

Transportation 2040

Update to the Regional Transportation Plan

Briefing to the KRCC TransPol & TransTac Committees

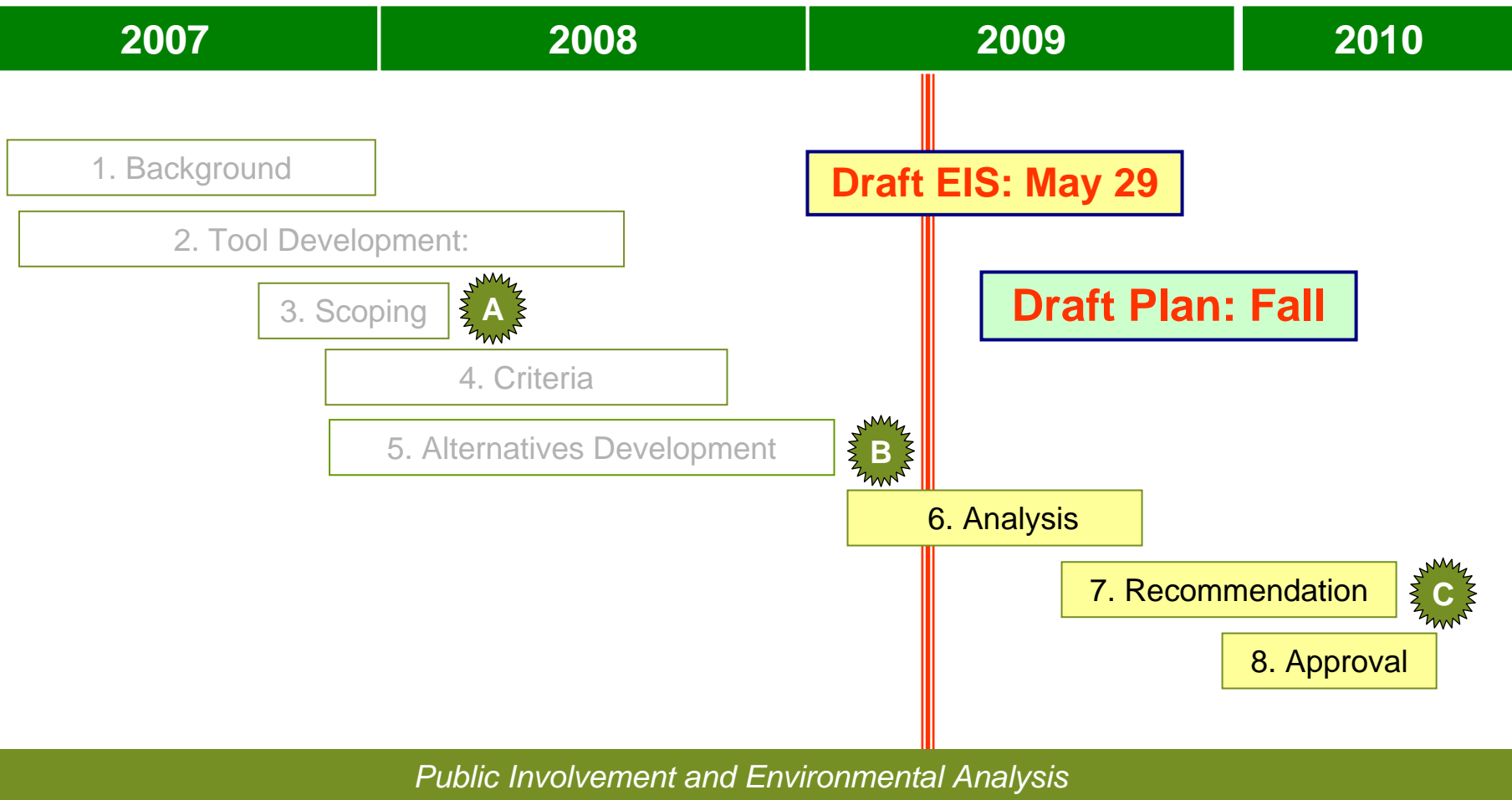
June 11, 2009

**All Results are Draft
and Subject to Revision**

Puget Sound Regional Council
PSRC



TRANSPORTATION 2040 – Schedule



Key Decision Points

Draft Environmental Impact Statement (DEIS)

Release - May 29, 2009

Nearly 2,000 copies of the Transportation 2040 DEIS were mailed in late May. In addition the DEIS is available online at psrc.org and was delivered to libraries throughout the region. There are many ways to comment on the Transportation 2040 DEIS:

1. Return the [comment card](#) located in the back of the Executive Summary
2. Visit psrc.org and submit the online comment form
3. Write a [letter to PSRC](#)
4. Send [email comments](mailto:transportation2040@psrc.org) to transportation2040@psrc.org
5. Schedule or [attend a presentation](#) on Transportation 2040 and submit a written comment at the meeting
6. Attend the Transportation Policy Board [open house/public hearing July 9](#)
7. Subscribe to the [Regional VIEW](#) to keep informed

Comments are due end of day July 13, 2009

Transportation 2040

Objectives

- Align with **VISION 2040** and the **Regional Economic Strategy**
- Respond to the **2040** growth forecasts for person and freight travel demand
- Create a **sustainable financial strategy**
- Make progress on **major transportation system issues** and inform near-term project decisions

Summary of Alternatives

Baseline

- Includes all planned and **funded projects** and programs
- **Starting point** for comparing other alternatives

Alternative 1

- Makes existing transportation system **more efficient** with traditional funding sources
- Includes a **1-lane High Occupancy Toll (HOT)** system

Alternative 2

- Closest to current long-range plan
- Funded from traditional sources
- Adds substantial **roadway and transit capacity**
- Includes a **2-lane HOT** system

Alternative 3

- **Tolls major freeways** and uses tolls to pay for most critical roadway improvements
- Traditional funding for new transit, bicycle and pedestrian network improvements

Alternative 4

- **Tolls all freeways** and uses revenues more broadly
- Improves roadway choke points, transit and non-motorized travel options

Alternative 5

- **Largest expansion of high capacity transit**, bus service, bicycle and pedestrian facilities
- **Funded by freeway and arterial tolls**
- Uses traditional strategies plus tolling to reduce carbon emissions

Summary of Alternatives

Change in Key Transportation Features	2006	Baseline	Increase from 2006-2040				
			Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Freeway lane miles	2,652	94	207	510	488	388	204
Arterial lane miles	9,981	181	263	648	323	302	259
Freeway and arterial lane miles	12,633	276	470	1,158	812	690	463
Daily bus service hours*	135,000	40,000	54,000	39,000	53,000	62,000	71,000
Daily commuter and light rail services hours*	327	5,100	6,800	8,700	6,800	8,700	13,000
Light rail miles**	2	68	68	95	68	95	161
Sound Transit Program Phases	ST-1	ST-2	ST-2	ST-3	ST-2	ST-3	ST-4
Commuter rail miles	82	0	0	0	0	0	46
Daily vanpools	1,714	1,000	2,600	1,500	2,100	2,100	2,600
Auto Ferry Routes	7	0	0	1	0	0	0
Passenger Ferry Routes	4	0	11	4	6	9	11
Off-road, non-motorized miles	538	35	147	146	141	146	458

* A.M. and mid-day ** Light Rail or other High Capacity Transit

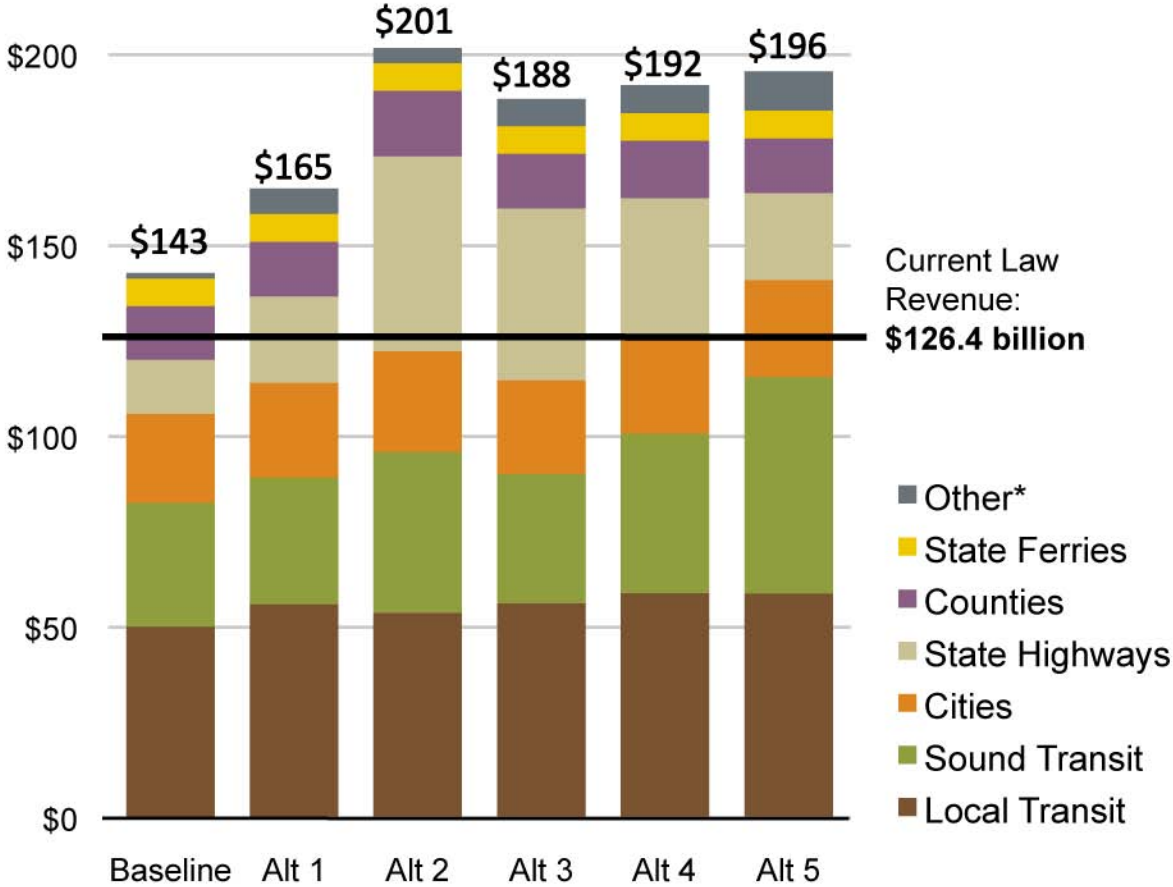
Summary of Alternatives – Ferry System

Auto Ferry Routes	T-2040 Plan Alternatives					
	Baseline	1	2	3	4	5
Bremerton-Seattle	X	X	X	X	X	X
Bainbridge-Seattle	X	X	X	X	X	X
Edmonds-Kingston	X	X	X	X	X	X
Mukilteo-Clinton	X	X	X	X	X	X
Southworth-Fauntleroy	X	X	X	X	X	X
Southworth-Vashon	X	X	X	X	X	X
Vashon-Fauntleroy	X	X	X	X	X	X
New route: Southworth-Downtown Seattle			X			
Passenger Ferry Routes	T-2040 Plan Alternatives					
	Baseline	1	2	3	4	5
Vashon-Downtown Seattle	X	X	X	X	X	X
West Seattle-Downtown Seattle	X	X	X	X	X	X
Bremerton-Port Orchard	X	X	X	X	X	X
Bremerton-Annapolis	X	X	X	X	X	X
New route: Bremerton-Downtown Seattle		X	X	X	X	X
New route: Kingston-Downtown Seattle		X	X	X	X	X
New route: Southworth-Downtown Seattle		X			X	X
New route: Kirkland-UW		X			X	X
New route: Bainbridge-Des Moines		X			X	X
New route: Port Orchard-Downtown Seattle				X		
New route: Suquamish-Downtown Seattle		X			X	
New route: Des Moines-Downtown Seattle		X		X	X	X
New route: Shilshole-Downtown Seattle						X
New route: Renton-Leschi		X				X
New route: Kenmore-UW		X				X
New route: Port Townsend-Downtown Seattle		X	X	X	X	X
New route: Vancouver B.C.-Downtown Seattle		X	X	X	X	X

Cost Breakdown

Cost of Alternatives and Level of Investment

In billions of 2008 dollars



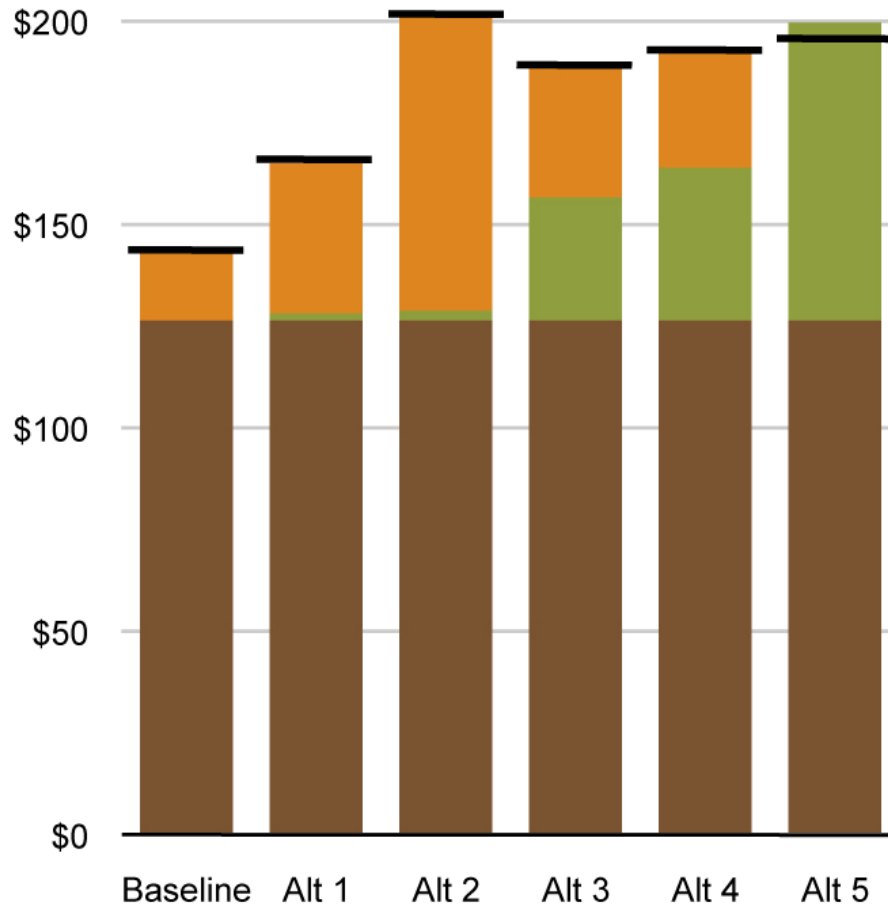
* Includes Toll System, Regional Non-Motorized, Transportation Demand Management, Intelligent Transportation System and Passenger-Only Ferries

Sustainable Funding

Revenue vs. Expenses

In billions of 2008 dollars

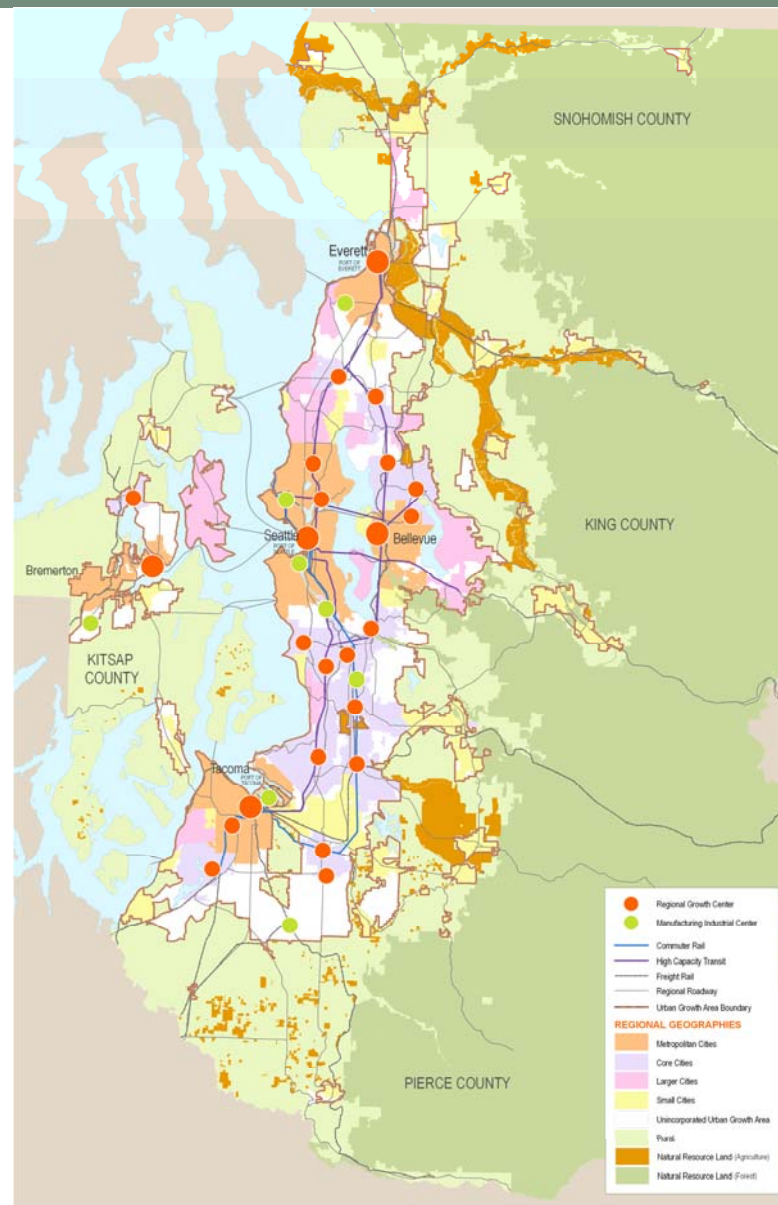
- Estimated Toll Revenue
- Other Funding Sources
- Current Law Revenue
- Total Cost of Alternative



The final plan must have a constrained financial plan

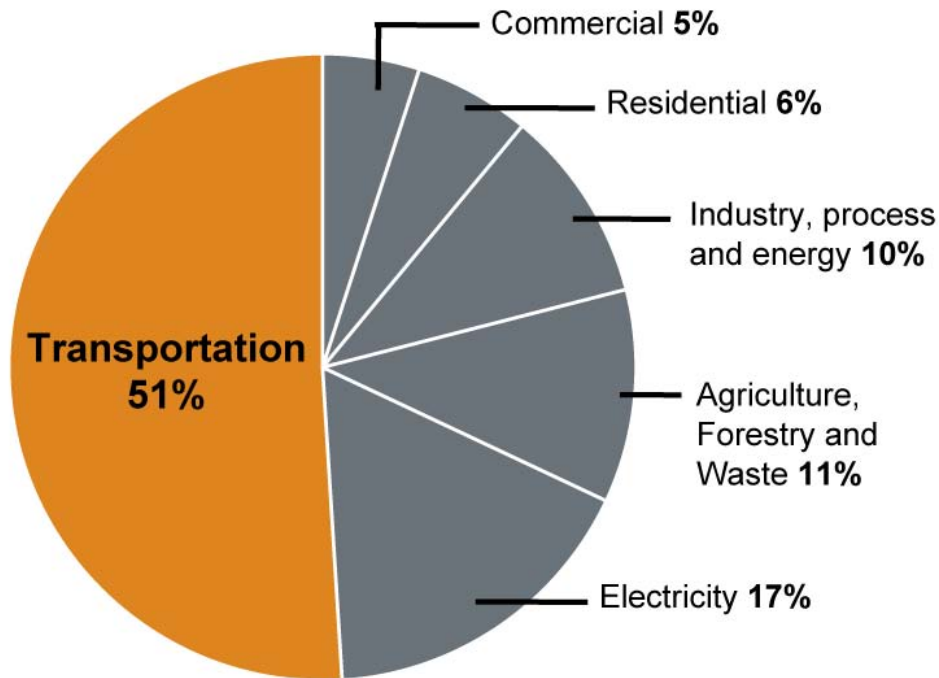
VISION 2040 and Transportation 2040: an Integrated Evaluation Framework

- **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



Environment

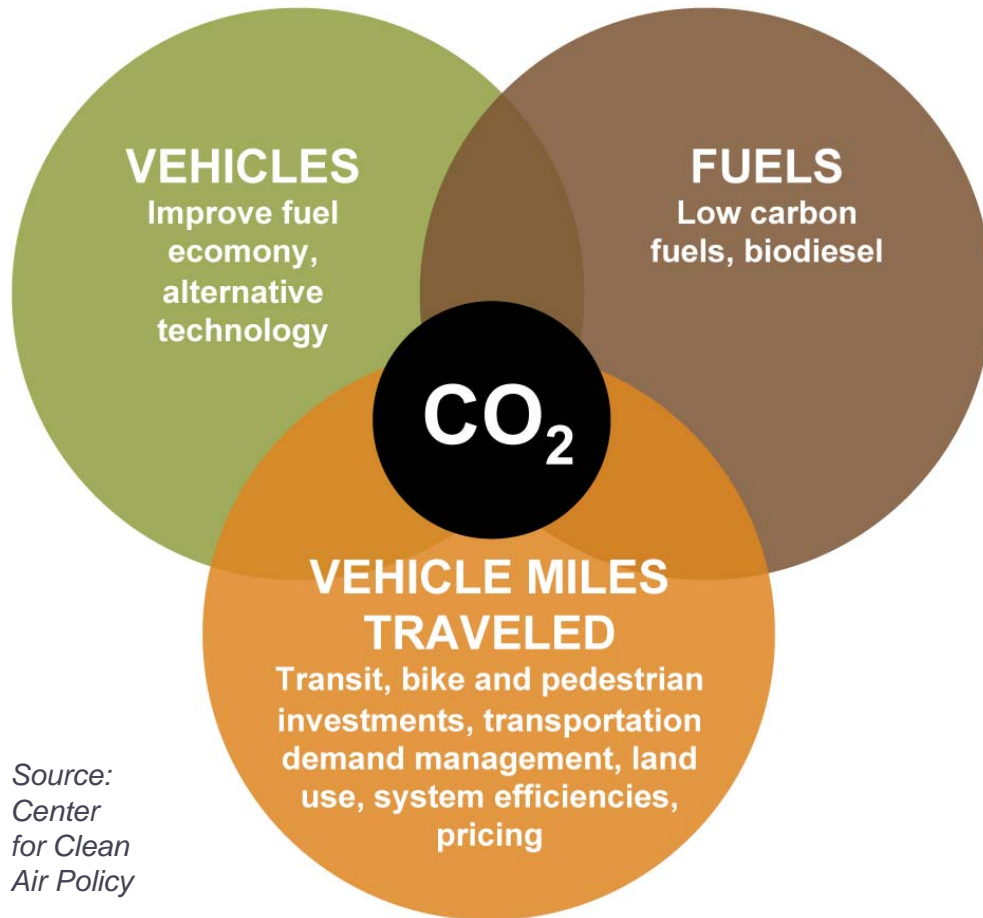
Puget Sound Greenhouse Gas Emissions 2002



Source: Puget Sound Clean Air Agency

More than half of all Puget Sound greenhouse gas emissions comes from transportation sources

Environment

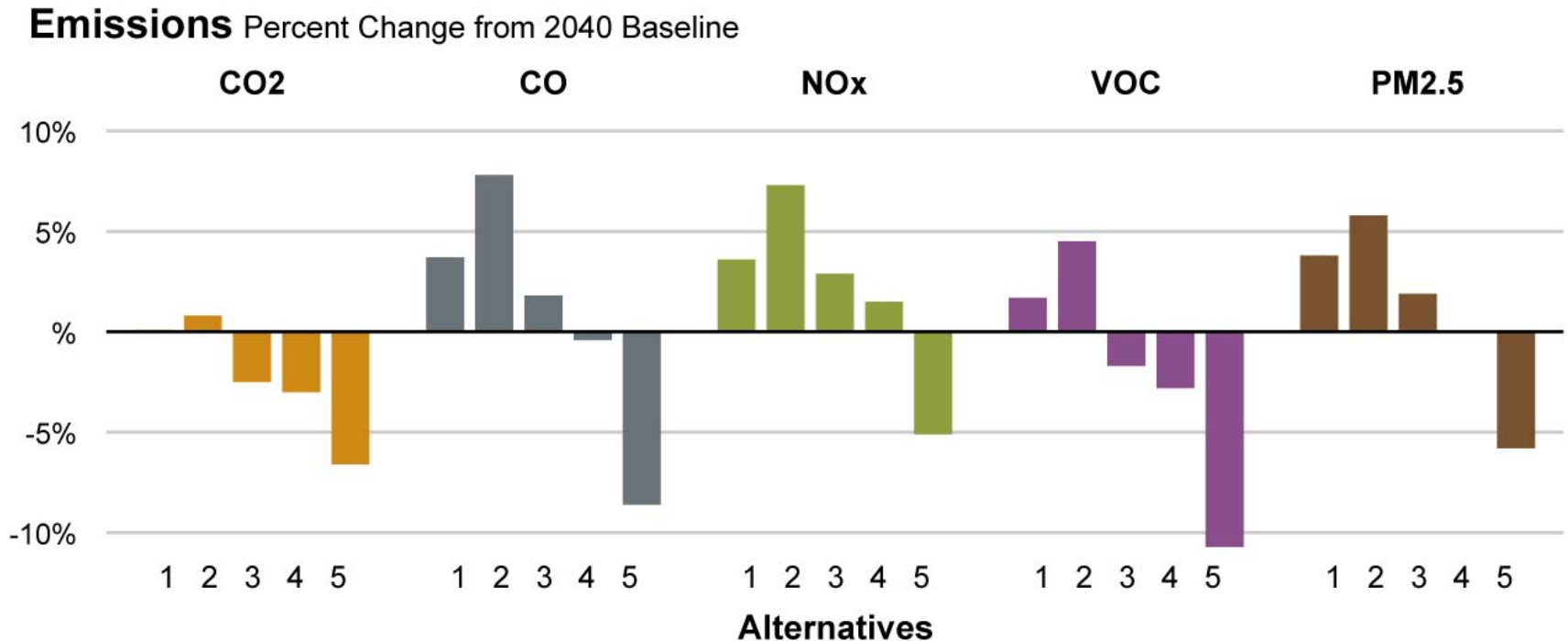


Three key factors to reducing transportation emissions

*Source:
Center
for Clean
Air Policy*

Emissions

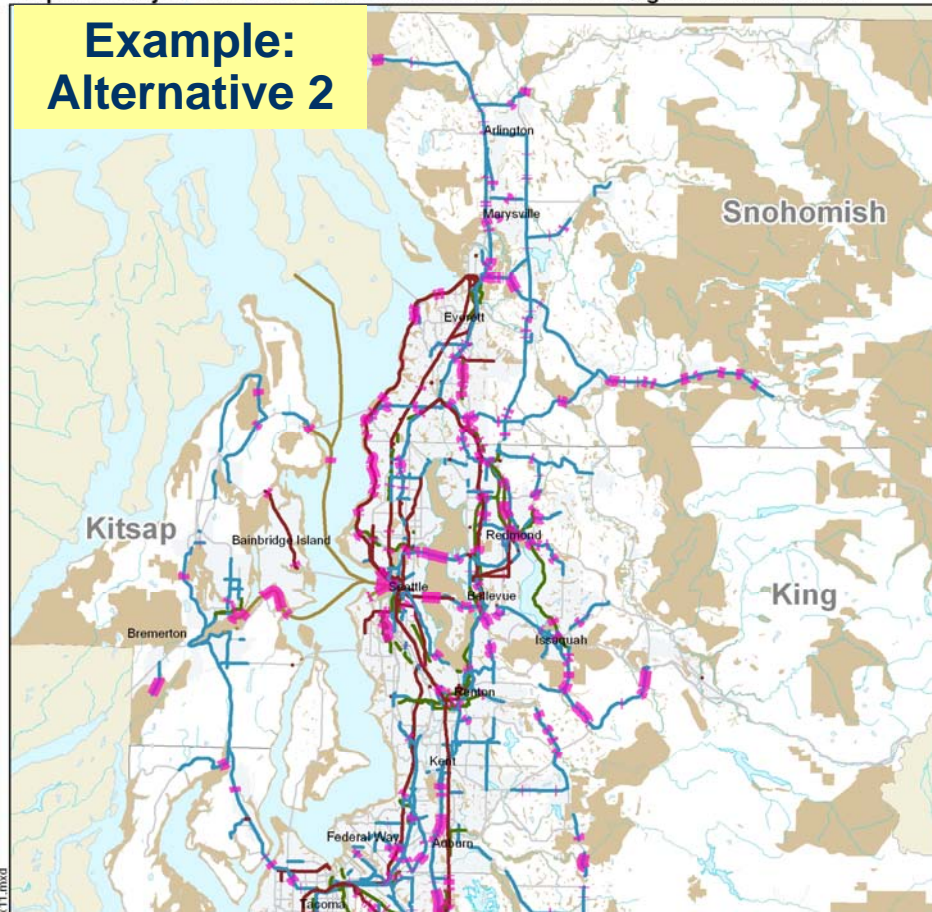
Alternatives 3, 4 and 5 generally decrease emissions



Alternative 5 would decrease all 5 types of emissions

Significant Habitat Areas

Example: Alternative 2



c11.mxd



Source: National Oceanic and Atmospheric Administration, Washington State Department of Fish and Wildlife, Washington State Department of Natural Resources, The Nature Conservancy

Proximity* analysis for significant habitat areas

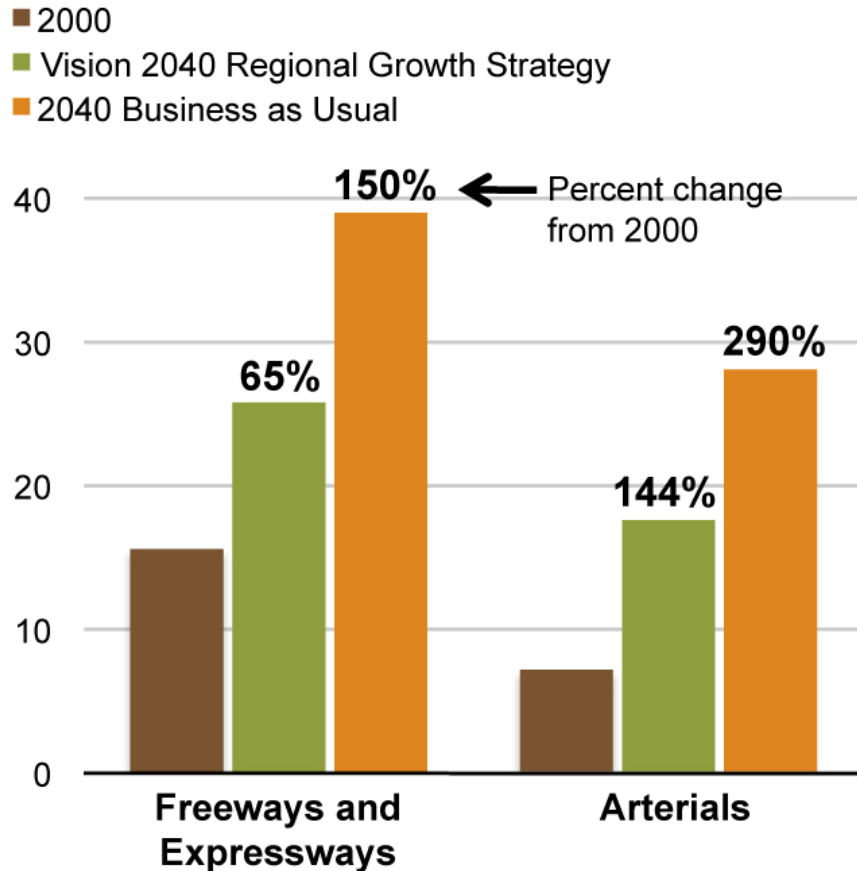
Number of projects affecting habitat areas

Baseline	50
1	42
2	123
3	61
4	76
5	72

* Proximity defined as within 100 feet of project.

Congestion and Mobility

Seconds of Delay Per Vehicle per Mile



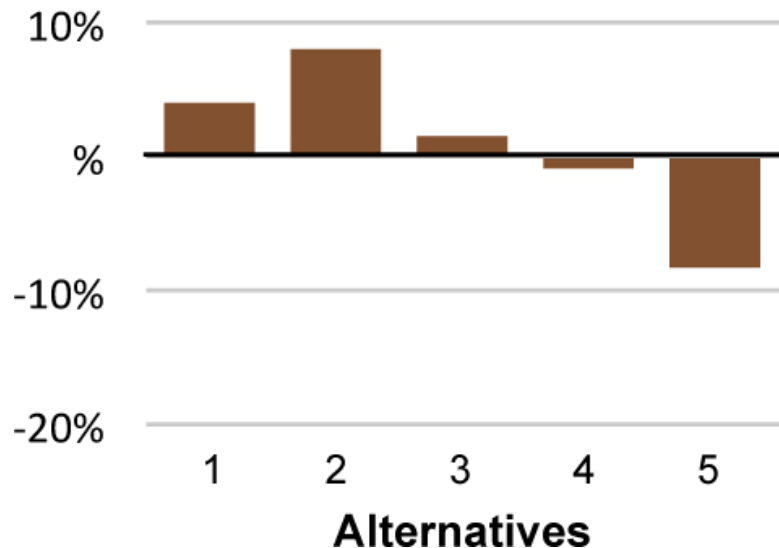
Source: PSRC: Vision 2040 analysis

If Regional Growth Strategy goals are not achieved, delays and congestion will increase dramatically

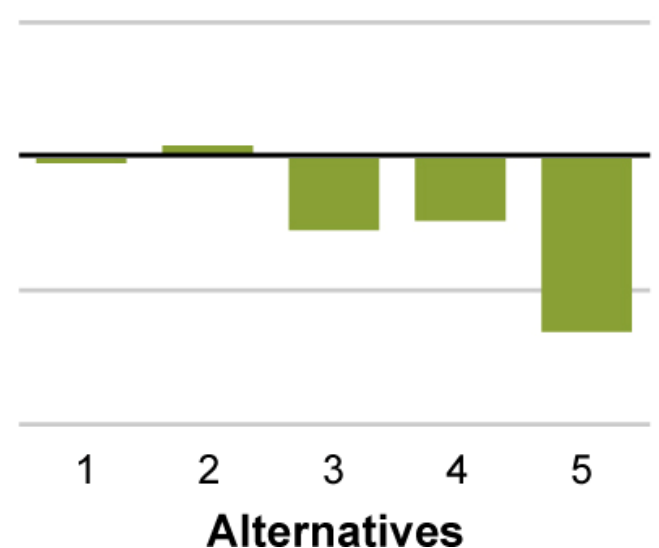
Congestion and Mobility

Decreasing VMT and VHT will improve congestion and mobility

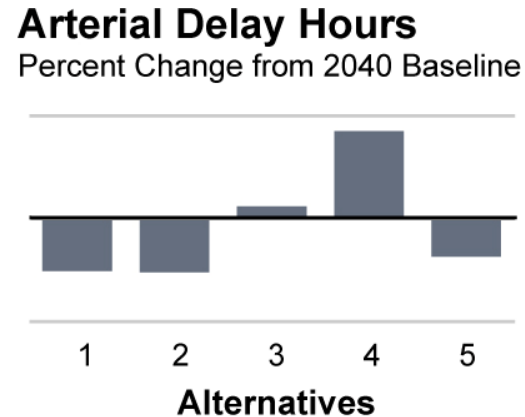
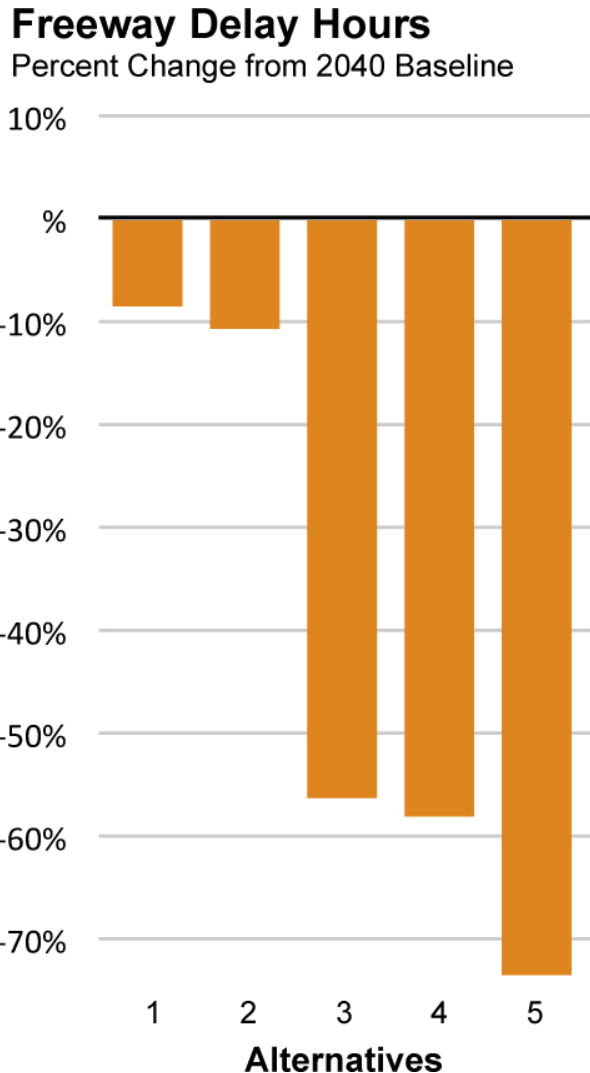
Vehicle Miles Traveled
Percent Change from 2040 Baseline



Vehicle Hours Traveled
Percent Change from 2040 Baseline



Congestion and Mobility



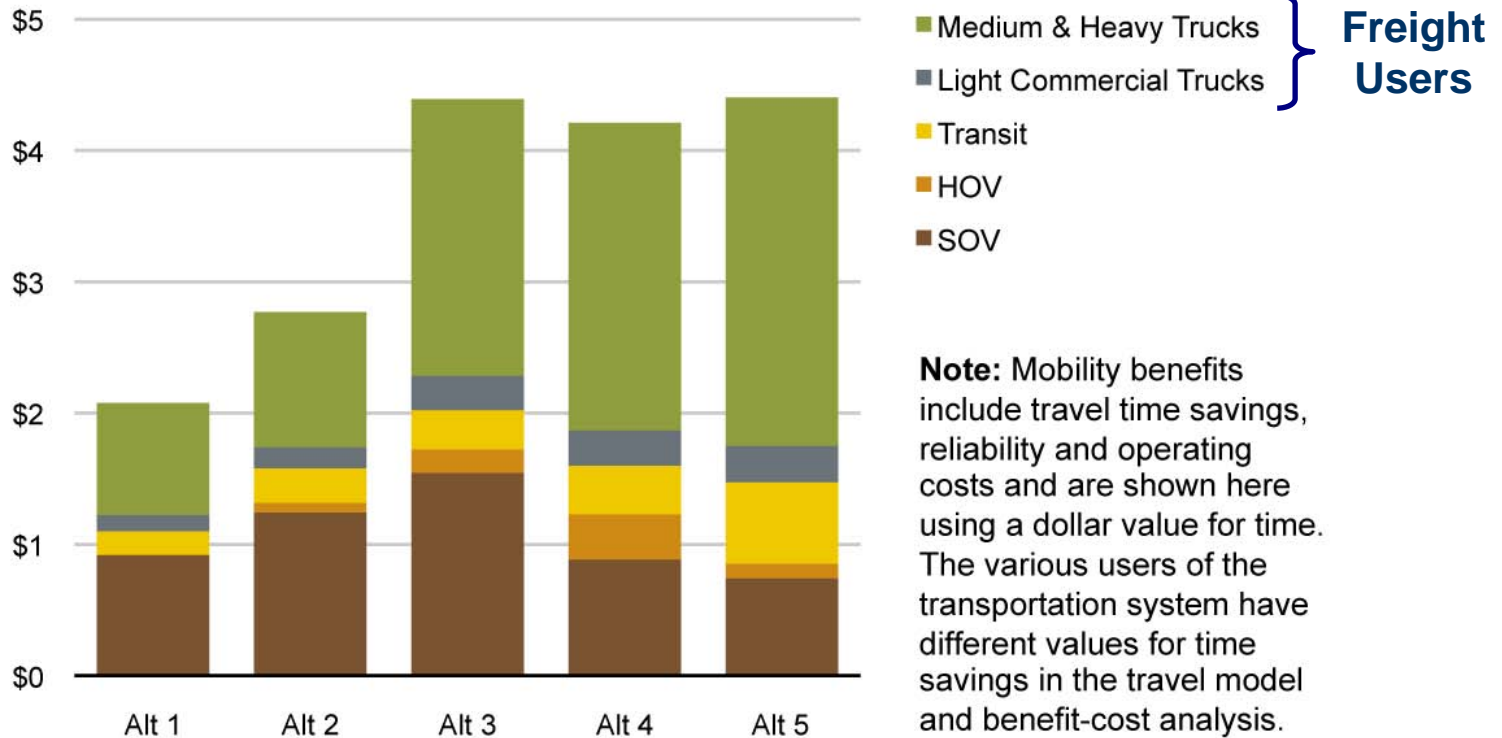
Freeway delay hours will decrease significantly in Alternatives 3, 4 and 5 and arterial delay is estimated to increase slightly in Alternatives 3 & 4

Mobility Benefits

All alternatives provide mobility benefits

Annual Mobility Benefits

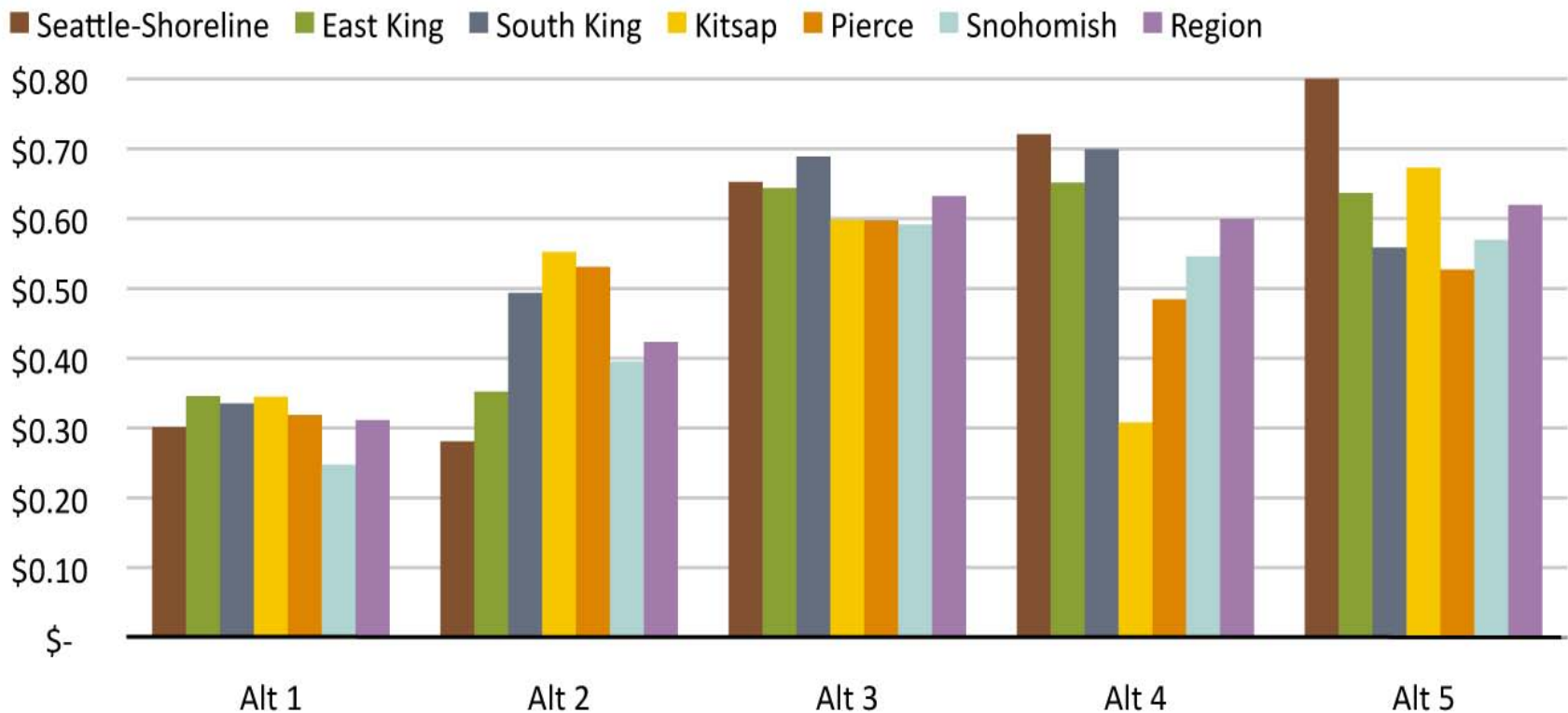
Change from 2040 Baseline, in billions of 2008 dollars



Subarea Benefits

The analysis provides estimates of user benefits by subareas

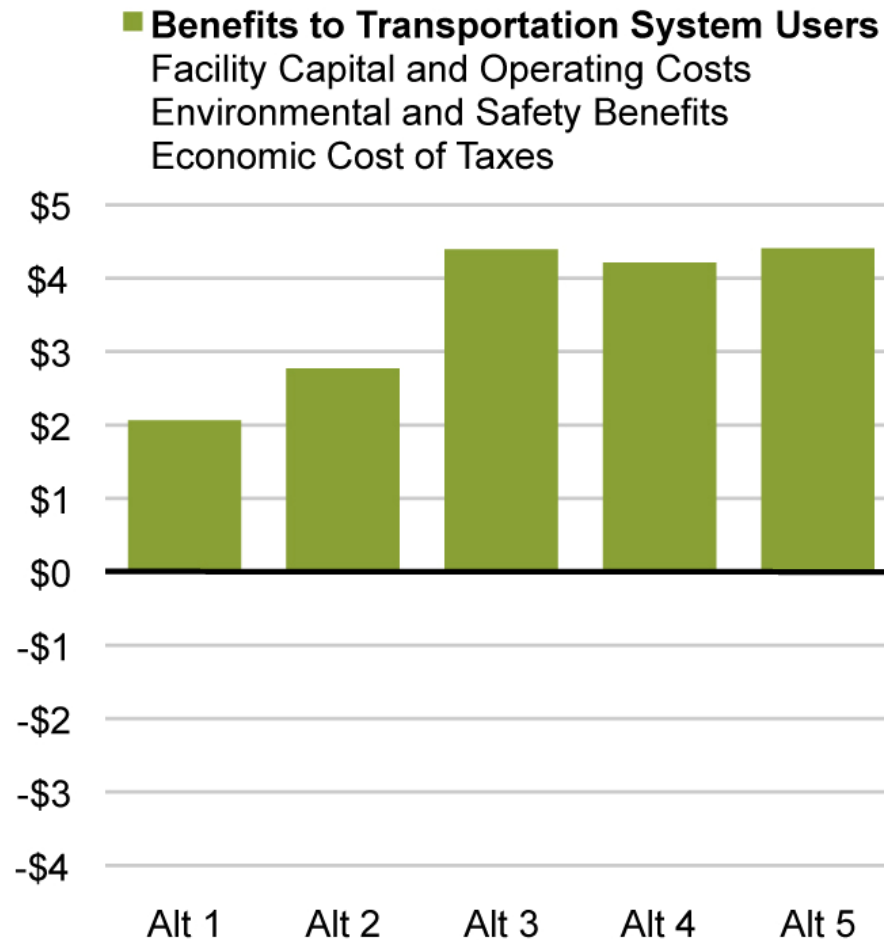
Per Trip Sub-Area Mobility Benefits Change from 2040 Baseline



Comparing Benefits and Costs in 2040

Benefits and Costs of Alternatives

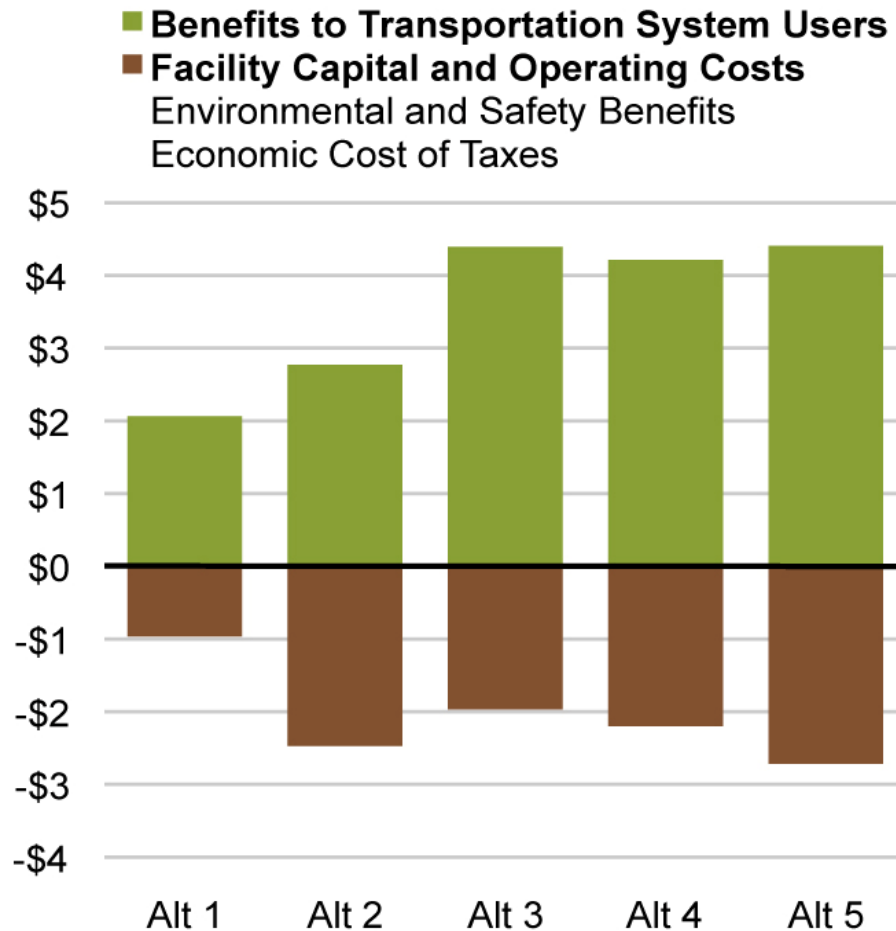
In billions of 2008 dollars



Comparing Benefits and Costs in 2040

Benefits and Costs of Alternatives

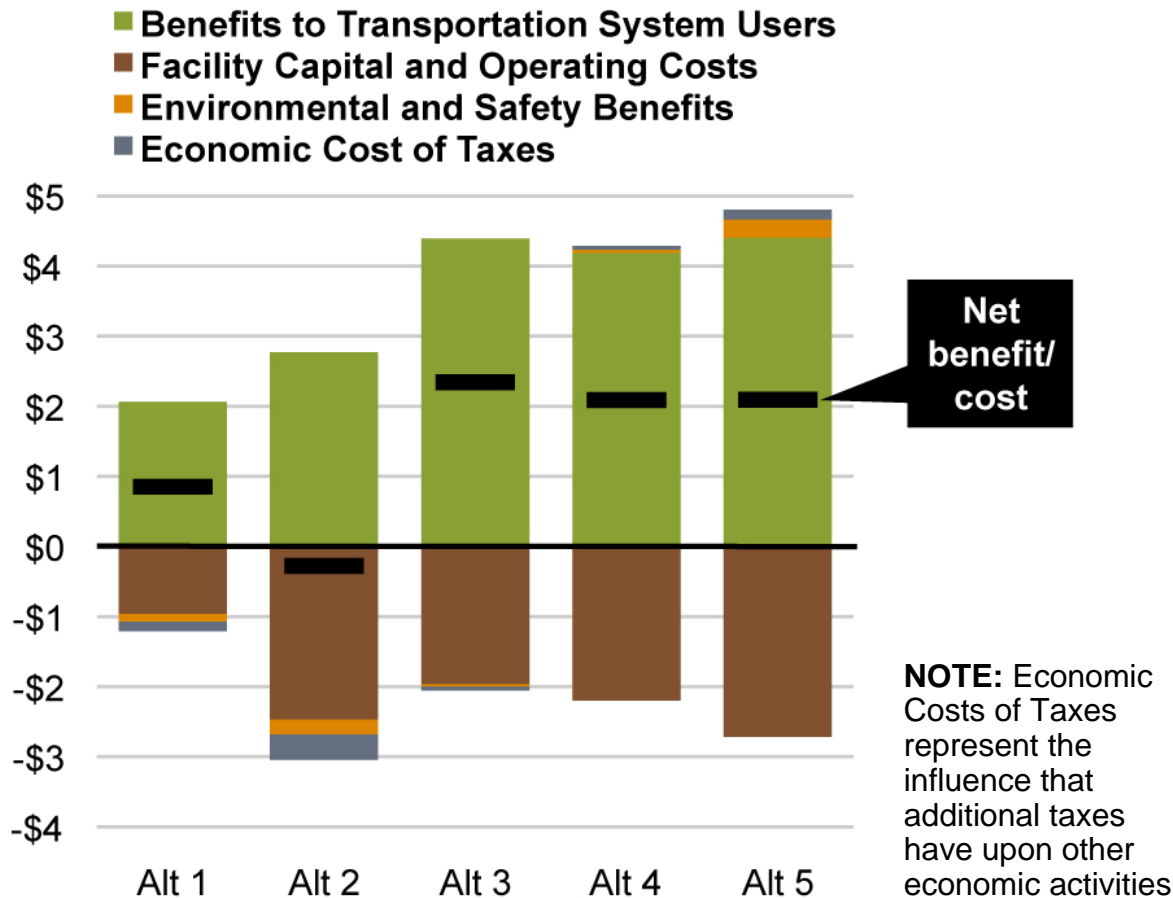
In billions of 2008 dollars



Comparing Benefits and Costs in 2040

Benefits and Costs of Alternatives

In billions of 2008 dollars



Alternatives 3, 4 and 5 provide the highest net benefit

Next Steps

Overall Planning Process

July 13	Comments on DEIS due
September	Publish Draft Plan with Draft Preferred Alternative
October	Public comment period on Draft Plan
January	Publish Final Draft Plan and Final EIS
April	Adoption of Final Transportation 2040 Plan

KRCC Chances for Input on the EIS & Draft Preferred Alternative

June 25	Planned public meeting (KRCC and PSRC)
July 9	Public Hearing at PSRC (10:30 am - 12:30 pm)
July	Regular KRCC and PSRC meetings

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