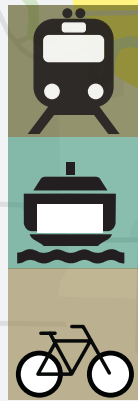


# Transportation 2040



## Appendix A: 2010 Action Strategy



MAY 20, 2010

Puget Sound Regional Council

# TRANSPORTATION 2040

## APPENDIX A: 2010 Action Strategy



2008-2010 BIENNIAL PLAN REVIEW REPORT

SUBMITTED TO THE WASHINGTON STATE DEPARTMENT OF TRANSPORTATION BY:

**Puget Sound Regional Council**

Regional Transportation Planning Organization (RTPO) for the Central Puget Sound Region

**May 20, 2010**



**TRANSPORTATION 2040**

**DRAFT 2010 ACTION STRATEGY**

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## 1. PURPOSE OF THE ACTION STRATEGY

### Advancing VISION 2040

**Transportation 2040** is built on the foundation of VISION 2040 and the Regional Economic Strategy. VISION 2040, adopted in 2008, serves as the region's integrated long-range growth management, environmental, economic, and transportation strategy. VISION 2040 is an integrated, long-range vision for maintaining a healthy region – promoting the well-being of people and communities, economic vitality, and a healthy environment. **Transportation 2040** will implement the VISION 2040 Regional Growth Strategy by targeting transportation investments that provide capacity for the 5 million people this region will have by 2040, ensuring that people can get to work and recreation, freight and goods movement can supply businesses and factories, and the region's ports can continue to function as global gateways.

**Transportation 2040** prioritizes investments for those parts of the region expected to accommodate the most growth, especially centers and compact urban communities. The transportation plan also includes investments that will support the region's 15 major industry clusters, including Aerospace, Information Technology, Logistics and International Trade, the Military, and Tourism. The 2010 Action Strategy includes strategic investments in projects and programs to meet the region's most critical people and freight mobility needs. These include connecting centers, improving freight mobility, completing missing links in the roadway system, supporting more efficient land use patterns with transit and non-motorized investments, and helping to improve the connections between jobs and housing across the region.

### Legislative Mandates and Plan Requirements

Chapter 47.80 RCW defines the roles, responsibilities, and requirements of Regional Transportation Planning Organizations (RTPOs). RCW 47.80.030 Section (2) states: "The organization shall review the regional transportation plan biennially for currency and forward the adopted plan along with documentation of the biennial review to the state department of transportation." The 2010 Action Strategy was prepared to meet this requirement. Previous biennial action strategies were prepared in 2001 (contained within the Destination 2030 plan document), 2003, 2005, and 2007. According to the normal biennial plan review schedule, a 2009 action strategy would have been required. However, given the level of work being done on developing the **Transportation 2040** plan, the Washington State Department of Transportation advised PSRC it would be acceptable to submit this 2010 Action Strategy along with **Transportation 2040**, in 2010. Future biennial review reports, in the form of action strategy updates, will be completed on the regular two-year cycle starting with this report.

The 2010 Action Strategy provides a snapshot of the region's investment approach for the coming 10 years, 2010-2020. The action strategy meets state mandates for biennial reporting, identifies new state and federal planning requirements, and describes how they're being met. The report then looks ahead to identify a set of recommended actions considered vital to advancing the region's transportation agenda over the next ten years. This report has a dual purpose. First, it serves as the region's biennial plan review report, and second, it communicates the region's priorities for action. The 2010 Action Agenda contained in section 3 contains a summary of planned investments, a list of priority projects and programs planned for the next ten years, a discussion of actions needed to help the region implement **Transportation 2040**, and a statement of PSRC's key messages to the Legislature.

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (Public Law 109-59; **SAFETEA-LU**) governs federal surface transportation spending and provides guidance and requirements for Metropolitan Planning Organizations (MPOs) in their regional transportation planning process. The five core functions of an MPO are:

1. **Establish a setting:** Establish and manage a fair and impartial setting for effective regional decision-making in the metropolitan area.
2. **Evaluate alternatives:** Evaluate transportation alternatives, scaled to the size and complexity of the region, to the nature of its transportation issues, and to the realistically available options.

3. **Maintain a Long-Range Transportation Plan (LRTP):** Develop and update a fiscally constrained long-range transportation plan for the metropolitan area covering a planning horizon of at least 20 years that fosters:
  - Mobility and access for people and goods
  - Efficient system performance and preservation
  - Quality of life
4. **Develop a Transportation Improvement Program (TIP):** Develop a fiscally constrained program based on the long-range transportation plan and designed to serve the area's goals, using spending, regulating, operating, management, and financial tools.
5. **Involve the public:** Involve the general public and all the significantly affected sub-groups in the four essential functions listed above.

PSRC has designed these functions into the **Transportation 2040** planning process. We've developed and maintain the TIP as an ongoing implementation program for the region's transportation plan. And we've used the PSRC's approved Public Involvement Plan to guide our public outreach efforts throughout the **Transportation 2040** planning process.

**SAFETEA-LU** requires the following elements be addressed:

- Special needs – meeting the transportation needs of minority and low income populations
- Safety and security – keeping the transportation system safe and secure
- Congestion management process (CMP) -- a systematic process for managing traffic congestion which provides information on transportation system performance. A CMP must:
  - Measure multimodal transportation system performance.
  - Identify the causes of congestion.
  - Assess alternative actions.
  - Implement cost-effective actions.
  - Evaluate the effectiveness of implemented actions.

### What's Changed Since the 2007 Action Strategy

Much has changed since publication of the 2007 Action Strategy. Numerous transportation finance programs were approved by local voters, including Sound Transit Phase II, Seattle's Bridging the Gap program, King County Metro's "Transit Now" funding package, and Community Transit's SWIFT bus transit program. The agencies are currently implementing these transit enhancement programs. In addition, the Governor and Washington State Legislature took action to begin addressing the issues of greenhouse gas emissions and climate change, and to slow the growth in vehicle miles traveled. The Puget Sound Partnership was formed to identify strategies needed to improve water quality in Puget Sound. In the wake of the Legislature's approval of the Nickel Funding Package in 2003 and the Transportation Partnership Account (TPA) funding program in 2005, WSDOT has moved ahead on numerous highway improvement projects, including widening key sections of I-405.

On July 16, 2007, the new Narrows bridge opened to traffic, four weeks early and \$114 million under budget. The new Narrows Bridge is the first toll facility in western Washington in nearly two decades. In King County, the SR 167 High Occupancy Toll (HOT) lane pilot project began operating in May 2008. The HOT lanes (one in each direction) extend for approximately 9 miles between Renton and Auburn. These two tolled facilities are a glimpse into the future of highway finance for the region.

But the financial news has not been all good. The national recession that began in late 2008 has produced significant negative impacts on state, regional, and local economies. State gas tax revenues are down, as are sales tax revenues, a primary source of transit funding. In response, several of the region's transit agencies have increased fares and/or cut service to balance revenues and costs. Several still face budget shortfalls.

Responding to a legislative mandate, Washington State Ferries ceased operating two passenger ferry routes: Vashon - Downtown Seattle and West Seattle – Downtown Seattle. In 2008 King County created a Ferry District, which now operates these two passenger ferry routes.

After PSRC approval of planning for a third runway at Sea-Tac Airport in 1995, the Port of Seattle in 2008 opened the new runway. Recognizing the third runway (plus other improvements at Sea-Tac Airport) would not meet the region's commercial passenger needs indefinitely, the Washington State Department of Transportation Aviation Division undertook a Long Term Air Transportation Study (LATS), completed in June 2009. The study provides important information and policy guidance for future planning and decisions regarding long-range airport capacity, both statewide and in the central Puget Sound region. While the PSRC region does not face an immediate airport capacity shortfall, the region will eventually need to resume planning to identify long-range commercial airport capacity solutions.

## Action Strategy Contents

This 2010 Action Strategy is structured differently than the past three Action Strategy reports prepared in 2003, 2005, and 2007. Because those reports were free-standing, they included a more complete background report on the contents of the plan, current plan status and accomplishments made since plan adoption in 2001, activities in major corridors, a summary of the region's proposed Legislative strategy, and other supporting information. The previous reports looked ahead to identify a set of recommended actions considered vital to advancing the region's transportation agenda over the next ten years. This 2010 Action Strategy need not be as lengthy; it draws upon the information contained within the **Transportation 2040** plan document, plus a wealth of background information. Relying upon the full plan document, the 2010 Action Strategy focuses on the strategic actions the region plans to pursue over the next several years to advance the implementation of the plan. The 2010 Action Strategy includes its usual list of transportation system projects proposed for the upcoming decade: 2010-2020.

## **2. BACKGROUND AND SUMMARY**

The Transportation 2040 planning process showed us it's time to think differently about the future of transportation. While we've had successes recently in funding key transportation programs, major challenges remain. The fundamental elements of these challenges are:

**Improving Mobility.** Preservation, maintenance, and operation of the existing system, plus safety and security, will be top priorities, and will use most of the available funding. Mobility improvements will include a major emphasis on improving system efficiency with limited new capacity. System efficiency includes creating "smart corridors" with advanced technology, user information, demand management programs, and variable pricing on tolled facilities. Capacity improvements will strategically expand roadway, transit, and nonmotorized facilities, with new roadways limited to a few missing links.

**Environment & Climate Change.** A primary regional challenge will be to minimize impacts on the environment, with a focus on air and water quality. Critical emerging goals of the region are to reduce greenhouse gas (GHG) emissions and prepare for climate change. The plan includes a strategy to address state GHG goals and vehicle miles traveled (VMT) reduction benchmarks. The four-part strategy is based on Land Use, Transportation Pricing, Transportation Choices, and Technology.

**Transportation Finance.** The Transportation 2040 financial strategy is based on a phased approach of transitioning away from current gas taxes toward the implementation of new user fees, which could include tolls, vehicle miles traveled charges, and other pricing approaches to fund and manage the transportation system. There should be a nexus between the tax, fee, or toll and the use of the revenues. However, we anticipate we'll continue to rely on traditional funding sources and financial instruments as the region makes a transition to a more sustainable financial strategy.

The Puget Sound Regional Council is scheduled to adopt **Transportation 2040** in May 2010. The plan is ambitious, laying out a broad range of projects and programs to address growth, reduce congestion and improve mobility, address the emerging issues of greenhouse gases and other emissions, enhance safety, security and health, preserve and maintain the existing transportation infrastructure, support the regional growth strategy (VISION 2040), and enhance the region's economy. Because the plan is ambitious, the price tag is high. Over the 30-year planning horizon, the region will invest almost \$190 billion. Not all the funding sources are assured, and the region will need to find new, creative, and sustainable ways to finance transportation investments. But the plan is sound. Based on the region's previous long-range transportation plan, *Destination 2030*, adopted in 2001, the region has made strong progress in meeting our growth and transportation challenges.

With help from the 2003 and 2005 state legislatures, and the approval of the Sound Transit Phase 2 plan in 2008, the region's financial picture has improved. According to data reported by project sponsors to PSRC in August 2009, the region has invested several billion dollars in more than 200 maintenance, preservation, and capacity expansion projects on the Metropolitan Transportation System over the last six years. The Nickel Funding Package and Transportation Partnership Account (TPA) funding package will provide a total of \$7.6 billion (year of expenditure dollars) in new revenues for investment in the region's transportation system. The Sound Transit Phase 2 package (ST-2), approved by the region's voters in 2007, is providing more Regional Express Bus service, additional Sounder Commuter Rail service, and will extend the LINK Light Rail system to Lynnwood, Redmond-Overlake, and Federal Way. ST-2 will invest up to \$17.2 billion for transit system investments by the year 2025. Over the past four years voters in Seattle (Bridging the Gap), King County (Transit Now), and Snohomish County (Swift) approved ballot measures to support transportation system improvements.

It's clear the region is in a better financial position now than nine years ago. But having additional funding is only the first step to accomplishing the region's goals. The region will need to improve the way it makes investment decisions; more actively manage and operate the region's transportation system to realize theoretical capacity; and find more creative and sustainable methods to finance the system. These objectives have been key elements in the development of **Transportation 2040**. PSRC has developed more rigorous least-cost planning and benefit-cost analysis (BCA) tools to help prioritize regional spending, and we're engaged in numerous projects and programs to better manage the system. PSRC is well aware that, due to limited resources (financial, environment and right of way), adding capacity will not solve all of the congestion challenges. As a result, other cost-effective solutions are part of a four-part congestion and mobility strategy, which combines:

1. Land use planning
2. Managing system demand
3. Transportation System Management and Operations (technology and active traffic management)
4. Strategic capacity

Building on the VISION 2040 Regional Growth Strategy, the region's congestion and mobility strategy strives to provide mobility for both people and goods through a number of approaches including:

- Promotion of transportation choices other than the single occupant vehicle including expanded transit and nonmotorized facilities and supporting services
- Continued investment and expansion of the region's Commute Trip Reduction (CTR) program
- Enhancements to the Growth and Transportation Efficiency Center (GTEC) program
- Increased investment in Transportation Demand Management (TDM) strategies
- Increased Transportation System Management and Operations strategies (TSM&O)
- Improvements to the roadway network to address bottleneck and chokepoints
- Identification of priority routes for freight, transit and emergency management services

In addition, the region is exploring a range of programs with the potential to reduce congestion, reduce vehicle miles traveled (VMT), and reduce greenhouse gases in the face of strong population and economic growth, and generate user-based revenues to help operate and improve the system. We've also identified financial strategies to fund the plan. These include facility and system tolls, high

occupancy toll (HOT) lanes, congestion/dynamic pricing, vehicle miles traveled (VMT) charges, parking surcharges, and a potential carbon tax. WSDOT's SR 167 HOT Lanes Pilot Project, the PSRC Traffic Choices Study, the SR 520 Bridge Tolling Study, and other efforts are providing valuable information to help lay the foundation for future operational and pricing programs in the region. **Transportation 2040** identifies the region's infrastructure needs for the coming 30 years, and their costs. To meet the region's future transportation needs, the plan includes strategies to address three key issues: (1) congestion and mobility; (2) greenhouse gases; and (3) finance. These strategies are key elements of the region's action strategy as we begin to implement **Transportation 2040**. Following are summaries of these strategies; more complete discussions are contained within the full **Transportation 2040** plan document.

### 3. **ACTION AGENDA**

This 2010 Action Strategy identifies priority actions and investments for the coming decade: 2010-2020. The strategy combines a list of strategic investments (projects and programs – see Chapter 4 below) and key policy initiatives. Together, these investments and initiatives are designed to address the most critical issues identified during the **Transportation 2040** planning process. Although the investments themselves will begin to address these issues, more work is needed. Therefore, this Action Agenda identifies a series of strategies and other actions which are considered critical to the PSRC region as we begin to implement our new transportation plan. The 2010 Action Agenda includes the following elements, which are described in the following text, and in more detail within the full plan document and its appendices.

- Short term actions
- Congestion and mobility strategy
- Environment & greenhouse gas strategy
- Financial strategy
- Project prioritization process
- Summary of plan investments
- Key messages to the Legislature

#### Short Term Actions

**Transportation 2040** is an ambitious plan which fundamentally changes our transportation future. Many of the projects and programs contained in the plan are within the region's ability to implement. Others will require state and/or federal support. Some of our goals, such as turning the tide on greenhouse gas emissions, will require a commitment from private industry. The plan's financial strategy will evolve over time, from our current reliance on gas and sales tax toward a new system of finance, which could include pricing, tolling, HOT Lanes, VMT charges, carbon tax, parking surcharges, and a potential new MVET. Implementing our congestion and mobility strategy will require a broad set of programs and investments to address historical underfunding of the system. The region is playing catch-up in preserving and maintaining our existing system. **Transportation 2040** sets the region in the right direction to meet our long-range goals. In the short term, there are numerous actions the region will take to make progress addressing the many important issues we face. Following are key actions the region is committed to begin over the next one to two years:

1. Develop a Plan Amendment and Project/Investment Prioritization process which will include mechanisms to:
  - Admit future projects and programs into the plan
  - Remove projects and programs from the plan, as needed
  - Change the status of projects and programs in the plan (Constrained, Unprogrammed, Approved, etc.)
  - Assign priorities to project and program funding (through the Regional TIP process, etc.)
2. Begin process for defining and identifying "last mile" facilities that serve freight needs, with the cooperation of the appropriate lead agency for such facilities.

3. Continue to utilize FAST Corridor and Freight Mobility Roundtable members in identifying the region's most pressing issues with regard to freight and goods movement.
4. Examine the Regional Freight and Goods Transportation System as outlined in the Regional Freight Strategy and determine a method for identifying gaps and bottlenecks in the system.
5. Secure funding and move ahead to implement these key projects:
  - Alaskan Way Viaduct replacement
  - SR 520 floating bridge replacement plus other improvements to SR 520 corridor
  - Widening and other improvements on I-405 corridor
  - SR 167 extension
  - New interchange at SR 509 and SR 518
  - I-5 pavement rehabilitation
  - Widen SR 18 from Issaquah-Hobart Road to I-90
  - SR 509 extension and I-5 improvements project (pending results of SR 509 tolling study)
  - I-5/SR 161/SR 18 Triangle improvements – Phase 1
  - Widen SR 522 from Snohomish River to Monroe
  - Complete US 2 Monroe Bypass
  - Widening and operational improvements on SR 9
  - Commence SR 704/Cross Base Highway project (planned for completion after 2020)
  - Improvements to SR 3 in Kitsap County
  - Improvements on the Mercer Street corridor
  - Bel-Red Regional Connectivity projects
  - Complete the remaining sections of the region's core freeway HOV system (SR 167 in south King and north Pierce counties, I-5 in Tacoma, and SR 16 in Pierce County, from Gig Harbor to Purdy)
  - Move forward on implementing Sound Transit Phase 2, which will extend LINK light rail transit to Lynnwood, Redmond/Overlake, and Federal Way
  - Make investments required to support expansion of bus transit service (bus fleets, BRT lanes, BAT lanes, park-and-ride lots, transit centers/stations, signal prioritization, electronic fare collection, etc.)
  - Expand the high occupancy toll (HOT) lane network as an interim step toward system tolling/pricing
  - Begin new passenger ferry service between downtown Seattle and Bremerton, Kingston, and Southworth
  - Identify funding and begin work to replace the Seattle Colman Dock and Mukilteo ferry terminals
  - Make strategic investments in the walking and bicycling systems, focused on improving access to transit facilities within centers
  - Complete the remaining priority freight mobility projects that are a part of the FAST Corridor Partnership
  - Advance a package of demand and system management strategies to improve system efficiency
6. Implement early tolling on SR 520 consistent with legislative direction and agreements in the Urban Partnership grant, and implement tolling on the Alaskan Way Viaduct replacement project.
7. Between 2010 and 2020 the region will require approximately \$15 billion in new revenue above current law revenue levels. To meet these revenue needs the region will seek additional revenue sources in four broad categories: (1) local sources, such as road levies, property, license, and impact fees; (2) transit specific sources, including sales tax increases for local and regional transit, and increases in transit and ferry fares; (3) fuel taxes, state fees, and fuel tax replacements; and (4) HOT lanes and facility toll revenues. For more detail on the plan's general revenue scenario see Chapter 4: A Sustainable Financial Framework in the Transportation 2040 plan document.
8. Seek broader legislative authority to implement tolling, pricing, and HOT lanes on state highways. Building on the work contained in **Transportation 2040**, confirm cost estimates for Action Strategy projects and prepare a detailed revenue plan to support project and program implementation.

9. Expand high occupancy toll (HOT) lanes from the existing SR 167 pilot project to additional state highways. By the year 2020 implement HOT lanes on the following major highway corridors: I-5 from N. 145<sup>th</sup> to Marysville, I-5 from I-90 to SR 512, I-405, SR 167 from I-405 to Puyallup, SR 512 from Puyallup to I-5, SR 520 from NE 84<sup>th</sup> to Redmond, I-90 from Mercer Island to Issaquah, and SR 16 from I-5 to Gig Harbor.
10. Work with the state Department of Ecology, Puget Sound Clean Air Agency, U.S. EPA, industry, and others to identify feasible approaches (including research and development of new vehicle and fuel technology) to reduce greenhouse gas emissions, and evaluate the feasibility of establishing GHG reduction targets for transportation in the PSRC region. Assist in the development of a state climate change strategy by December 2011 (as required by the Governor's Executive Order 09-05 and Senate Bill 5560). By 2011, PSRC will work with WSDOT and local and regional jurisdictions to improve analysis methodologies and identify additional strategies to reduce greenhouse gas emissions, when WSDOT is required to report to the Governor on the status of regional transportation plans. When state targets are set for the transportation sector and regions, PSRC should revisit its greenhouse gas reduction strategy.
11. Using VISION 2040 and **Transportation 2040** as guidance, identify data, analysis, and reporting details and processes necessary to implement interagency, corridor-based plan and system performance programs. Where necessary, proxy data will be substituted to realize the broad intent of the VISION 2040 monitoring program.
12. Take the following actions to support and enhance the four-part Congestion Relief Strategy:
  - Establish multimodal and freight transportation system performance monitoring program to include targets and performance measures to evaluate progress toward reaching them.
  - Publish a SMART Corridors Existing Conditions Report in January 2010, followed by a Baseline Report in fall 2010, which will be updated every two years thereafter. This report can be used to monitor investments and identify future needs and serve as a decision-making tool, as well as identifying data collection activities for all corridors that would support the monitoring program.
  - Build the Regional Intelligent Transportation Systems Implementation Plan, develop a Regional Concept of Transportation Operations prototype for traffic signal coordination, and promote the institutional arrangements that will allow cross-jurisdictional system management deployment and operation.
  - Cooperate with state and other agencies on a regional safety data monitoring program.
  - Prepare a regional transportation demand management implementation strategy that incorporates PSRC's Commute Trip Reduction obligations
  - Promote broader efforts to collect data on the extent and effect of Transportation Demand Management programs.
  - Expand bicycle count information at a sufficient number of locations to enable regionwide bicycle flow estimates.
  - Work with local and state agencies and stakeholders to update and refine a regional non-motorized map.
  - Facilitate the deployment and integration of transit Vehicle Location/Automatic Passenger Count systems to support a standardized, regionwide, up-to-date transit performance database.
  - Explore the need for data collection and analysis activities to support special needs transportation planning.
  - Promote efforts to obtain commodity flow data sufficient for travel and economic monitoring and analysis, and to support the region's freight mobility planning.
  - Continue efforts to collect a comprehensive regional spatial database of existing transportation assets across all modes useful for both implementation monitoring and performance monitoring.
13. Communicate to the Legislature the importance of a stable funding source for Washington State Ferries. Work with WSDOT Ferries Division to support implementation of their Long Range Plan.

14. Take the following actions to implement the Regional Freight Strategy:
- Continue to engage regional freight stakeholders to evaluate and prioritize recommendations as outlined in the Regional Freight Strategy.
  - Identify further roadway gaps in the Freight and Goods Transportation System.
  - Coordinate with the regional congestion management process to better integrate freight transportation.
  - As tolling is considered more widely throughout the region, ensure that questions related to the effects on freight mobility are considered simultaneously.
  - Consider the role that local roadways and arterials play in larger supply chains as strategies to address preservation and maintenance of these facilities are discussed.
  - Complete Short Term Action Strategy 1 which creates the process for determining project priorities in the plan: (1) ensure preservation and maintenance of existing infrastructure on facilities serving freight and goods movement; (2) consider the unique needs for moving people and goods within and to the region’s designated Manufacturing and Industrial Centers.
  - Continue to support completion of the remaining FAST Corridor projects.
  - Continue to improve the data and analytical tools required to identify current and future deficiencies in the regional freight transportation system.
15. Continue to implement PSRC Resolution EB-09-01: *A RESOLUTION of the Puget Sound Regional Council supporting regional coordination in the development of passenger-only ferry service in the Puget Sound region.* In the short term, this includes support for new cross-sound passenger ferry routes from downtown Seattle to Kingston, Bremerton, and Southworth. Communicate to the Legislature the importance of a stable funding source for Washington State Ferries. Work with WSDOT Ferries Division to support implementation of their Long Range Plan.
16. Building upon the Long Term Air Transportation Study (LATS), begin work to identify capacity solutions to meet the PSRC region’s long-range commercial airport capacity needs.
17. Continue implementation of transit agencies’ service and capital improvement plans. Identify sustainable funding sources to fund transit service at the levels identified in Transportation 2040. In the constrained plan increase core, community connector, and specialized service *per annum* over 2006 levels, as follows:

	<u>Peak</u>	<u>Off-Peak</u>
Core	1.8%	1.6%
Connector	0.8%	0.4%
<u>Specialized</u>	<u>1.6%</u>	<u>0.1%</u>
Total	1.6%	1.4%

18. Continue to implement the Coordinated Transit-Human Services Transportation Plan; update as appropriate. Continue to administer the Job Access and Reverse Commute (JARC) and New Freedom funding programs as the region’s designated recipient for these FTA funds. Add funding for special needs transportation services into the financial strategy in proportion to forecast growth of special needs population.

**Congestion and Mobility Strategy**

Congestion is an issue likely to become more challenging as we add 1.5 million more people and 1.2 million new jobs between 2006 and 2040. Not only does congestion cause delay and personal frustration, but it also affects the movement of people and goods, results in excess greenhouse gas emissions, and increases stress on critical infrastructure. **Transportation 2040** addresses congestion and mobility issues within the constraints of available revenue, while balancing the need to sustain our environment.

As the Metropolitan Planning Organization (MPO) serving the central Puget Sound region, PSRC has a federal mandate to develop a Congestion Management Process (CMP). The CMP presents a systematic

process for managing congestion that provides information on transportation system performance and identifies strategies to alleviate congestion and enhance the mobility of persons and goods to levels that meet state and local needs.<sup>1</sup> PSRC is well aware that due to limited resources (financial, environment and right of way), adding capacity will not solve all of the congestion challenges. As a result, other cost-effective solutions are part of a four-part congestion and mobility strategy, which combines:

1. Land use planning
2. Managing system demand
3. Transportation System Management and Operations (technology and active traffic management)
4. Strategic capacity

**Land use planning:** Through VISION 2040, the region has adopted policies that target compact, mixed use development, recognizing that dense urban form can reduce the need for personal trips, resulting in improved mobility. For information see VISION 2040 at <http://psrc.org/growth/vision2040>.

**Managing system demand:** Given constraints on potential roadway capacity additions, PSRC is also looking toward managing the demand of the existing system with things like bus passes, telecommuting and vanpooling as a means of providing alternative transportation options. For more information see the PSRC website information on Commute Trip Reduction at: <http://psrc.org/transportation/ctr>.

**Transportation System Management and Operations (arterial technology and active traffic management):** The PSRC Regional Traffic Operations Committee is currently working on two projects to support signal timing coordination within the region. These projects will be completed by summer 2010. This collaborative work will identify the key regional arterial corridors to support the movement of transit, freight and emergency management. More information on RTOC can be found at the committee's website: <http://psrc.org/about/advisory/rtoc>.

**System capacity** includes roadway, transit, pedestrian and bicycle facilities. VISION 2040 includes policies and actions that provide an implementation framework. Regional Action (T-Action-2) states:

*“The Puget Sound Regional Council will 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 (with both system and economic solutions), and expanding roads and transit service.”*

This action (T-Action-2) is in support of the Metropolitan Transportation Planning Policy, which states:

*“Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.”*

The region will publish a SMART Corridors Report to track transportation conditions at the corridor level, including data on safety, congestion and mobility (freight, transit, car and bike/pedestrian), and land use. The concept of “SMART Corridors” emerged from the notion that transportation serves many people and functions and it must be closely integrated with land use planning. This land use and transportation integration must respond to emerging trends that translate to evolving transportation needs, while balancing environmental concerns and fiscal constraint. For specific actions addressing congestion and mobility see “Short Term Actions in Section 3: Action Agenda.

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<sup>1</sup> For more information about federal mandates on the Congestion Management Process, see the US Department of Transportation website <http://plan4operations.dot.gov/congestion.htm>

## **Environment & Greenhouse Gas Strategy**

**VISION 2040** and **Transportation 2040** are built upon a strong regional commitment to reducing the impacts of growth and transportation on the environment. This commitment includes policy guidance and prioritization of investments to reduce impacts on air and water quality, with an emphasis on protecting the quality of water in Puget Sound and reducing greenhouse gas emissions.

**Transportation 2040** includes bold new steps to begin addressing climate change and greenhouse gas emissions, building on the Regional Growth Strategy, adopted in 2008. VISION 2040 calls for the region to reduce its overall production of harmful elements that contribute to climate change, and commits the region to comply with state directives. An evaluation of greenhouse gas emissions and per capita vehicle miles traveled (VMT) was conducted for each of the alternatives considered in the **Transportation 2040** planning process. The results of this analysis and additional research have led PSRC to adopt a four-part greenhouse gas strategy, which is described below.

### **Washington State Legislation**

Senate Bill 6001 became law in 2007, and established the following greenhouse gas emission reduction goals:

- To 1990 levels by 2020
- To 25% below 1990 levels by 2035
- To 50% below 1990 levels by 2050

In 2008, two key pieces of legislation were passed:

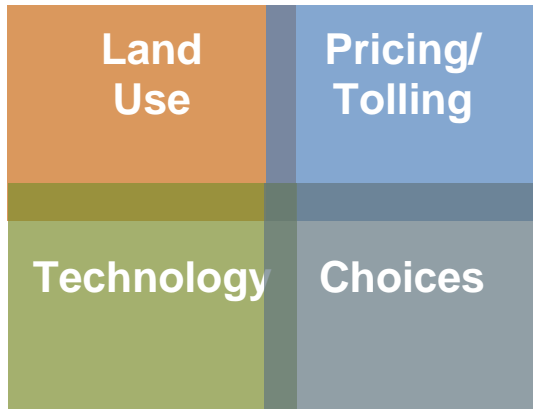
- House Bill 2815 establishes, among other things, statewide annual VMT per capita reduction benchmarks<sup>2</sup>
  - By 2020, decrease by 18%
  - By 2035, decrease by 30%
  - By 2050, decrease by 50%
- Senate Bill 6580 aims to address the impacts of climate change through the Growth Management Act, and directs the Department of Community, Trade and Economic Development (now the Department of Commerce) to work with the Department of Transportation to reduce VMT.

In 2009, the Governor signed Executive Order 09-05, which directs the state to continue work on a variety of important climate change activities, including working with the federal government on a climate program, reducing greenhouse gas emissions from stationary sources, reducing greenhouse gas emissions from transportation (including recommendations on VMT benchmarks and working with organizations such as PSRC), and adapting and preparing for unavoidable impacts.

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<sup>2</sup> Using a benchmark of 75 billion total statewide VMT in 2020, and exempting VMT from trucks over 10,000 pounds.

Following is the four-part greenhouse gas strategy contained in **Transportation 2040**:



**Land use.** This strategy builds upon VISION 2040, and will focus transportation investments in ways that support regional growth centers, compact mixed use development, transit-oriented development, and other land use patterns that can be more efficiently served with transit, walking, and bicycling facilities. The land use strategy supports an improved jobs-housing balance to reduce the number and length of work trips.

**Pricing/tolling.** Through the Traffic Choices Study, other toll research, and modeling of Transportation 2040 plan alternatives, we know roadway tolling and pricing can help reduce greenhouse gas emissions. **Transportation 2040** includes a commitment to new ways of financing the transportation system, including phased implementation of HOT lanes, facility tolls, and eventually full freeway system tolling.

**Transportation choices.** By combining efficient land use, roadway pricing/tolling, and efficient travel options, **Transportation 2040** hopes to reduce the growth of vehicle miles traveled, thereby helping to reduce greenhouse gas emissions. The Transportation 2040 plan includes unprecedented levels of investment in transit, bike, and walk facilities, thereby providing the region with many new travel choices. These include implementation of Sound Transit’s long-range plan, a 90% increase in local bus service (in the Constrained Plan, with a 120% increase in the Full Plan), with a focus on frequent all-day service on heavily traveled corridors. The Constrained plan includes over 380 miles of new regional walk and bike trails.

**Technology.** Technology can play a key role in helping address climate change and reducing greenhouse gases in the region. **Transportation 2040** supports development of technology to dramatically reduce tailpipe emissions. These technologies include increases in electric/plug-in electric vehicles, increases in overall vehicle fuel economy, alternative fuels, and reduced emissions from heavy diesel trucks.

**Transportation 2040** includes programs and investments that encompass all four of these strategies. PSRC has worked, and will continue to work, with agencies such as the Washington State Department of Ecology, the Environmental Protection Agency, the Puget Sound Clean Air Agency, the Washington State Department of Transportation, the Federal Highway Administration and the Federal Transit Administration, other metropolitan and regional planning organizations, and additional stakeholders to monitor emerging federal and state legislation related to climate change and to continue research and analysis on the reduction of greenhouse gases from the transportation sector.

In addition to reducing the impacts from the transportation sector on climate change, it is also important for the region to address the impacts *from* climate change *on* transportation. This concept is referred to as “adaptation to climate change.” Beyond transportation, a wide variety of impacts may be expected in Washington State and the Puget Sound region. These include rising sea levels, increased flooding, an increase in the frequency and severity of storms and other weather events, droughts, wildfires, impacts to

water availability and quality, impacts to crops, etc. Specific to transportation, impacts could include the accelerated deterioration of roadways, issues related to flooding and increased stormwater, bridge damage, and rail buckling.

This is an emerging area of study, but the state and region are being proactive in planning for potential impacts on transportation. These activities include the state's work called for in Executive Order 09-05 and Senate Bill 5560, which directs the Departments of Ecology, Health, Agriculture, Commerce, Fish and Wildlife, Natural Resources and Transportation to work with scientific experts and stakeholders to develop an integrated climate change strategy by December 2011. King County, in collaboration with the University of Washington and ICLEI-Local Governments for Sustainability, released "Preparing for Climate Change: A Guidebook for Local, Regional and State Governments." The King County Wastewater Division has also conducted an analysis of vulnerability of wastewater facilities to sea level rise.

PSRC is preparing a report related to potential impacts to transportation infrastructure in the Puget Sound region, including the port areas which would be most affected by rising sea levels. This report will be published later in 2010.

## **Financial Strategy**

### **Short-Term Strategy**

Over the next ten years, **Transportation 2040** will invest nearly \$60 billion in the region's transportation system. The plan identifies \$16 billion for state highways followed by \$15.1 billion for Sound Transit, \$11.2 billion for local transit, \$9 billion for cities, and \$4.4 billion for counties. The remaining investments (\$4 billion) would support auto and passenger ferries, ITS and demand management programs, non-motorized improvements, and tolling expenses. The forecast of current law revenues for 2010-2020 shows the region can expect about \$44.4 billion in revenues, leaving a new revenue need of about \$15 billion. Some of these investments will help kick-start the tolling/pricing program contained in the plan, and are therefore critical to the plan's financial success. The region's short term financial strategy includes the following actions:

- Implement early tolling on SR 520 consistent with legislative direction and agreements in the Urban Partnership grant, and implement tolling on the Alaskan Way Viaduct replacement project.
- Seek broader legislative authority to implement tolling, pricing, and HOT lanes on state highways. Building on the work contained in **Transportation 2040**, confirm cost estimates for Action Strategy projects and prepare a detailed revenue plan to support project and program implementation.
- Seek additional revenue sources in four broad categories: (1) local sources, such as road levies, property, license, and impact fees; (2) transit-specific sources, including sales tax increases for local and regional transit, and increases in transit and ferry fares; (3) fuel taxes, state fees, and fuel tax replacements; and (4) HOT lanes and facility toll revenues.
- Expand high occupancy toll (HOT) lanes from the existing SR 167 pilot project to additional state highways. By the year 2020 implement HOT lanes on the following major highway corridors: I-5 from N. 145<sup>th</sup> to Marysville, I-5 from I-90 to SR 512, I-405, SR 167 from I-405 to Puyallup, SR 512 from Puyallup to I-5, SR 520 from NE 84<sup>th</sup> to Redmond, I-90 from Mercer Island to Issaquah, and SR 16 from I-5 to Gig Harbor.
- Between 2010 and 2020, invest some \$26 billion (44%) in basic needs, which includes maintenance, preservation, operation, and debt service, and \$33 billion (56%) in system expansion.

**Figure 1: Short Term Financial Summary (2010-2020)**

(millions of year 2008 constant dollars)

	NEEDS				REVENUES			Unprogrammed Investments
	Basic	Needs	Expansion	Total	Current Law	New Revenue	Total	
<b>Counties</b>	\$ 1,900	\$ 2,500	\$ 4,400	\$ 3,200	\$ 1,200	\$ 4,400	\$ 700	
<b>Cities</b>	\$ 3,900	\$ 5,100	\$ 9,000	\$ 6,900	\$ 2,100	\$ 9,000	\$ 400	
<b>Local Transit</b>	\$ 9,200	\$ 2,000	\$ 11,200	\$ 10,500	\$ 700	\$ 11,200	\$ -	
<b>Sound Transit</b>	\$ 5,900	\$ 9,200	\$ 15,100	\$ 15,100	\$ -	\$ 15,100	\$ -	
<b>State Ferries</b>	\$ 1,500	\$ 600	\$ 2,100	\$ 1,900	\$ 200	\$ 2,100	\$ -	
<b>State Highways</b>	\$ 4,000	\$ 12,100	\$ 16,000	\$ 6,800	\$ 9,200	\$ 16,000	\$ 300	
<b>Other Regional</b>	\$ -	\$ 1,900	\$ 1,900	\$ -	\$ 1,900	\$ 1,900	\$ 1,400	
<b>TOTAL</b>	<b>\$ 26,400</b>	<b>\$ 33,400</b>	<b>\$ 59,800</b>	<b>\$ 44,400</b>	<b>\$ 15,400</b>	<b>\$ 59,800</b>	<b>\$ 2,800</b>	

## Background

Transportation 2040 represents a considered strategy to address the sizable challenges associated with financing transportation investments. It is critically important that the region deliberately moves forward in developing new ways to pay for transportation projects and programs. Improving the transportation system is about achieving a broad range of other important objectives; cleaning up our environment, visiting with friends and families, making the most of our neighborhoods and our common infrastructure, and pursuing education, recreational and employment opportunities. The movement of people and goods is purposeful and creates value. Investments in this mobility are not just the niceties of a prosperous society, but are integral to the creation and maintenance of our economic and social well-being.

Like metropolitan regions throughout the nation, our region faces increasing problems with urban congestion and insufficient transit and other alternatives to driving. Citizens want better (or, at least, not deteriorating) mobility, yet the costs of providing new transportation capacity are increasing, the effectiveness of that capacity is often quickly compromised by growing traffic, and the public appetite for funding that capacity is waning. Limited public financial capacity for transportation infrastructure investment has encouraged transportation professionals and regional policy makers to begin discussing the potential benefits associated with reforming the way society pays for and finances transportation. The future of the fuel tax as a road finance approach is limited. Advances in vehicle technology and constant erosion of purchasing power from inflation have demonstrated the need to find other ways to pay for transportation investments. Business leaders, national experts, and state legislators are all coming to similar conclusions: traditional tax-based financing measures will not, by themselves, be sufficient to solve our transportation problems.

In the central Puget Sound region decision makers have been deliberately examining the problem of funding transportation through fees and tolls that apply to users of the transportation systems and services. Transportation 2040 sets out broad direction that moves the region toward a sustainable future in which investments can be made when they are needed, in a predictable manner, with revenues generated from those who benefit from the investments. This change cannot occur overnight, but rather will only be the result of many individual steps, including legislative actions at the state and federal level. The specific path to a more sustainable approach to transportation finance cannot be known in advance with certainty, but the broader goals and outcomes represent a shared vision. Transportation 2040 presents a general scenario for the future of transportation finance in the central Puget Sound region, but recognizes there are still many important unanswered questions in policy, and embraces the need for flexible thinking about how these changes may come about.

Under federal law, the regional transportation plan must make reasonable financing assumptions, accounting for existing or new revenue sources which can be expected to be available over the life of the plan (Title 23 USC 134). Transportation 2040 does this, and outlines a set of conditions and assumptions that constitute a financial strategy for implementing the plan.

**Growth and Transportation Funding**

Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. As the central Puget Sound region grows over the next 30 years it will be important to ensure that there is the fiscal capacity to make investments in transportation systems. Getting the most out of transportation investments requires that the interplay between transportation investments, growth in economic activity, wealth generation, and public financial capacity shape the means through which the investments are financed.

But what level of total investment is enough? Over a period of nearly 20 years the central Puget Sound region has dedicated approximately 2% of its personal income to outlays on public sector transportation, and considerably more on private investments in personal and freight mobility. Transportation investments should be made when their benefits exceed their costs, but public sector budgets will define the limits of investment, so maintaining this level of historical effort can be seen as a minimum target for a sustainable transportation investment program. In particular, the region’s fiscal capacity must be sufficient to support specific transportation needs associated with a growing regional economy.

**Figure 2: Transportation Expenditures as a Percentage of Regional Personal Income**



The principal transportation tax bases traditionally have been retail sales, registered motor vehicles, taxable motor fuel consumption, and the taxable value of motor vehicles. The allowable uses of nearly all existing transportation funding sources in the region are restricted to specific uses, by source, by expenditure, and often by geography or jurisdiction. Transportation infrastructure costs have been on the rise over the last few decades because of increases in material and labor costs, the costs of mitigating environmental impacts, and increased urban land values. Insufficient public resources have led to an increase in the unfunded backlog of maintenance projects, leading to higher overall costs in the future,

and raising safety concerns. Meanwhile, existing transportation revenues are not keeping pace with travel demand, and the infrastructure investments needed to support this growing demand.

As the region grows and matures, so do its transportation assets. Aging infrastructure requires predictable investments in maintenance, preservation, and operations. Much of the region's infrastructure was built many decades ago and will require significant efforts in preservation, or will need to be replaced over the next three decades. And system investments that were started years ago need to be completed, such as pieces of the high-occupancy vehicle network, and missing links in the road system. New urban infrastructure is expensive so providing new ways of moving freight and people on existing infrastructure will be increasingly important as our region continues to urbanize. In the end, it is the growing peak travel periods that will be most compromised by growth if we fail to address the underlying demand for business-related movement of people and goods.

Peak-period demand drives the need for new investments in roadway and transit infrastructure. Urban transportation systems are sized and built primarily in response to peak-period use. Serving and managing peak demand will require a broad range of approaches, including strategic investments in new infrastructure, high-occupancy services, time-of-day tolling, land use and development coordination, and other innovative strategies. Each of these needs has its own unique set of funding requirements, and some will necessitate new approaches to funding transportation altogether.

Taxes on motor vehicles and fuels have played an important role in the history of road finance. Early in the 20<sup>th</sup> century many roads were still built by private companies and financed through tolls. Often some public contributions were involved and financed through general taxes. In 1901 New York City imposed a vehicle registration fee, as private motor vehicles first began to impose costs on public infrastructure. By 1914 all states collected some form of vehicle registration fee. The federal government recognized a national role in highway finance early on, and the Federal Aid Road Act of 1916 provided grants to states to improve the public roads system and also prohibited tolls on Federal Aid facilities. This led to the formalization of State Road Authorities, and the implementation of fuel taxes. Oregon was the first state to implement a tax on motor fuels in 1919, but by 1929 all 48 states followed suit. Three years later, in 1932, the federal government levied a federal tax on fuel, solidifying the federated role in highway finance that persists today.

### Emerging Issues in Transportation Finance

Successful implementation of Transportation 2040 will be dependent upon fulfilling the new revenue expectations of the financial strategy. Success on this front will require addressing a range of underlying issues facing the future of transportation finance, and require the region and state to develop new and innovative approaches to project finance and implementation. Some crosscutting issues in transportation finance include the following:

- The Future of Fuel Taxes. In the face of inflationary pressures and alternately fueled vehicles, the future of a fuel tax based approach to highway finance may be limited. Alternate approaches to collecting user fees have been contemplated for many years. Technical advances have revolutionized road user fee collection approaches and may someday offer a replacement alternative for fuel taxes. As the transportation sector strives to disentangle personal and freight mobility from carbon emissions, taxes on motor fuels will become an even less viable means of funding future investments.
- Bond Financing. Capturing future value in order to make investments today is a significant issue in transportation planning and investment. Historically transportation systems in the U.S. have been financed on a pay-as-you-go basis. This is no longer working well in high growth urban regions.
- Reliance upon Non-Transportation Related Tax Sources. Tax based approaches to transportation finance, as differentiated from use fees, may always result in inadequate revenues relative to anticipated investment needs. This is largely due to the poor relationship between the fee charged and the costs the users of the system impose. Increased reliance on non-transportation related revenue sources, such as the sales taxes and municipal general funds, exposes transportation systems to greater revenue uncertainty and fails to appropriately ration scarce transportation resources and services.
- Geographic Equity for Statewide and Regional Sources. Politics lends itself to geographic divides, and these divisions have been a source of debate relating to the question of whether transportation dollars are distributed fairly. The issue of returns to the regions of Washington State of statewide transportation revenues will continue to be a focus of discussion. This is also true of the sub-regional investment policy that is part of Sound Transit program planning.
- Cost Burden Across User Groups. Who bears the costs of keeping our transportation system operational is an important question. It not only relates to issues of fairness and political viability, but also has implications for efficient transportation system management. Some users of the transportation systems impose greater costs on the system and other users than others. Heavy vehicles create more pavement and structural damage; commuters on busy roadways during the peak travel period impose delay on other users. The financial systems that support investments in transportation need to reflect these cost structures.
- Investment Rules and Prioritization. Plan financial constraint implies that investments may need to be prioritized if insufficient revenues become available to make all desired investments. Lack of consistently applied approaches to project selection and prioritization can make preserving financial constraint a challenge. Historically, and especially in other parts of the world, benefit-cost analysis has been employed successfully for transportation project evaluation.

However, the period of reliance upon fuel tax financing may be coming to a close within the next few decades. Changes in vehicle technology and inflation continue to compromise the purchasing power of fuel tax proceeds. This path is unsustainable and new sources of reliable funding must be developed and phased in over time. There is growing interest in various approaches to replacing fuel taxes, and the central Puget Sound region has been at the forefront in some of the leading research. Vehicle charging technology is already available to allow a transition to another form of direct charging for road use. But many policy and program design issues remain unaddressed at this point. The central Puget Sound region and Washington State have some specialized experience with this topic. In 2006, the PSRC conducted a pilot project, the Traffic Choices study, to see how travelers change their travel behavior in response to variable charges for road use (variable or congestion-based tolling). The project observed driving patterns, but also learned about vehicle charging technology, some key policy issues and program design. A major piece of future work must involve a comprehensive design of a structural replacement for fuel taxes.

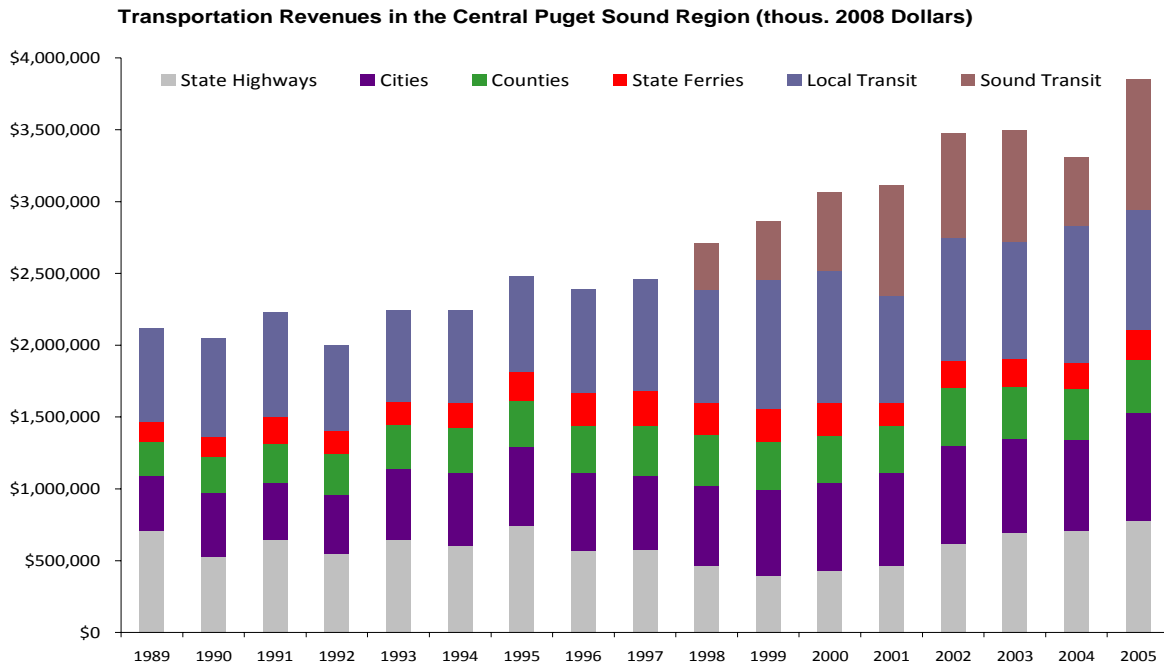
### Current State of Transportation Finance

Transportation funding in the central Puget Sound region draws mainly from a few primary tax bases. These include motor fuels sales, retail sales, motor vehicle market value, assessed property valuation, and vehicle registrations and licenses. In addition to taxes on these tax bases, transportation revenues are drawn from a combination of other sources, such as operating income and sources comprising city and county general funds.

- Cities and counties support transportation investments from a wide variety of funding sources. The state Legislature has authorized a number of local option taxes that have, in many instances, proved difficult to implement. At the same time a number of tax-limiting initiatives and growing demands for general fund dollars have made local commitments to transportation a challenge to sustain.
- Local transit authorities' primary source of funding is the sales tax. With the loss of Motor Vehicle Excise Tax revenues the local transit operators are increasingly dependent upon the sales tax, which is a less stable source of revenue, rising and falling with other economic factors.
- The Washington State Ferries has also been affected by the loss of Motor Vehicle Excise Tax as well as the declining purchasing power of the fuel taxes. The result is an increasing reliance upon tariffs for operations and state budget allocation for capital investments. The state highway program is heavily dependent upon fuel tax revenues, from both state and federal taxes.

Historical revenue information for major transportation programs appears in Figure 3 below.

**Figure 3: Transportation Revenues in the Central Puget Sound Region**



A number of substantial changes over the last decade had a significant influence on transportation finance. These changes include the passage of a number of tax-limiting citizen initiatives, legislative actions to secure additional transportation funds, and the voter approval of a number of transit tax measures.

- A number of citizen initiatives placed limits on state and local taxes including, most significantly, the elimination of the statewide Motor Vehicle Excise Tax (MVET), and the limitation of property tax collections to a 1% annual growth rate, resulting in a decline of property tax rates for most taxing districts.
- The elimination of the MVET affected the state general fund and the Motor Vehicle Fund, which supports both highway and ferry funding. MVET funds were also used to support a city and county sales tax equalization program and were distributed directly to local transit providers and represented their second single largest revenue source after local sales tax revenue.
- Since 2000, local transit agencies have successfully garnered voter support to pass increases in the local sales tax rates that generate revenues for their transit operations.
- In 2003 and 2005, the state Legislature passed, and the Governor approved, statewide transportation funding packages that increased the state motor fuel tax and increased various other fees. The state funding packages dedicated significant dollars to highway projects in the central Puget Sound region. In addition, the packages included new ferry capital funds for auto vessel replacement and terminal improvements.

The starting point in the development of the Transportation 2040 financial strategy is an estimate of future revenues that will be available under current revenue law. When compared with plan investment costs, the current law revenue estimate provided the basis for determining the scope of new revenue strategies that need to be part of the plan.

Current law revenues derive from forecasts of the principal transportation tax bases. The principal transportation tax bases are retail sales, registered motor vehicles, taxable motor fuel consumption, and the taxable value of motor vehicles. Future annual values for these tax bases are forecast using a series of models. The resulting forecasts of revenues are then converted to program revenue estimates, taking into account the distribution of revenues to each program, due either to legislated dedications or allocations, or past practice; and the percent of generated revenues that are returned to this region. Figure 4 below displays current law revenue estimates by transportation program and decade.

**Figure 4: Current Law Revenues 2010-2040**

(millions of year 2008 constant dollars)

<b>PROGRAM</b>	<b>2010-2020</b>	<b>2020-2030</b>	<b>2030-2040</b>	<b>2010-2040</b>
<b>Counties</b>	\$ 3,200	\$ 2,800	\$ 2,900	\$ 8,800
<b>Cities</b>	\$ 6,900	\$ 6,500	\$ 6,700	\$ 20,100
<b>Local Transit</b>	\$ 10,500	\$ 14,900	\$ 19,100	\$ 44,500
<b>Sound Transit</b>	\$ 15,100	\$ 7,200	\$ 10,100	\$ 32,400
<b>State Ferries</b>	\$ 1,900	\$ 1,700	\$ 1,900	\$ 5,400
<b>State Highways</b>	\$ 6,800	\$ 4,200	\$ 3,100	\$ 14,100
<b>Other Total</b>	\$ -	\$ -	\$ -	\$ -
<b>TOTAL</b>	<b>\$ 44,400</b>	<b>\$ 37,100</b>	<b>\$ 43,600</b>	<b>\$ 125,200</b>

## Plan Investment Needs

The transportation investments included in Transportation 2040 are described in some detail in Chapters 4 and 5 of the Transportation 2040 plan document. The plan contains investments that are covered under the plan's financial strategy or constrained plan, but also contains investments that are as yet unprogrammed and not covered by the financial plan. The rest of this chapter focuses primarily on the financially constrained portion of the regional plan. Cost information about these investments has been assembled from detailed cost estimation methodologies appropriate to both broad programs of investments and individual projects. Transportation 2040 contains a database of transportation projects, each with information about project costs and year of implementation. Programmatic estimates of the resources required to maintain, operate, and expand city, county, and transit programs have also been developed in a detailed manner that reflects the timing of these investment needs. Figure 5 below presents investment covered under the financial strategy for the major transportation programs by decade.

**Figure 5: Financially Constrained Cost Summary 2010-2040**

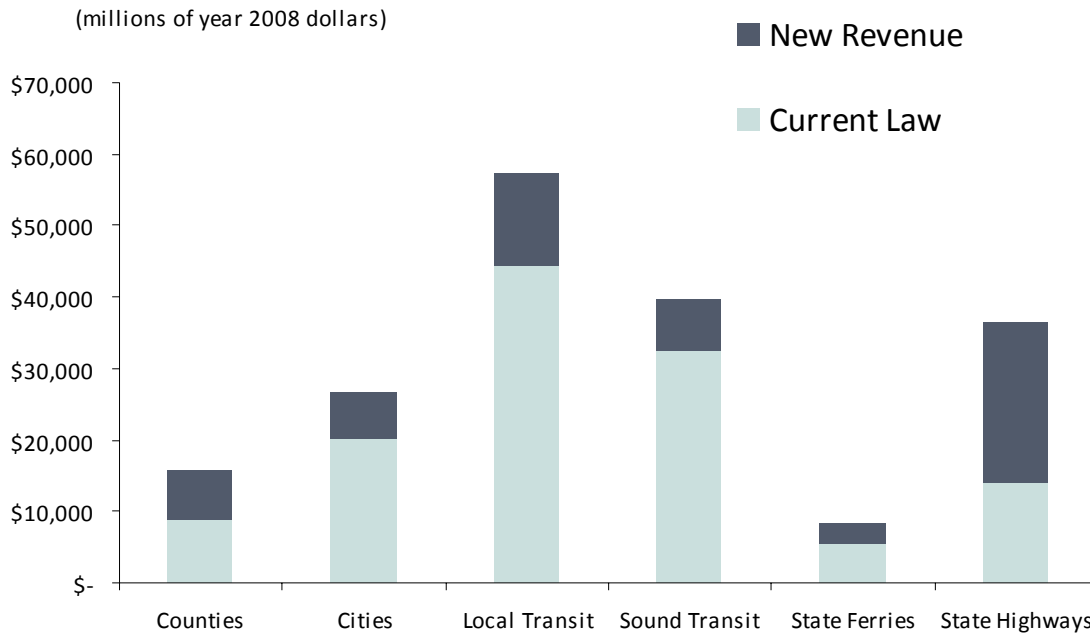
(millions of year 2008 constant dollars)

	Constrained 2010-2020	Constrained 2020-2030	Constrained 2030-2040	Constrained 2010-2040
<b>Counties</b>	\$ 4,400	\$ 5,100	\$ 6,200	\$ 15,700
<b>Cities</b>	\$ 9,000	\$ 9,300	\$ 9,400	\$ 27,600
<b>Local Transit</b>	\$ 11,200	\$ 17,300	\$ 28,700	\$ 57,300
<b>Sound Transit</b>	\$ 15,100	\$ 12,400	\$ 12,400	\$ 39,900
<b>State Ferries</b>	\$ 2,100	\$ 2,300	\$ 3,800	\$ 8,200
<b>State Highways</b>	\$ 16,000	\$ 6,700	\$ 11,000	\$ 33,800
Passenger-Only Ferries	\$ 200	\$ 200	\$ 200	\$ 500
ITS/Operations	\$ 500	\$ 500	\$ 500	\$ 1,400
Demand Management	\$ 700	\$ 400	\$ 400	\$ 1,500
Regional Non-motorized	\$ 200	\$ 100	\$ 100	\$ 300
Toll System	\$ 400	\$ 1,100	\$ 1,500	\$ 3,000
<b>Other Subtotal</b>	\$ 1,900	\$ 2,200	\$ 2,700	\$ 6,800
<b>TOTAL</b>	\$ 59,700	\$ 55,300	\$ 74,200	\$ 189,300

## New Revenue Requirements

A comparison of plan investment needs with current law revenues provides a picture of the new revenue requirements across the various transportation programs. New revenue requirements by program are displayed in Figure 6 below.

**Figure 6: New Revenue Requirements**



## Road Tolling as a Critical Element of the Financial Strategy

In 1995 the PSRC created a Transportation Pricing Task Force to contribute to public dialogue about the long-range financing and pricing of transportation investments. The Task Force concluded that a transportation financing structure based on variable roadway charging could provide significant benefits to society, and suggested it would be possible to better balance transportation supply and demand through price, much as is done in most other areas of our economic lives. The Task Force recommended that the region should:

- Promote transportation financing methods that are based on use, and help optimize system efficiency with the long-term goal of introducing variable roadway pricing.
- Continue to explore and adopt transportation demand modeling improvements and other analytical tools that better assess traffic management strategies.
- Work with communities, WSDOT, and local authorities to plan, design and implement a demonstration program prior to 2006.
- Develop and help fund a detailed outreach effort which seeks to inform, engage and build regional consensus around implementation of transportation pricing.

Much has happened since 1995 in the area of road tolling, both in the central Puget Sound region, and nationally. But the underlying structural problems in transportation finance remain. State and federal sources of transportation funding are designed to meet broad needs across diverse geography and are not always adequate to address the unique requirements associated with investing in growing urban regions. For example, the current system of highway finance relies heavily on flat fees: the motor-vehicle fuel tax and licensing and registration fees. This system of flat fees necessarily has the effect of *undercharging* peak use, and *overcharging* off-peak use, at least in relative terms. The result:

- roads are overused and experience queuing (congestion) during the peak periods
- users lose valuable time sitting in congestion
- use of the roads by high occupancy vehicles (HOVs) such as carpools and buses is less than it would otherwise be

These problems, in turn, affect the investment incentives and fiscal balance of the transportation system. Congestion provides a misleading indicator as to which facilities or routes need more capacity, which, in turn, may cause road authorities to build some roadway capacity that the users themselves would not be willing to pay for. Such a system of finance can remain solvent only if aggregate gasoline tax revenues are sufficient to permit cross-financing of projects. When such a system is applied across a state or the entire nation, cross-financing raises large-scale fairness questions. One solution to this fiscal dilemma is to raise gasoline tax or other broad revenue sources, which can exacerbate underlying issues of fairness. Another is to use congestion tolling to explicitly recognize the true, differential cost of different road segments. The latter solution improves the management of current and new investment at the same time it helps resolve the transportation fiscal problem.

An economic principle for the efficient use of resources is that the users of those resources should pay their incremental or marginal cost. Applied to transportation, road users should bear the costs that their travel (use of the road resource) imposes on the roadway system. A comprehensive congestion-based tolling system would institute a structure of fees varying by time of day, type of road, and type of vehicle. Setting congestion prices correctly is important if the policy is to be fair and produce economic benefits. Congestion tolls should be viewed as tools for giving signals to people about the costs of their use of the system allowing them the opportunity to make sensible decisions based on those costs.

Generally, the effectiveness of congestion tolling is the greatest with broad geographic coverage. Broader coverage can reduce the problem of *diverted traffic*: traffic that is “tolled-off” the priced facility and now is using and congesting other roadways. A particularly bad form of this problem is *cut-through* traffic on local streets. Though barriers and policing can reduce the problem, the more efficient and fair way to deal with it is to correctly price the roadway and/or toll the alternative routes.

Making users pay, directly and immediately, for costs their use engenders encourages them to economize on costly activity. But implementing congestion tolling does not affect just price levels. The setting of tolls has to be coordinated with the highway investment process. Properly applied congestion tolling requires that the revenues be utilized in the most economically efficient manner. With tolling, there is a more direct relationship between the revenues and costs for individual road segments or projects, which facilitates doing feasibility analysis on a segment-by-segment basis. That makes it easier to rely on financial criteria to evaluate roadway projects since it will be clearer who pays and who benefits.

Congestion tolling, however, has the major disadvantage of not being a standard procedure. It is different, and raises new issues. Will it really work? Can the technology work reliably and at what cost? What about privacy: should government be trusted with information about where citizens (or at least their vehicles) are at a certain time? Does congestion tolling create opportunities that the rich can afford but the poor cannot, and, if it does, is that fair? The answers to these and other questions are starting to take shape, but the next decade of experiences will provide a much better set of answers and public policies.

## A General Funding Scenario

During the development of Transportation 2040 the PSRC convened a subgroup of its Transportation Policy Board (Pricing Task Force and Transportation 2040 Working Group) to develop a financial strategy. The committee reviewed federal guidance and requirements, methods for estimating project costs and revenue projections. The committee reviewed the costs of the various programs in the plan, and compared these costs with projected revenues available under current legal authority estimated to be available for the different program areas. This group also deliberated over a variety of new revenue instruments and assumptions that could be included as a new regional financial strategy. The committee recommended that the financial strategy should describe a general scenario under which necessary

revenues would become available, that would also retain the flexibility that allows specific new revenue actions to be defined and implemented by appropriate governmental bodies. In particular the committee worked under the following guidance:

- Securing funding to maintain and operate our current assets and services should be the highest priority. Approximately 60% of planned investments will simply maintain and operate the current system. This priority includes securing near-term revenue to maintain local transit operations, a growing backlog of local maintenance and preservation needs, and capital preservation needs of the state ferry and highway assets.
- Traditional tax financing (gas tax, etc.) will still play a central role in transportation finance, especially in the early years of the plan.
- There should be a nexus between new taxes, fees, or tolls and the uses to which the revenues are put. The revenue instruments should relate in some manner to the benefits the users receive and/or the costs that these users impose on the system and other users.
- There should be an increased reliance on road tolls that are phased in as new investments in capacity and alternatives are implemented, and as toll system technology and user acceptance evolves over time. To support this evolution, the tolls should be set in a manner that strives to improve travel benefits to all users (freight and people) of the transportation system, and the use of toll revenues should also evolve over time towards increasingly broader uses.
- The plan's financial element should be based on a "general scenario" that allows flexibility in implementation.

The new revenue "general scenario" will require legislative action across a broad range of governments including, cities, counties, the state and the federal government. As the regional planning body for the central Puget Sound region, PSRC will work collectively with its partners to advance appropriate legislative actions. The general funding scenario has three primary elements: (1) early revenue actions that support state, local, and regional investments, (2) a phasing in of new revenue sources that are based on the use of the transportation system, and (3) guidance on the use of tolling revenues.

### **1. Early Action to Support State, Local, and Regional Investments**

Within the first decade of the planning period it will be necessary to identify additional transportation revenues that can address near-term requirements across a broad array of transportation programs. Cities and counties will need to take action to increase transportation-related taxes and will need viable new local options for transportation funding. Local actions could include road and property tax levy adjustments, impact and development fees, the implementation of taxes on parking and more coordinated parking pricing. Cities and counties also will need to work with the state Legislature to identify additional local option taxes and fees, and to secure a direct distribution of new statewide transportation taxes in a manner consistent with past practice.

Local transit operators will face significant near-term challenges just to maintain existing service without additional funding. Some operators still have the option of locally approved sales tax increases, but others do not. And a continued reliance upon sales tax revenues as a nearly sole source of non-operating revenues leaves these operators vulnerable to swings in the economic markets. Local transit operators will need to work with the state Legislature to secure a stable source of supplemental funding. Also, operators could begin to raise fares in the near-term in an effort to provide a stronger operating foundation. In the near-term Sound Transit will be focused on the delivery of the Sound Transit 2 program of investments, with funding secured by a recent public vote. Sales tax revenue volatility will continue to be a monitoring issue for the Sound Transit capital program as well as for near-term operations.

In the near-term the state highway and ferry programs will also require additional funding beyond current law. The Washington State Ferries has a new long-range plan and long-term finance study. And while long-term capital requirements present the largest financial issues for the ferry system, the near-term still requires additional operating revenues and adjustments to state funding practices. The highway program has a large amount of capital investment in the initial decade of the plan. A number of important projects

are partially funded, or largely unfunded. Additional statewide funding, such as increases to the state fuel tax, will need to be identified in order to keep the highway program on track even as tolls and other users fees are being introduced.

## 2. The Phasing in of Tolls and Other User Fees

Transportation 2040 sets out broad direction that moves the region toward a sustainable future in which investments can be made when they are needed, in a predictable manner, with revenues generated from those who benefit from the investments. This change cannot occur overnight, but rather will only be the result of many individual steps, including legislative actions at the state and federal level. The specific path to more sustainable transportation finance cannot be known in advance with certainty, but the broader goals and outcomes represent a shared vision.

The long-run viability of the fuel tax is in doubt. The future of the fuel tax has been explored by numerous studies<sup>3</sup>, all with an eye toward identifying options for its eventual replacement. A general consensus is emerging around how best to address long-run issues in transportation finance that reaffirms the general principle of user financing, although the design of a specific tax or fee program is likely a number of years away. In the central Puget Sound region significant early steps to begin to address this structural issue are underway, including the implementation of a high-occupancy lanes pilot project on state route 167 and plans to toll the existing SR 520 Bridge in an effort to help finance its replacement. The evolution of tolling will likely continue on this pathway, with additional high-occupancy toll lanes brought into operation in the first decade of the plan. Also, major highway capacity projects will be at least partially financed through tolls.

Eventually, in the later years of the plan the intent is to manage and finance the highway network as a system of fully tolled facilities. The idea that the variable tolling of roads can result in substantial improvements in traffic conditions is unfamiliar to most motorists. There is a natural skepticism about how this might work, and how individuals might be affected by such an approach to road financing. The Traffic Choices Study, however, has demonstrated that households and motorists faced with variable tolls do make the modest adjustments in their travel that will translate into large-scale reductions in roadway congestion. The sum total of individual decisions can be shown to result in important shifts in the time, amount, and mode of travel so as to minimize the amount of time the region's residents would be stuck in traffic.

## 3. Guidance on the Use of Tolling Revenues

A major portion of the benefits from any application of road tolling is locked up in the revenues that are generated. How these revenues are utilized is clearly a significant determinant of the value of the tolling program, and is an important part of gaining public approval. Transportation 2040 advances the notion that road tolling must come with a strong commitment to dedicate revenues to the purpose of improving mobility, in the form of direct investments in transportation systems, or offsetting other existing transportation taxes and fees. Beyond this basic commitment, there are likely to be other specific constraints that get placed on the use of revenues from road pricing. Possibilities include at least the following:

- Limit the use of revenues to the corridor, or geography from which the revenues are generated
- Constrain revenues to only road investments
- Allow revenues to be used to support transit or other high occupancy vehicle services
- Remit some, or all, revenues to users of the transportation system through a reduction in, or elimination of, other transportation related taxes and fees

All of the above uses of revenues provide direct benefit to some of the users of the transportation system. Some approaches are more supportive of the toll payers themselves; others provide additional incentives

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<sup>3</sup>TRB Special Report 285: The Fuel Tax and Alternatives for Transportation Funding; Federal Surface Transportation Policy and Revenue Study Commission; Federal Surface Transportation Infrastructure Finance Commission.

for people to modify their travel behavior away from paying tolls. A major conclusion, however, is that how revenues do get used has a profound effect upon most of the important dimensions of policy related to road tolling.

In the near-term, tolling will take the form of high-occupancy toll lanes, and individual facility toll financing. In these instances toll revenues are essentially dedicated to making the investments in these corridors possible, and supporting the operations of these corridors directly, or indirectly. Supporting investments might include transit services within the corridor that provide an alternative mobility option. In the longer term, when a larger network of highway facilities are managed and financed with tolls, a broader consideration of possible uses for toll revenues may be warranted. It is even possible that it will be desirable to offset existing taxes and fees (say the elimination of a state tax on fuels, or vehicle fees) with toll revenues. Figure 7 displays a representation of the general strategy for new transportation revenue that reflects the above assumptions and guidance. It should be noted that this is a general representation of a very large number of individual revenue actions that will be required to implement Transportation 2040. The timing and exact nature of each action can only be defined in strategic terms given the inherent uncertainty involved. Various risks associated with revenue strategies are explored in more detail in Appendix F of the **Transportation 2040** plan: Financial Strategy.

**Figure 7: New Revenue General Scenario**

(millions of year 2008 constant dollars)				
<b>Funding Category</b>	<b>2010-2020</b>	<b>2021-2030</b>	<b>2031-2040</b>	<b>2010-2040</b>
<b>Local Sources</b>				
Road Levy (property tax)	\$1,000	\$1,000	\$1,100	\$3,100
Other Local Sources (parking, license, and impact fees)	\$2,300	\$2,600	\$2,900	\$7,800
<b>Transit Specific Sources</b>				
MVET (transit)	\$800	\$1,300	\$1,800	\$3,900
Sales tax increase for local transit	\$0	\$900	\$2,800	\$3,700
Sales tax increase for Sound Transit (bonded)	\$0	\$5,100	\$2,400	\$7,500
Increases in Transit and Ferry Fares	\$100	\$400	\$500	\$1,000
<b>Fuel Taxes, State Fees and Fuel Tax Replacements</b>				
State Fuel Tax and Bonding Net Proceeds	\$4,100	\$1,000	\$800	\$5,900
Fuel Tax Replacement	\$1,100	\$2,100	\$2,700	\$5,900
<b>HOT Lanes and Facility Toll Revenues</b>				
HOT and Facility Toll Proceeds	\$5,600	\$1,100	\$0	\$6,700
Highway System Tolls (various modeled)	\$0	\$2,700	\$24,700	\$27,400
Offsetting fuel tax	\$0	\$0	(\$8,800)	(\$8,800)
<b>Total New Revenue</b>	<b>\$15,000</b>	<b>\$18,200</b>	<b>\$30,900</b>	<b>\$64,100</b>

Figure 8 summarizes the financial information in a single table, with investment needs, current law revenues, and new revenues identified for each of the major programs.

**Figure 8: Financial Summary 2010-2040**

(millions of year 2008 constant dollars)							
	NEEDS			REVENUES			Unprogrammed Investments
	Basic	Needs	Expansion	Total	Current Law	New Revenue	
<b>Counties</b>	\$ 6,800	\$ 9,000	\$ 15,700	\$ 8,800	\$ 6,900	\$ 15,700	\$ 700
<b>Cities</b>	\$ 14,200	\$ 13,400	\$ 27,600	\$ 20,100	\$ 7,600	\$ 27,700	\$ 200
<b>Local Transit</b>	\$ 52,400	\$ 4,900	\$ 57,300	\$ 44,500	\$ 12,800	\$ 57,300	\$ 4,900
<b>Sound Transit</b>	\$ 17,600	\$ 22,300	\$ 39,900	\$ 32,400	\$ 7,500	\$ 39,900	\$ 18,600
<b>State Ferries</b>	\$ 6,700	\$ 1,500	\$ 8,200	\$ 5,400	\$ 2,800	\$ 8,200	\$ -
<b>State Highways</b>	\$ 10,600	\$ 23,200	\$ 33,800	\$ 14,100	\$ 19,700	\$ 33,800	\$ 8,800
<b>Other Regional</b>	\$ -	\$ 6,800	\$ 6,800	\$ -	\$ 6,800	\$ 6,800	\$ 3,300
<b>TOTAL</b>	<b>\$ 108,200</b>	<b>\$ 81,100</b>	<b>\$ 189,300</b>	<b>\$ 125,200</b>	<b>\$ 64,100</b>	<b>\$ 189,300</b>	<b>\$ 36,500</b>

### **Plan Amendment and Project/Investment Prioritization Process**

As the region implements **Transportation 2040** numerous elements and details within the plan will continue to evolve. To allow for changes over time, and to focus implementation steps in accordance with VISION 2040, the transportation plan includes a process for plan amendments and review and prioritization of projects and investments. This process will address the following actions:

- Admitting future actions, projects, and investments to the plan and determining their status upon admission (Unprogrammed, Constrained, Approved)
- Removing existing actions and investments from the plan if appropriate
- Changing the status of actions and investments within the plan (Unprogrammed to Constrained, Constrained to Unprogrammed, Constrained to Approved, Approved to other status, etc.)
- Assigning priorities to actions and investments. This would introduce more rigor/due diligence to more closely align regional policy with investments.

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. For more details see plan Chapter 7: Future Planning, Programming, and Implementation.

## Summary of Plan Investments

**Transportation 2040** includes an ambitious program of investments in a broad array of projects and programs, all designed to help the region advance our Regional Growth Strategy (VISION 2040) and the goals contained in our Regional Economic Strategy. Investments are categorized into four major types:

1. Preservation, maintenance, and operations
2. Safety and security
3. Efficiency
4. Strategic capacity expansion



**Transportation 2040** lays out the following framework for transportation decisions and investments:

**Maintain, Preserve, and Operate.** The plan's highest priority is to maintain, preserve, and operate the region's transportation system, which represents the largest program cost. This includes replacing some key vulnerable structures (such as the Alaskan Way Viaduct; the SR 520 Floating Bridge; and the I-5 Puyallup River Bridge), increased investment in local arterial preservation, maintaining existing transit service, and ensuring the continued operation of the Washington State Ferries. The plan includes all local roadway preservation needs that may be funded through transportation benefit districts or other mechanisms.

**Safety and Security.** Implement the state's strategic highway safety plan (Target Zero) and enhance security in the event of a natural or manmade disaster.

**System Efficiency.** Improve efficiency through:

- **Transportation Demand Management.** Emphasize greatly expanded employer and residential programs to reduce travel demand and increase use of transit, vanpools, bicycling, and walking. Variable tolling implementation should also help manage demand on the roadway system.
- **Transportation System Management & Operations.** Support an aggressive program of advanced technology on arterials and freeways, including better signal coordination, active traffic management, new and expanded traveler information services, and transit-specific technologies to ensure on-time performance and better inform customers.

**Strategic Capacity Expansion.** Implement strategic capacity investments in the following areas:

- **Public Transportation (regional and local transit).** Implement an aggressive transit strategy. Complete Sound Transit 2 projects and light rail extensions to Everett, Tacoma and Redmond. Increase local transit service by more than 100 percent in peak periods and over 80 percent in the off-peak, while achieving operational efficiencies to reduce costs; additional local transit service to keep up with increasing population and job growth should be added if it can be financed through operational efficiencies and tax base growth to offset increases in arterial delay; emphasize additional all-day service with high frequencies (generally every 15 minutes).
- **State Highways.** Complete and replace the network of roadway projects necessary to support development of the centers identified in VISION 2040 and keep freight moving to support a strong economy. Rely directly on users of the new highway capacity to pay for improvement through tolling, which also has positive effects on reducing congestion and emissions.
- **Complete major projects.** Build the missing regional highway links, including: SR 167 extension, SR 704-Cross Base Highway, and SR 509 extension; replace two vulnerable structures — the SR 99 Alaskan Way Viaduct and the SR 520 Floating Bridge; widen US 2, SR 3, SR 9, SR 522, and SR 18 and complete/convert managed lane systems on I-5, I-405, I-90 and SR 16.
- **Local Roads.** Expand local roadways to support transit and improve people and freight efficiency, especially to provide access to and within centers.
- **Nonmotorized Transportation.** Focus bike and walk improvements in regional growth centers, facilities with one terminus in a center, and build facilities that complete a missing link, or within one mile of existing and planned transit station areas for pedestrians and within three miles for bicyclists, and implement “Complete Streets” practice in all the region’s urban areas.
- **Special Needs Transportation.** Address the growing need for special needs transportation and implement our federally required Coordinated Transit-Human Services Transportation Plan.
- **Automobile Ferries (state and local).** Maintain existing boats and terminals, as well as current routes and service. Some auto capacity will be added due to scheduled fleet replacement with slightly larger boats. Replace and upgrade key terminals.
- **Passenger Ferries.** Maintain the Seattle–Vashon, West Seattle–Downtown Seattle Water Taxi, Bremerton–Port Orchard, and Bremerton–Annapolis passenger-only ferry routes and service levels. Start new passenger-only ferry service between downtown Seattle and Bremerton, Kingston, and Southworth and add additional service after further analysis.
- **Aviation.** The aviation component of Transportation 2040 will carry forward the adopted regional policy and build upon the recently completed statewide Long-Term Air Transportation Study (LATS).
- **Intercity Passenger Rail.** Recognize Washington State’s commitment to improving the intercity rail passenger service provided by Amtrak along the Pacific Northwest Rail Corridor over the next 20 years. Transportation 2040 also highlights the potential to develop a high-speed rail corridor linking the major cities of the Pacific Northwest region.

For a complete list of projects and programs included in this 2010 Action Strategy see section 4 below.

## **Key messages to the 2010 Legislature**

Following are the region's key messages to the 2010 Legislative session. In 2009 PSRC submitted recommendations to the 2009 Legislature. The position by PSRC helped staff and members to communicate an important and consistent message during the legislative session on emerging transportation issues. While most expect the 2010 Legislative session to be fairly quiet on transportation issues, PSRC's 2010 legislative recommendations focus on protecting existing state funding and the need for new local sources of transportation funding:

**Protect and Sustain Existing Transportation Funding.** Existing state and federal funding commitments for major transportation projects are critical to the state and region's long term economic health. Therefore, the region:

- Supports sustaining the state commitment to the 2003 Nickel and 2005 TPA projects, including major corridor and interchange projects and high priority preservation projects such as the replacement of the Alaskan Way Viaduct and the 520 Floating Bridge, including consideration of raising additional state funding to meet the commitments.
- Supports sustaining state multimodal funding for projects in the region.
- Supports ongoing commitments to funding high priority regional freight projects.
- Requests that the Legislature consult with metropolitan planning organizations prior to making changes to the distribution of flexible federal transportation funds, including enhancement funding.

**Improving Local Transportation Funding Options in 2010.** Local roadways are critical to state and regional mobility, providing access for the "last mile" for most freight and passenger trips. PSRC supports short-term action by the Legislature to improve the flexibility of existing transportation benefit district funding, and providing new local option funding sources such as a street utility authority for local roadway funding. In the long term, PSRC supports additional state resources for local roadways as a part of any statewide transportation funding package.

**Looking forward to 2011.** PSRC recognizes that, due to state budget limitations and the recovering economy, additional state transportation funding will be limited in 2010. Looking forward to 2011, PSRC supports serious consideration by the Legislature of addressing additional state revenue needed to implement priorities in the state and regional transportation plans, including a stable funding base for the Washington State Ferries; completing the funding for regional high priority projects such as the replacement of the Alaskan Way Viaduct and the 520 floating bridge; I-405 improvements; Highway 167; Highway 2 and other regional projects; and improving the funding base for local transit service.

**Unanticipated Issues.** The Executive Committee of PSRC may provide a PSRC recommendation to the Legislature on unanticipated issues relative to PSRC's responsibilities and goals. The Executive Committee will consult with the membership as possible and as time permits.

#### **4. ACTION STRATEGY INVESTMENTS**

This chapter of the Action Strategy includes information about projects included in **Transportation 2040** for implementation between 2010 and 2020.

##### **A. Summary of key projects and programs proposed for the next ten years**

Over the next ten years (2010-2020) the region will invest in a broad range of improvements to all modes of the transportation system. Here's a summary of key projects and programs planned for completion in the Action Strategy time frame – 2010-2020; all are contained in the Constrained Plan.

- Replace the Alaskan Way Viaduct
- Replace the SR 520 floating bridge (6-lane option) plus other SR 520 improvements from I-5 to I-405
- Widening and other improvements on the I-405 corridor
- Complete SR 167 corridor improvements in south King and north Pierce counties
- Begin work on the I-5 pavement rehabilitation project in downtown Seattle
- Complete SR 18 widening from Issaquah-Hobart Road to I-90
- SR 509 extension and I-5 improvements project (pending results of SR 509 tolling study)
- I-5/SR 161/SR 18 Triangle improvements – Phase 1
- New interchange at SR 509 and SR 518
- Widen SR 522 from the Snohomish River to Monroe/US 2
- Complete US 2 Monroe Bypass
- Improvements on SR 9
- Commence SR 704/Cross Base Highway project (completion scheduled for 2025)
- Improvements to SR 3 in Kitsap County
- Improvements on the Mercer Street corridor
- Bel-Red Regional Connectivity projects
- Complete the remaining sections of the region's core freeway HOV system (SR 167 in south King and north Pierce counties, I-5 in Tacoma, and SR 16 in Pierce County, from Gig Harbor to Purdy)
- Move forward on implementing Sound Transit Phase 2, which will extend LINK light rail transit to Lynnwood, Redmond/Overlake, and Federal Way
- Make investments required to support expansion of bus transit service (bus fleets, BRT lanes, BAT lanes, park & ride lots, transit centers/stations, signal prioritization, electronic fare collection, etc.)
- Expand the High Occupancy Toll (HOT) lane network as an interim step toward system tolling/pricing
- Begin new passenger ferry service between downtown Seattle and Bremerton, Kingston, and Southworth
- Identify funding and begin work to replace the Seattle Colman Dock and Mukilteo ferry terminals
- Make strategic investments in the walk and bike system, focused on improving access to transit facilities within centers
- Continue to make investments to support freight mobility
- Building upon the Long Term Air Transportation Study (LATS), begin work to identify capacity solutions to meet the PSRC region's long-range commercial airport capacity needs
- Advance a package of demand and system management strategies to improve system efficiency

## B. Regional Ten-Year Transportation Investment Program

**Transportation 2040** is comprised of two major parts: a Constrained Plan and an Unprogrammed Plan. The Unprogrammed Plan is the full long-range vision for the region's transportation system to the year 2040. The Unprogrammed Plan includes all projects and programs, whether or not they are funded. The Constrained Plan includes only those projects and programs which are included in the financial strategy. The Constrained Plan meets federal requirements of fiscal constraint, and is also the set of investments upon which the region's finding of air quality conformity is based. The 2010 Action Strategy contains only Constrained Plan investments for the next ten years. These projects might be considered the region's most immediate investment priorities.

Total Constrained Plan transportation investments planned during the Action Strategy's ten-year time frame (2010-2020) amount to \$ 59.8 billion. These investments are divided into two broad categories: (1) system expansion; and (2) basic needs (preservation, maintenance, and operations). Of the \$59.8 billion total, some \$33.4 billion (56%) will be invested in system expansion (projects and programs) and \$26.4 billion (44%) is planned for maintenance, preservation, and operations covering all transportation modes. These costs include a commitment to implementing state, regional, and local bridge replacement, preservation, and maintenance projects, such as the King County Bridge Priority Replacement Program, which would replace the South Park Bridge, among others. Most basic needs investments (funds required to maintain, preserve, and operate the transportation system) are not connected with specific projects; the majority of costs for this portion of the plan are developed on a programmatic basis. Notable exceptions include the Alaskan Way Viaduct and SR 520 Bridge. These two projects are included below in the State Highways section of the **Transportation 2010** System Expansion Projects list.

The System Expansion list is divided into four categories:

<u>System Expansion Projects</u>	<u>2010-2020 Investment</u>
State Highways	\$ 13,942,000,000
Arterials – City streets and county roads	\$ 2,803,000,000
Regional Trails	\$ 525,000,000
Transit (including ferries)	\$ 8,205,000,000
<b>Total Expansion Projects:</b>	<b>\$ 25,475,000,000</b>
Programs not included in project categories above	\$ 7,925,000,000
<b>Total System Expansion Investments:</b>	<b>\$ 33,400,000,000</b>
<u>Maintenance, Preservation, and Operations</u>	<u>\$26,400,000,000</u>
<b>Total Investments:</b>	<b>\$ 59,800,000,000</b>

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

**2010 Action Strategy Investment Summary**

<b>State Highways</b>	<b>\$13,942,045,780</b>
<b>Arterials</b>	<b>\$2,803,197,717</b>
<b>Regional Trails</b>	<b>\$524,814,257</b>
<b>Transit (including Ferries)</b>	<b>\$8,204,895,799</b>
<b>Total:</b>	<b>\$25,474,953,553</b>

**2010 Action Strategy Projects and Programs**

T2040ID	Title	From	To	On	Y2008Costs
<b>State Highway Investments</b>					
5323	US 2 "Trestle" ATM	I-5	SR 204	US 2	\$299,781
1620	US 2: Monroe Bypass phases 2 & 3	(west of) SR 522	Monroe east City limits	US 2 (on new alignment)	\$144,000,000
5444	US 2: Monroe Bypass - phase 1	North of the SR 522 I/C	North of the SR 522 I/C	SR 522 Extension	\$45,000,000
5423	SR 3: Christopherson Intersection	Gorst (SR 16)	Gorst (SR 16)	SR 3	\$26,550,762
4185	SR 3 @ SR 16 Interchange (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	SR 3/ SR 16 Vicinity (Gorst)	SR 3	\$16,962,987
4182	SR 3/ SR 304 I/C	SR 3/SR 304 Interchange Vicinity	SR 3/SR 304 Interchange Vicinity	SR 3	\$9,587,775
4194	I-5: Fort Lewis to Thorne Lane	Fort Lewis Rd. I/C	Thorne Lane I/C	I-5	\$39,826,144
4190	I-5 @ SR 512 I/C	SR 512 I/C	E Steele St.	I-5	\$25,075,720
4191	I-5 @ SR 512 I/C	SR 512 I/C	E Steele St.	I-5	\$19,175,551
1644	I-5: SR 16 to Port of Tacoma Rd Interchange	SR 16	Port of Tacoma Rd Interchange	I-5	\$796,865,829
5343	I-5: Port of Tacoma Rd Interchange to Pierce/King County Line	Port of Tacoma Rd Interchange	Pierce/King County Line	I-5	\$361,765,214
5424	I-5 HOV to HOT lane Conversion: SR 16 to Pierce/ King County Line	SR 16	Pierce/King County Line	I-5	\$20,650,593
5425	I-5 HOV to HOT lane Conversion: Pierce/ King County Line to S. 260th	Pierce/King County Line	S. 260th St	I-5	\$22,863,156
2567	I-5 @ SR 18/SR 161 (Triangle) - phase 1	I-5 @ SR 18/SR 161 I/C		I-5 @ SR 18/SR 161 I/C	\$89,126,700
5426	I-5 HOV to HOT lane Conversion: S. 260th to I-405	S. 260th St	I-405	I-5	\$141,604,066
5427	I-5 HOV to HOT lane Conversion: I-405 to US 2	I-405	US 2	I-5	\$230,106,607
4631	I-5/44th Avenue Interchange Improvements	196th St SW	220th St SW	I-5 @ 44th Ave W	\$129,666,536
547	I-5 @ 41st Street Interchange Access Improvements	Colby	3rd Ave	41st Street	\$59,151,999
1945	I-5 @ 88th St. N Interchange	I-5 @ 88th Street NE I/C		I-5 @ 88th Street NE I/C	\$46,463,834
5429	I-5 @ 116th Street NE Interchange	I-5 @ 116th Street NE I/C		I-5 @ 116th Street NE I/C	\$50,151,440
1627	SR 9 Widening: SR 522 to 176th St SE	SR 522	176th St SE	SR 9	\$114,045,502
4265	SR 9: SR 96 to Marsh Road	SR 96	Marsh Road	SR 9	\$32,613,023
4209	SR 9	Market Place	Lundeen Parkway	SR 9	\$11,800,339
4267	SR 9: Lundeen Pkwy to SR 92	Lundeen Parkway	SR 92	SR 9	\$37,007,524
4099	SR 16	I-5	Tacoma Narrows Bridge	SR 16	\$141,266,073
1650	SR 16	Tacoma Narrows Bridge (36th St E)	Olympic Drive	SR 16	\$10,226,117
5435	I-90 HOV to HOT	I-5	SR 900	I-90	\$30,975,889

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
3658	I-90 Two-Way Transit & HOV Operations (Stage 3)	Rainier Ave/I-5 in Seattle	80th Avenue SE (Mercer Island)	I-90, 80th Avenue SE (Mercer Island)	\$49,856,432
4276	I-90 Two-Way Transit & HOV Operations (Stage 2)	80th Avenue SE (Mercer Island)	Bellevue Way / I-405	I-90, I-405, Bellevue Way, Rainier Ave/I-5 in Seattle	\$39,000,000
2061	SR 99	S 356th St	S 340th St	SR 99	\$15,836,323
1200	SR 99 Phase IV	S 312TH ST	SR 509 (S 297th vicinity)	SR 99	\$20,263,053
3431	SR 99/ Pacific Highway South (Tukwila)	S 152nd St	S 138th St	SR 99	\$9,673,118
4280	SR 99/S Holgate St to S King St - Viaduct Replacement	S Holgate St.	S King St	SR 99	\$422,506,020
4281	SR 99/Central Waterfront Viaduct Replacement	S Dearborn St	Harrison St	SR 99	\$1,379,722,743
4282	SR 99/Viaduct Surface Restoration & Construction Transit Center	S King St	Lenora	SR 99	\$206,488,925
1743	SR 99	N 105th St	N 145th St (Seattle - NCL)	SR 99	\$48,205,673
4277	SR 99--Shoreline--North Segment	N 165th St.	N 185th St.	SR 99 (Aurora Ave N)	\$39,530,553
3569	SR 99--Shoreline--North Segment	N 185th St.	N 205th St. (also named 244th St SW)	SR 99 (Aurora Ave N)	\$39,987,716
1879	SR 99/ Evergreen Way	115th Street	Airport Road	SR 99/ Evergreen Way	\$669,645
5525	SR 160 (Sedgwick) HOV lanes	Southworth Ferry	Wilson Creek Rd SE	SR 160 (SE Sedgwick Rd)	cost incorporated in other projects
138	S Meridian (SR 161)	7th Ave	Stewart St	S Meridian (SR 161)	\$4,006,282
1658	SR 161	24th St. E	Jovita Blvd.	SR 161	\$34,000,000
1659	SR 167 Extension Phase 1	SR 509	I-5	SR 167	\$703,700,000
1722	SR 167 Extension Phase 2.	I-5	Puyallup/ Sumner vicinity (SR 161)	SR 167	\$1,065,300,000
1652	SR 167 HOV lane completion	SR 410 (Sumner)	15th St. SW/ NW	SR 167	\$168,154,828
4302	I-405 Corridor: I-5 to SR 169 Widening Stage 1 (SR 167 component)	SW 41st St	I-405	SR 167	\$4,819,126
2377	BNRP: Trestle Replacement and Sammamish Bridge Replacement	NE 175th	SR 522	SR 202	\$13,200,000
4133	I-405 Corridor: SR 167 Direct HOV Ramps	SR 167	SR 167	I-405	\$350,000,000
4311	I-405 Corridor: I-5 to SR 169 - Stg. 2 (SR 167 to SR 169: Widening)	SR 167	SR 169	I-405	\$195,000,000
4312	I-405 Corridor: SR 515/Talbot half diamond	I-405 @ SR 515/Talbot Rd		I-405 @ SR 515/Talbot Rd	cost incorporated in other projects
4313	I-405 Corridor: I-5 to SR 169 - Stg. 2 (Benson Crossing)	I-405 @ Benson		I-405 @ Benson	cost incorporated in other projects
2372	Renton HOV Access/N 8th	I-405@N 8th St.		I-405 @ N 8th St	\$74,861,043
4318	I-405 Corridor: SR 169 to I-90 (widening)	SR 169	I-90	I-405	cost incorporated in other projects
4326	I-405 Corridor: SR 169 to I-90 (SR 169 Direct Connection Ramp)	I-405 @ SR 169 I/C		I-405 @ SR 169 I/C	\$77,000,000
4320	I-405 Corridor: SR 169 to I-90	I-405 @ N 3rd St		I-405 @ N 3rd St	\$200,000,000
4327	I-405 Corridor: Sunset Blvd undercrossing	I-405 @ Sunset Blvd undercrossing		I-405 @ Sunset Blvd undercrossing	cost incorporated in other projects
4321	I-405 Corridor: SR 169 to I-90 (SR 900 I/C component)	I-405 @ SR 900 I/C		I-405 @ SR 900 I/C	\$167,000,000
4328	I-405 Corridor: SR 900 to NE 30th	SR 900	NE 30th	I-405	cost incorporated in other projects
4322	I-405 Corridor: SR 169 to I-90 (NE 30th I/C component)	I-405 @ NE 30th St		I-405 @ NE 30th St	\$117,000,000
4323	I-405 Corridor: SR 169 to I-90 (NE 44th I/C component)	I-405 @ NE 44th I/C		I-405 @ NE 44th I/C	\$200,000,000
4324	I-405 Corridor: SR 169 to I-90 (112th St I/C component)	I-405 @ 112th St I/C		I-405 @ 112th St I/C	\$117,000,000
4342	I-405 Corridor: NE 4th to SR 520	NE 4th St.	SR 520	I-405	\$66,492,966

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
4341	I-405 Corridor: NE 10th ramp	SR 520 @ NE 10th I/C		SR 520 @ NE 10th I/C	\$757,442
4340	I-405 Corridor: NE 8th to SR 520 - NB Braided Ramps	I-405 @ SR 520 I/C		I-405 @ SR 520 I/C	\$246,992,150
4343	I-405 Corridor: NE 12th improvements	I-405 @ NE 12th structure/ SR 520		I-405 @ NE 12th structure/ SR 520	\$757,442
4524	Bel-Red Regional Connectivity - NE 6th St Extension	112th Avenue NE	120th Avenue NE	NE 6th Street	\$68,000,000
4352	I-405 Corridor: SR 520 to I-5 Widening	SR 520	NE 85th	I-405	cost incorporated in other projects
4353	I-405 Corridor: SR 520 to I-5 Widening (NB NE 70th to NE 85th)	NE 85th	NE 70th	I-405	cost incorporated in other projects
4355	I-405 Corridor: SR 520 to I-5 Widening (NE 132nd structures)	I-405 @ NE 132nd St		I-405 @ NE 132nd St	cost incorporated in other projects
4148	I-405 Corridor: I-405 interchange at 132nd St. NE	I-405 @ NE 132nd St		I-405 @ NE 132nd St	\$24,000,000
4354	I-405 Corridor: SR 520 to I-5 Widening (NE 124th to SR 522)	NE 124th St	SR 522	I-405	\$317,000,000
4390	I-405 Corridor: SR 520 to SR 522	NE 160th I/C	SR 522	I-405	\$13,000,000
4391	I-405 Corridor: SR 520 to SR 522 (SR 522 I/C and HOV direct access)	I-405 @ SR 522 I/C		I-405 @ SR 522 I/C	\$467,000,000
4392	I-405 Corridor: SR 520 to SR 522 (NB Aux lane NE 160th to NE 195th)	NE 160th	NE 195th	I-405	\$20,000,000
1661	SR 410	214th Ave E Vicinity	234th Ave E Vicinity	SR 410	\$28,518,215
361	SR 410	244th Ave SE	Farman St	SR 410	\$6,942,008
4241	SR 512	SR 512 @ SR 7	SR 512/SR 7 I/C	SR 512 @ SR 7	\$8,112,733
4242	SR 512	SR 512 @ Canyon Road I/C	SR 512Canyon Road I/C	SR 512 @ Canyon Road I/C	\$9,587,775
5390	SR 518	SR 518 @ SR 99	I-5	SR 518 @ SR 99	\$90,137,888
1866	SR 519 Intermodal Access Project - Phase 2: South Atlantic Corridor	I-90	Seattle Waterfront	SR 519 (Alaskan Way S)	\$77,487,775
4250	SR 520	I-5	Portage Bay Bridge	SR 520	\$1,582,720,446
4251	SR 520	Montlake Blvd.	84th Ave. NE	SR 520	\$1,274,436,594
4252	SR 520	84th Ave. NE	SR 202	SR 520	\$572,316,433
5443	SR 520 HOV to HOT	I-405	SR 202	SR 520	\$14,750,424
4101	SR 520	W Lake Sammamish Parkway	SR 202	SR 520 and SR 520@SR 202	\$124,533,493
4002	SR 522 West City Limits to NE 180th St. Stage 1 Improvements (at 96th Ave NE) - Wayne Curve.	SR 522 @ 96th Ave NE		SR 522 @ 96th Ave NE	\$20,253,562
4272	SR 522 - West City Limits to NE 180th Street Stage 2a Improvements	91st Ave NE	1300 feet west of 96th Ave NE	SR 522	\$14,300,000
5537	SR 522 - West City Limits to NE 180th Street Stage 2b Improvements	750 feet east of 96th	Hall Rd.	SR 522	\$14,300,000
4257	SR 522	Paradise Lake Road	Paradise Lake Road	SR 522	\$60,455,212
1698	SR 522	Paradise Lake Rd.	Snohomish River	SR 522	\$36,538,865
4159	SR 522 (Nickel)	Snohomish River Bridge	US 2	SR 522	\$134,527,901
4009	SR 524 (196th St SW) Widening	48th Ave W	37th Ave W	SR 524 (196th St SW)	\$19,185,964
4119	44th Ave. W. (SR 524 Spur)	194th St.	I-5	44th Ave.	\$16,183,094
1714	SR 524	24th Ave.	SR 527	SR 524	\$81,864,851
4271	SR 527 - 240th St SE to 228th St. SE	240th St SE	228th St. SE	SR 527	\$10,000,000
1802	SR 532	Snohomish/Island County Line	I-5	SR 532	\$57,838,990
1617	SR 900	Issaquah WCL	I-90	SR 900	\$42,978,614
4113	SR900/NW Sammamish Rd Widening	I-90	11th Ave NW	SR-900/NW Sammamish Rd	\$4,464,302
<b>State Highway Total:</b>					<b>\$13,942,045,780</b>

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
<b>Arterial Investments</b>					
4507	A Street NW	3rd Street NW	14th Street NW	A Street NW	\$12,000,000
978	M St NE	E MAIN	8TH ST NE	M St NE	\$2,567,929
975	M St SE	E MAIN	AUBURN WAY S	M St SE	\$21,394,494
4264	120th Avenue NE Corridor Widening: NE 4th Street to Northup Way	NE 4th Street (new connection at 120th Ave NE)	Northup Way	120th Ave NE	\$46,962,000
3477	Bellevue Way HOV Lanes and Transit Priority	South Bellevue P&R	I-90	Bellevue Way	\$1,433,142
4527	Bel-Red Regional Connectivity - 124th Ave NE	NE 15th Street	Northup Way	124th Avenue NE	\$19,000,000
4526	Bel-Red Regional Connectivity - NE 15th/ NE 16th St (Phase 1)	116th Avenue NE	124th Avenue NE	NE 15th Street	\$85,000,000
4523	Bel-Red Regional Connectivity - NE 4th St Extension	116th Avenue NE	120th Avenue NE	NE 4th Street	\$21,000,000
5449	1st Avenue South, Phase 2 (SW 140th Street to SW 146th Street)	SW 140th Street	SW 146th Street	1st Ave S	\$7,753,942
792	112th St - Beverly Park Rd Corridor	SR 527	SR 525	112th St - Beverly Park Rd Corridor	\$58,035,924
1889	Everett Ave Extension and Overcrossing	Everett Ave and E. Grand	Riverfront industrial property	Everett Ave	\$13,392,905
3659	City Center Access Phase 3C-- 32nd Ave S.	Military Rd S	S 320th St	32nd Ave S	\$7,549,356
3660	City Center Access Phase 4A: S 320th St @ I-5 I/C HOV lanes	S 320th St @ I-5 I/C		S 320th St @ I-5 I/C	\$52,079,182
2012	S 320th St	1st Ave S	8th Ave S	S 320th St	\$7,187,990
2008	S 320th St	8th Ave S	SR 99	S 320th St	\$7,189,053
122	Valley Ave E	Freeman Rd E	70th Ave E	Valley Ave E	\$14,397,373
265	E Lake Sammamish Pkwy	SE 56th St	I-90	E Lake Sammamish Pkwy	\$10,435,305
4544	I-90 Corridor Arterial HOV queue jumps	Areas north and south of Issaquah to I-90 and to the Issaquah transit center	I-90	I-90 Corridor	\$3,025,402
2270	Newport Way	NW Maple St	W. Sunset Way	Newport Way	\$9,618,729
367	NW Maple St	SR 900	SE Newport Way	NW Maple St	\$12,549,152
1564	212th St	@ UP RR XING		212th St	\$41,000,000
1563	212th St	@ BN RR XING		212th St	\$42,000,000
3612	East Valley Highway (84th Ave. S.) Improvement Project	SR 167	S. 212th St.	East Valley Highway (84th Ave. S.)	\$7,645,117
2142	S 208th St	84th Ave/ E Valley Hwy	96th Way S	S 208th St	\$24,672,461
5290	S 228th St (Phase 2)	SR 167	Central Ave.	S 228th St	\$25,000,000
3643	S 228th St Grade Separation	500 ft west of the Union Pacific Railroad tracks	500 ft west of the Burlington Northern Santa-Fe railroad tracks	S 228th St	\$26,100,000
2007	S 272nd St	Military Rd	Pacific Hwy S.	S 272nd St	\$20,100,000
5289	Willis St Grade Separations	SR 167	Central Ave.	Willis St	\$81,000,000
4554	Avondale Road	City of Redmond	Woodinville Duvall Road	Avondale Road	\$43,674,397
4562	Novelty Hill Road	Union Hill Rd	West Snoqualmie Road NE	Novelty Hill Road; 196th Ave NE	\$101,254,685
2293	124th Ave NE	NE 85th St	NE 124th Ave	124th Ave NE	\$18,239,984
3646	Bethel Road SE	Lincoln Ave SE	Ives Mill Rd SE	Bethel Road	\$24,308,288
485	Bucklin Hill Rd	Tracyton Blvd	Silverdale Way	Bucklin Hill Rd	\$14,331,416
1264	Newberry Hill Rd	Chico Way NW	SR 3 SB on Ramp	Newberry Hill Rd	\$13,028,560
491	Silverdale Way	Byron	Chico Way NW	Silverdale Way	\$5,211,424
4123	88th St NE	State Avenue	67th Avenue NE	88th St NE	\$24,047,855
4127	Ingraham Boulevard	67th Ave. NE	83rd Ave. NE	Ingraham Boulevard	\$4,252,370
4125	State Avenue	136th St. NE	152nd St. NE	State Avenue	\$8,504,000
2313	Coal Creek Pkwy (Phase I, II & III)	Newcastle Way	SE 95th Way	Coal Creek Pkwy	\$50,970,122
116	112th St E/S	86th Avenue E	Steele Street	112th St E/S	\$13,557,458
1938	176th St E	130th Ave E	Calistoga Ave	176th St E	\$36,176,521

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
115	176th St E	SR 161 (Meridian E)	SR 7 (Pacific Avenue)	176th St E	\$62,550,373
1489	Br #36193-A / 176th St E	176th St E over Tacoma Eastern Railroad		Br #36193-A / 176th St E	\$7,468,701
135	Canyon Rd E	SR 167	Pioneer Way	Canyon Rd E	\$67,685,105
113	Canyon Rd E	106th St E	192nd St E	Canyon Rd E	\$75,503,901
134	Canyon Rd E	Mountain Hwy (SR 7)	192nd Street E	Canyon Rd E	\$30,925,091
528	Canyon Rd E	84th St. E	99th St E	Canyon Rd E	\$24,506,676
127	Stewart Rd (8th St E.)	E Valley Hwy E	W Valley Hwy	Stewart Rd (8th St E.)	\$23,772,407
880	WOLLOCHET DR NW	FILLMORE DR NW	40TH ST NW	WOLLOCHET DR NW	\$14,003,815
4645	Blair Hylebos Terminal - 54th Ave E			54th Ave E	cost incorporated in other projects
4640	Blair Hylebos Terminal - grade separations			at RR crossings	cost incorporated in other projects
4643	Blair Hylebos Terminal - SR 509 I/C			SR 509 I/C	cost incorporated in other projects
4641	Blair Hylebos Terminal - Taylor Bypass			Taylor Bypass	\$28,200,000
4639	Blair Hylebos Terminal Redevelopment Program Road/Rail/Infrastructure	54th Avenue East@Interstate 5, City of Fife	Northern terminus of Alexander Avenue (northerly end of the Blair Hylebos Peninsula), City of Tacoma	I-5/54th Avenue East I/C Ramps; 54th Avenue East; 54th Avenue East/SR509/Taylor Way intersection; Taylor Way; East 11th Street	\$343,145,724
1224	E MARGINAL WAY GRADE SEPARATION	300 ft south of S Idaho (MP 28.35)	Spokane St	E MARGINAL WAY	\$39,397,463
5348	Hanford & Main SIG's Entry Gate Improvements	Colorado Ave S	East Marginal Way	S. Hanford St.	\$299,781
5347	U tube at Atlantic St. - South End Viaduct local access	Atlantic (east of Viaduct)	Atlantic (south of Viaduct)	U tube road (looping underneath Viaduct between Atlantic and S. Royal Brougham Way	\$418,347
5350	West Marginal Way/Chelan Street/Spokane Street intersection	West Marginal Way/Chelan Street/Spokane Street intersection		West Marginal Way/Chelan Street/Spokane Street intersection	\$583,492
3647	Bethel Road/Bethel Ave SE	Lincoln Ave SE	Bay St	Bethel Road/Bethel Ave SE	\$7,001,907
141	31st Ave SW	SR 512 off ramp	S Meridian/SR 161	31st Ave SW	\$5,602,281
494	Shaw Rd	E Pioneer	39th Ave SE	Shaw Rd	\$3,061,712
1222	Shaw Rd Extension in Puyallup	E MAIN AVE	E. PIONEER AVE	Shaw Rd	\$23,382,490
5516	148th Ave NE	NE 22nd St	SR 520 eastbound on-ramp	148th Ave NE	\$9,453,050
4116	Cleveland St	Redmond Way (SR 908)	Redmond Way (SR 202)	Cleveland St	\$7,809,096
4117	Redmond Way	159th PI NE	170th Ave NE	Redmond Way	\$7,284,671
1308	Central Renton Transit Corridor - Rainier Ave S (SR 167): S Grady Way to S 3rd St	Grady Way	S 3rd St.	Central Renton Transit Corridor	\$37,473,718
2326	Duvall Ave NE	NE 4th St	NE 25th Ct (Renton City Limit)	Duvall Ave NE	\$12,276,830
2347	Logan Ave N / N 6th St	S 3rd St	Park Dr	Logan Ave N / N 6th St	\$6,774,851
2341	Park Dr-Sunset Blvd	Garden Ave	Duvall Ave NE	Park Dr-Sunset Blvd	\$3,597,368
910	SE Carr RD	108th Ave SE	SR 167	SE Carr RD	\$27,139,607
4164	SW 27th St / Strander Blvd Ph 1 Segment 2b	SW 27th St	Strander Blvd	SW 27th St connecting to Strander Blvd	\$29,017,962
4165	SW 27th St/Strander Blvd Ph 2	Oaksdale Ave SW	East Valley Rd	SW 27th St	\$6,138,415
192	28th/24th Ave S	S 200th St	S 216th St	28th/24th Ave S	\$31,268,545
5448	Greenwood Avenue North Corridor Improvement	North 105th Street	North 112th Street	Greenwood Avenue North	\$7,807,000
5509	Mercer Corridor East Phase	I-5	Dexter	Roy St, 8th Ave, Thomas St, Westlake Ave, 9th Ave, Mercer St, Valley St	\$190,500,000
5510	Mercer Corridor West Phase	Dexter	Elliot	Mercer St, Dexter, Roy St, 6th Ave	\$100,300,000
5187	Montlake Blvd NE HOV Lane	NE Pacific Place	25th Ave NE	Montlake Boulevard	\$2,799,300

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
5254	South Lander Street Grade Separation	1st Ave S	4th Ave S	S Lander St	\$167,268,683
958	Spokane Street	I-5	SR 99	SPOKANE STREET VIADUCT	\$149,374,024
4263	Spokane Street Viaduct 4th Avenue Off-Ramp	EB Spokane St. Viaduct	4th Ave S.	4th Ave Off-ramp	\$49,013,352
1028	N 175th St	MERIDIAN AVE N	SR 99	N 175th St	\$7,656,971
1956	112th Street SW/Beverly Edmonds Road	Airport Road	SR 525	Beverly Park Rd	\$16,347,120
584	Airport Way	SR 9	Snohomish C/L	Airport Way	\$11,278,906
4110	Pacific Avenue at S.26th/South Tacoma Way Rail grade separation crossing	S 26th St	S 26th St (over Pacific Ave)	Pacific Avenue@S 26th Street (downtown Tacoma)	cost incorporated in other projects
3550	Lincoln Ave Grade Separation	Thorne Ave	Marc Ave	Lincoln Ave	\$47,433,207
4121	Pacific Ave. Safety and Mobility Improvements	S. 17th Street	S. 25th Street	Pacific Ave	\$4,626,488
3648	Puyallup Bridge F16A & F16B Replacement	Portland Ave	Milwaukee Way	Puyallup Ave/Ells Street	\$15,692,021
1294	BNSF Intermodal Railyard Access	[Not submitted]		BNSF Intermodal Railyard Access	\$4,449,253
1299	E Marginal Way	Boeing Access Road	S 112th St	E Marginal Way	\$2,547,084
1300	Tukwila International Blvd	Boeing Access Road	S 116th Way	Tukwila International Blvd	\$3,908,568
3557	Tukwila Station Access with 156th St to 16th Ave S Link	156th St	16th Ave S	I-405	\$32,831,972
1869	Bridgeport Way West Phase 5	27th Street W	S 19th St	Bridgeport Way	\$3,466,434
3476	Avondale Rd SB HOV Lane and Transit Priority	Novelty Hill Rd	Avondale Way	Coal Creek Pkwy	\$11,204,562
3472	Coal Creek Parkway	Forest Drive	I-405	Coal Creek Pkwy	\$1,302,856
<b>Arterials Total:</b>					<b>\$2,803,197,717</b>
<b>Regional Trail Investments</b>					
4516	Auburn Pacific Phase 2	Ellingson Road SW	Pacific Park	Auburn Pacific Phase 2 (trail)	\$142,421
4515	BNSF Pedestrian/Bicycle Undercrossing	A Street SE	Skinner Road		\$3,932,510
4510	BPA Trail	west city limits	east city limits	BPA Trail	\$2,243,554
4511	Green River Trail	S. 277th Street	SR 18	Green River Trail	\$2,000,000
4513	White River Trail	Roegner Park	eastern termini of White River	White River Trail	\$6,270,759
4514	Williams Trail	Kersey Way/White River Trail	Lake Tapps Parkway	Williams Trail	\$2,243,554
2858	A St Trail	31st St SE	Transit station at 1st & B St.	A St Trail	\$1,732,799
2871	C St Trail	Interurban Trail at 15th St SW	Pacific city limits	C St Trail	\$460,959
5497	Downtown-Overlake Connection Trail	100th Ave NE	140th Ave NE	north side of NE 12th Street	\$4,726,525
5498	Lake-to-Lake Trail	Bellevue Way	116th Ave NE	Main St	\$4,726,525
5500	Lake-to-Lake Trail	114th Ave SE	Lake Hills Connector	on the south side of SE 8th Street	\$2,835,915
5499	Lake-to-Lake Trail	Main St	140th Ave SE	north side of Lake Hills Connector	\$4,726,525
5501	Mountain-to-Sound Greenway	Factoria Blvd	Sunset Pedestrian Bridge	Mountain-to-Sound Greenway	\$9,453,050
5495	SR 520 Trail	Bellevue Way I/C	Bellevue Way	SR 520 Trail	\$1,890,610
5496	SR 520 Trail	Evergreen Point Bridge	124th Ave NE	SR 520 Trail	\$9,453,050
5502	West Lake Sammamish Pkwy Path	North City Limit	I-90	on the west side of West Lake Sammamish Pkwy	\$28,359,151
2868	I-90 Trail/124th Ave SE Connector	124th Ave SE & SE 38th Pl	I-90 Trail at Factoria Blvd.	I-90 Trail/124th Ave SE Connector	\$1,021,111
4172	North Creek Trail, 220th Street SE to SR 524 (Woodlands Technology Campus)	220th Street SE	SR 524	North Creek	cost incorporated in other projects

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
4169	North Creek Trail, Section 1 Stage 1	I-405 ramp/ NE 195th Street	North Creek (waterway)	parallel to NE 195th	\$757,976
4170	North Creek Trail, Section 1, Stage 2 (Schnitzer)	NE 195th (just north of)	North Creek Parkway North	along the North Creek levy (still on East side of waterway)	\$883,609
4171	North Creek Trail, Section 2, Stage 2 (Canyon Park Business Park)	228th Street SE	220th Street SE	North Creek Trail ROW	\$794,889
1239	Ryan Rd, SR 165, SR 410, River Avenue, Foothills Trail	Intersection Ryan Road/River Ave/SR 410	Intersection Ryan Road/SR 410	Ryan Rd	\$1,328,913
2809	Foothills Trail	Terminus of existing Foothills Trail at White River Park Rd	King County line	Foothills Trail	\$501,600
2890	Milton-Edgewood Interurban Trail	Edgewood/King Co limits	Edgewood/Pacific city limits	Milton-Edgewood Interurban Trail	\$1,778,398
2812	Interurban Trail	Southern terminus at 234th St	SR 104 (Snohomish/King county line)	Interurban Trail	\$638,399
2834	Interurban Trail	Northern terminus of existing trail at Beverly Blvd	41st St	Interurban Trail	\$2,425,918
1885	Riverfront Walkway	Lenora Street	Pacific Avenue	Riverfront Walkway	\$71,657
2680	Riverfront/Interurban Connector	Everett City limits	Interurban Trail at 84th St	Riverfront/Interurban Connector	\$1,678,079
3365	Everett Bike Station	Broadway Ave	10th St	Broadway Ave	\$353,074
3351	BPA Trail	51st Ave S	32nd Av S	BPA Trail	\$2,079,358
3350	Federal Way Trail to Transit Center	28th Ave S	S 288th St	Trail to Transit Center	\$1,641,599
2863	S Park-and-Ride Trail	S 348th St	S 352nd St	S Park-and-Ride Trail	\$483,360
3352	Steel Lake Trail	28th Ave S	S 290th PI	Steel Lake Trail	\$1,270,285
2897	Puyallup Riverfront Trail	Fife/Tacoma city limits	Fife/Pierce Co limits	Puyallup Riverfront Trail	\$2,143,198
5520	Cushman Trail (phase 3)	96th Street NW	Borgen Boulevard NW	new	cost incorporated in other projects
2883	I-90 High Point Trail	Planned E Lake Sammamish Trail	Easterly End of 1st Ave NE	I-90 Trail	\$1,607,711
4112	SR 900 Pedestrian/Non-Motorized Improvement	I-90 Eastbound Ramps	12th Avenue NW/NW Sammamish Rd	SR 900	\$5,022,340
4029	Cedar River to Sammamish Trail	Cedar River Trail (Renton)	East Lake Sammamish Trail (Issaquah)	Off-road	\$11,361,648
2672	Chief Sealth Trail Extension	Southern terminus of planned Chief Sealth Trail	Renton City Limits	Chief Sealth Trail Extension	\$1,495,679
4630	Des Moines Creek Trail	Near 13th Ave S at treatment plan	Western terminus of Des Moines Creek Trail.	Des Moines Creek Trail	\$2,243,554
4038	East Lake Sammamish Trail - Master Plan Trail	SR 520 (Redmond)	Gilman Boulevard (Issaquah)	Off-road	\$39,062,641
4598	East Lake Sammamish Trail - North	East Lake Sammamish Trail at SR 520.	Bear Creek Trail near SR 520.	Abandoned railway alignment, dedicated trail right-of-way.	\$1,060,000
4599	East Plateau Trail - Klahanie to Soaring Eagle Park	Existing East Plateau Trail at SE Duthie Hill Road at Issaquah-Beaver Lake Road.	Soaring Eagle Park n/o SE 9th Way.	Dedicated trail right-of-way, Duthie Hill Road, Trossachs Boulevard SE.	\$3,500,000
4040	Eastside BNSF Trail (Segment A, Renton to N. Bellevue)	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	North end of Coulon Park in Renton	BNSF Corridor	\$4,464,302
4041	Eastside BNSF Trail (Segment B, N. Bellevue to Woodinville)	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	BNSF track@just northwest of the SR520 and I-405 interchange in north Bellevue	BNSF Corridor	\$4,464,302

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
4011	Eastside BNSF Trail (Segment D from Redmond CL to Woodinville)	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	NE 124th St. in Redmond	BNSF Corridor	\$1,750,477
4161	Eastside BNSF Trail (Segment C, Woodinville to Snohomish)	Woodinville rail junction@rail spur coming from Redmond at Woodinville-Redmond Road/SR202	City of Snohomish	BNSF Corridor	\$4,464,302
2919	Eastside BNSF Trail (Segment D within Redmond aka Willows Rd Bike Path)	NE 124th St	E Lake Sammamish Bike Trail @ SR 520	BNSF Corridor	\$3,465,597
4601	Foothills (Enumclaw Plateau) Trail - Central	Chinook Avenue, Enumclaw.	304th Avenue SE; Nolte State Park.	Abandoned railway corridor.	\$5,510,000
4603	Foothills (Enumclaw Plateau) Trail - South	252nd Avenue SE, Enumclaw	Mud Mountain Road	Railway corridor	\$2,867,696
4604	Foothills (Enumclaw Plateau) Trail - White River Bridge	Terminus of Foothills Trail (RTNR ID FH-1) at Mud Mountain Road	Terminus of Foothills Trail at City of Buckley	Railway corridor	\$6,000,000
4037	Foothills Trail	Cumberland - Kanaskat Road (Kanaskat)	Pierce County boundary (Buckley)	Off-road	\$12,567,010
4605	Green River 2.2 (S. 259th St)	Green River Trail at Interurban Trail at S. 259th Street	Green River Trail Phase 2 (RTNR ID GR-1) at S. 259th Street	S. 259th Street	\$2,120,000
2880	Green River Trail - Lower Valley	Interurban Trail near S. 259th Street, Kent	Brannan Park in Auburn	Green River Trail	\$2,051,998
4032	Green River Trail - North	North Terminus of Green River Trail at S. 102nd Street	Seattle City boundary	Off-road	\$1,607,149
4033	Green River Trail - Phase 2	S. 259th Street (Kent)	Near Central Avenue S. (Kent)	Off-road and on S. 259th St	\$892,860
4034	Green River Trail - Phase 3	Green River Bridge (86th Avenue S. - Kent)	Brannan Park (Auburn)	Off-road	\$7,767,885
4035	Green River Trail - Phase 4	Braninan Park (Auburn)	SR-18	Off-road	\$2,354,919
4036	Green River Trail Bridge	86th Avenue S. (Kent)	86th Avenue S. (Unincorporated King County)	Off-road	\$3,348,226
4607	Green-to-Cedar Rivers Trail	Green-to Cedar River Trail at Kent-Kangley Road, Maple Valley.	SE Green Valley Road near 227th Avenue SE.	Dedicated trail right-of-way.	\$6,040,000
4031	Interurban Trail (south) Extension	Terminus of Interurban Trail in Pacific at 3rd Ave SW (Pacific)	Pierce County Boundary (Edgewood)	Off-road facility	\$937,503
4609	Issaquah-Preston Trail - High Point to Preston (WSDOT Lead)	High Point Way interchange on I-90	Terminus of Preston-Snoqualmie Trail at High Point Way	Dedicated trail right-of-way, High Point Way	\$2,330,000
4027	Issaquah-Snoqualmie Corridor - Preston-Snoqualmie Trail Extension	Preston-Snoqualmie Trail terminus 1 mile east of Lake Alice Road	Junction of SR202 at Snoqualmie Parkway	Off-road	\$8,928,604
4627	Lake to Sound Trail Corridor	Cedar River Trail at I-405	Western terminus of Des Moines Creek Trail.	SW 7th Street, Green R. Trail, Southcenter Blvd, S. 154th Street, S. 156th Way, Des Moines Memorial Dr., Des Moines Creek Trail.	cost incorporated in other projects

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
4611	Lake Youngs to Cedar River Trail (Soft-Surface)	Lake Youngs Trail near South Lake Youngs Road..	Junction of Cedar River Trail at Green-to-Cedar Rivers Trail, Maple Valley.	Pipeline corridor.	\$4,450,000
4628	Lake-to-Sound Trail connection - Green River Trail - Tukwila to SeaTac	Green River Trail at South Center Blvd	S. 154th Street at 24th Ave S	Alignment along South Center Blvd and 154th Ave S	\$2,243,554
4613	Laughing Jacobs Creek Trail Segment	East Lake Sammamish Trail (RTNR ID ELS-2) at E. Lake Sammamish Parkway at SE 43rd Way.	Western terminus of East Plateau Trail near Providence Point Place SE.	Abandoned railway alignment.	\$1,060,000
2891	Milton-Edgewood Interurban Trail	Milton city limits near Hylebos Ave	Edgewood city limits	Milton-Edgewood Interurban Trail	\$1,094,399
3364	Montlake Flyer Bike Station	SR 520		Montlake Flyer Bike Station	\$498,221
2678	Preston-Snoqualmie Trail	Fill gap in trail .7 mi - 1.1 mi west of I-90 (just outside Snoqualmie city limits)		Preston-Snoqualmie Trail	\$383,040
4614	Puget Power (PSE) Trail - East Segment	Eastern terminus of existing trail at Ferrel-McWhirter Park near 196th Avenue NE.	Novelty Hill Road near Redmond Ridge Drive.	Power line corridor.	\$2,330,000
4616	Snoqualmie Regional Connector	Snoqualmie River Bridge (RTNR ID PS-2) at SR202.	Snoqualmie Valley Trail at Tokul Road.	Dedicated trail right-of-way.	\$1,000,000
4617	Snoqualmie River Bridge at SR202, Snoqualmie	Eastern terminus of Preston-Snoqualmie Trail at Snoqualmie Parkway/SR202/Snoqualmie River.	North side of Snoqualmie River at SR202; terminus of Snoqualmie Regional Connector (RTNR ID PS-3).	SR202.	\$1,590,000
4028	Snoqualmie Valley Trail - Snoqualmie Mill Segment	Tokul Road	Reinig Road	Off-road	\$3,493,316
4042	Snoqualmie Valley Trail (North)	Woodinville-Duvall Road	Snohomish County boundary	Off-road	\$7,544,670
2273	Soos Creek Trail	cedar River Trail	SE 176th St	Soos Creek Trail	\$3,647,997
4619	Soos Creek Trail Phase 6 (Petro - CRT)	Cedar River Trail near intersection of 140th Way SE at SR169	Petrovitsky Road	Parkland corridor, utility corridor	\$3,710,000
4622	Soos Creek Trail to Lake Youngs Trail	Soos Creek Trail at SE 116th Street.	Lake Youngs Trail at SE 116th Street/148th Avenue SE.	SE 116th Street alignment, power corridor.	\$320,000
2860	SR 18 Trail (Auburn to Snoqualmie Trail)	Interurban Trail	Auburn eastern city limits	Auburn to Snoqualmie Trail	\$2,553,598
4044	Tolt Pipeline Trail (West)	Sammamish River Trail (near W. Riverside Drive)	104th Avenue NE	Off-road	\$1,674,113
4030	Two Rivers Trail	Cedar River Trail (Renton)	Junction of Green River and Interurban Trails (Tukwila)	Off-road	\$1,395,094
4629	Westside Trail - SeaTac to Des Moines	Cedar River Trail at I-405	Eastern terminus of Des Moines Creek Trail.	SW 7th Street, Green R. Trail, Southcenter Blvd, S. 154th Street, S. 156th Way, Des Moines Memorial Dr., Des Moines Creek Trail.	\$2,243,554
2806	City Water Ditch Bike Trail	Tacoma city limits	84th St S	City Water Ditch Bike Trail	\$228,000
4634	Interurban Regional Trail - Missing Link	212th St SW	52nd Ave W	PUD Right of Way	\$800,000
3442	Interurban Trail Missing Link Pedestrian Bridge at I-5/44th Ave W	Lynnwood P&R	Landmark Inn/PUD ROW	Interurban Trail Missing Link Pedestrian Bridge at I-5/44th Ave W	\$4,283,140

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

<b>T2040ID</b>	<b>Title</b>	<b>From</b>	<b>To</b>	<b>On</b>	<b>Y2008Costs</b>
2892	Milton-Edgewood Interurban Trail	Milton city limits at 70th Ave E	northeast to city limits at King Co limits	Milton-Edgewood Interurban Trail	\$1,121,759
2687	US Hwy 2 Trail Extension	Planned Hwy 2 trail terminus at Monroe city limits	Planned Centennial Trail at SR 203	US Hwy 2 Trail Extension	\$784,319
2829	Centennial Trail	Terminus of existing trail	Monroe city limits (by SR 203)	Centennial Trail	\$1,769,278
2826	SR 522 Trail	City Limits	Proposed Centennial Trail	SR 522 Trail	\$1,285,919
4010	Mukilteo Lane Waterfront Access	Park Ave	Mt. Baker Crossing	Mukilteo Lane	\$6,919,668
2884	Interurban Trail	8th St E	southern terminus of existing Interurban Trail at 3rd Ave SW	Interurban Trail	\$911,999
3359	Lake Tapps Pkwy/8th St Bike Path	Planned Interurban Trail	Eastern City Limits	Lake Tapps Pkwy/8th St	\$474,240
2851	Cushman Trail (phase 2)	Pierce Transit Park and Ride (Kimball Dr NW)	96th Street NW	Cushman Trail	\$4,631,995
2835	Foothills Trail	South Prairie city limits	Buckley city limits	Foothills Trail	\$9,119,992
3439	Foothills Trail	Cascade Junction	Carbonado	Foothills Trail	\$12,567,388
2894	Milton-Edgewood Interurban Trail	70th Ave E	Milton City Limits	Milton-Edgewood Interurban Trail	\$547,200
2832	Beach Drive Trail	city limits	city limits	Beach Drive Trail	\$1,942,558
2844	East Puyallup Riverfront Trail	Terminus of Existing Foothills Trail at 134th Ave E	Puyallup Riverfront Trail at easterly Puyallup city limits	Foothills Trail	\$1,134,366
2899	Puyallup Riverfront Trail	western terminus of existing Puyallup Riverfront Trail	Puyallup city limits	Puyallup Riverfront Trail	\$957,599
2900	Puyallup Riverfront Trail	Eastern terminus of existing Puyallup Riverfront Trail	Sumner city limits at river	Puyallup Riverfront Trail	\$2,097,598
3443	Lister Gulch Bicycle-Pedestrian Improvements	Tribal Administrative Center	Portland Ave area	Lister Gulch Bicycle-Pedestrian Improvements	\$60,323
2862	Bear and Evans Creek Trail	South of Union Hill Rd at Avondale Way	Puget Sound Energy Trail and East Lake Sammamish Trail	Bear and Evans Creek Trail	\$9,569,273
4115	Puget Sound Energy Trail, Rose Hill Extension	Willows Rd	132nd Ave NE/NE 142nd St	Puget Sound Energy Trail	\$5,580,377
5513	Bear Creek Trail Connector, Redmond Town Center to Marymoor Park	Bear Creek Trail	Sammamish River Trail	Bear Creek Trail	\$1,663,737
2671	Cedar River Trail	Terminus of existing Cedar River Trail	Rainier and 88th	Cedar River Trail	\$279,019
2856	Springbrook/Interurban Connection (SW 27th St)	Oakesdale Ave SW	SR 181	Springbrook/Interurban Connection (SW 27th St)	\$2,232,151
206	228th Ave SE/Equestrian Trail	Inglewood Hill Rd	Issaquah Pine Lake Rd	228th Ave SE/Equestrian Trail	\$626,674
2857	6th Ave Bike Path	Planned Mountain to Sound Path at Royal Brougham	Spokane St	6th Ave Bike Path	\$1,322,399
2859	Alaskan Way	Spokane St	Atlantic St	Alaskan Way	\$1,231,199
2668	Burke-Gilman Trail Extension	11th Ave NW	Chittendon Locks (30th Ave NW)	Burke-Gilman Trail Extension	\$1,231,199
3610	Chief Sealth Trail--Seattle--Center Segment	Beacon Ave. S. @ S. Dawson St.	51st Ave. S. @ S. Gazelle St.	Chief Sealth Trail/Seattle City Light ROW	\$10,275,283
3609	Chief Sealth Trail--Seattle--North Segment	I-90 @ I-5	Beacon Ave. S. @ S. Dawson St.	Chief Sealth Trail/Seattle City Light ROW	\$2,735,998
3611	Chief Sealth Trail--Seattle--South Segment	51st Ave. S. @ S. Gazelle	S. Leo St. @ 59th Ave. S.	Chief Sealth Trail/Possibly Seattle City Light ROW	\$2,735,998

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

<b>T2040ID</b>	<b>Title</b>	<b>From</b>	<b>To</b>	<b>On</b>	<b>Y2008Costs</b>
5136	Columbia Trail	Ship Canal Trail	University Bridge	NE Columbia Rd/NE Boat St	\$2,243,554
5145	E-3 Busway Trail	S Forest St	S Spokane St	E-3 Busway	\$2,243,554
2886	Interurban Trail	Shoreline/Seattle city limits	Fremont Ave & Linden St	Interurban Trail	\$1,687,199
5167	Lake to Bay Trail	new		various	\$911,333
5168	Lake Union Ship Canal Trail	6th Ave W	15th Ave W	West Nickerson Street	\$2,986,982
2895	Mountain to Sound Trail	western terminus of existing I-90 Trail at 12th Ave	E Marginal Way	Mountain to Sound Trail	\$6,068,320
5215	Northlake Way Trail	University Bridge	Stone Way N	N/NE Northlake Way	\$2,243,554
5225	Puget Park Trail	SW Dakota St	SW Dawson St	Puget Park	\$2,243,554
5229	Ravenna Ave NE Corridor Trail Improvements	55th Ave	Ravenna Boulevard	Ravenna Ave NE	\$423,300
2902	Ship Canal Trail Extension	Nickerson	15th W	Ship Canal Trail Extension	\$9,151,819
2905	Spokane St.	6th Ave S	E Marginal Way	Spokane St.	\$592,799
5274	Watercrest Park Trail	SW Henderson St	Highland Parkway SW	Watercrest Park/4th Ave SW	\$2,243,554
2689	West Lake Union Path Extension	Valley Rd	Prospect	West Lake Union Path Extension	\$218,880
5281	Woodland Park Trail	N 50th St	W Green Lake Way N	Woodland Park Ave N	\$2,243,554
3577	Riverfront Trail, Western Section	Hwy 9 on the Snohomish River	Avenue D	Riverfront alignment S. of First St.	\$1,199,123
2823	Snohomish Centennial Trail	Snohomish River	intersection of Maple and Pine Avenues	Former BNSF RR route	\$1,067,039
2805	Interurban Trail--124th Street SW I-5 overcrossing	128th St SE	I-5	Interurban Trail--124th St SW I-5 overcrossing	\$173,280
4016	North Creek Trail - Bothell to Mill Creek	North Creek Park	Filbert Road	North Creek Trail	\$5,834,923
2263	North Creek Trail Link	North Creek Park	McCullum Pk	North Creek Trail Link	\$4,559,996
2679	Riverfront/Interurban Connector	Planned Riverfront Trail	Everett City Limits	Riverfront/Interurban Connector	\$419,520
2676	Meadowbrook Farm Trail Extension	Planned Meadowbrook Trail western terminus	Planned I-90 Trail	Meadowbrook Farm Trail Extension	\$766,079
2814	Foothills Trail	eastern city limits	western city limits	Foothills Trail	\$729,599
2912	Sumner Trail	Southern city limits at Houston Ave	along west bank of river to 24th St Ct	Sumner Pacific Trail	\$5,862,852
2913	Sumner Trail	The Stuck River Bridge on Stewart Road	16th Street E	Sumner Pacific Trail	\$4,559,996
2914	Sumner Trail	SR 410 Overpass on State Street	Tacoma Avenue Bridge Terminus	Sumner Pacific Trail	\$3,908,568
2911	Sumner Trail	SR 162	Puyallup city limits	Sumner Pacific Trail	\$5,211,424
2684	Sumner Trail	Tacoma Avenue Bridge	24th Street	Sumner Pacific Trail Extension	\$5,211,424
2827	Cross County Commuter Connector Trail	Tacoma Dome Sounder Station	Foothills Trail in Orting	Existing Roadways and existing Tacoma Water Pipeline Trail	\$16,741,132
2847	Historic Water Ditch Trail, TAC-40	A St	S. 80th at South Tacoma Way	Water Flume Line	\$7,254,490
2816	I-5 Trail Corridor	I-5 Trail Corridor	I-5 Trail Corridor	I-5 Trail Corridor	\$775,199
2681	Green River Trail spur	Existing Green River Trail	east to southern terminus of planned Interurban/Springbrook Trail near Valley Rd.	Green River Trail spur	\$200,640
3429	Interurban Trail/Green River Trail	Southcenter Blvd	Strander Blvd	Interurban Trail	\$884,744
2688	Prairie Line Trail (Water Ditch Trail Extension)	South Tacoma Way	Thea Foss Waterway	Prairie Line Rail ROW	\$2,455,366
2815	Woodinville Valley Trail	Tolt Pipeline Trail in vicinity of 145th	Tolt Pipeline Trail	Woodinville Valley Trail	\$209,760
5514	Walk the Water Front	McCarver	S 4th Street	Thea Foss Esplanade to Ruston Way	\$9,453,050
4329	I-405 Corridor: SR 169 to I-90 (Lk Wa bike path realignment)	SR 169	I-90	Lk. Washington bike path	\$13,028,560

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
2882	I-90 Highpoint to Preston Trail	Terminus of existing Highpoint Trail near Issaquah eastern city limits	Western terminus of existing Preston-Snoqualmie Trail	Highpoint Trail	\$4,420,295
2907	SR 520 Trail	Medina western city limits	Medina eastern city limits	SR 520 Trail	\$599,314
2906	SR 520 Trail	Montlake	east to Seattle city limits at water's edge	SR 520 Trail	\$820,799
2910	SR 520 Trail over 520 Bridge	Eastern Seattle city limits	Western Medina city limits	SR 520 Trail over 520 Bridge	\$2,097,598
5292	Sound to Olympics	Kingston	Port Gamble	Sound to Olympics Trail	\$2,267,600
4518	Sound to Olympics Trail	WSF Bainbridge ferry terminal in Winslow	Agate Pass Bridge	Sound to Olympics Trail	\$1,000,000
4519	Sound to Olympics Trail			Sound to Olympics Trail	cost incorporated in other projects
4520	Sound to Olympics Trail			Sound to Olympics Trail	cost incorporated in other projects
5503	Sound to Olympics Trail	Agate Pass Bridge	Hood Canal Bridge	Sound to Olympics Trail	cost incorporated in other projects
2820	SR 305 Trail	Winslow ferry terminal	High School Rd	SR 305 Trail	\$911,999
<b>Regional Trails Total:</b>					<b>\$524,814,257</b>
<b>Transit Investments</b>					
2493	University Link	Westlake Station	University of Washington Station (stadium)	Link Light Rail	\$2,019,396,870
2492	North Link: LRT Extension from University of Washington Station to Northgate	Northgate	University of Washington Station	Link LRT Extension	\$1,525,176,057
2521	Link LRT Extension from Seattle to Downtown Bellevue	Seattle	Downtown Bellevue	Link Light Rail	\$2,059,784,807
2525	Link LRT Extension from SeaTac Airport to Highline Community College	SeaTac Airport Station	Highline Community College	SR 99 Corridor	\$790,753,301
5340	Bel-Red LRT station	~ NE 16th St. @ 132nd Ave. NE		Bel-Red LRT Station	cost incorporated in other projects
5341	Overlake LRT station	Overlake TC		Overlake TC	cost incorporated in other projects
4087	Expanded Sounder Service Levels	Seattle	Lakewood	Sounder Commuter Rail	\$211,505,251
2502	Sounder Commuter Rail Auburn-Tacoma Track & Signal	Auburn	Tacoma	Sounder Commuter Rail	\$210,442,411
4047	Tacoma-Lakewood Track & Signal	Tacoma	Lakewood	Sounder Commuter Rail	\$191,311,282
4080	Permanent Station at Tukwila	Longacres Way @ BNSF RR (Tukwila)		Tukwila Sounder Station	\$36,136,576
4050	Edmonds Station	Edmonds Way / James Street @ BNSF RR		Sounder Commuter Rail	\$15,483,324
4084	Parking Garage and Pedestrian Bridge at Puyallup Station	131 W Main St (Puyallup)		Puyallup Sounder Station	\$60,581,906
4083	Parking Garage and Pedestrian Bridge at Sumner Station	810 Maple St (Sumner)		Sumner Sounder Station	\$42,513,618
4081	Parking Garage at Auburn Station	23 A St (Auburn)		Auburn Sounder Station	\$34,010,895
5133	Central Streetcar Line	Republican St	23rd/23rd Ave S	1st Ave N	\$183,711,763
5153	First Hill / Capitol Hill Streetcar Line	Int'l District Station	Capitol Hill Station (John St)	Jackson / Boren / Broadway	\$120,980,917
4025	Rapid Ride (BRT) - A line (K Co Metro) - Pacific Hwy S	Federal Way Transit Center	Tukwila Light Rail Station	SR 99 (Pacific Hwy S)	costs estimated programmatically
4024	Rapid Ride BRT: Redmond TC to Bellevue TC (B line)	Redmond Transit Center	Bellevue Transit Center	NE 90th, 148th Ave NE, NE 40th, 156th Ave NE, NE 8th	costs estimated programmatically
4023	Rapid Ride BRT: West Seattle to Downtown (C line)	West Seattle	Downtown Seattle	Fauntleroy and Alaska junction	costs estimated programmatically

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

<b>T2040ID</b>	<b>Title</b>	<b>From</b>	<b>To</b>	<b>On</b>	<b>Y2008Costs</b>
4022	Rapid Ride BRT: Ballard to Downtown (D line)	Ballard	Downtown Seattle	via lower Queen Anne (exact alignment TBD)	costs estimated programmatically
4026	Aurora Village Rapid Ride BRT (E line)	Aurora Village	Downtown Seattle	SR 99 (Aurora Avenue)	costs estimated programmatically
5526	RapidRide BRT: Burien to Renton (F line)	Burien Transit Center	Renton Transit Center	S 156 St to 24th Ave S to S 154th St onto Southcenter Blvd to 66 Ave S (serve Link station) to Tukwila Parkway to Andover Parkway to Strander Blvd to SW Grady Way (serve Sounder Station) to S Renton P&R to Renton TC	costs estimated programmatically
5524	Transit priority infrastructure for RapidRide BRT: Burien to Renton (F line)	Burien Transit Center	Renton Transit Center	S 156 and S 154 st. Andover Parkway to Strander to Grady Way to S. Renton P&R at Renton TC	costs estimated programmatically
5318	BRT on SR 303 Bremerton Ferry Dock to Poulsbo (SR 305)	SEDGWICK	SR 305 (Poulsbo)	SR 303	costs estimated programmatically
5493	SR 303 Transit Corridor Supporting Investments	Silverdale	Bremerton	SR 303	costs estimated programmatically
5319	BRT on SR 305 (matching congested corridor) to Bainbridge Ferry Dock	SR 3 (Poulsbo)	Bainbridge Ferry Dock	SR 305	costs estimated programmatically
5494	SR 305 Transit Corridor Supporting Investments	Poulsbo	Bainbridge Ferry	SR 305	costs estimated programmatically
5490	Meridian Avenue (Puyallup) Transit Corridor Supporting Investments	new		new	costs estimated programmatically
5320	BRT (Route 1) on SR 7 from Roy Y to Downtown Tacoma (PC Congested Corridor)	Roy Y	Downtown Tacoma	SR 7/ Pacific/ Commerce	costs estimated programmatically
5486	Pacific Avenue (SR 7) Transit Corridor Supporting Investments	Ft Lewis	University Place	new	costs estimated programmatically
5487	6th Avenue (Tacoma) Transit Corridor Transit Service	new		new	costs estimated programmatically
5488	6th Avenue (Tacoma) Transit Corridor Supporting Investments	new		new	costs estimated programmatically
5491	112th Avenue (Puyallup/Lakewood) Transit Corridor Transit Service	new		new	costs estimated programmatically
5492	112th Avenue (Puyallup/Lakewood) Transit Corridor Supporting Investments	new		new	costs estimated programmatically
1003	On-Board Systems Integration (OBSI) Program	[Not submitted]		DESIGN ON-BOARD LOGIC UNIT - BUSES	costs estimated programmatically
5087	1st Ave S UVTN	Yesler St	S Spokane St	1st Ave S	costs estimated programmatically
5088	23rd / 24th Ave UVTN	Pacific Ave	Rainier Ave S	23rd Ave E / 24th Ave E	costs estimated programmatically
5095	3rd Avenue UVTN	Cedar St	Jackson St	3rd Ave	costs estimated programmatically
5137	Delridge UVTN	Spokane St	S Roxbury St	Delridge Way S	costs estimated programmatically
5141	Dexter / Nickerson UVTN	Denny and Dexter	Fremont Bridge and Nickerson	Dexter / Nickerson	costs estimated programmatically
5146	E3 Transit Way Limited Stop UVTN	S King St	S Spokane St	E-3 Busway	costs estimated programmatically
5156	Greenwood Ave N UVTN	Fremont Bridge and Nickerson	NW 145th St (City Limits)	Greenwood Ave N	costs estimated programmatically
5166	Lake City Way UVTN	Roosevelt LRT	145th St	Lake City Way	costs estimated programmatically
5177	Market / N 46th St UVTN	32nd Ave NW	Stone Way	Market St	costs estimated programmatically

**REGIONAL TEN-YEAR TRANSPORTATION INVESTMENT PROGRAM**

T2040ID	Title	From	To	On	Y2008Costs
5194	N 45th or N 50 St UVTN	Stone Way	University Ave	N 45th St	costs estimated programmatically
5222	Pacific St UVTN	Montlake Station	U District	NE Pacific St	costs estimated programmatically
5227	Rainier / Rainier Beach UVTN	Jackson St	Henderson St	Rainier Ave S	costs estimated programmatically
3418	Atlantic / Central Base Expansion	1270 Sixth Ave S		Atlantic / Central Base Expansion	\$61,383,388
5114	Ballard Transit Center	NW Market		15th Ave NW	\$883,220
5211	North Rainier Transit Center	McClellan	Yesler	MLK	\$883,220
5277	West Seattle Junction Transit Center	Alaska	SW Alaska St	California Ave SW	\$883,220
5279	Westlake Multimodal Transportation Hub	Pine St		2nd, 3rd, 4th Ave	\$883,220
610	King St Multimodal Terminal	[Not submitted]		King St Multimodal Terminal	\$27,901,886
4160	Kirkland Transit Center(3rd Street Downtown)	3rd Street between Central Way and Kirkland Avenue		Transit Center	\$15,520,895
3310	East Bremerton Bus Transit Center	[Not submitted]		East Bremerton Bus Transit Center	\$5,211,424
808	Mukilteo Multimodal Terminal	Loveland Street	Cornelia Street	Mukilteo Multimodal Terminal	\$10,031,991
3601	Burien Transit Oriented Development/ Park and Ride Expansion	Burien P & R		Burien P & R	\$19,390,097
3597	Shoreline Park and Ride TOD	Shoreline P&R at 18821 Aurora Ave. N.		Shoreline P&R	\$22,120,138
2640	S. 200th Park and Ride	I-5 South		S. 200th Park and Ride	cost incorporated in other projects
3594	South Bellevue Park and Ride Expansion	I-90@South Bellevue P & R		South Bellevue P & R	cost incorporated in other projects
2576	Silverdale P&R	Central Kitsap	SR 3	Newberry Hill Road	\$3,908,568
2582	SR 16 P&R (Mullenix)	South Kitsap	SR 16	SR 16 P&R (Mullenix)	\$2,931,426
2577	SR 3 / SR 16 P&R	Central Kitsap	SR 3 / SR 16	SR 3 / SR 16 P&R	\$2,449,369
2575	SR 303 (North of Bremerton) P&R (Riddell)	Central Kitsap	SR 303	SR 303 (North of Bremerton) P&R	\$2,931,426
2574	SR 304 (Bremerton) P&R (Gateway)	Central Kitsap	SR 304	SR 304 (Bremerton) P&R	\$19,542,840
2589	SR 305 / SR 307 / SR 3 (OLHAVAVA) P&R	SR 305	SR 305 / SR 307 / SR 3	SR 305 / SR 307 / SR 3 (OLHAVAVA) P&R	\$33,353,114
4128	Highline Community College Intermodal Transit Facility and Parking Garage	South 240th Street@SR 99 South		SR 99	\$23,437,585
3308	Bainbridge Island Multimodal Center	Olympic Dr		Bainbridge Island Multimodal Center	\$1,302,856
5135	Colman Dock Hub	Marion St		Alaskan Way S	\$251,116,977
2486	Mukilteo Terminal Relocation/Expansion	Loveland	Cornelia St.	Mukilteo Terminal	\$146,689,959
3436	Annapolis Ferry Terminal	Marine Drive and Olney Rd		Annapolis Ferry Terminal	\$2,000,000
2480	Bremerton POFF Terminal Expansion	[Not submitted]		Bremerton POFF Terminal Expansion	\$3,000,000
2485	Kingston POFF Terminal Construction	[Not submitted]		Port of Kingston	\$5,000,000
2478	Southworth POFF Terminal Expansion	[Not submitted]		Southworth POFF Terminal Expansion	\$5,000,000
5365	Passenger Only Ferry: Bremerton-Downtown Seattle	Bremerton	Downtown Seattle	POF route	\$13,700,000
5366	Passenger Only Ferry: Kingston-Downtown Seattle	Kingston	Downtown Seattle	POF route	\$8,150,000
5367	Passenger Only Ferry: Southworth-Downtown Seattle	Southworth	Downtown Seattle	POF route	\$13,500,000

**Transit Total: \$8,204,895,799**

**2010 Action Strategy Total Investment: \$25,474,953,553**