ATTACHMENT G
Programmatic Cross-Check Memorandum

An estimated cost of $7 billion (in 2008 dollars), about 4% of the total plan cost of Transportation 2040, is currently handled in the Financial Strategy as a programmatic investment. This category includes programmatic investments like transportation demand management (TDM), transportation system management and operations (TSMO), special needs, and safety. These four categories are reflected in the Efficiency and the Safety and Security sections of the Transportation 2040 Plan Framework, illustrated below.

This memorandum provides a summary comparison of changes that have occurred since the implementation of Transportation 2040 in 2010. Where applicable, the PSRC regional advisory committees related to these areas have contributed to this memo.

**Overall Programmatic Assessment**
Since the adoption of Transportation 2040 the investments in these types of transportation programs appears to be generally consistent with the original programmatic estimate for Transportation 2040 with the exception of two changes, the loss of GTEC funding in Transportation Demand Management projects and the consolidation of the JARC funds under MAP 21.

In the future, PSRC will to work to improve the financial estimates for programmatic areas as well as identifying the effectiveness of these types of projects and programs.

Topics summarized in this memo are summarized in the following table.
**Programmatic Assessment**

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**Transportation Demand Management**

Transportation demand management helps make the transportation system more efficient and is defined in Transportation 2040 as the concept of managing or reducing travel demand rather than increasing the supply of transportation facilities. The regional TDM Steering Committee builds off this definition of TDM and refers to TDM as a set of strategies, programs, and policies that affect how people choose to use the transportation system. One of the primary TDM activities is the Commute Trip Reduction program that is designed to improve air quality, reduce traffic congestion, and decrease fuel consumption through employer-based programs that encourage alternatives to driving alone to work. CTR was first passed by the state Legislature in 1991 and has been updated periodically ever since.

T2040 identifies categories of TDM programs that have been and will continue to be initiated by various agencies and jurisdictions as well as planned future investments. Some noteworthy TDM-related investments since the adoption of T2040 include:

- The implementation of user-fees on SR 520, SR 167, and the Tacoma Narrows bridge
- The adoption of parking pricing strategies throughout the region
- The continued implementation of the CTR Program
- The creation of the Growth and Transportation Efficiency Centers (GTEC) program in Seattle, Bellevue, Kirkland, Puyallup, Redmond, Tacoma, and Tukwila (it is important to note that the Legislature cut the $2.5M dedicated to the GTEC program in the 2009-2011 biennium)
- New and innovative local programs at the jurisdiction level including Curb the Congestion, a partnership program between Snohomish County and Community Transit
- The creation of new Rideshare Online tools

For the exception of the Legislature’s 2009 funding cut to the GTEC program, programmatic cost estimates have remained otherwise constant. As part of the development of the Regional TDM Implementation Strategy, the TDM Steering Committee will pursue additional funding opportunities for
TDM activities in the region, with a particular focus on the federal funds that PSRC awards and initiating a discussion about how TDM project investments might be included as a portion of all large scale investments.

TDM strategies directly support regional goals identified in VISION 2040 and Transportation 2040 and do so with the involvement of both the public and private sectors. Transportation 2040 also called for the development of a regional TDM implementation plan to further identify supporting strategies and essential actions necessary to fully implement TDM program. The regional TDM Steering Committee is in the process of developing this implementation and as part of this effort developed the following guiding principles and priorities to further the reach and impact of TDM activities across the region:

- Preserve / enhance existing programs and meet state commute trip reduction laws
- Develop centers-based and corridors-based travel demand management programs that prioritize but are not exclusive to regional growth centers and manufacturing/industrial centers
- Expand local and regional residential marketing programs
- Explore regional and locally-appropriate parking management tools
- Consider non-SOV first- and last-mile intermodal connectivity

**Transportation System Management and Operations**

Transportation 2040 (T2040) identifies transportation system management and operations (TSMO) as a key component to the effective operation of the Metropolitan Transportation System and recognizes TSMO’s role in providing for mobility needs of the region. The plan supports the implementation of projects and programs to cost effectively improve the efficiency of the transportation system, which is the primary goal of TSMO.

Although the downward trend in the economy since the adoption of Transportation 2040 has had negative impacts for many agencies, including staff reductions, deferred maintenance and equipment replacements, in general many regional TSMO projects have been completed and funded as initially laid out in the plan and programmatic cost estimates have remained constant.

National studies highlight the cost effectiveness of investment in traffic operations. In particular, signal timing has been shown to be the single most cost effective task an agency can do to improve traffic flow. By coordinating and improving signal timing along a corridor, travel times have been reduced 29-32%. While studies show cost effectiveness ratios as high as 50:1, a national study in 2005 found that signal systems are not routinely integrated across jurisdictions and that up to 75% of all signals need to be optimized. Since 2006, RTOC has been working together to promote a collaborative and coordinated approach to regional traffic operations investments and practices in the central Puget Sound region with an emphasis on traffic signal enhancement and system coordination and Intelligent Transportation Systems (ITS). As part of this effort, RTOC has developed two products which emphasize and promote regional traffic operations coordination, the Regional ITS Implementation Plan and the Regional Concept of Operations. In addition to the RTOC products, several successful cost effective TSMO projects have been implemented within the region including:

- Advanced adaptive signal control systems
- Implementation of user fees utilizing ITS technologies
- Active traffic management on the freeway
- Traffic buster’s video sharing among 22 jurisdictions
- Advanced transit technologies supporting transit systems such as Swift and Metro’s Rapid Ride.
- Advanced traveler information systems.

Transportation system management and operations is necessary to further advance the integrated strategies detailed in Transportation 2040, including land use, efficiency, strategic investment and pricing. As developed by the Regional Traffic Operators Committee and stated in Transportation 2040 provides, the following guiding principles and priorities should be considered as a crosscheck in the Transportation 2040 project prioritization process:

- Upgrade and/or maintain existing re-timing and maintenance programs
- Expand, upgrade and optimize transit signal priority
- Expand incident detection and response
- Promote regional coordination and collaboration system management emphasizing the key arterial corridors identified by RTOC
- Expand traveler information to one regional system for all modes
- Continue to be open and receptive to supporting and exploring innovations in transportation technology, such as the connected vehicle and driverless car programs.

**Safety and Security**

Safety and security investments are included in the Transportation 2040 Plan as a programmatic estimate. Although these investments are often subcomponents of other projects, safety and security are a critical part of the Transportation 2040 Plan.

PSRC works cooperatively with its regional partners as appropriate in the area of security and emergency management. One of the larger regional security initiatives is the Regional Catastrophic Preparedness Grant Program (RCPGP). The program is funded through the Department of Homeland Security and has funded such projects as the Regional Transportation Recovery Plan. The Transportation Recovery Plan identified critical infrastructure and detour routes which are also included in Transportation 2040 and the prioritization scorecard. After the events of September 11, 2001, there was large influx of funds in the area of security and emergency management planning. In more recent years funding is shown to be on the decline.

Transportation 2040 incorporates the same safety data that is used in the Washington State Strategic Highway Safety Plan, Target Zero. The vision for Target Zero is to reduce traffic fatalities and serious injuries to zero by 2030. The data is used to assess the safety needs for both the state and the region.

Transportation 2040 supports the state’s Target Zero goal and aligns its policies and program direction with that of Target Zero. Target Zero identifies priority areas based on fatalities and serious injury data. The current priorities areas include:

1) Driver Behaviors (Impaired driving, speeding, young drivers, seat belt usage and distracted driving)
2) Other Users (pedestrians, bicyclists, motorcyclists and freight)  
3) Roadway Improvements  
4) Emergency Medical Services  
5) Traffic Management

Safety programs and funding are directed towards priority areas to reduce fatalities and serious injuries. The consistent decrease in fatalities and serious injuries helps to show the success of some of the programs and projects that have been implemented. Several programs have been implemented throughout the state to reduce impaired driving, reduce speeding, increase seat belt use and provide education on distracted driving dangers and increase teen seat belt use.

In general, the data between 2002 to 2011 shows that the region’s number of fatalities and serious injuries is trending downward, but is not quite meeting the goal of Target Zero by 2030. One area in particular that has shown some leveling off is that of pedestrian serious injuries.

Between 2002 and 2011 the region has observed substantial decreases in both fatalities and serious injuries resulting from traffic collisions. During this time period serious injuries have decreased by 32% while fatalities have decreased by 28%. However, assuming this ten-year linear trend continues, the region will not reach Target Zero’s goal of zero highway deaths and serious injuries by 2030.
The regional trend in traffic fatalities and serious injuries has shown a decrease in Pedestrian fatalities by 28% between 2002 and 2011, and though there have been fluctuations year to year. Extending the ten-year trend line of pedestrian fatalities linearly into the future shows the region would be at zero pedestrian fatalities by 2047.
The trend in pedestrian serious injuries does not show the same downward trend as seen with pedestrian fatalities. Pedestrian serious injuries have decreased by 11% since 2002, though since 2007 there has been some leveling off, with annual pedestrian serious injuries ranging from 170-190.

The trend in regional bicycle fatalities is unclear at the present moment, due in part to the small number of annual bicycle fatalities. Of interest when looking at bicycle fatalities is the proportion of total state bicycle fatalities occurring in the central Puget Sound. In all but one year since 2005, over 40% of bicycle fatalities in the state have occurred in the central Puget Sound region. While this fact is likely a result of a greater number of cyclists in the region, it nonetheless highlights the degree to which the central Puget Sound has a disproportionate amount of bicycle fatalities when compared to the state.
The Puget Sound Regional Council will revisit the safety data routinely for the central Puget Sound region and will develop regional program direction that will best contribute to the state’s overall goal. Target Zero is in the process of being updated and will be completed at the end of 2013. Any changes in the Target Zero priority areas will be reflected in Transportation 2040.

**Special Needs Transportation**

Special needs transportation is an integral part of the long-range transportation vision contained in Transportation 2040. Special needs transportation services provides a range of mobility options for those who cannot or do not drive. These services are generally provided by three types of agencies: 1) public transportation providers that operate both fixed-route and demand response services, 2) community based operators and 3) private operators.

Those in greater need for transportation services include individuals who are disabled, low-income and/or have age-related mobility limitations. The region will continue to experience an increase in elderly residents as the baby boomer generation ages.

The intent of this programmatic crosscheck is to evaluate the change in the population of those seeking special needs transportation services since the plan adoption in relation to the level of investment in these types of projects and programs.
People with special transportation needs are defined in RCW 47.06B as people “including their personal attendants, who because of physical or mental disability, income, status, or age are unable to transport themselves or purchase transportation.” Special needs transportation serve the following demographics:

- Seniors – defined as those aged 65 or older
- Youth – aged 5 to 17 years of age
- Disabled
- Low Income – defined as those with incomes below 200% of the federal poverty line

The regional trend in special needs population shows an overall increase in that population. Between 2008 and 2011 the percent of the regional population falling into any one special transportation need category has risen from 44% to 47%. During this time, the largest increase has occurred in those defined as low-income, which rose from 20% to 24% of the total population. The only population which saw a decrease as a percentage of the region’s population is Youth, which declined slightly from 17% to 16%. The overall trend of an increase in special needs populations is expected to continue as the population of seniors alone is projected to increase from 11% of the region’s population to 21% by 2040.

At the same time that special needs transportation populations have increased, funding dedicated to...
special needs transportation projects has remained relatively stable. During the same 2008-2011 timeframe in which special needs demographics are compared, annual funding dedicated to special needs transportation funding in the Seattle-Tacoma-Everett UZA rose from approximately $1.9 million to $2.1 million. However, this dedicated funding only represented approximately 1.5% of the overall FTA funding to the central Puget Sound region’s large urbanized area (Seattle-Tacoma-Everett Urbanized Area).

While the special needs population is expected to increase over the long term, the short term trend in dedicated special needs transportation funding since 2011 is declining slightly. During, the last year of SAFETEA-LU (FFY 2012) funding levels dropped to $1.9 million dedicated to special needs transportation in the region. The illustrative apportionment for FFY 2013 (the first year of MAP-21 funding) brings the annual regional allocation to $2.0 million, exclusively in Section 5310 funding, which is dedicated to seniors and disabled.

The funding program associated with low-income populations, the Jobs Access Reverse Commute (JARC), has been consolidated into the Urbanized formula program (Section 5307) as well as the Rural Formula program (Section 5311) under MAP-21. Although there is not a set-aside for JARC projects specified in federal law, the region may decide to allocate a small portion of funding from the Section 5307 formula program to address gaps in serving the low-income special needs transportation population as called for in the 2011-2014 Coordinated Transit-Human Services Transportation Plan and future Coordinated Plans. The inclusion of JARC-eligible projects in the Urbanized formula program provides an opportunity for the region to make policy decisions about allocation of these funds to projects associated with low-income population or to other transit-related projects.