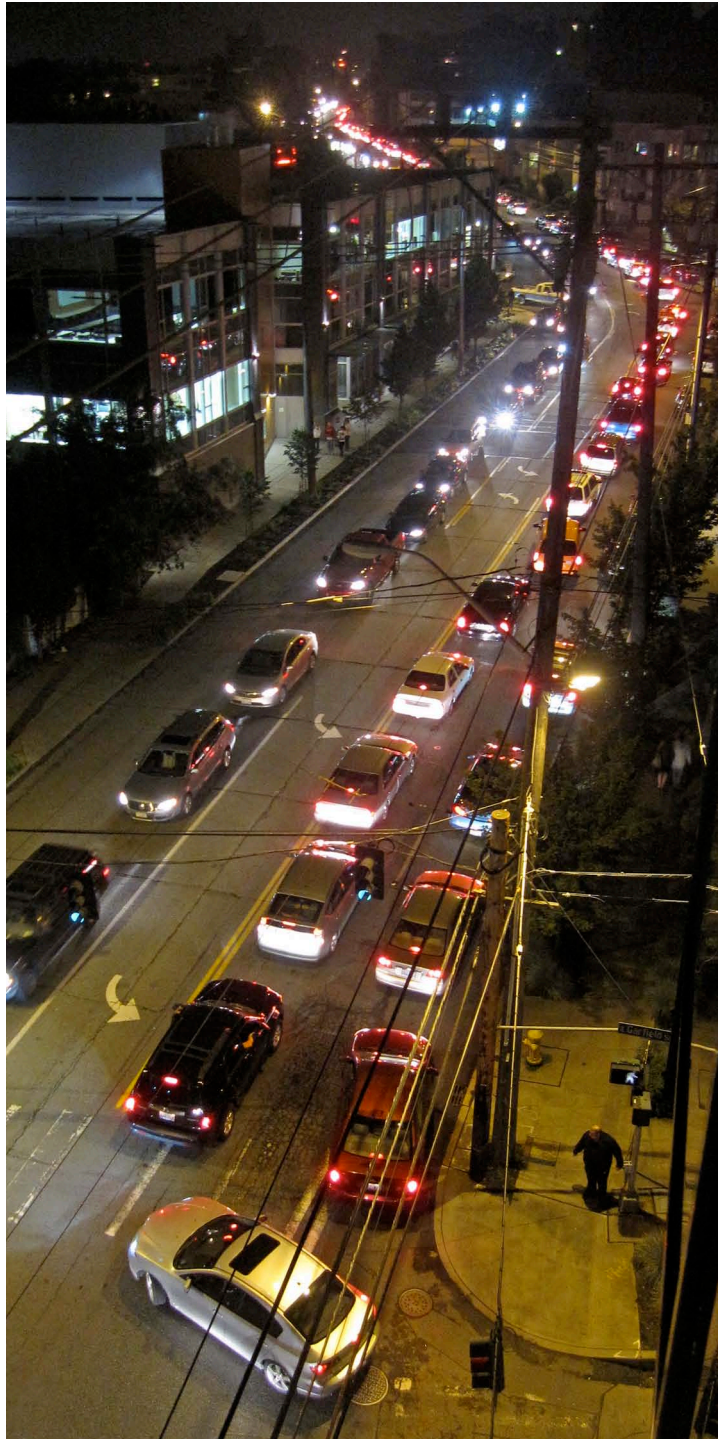


CHAPTER 2

A Strategic Approach to Regional Mobility



Eastlake Avenue, Seattle

As the region's population has grown, so has travel. Between 1970 and 1990, the rate of growth in daily vehicle miles traveled was extraordinary. This was a result of population and employment growth, an increase in two-worker households, more dispersed trip patterns, and increased suburban development. The growth in trips outpaced investments in transportation, leading to mobility problems and congestion.

Travel forecasts for the year 2040 predict that, without changes to the transportation system and trip-making behavior, daily trips will grow by 40 percent and vehicle miles traveled will grow by 30 percent to more than 102 million miles per day. While the per person growth rate of vehicle miles traveled has stabilized since 1990, total growth in travel associated with population and economic growth will strain our transportation system.

While the region has had a number of recent successes in funding key transportation programs, major challenges remain. The plan development process showed that it's time to think differently about the future of transportation.

Building on the VISION 2040 framework, Transportation 2040 has been shaped by three key strategies:

- Improving mobility
- Protecting and enhancing the environment
- Identifying sustainable funding

These core strategies provide the framework for establishing the direction of the program areas in Transportation 2040, and for selecting and evaluating individual transportation projects. Figure 10 illustrates the approach used to develop Transportation 2040. Building on VISION 2040, projects and programs have been identified by first prioritizing investments in preservation, maintenance and operation of the existing transportation system. Investments to improve the safety and security of the transportation system are identified next, followed by investments that improve the efficiency of existing infrastructure. Finally, strategic capacity projects have been identified.

FIGURE 10. Transportation 2040 Plan Framework



Travel Trends

- In 2006, the region's population of more than 3.5 million generated more than 80 million miles of travel every day, or 21.5 miles per person.
- The region's average daily vehicle travel speed was 41 miles per hour (mph) on freeways and 22 mph on arterials.
- Each day, the region experienced 280,000 hours of delay on freeways and 560,000 hours of delay on arterial streets — a total of 840,000 hours of delay each day. This translates to an average daily delay of 14.4 minutes per person. Delay is defined as average travel occurring below the posted speed limit.
- According to the PSRC 2006 Household Travel Survey, between 1999 and 2006, the region experienced a shift in travel mode shares, with the percentage of trips in single-occupant vehicles (SOV) dropping slightly from 43.7 percent to 43.5 percent, and high-occupant vehicle (HOV) trips decreasing from 42.8 percent to 40.3 percent.
- All other modes increased in this period: transit grew from 3.3 percent to 4.1 percent, and walking trips increased from 5.9 to 7.6 percent, the largest percentage increase by mode.
- Between 1988 and 2006, the region's home-based work trips using transit nearly doubled (from 6.3 percent to 12.3 percent). In 2006, the central King County subarea had the region's highest proportion of work trips using transit (23.4 percent) and total trips using transit (8.6 percent). The region's highest rates of transit ridership are in the central King County/Seattle, east King and Kitsap County (Kitsap numbers include ferry riders who walk on board).

Travel Forecasts

- The region's population will increase to nearly 5 million by 2040, a 36 percent increase from 2006.
- By 2040 there will be approximately 1.2 million new jobs in the region, a 51 percent increase.
- Without dramatic changes in travel options and/or behavior, vehicle miles traveled is projected to increase by nearly 30 percent over the next 30 years, from 80 million daily vehicle miles traveled to over 102 million daily vehicle miles traveled by 2040.
- Total daily person trips in the region are projected to increase 40 percent by 2040.
- The region has begun to turn the tide in the amount of per person vehicle miles traveled. Over the life of the plan, per person vehicle miles traveled is expected to stabilize near current levels, for several reasons: (1) regional land use and development trends are causing a redistribution of jobs and housing, bringing them closer together, (2) growth management planning is reducing sprawl by encouraging growth inside the designated urban growth area, (3) the region is developing alternatives to single-occupant vehicle travel, and (4) increasing costs and congestion are changing travel behavior.

Congestion Management Process: Sustainable Mobility

As the Metropolitan Planning Organization (MPO) serving the central Puget Sound region, PSRC has a federal mandate to improve mobility by developing and maintaining a Congestion Management Process (CMP). This process presents a systematic and comprehensive approach to improving regional mobility and reducing congestion that provides information on transportation system performance, identifies strategies to alleviate congestion, and helps to prioritize investments to enhance the mobility of persons and goods to levels that meet state and local needs.

On the current path, regional forecasts suggest that congestion will grow substantially over the next 30 years, affecting all users of the system. The region faces a 40 percent increase in population, and each person will have their own mobility needs. Adding significantly more vehicles to the current traffic mix could bring the region to a standstill and result in environmental damage. Transportation 2040 includes considerable actions designed to make sure that individuals' needs can be met without sacrificing the environment or leading to crippling congestion on our roadways.

Today, the average person dedicates approximately 50 minutes to traveling about the region each day. Of that time, 28 percent is spent in traffic. Compared with today, the average speeds on the region's roads are projected to drop by about 10 percent by 2040. Without changes in travel options or behavior, by 2040 the average traveler could spend nearly 35 percent of their travel time in traffic. Without implementation of new transportation strategies and supportive development patterns, congestion will affect the movement of people and goods, increase stress on critical infrastructure, cause delay, decrease safety, and impact our economy. It could also result in more impacts to the natural environment, such as increased pollution in stormwater runoff and additional greenhouse gas emissions.

Simply adding capacity does not solve congestion challenges. Other cost effective solutions must be a large part of the region's strategy. As part of the region's long-range transportation plan, decision-makers have addressed congestion and mobility issues within the constraints of available revenue, while balancing the need to support the areas where we anticipate future

growth, as well as sustaining the environment. This requires a careful balancing of competing objectives, such as creating and supporting livable and healthy communities, maintaining and stimulating the region's economy, and providing enhanced accessibility and mobility for all of the region's residents. Transportation 2040 includes a congestion relief strategy which combines (1) land use planning, (2) managing system demand, (3) Transportation System Management and Operations, and (4) strategically adding capacity to the system.

Land Use Planning. Through VISION 2040, the region has adopted the Regional Growth Strategy and policies that promote a more compact urban land use pattern, with a wider variety and mix of uses in close proximity to both homes and employment sites. A denser, mixed urban form can reduce need for and length of personal trips, resulting in improved mobility. Local jurisdictions are ultimately responsible for facilitating the development of a more compact urban region. See Appendix C, MPP-DP-2, MPP-DP-4 through MPP-DP-32, and MPP-T-11 through MPP-T-16.

Managing System Demand. The region also looks to manage demand on the existing system by making alternatives to driving alone easier and more convenient. Programs that manage travel demand, such as providing bus passes to workers, encouraging telecommuting, and facilitating vanpooling, can alter trip patterns and reduce the need for travel overall. Properly balancing transportation rights-of-way to welcome cyclists, pedestrians and transit users in dense urban areas — and keeping them safe — will be important. See Appendix C, MPP-T-2, MPP-T-3, MPP-T-23, and MPP-T-24.

Transportation System Management and Operations. Research has shown that non-recurring events, such as accidents or special events, account for up to 60 percent of congestion. Recent advances in Intelligent Transportation Systems (ITS) technologies have shown that our current systems can be operated much more efficiently — effectively restoring capacity lost to congestion. Transportation 2040 continues to invest in these types of cost effective programs. See Appendix C, MPP-T-3 and MPP-T-18.

Strategic Capacity Expansion. Transportation 2040 recognizes that strategic capacity expansion in transit, roadway, ferry and nonmotorized facilities is also needed, particularly in centers and between centers. Capacity expansion should take place after efforts have been made to optimize capacity and use of existing facilities. See Appendix C, MPP-T-26.

SMART CORRIDORS

Regional planners are working with cities, counties, transit agencies and the Washington State Department of Transportation to develop a set of “SMART” corridors in 12 regional subareas, listed in Figure 11 below. These corridors and subareas are designed to represent real people’s commutes and freight distribution patterns. They provide a mechanism to monitor and track transportation system performance at a narrower scale, and to evaluate alternative solutions to particular congestion and mobility problems. Figure 12 maps these SMART Corridors.

FIGURE 11. SMART Corridors

SEATTLE/SEASHORE SUBAREA CORRIDORS	SNOHOMISH COUNTY SUBAREA CORRIDORS
North King	West Snohomish
South Seattle	East Snohomish
Cross Lake	Cross Sound
Cross Sound	Portions of Seattle/SeaShore, Eastside, and Northeast King
EAST KING COUNTY SUBAREA CORRIDORS	PIERCE COUNTY SUBAREA CORRIDORS
Southeast King	West Pierce
Northeast King	East Pierce
Cross Sound	Cross Sound
Eastside	
Cross Lake	
SOUTH KING COUNTY SUBAREA CORRIDORS	KITSAP COUNTY SUBAREA CORRIDOR
Southeast King	Kitsap
South Seattle	
Cross Sound	

Careful assessment of conditions in these corridors can point to “smarter” solutions to transportation issues. SMART stands for:

Sustainable (communities, environment, finance, economy). “Sustainable Communities” are vibrant, healthy and safe. They are mixed-use neighborhoods with highly connected streets promoting mobility for all users. Financially sustainable transportation investments must address the realities of financial resources both today and in the future. Finding transportation solutions that support the economy and minimize or reverse harm to the environment is a clear priority to the central Puget Sound region.

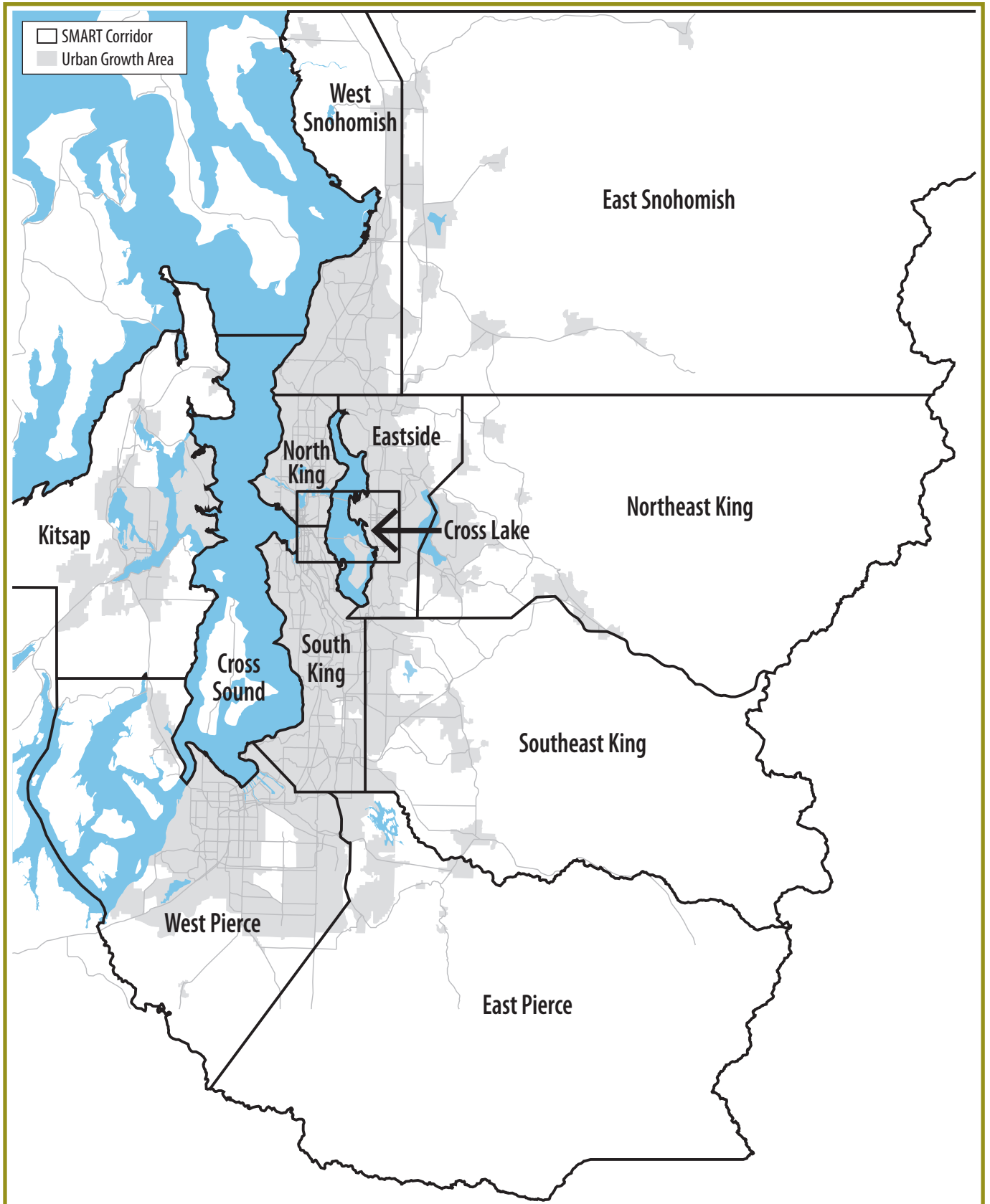
Multimodal. Provide transportation that offers viable and convenient mode choices to the traveling public.

Accessible. Provide mobility to all people in all parts of the region, as well as maximizing existing facilities to support multiple modes of transportation.

Reliable. The movement of people and goods is crucial to our ever-growing economy. The region’s transportation system must reliably move people and goods. This also includes a resiliency in times when one key facility may be unavailable.

Technology. We must make the most of our existing transportation system. This requires managing our assets 24 hours a day, seven days a week as efficiently as possible. It also includes the deployment of the most efficient technologies to provide information to the traveling public and to operators so they can make informed, smart transportation choices.

FIGURE 12. SMART Corridors Map



Data for SMART corridors have been consistently collected and maintained since 2006. In addition to land use, demographic and other contextual data, this information includes, but is not limited to (1) travel time information and stop-and-go conditions on roadways, (2) identification of priority freight routes, (3) identification of arterial priority Intelligent Transportation System (ITS) corridors, and (4) transit congestion.

Performance data is collected, and regular SMART Corridor Reports are produced to monitor existing conditions at the corridor scale. These reports serve as a baseline for monitoring system performance at a regional scale, and help to identify new approaches to address congestion and improve mobility that meet local needs at the corridor level. Information and data generated through this ongoing program will support future updates of Transportation 2040.

To reinforce this relationship, the projects and programs in Transportation 2040 are organized and sorted by the 12 SMART Corridors described above. See Appendix B.

OUTCOMES

Transportation 2040 improves regional mobility and accessibility. The capital investments, tolling, new services and system management practices contained in the plan address growing travel demand in a responsible manner. Resources are scarce and investments need to be strategic.

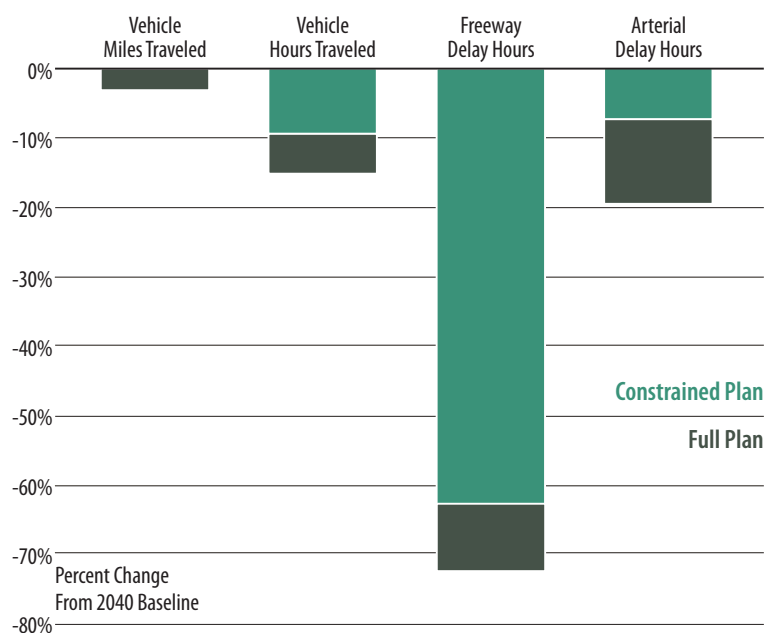
Transportation 2040 improves all modes of travel: expanded local and regional transit service; better bicycle and pedestrian facilities connecting and within urban centers, transit stations and activity areas; and strategic roadway capacity improvements. This strategic approach helps achieve the regional goal of converting major urban corridors from auto-oriented commercial strips into mixed-use environments that support a variety of travel choices, a key goal of VISION 2040. In addition, Transportation 2040 embraces an investment program that focuses new capacity in areas where the need is greatest. In the end, the focus of the plan is on the transportation system users and the benefits to these users in the form of better mobility.

As a result the region is better positioned to grow gracefully, without sacrificing the environment, and in a manner that sustains a vital economy.

As illustrated in Figure 13, with Transportation 2040, roadway speeds not only improve dramatically compared to the baseline, but actually improve over today's conditions. Under Transportation 2040, the average person will dedicate under 45 minutes to traveling about the region each day — down from over 50 minutes today. Daily per person traffic congestion is reduced by 40 percent compared with not implementing the plan.

As illustrated in Figure 14, as a result of the plan's projects and actions, the region's households and businesses would realize over \$6 billion in annual travel time savings in the year 2040. A substantial portion of these benefits result from more efficient movement of freight traffic. Passenger vehicle users, including transit patrons, also enjoy large mobility benefits.

FIGURE 13. Vehicle Miles Traveled, Vehicle Hours Traveled, and Delay



Total daily person trips in the region are projected to increase by 40 percent by the year 2040. As shown in Figure 15, transit, walking and biking will be substantially better options as a result of the programs that are part of Transportation 2040. Single-occupant vehicle trips are expected to grow less than population while transit and walk trips are expected to grow considerably faster.

FIGURE 14. Mobility Benefits per Trip Relative to the 2040 Baseline

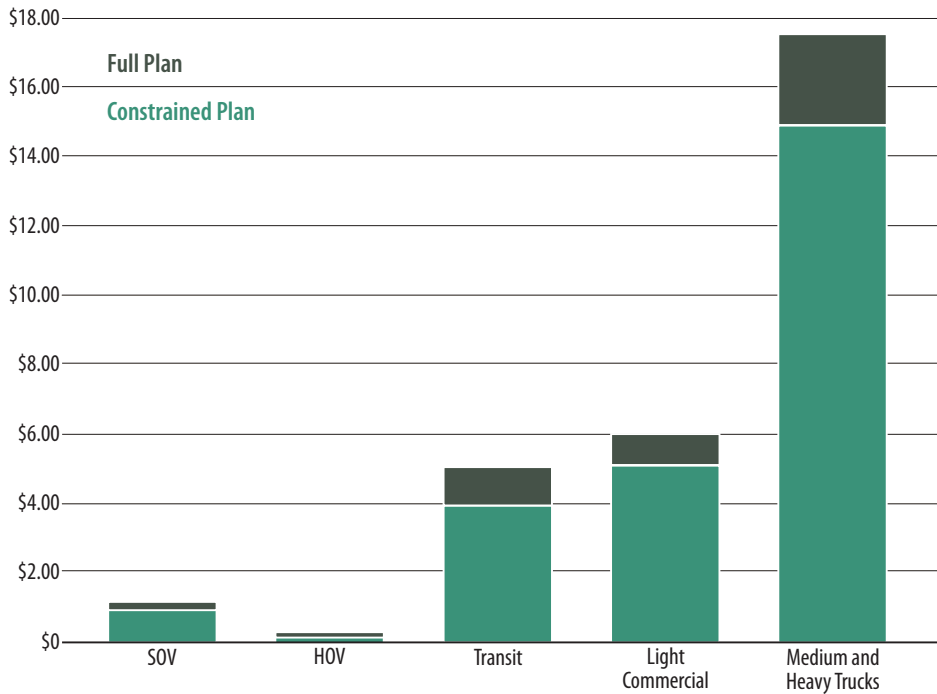
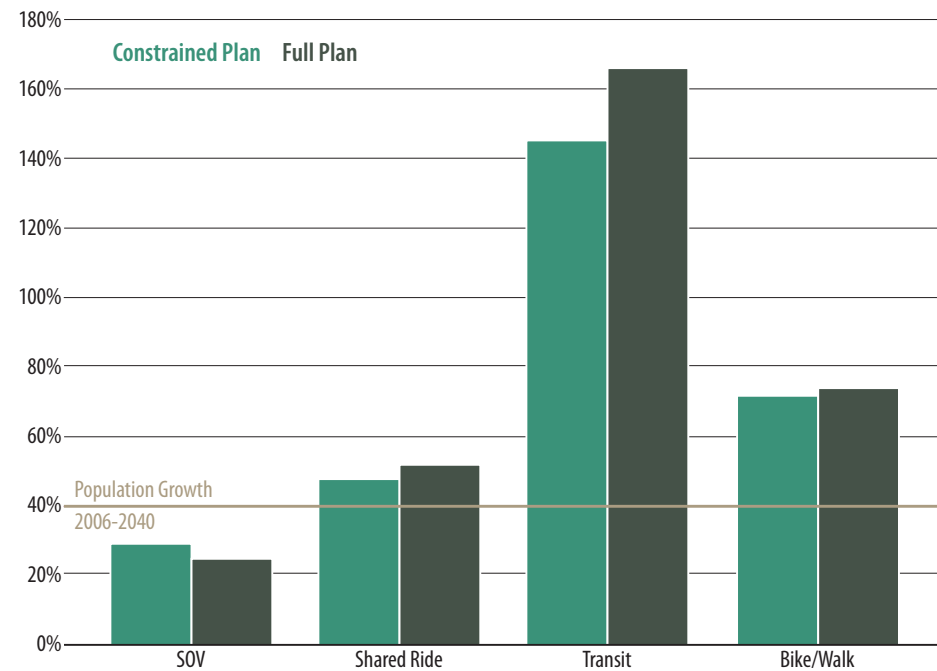


FIGURE 15. Growth in Trips by Travel Mode, 2006-2040



Mobility for Those with Special Needs

Special needs transportation is an integral part of the long-range transportation vision contained in Transportation 2040. Special needs transportation services provide a range of mobility options for those who cannot or do not drive. In the central Puget Sound region, such transportation is generally provided by three types of agencies: (1) public transportation providers that operate both fixed-route and demand response services, (2) community-based operators, and (3) private operators. Community and private operators provide mostly demand response service, supplemented through means such as vouchers and volunteer driver programs. Student transportation services may be provided by public transportation agencies or by school districts.

Special Needs Populations

Special needs populations are those whose mobility is affected due to age, income, disability, or physical condition. In the state of Washington, people with special transportation needs are defined in Revised Code of Washington 47.06B as those, “including their personal attendants, who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.”

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 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.

A LARGE AND INCREASING NEED

Traveling to work, school, and medical appointments, shopping and doing errands, visiting friends and family, attending activities, such as going to church or visiting a museum — in essence, going about daily life — is significantly affected if one does not drive an automobile or have someone who can transport him or her. According to the 2000 Census, up to one-third of the region’s population has a greater need for transportation services due to income status, age, or disability. Of these, more than 19 percent have a disability, more than 11 percent are over the age of 65, nearly 10 percent have been classified as low-income, and more than 20 percent are children aged 5 through 16. Some of these individuals may be in multiple groups — such as a senior with a disability. Appendix K describes implications of an aging population on transportation needs in more detail.

The region will continue to experience an increase in elderly residents as the baby-boomer generation ages. People are increasingly outliving their ability to drive — men by an average of six years and women by an average of 11 years. Regional forecasts show the population aged 65 and over reaching 17 percent of the total regional population by 2040 — double the number compared to 2006. The elderly also represent the group with the largest proportion of those needing special needs transportation, so with an increase in seniors the region will see a greater increase in demand for such services. The number of children 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.

Paratransit. While the region continues to invest in public transportation as a practical mobility option, there will always be segments of the special needs population who cannot rely on fixed-route transit as a primary mode of travel. These individuals rely on alternative forms of



Everett Transit

transportation, such as paratransit or community-based services. Transportation 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. As described above, additional funding for special needs transportation services proportional to the growth of special needs populations is incorporated into the Transportation 2040 financial strategy.

Fixed-Route Services. A fixed-route transportation system is one that operates along a prescribed route according to a fixed schedule. A demand responsive system is any other transportation system. Fixed-route systems typically include city bus systems, commuter and over-the-road bus systems, subways, light and commuter rail systems, and intercity rail transportation.

Fixed-route transit service is the primary way by which people with special needs go about their daily lives. Having frequent, reliable, and safe transit service, which does not require multiple and lengthy transfers, is the foundation of special needs transportation services. Chapter 5 contains a description of the different types of fixed-route transit service. All the fixed-route service types provide mobility options to all users. Increases to frequent, all-day core transit service, however, best aligns with special needs transportation users' requirements. Community Connector service, which operates through areas with less density but that the transit operator has chosen to serve to provide basic accessibility, also provides mobility options to those who cannot drive a car.

Demand Response Service.¹ Some segments of the special needs population cannot effectively use fixed-route transit as a primary mode of travel; therefore, many of the region's residents rely on alternative forms of public transportation, such as paratransit or community-based services. These services are scheduled or dispatched upon demand, providing "point-to-point" transit service. Ongoing work in the region aims to coordinate disparate funding programs and services as well as prioritize goals and implementation strategies.

THE COORDINATED TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Through the Special Needs Transportation Committee, PSRC promotes and maintains an open dialogue between special needs transportation funding agencies,

providers, and brokers in the region by facilitating discussions at the regional and local levels. This is of paramount importance to providing coordinated transportation for those with special needs.

As part of that coordination, PSRC has adopted a regional plan addressing special needs transportation services, the *PSRC Coordinated Transit-Human Services Transportation Plan* ("*Coordinated Plan*"). The *Coordinated Plan* serves as a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited incomes. The *Coordinated Plan* is the region's implementing plan for special needs transportation.

The specific priorities and strategies contained in the *Coordinated Plan* are developed to enhance the existing special needs transportation network, and to provide unified direction guiding near-term and long-term transportation investments. A more detailed discussion of special needs transportation, including an inventory of existing services, an assessment of transportation needs for the special needs population, and strategies to address existing gaps and unmet needs can be found in Appendix K.

The *Coordinated Plan* lays out strategies for meeting those needs, and prioritizes services and implementation strategies to guide investment decisions, particularly for the federal Job Access and Reverse Commute program (JARC) and New Freedom program. The *Coordinated Plan* is incorporated into Transportation 2040 as Appendix K. Also see www.psrc.org. These programs provide dedicated federal funding for special needs transportation.

In addition to the regional planning efforts of PSRC, the central Puget Sound region has three local coordinating coalitions: King County Mobility Coalition, Pierce County Coordinated Transportation Coalition (PCCTC), and the Snohomish County Special Needs Transportation Coalition (SNOTRAC). Kitsap County has a similar group called Kitsap Information Referral Network (KIRN). The groups' primary responsibility is to assess the needs of their local community and current transportation network and provide recommendations to improve the system, serving as the first step towards improvement. This local information is provided to the PSRC in its updates to the *Coordinated Plan*. Further, these groups serve an important role in the coordination of special needs transportation services, where they may use a combination of federal, state, and local funds to provide services to meet needs

¹ 49 CFR Part 37 Transportation for Individuals with Disabilities (ADA).

Aging in Place

Population Facts

- *By 2030, nearly one in five Americans — 71.5 million people — will be over age 65.*
- *Today, there are more than 35 million Americans aged 65 or above — a tenfold increase in the 65 and over population since 1900. Over the next 25 years, that number will double.*
- *Contrary to popular belief, only a small minority move to warmer climates upon retirement. Fewer than 5 percent of the 65 and over population reside in nursing homes. Instead, most Americans choose to age in place, within the same communities where they have long lived.*

Transportation Facts

- *Only 3 percent of all trips taken by Americans aged 65 and above are by bus or train.*
- *55 percent of Americans say they would prefer to walk more and drive less.*
- *Individuals with health impairments or disabilities often have difficulty using fixed-route transit systems, because of factors such as poor pedestrian accessibility or the lack of accessible design features at buses and rail stations.*
- *People outlive their ability to drive: men do so by an average of six years and women by an average of 11 years.*
- *One in five Americans aged 65 and above does not drive.*

Source: www.aginginplaceinitiative.org

and fill gaps that exist. All four counties are represented on PSRC's Special Needs Transportation Committee.

Federal transportation legislation requires that the *Coordinated Plan* be updated every four years. This frequent update cycle allows the region to adapt quickly to emerging trends and respond meaningfully with funding priorities. Transportation 2040 calls for adding funding for special needs transportation services into its financial strategy in proportion to the forecasted special needs population growth. See Appendix C, MPP-T-22 and 25. For additional background analysis on Transportation 2040 and low-income and minority populations, see Appendix G.

A variety of federal and state agencies fund a wide range of transportation services for special needs populations. They each have their own authorizing statutes, purposes, target populations, eligibility criteria, rules and regulations, administrative structures, funding processes, reporting requirements, and system for delivering services. This results in transportation funding that is confusing, inefficient (through duplications, for example), and disconnected, resulting in transportation service that fails to meet comprehensive transportation needs. Until and unless there are changes to the way that special needs funding is programmed, the burden will be on the providers to attempt to supply comprehensive, efficient, and coordinated services.

Freight Mobility

Transportation 2040 is built on the principle that the movement of freight and goods is a vital function for the regional transportation system. An efficient freight transportation system helps to maintain the region's quality of life, ensures that businesses can deliver products and services to market, strengthens our economy, and makes the most of the central Puget Sound region's strategic position as a critical gateway for international trade. Freight and goods mobility is multi-functional, multimodal, and intermodal. In the central Puget Sound, freight and goods move primarily by truck, rail, air, and water, and require connections between modes. Transportation 2040 is designed to support three aspects of freight movement: (1) acting as a gateway for international trade, (2) meeting the freight movement needs of businesses in the region, and (3) enabling the local delivery system. Infrastructure and operational solutions will be needed to cope with significant regional and state growth and larger impacts of globalization. Projects have been identified to enable freight to move more reliably and safely, and to serve the region's ports.

The Regional Freight Strategy, included as Appendix J, builds upon VISION 2040 to more clearly articulate actions and investments needed to ensure the region is able to efficiently move freight and goods in the future.² The Transportation 2040 Freight Strategy is structured around the following framework issues:

Congestion and Mobility

² See Appendix C for multicounty planning policies addressing freight: MPP-T-17 through MPP-T-19; DP-12, DP-15, DP-16, DP-17, DP-51, Ec-4, Ec-6, and Ec-17.

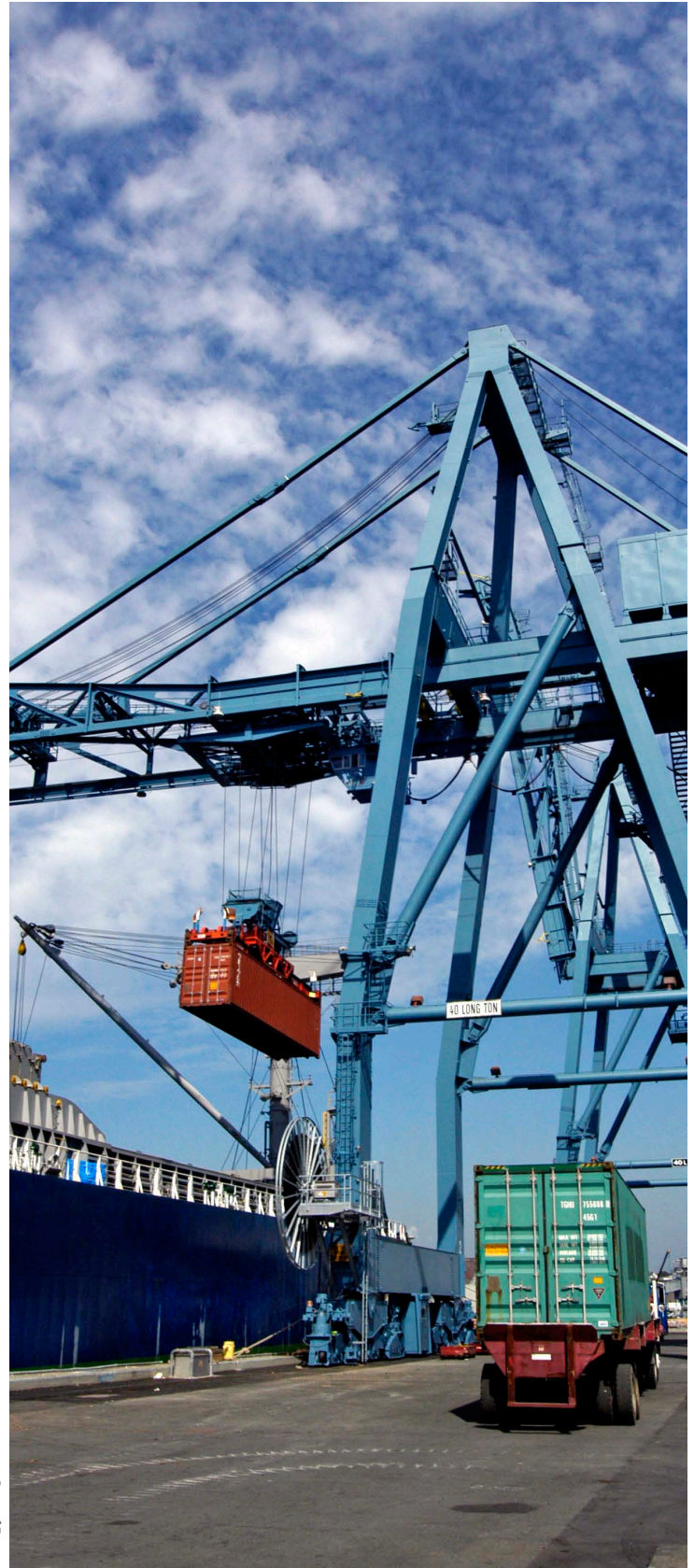
- Preserve and maintain the region’s existing multimodal freight transportation system to increase reliability and efficiency and to prevent degradation of freight mobility.
- Coordinate regional planning with private sector railroad capacity expansion plans and support capacity expansion compatible with state, regional, and local plans.
- Complete key roadway projects to enhance freight mobility, such as SR 509 extension, SR 167 Extension, and SR 704 (Cross Base Highway).
- Complete strategic freight mobility projects (known as the Freight Action Strategy Corridor Partnership — “FAST”) to improve access to the region’s deep water ports and address some of the most critical rail and roadway conflicts along the I-5 corridor from Everett to Tacoma. These projects include grade separations that help improve freight mobility in some of the region’s busiest manufacturing and industrial centers at strategic locations in Kent, Auburn, Fife, Pierce County, and Seattle.
- Invest strategically in other facilities used intensively by freight, such as I-5, U.S. 2, SR 18, and SR 9 among others.

Economy

- Recognize freight resources that are unique and that give the central Puget Sound region a strategic advantage, such as container ports, and Class 1 railroads.
- Prioritize investments that support efficient performance and accessibility of those resources.
- Demonstrate positive benefits of logistics industries to the region.
- Make freight mobility investments that help the region retain and grow its job base and strengthen the region’s overall economy.

Environment

- Continue to work with private sector freight providers to plan and implement measures to ensure environmental protection.
- Ensure that the impacts or consequences of environmental regulations are understood in the region’s planning efforts. A good example can be seen in the Environmental Protection Agency’s diesel reduction program.
- Ensure that regional long-range plans and implementation strategies are created within a framework that reflects growing global environmental concerns and issues.



Port of Everett

Land Use

- Support Manufacturing and Industrial Centers, as well as key regional assets, such as the Deep Water Container Ports, and the services of two Class 1 Railroads.
- Ensure that industrial and freight-related land uses are supported in regional and local plans.

Preservation and Maintenance

- Recognize the role of transportation facilities that serve as the “last mile” in terms of supply-chain connectivity.
- Protect and preserve existing infrastructure, including access within and to the region’s manufacturing and industrial centers.

Planning and Analysis

- Through groups of regional freight stakeholders, continue to improve prioritization processes and identify gaps in the regional freight and goods transportation system.

Safety and Security

- Study the issue of truck safety on the region’s roadway network. An example of a useful study is the North Bend Truck Parking proposal.
- Ensure that transportation security efforts (such as those contained in the 9/11 Commission recommendations) are understood and recognized in regional

planning efforts.

- Ensure safety in designated Manufacturing Industrial Centers. Projects that increase public safety in these strategic areas play an important role in a successful centers strategy.

Sustainable Funding

- Identify sufficient and sustainable funding sources for planned freight mobility improvements.
- Demonstrate a clear nexus between user fees paid by freight and the benefits received.
- When considering tolling or user fees for truck freight, investigate the ability of different truck operators to pass such costs on to the consumer.
- Monitor the status of SAFETEA-LU reauthorization and examine opportunities for freight investments in the next surface transportation bill.

As described in this and in the Support the Regional Economic Strategy section of Chapter 1, Transportation 2040 strategies and investments will result in significant benefits for freight and goods movement operators in the region, amounting to over \$2 billion per year by 2040. The full set of recommendations is available in the Regional Freight Strategy, Appendix J.

Figure 16 illustrates the existing freight and goods transportation system.



Port of Seattle

FIGURE 16. Existing Freight and Goods Transportation System (FGTS), 2007

