$\$\$	\$\$\$	\$\$	\$
Major highway projects	Nickel, TPA, I-5 preserve, 4-lane SR 520 bridge, AWW	SR 520 bridge, I-5 HOV, Core HOV	SR 520 bridge, I-405, I-5, SR 167, SR 509, SR 9, US 2, SR 704	SR 520 bridge, I-405 (part), I-5, SR 167, SR 509, SR 522, SR 16, SR 704	SR 520 bridge, I-5 HOV, bottlenecks, chokepoints, Core HOV	SR 520 bridge, I-5 HOV, bottlenecks, chokepoints, Core HOV
Arterials	\$	\$\$	\$\$\$\$	\$\$\$	\$\$	\$\$
Carpools & Vanpools	\$	\$\$\$\$	\$	\$\$	\$\$	\$\$\$\$
Bike & Pedestrian	\$	\$\$\$	\$\$	\$	\$\$\$	\$\$\$
Traditional Funding	\$\$	\$\$\$	\$\$\$\$	\$\$\$	\$\$	-
Toll Funding	\$	\$	\$\$	\$\$\$	\$\$\$\$	\$\$\$\$
Tolling Application	Ferries	1-lane HOT + 520 bridge	2-lane HOT + 520 bridge	Full toll core freeways	Full toll all freeways	Full toll freeways and arterials
Toll rates set to maximize:	-	Efficiency	Revenues	Revenues	Efficiency	Efficiency
Toll revenue spent	-	Operation of tolled facilities	Highway expansion: tolled corridors	Highway expansion + some transit: tolled corridors	Highway expansion + transit: system-wide	Highway operation + transit: system-wide

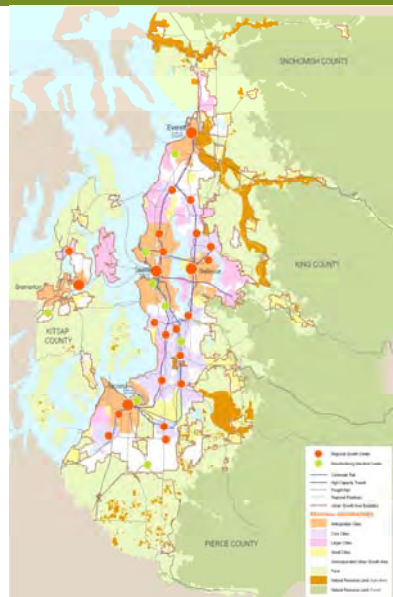
* Dollar signs show relative levels of revenue and investment in each component of the alternatives

SAMPLE

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VISION 2040 and Transportation 2040: an Integrated Evaluation Framework

- **Policy Analysis** will assure alternatives are consistent with VISION 2040 and meet regional goals
- **Technical Analysis** will compare and evaluate alternatives using quantitative methods (criteria)
- **Environmental Review** (done within the context of the EIS) will assess the alternatives based on environmental impacts and VISION 2040 goals



Mobility (M)

- 1. Travel Time Savings
- 2. Reliability Benefits
- 3. Vehicle Operating Cost Savings
- 4. Other User Costs

Finance (F)

- 1. Facility Operating Costs
- 2. Capital Costs
- 3. Operating Revenues
- 4. Influence of Finance on the Economy

Growth Management (GM)

- 1. Population in Regional Geographies
- 2. Employment in Regional Geographies
- 3. Jobs and Housing Balance in Counties
- 4. Population and Jobs in Regional Growth Centers and Jobs in MICs

Economic Prosperity (EP)

- 1. Accessibility to High-Wage and Living Wage Employment
- 2. Accessibility to Cluster Employment (15 clusters)
- 3. Accessibility to Freight Generators

Environmental Stewardship (ES)

- 1. Vehicle Emission Cost Savings
- 2. Runoff From Impervious Surfaces
- 3. Ability to Retain Open Space

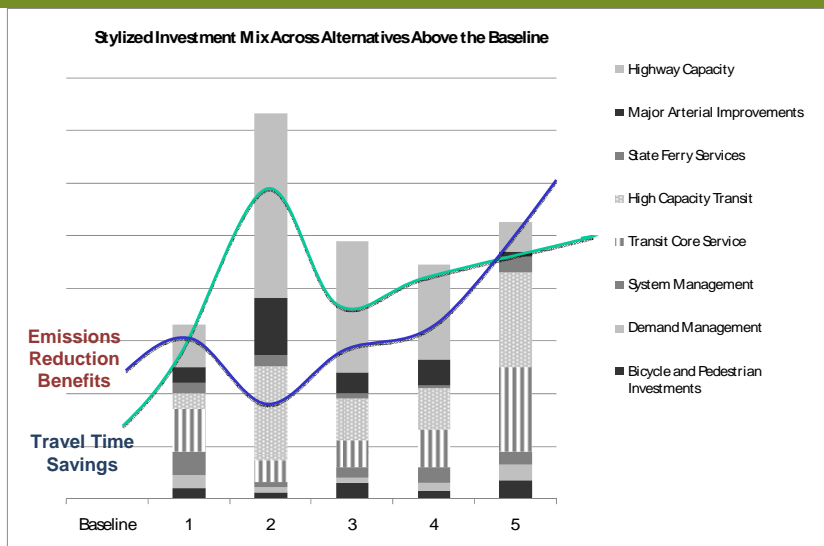
Quality of Life (QL)

- 1. Accident Cost Savings
- 2. Non-Motorized Travel
- 3. Redundancy

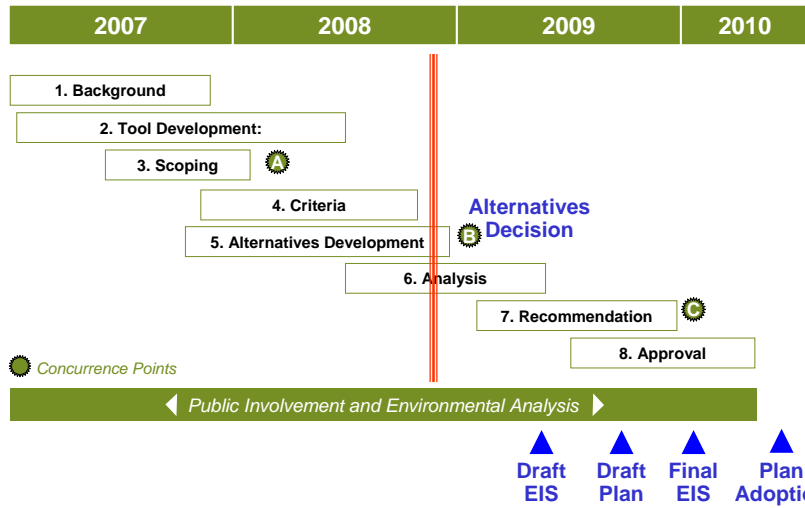
Equity (E)

- 1. Geographic Equity
- 2. Income Equity
- 3. Distribution of Benefits to Passenger and Freight Users
- 4. Special Needs and EJ Populations

(not actual data)



Draft TRANSPORTATION 2040 – Overall Schedule



Draft Plan Completion & Adoption Schedule

	<u>2009</u>
January	Alternatives approval by boards
January - May	Analysis of Alternatives
May 15	Publish Draft EIS
May 15 - June 30	DEIS public comment period
July	Review public comments
July	Status report to RSC
September	Publish Draft plan (with preferred alternative)
September - October	Public review
November - December	Prepare Final Draft plan
	<u>2010</u>
January	Publish Final Draft plan
February	Publish Final EIS
April	Adopt Plan

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