



Transportation

Overarching Goal: *The region will have a safe, cleaner, integrated, sustainable, and highly efficient multimodal transportation system that supports the regional growth strategy and promotes economic and environmental vitality, and better public health.*

VISION 2040 provides a framework for long-range transportation planning in the region by integrating freight, ferries, highways, local roads, transit, bicycling, and walking. The regional perspective for transportation recognizes the critical link between transportation, land use planning, economic development, and the environment.

A safe and efficient transportation system is essential to the quality of our lives, supports the Regional Growth Strategy, and serves as the backbone of the region's economy. Improving mobility, while growing to a region of five million people with changing travel needs, will be a challenging task. VISION 2040 establishes the long-range regional direction for meeting this challenge and provides a basis for the more detailed planning and investment strategies in the region's Metropolitan Transportation Plan.

Rapid population and employment growth in the region over the last several decades has led to substantial increases in travel, straining our transportation system. Since the late 1970s, there has been an increase in the number of people per household commuting to work. Land use patterns evolved in a manner that further separated housing from jobs and other locations, including shopping, schools, and other activities — increasing the need for more daily travel and lengthening trip distances. This pattern of urbanization has made walking, bicycling, and transit use less convenient and has increased the use of automobiles for meeting our daily needs.

Quality transportation is about personal mobility and the movement of freight and goods. It places a priority on an effective system, rather than on a specific mode of transportation. Cars, buses, bicycles, streetcars, and trains are modes of transportation. Developing particular facilities should not be the end goal; rather, the result should be improved mobility and accessibility. VISION 2040 addresses the goal of providing transportation in our region: improving mobility and creating a user-oriented transportation system. Convenience, safety, travel time, flexibility, options, and cost are key features of a user-oriented transportation system. A user-oriented system combines modes, routes, transfer facilities, and management into a system centered on the need for mobility.

Transportation, the Environment, and Climate. The operation of vehicles and the construction of transportation infrastructure affect both the natural and built environment. In particular, transportation has a direct relationship with the production of the greenhouse gases that are related to climate change. Currently, the way we travel relies primarily on a finite natural resource: fossil fuel, particularly oil. That reliance has significant environmental and economic consequences. Half of the sources of greenhouse gas in the central Puget Sound region are related to transportation, primarily through the burning of gasoline and diesel fuel. There is a growing urgency in the region, the nation, and internationally to reverse this trend. Changes in fuels, technologies, and travel patterns are all needed to meet the region's greenhouse gas reduction goals.

Sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods, and services, with attention to health and safety. It includes the design of walkable cities and bikable neighborhoods, as well as using telework and other travel options. Sustainable transportation minimizes the environmental impacts of transportation activities, including reducing air pollutants and greenhouse gases. It relies on cleaner, renewable resources for energy and on dependable financing mechanisms.

Protecting and enhancing the environment, promoting energy conservation, and improving the quality of life must be considered as part of the transportation planning process. If transportation programs and projects are to support

social and economic activity, they must also contribute to the health and vitality of human and natural environments. Innovative design and construction — as seen in *green streets* — can minimize environmental impacts.

Section Overview. VISION 2040's transportation section is structured around three broad areas: (1) *Maintenance, Management, and Safety*, (2) *Supporting the Growth Strategy*, and (3) *Greater Options and Mobility*. These policy areas address getting more out of current systems and past investments, the critical link between transportation and land use, and an approach to improving mobility through a variety of viable travel choices.

The continued development and support of centers is a core component of the region's growth strategy. *Regional growth centers* are the focal points of cultural, civic, and economic activities within urban areas and are connected to other centers by frequent and fast high-capacity transit and other transportation infrastructure. Communities and neighborhoods surrounding centers should have easy access to the regional system through transit, improved roadways, sidewalks, trails, and paths.

VISION 2040 addresses the critical transportation function of moving freight, goods, and services. From the materials we use in our jobs to the food we eat, the goods we transport use a complex system of roadways, rail lines, and sea and air routes, as well as the intermodal terminals that connect them. As one of the world's global gateways and a major entry point into North America, the freight system in the Pacific Northwest reaches far beyond this region's boundaries and involves a mix of public and private ownership.

To implement the *Regional Growth Strategy*, improvements and programs need to focus on establishing a more sustainable, user-oriented, and balanced transportation system, along with maximizing existing system capacity and managing demand on the system.

To develop and support a comprehensive transportation system, the region needs to concentrate on transportation facilities and services, as well as on the factors that affect how travel choices are made. These factors include a greater regional understanding of the true costs of transportation at the personal, regional, and environmental levels. Finally, VISION 2040 supports improvements to roads, ferries, transit centers and lines, walkways, bike facilities, and other infrastructure to increase mobility and support different travel options.

VISION 2040 and the *Metropolitan Transportation Plan* are designed to address the region's transportation challenges in compliance with federal and state transportation, air quality, and growth management legislation. VISION 2040

Green Streets

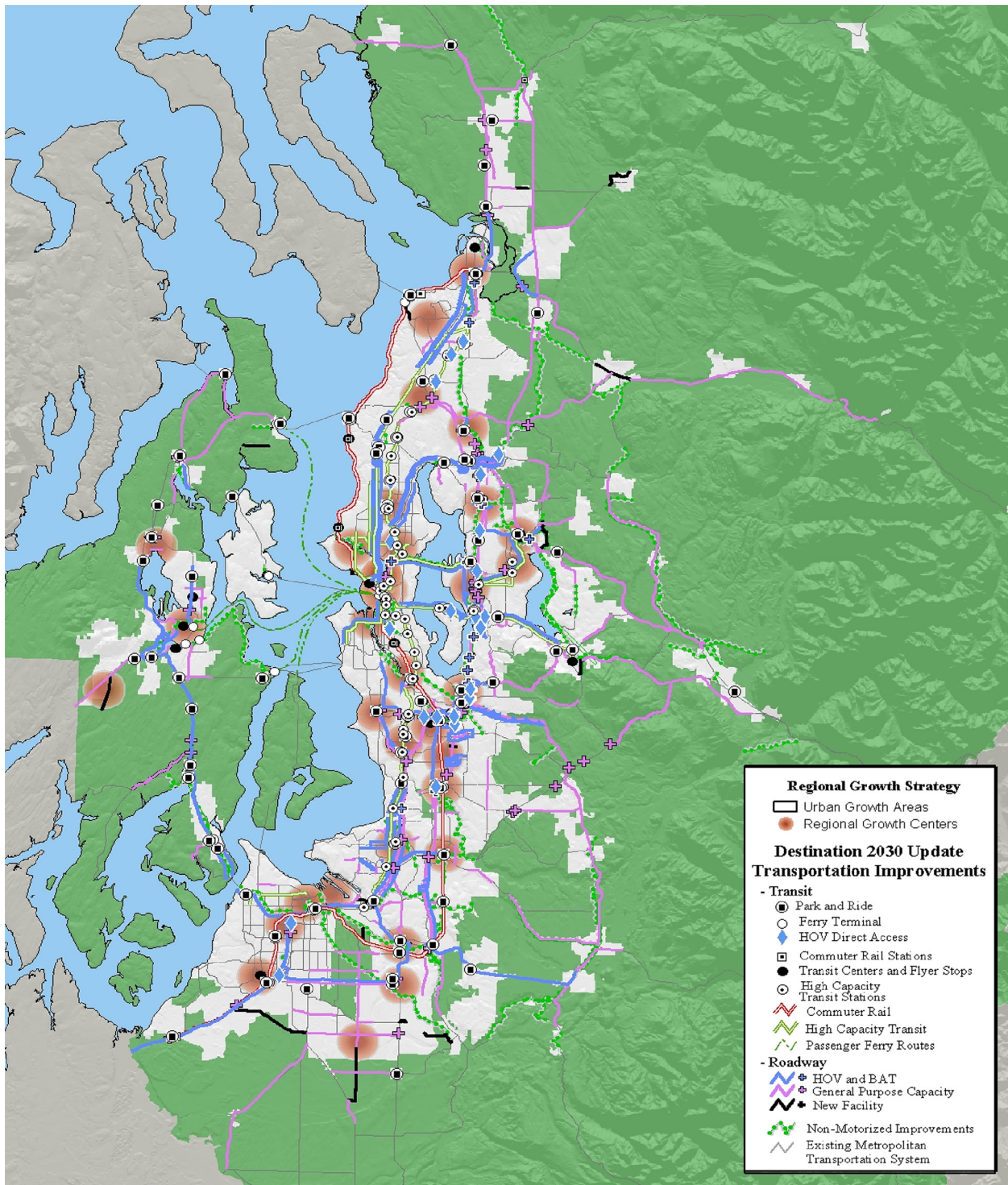
Green streets feature enhanced landscaping, pervious and decorative paving, and other features that increase their attractiveness to pedestrians, calm traffic, and help to retain and purify stormwater in passive systems. Many green streets are primarily designed to integrate innovative stormwater management techniques into the right-of-way of a road. Green streets create street tree canopies and other "green infrastructure" that can add to the aesthetics of a community, as well as mitigate temperature and contribute to improving air quality.

The Metropolitan Transportation Plan

The region's Metropolitan Transportation Plan (Destination 2030) provides a long-range strategy for regional transportation and serves as the functional transportation plan for VISION 2040. Developed and maintained to meet federal and state transportation planning requirements, it defines a metropolitan transportation system made up of major roadways, nonmotorized transportation, regional and local transit systems, passenger-only and passenger-auto ferries, aviation, and freight facilities. It is supported by system management and demand management facilities and programs. The Metropolitan Transportation Plan's guiding policy framework is established in VISION 2040 multicounty policies.

The Metropolitan Transportation Plan addresses emerging transportation requirements of the region's adopted growth strategy. This includes system preservation, managing congestion, improving personal mobility, improving system efficiencies, addressing safety and security, sustaining a healthy environment, and providing for the special needs of particular population groups. The plan supports a globally competitive and prosperous economy and addresses the distinct requirements of freight movement. Transportation systems should be financed in a manner that maintains facilities and services over time.

Central Puget Sound Region Metropolitan Transportation System



provides the policy framework and long-range direction for the region's functional transportation plan. That plan identifies priorities and action steps for the region's major investment decisions. Together, these long-range policy and action documents provide the mechanism through which the region coordinates its approach to transportation planning and makes challenging, fiscally constrained decisions about priorities and trade-offs.

PSRC Federal Funds Competitive Process

Since the mid-1990s, the Regional Council has maintained a policy framework for evaluating grant applications for PSRC's federal Surface Transportation Program, Congestion Mitigation and Air Quality program, and certain Federal Transit Administration transportation funds. Policies guiding those regional competitions have put a priority on projects that serve and connect designated regional growth centers and manufacturing/ industrial centers, and promote alternatives to single-occupancy vehicle travel. Policy direction in VISION 2040 is used as a basis for developing the policy framework and project selection criteria for each competitive process.

Maintenance, Management, and Safety

VISION 2040 emphasizes efficient maintenance and management of the transportation system. Efficient management of existing transportation facilities and services can affect how well the region's transportation system performs. Federal transportation law and state transportation policy emphasize making maintenance, preservation, safety, and optimization of existing transportation infrastructure and services a high priority. These types of projects and programs are often the most cost-effective — and help to ensure that current assets continue to function properly, in order to sustain regional mobility into the future.

System management strategies influence how different travel modes operate. They can increase the capacity of transportation facilities without adding major new infrastructure. Transportation system management activities include ramp-metering, priority lane access for transit and other high-occupancy vehicles, traveler information, incident management, traffic signal optimization, road or lane pricing, and advanced system technology. The Regional Council's *Congestion Management Process*, developed in response to federal requirements, looks at where the region plans to grow, identifies congested and other problem areas, evaluates different approaches to providing relief, and provides input for developing solutions.

Transportation demand management is the term for strategies that influence how and when we travel. Specifically, demand management strategies aim to increase transit ridership, vehicle occupancy, walking, and bicycling, and reduce the duration of some trips — often by moving them to off-peak periods or eliminating them altogether. Demand management reduces the rate of growth — as well as the overall number — of people

driving alone. This results in less traffic congestion, fewer vehicle emissions, and less fuel consumption.

The region has been at the forefront of using demand management strategies since the 1970s. Central Puget Sound boasts the largest vanpool program in the nation. This is supplemented with preferential treatment for vanpools and carpools on ferries, which reduces the space required for transporting cars, as well as vehicle traffic at both ends of the trip. The region's ride-matching system, which helps people form and maintain carpools and vanpools, has been expanded to serve the entire state. The region is confronted with a growing population and the increasing costs of road construction. At the same time, the region is working to achieve goals for clean air, scenic beauty, and reduced fuel consumption. Strategies that reduce demand for drive-alone travel will continue to become even more important in the future.

The state's *Commute Trip Reduction* program continues to be the primary transportation demand management strategy in the region. The program targets commutes in high-traffic areas, and includes strategies such as employee parking management and incentives for commuting by means other than driving alone.

Nationally, we are witnessing for the first time in decades a reduction of vehicle miles traveled per capita, according to *Federal Highway Administration* data. Analysts attribute this reduction to expanded public transportation, redevelopment and infill in urban areas, changing demographics, and increases in gas prices.

VISION 2040 emphasizes safety of the transportation system. Federal transportation planning guidelines call for increasing the safety and security of the transportation

system for motorized and nonmotorized users. Washington state has implemented programs to encourage safety and security statewide and throughout the region.

Safety issues address the design and operation of the system, as well as threats from harmful acts and natural disasters. Areas of primary concern are vehicle-related deaths and injuries, as well as pedestrian and bicyclist deaths and injuries. A safe and secure regional transportation system pays careful attention to design and operation of facilities, as well as multiagency coordination and communication. VISION 2040 also addresses transportation activities and how they impact the natural and built environment and human health.

MAINTENANCE, MANAGEMENT, AND SAFETY GOAL AND POLICIES

Goal: As a high priority, the region will maintain, preserve, and operate its existing transportation system in a safe and usable state.

MPP-T-1: Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.

MPP-T-2: Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.

MPP-T-3: Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.

MPP-T-4: Improve safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and disabling injuries.

Sustainable Transportation

MPP-T-5: Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.

MPP-T-6: Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.

MPP-T-7: Develop a transportation system that minimizes negative impacts to human health.

MPP-T-8: Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.

Supporting the Growth Strategy

The *Regional Growth Strategy* integrates planning for land use and transportation. Land use patterns that support a variety of travel choices contribute significantly to improving accessibility and mobility. Supportive land use patterns include the appropriate placement, intensity, configuration, and proximity of housing, jobs, stores, and schools. Land use patterns are also shaped by and include the roads, pathways, trails, sidewalks, and other public travel infrastructure. Locating stores, offices, and services near homes, along with building sidewalks to bus stops, are effective ways to promote walking, bicycling, and transit use. These land use strategies, which support *transit-oriented development*, can relieve pressure on regional transportation systems for nonwork trips.

According to the *Federal Transit Administration*, transit-oriented development contributes to a significant reduction in vehicle trips, vehicle miles traveled, and travel times for trips. Additional benefits include slowed deterioration of air quality and greater pedestrian

Transit-Supportive Densities

Extensive national research has shown that residential densities exceeding 7 or 8 homes per gross acre support efficient and reliable local transit service. Household densities should reach, at minimum, 10 to 20 dwelling units per gross acre close to transit stations. Residential densities exceeding 15 to 20 homes per acre, as well as employment areas with densities of 50 jobs per acre and higher, are preferred targets for the higher frequency and high-volume service provided by high-capacity transit.

Complete Streets

Federal policy guidance for street design, also known as “routine accommodation.” Complete streets are designed and operated to enable safe and convenient access for all road users, while accommodating the movement of freight and goods. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities can safely move along and across a complete street. By designing and operating streets to be complete, transportation agencies increase capacity, avoid expensive retrofits, encourage physical activity, and help create walkable communities.

Context-Sensitive Design

This is a collaborative, interdisciplinary approach for addressing the design and construction of transportation projects to fit within the specific community in which they are located. Projects are tailored to be harmonious with their surroundings. Emphasis is placed on preserving the visual, aesthetic, historic, cultural, and environmental resources of the community, while maintaining safety, accessibility, and mobility.

Freight Initiatives

The Puget Sound region’s Freight Action Strategy for the Everett-Seattle-Tacoma Corridor (FAST Corridor) has been a landmark public-private partnership, bringing together the region’s railroads, ports, local jurisdictions, counties, and private shippers. These partners identify and contribute to some of the most important freight mobility projects in the Puget Sound region. Since 1998, they have identified and assembled \$568 million of public and private funding to build nine strategic infrastructure improvements and start four more. The partnership continues to work to secure resources to complete the remaining 15 most important FAST Corridor projects, and to identify additional freight needs.

The region also has a nationally recognized Regional Freight Mobility Roundtable, a public-private forum to define and recommend actions serving freight mobility needs in and through central Puget Sound. Members of the regional roundtable meet regularly with the state’s Freight Mobility Roundtable to identify ways to influence freight transportation planning at regional, state, and national levels.

In addition to policies T-17, T-18, and T-19, other policies related to freight and goods movement and manufacturing/industrial centers are located in the Development Patterns and Economy sections: DP-12, DP-15, DP-16, DP-17, DP-51, Ec-4, Ec-6, and Ec-17.

movement. VISION 2040 calls for investments in transit and nonmotorized transportation facilities to serve the preferred land use patterns in the *Regional Growth Strategy*.

The *Regional Growth Strategy* is built around the concept that additional transportation infrastructure and services are to be provided to areas that accept an increased share of the region’s growth. The strategy focuses on preserving and developing compact urban communities, directing employment and housing growth into centers, and redeveloping underutilized urban land.

The region’s designated centers are the most visible examples of progress in integrating land use and transportation policy. The centers strategy is devised to achieve multiple growth management goals, including the creation of an efficient transportation system that supports travel options by all modes and maximizes the benefits of system investments. Transit and nonmotorized travel modes can reduce the number and length of automobile trips and are, in general, supported by higher concentrations of development and activity. Because of their potential to dramatically impact their surroundings, transportation facilities should be carefully designed to fit within and enhance the context of the built or natural environments in which they are located.

Transportation infrastructure and services that support reliable freight and goods movement are also important to implementing the *Regional Growth Strategy*. Efficient transportation is key to maintaining a strong regional economy. This means investing in strategic projects and programs that support the movement of freight and goods, as well as facilities and services that improve access to job locations and residential access to nearby goods and services.

SUPPORTING THE GROWTH STRATEGY GOAL AND POLICIES

Goal: The future transportation system will support the regional growth strategy by focusing on connecting centers with a highly efficient multimodal transportation network.

Coordination

MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.

MPP-T-10: Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.

Centers and Compact Communities

MPP-T-11: Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.

MPP-T-12: Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.

MPP-T-13: Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.

MPP-T-14: Design, construct, and operate transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, as suitable to each facility's function and context as determined by the appropriate jurisdictions.

MPP-T-15: Improve local street patterns — including their design and how they are used — for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.

MPP-T-16: Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.

Freight

MPP-T-17: Ensure the freight system meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.

MPP-T-18: Maintain and improve the existing multimodal freight transportation system in the region to increase reliability and efficiency and to prevent degradation of freight mobility.

MPP-T-19: Coordinate regional planning with railroad capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.

Context and Design

MPP-T-20: Design transportation facilities to fit within the context of the built or natural environments in which they are located.

MPP-T-21: Apply urban design principles in transportation programs and projects for regional growth centers and high-capacity transit station areas.

MPP-T-22: Implement transportation programs and projects in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

Greater Options and Mobility

To provide for the future mobility of the growing number of people living and working in the region, VISION 2040 prioritizes transportation projects and services that produce greater efficiency, reduce trips, and provide more choices — such as transit, ferry services, trails, bicycle lanes, passenger rail, and additional airport capacity. VISION 2040 recognizes that strategic capacity expansion also is needed, particularly in centers and in providing efficient transportation between centers. Capacity expansion should take place after efforts have been made to optimize capacity and use of existing facilities. With continued expansion of international trade and local increases in the movement of freight, goods, and services, there is also a need for additional port capacity, rail capacity, and freight access — especially to manufacturing and warehousing areas.

The region's aggressive, long-range growth management and transportation goals depend on providing more efficient and effective public transportation services. Achieving these goals also requires better access to these services. Evolving from an automobile-dependent region to a region where numerous travel options are available and attractive requires ongoing investment in fixed-route, rideshare, and demand-response systems and services. One such step in that direction was taken with the initial investment in the regional high-capacity transit system that Sound Transit provides.

Additionally, numerous service changes and facility improvements by local transit operators and Washington State Ferries have been implemented. Others are on the horizon. Making sure that all of these investments in transit facilities and services are working toward the region's long-range land use and transportation objectives requires extensive coordination.

According to the *Federal Transit Administration*, nearly one-third of the population in the United States does not drive a car. The estimate is similar for the central Puget Sound region. Included are those who simply do not want to drive, seniors who no longer have licenses, people with disabilities who depend on transit or other transportation services, lower-income people who cannot afford a car, and children under the driving age.

The region will continue to experience an increase in elderly residents as the baby-boomer generation ages.

The number of children under the age of 16 will also continue to grow. An increase in the overall number of people living in poverty will also have implications for a greater need for transit service for those without access to automobiles.

While the region has invested in public transportation as a practical mobility option, segments of the special needs population cannot rely on fixed-route transit as a primary mode of travel. These individuals rely on alternative forms of public transportation, such as paratransit or community-based services. VISION 2040 calls for ongoing work to coordinate disparate funding programs and services and prioritize goals and implementation strategies to improve transportation options for special needs populations.

Infrastructure for improved mobility takes many forms, depending upon need, demand, location, and environmental, financial, and other constraints. Providing additional transportation choices throughout the region should take the form of a variety of local, regional, national, and international public transportation services. This includes local transit, light rail, bus rapid transit, intercity passenger rail, and other methods of efficiently and conveniently moving large numbers of people.

Improving mobility requires funding — and funding is limited. VISION 2040 calls for the region to consider its investments carefully, prioritize its needs, and concentrate funding where it brings the greatest net benefits in supporting the *Regional Growth Strategy*. The nature of facilities and services can vary. For example, in the region's densest urban areas, mobility is improved by expanding the region's transit system and pedestrian and bicycle networks. In rural areas, transportation capacity expansion is limited and contingent on having local land use provisions in place to prevent unplanned growth.

Missing links in the region's bicycle, pedestrian, and local street networks should be completed to improve local and regional connections. Relatively inexpensive projects that provide connections between existing facilities can increase capacity and ease of use for a variety of transportation modes on surrounding streets, sidewalks, and trails. Improvements to existing bottlenecks — such as substandard exits, on-ramps, and interchanges — can optimize the use of existing highway facilities. All transportation projects and programs need to consider impacts to the natural environment, public health, and

the climate, as well as to the communities in which they are located.

In addition to targeting the right projects and programs to the right situations, the region must develop a sustainable funding system. Less revenue is available from the traditional gas tax source due to fuel efficiency increases, the use of alternative fuels, and erosion of real buying power due to inflation. New public and private partnerships are needed, along with different ways of collecting revenue to reflect the changing use of the region's transportation systems.

GREATER OPTIONS AND MOBILITY GOAL AND POLICIES

Goal: The region will invest in transportation systems that offer greater options, mobility, and access in support of the regional growth strategy.

MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.

MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.

MPP-T-25: Ensure mobility choices for people with special transportation needs, including persons with disabilities, the elderly, the young, and low-income populations.

MPP-T-26: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

MPP-T-27: Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.

MPP-T-28: Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.

MPP-T-29: Promote the preservation of existing rights-of-way for future high-capacity transit.

MPP-T-30: Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.

MPP-T-31: Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.

MPP-T-32: Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.

MPP-T-33: Promote transportation financing methods, such as user fees, tolls, and pricing, that sustain maintenance, preservation, and operation of facilities and reflect the costs imposed by users.

The Regional Bicycle and Pedestrian Implementation Strategy

The nonmotorized component of the Metropolitan Transportation Plan outlines actions the region should take to implement improvements to bicycle and pedestrian infrastructure and programs. It specifies areas of responsibility for city, county, regional, and state agencies, as well as private and nonprofit organizations. State law now requires communities to include a bicycle and pedestrian component in the transportation element of comprehensive plans. (RCW 36.70A.070(6)vii)

Variable Pricing

An innovative approach for transportation management and finance is to provide incentives and disincentives for traffic on our roads. This can improve traffic flow, as well as help pay for roads and transit. Transportation agencies could allow people to choose to buy into the use of a faster lane, or charge fees on roads at peak hours when they are most clogged, while making sure that everyone can also choose among many different ways to reach their destination. This is known as variable pricing or time-of-day tolling. This type of innovation can manage existing roadways more efficiently, reduce costs for all, and provide more funding to build, operate, and maintain critical transportation infrastructure and services.

VISION 2040 Transportation Actions

The following VISION 2040 actions have been developed to help implement the transportation policies. Detailed information on specific measures that will be used to monitor implementation and performance is contained in *Part IV: Implementation*.

REGIONAL TRANSPORTATION ACTIONS

Updating the Metropolitan Transportation Plan (Destination 2030): T-Action-1

The Puget Sound Regional Council will update the Metropolitan Transportation Plan to be consistent with and implement VISION 2040.

- Short-term / overarching goal and subsection goals
- Results and Products: *update to Destination 2030 scheduled for completion in 2010*

Congestion Relief and Mobility Strategies: T-Action-2

The Puget Sound Regional Council will continue to advance strategies for congestion relief, including identifying the location and causes of congestion, integrating land use and transportation planning, managing demand, improving efficiency (with both system and economic solutions), and expanding roads and transit service.

- Short-term, ongoing / MPP-T-3
- Results and Products: *recommendations for regional congestion relief strategies*

System Performance Strategies: T-Action-3

The Puget Sound Regional Council will pursue new technologies and innovative strategies to ease congestion and improve travel times, including intelligent transportation systems, congestion pricing, and planning for operations and management.

- Short-term, ongoing \ MPP-T-1, 3
- Results and Products: *reports and recommendations on new technologies and innovative strategies*

Regional Mobility Plan for Special Populations: T-Action-4

The Puget Sound Regional Council, together with the region's transportation and human services providers, will develop and regularly update the regional *Coordinated Transit-Human Services Transportation Plan*. The Regional Council will provide examples for addressing mobility and accessibility for low-income and special needs populations (including youth, seniors, and disabled persons) in local transportation planning efforts.

- Mid-term, ongoing \ MPP-T-25
- Results and Products: *(1) update(s) to the Coordinated Transit-Human Services Transportation Plan, (2) examples and best practices*

Safety Trends and Data: T-Action-5

The Puget Sound Regional Council will report on safety trends for all modes of travel using data provided by the state and local jurisdictions within the region to monitor the regional progress of the Washington State Strategic Highway Safety Plan.

- Short-term, ongoing \ MPP-T-4
- Results and Products: *report(s) to the Transportation Policy Board and Executive Board*

Freight Mobility Coordination and Planning: T-Action-6

The Puget Sound Regional Council will continue to:

1. Identify the Regionally Significant Freight and Goods Transportation System in the Metropolitan Transportation Plan (*Destination 2030*). (Identification and designation of the system will describe critical freight intermodal sites and corridors and priorities for operation and investment for elements of the system.)
 2. Provide guidance for including the system in the transportation elements of local plans.
 3. Identify freight mobility investments that support the movement of goods and services and link to regional growth centers and regional manufacturing/industrial centers.
- Mid-term \ MPP-T-17, 18, 19
 - Results and Products: *(1) report and recommendations to the Transportation Policy Board on freight, goods, and services transportation, (2) updated description of the Freight and Goods Movement component of the regionally defined Metropolitan Transportation System in the Metropolitan Transportation Plan*

Coordinated Transit Planning: T-Action-7

The Puget Sound Regional Council will work with member jurisdictions and transportation providers to strengthen the coordination of local and regional planning for transportation, growth management and economic development. Use the Regional Council as a forum to coordinate transit agency planning and projects.

- Short-term / MPP-T-9, 10, 23, 29
- Results and Products: *(1) guidance for local comprehensive plans regarding transit, (2) strengthened relationships among transit agencies, and between transit agencies and local governments, (3) guidance and recommendations for transit agency long-range plans regarding growth management and the regional vision, (4) guidance for prioritizing funding to those transit projects that best integrate growth management plans and the regional vision*

Long-Range Regional Ferry Service Planning: T-Action-8

The Puget Sound Regional Council will take a leadership role to coordinate development and implementation of a long-range regional ferry service plan, ensuring vehicle and passenger-only ferry service is integrated with transit and roadway investments.

- Mid-term / MPP-T-32
- Results and Products: *an integrated regional ferry service plan that: (a) identifies ferry investments to make service more viable, (b) identifies the role that ferry terminals play as subregional centers and intermodal hubs, and (c) addresses relationships with other travel modes*

Certification Update: T-Action-9

The Puget Sound Regional Council will update the process for certifying the transportation-related provisions of local comprehensive plans required under the Growth Management Act, in cooperation with member jurisdictions, the Washington State Department of Community Trade and Economic Development, and the Washington State Department of Transportation.

- Short-term / MPP-T-9
- Results and Products: *revised provisions for the Policy and Plan Review Process*

Aviation Systems Planning: T-Action-10

The Puget Sound Regional Council will regularly assess the regional airport system and, as needed, update the Regional Airport System Plan, Strategic Plan for Aviation, Regional Airport Ground Access Plan, and Regional Air Cargo Strategy, in cooperation with member jurisdictions, airport sponsors, state agencies, and the Federal Aviation Administration.

- Ongoing / MPP-T 31
- Results and Products: *(1) report(s) on the airport system to the Transportation Policy Board and Executive Board, (2) plan updates as needed*

Commute Trip Reduction: T-Action-11

The Puget Sound Regional Council will provide regional coordination for planning and implementation of Commute Trip Reduction (CTR) programs and will consider *Growth and Transportation Efficiency Centers* as priority areas for service and facility investments, according to state law. The Regional Council will continue to support the development and implementation of Transportation Demand Management programs throughout the region.

- Short-term, ongoing / MPP-T-3, 23, 24
- Results and Products: *(1) recommendations for CTR programs to PSRC boards and member jurisdictions, (2) recommendations and example provisions for transportation demand management*

Growth and Transportation Efficiency Centers (GTECs)

GTECs are to be identified under the state Commute Trip Reduction Act (RCW 70.94.996). In the central Puget Sound region, they are a subset of the designated regional growth centers.

Disaster Planning: T-Action-12

The Puget Sound Regional Council will identify and define its role in disaster response and recovery. This task needs to address transportation considerations, as well as issues related to other critical infrastructure — for both natural and human-caused disasters. The Regional Council will also address disaster planning factors in the review of transportation projects and programs.

- Short-term / MPP-T-8
- Results and Products: *(1) report and recommendations to the Transportation Policy Board and Executive Board, including mobility plans to provide transportation to emergency shelters in the region, (2) develop provisions for the emergency use of the regional transportation system during a disaster event, including major storms*

Compliance with Regional Plans: T-Action-13

The Puget Sound Regional Council will continue to carry out a project selection process for PSRC funding that reflects clear policy direction from VISION 2040, *Destination 2030* and the *Regional Economic Strategy* — that is, to fund or prioritize projects and programs in centers or connecting centers.

- Short-term \ MPP-T-9
- Results and Products: *updated criteria for PSRC funding processes*

Program and Project Selection Criteria: T-Action-14

The Puget Sound Regional Council will update its programming and project selection criteria to address health impacts and reduction of greenhouse gas emissions.

- Short term \ MPP-T-5, 6
- Results and productions: *updated criteria for PSRC programs*

Ensure Consistency with Growth Management Planning: T-Action-15

The Puget Sound Regional Council will evaluate major transportation proposals in terms of their impacts on local transportation plans and consistency with Growth Management Act goals and make appropriate recommendations.

- Ongoing / Subsection goal — supporting the Growth Strategy
- Results and Products: *updated criteria for the review of transportation proposals*

Coordinate Planning with State Agencies: T-Action-16

The Puget Sound Regional Council will take a leadership role to work with state agencies responsible for transportation planning and programming to ensure that state projects address the regional vision and local growth management planning goals and objectives.

- Ongoing / Subsection goal — supporting the Growth Strategy
- Results and Products: *(1) correspondence and follow-up with WSDOT and other state agencies regarding goals and policies of the regional vision, (2) lobbying the state Legislature as needed*

Transportation Funding Sources: T-Action-17

The Puget Sound Regional Council, together with its member jurisdictions, shall investigate existing and new sources of funding for transportation facilities and services to assist local governments and transportation agencies for maintenance and operations, as well as for facilities and services to serve future development in a manner consistent with the vision.

- Short-term / Subsection goal — greater options and mobility
- Results and Products: *new or expanded funding for transportation*

Notification of Revised Transportation Funding Criteria: T-Action-18

The Puget Sound Regional Council will relay the goals and objectives of the regional vision to state agencies and the Legislature, in order to address useful changes in funding criteria to ensure that investments in transportation facilities and services advance the vision, particularly projects in or connecting centers.

- Short-term / Subsection goal — supporting the Growth Strategy
- Results and Products: *letter (or other reporting) to Legislature and state agencies*

Nonmotorized Planning: T-Action-19

The Puget Sound Regional Council will work with member jurisdictions and others to establish a safe and efficient regional nonmotorized network that provides connections to and within centers and along corridors connecting centers.

- Short-term \ MPP-T-9, 14, 15, 16, 23, 24)
- Results and Products: *(1) update regional bicycle/pedestrian network to reflect local and state plans, address missing links, and document changes in status of projects, (2) develop guidelines and criteria for local jurisdictions in developing bicycle and pedestrian components of comprehensive plans, (3) identify, catalog, and centralize existing data on bicycling and walking, (4) develop a regional bicycle network signage program, (5) update the Regional Bicycle and Pedestrian Implementation Strategy*