



Tacoma Link and Convention Center

# Future Planning, Programming, and Implementation



*Transportation 2040 is a living document and will continue to evolve. Equally, other plans and actions within the region will need to evolve in coordination with VISION 2040 and Transportation 2040.*

*This chapter discusses:*

- *Implementation actions and processes the region has in place or proposes to put in place to ensure general coordination of transportation planning at all levels of government.*
- *How the regional transportation plan can be amended.*
- *The relationship between the plan and federal funds available through the region's Transportation Improvement Program (TIP).*
- *The policy and plan review processes.*
- *Corridor planning.*

## Implementation Actions

VISION 2040 includes both policies and actions that set an implementation framework for regional transportation planning and investments. The first transportation action adopted in VISION 2040 (T-Action-1) called for the update of the region's Metropolitan Transportation Plan to be consistent with and implement VISION 2040. The adoption of Transportation 2040 fulfills that objective.

VISION 2040 contained additional actions related to transportation coordination, planning, data collection, monitoring, and programming intended to help implement regional transportation policies. The development of Transportation 2040 substantially addressed and advanced many of these individual actions. For example, T-Action-2 called for PSRC to "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, and expanding roads and transit service." Transportation 2040's approach to regional mobility, described in Chapter 2, begins to address this adopted action. Many additional actions were similarly addressed in the strategies and analysis that are part of Transportation 2040, and in the direction for different aspects of the regional transportation system contained in this document. The adoption of Transportation 2040 recommit the region to address all of the actions identified in VISION 2040, contingent upon the availability of resources. See VISION 2040, Part IV, for a more complete description



I-5 Everett, courtesy WSDOT

of regional implementation actions related to transportation. These actions will be incorporated into the PSRC work program as appropriate and as resources are available.

VISION 2040 Transportation Actions, by topic, include:

- Congestion Relief and Mobility Strategies
- Commute Trip Reduction Programs
- System Performance Strategies
- Disaster Planning
- Regional Mobility Plan for Special Populations
- Regional Program and Project Selection Criteria
- Safety Trends and Data
- Consistency with Growth Management Planning
- Freight Mobility Coordination and Planning
- Coordinating Planning with State Agencies
- Coordinated Transit Planning
- Identifying New Transportation Funding Sources
- Long-Range Regional Ferry Service Planning
- Advancing Nonmotorized Planning
- Local Comprehensive Plan Certification
- Aviation Systems Planning

## Plan Amendment and Prioritization

As the region implements Transportation 2040, PSRC commits to developing and applying new administrative procedures based on adopted regional policy to:

- Admit future actions, projects, and investments to the plan and determine their status upon admission
- Remove existing actions and investments from the plan if appropriate
- Change the status of actions and investments within the plan
- Assign priorities to actions and investments.

These new procedures will more closely align regional policy with investments.

Each of the steps described above constitutes an amendment to Transportation 2040. Minor amendments that demonstrably have no negative impact on the regional air quality conformity determination and do not require additional plan-level environmental review under the State Environmental Policy Act (SEPA) and are covered by the Transportation 2040 Environmental Impact Statement will be processed by action of the Executive Board.

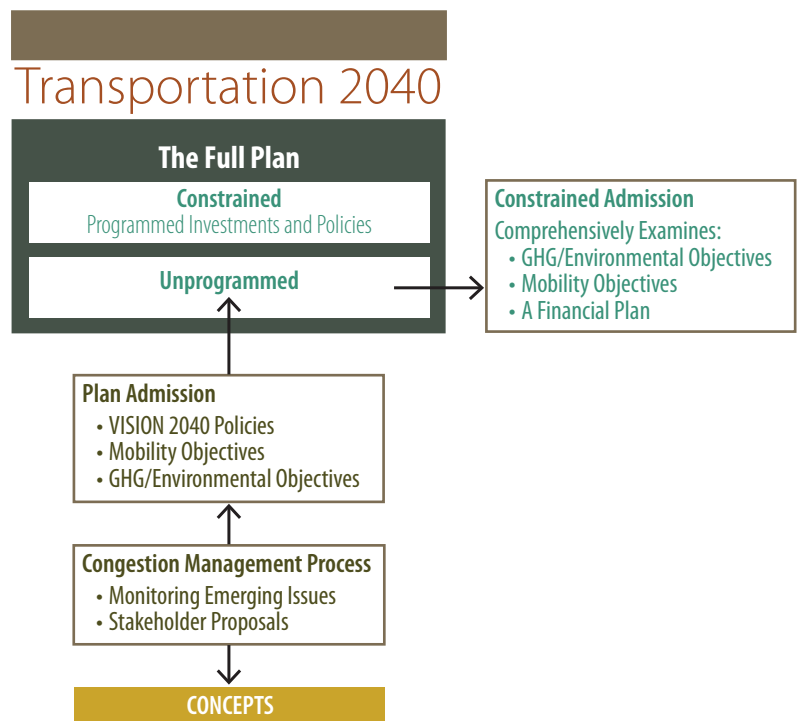
Major amendments (such as the admission or removal of major new investments for reasons other than completion, or, in the case of public transit, modification of the local or regional transit plan) that require additional plan-level SEPA review or potentially have a large impact on the regional air quality conformity determination must be approved by the General Assembly, and will preferably be completed at the regular plan update intervals specified by federal and state law. Major amendments can be processed on an as-needed basis by the General Assembly in cases where the Executive Board finds sufficient need to do so. Figure 43 shows the structure of Transportation 2040 and the plan amendment and prioritization process.

These mechanisms will be developed and will include a process for reevaluating and prioritizing projects included in the plan to ensure support for implementation of VISION 2040. These mechanisms will include the development of objective and measurable criteria. Following development of this mechanism, PSRC staff and advisory committees will conduct the reevaluation of projects and develop a major amendment to Transportation 2040 within two years.

It is recognized that it is essential that any process that is developed to assign priorities to actions and investments must be done in an open, balanced, collaborative, and equitable manner. Accordingly, in order to ensure broad participation and input from member jurisdictions and other stakeholders, the development of such a prioritization process will include formal review and recommendation by the Transportation Policy Board and approval by the Executive Board prior to implementation.

PSRC will develop and implement administrative procedures that enable these processes to occur consistently, fairly, and in accordance with VISION 2040. The Executive Board will adopt such procedures with appropriate assistance from its supporting staff and committees. The procedures developed should utilize a common evaluation framework where possible, and should explicitly assess key VISION 2040 policy areas, including, but not limited to:

**FIGURE 43. Plan Amendment and Prioritization**



- Supporting the regional growth strategy, including focusing growth in regionally designated centers inside the Urban Growth Area
- Reducing greenhouse gases
- Reducing vehicle miles traveled
- Supporting freight mobility
- Promoting sustainable funding
- Promoting equity and environmental justice
- Reducing impacts on Puget Sound water quality
- Addressing congestion and mobility
- Promoting economic activity and employment growth
- Achieving a jobs-housing balance

The evaluation framework will be consistently applied at all stages of the regional transportation planning process, including the evaluation of projects for federal Transportation Improvement Program (TIP) funds, monitoring the Transportation 2040 plan, and monitoring of the transportation system. In addition, the procedures must address all pertinent federal and state laws and planning requirements, including the principle of fiscal constraint.

Appendix M describes admission, status, and amendment procedures PSRC will follow in the interim prior to the adoption of revised procedures. Appendix M also contains an itemized list of investments that expand capacity on Metropolitan Transportation System facilities.

## Transportation 2040 and the Regional Transportation Improvement Program (TIP)

Transportation 2040 coordinates state, regional, and local planning efforts for transportation in the central Puget Sound region, and fosters the development and operation of a highly efficient, multimodal system that supports the regional growth strategy. That includes using regional resources for regionally significant investments, and promoting coordination among transportation providers and local governments as they make investments on the Metropolitan Transportation System.

The Regional Transportation Improvement Program (TIP) is a reflection of the implementation of the investments in Transportation 2040. Regionally significant projects must be explicitly listed in Transportation 2040 and are subject to further review before they can proceed to implementation. Regional significance is currently defined as a major capacity investment on the Metropolitan Transportation System (MTS), and applies to all modes including roadway, transit, nonmotorized, etc. The MTS is defined in Appendix D.

Projects and investments that are not on MTS facilities or are not adding major capacity are also subject to the policies in VISION 2040 and the guidance in Transportation 2040, but are not required to be explicitly listed as projects in the plan. These investments are included in the financial strategy as programmatic investments.

The Regional TIP contains projects awarded PSRC's federal funds, other federally funded or state funded projects, and all other regionally significant projects that are required to be included in the region's air quality conformity determination. The Regional TIP is a four-year programming document, so only those projects with current funds are shown. The Regional TIP is updated regularly. All projects submitted are evaluated for consistency with VISION 2040 and Transportation 2040, and reviewed for financial constraint and air quality conformity requirements.

PSRC has procedures in place to monitor and track the implementation of projects and programs in Transportation 2040. Through the Regional TIP process, tracking of projects with PSRC's federal funds occurs to ensure the funds are being used efficiently and on a timely basis. Further, monitoring of project implementation occurs through both the Regional TIP process and the Transportation 2040 Ten-Year Action Strategy. A milestones report was published in 2004 on the monitoring of projects using PSRC's federal funds; this report is in the process of being updated.

### **POLICY FRAMEWORK FOR PSRC'S FEDERAL FUNDS**

Guided by the region's adopted multicounty planning policies, Transportation 2040 establishes investment priorities, especially: (1) the maintenance and preservation of existing capital infrastructure and services and (2) making investments that serve the region's designated centers. The plan also outlines a corridor approach to making significant capacity investment decisions. A rational, coordinated, and clearly defined approach to funding and programming for regionally significant systems, across all levels of government and all modes of transportation, is essential to the implementation of VISION 2040.

PSRC has an ongoing responsibility to establish and evaluate programming criteria that reflect adopted regional policy. The Policy Framework for PSRC's Federal Funds is updated prior to each project selection process, and is predicated on the policies contained in VISION 2040 that call for priority to be given to projects that serve regional growth and manufacturing/industrial centers. Project evaluation criteria are designed to support these policies and priorities, and will be periodically refined as performance monitoring provides information about whether desired results are being achieved.



Pierce Transit Daffodil Bus

## Policy and Plan Review

PSRC has established a process for the review of local, countywide, and transit agency plans guided by: (1) the consistency provisions in the Growth Management Act, (2) state requirements for establishing common regional guidelines and principles for evaluating transportation-related provisions in local comprehensive plans, and (3) directives for coordination in the Regional Council’s Interlocal Agreement and Framework Plan.

### Regional Guidelines and Principles

*State law requires regional guidelines and principles to be established for regional and local transportation planning purposes (RCW 47.80.026). Among the factors these guidelines and principles are to address are: concentration of economic activity, residential density, development and urban design that supports high-capacity transit, joint- and mixed-use development, freight movement and port access, development patterns that promote walking and biking, transportation demand management, effective and efficient transportation, access to regional systems, and intermodal connections. The region’s multicounty planning policies adopted in VISION 2040 serve as the region’s guidelines and principles. Many of the sidebars throughout the policy sections of VISION 2040 provide examples to serve as guidance for local planning efforts, especially related to transportation.*

### Review of Local Comprehensive Plans, Certification of Transportation-Related Provisions

Local jurisdictions are asked to incorporate a brief report in future updates to their comprehensive plans that addresses: (1) conformity with requirements in the Growth Management Act for comprehensive plan elements, (2) consistency with the Transportation 2040 Metropolitan Transportation Plan (including consistency with established regional guidelines and principles, physical design guidelines for centers, and compliance with federal and state clean air legislation), and (3) consistency with the multicounty planning policies. Information provided in this report will be a primary tool for developing PSRC’s certification recommendation regarding the transportation-related provisions for PSRC boards to consider.

### Review of Subarea Plans for Designated Regional Growth Centers and Regional Manufacturing/Industrial Centers

Jurisdictions that have regionally designated centers — either regional growth centers or regional manufacturing/industrial centers — are asked to prepare a subarea plan for each center. The subarea plan should be adopted within four years of the designation of the

center. The plan should include a brief report (similar to the one prepared for the jurisdiction-wide comprehensive plan) that outlines how the plan satisfies Growth Management Act requirements for subarea plans, as well as regionally established criteria for center planning. This report will be a primary tool for developing the PSRC's certification recommendation for PSRC boards to consider.

### **Review of Countywide Planning Policies and Multicounty Policies, Including Certification of Countywide Policies for Consistency with the Regional Transportation Plan**

Countywide planning bodies are asked to include a report in updates to the countywide planning policies that addresses: (1) consistency of countywide planning policies and multicounty planning policies, and (2) consistency with Transportation 2040. This report will be a primary tool for the PSRC to develop a certification recommendation for consideration by PSRC boards. According to Policy MPP-G-2, countywide planning policies are to be updated to reflect revised multicounty planning policies by December 31, 2010.

### **Consistency Review of Transit Agency Plans**

To coordinate transit planning with local and regional growth management planning efforts, transit agencies are requested to incorporate a report in their long-term strategic plans that addresses: (1) conformity of the strategic plan with state planning requirements for transit planning, (2) consistency with Transportation 2040, (3) compatibility of the strategic plan with multicounty planning policies, (4) compatibility of the strategic plan with the countywide planning policies for the county or counties in which the agency provides service, and (5) coordination with local governments within the agency's service area. The report should be considered and approved by the governing authority of the transit agency, and then transmitted to PSRC boards for review and comment.



### **Certification of Plans Prepared by the Regional Transit Authority (Sound Transit)**

Washington state law requires PSRC to formally certify that the regional transit system plan prepared by the Regional Transit Authority — known as Sound Transit — is consistent with Transportation 2040, the regional transportation plan (RCW 81.104). PSRC staff, together with Sound Transit staff, prepares a draft consistency report for review and comment. This report will be forwarded to PSRC policy boards, which will transmit a recommendation to the Executive Board for action.

## **Corridor Planning**

Another stage of transportation planning includes the corridor studies that are conducted by local agencies, transit operators, and the Washington State Department of Transportation (WSDOT). An important first step in scoping of these projects is to link back to the current regional transportation planning activities and VISION 2040's Multicounty Planning Policies. PSRC will work with agencies conducting corridor planning projects to ensure consistency with adopted regional policies and Transportation 2040.

# Moving Forward Together

Transportation 2040 provides the framework for the development of a sustainable transportation system that improves travel for people and businesses throughout the four-county central Puget Sound region. The plan includes projects, programs and other actions to reduce congestion and improve mobility to support the nearly 5 million people who will call this region home by 2040.

Transportation 2040 contains an aggressive environmental strategy to reduce transportation's impacts on the water quality of Puget Sound, protect air quality, and

to reduce greenhouse gas emissions. The plan's greenhouse gas reduction strategy is intended to lead and complement the development of the state strategy to meet greenhouse gas reduction goals.

The plan embraces a new direction for transportation funding, intended to provide stable and sustainable funding over the long term. The plan's finance strategy recognizes the long-term limitations of traditional transportation funding approaches, and moves the region to a new user-based funding system that not only provides

necessary revenues, but also helps reduce congestion and improve environmental quality.

Transportation 2040 was developed in a time of considerable uncertainty about the future scope of federal legislation governing transportation, evolving direction from the state and federal levels to reduce greenhouse gases, changing technology, and the pace of regional economic growth. Transportation 2040 will be updated as needed to address state and federal transportation requirements, knowledge gained as the region moves forward, and the changing needs of the people and businesses of the central Puget Sound region.



Bremerton Waterfront

Following adoption of the plan, a process for reevaluating and prioritizing projects included in the plan to ensure support for implementation of VISION 2040 will be developed. Project rescreening based on consistency with VISION 2040 plan implementation will be completed in approximately two years, starting in summer of 2010.

Transportation 2040 represents a break from business as usual, laying out a transportation vision to meet the mobility needs of all of the region's residents in a financially and environmentally sustainable manner.