



Ferry on Puget Sound

## CHAPTER 1

# Toward a Sustainable Transportation System



*Regions across the country face common challenges when it comes to improving transportation. The old ways of paying for and delivering transportation investments are proving unsustainable. Funding is short, urban projects are complex and costly, and citizens are increasingly concerned about the environmental consequences of construction and more traffic.*

Transportation 2040 lays out a set of measured steps that are designed to improve transportation in the region. It helps to move people and goods, improve the quality of the region's air and water, and strengthen our comparative economic advantages in a sustainable manner. Implementing this plan will test the region's resolve, and in the end may require embracing some changes that right now might seem a bit unfamiliar. Some of these changes involve how transportation is paid for, some involve the kinds of vehicles that are driven, and some the ways people travel, shop and work. But the values that lie behind these ideas are very familiar. The region must steward the environment for future generations, grow economic opportunities for everyone, invest in neighborhoods and marketplaces, foster innovation, and recognize the importance of personal choice.

Building on VISION 2040, Transportation 2040 is the result of almost three years of research, analysis, deliberation, and debate. It lays out a vision for the future of transportation in the central Puget Sound region, while ensuring the plan meets the diverse needs of citizens across the four counties.

Transportation 2040 establishes three integrated strategies for addressing: (1) congestion and mobility, (2) the environment, and (3) transportation funding. These strategies address the need for a large and sustainable investment in the region's transportation system to meet the needs of a growing population — more transit, more biking and walking facilities, more ferries, and more complete roadways.

That sustainable mobility must extend to the movement of freight, which is the circulatory system of the region's economy. The Puget Sound region is a major North American gateway for trade with Pacific Rim countries and is the major economic engine for Washington state. A transportation system that provides for the efficient movement of freight and goods is critical for the region's economic prosperity.

Transportation 2040 prioritizes investments for those parts of the region expected to accommodate the most growth, especially centers and compact urban communities. It implements the VISION 2040 Regional Growth Strategy by targeting transportation

investments that provide capacity for 5 million people in 2040, ensuring that people can get to work and recreation, that freight and goods movement can supply businesses and factories, and that ports can continue to function as regional and global gateways.

Transportation 2040 envisions a sustainable transportation system that meets the region's diverse mobility needs. It calls for a system that is safe, secure, and efficient. Sustainable transportation involves moving people and goods in ways that support a healthy environment and a strong economy. It recognizes the opportunity to address past harms to the natural environment, and to improve water and air quality. It includes the design of walkable cities and bikable neighborhoods, as well as facilitation of telework and other options to reduce or eliminate trips. 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. Sustainable transportation means relying on cleaner and renewable sources of energy. It means employing innovative design and construction methods — as seen in green streets and pervious paving materials — that can minimize environmental impacts.

Transportation 2040 sets the region on course to significantly reduce greenhouse gas emissions consistent with state goals through a flexible and balanced approach of land use, pricing, choices, and technology. This approach positions the region well to take advantage of federal programs that might be created to support efforts in this area.

Finally, Transportation 2040 takes steps to move the region toward a sustainable financial future, breaking with historic and increasingly unreliable funding approaches and identifying new financing strategies that not only provide needed revenue, but also reduce vehicle miles traveled and delay, improve reliability, and support more choices for the people who use the system to meet their daily needs.

## Supporting VISION 2040

VISION 2040, adopted in 2008, serves as the region's long-range growth management, environmental, economic and transportation strategy. VISION 2040 is an integrated, long-range strategy for maintaining a healthy region — promoting the well-being of people and communities, economic vitality, and a healthy environment.

In adopting VISION 2040, the region established a Regional Growth Strategy for accommodating an additional 1.5 million people and 1.2 million new jobs expected by the year 2040. VISION 2040 promotes an environmentally friendly growth pattern that contains the expansion of urban growth areas, conserves farm and forest lands, supports compact communities where people may both live and work, and focuses new employment and housing in vibrant urban centers.

VISION 2040's multicounty planning policies (required by the Growth Management Act) provide an integrated framework for addressing land use, economic develop-

ment, transportation, public facilities, and environmental issues. These policies provide the framework for Transportation 2040, promoting the development of a coordinated multi-modal transportation system that is integrated with and supported by more balanced and varied land use patterns. The strategy's preferred pattern of urbanization has been designed to support economic prosperity, promote affordable housing, improve mobility, and make efficient use of existing and planned infrastructure. See Appendix C for the complete text of adopted multicounty planning policies.



Tukwila International Blvd. Station, Sound Transit

# The Foundation: Land Use and Transportation

The central Puget Sound region has long recognized the fundamental link between land use and transportation. Supportive land use patterns include the appropriate intensity, configuration, and proximity of housing, jobs, stores, and schools. Land use patterns are also shaped by roads, pathways, trails, sidewalks, rail and other public transportation infrastructure. Locating shops, offices, and services near homes, and ensuring that our transportation infrastructure is well-connected and provides for a variety of transportation types, can promote walking, bicycling, transit use and greatly contribute to improved accessibility and mobility. These are some of the central goals of VISION 2040. See Appendix C, MPP-DP-14, MPP-DP-35 and MPP-T-11.

## Physical Design Guidelines

*A group of physical design guidelines are established in Transportation 2040 to better articulate the relationship between land use and transportation, pursuant to Growth Management Act requirements (RCW 47.80). Local jurisdictions should seek to foster these characteristics and conditions as they permit development and build transportation infrastructure, particularly in designated centers and transit station areas. The guidelines are intended to advance fundamental design principles and site development characteristics that can serve as a starting point to achieving successful and mutually supportive connections between land use and transportation.*

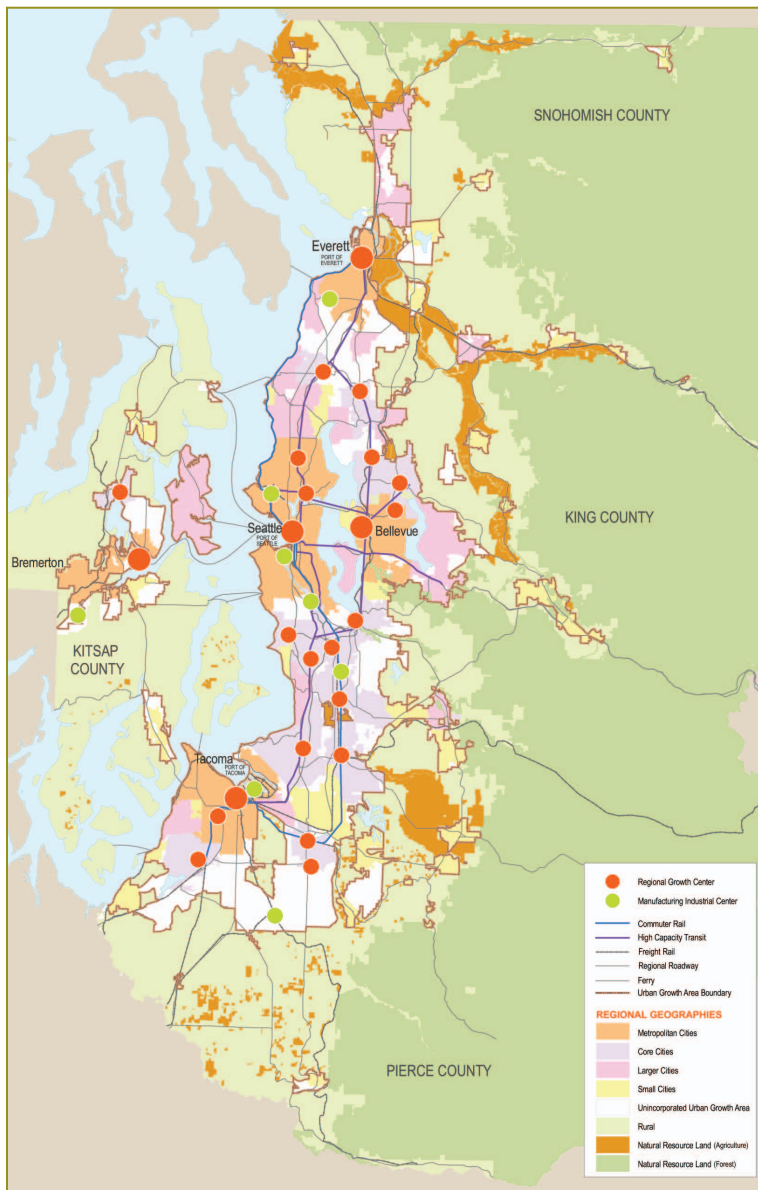
*All plans for regional growth centers and high-capacity transit station areas shall address these guidelines. See Appendix C, MPP-T-20, MPP-T-21, MPP-DP-37 and MPP-DP-40. For additional guidance on urban form, site design, parking, and accessibility see [www.psrc.org/growth/tools/](http://www.psrc.org/growth/tools/).*

- 1. Encourage a mix of complementary land uses, particularly uses that generate pedestrian activity and transit ridership.*
- 2. Encourage compact growth by addressing planned density.*
- 3. Link neighborhoods; connect streets, sidewalks, and trails.*
- 4. Integrate activity areas with surrounding neighborhoods.*
- 5. Locate public and semipublic uses near high capacity transit stations in designated urban centers and activity centers.*
- 6. Design for pedestrians and bicyclists.*
- 7. Provide usable open spaces for the public.*
- 8. Manage the supply of parking.*
- 9. Promote the benefits of on-street parking.*
- 10. Reduce and mitigate the effects of parking.*

VISION 2040 and Transportation 2040 recognize that the linkage between land use and transportation also has critical implications for the environment and the economy. VISION 2040 makes a strong connection between the region's natural environment and the built environment. In terms of transportation, this means moving into a cleaner, more sustainable future to address our mobility and accessibility needs. VISION 2040 states "sustainable transportation involves the efficient and environmentally sensitive movement of people, information, goods and services, with attention to health and safety." Sustainable transportation includes minimizing the impacts of transportation activities, reducing carbon and other emissions, and protecting water quality by relying on cleaner modes of travel and alternative energy resources.

Transportation 2040 builds on the legacy of the region's earlier metropolitan transportation plan, Destination 2030, and its innovative approach to emphasize land use practices and planning tools that are as important to improving mobility and accessibility — if not more so — as are investments in traditional transportation projects and programs. Land use regulatory reforms, financial incentives, and development strategies can leverage local planning to focus growth into centers and compact communities, where walking, bicycling, and transit provide increasingly viable alternatives to driving. These places should have a variety of housing types to accommodate our increasingly

**FIGURE 2. VISION 2040 Regional Growth Strategy**



- Enhance the region’s existing communities.
- Reduce incompatible development in rural areas.
- Preserve the natural environment.
- Provide a wider variety of affordable housing choices.
- Better connect all people with jobs services, and recreational opportunities. See Appendix C, MPP-T-9 through MPP-T-22.

The Regional Growth Strategy provides guidance for the distribution of growth to *regional geographies*, which are categories for the different types of cities and unincorporated areas that play distinct roles in the region. Cities, towns, and neighborhoods of various sizes and character will continue to offer a wide choice of living options.

VISION 2040 has established the following Regional Geographies:

- Metropolitan Cities
- Core Cities
- Larger Cities
- Small Cities
- Unincorporated Urban Growth Areas
- Rural Areas
- Natural Resources Lands

The Regional Growth Strategy focuses the majority of the region’s population and employment growth (53 percent and 71 percent, respectively) into Metropolitan Cities and Core Cities. Significant population and employment growth (40 percent and 26 percent, respectively) will also occur collectively in Larger Cities, Small Cities, and the Unincorporated Urban Growth Area. Transportation 2040 supports development and transportation investments in all of these geographies and the creation of appropriate regional financial tools to support such investments.

Figure 2 illustrates the Regional Growth Strategy. The Regional Growth Strategy contains numeric guidance adopted for counties, cities and towns to use as they develop new population and employment growth targets and update local comprehensive plans. These land use assumptions serve as the basis for local and regional transportation planning.

diverse households — the mix of singles, single-parent households, starter-households and seniors. VISION 2040 further promotes urban form and design principles that create more vibrant and livable communities. Design is especially important — and is much more than aesthetics and visual character. Good design addresses functions and systems, as well as economic and social objectives, such as allowing people to remain an active part of their communities as they get older — to “age in place.”

**REGIONAL GROWTH STRATEGY**

Transportation 2040 has been designed to support and implement VISION 2040’s *Regional Growth Strategy*, which advances a development pattern that will:

## CENTERS

Transportation 2040 supports development of centers throughout the region. Centers are locations with compact, pedestrian-oriented development and a mix of different commercial, civic, entertainment and residential uses. While relatively small geographically, centers are strategic places identified to receive a significant proportion of future population and employment growth when compared to the rest of the urban area. Concentrating growth in centers allows cities and other urban service providers to maximize the use of existing infrastructure, make more efficient and less costly investments in new infrastructure, and minimize the environmental impact of urban growth. Transportation 2040 supports accessibility and mobility for walking, biking, and transit to and within centers. See Appendix C, MPP-D-5 through MPP-DP-13.

**Regional Growth Centers.** Regional growth centers are major focal points of higher density population and employment, served with efficient multimodal transportation infrastructure and services. By the year 2040, *Metropolitan Cities* and *Core Cities* (the 18 cities that have one or more regional growth centers — along with unincorporated Silverdale) are expected to accommodate a significant portion of the region’s residential growth (53 percent) and employment growth (71 percent). See VISION 2040, pp. 47-51.

Transportation 2040 links regionally designated centers within these regional geographies with a highly efficient transportation network, and prioritizes regional transportation investments to serve regional centers. PSRC commits to addressing this core policy objective as it periodically updates the policy framework for regionally managed funds. See Appendix C, MPP-DP-7, MPP-DP-10, MPP-DP-13, and MPP-T-12.

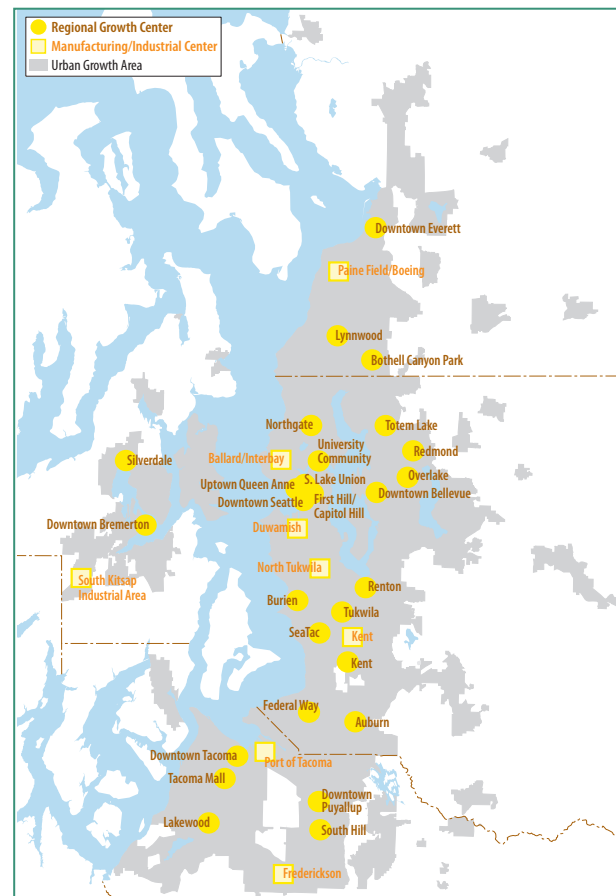
**Manufacturing and Industrial Centers.** The region also contains eight designated regional *manufacturing and industrial centers* (MICs). These are employment areas with intensive, concentrated manufacturing and industrial land uses that cannot be easily mixed with other activities. These areas are intended to continue to accommodate a significant amount of regional employment growth. Figure 3 maps the region’s designated centers. See Appendix C, MPP-DP-8 through MPP-DP-10.

**Subregional Centers.** Subregional centers, including downtowns in suburban cities and other neighborhood centers, are also strategic locations for concentrating

jobs, housing, shopping, and recreational opportunities. See Appendix C, MPP-DP-13.

Moreover, other growth strategy concepts, such as compact communities, mixed-use districts, and transit station areas, remain an integral part of the overall vision for growth in the region. These concentrations may act very much like designated regional growth centers, and can also benefit from programs used for center enhancement and development, including strategic transportation and infrastructure investments. See Appendix C, MPP-DP-14 and 15.

**FIGURE 3. Regional Centers**



## OUTCOMES

Transportation 2040 supports development in high-growth regional geographies like *Metropolitan Cities* and *Core Cities*, putting particular emphasis on connecting designated regional growth centers and manufacturing industrial centers. Transportation 2040 contains investments that reduce the length of vehicle trips, increase transit ridership, focus new transportation infrastructure in already-urbanized

areas, and provide additional information and tools to help implement the growth strategy. Transportation 2040 promotes development approaches that assist centers and station areas to be more attractive, thereby fostering housing growth in transit supportive environments, and helping the region to meet its goals for housing affordability and development in centers.

Constrained Plan investments are included in the financially constrained portion of the plan, which the region reasonably expects to fund by 2040. The Full Plan includes additional actions beyond the investments in the financially constrained plan. For more detail, see Chapter 4.

When Transportation 2040's investments were analyzed using the region's integrated transportation and land use models, approximately 97 percent of growth occurred within designated urban growth areas, in a manner consistent with the Regional Growth Strategy.

Growth in and within a quarter mile of designated regional growth center boundaries was also modeled. As displayed in Figure 4, future development in these areas is projected to be strong, such that by 2040 an additional 175,000 people and 475,000 jobs will more than double the current activity in areas within and surrounding designated regional growth centers.

Investments in transportation can improve the development

opportunities in urban places by reducing the transportation costs for firms and households within these neighborhoods. When examining the benefits that result from the plan's investments, on a per trip basis these neighborhoods fare better than the region as a whole. Figure 5 displays per trip benefits (compared with making no changes to the transportation system) for regional growth centers and manufacturing industrial centers, and for the region as a whole. The gains to growth centers are an important result of implementing Transportation 2040.

### TRANSIT-ORIENTED COMMUNITIES

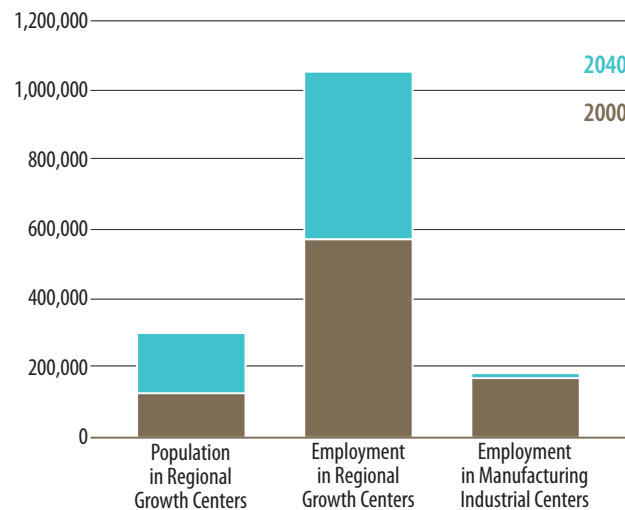
Transportation 2040 supports the development of transit-oriented communities in conjunction with implementation of the region's transit system. A majority of existing and planned transit station areas are located in or serve the region's designated growth centers. The development of the region's high capacity transit system offers an important opportunity to create and enhance these areas and

other station communities to further regional growth objectives.

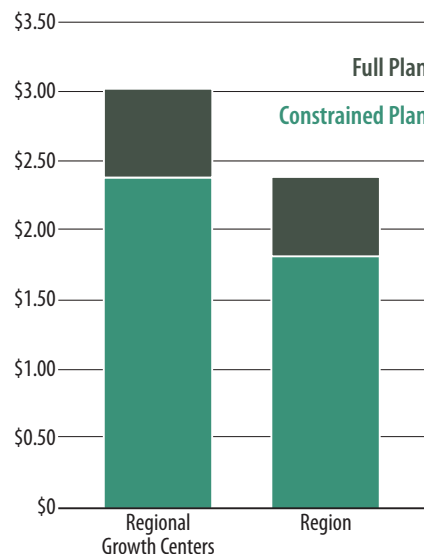
The transit station serves as a critical link in the region's transportation infrastructure, connecting residents and workers to jobs and services in the rest of the region and offering access to nearby civic and public spaces. Well-designed transit-oriented communities can lead to a range of substantial social and environmental benefits. Transit-oriented communities have the potential to:

- Promote health by encouraging walking and biking, cutting air pollution, and reducing motor vehicle accidents.
- Lower household expenses for transportation.
- Reduce municipal infrastructure costs.
- Help meet the growing demand for "walkable communities."

**FIGURE 4. Population and Employment in Designated Growth Centers, 2000 and 2040**



**FIGURE 5. Per Trip Benefits for Regional Growth Centers Compared with 2040 Baseline**

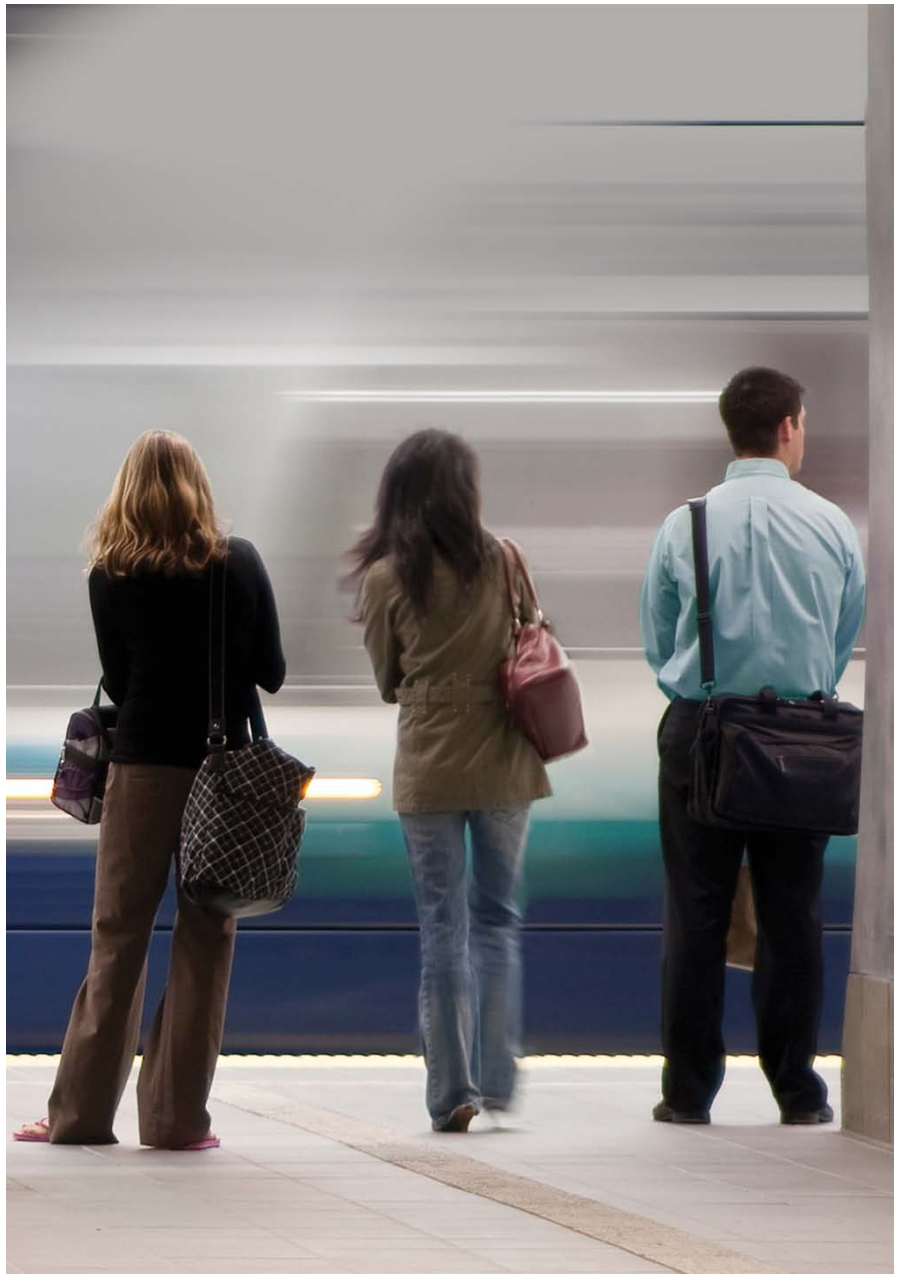


- Curb land consumption and thereby help conserve farms and natural ecosystems, and protect water quality.
- Cut energy consumption and greenhouse gas emissions associated with both transportation and the built environment.

The central Puget Sound region is in a position to capture these benefits and get a high return on its investments in regional transit facilities. Sound Transit’s light rail line and Sounder commuter rail, King and Snohomish counties’ Rapid Ride and Swift bus rapid transit lines, and the City of Seattle street car station locations offer a tremendous opportunity to accommodate population and employment growth. Figure 6 illustrates a selection of existing and planned transit station areas. Additional transit station areas will likely be identified as planning and implementation of the region’s high capacity transit system progresses.

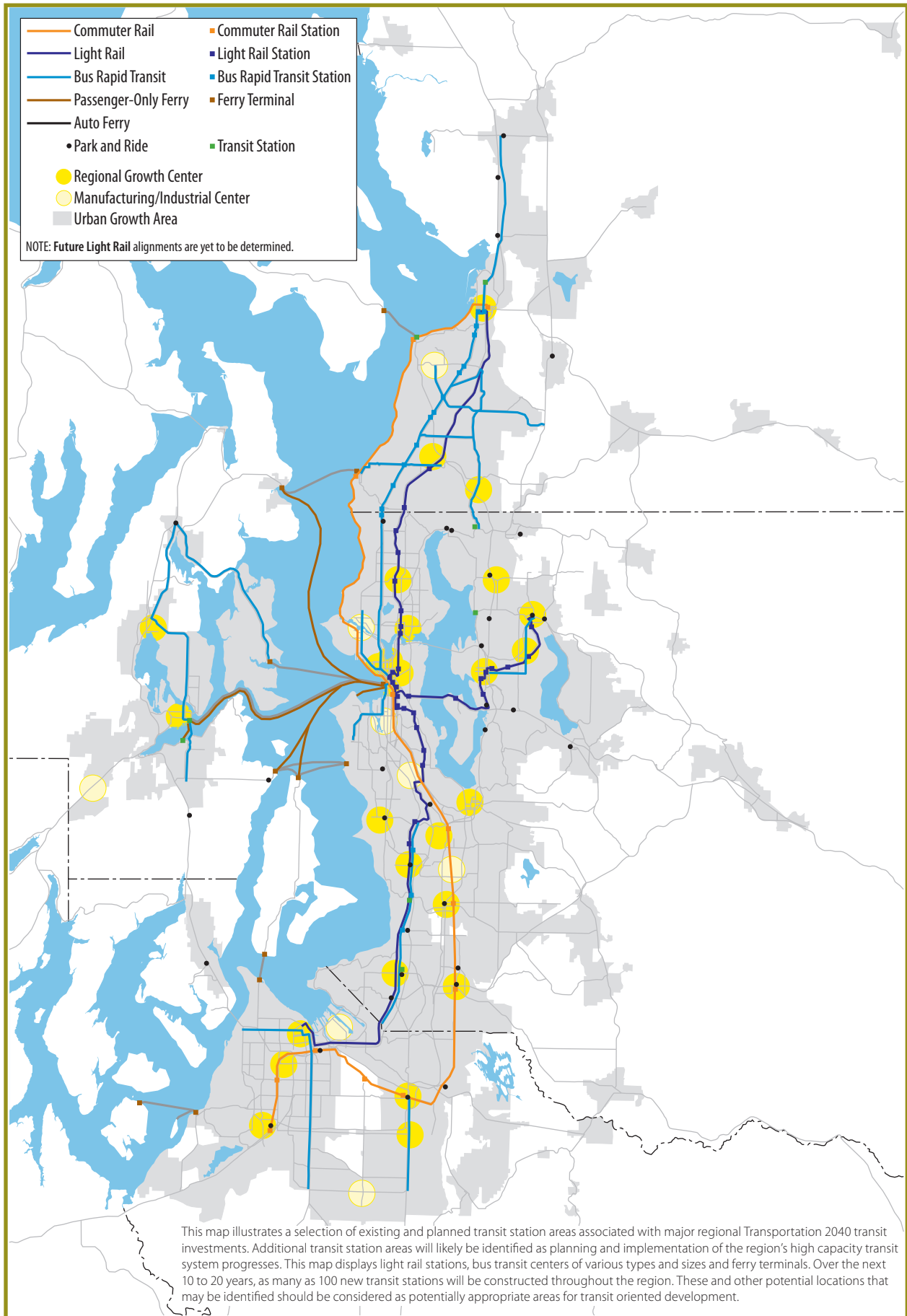
Land use and development patterns in the vicinity of passenger ferry terminals can contribute to the success of a regional passenger ferry system. Mixed-use developments can build ferry ridership and increase accessibility to passenger ferry services. To support future passenger ferry service, Transportation 2040 recommends the region and local jurisdictions develop land use and zoning policies to support transit-oriented development associated with water-borne transportation.

**Station area planning.** Local jurisdictions, in collaboration with regional transit agencies and PSRC, are encouraged to conduct comprehensive sub-area planning for high-capacity transit station areas, typically to cover the area defined by a half- to three-quarter mile walking distance radius around the station site. For areas in which the station area is a part of a larger sub-area plan — such as a regional growth center subarea plan — the local jurisdiction should devote special attention to the station area. Station area planning should consider the fine-grained issues and opportunities that help transit-oriented communities function well, such as attractive and functional walking and bicycling, and thoughtful design standards for architecture, site design, street trees, street furniture, and open spaces. As it works to help implement Transportation 2040, PSRC will provide leadership on these issues, and continue to investigate ways to provide support to station area planning efforts at the local jurisdiction level.



Beacon Hill Station, Sound Transit

**FIGURE 6. Selected Existing and Potential Transit Station Areas Map**



# Supporting the Regional Economic Strategy

The Puget Sound region is a leading center of trade, high-tech industries and commerce. Talented and energetic people have flocked to the region for opportunities to work and live in a place of natural beauty and abundant cultural amenities. But continued prosperity in an increasingly competitive global economy is not assured. The key success factor for regional economic development is no longer simply the availability of natural resources or access to markets; rather, it is a talented and diverse workforce. New economic centers are rapidly emerging throughout the world as leaders recognize these dynamics and take the initiative needed to adapt to them. Metropolitan areas increasingly see the need to invest in creating places that can attract and retain the talent necessary to support their economies.

Also guided by VISION 2040's multicounty planning policies, the *Regional Economic Strategy* contains detailed action initiatives focused on strengthening our region's leading industry clusters and rebuilding the foundations of our economy. An efficient, well-functioning transportation system is critical for a strong economy. A central concern is supporting a vital economy while avoiding environmental damage that has accompanied growth in the past.

Adopted by the region's Economic Development District in September 2005, the *Regional Economic Strategy* is a federally required "comprehensive economic development strategy" (CEDS). It also serves as the economic functional plan of VISION 2040. The strategy takes a two-pronged approach to supporting the region's economy:

- **Cluster Initiatives:** Specific action initiatives were identified to grow and sustain our region's leading industry clusters. Industry clusters are geographically concentrated groupings of competing and complementary industries that create wealth in a region by selling products or services to outside markets, thereby generating income that fuels the rest of the economy. The *Regional Economic Strategy* focuses on seven of our region's leading industry clusters: aerospace, clean technology, information technology, life sciences, logistics and international trade, military, and tourism.
- **Foundation Initiatives:** Initiatives were also developed to rebuild the fundamental economic foundations that support our region's leading industry clusters: education, technology commercialization, new and small business support, tax structure, social capital and quality of life, and transportation.

During the development of the *Regional Economic Strategy*, a lack of transportation choices and congestion were cited as among the top constraints to doing business in the region. Transportation investments must address the diverse needs of the region's economy and support key employment sectors, including established and emerging industry clusters, industries involved in trade-related activities, startups, and new businesses. More convenient and varied transportation options, and improved travel reliability, were also seen as fundamental to maintaining quality of life in the region for workers and supporting local businesses. Finally, a transportation system that better serves communities with high concentrations of low income people and people of color — easing travel to and from education and employment centers — is also a high regional priority.

Accordingly, investing in transportation infrastructure — from roads to rail to air — has been a continuing focus of the Prosperity Partnership, the coalition of business, government and community organizations that drives the implementation of the *Regional Economic Strategy*. First, the Prosperity Partnership has supported additional funding for roads and transit targeted to benefit both the region's key industry clusters, as well as the economy as a whole.

Second, the Partnership has strongly advocated for the development of a transportation system that implements VISION 2040's Regional Growth Strategy, which calls for focusing a significant share of economic growth in designated regional growth centers, seeks to bolster the region's designated manufacturing and industrial centers, and advances a closer balance between jobs and housing. The industry clusters identified in the *Regional Economic Strategy* are highly correlated with the region's designated regional growth and manufacturing industrial centers. Supporting these centers with an expanded and efficient transportation system will provide lasting benefits to the economy of the central Puget Sound region. Third, since protecting and enhancing the environment — both natural and built — helps the region remain both competitive and livable, the Partnership has backed regional policies that call for sustaining and respecting the area's environmental quality and unique attributes through focusing and sustaining growth in the region's centers and already urbanized areas.

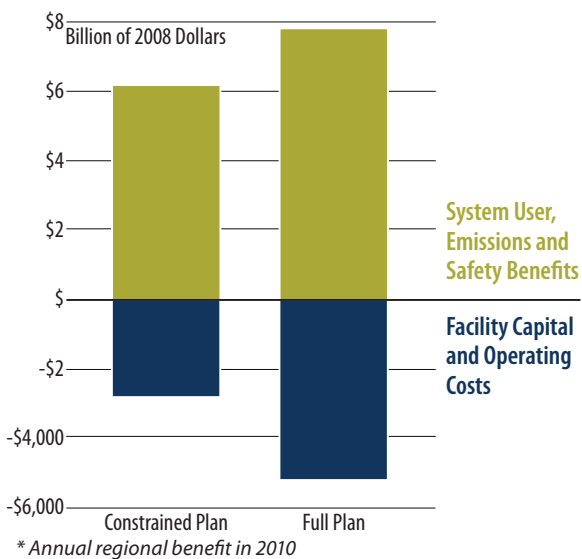
The region's transportation system must facilitate the movement of intermediate and finished products within

the region, and the expansion of global trade and export activities. And the system must efficiently move people between where they live and where they work. Transportation 2040 makes advances in supporting the *Regional Economic Strategy*, emphasizing investments tailored to improve mobility benefits to the region's growth centers and industry clusters. It provides personal mobility options that have fewer energy requirements, intensively manages transportation systems to reduce congestion and vehicle emissions, advances technical innovations that minimize transportation's carbon footprint, and supports growth in existing communities. All of these approaches serve to support and implement the *Regional Economic Strategy*.

## OUTCOMES

Transportation is extremely important to economic growth. Transportation 2040's mix of investments will produce tangible benefits to people and freight in terms of travel time savings, decreased costs, improved travel reliability, and more choices. In addition, Transportation 2040 recognizes the need to secure transportation funding that does not unnecessarily burden the economy. By having the users of the transportation system pay for the investments, a sustainable financial framework will be built that will guarantee that we can get the most out of our transportation improvements.

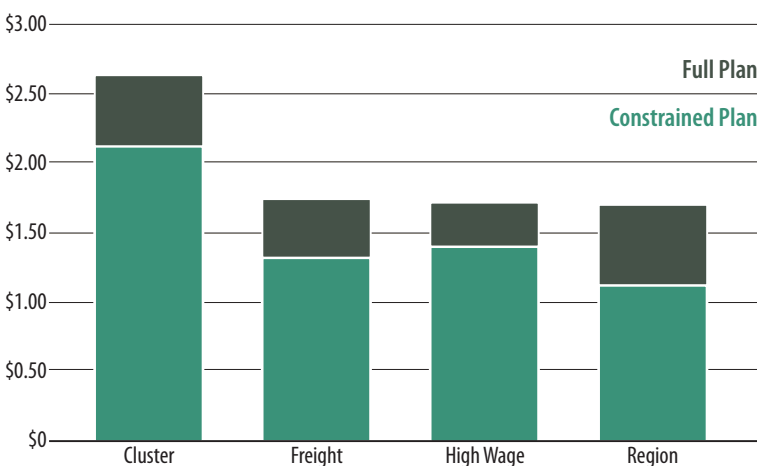
**FIGURE 7. Benefits and Costs of the Plan\***



As illustrated in Figure 7, expected benefits from investments and programs substantially exceed their costs. This will promote a healthy economy essential to achieving other regional objectives, including creating vibrant urban places, providing economic opportunities to all citizens, and making investments in the preservation of our unique regional environment. Transportation 2040's improved travel times produce real economic benefits within the broader economy.

Delay due to congestion or other disruptions on major regional roadways can affect the timely and predictable movement of freight within and through the region. Infrastructure and programmatic improvements contained in Transportation 2040 reduce rail freight and general-purpose traffic conflicts through grade separation projects, enhance safety, and result in less congestion on the region's roadways. Rail track improvements allow more efficient joint operation of passenger and freight rail services. Analysis shows significant benefits to freight users due to travel time improvements and increased reliability, amounting to over \$2 billion per year by 2040.

**FIGURE 8. Per Trip Benefits for Locations with Target Industry Concentrations**



Investments in transportation can improve the regional economic climate by reducing the transport costs for firms and households. These lower costs can result in increased productivity, employment, output and wages. Transportation 2040 accomplishes this and does so in a way that directly supports the region's economic goals of strengthening economic clusters, freight and high wage industries. Figure 8 displays per trip benefits (compared with not implementing the plan — or doing nothing) for neighborhoods with high concentrations of these industries and to the region as a whole. The gains to industry clusters are an important result of implementing Transportation 2040.

# Supporting People

Transportation 2040 was developed to provide accessible, affordable, and convenient mobility to all people in the region. Transportation 2040 is about ensuring that everyone has access to goods, services and jobs. It places a priority on an effective system, rather than on a specific mode of transportation. Cars, buses, bicycles, streetcars, walking, and trains are all modes of transportation that meet individual needs.

**Transportation 2040 and Equity.** Equity was one of the seven key criteria used to evaluate alternatives and develop Transportation 2040. PSRC examined equity in four ways: (1) the geographic distribution of benefits and adverse impacts by county and county subarea, (2) the distribution of benefits and adverse impacts by income groups, (3) the

## About Environmental Justice

*The concept of environmental justice is rooted in Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. In response to a concern that low-income or minority populations bear a disproportionate amount of adverse health and environmental effects of public projects, and to reinforce the fundamental rights and legal requirements contained in Title VI, President Clinton issued Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (1994). It directs each federal agency to make environmental justice part of its mission.*

*Following Executive Order 12898, USDOT issued Order 5610.2: USDOT Order to Address Environmental Justice in Minority Populations and Low-Income Populations (1997). It provided guidelines for how environmental justice analyses should be performed and how environmental justice should be incorporated into the transportation decision-making process. The USDOT Order requires federal agencies to do the following:*

- *Explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on low-income or minority populations*
- *Implement procedures to provide “meaningful opportunities for public involvement” by members of those populations during project planning and development (USDOT 1997, §5[b][1]).*

*Federal environmental justice guidelines define minority populations to include Black, American Indian and Alaskan Native, Asian, Native Hawaiian and Other Pacific Islander, and Hispanic people and low-income populations to include anyone who is at or below the U.S. Department of Health and Human Services poverty guidelines. The locations of minority and low-income populations are based on residential locations from the U.S. Census.*

distribution of benefits to freight and passenger vehicles, and (4) an accounting and comparison of benefits of investments to minority and low-income residents. See Appendix D for more detailed policy analysis and discussion of criteria used to evaluate the plan.

**Transportation 2040 and Environmental Justice.** PSRC took special care to ensure that all residents of the region would benefit from improved mobility and adverse impacts would not be disproportionately borne by low-income, minority and vulnerable populations.

As part of public outreach during development of the plan, PSRC conducted a series of ten roundtable discussions with community leaders and service providers representing minorities, seniors, youth, people with low incomes and special transportation needs, and people with limited-English proficiency (LEP). The purpose of these discussions was to understand how potential plan elements would benefit or adversely affect these populations. PSRC documented the outcomes of these discussions and addressed many of them in Transportation 2040. See the Transportation 2040 Final Environmental Impact Statement Appendix D for more detailed policy analysis and discussion of the criteria used to evaluate the plan. See plan Appendix G for more detailed environmental justice analysis conducted for Transportation 2040.

## OUTCOMES

Compared to other alternatives analyzed during plan development, the mix and distribution of programs, projects and investments in Transportation 2040 yielded the greatest benefits, and resulted in fair distributions to all counties, county subareas, and all income groups.

Compared to the other alternatives, Transportation 2040 provides the greatest benefits to minority and low-income populations and the least disparity between these populations and the entire regional population as a whole.

Figure 9 shows changes in total user benefits per passenger trip for poverty and minority populations and the region as a whole.

**FIGURE 9. Changes in Total User Benefits per Passenger Trip**

