

Keeping the Region Moving

Overview

The region's elected leadership voted unanimously to move forward with the update to the region's long range transportation plan by selecting plan alternatives for analysis and public review. Five alternatives and a baseline that shows existing funded plans and projects were developed to frame the discussions regional leaders, community members, business, and environmental groups will be having through 2009. A hybrid alternative is likely to result as the preferred choice for Transportation 2040.

Transportation 2040 is taking a fresh approach to meeting the mobility needs of a growing region while sustaining the environment and supporting the regional economy. The region has made solid progress towards improving transportation in the last ten years. The new plan will move beyond past debates and employ 21st century technology to deliver a strategy to take us into the future.

Each alternative under consideration includes a strategy to identify sufficient funding sources to help keep pace with the region's needs, but each takes a different approach to making transportation investments. The approaches range from making modest improvements with limited funds to shifting regional priorities in a way that would result in a new type of transportation system. In every case, to both pay for improvements and to manage congestion, tolling plays a part. Short descriptions of the alternatives are available on the back of this handout.

Background

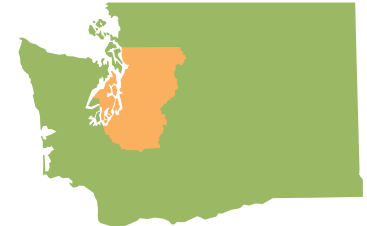
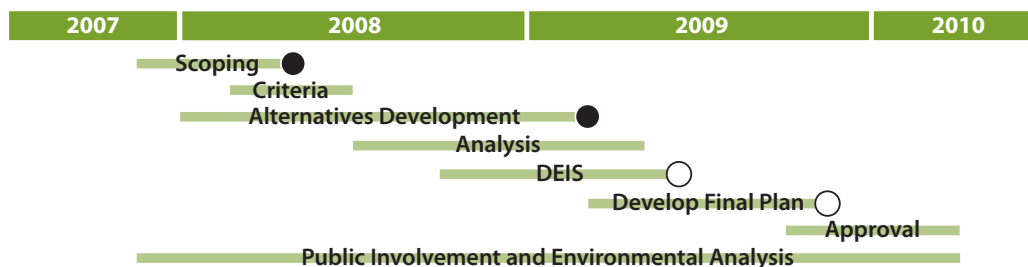
The update began with a scoping process in November 2007, which gathered public comments on what to include in the draft alternatives. The Scoping Report summarizes nearly 1,000 public comments and concludes that the alternatives must consider three key concerns: congestion and mobility, impact on the environment (specifically climate change), and how to collect and sustain transportation funding.

During 2008, PSRC engaged multiple groups and technical experts, partner agencies, high level regional staff, and elected officials in the development of draft plan alternatives.

What's Next?

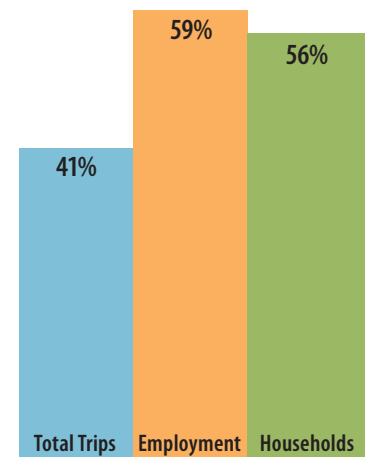
The vote to move forward signaled PSRC staff to begin testing the alternatives using the best innovations in technical tools to determine what combination of programs, projects and funding mechanisms will make the most of transportation investments. The alternatives will also be evaluated to assure consistency with VISION 2040, the Regional Economic Strategy, and federal and state requirements. The alternatives will also be evaluated in an Environmental Impact Statement.

In late spring, PSRC plans to release the Transportation 2040 Draft Environmental Impact Statement (DEIS) for public review and comment. The DEIS will report the results of the technical and policy analyses and the potential impacts on both the natural and built environments.



PSRC is the regional transportation, economic development, and growth planning agency for the central Puget Sound region, which includes King, Kitsap, Pierce, and Snohomish counties.

Growth from 2007 to 2040

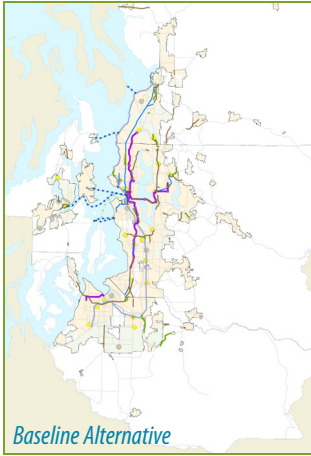


The region is facing considerable growth by 2040. PSRC forecasts show that we will add 1.5 million people and 1.2 million jobs, and total trips (this is demand for travel, with no specified mode — so cars, ferries, bikes, and buses are all included) will likely reach over 20 million per day, a 41 percent increase over 2006.

How to Get Involved

- Visit psrc.org to review the alternatives in depth and make comments online.
- Schedule a Transportation 2040 presentation for your next community group or council meeting, call Marina King at 206-389-2878 to arrange it.
- Attend any of PSRC's board or committee meetings — each opens with a public comment period.

The Plan Alternativescomplete descriptions and maps are online at psrc.org



Baseline Alternative (SEPA No-action): Build Funded Projects

The Baseline is funded with "current law" traditional revenue sources — gas tax, sales tax, and limited tolling. The Baseline alternative would build state highway projects funded under the Nickel gas tax and Transportation Partnership Account (TPA) programs, plus Sound Transit's Phase II plan, approved by voters in November 2008.

Alternative 1: Make the Most of the Existing System

This alternative emphasizes efficiency by investing more in programs to manage demand and in technology to monitor roadways. This means doing a better job of moving people and goods on the existing system and creating more travel choices to reduce demand during peak hours.

Alternative 2: Invest in Capital Improvements

This alternative most resembles the current plan, Destination 2030. Alternative 2 adds significant highway and transit capacity, and has the highest need to generate additional revenue to supplement traditional funding sources. Tolling (HOT lanes) will play dual roles: as a source of revenue and a tool to manage congestion.

Alternative 3: Fund Expansion and Efficiency of the Core Network

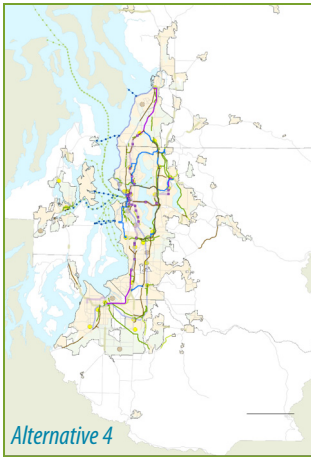
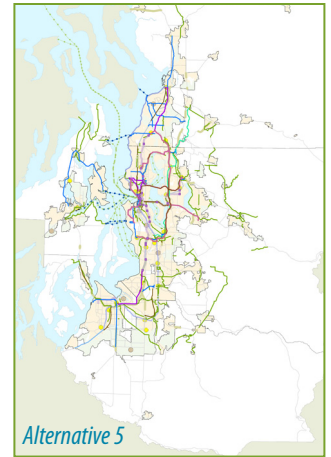
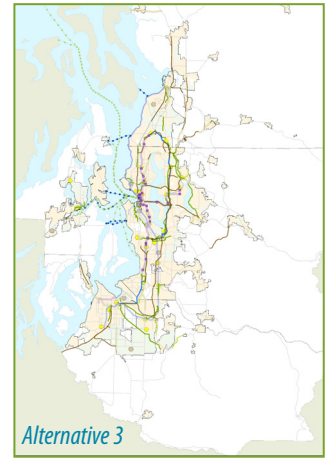
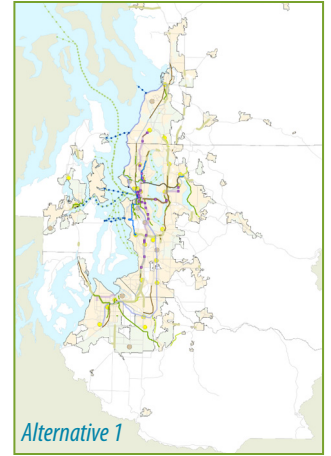
This alternative proposes a significant shift in the way our region will collect and distribute transportation funds. This strategy would generate sufficient revenue from highway tolls for both efficiency programs and expansion projects. Toll revenues would be focused on highway improvements.

Alternative 4: Improve and Manage the Entire Transportation System

This alternative combines traditional and new tolling revenues to emphasize overall system management and coordination to accomplish several objectives: manage congestion, supplement traditional funding resources, finance system and demand management programs and projects, invest in transit, and make arterial improvements.

Alternative 5: Provide Accessibility and Reduce Carbon Emissions

This alternative proposes a dramatic shift from dependence on fossil fuels and fuel-based revenues to a system with enhanced travel choices (more transit, bike and pedestrian facilities) and greatly reduced carbon dioxide emissions. Alternative 5 would replace traditional funding sources with tolls (or other user fees) on the entire roadway system including freeways and arterials.



June 2009

Community Outreach

PSRC invites the public to get involved and stay informed throughout the update process. PSRC staff met with groups around the region such as the Eastside Transportation Association, Snohomish County Tomorrow Steering Committee, and Regional Bike-Ped Advisory Committee. Please contact us if you are interested in a presentation for your council, chamber or community group. In addition, community members are encouraged to keep up to date and provide comments via any of the methods listed here.

e-mail your commentstransportation2040@psrc.org

call or e-mail PSRC staff.....Mike Cummings, Program Manager
206-464-6172 • mcummings@psrc.org

add your name to the mailing listMarina King • 206-389-2878 • mking@psrc.org

visit the PSRC websitepsrc.org/projects/trans2040/index.htm