



Transportation 2040

Briefing on the Preliminary Preferred Alternative

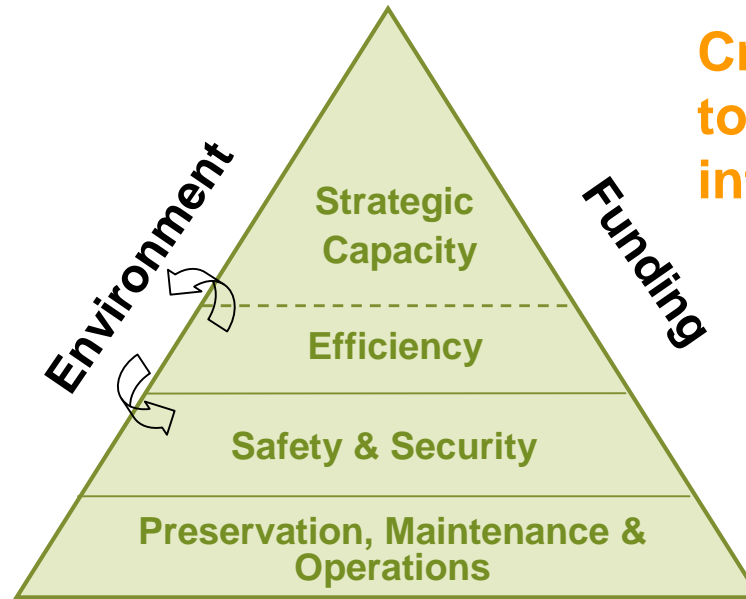
Economic Development District Board

October 7, 2009

Agenda

- **Preliminary Preferred Alternative**
 - **Contents** (see meeting packet)
 - **Analysis results**
- **Telework** (raised at last meeting)
- **Next Steps**

Organizing Framework for Preliminary Preferred Alternative



Creating a way to describe the intent of the plan*

Congestion & Mobility

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

* Which will address all scope issues including health, equity, etc.

Preliminary Preferred Alternative

<u>Major Program</u>	<u>Constrained*</u>	<u>Unprog.</u>	<u>Issues addressed</u>
State highways	Alt. 5-4 ** (tolled)	Strategic projects** (tolled)	Congestion, mobility, freight mobility, supports transit (HOV, HOT) bottlenecks & chokepoints
Arterials	Alt. 5+ ** selected projects	Strategic projects** (tolled)	Congestion, mobility, supports transit, complete streets
Transit - HCT	Alt. 4+	Alt. 5 (?)	GHG, VMT, mobility, health, congest.
Transit - local	Alt. 1 more core bus	Alt. 5+ more core bus	GHG, VMT, mobility, health, congest.
Non-motorized	Alt. 5- Focus on centers, transit (some uncertainty)	Alt. 5 Outside centers	GHG, VMT, mobility, health, congest.
TDM programs	Alt. 5- <i>Initial parking charges</i>	Alt. 5 <i>Full parking charges</i>	Efficiency, GHG, congestion, improved mode split
TSM programs	Alt. 5- (some uncertainty)	Alt. 5	Efficiency, GHG, congestion

* Includes the Baseline (including Preservation, Operation, and Maintenance, i.e., Magnolia and South Park Bridge, SR 2 Trestle, I-5), Core, and TIP funded through PE, RW, and CN

** Limited strategic state highway and arterials projects selected for inclusion in the PPA based on meeting 3 or more design philosophy factors – see following slides.

Preliminary Preferred Alternative

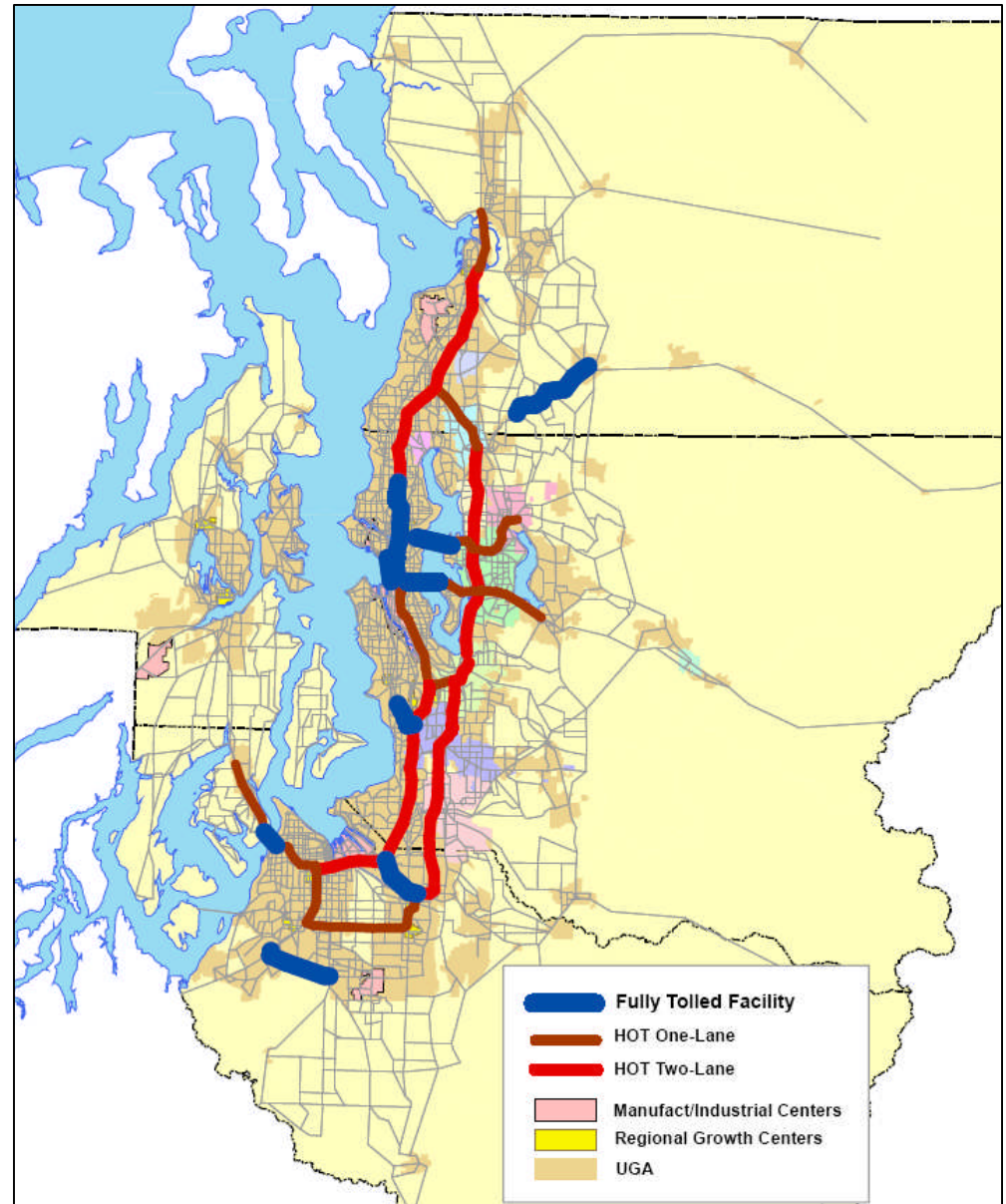
<u>Major Program</u>	<u>Constrained*</u>	<u>Unprog.</u>	<u>Issues addressed</u>
Auto ferries (state and local)	Baseline Mukilteo & Seattle terminals	Baseline Edmonds terminal	Preservation, capacity (Slight capacity gain by upsized boats)
Passenger Ferries	Baseline	Alt. 5	Capacity, mobility
Preservation*	Included	Included	Preservation, safety
Safety	Included	Included	Safety, health
Security	Included	Included	Security
<u>FINANCIAL STRATEGY</u>			
Pricing/user fees	Alt. 3-4 HOT lanes as a transition strategy; moving toward Alt. 5	Alt. 5	Sustainable funding, GHG, VMT, congestion

* Includes the Baseline (including Preservation, Operation, and Maintenance, i.e., Magnolia and South Park Bridge, SR 2 Trestle, I-5), Core, and TIP funded through PE, RW, and CN

Tolling Implementation - 2020 Constrained

**Mid range
constrained:**

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

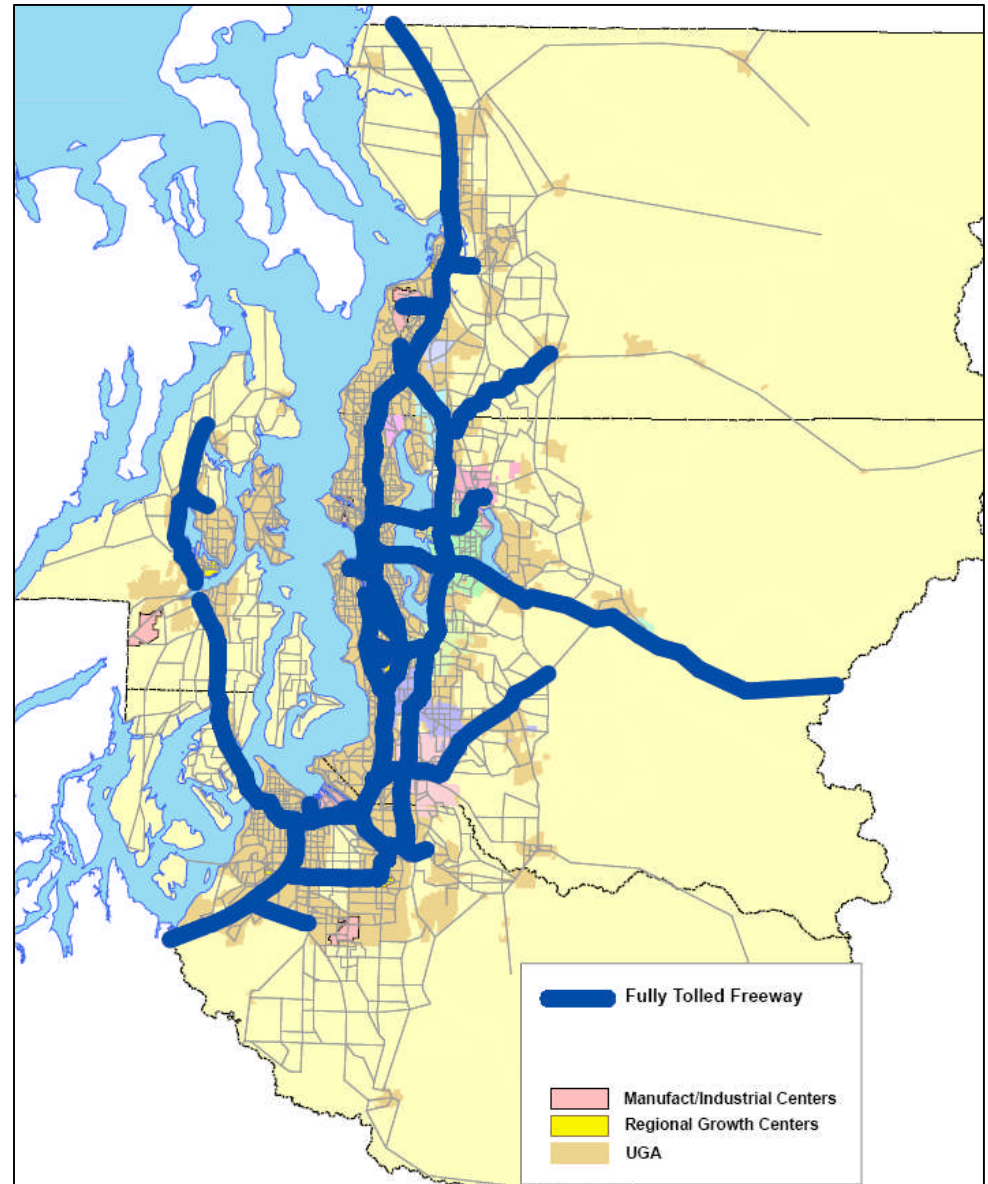




Tolling Implementation - 2030 Constrained

**Long range
constrained:**

**Freeway
system tolling**

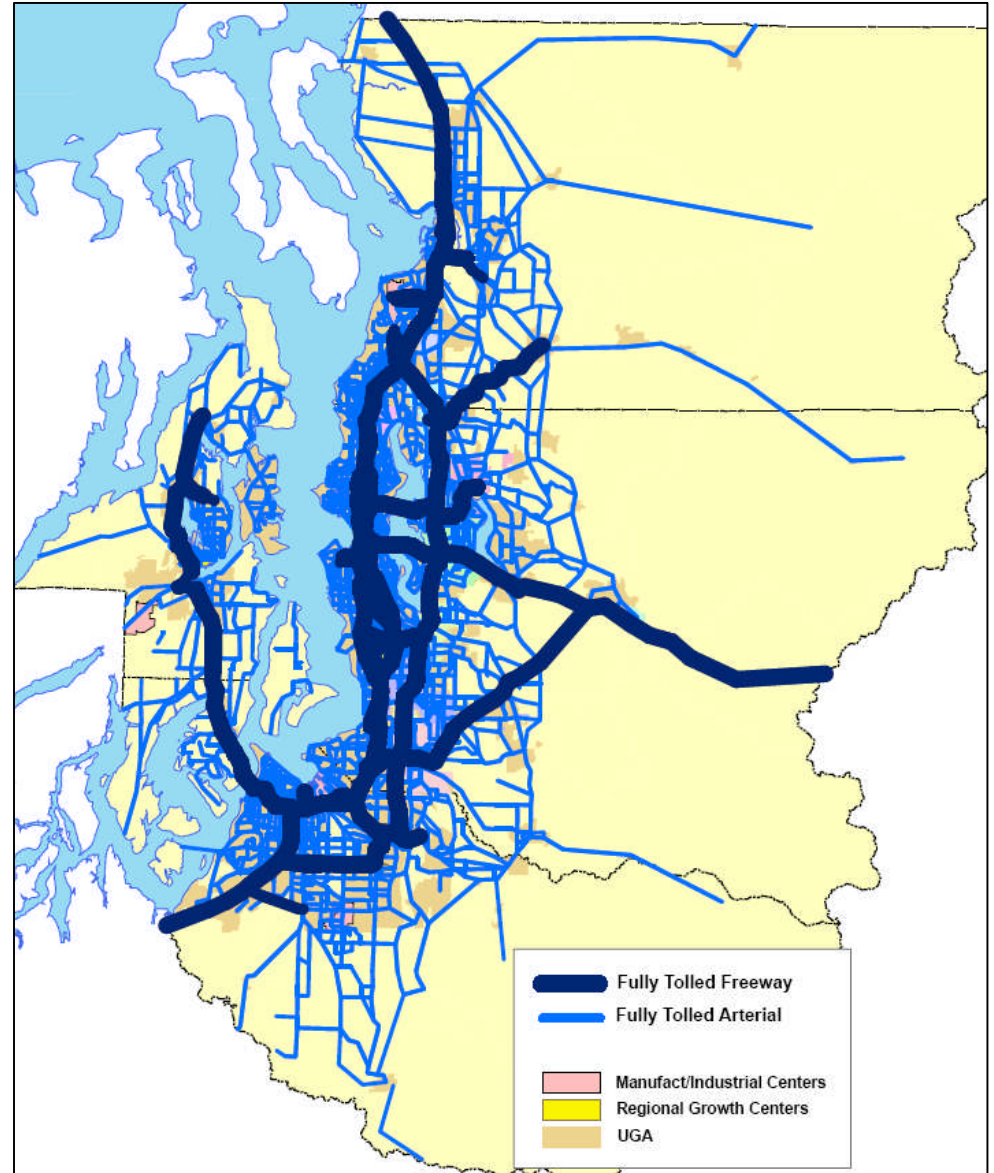




Tolling Implementation - 2030 Vision (Unprogrammed)

Long range vision:

Full system tolling by 2030



Example Highway Projects in the PPA

Project

SR 9

US 2

SR 509 extension

SR 704 (Cross-base)

SR 18 (widen to I-90)

SR 522 (widen to US 2)

SR 167 extension

SR 520 bridge

AWV

SR 16 HOV

I-405

I-5 HOV (Pierce County)

Constrained

Projects north to SR 92

Trestle

Included

Included

Included

Phases 1 & 2

Included

Included

Portions

Portions

Unprogrammed

Remaining projects

(Plus concepts n. of SR 92)

Remaining projects

Included

Phase 3 (HOV)

Portions

Portions

Included

Major Transit Programs in the PPA

Program

LINK light rail

Souder

BNSF corridor

Rapid Ride

Swift

Regional Express Bus

BRT (SR 303 & SR 305)

Passenger Ferry

Constrained

ST-3 (to Everett, Tacoma, Redmond)

ST-2 (Everett to Lakewood)
(expanded service, stations, tracks, signals)

Included

Included

Included

Included

Existing system

Unprogrammed

ST long-range plan
(HCT extensions)

ST long-range plan
(extension to DuPont)

Commuter rail
(Renton to Snohomish)

**New cross-Sound
and Lake WA routes**

Financial Summary

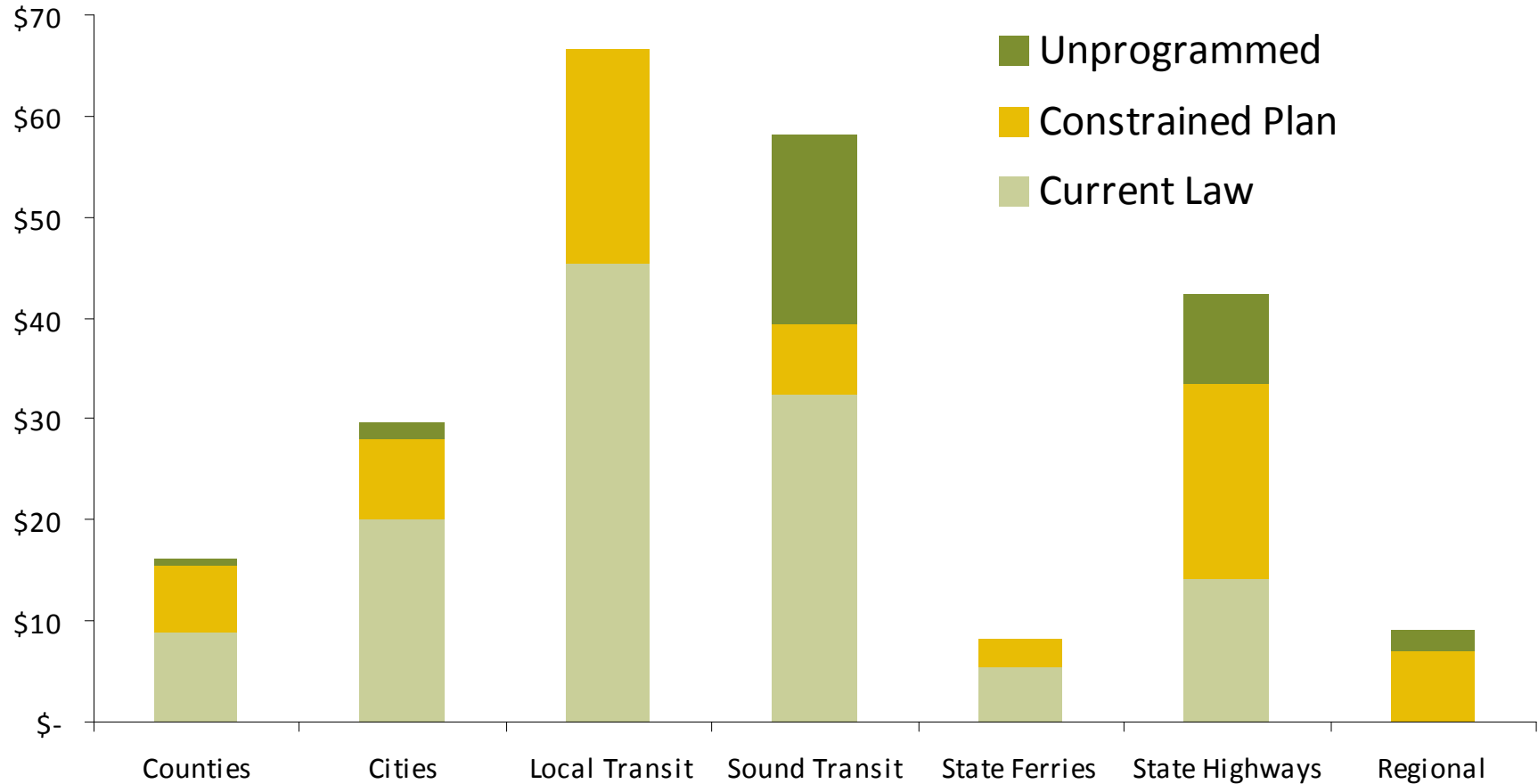
FINANCIAL SUMMARY 2010-2040

(millions of year 2008 constant dollars)

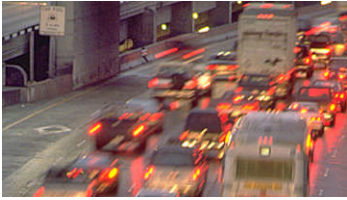
	Baseline	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5	PPA-FC	PPA	CLR
Counties	\$ 15,100	\$ 15,400	\$ 18,200	\$ 15,300	\$ 16,000	\$ 15,400	\$ 15,600	\$ 16,100	\$ 8,800
Cities	\$ 25,300	\$ 26,800	\$ 28,500	\$ 26,600	\$ 27,700	\$ 27,400	\$ 28,000	\$ 29,600	\$ 20,100
Local Transit	\$ 50,200	\$ 56,100	\$ 53,900	\$ 56,300	\$ 59,000	\$ 59,000	\$ 66,600	\$ 66,300	\$ 45,500
Sound Transit	\$ 32,400	\$ 33,200	\$ 42,100	\$ 33,800	\$ 39,200	\$ 56,600	\$ 39,400	\$ 58,200	\$ 32,400
State Ferries	\$ 8,200	\$ 8,200	\$ 8,200	\$ 8,200	\$ 8,200	\$ 8,200	\$ 8,200	\$ 8,200	\$ 5,400
State Highways	\$ 14,200	\$ 22,600	\$ 50,100	\$ 45,000	\$ 36,000	\$ 22,800	\$ 33,500	\$ 42,300	\$ 14,100
Passenger-Only Ferries	\$ 500	\$ 1,300	\$ 800	\$ 1,000	\$ 1,300	\$ 1,300	\$ 500	\$ 1,300	\$ -
ITS/Operations	\$ 300	\$ 2,900	\$ 1,300	\$ 1,600	\$ 1,600	\$ 2,900	\$ 1,600	\$ 1,600	\$ -
Demand Management	\$ 600	\$ 1,800	\$ 600	\$ 1,200	\$ 1,200	\$ 1,800	\$ 1,500	\$ 1,800	\$ -
Regional Non-motorized	\$ 100	\$ 200	\$ 200	\$ 200	\$ 200	\$ 600	\$ 500	\$ 800	\$ -
Toll System	\$ -	\$ 600	\$ 1,000	\$ 3,200	\$ 3,000	\$ 3,700	\$ 3,000	\$ 3,700	\$ -
Other Total	\$ 1,300	\$ 6,700	\$ 3,900	\$ 7,100	\$ 7,300	\$ 10,300	\$ 7,000	\$ 9,100	\$ -
TOTAL	\$ 146,800	\$ 169,000	\$ 204,900	\$ 192,400	\$ 193,500	\$ 199,600	\$ 198,100	\$ 229,800	\$ 126,200

Program Summary

billions of 2008 dollars

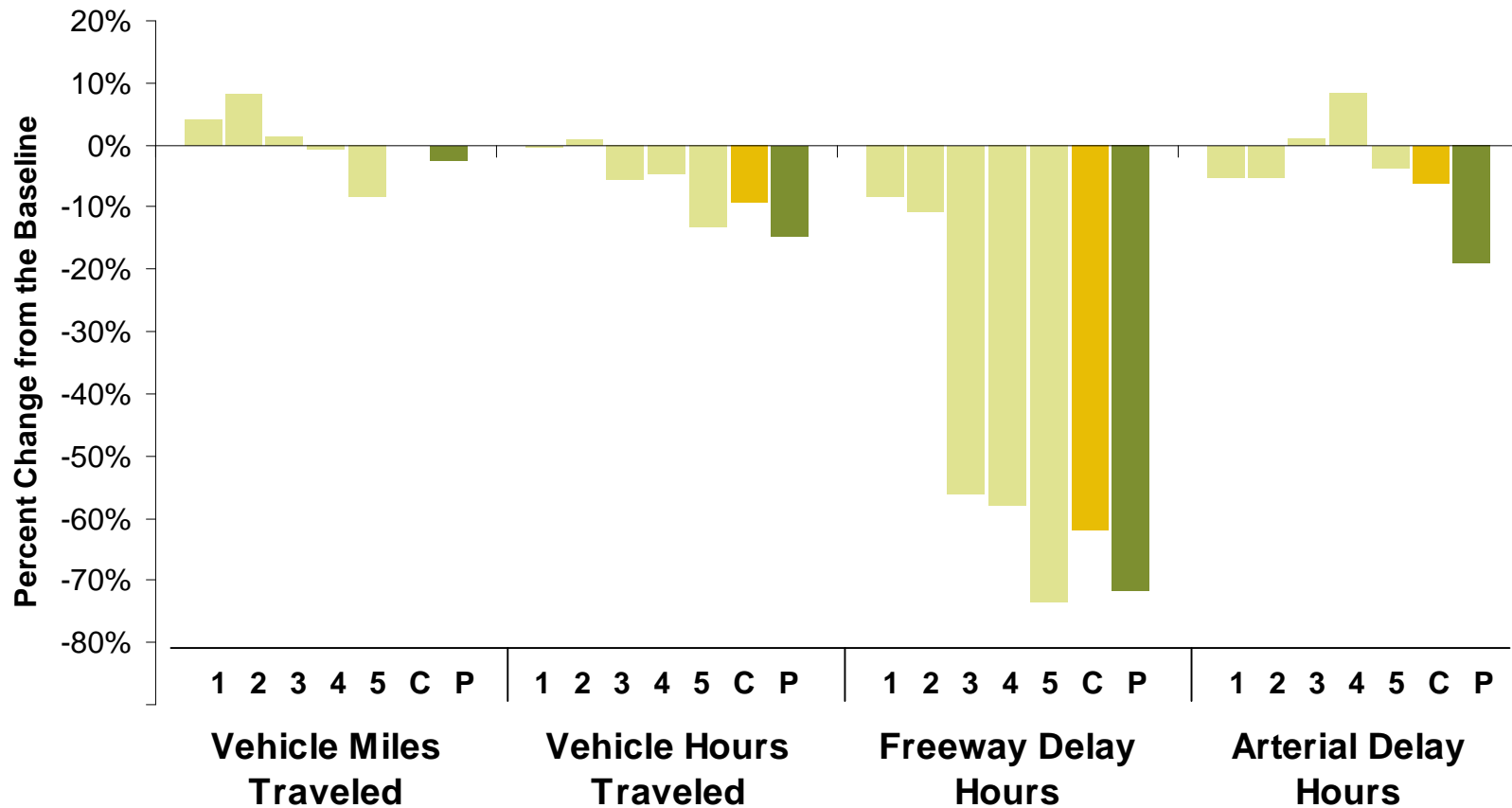


Total cost for the Constrained Plan (2008 \$): \$198 billion

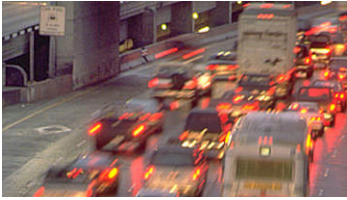


Vehicle Use and Delay

Vehicle Miles Traveled, Hours Traveled and Delay

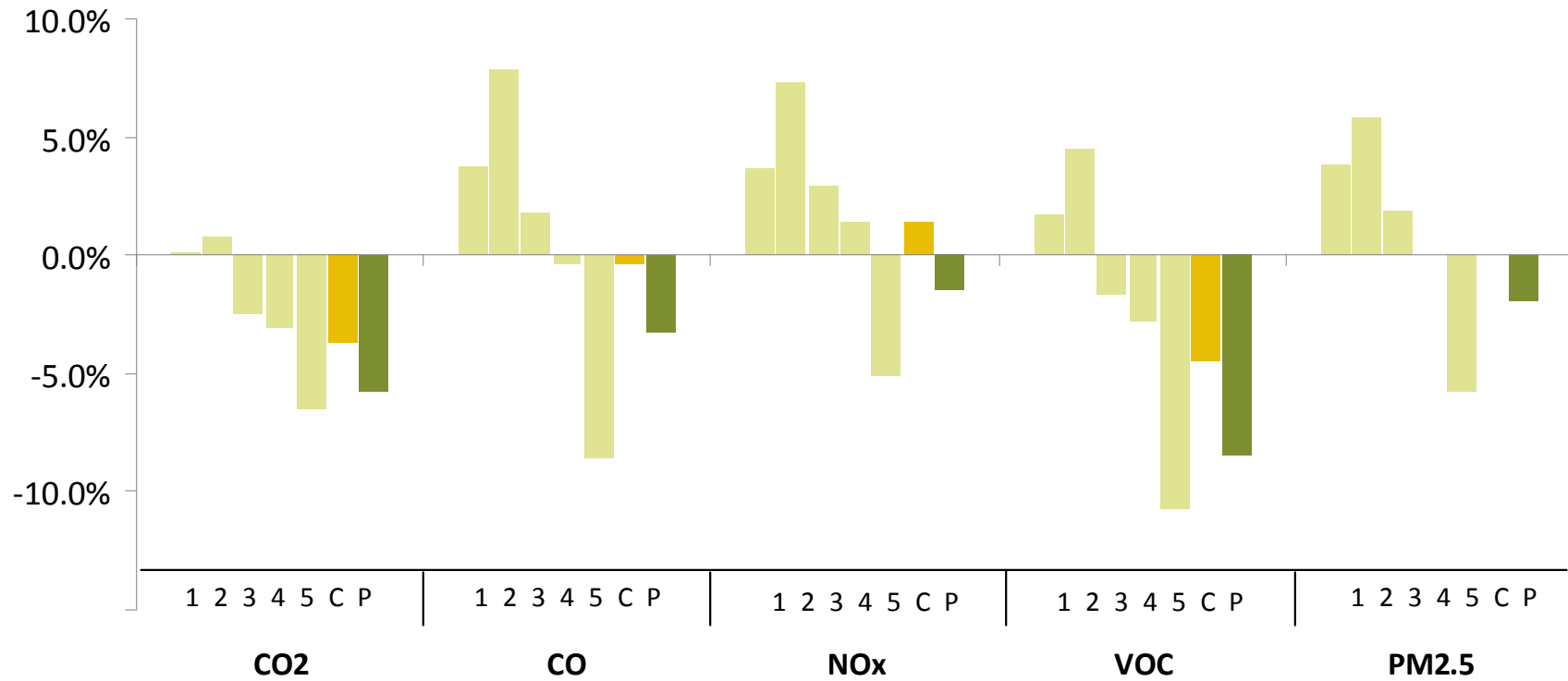


Numbers = DEIS Alternatives
 C = Financially Constrained PPA
 P = Preliminary Preferred Alternative

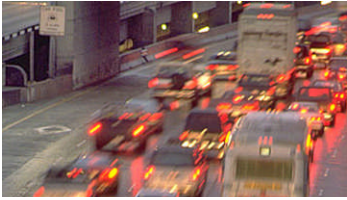


Emissions

Percent Change in Emissions from 2040 Baseline

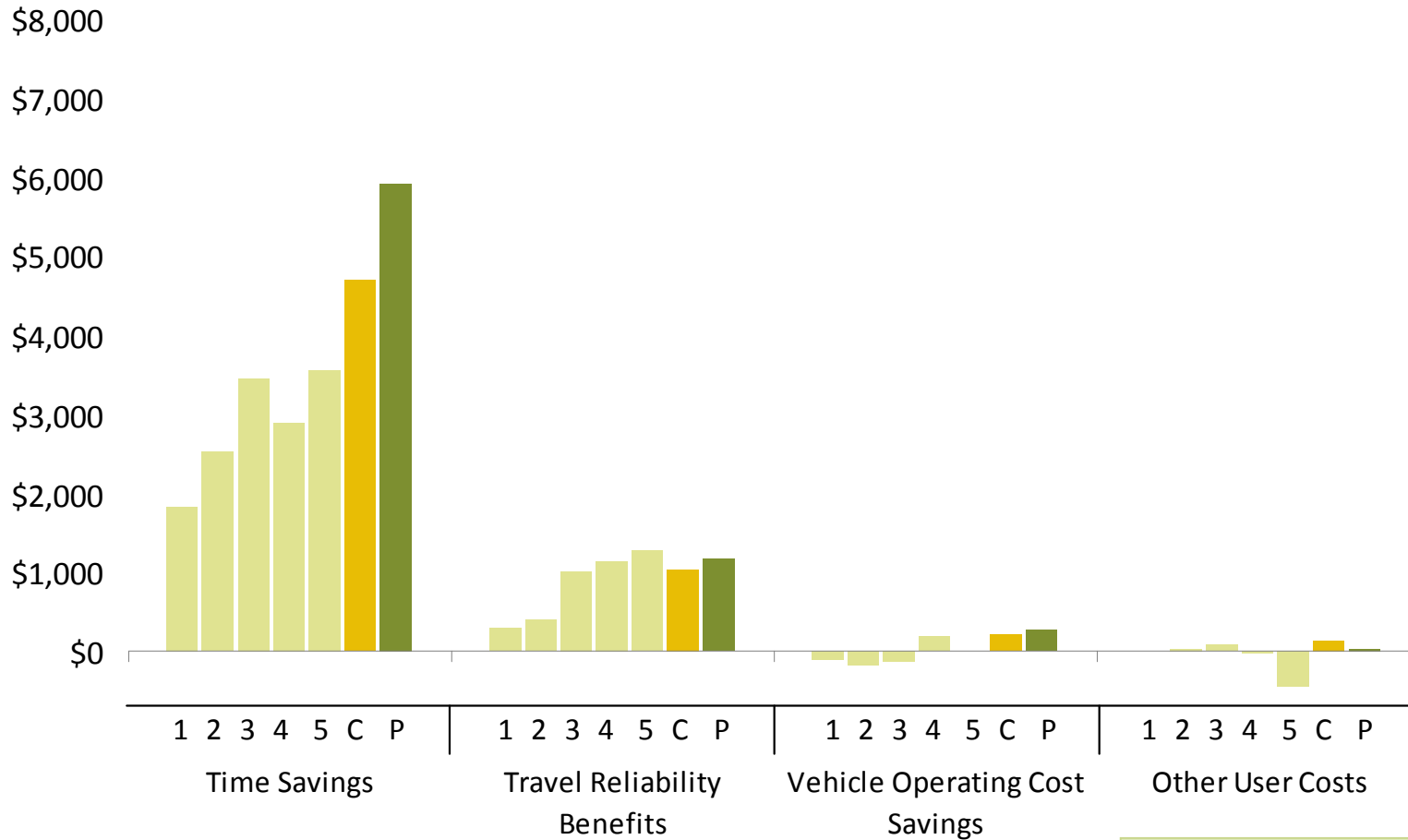


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Mobility Benefits

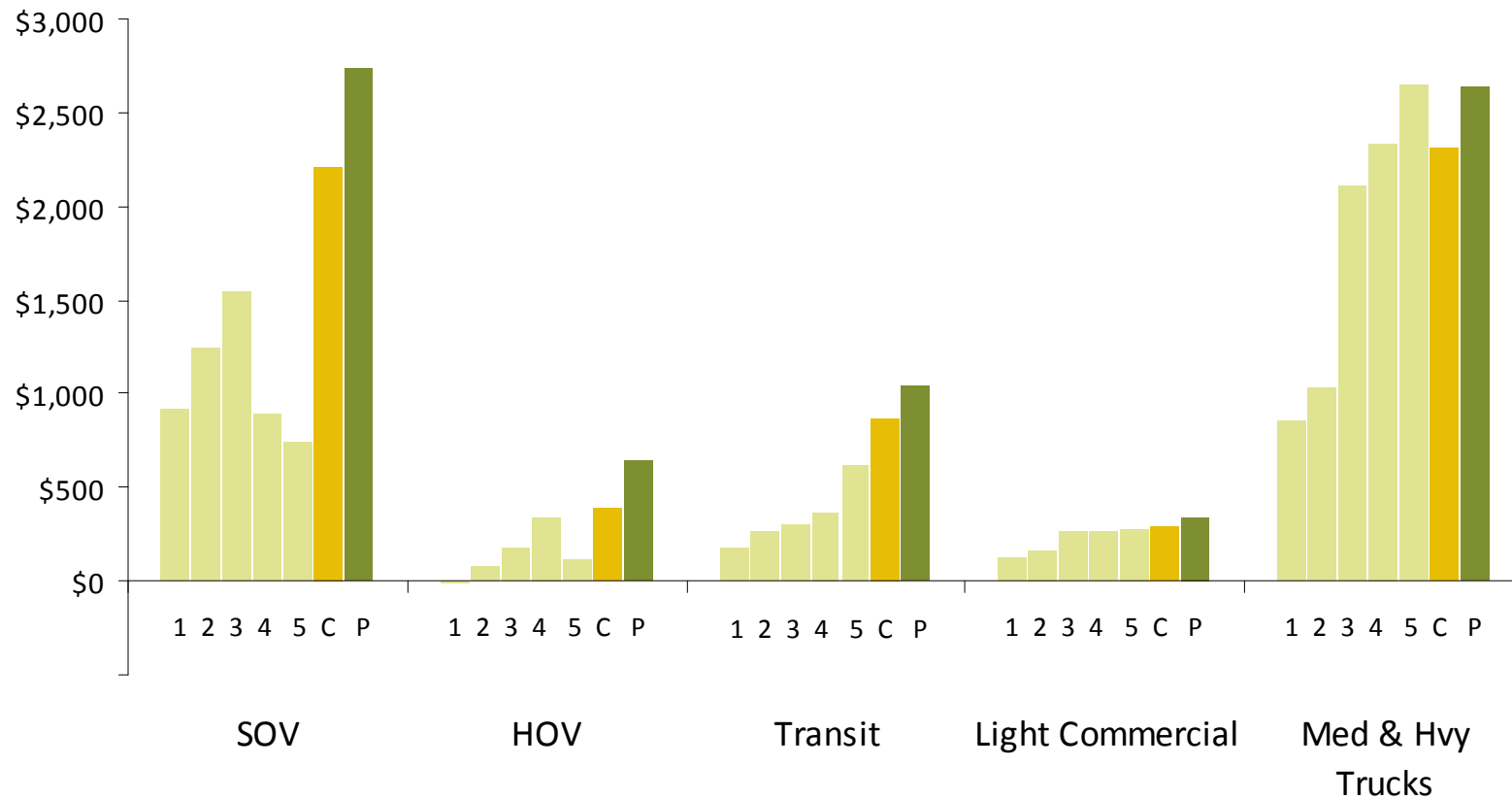
2040 Mobility Benefits by Type
(benefits in millions of dollars per year)



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Mobility Benefits by Users

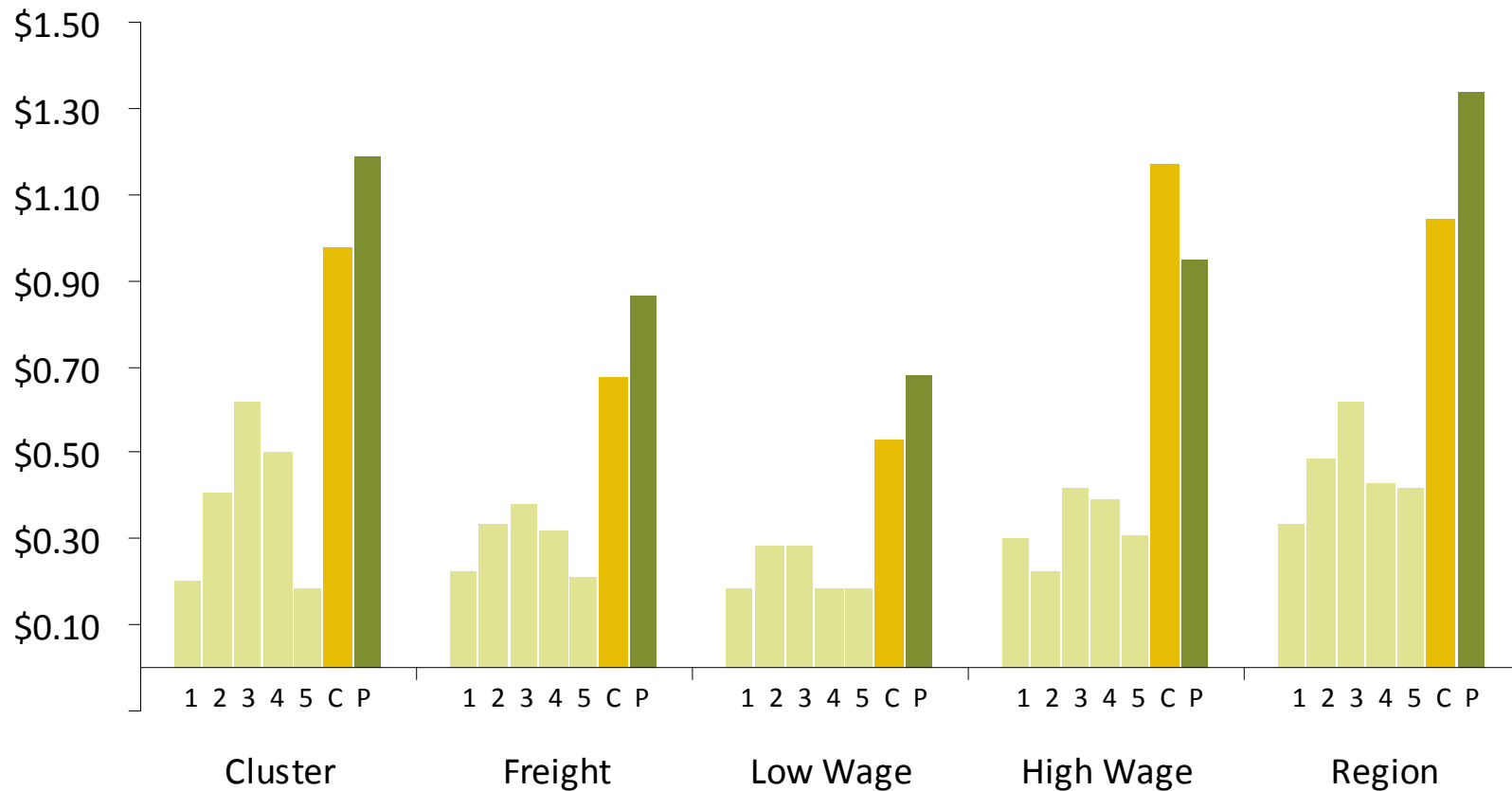
Annual Mobility Benefits Relative to the 2040 Baseline (millions of 2008 dollars)



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Benefits to Industry Concentrations

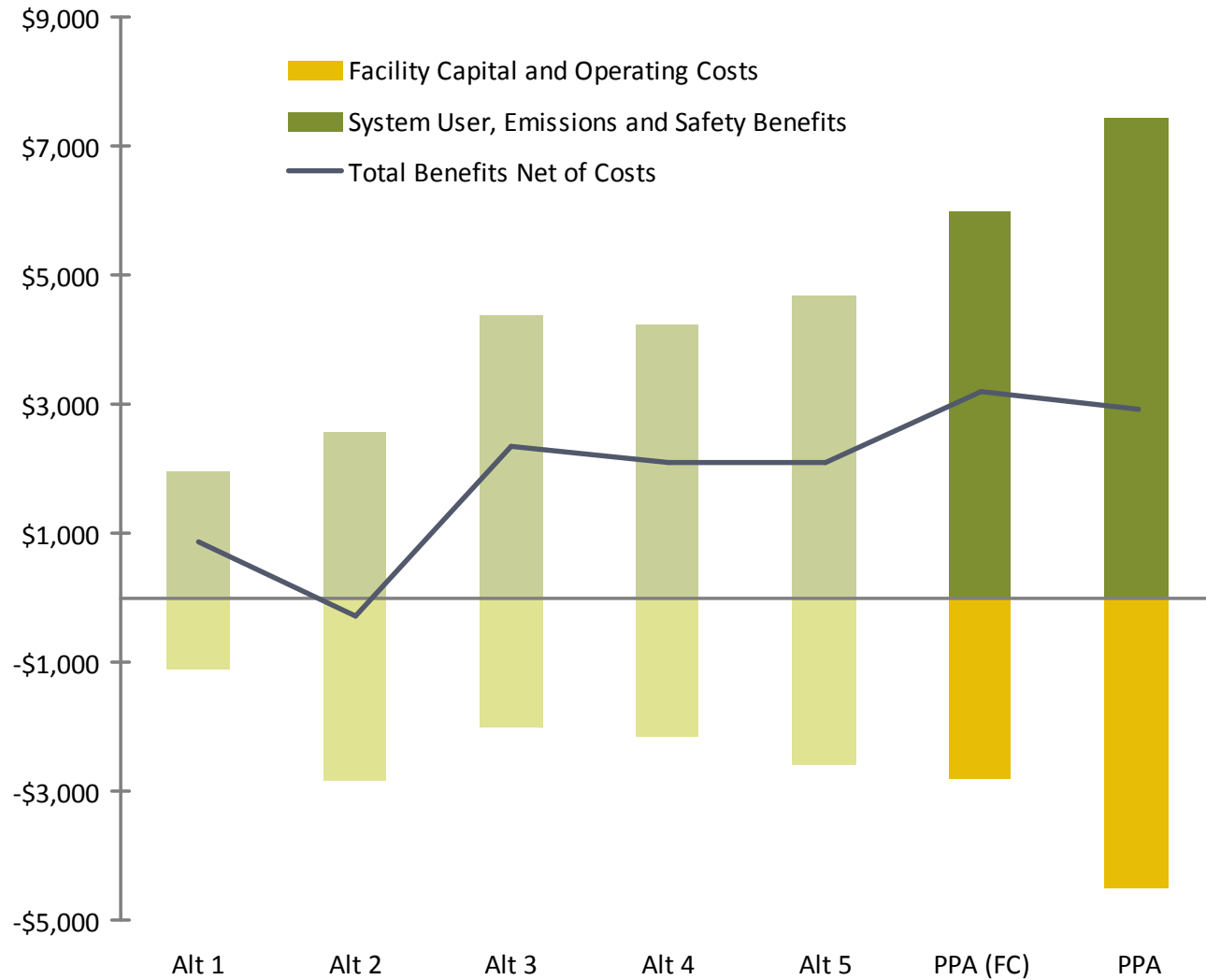
Per Trip User Benefits (Change from the 2040 Baseline)



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Benefits and Costs

2040 Benefits and Costs of the Alternatives (millions of 2008 dollars)





Telework in the Constrained PPA

- Incorporates recommendations from KRCC Telework Pilot Project
- Included as a “core” strategy in all T2040 action alternatives
 - **Dependant on level of funding**
- Regional telework employer outreach and assistance program
 - **Constrained PPA targets 500 employers annually**
 - **\$1.25 million annually, \$42.5 M over life of plan**
 - **No implementer or project sponsor identified**
- Unprogrammed element contains mini-grant funding for program start-up & high telework mode share incentives/ subsidies



Telework Evaluation

- PSRC model not sensitive to impacts of telework
 - Not included in model results seen today
- Current approach: qualitative analysis utilizing best available empirical research
 - TDM only as effective as the number of implementing employers
 - Tends to produce off-peak trips
- Potential ability to quantify impacts using TDM Effectiveness Evaluation Model (TEEM)
 - Additional information on this subject forthcoming
- Future generations of modeling will better quantify the impacts of telework and other TDM

Schedule Update

October 6	RSC – PPA discussion
October 7	EDD Board – PPA briefing
October 8	TPB – PPA briefing and workshop
October 26	WG & PTF – PPA recommendation
November 10	RSC recommendation PA
November 12	TPB recommends Preferred Alternative to the Executive Board*
December 3	Executive Board approves Preferred Alternative*
Jan.-Feb.	Draft Plan Review and Refinement
February	Publish Final EIS
Feb.-March	Recommendation on Plan*
April-May	General Assembly Adopts Plan

* Decision Points



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