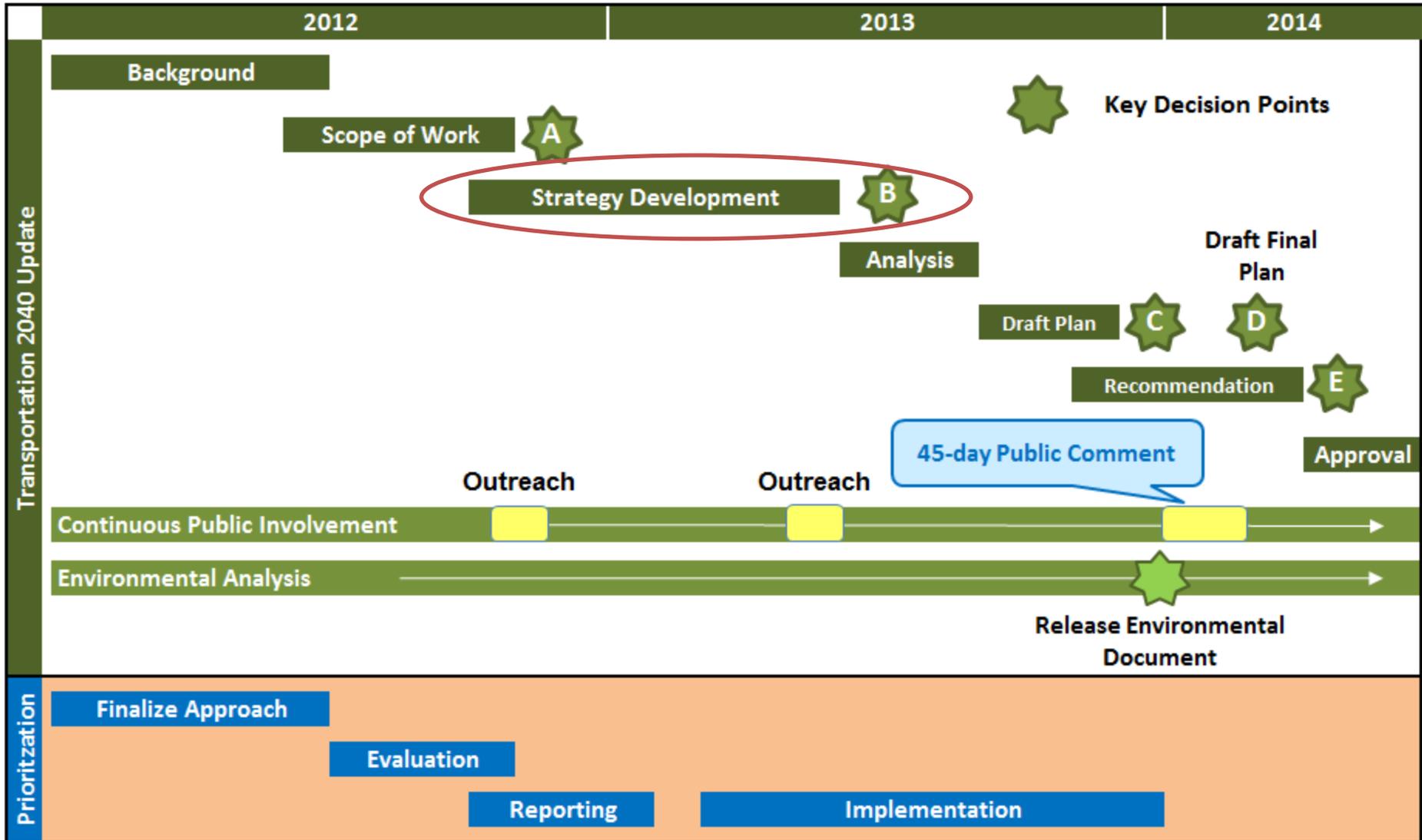




# Transportation 2040 Update

**Executive Board  
June 27, 2013**

# T2040 Plan Update Schedule



# What is Decision Point B

**July Concurrence Action: Direct staff to proceed with work underway including:**

- 1. Refinement of Scope of Work Elements**
- 2. Proceed with Scenario Analysis**

# T2040 Scope of Work Elements

**Executive Board approved a Scope of Work on October 25, 2012**

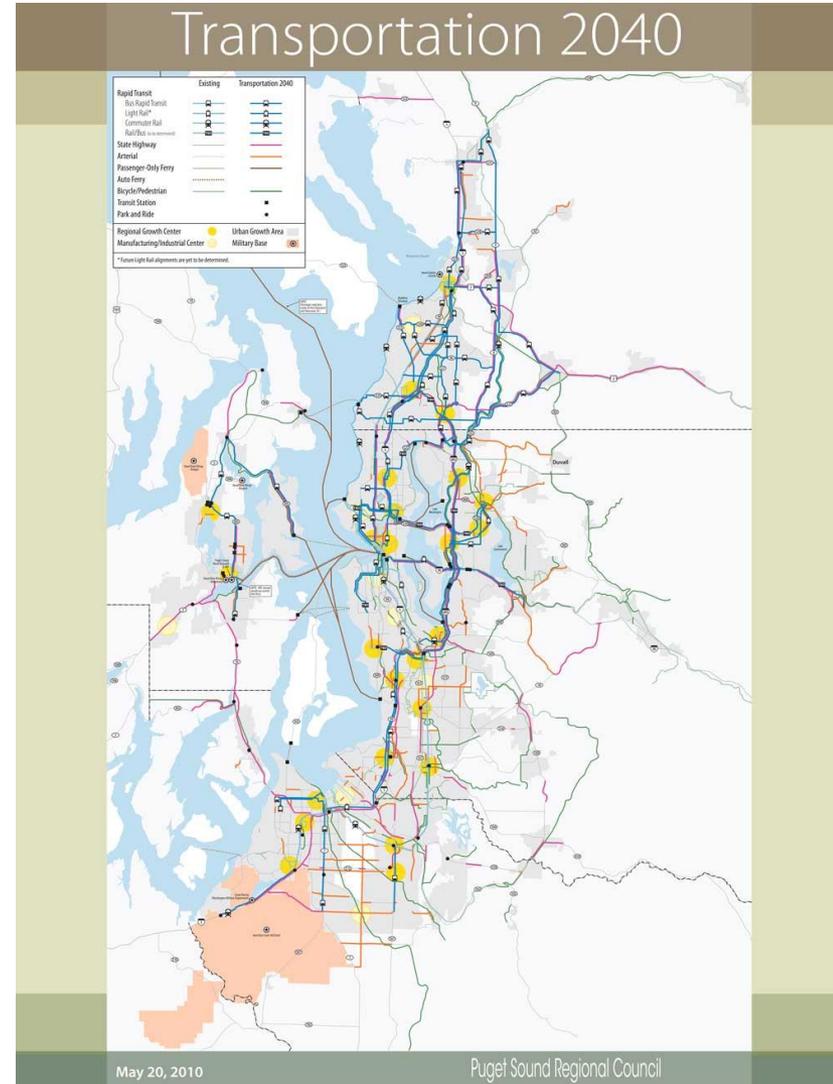
**Scope of Work includes:**

**Core elements:**

- **Prioritization**
- **State of Good Repair Update**
- **Financial strategy Update**

**Also includes:**

**Statutory and Ongoing Activities**  
**Supporting Information**



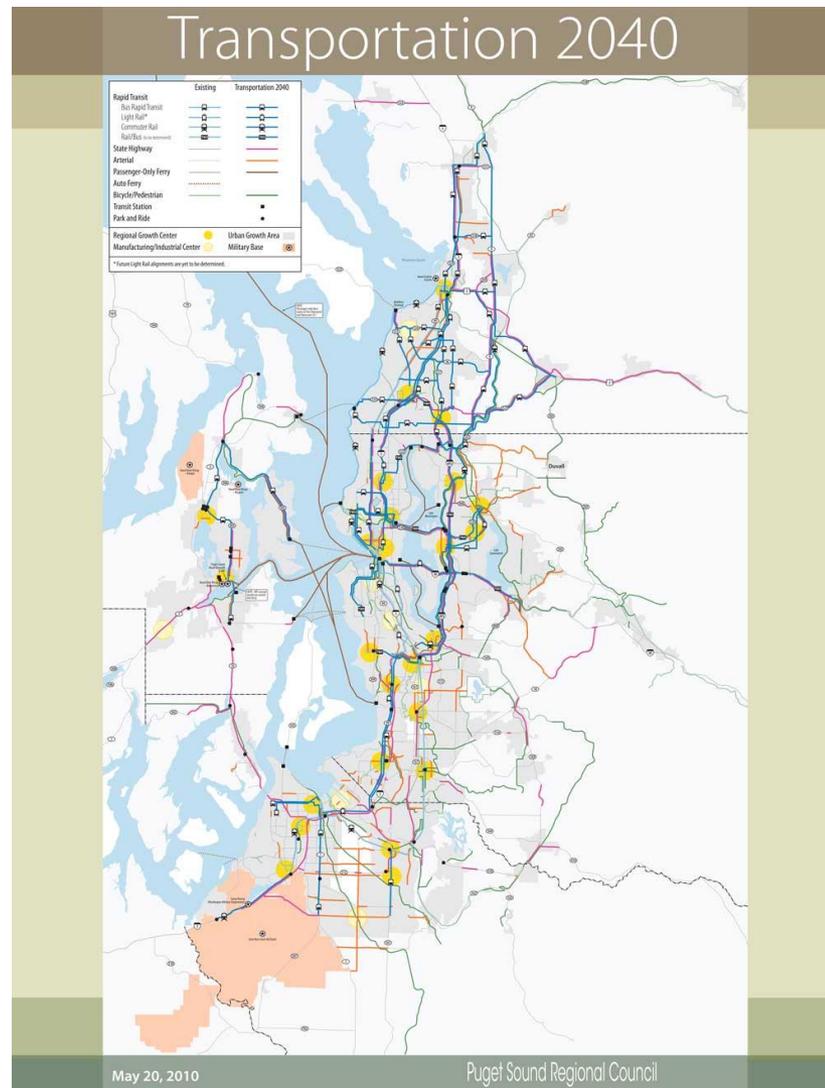
# Scope of Work Elements

## STATUTORY & ONGOING ACTIVITIES

- Active Transportation Plan
- Air Quality and GHG Strategy
- Coordinated Plan
- TDM and CTR Programs
- Growing Transit Communities
- Rural Transportation Study

## SUPPORTING INFORMATION

- Project List
- Public Involvement and Outreach
- Land Use Input and Modeling
- Summary of MAP-21 Provisions



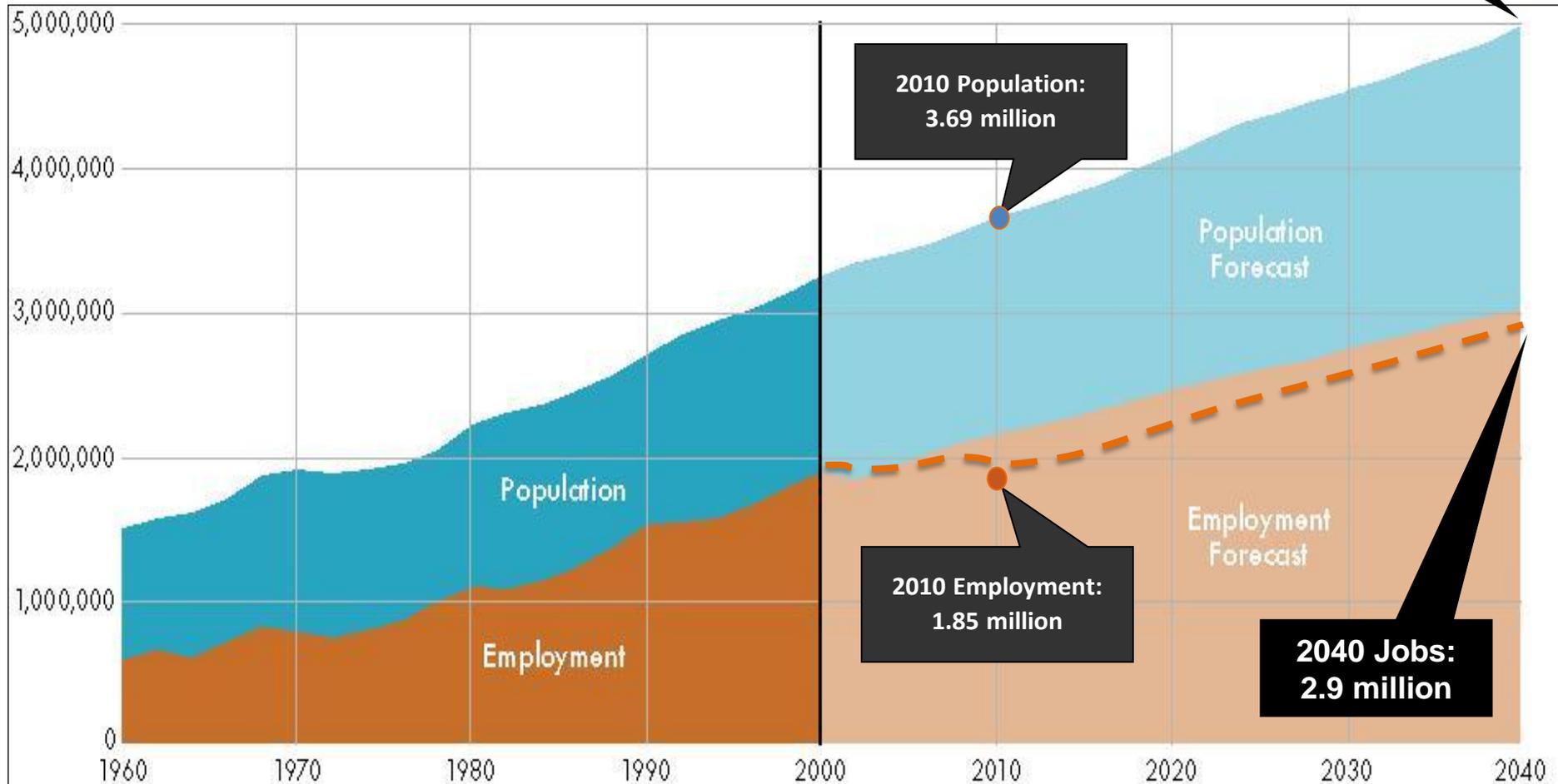
# Financial Strategy: What has changed?

- **Updated economic forecast (incorporates recession impacts)**
- **New State of Good Repair information (new stormwater requirements, updated ITS, pavement conditions, local transit operations costs)**
- **Updated historic expenditures (costs updated to reflect actuals between 2006 and 2011)**

# Updated 2012 Forecasts

## Revised Regional Population and Employment Growth Estimates

In millions

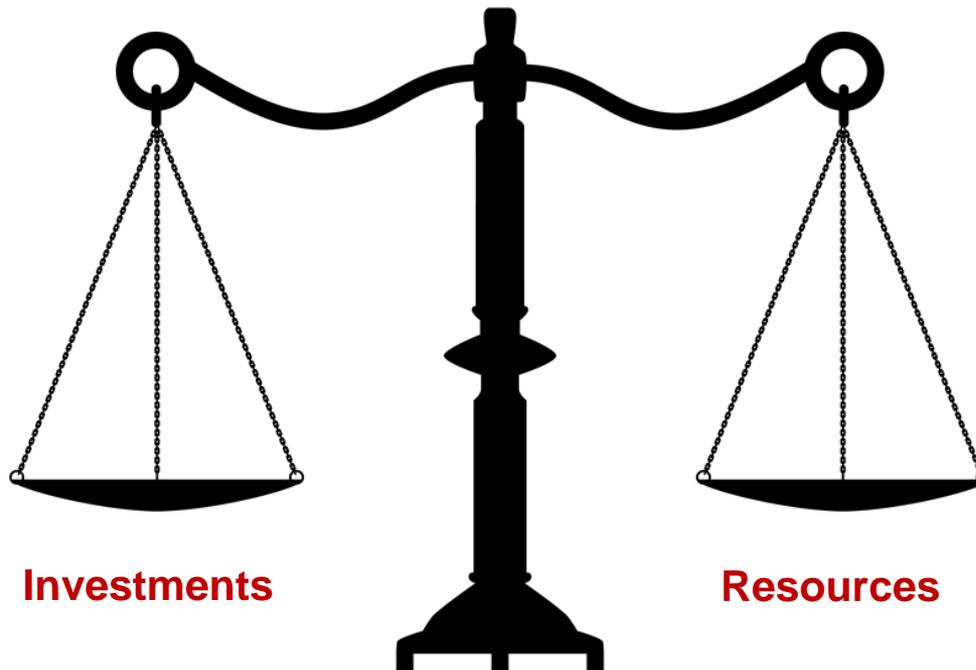


# Balancing Investments and Resources

**Key Points:** At this time it appears that there is a **\$12 billion shortfall** (including Sound Transit). This is an estimate.

Costs increases due to:

- Stormwater requirements
- Updated State of Good Repair estimates
- Updated Project List



• Current Law Revenues are lower than anticipated

“New Revenues” may also be less than anticipated

Other revenue sources?

# What has changed (costs) – State of Good Repair

## DRAFT

### STATE OF GOOD REPAIR SUMMARY OF CHANGES 2010-2040

(millions of year 2008 constant dollars)

	State of Good Repair			
	Adopted T2040*	Revised	Difference	Primary Drivers
<b>Counties</b>	\$ 6,800	\$ 8,300	\$ 1,500	↑ Pavement Preservation, Operations, Stormwater, & Historic Costs
<b>Cities</b>	\$ 14,200	\$ 18,000	\$ 3,800	↑ Pavement Preservation, Operations, Stormwater, & Historic Costs
<b>Local Transit</b>	\$ 36,900	\$ 26,400	\$ (10,500)	Reflects new service cost escalation policies
<b>State Ferries</b>	\$ 6,700	\$ 6,700	\$ -	Maintain Ferry Operations
<b>State Highways</b>	\$ 10,600	\$ 10,000	\$ (500)	↓ Operations & safety programs, ↑ Preservation & Toll Ops
<b>Other Regional</b>	\$ -	\$ -	\$ -	n/a
<b>SUBTOTAL</b>	<b>\$ 75,200</b>	<b>\$ 69,500</b>	<b>\$ (5,600)</b>	
<b>Sound Transit</b>	\$ 10,800	\$ 10,800	\$ -	Maintain Sound Move Operations
<b>TOTAL</b>	<b>\$ 85,900</b>	<b>\$ 80,300</b>	<b>\$ (5,600)</b>	

\* After adjusting for new Regional Economic Forecast

# What has changed (costs) – System Expansion

## DRAFT

### SYSTEM EXPANSION SUMMARY OF CHANGES 2010-2040

(millions of year 2008 constant dollars)

	System Expansion			Primary Drivers
	Adopted T2040*	Revised	Difference	
<b>Counties</b>	\$ 8,900	\$ 6,100	\$ (2,900)	↓Stormwater Construction, ↓Historic Costs, ↑Project/Program Costs
<b>Cities</b>	\$ 13,600	\$ 16,200	\$ 2,600	↑Stormwater Construction, ↑Historic Costs, ↑Project/Program Costs
<b>Local Transit</b>	\$ 19,900	\$ 19,800	\$ (200)	↓Project/Program Costs
<b>State Ferries</b>	\$ 1,500	\$ 1,500	\$ -	No change State Ferry System Long-Range Plan
<b>State Highways</b>	\$ 24,500	\$ 22,600	\$ (2,000)	↓Project/Program Costs
<b>Other Regional</b>	\$ 6,700	\$ 8,200	\$ 1,500	↑POF, Nonmotorized Costs & Port Project/Program Costs
<b>SUBTOTAL</b>	<b>\$ 75,200</b>	<b>\$ 74,300</b>	<b>\$ (900)</b>	
<b>Sound Transit</b>	\$ 28,800	\$ 28,800	\$ -	Sound Transit 2 & LINK Extensions to Everett, Redmond, Tacoma
<b>TOTAL</b>	<b>\$ 104,100</b>	<b>\$ 103,200</b>	<b>\$ (900)</b>	

\* After adjusting for new Regional Economic Forecast

# What has changed (costs) - Summary

DRAFT

<b>T2040 UPDATE: INVESTMENT SUMMARY 2010-2040</b>			
(millions of year 2008 constant dollars)			
	<b>Investments</b>		
<b>DRAFT</b>	<b>State of Good Repair</b>	<b>System Expansion</b>	<b>Total</b>
<b>Counties</b>	\$ 8,300	\$ 6,100	\$ 14,400
<b>Cities</b>	\$ 18,000	\$ 16,200	\$ 34,300
<b>Local Transit</b>	\$ 26,400	\$ 19,800	\$ 46,200
<b>State Ferries</b>	\$ 6,700	\$ 1,500	\$ 8,200
<b>State Highways</b>	\$ 10,000	\$ 22,600	\$ 32,600
<b>Other Regional</b>	\$ -	\$ 8,200	\$ 8,200
<b>SUBTOTAL</b>	<b>\$ 69,500</b>	<b>\$ 74,400</b>	<b>\$ 143,900</b>
<b>Sound Transit</b>	\$ 10,800	\$ 28,800	\$ 39,600
<b>TOTAL</b>	<b>\$ 80,300</b>	<b>\$ 103,200</b>	<b>\$ 183,500</b>

# What has changed (revenues) – Current Law

DRAFT

<b>Current Law Revenue Summary 2010-2040</b>			
(millions of year 2008 constant dollars)			
DRAFT	Revenues		
	Current Law (T2040)	Current Law (Revised)	Difference
<b>Counties</b>	\$ 8,800	\$ 9,500	\$ 700
<b>Cities</b>	\$ 20,100	\$ 21,200	\$ 1,100
<b>Local Transit</b>	\$ 44,500	\$ 36,600	\$ (7,900)
<b>State Ferries</b>	\$ 5,400	\$ 5,400	\$ -
<b>State Highways</b>	\$ 14,100	\$ 11,000	\$ (3,100)
<b>Other Regional</b>	\$ -	\$ -	\$ -
<b>SUBTOTAL</b>	<b>\$ 92,900</b>	<b>\$ 83,700</b>	<b>\$ (9,200)</b>
<b>Sound Transit</b>	\$ 32,400	\$ 25,700	\$ (6,700)
<b>TOTAL</b>	<b>\$ 125,300</b>	<b>\$ 109,400</b>	<b>\$ (15,900)</b>

# T2040 Financial Plan - Summary of Changes

## DRAFT

<b>FINANCIAL SUMMARY 2010-2040</b>							
(millions of year 2008 constant dollars)							
	<b>INVESTMENTS</b>			<b>REVENUES</b>			<b>Revenue Gap</b>
	<b>State of Good Repair</b>	<b>System Expansion</b>	<b>Total</b>	<b>Current Law</b>	<b>Dedicated New Revenue</b>	<b>Total</b>	
<b>Counties</b>	\$ 8,300	\$ 6,100	\$ 14,400	\$ 9,500	\$ 2,800	\$ 12,300	\$ (2,100)
<b>Cities</b>	\$ 18,000	\$ 16,200	\$ 34,300	\$ 21,200	\$ 5,600	\$ 26,800	\$ (7,500)
<b>Local Transit</b>	\$ 26,400	\$ 19,800	\$ 46,200	\$ 36,600	\$ 8,100	\$ 44,700	\$ (1,500)
<b>Sound Transit</b>	\$ 10,800	\$ 28,800	\$ 39,600	\$ 25,700	\$ 7,500	\$ 33,200	\$ (6,400)
<b>State Ferries</b>	\$ 6,700	\$ 1,500	\$ 8,200	\$ 5,400	\$ 300	\$ 5,700	\$ (2,500)
<b>State Highways</b>	\$ 10,000	\$ 22,600	\$ 32,600	\$ 11,000	\$ 6,700	\$ 17,800	\$ (14,800)
<b>Other Regional</b>	\$ -	\$ 8,200	\$ 8,200	\$ -	\$ 4,500	\$ 4,500	\$ (3,700)
<b>TOTAL</b>	<b>\$ 80,300</b>	<b>\$ 103,200</b>	<b>\$ 183,500</b>	<b>\$ 109,400</b>	<b>\$ 35,500</b>	<b>\$ 144,900</b>	<b>\$ (38,600)</b>
			<b>Undedicated New Revenue*</b>	<b>\$ 26,060</b>			<b>\$ (12,540)</b>

\* Note: Undedicated new revenues are generated through assumed fuel tax increases, road usage charges, and highway tolls. Revenue sources should be considered when allocating undedicated revenues.

Note: May not sum to total due to rounding.

# Balancing the Financial Strategy

- **Use updated State of Good Repair information**
- **Share the pain: Reduce costs across all programs**
  - **Work with Sound Transit on approach consistent with ST Board**
  - **Local Transit: slightly delay new service implementation**
  - **Reduce City and County Arterial Expansion Estimates (these are programmatic, not project lists)**
  - **Use Prioritization framework or project schedule timing to shift some projects to unprogrammed status**

# Approach to Plan Update

- **Develop and analyze scenarios (now-August)**
- **Update the Financial Strategy with new information & scenario analysis (now-Dec 2013)**
- **Review system-wide results (Sept-Nov) including:**
  - **VMT, mode shares, trip length, delay, AQ impacts**
  - **Toll revenue changes**
  - **Benefit/cost results**

# Next Steps

**July 11 - Transportation Policy Board:** Decision Point B - Recommendation to proceed with proposed scenario analysis

**July 25: - Executive Board:** Decision Point B - Direction to proceed with scenario analysis

**August** – No TPB Meeting. Plan/scenario analysis underway.

**September/October/November** – Refinements to Draft Plan continue.



# Information and Contacts

## For further information:

[www.psrc.org/transportation/transportation-2040-update/](http://www.psrc.org/transportation/transportation-2040-update/)

**Charlie Howard, Director of Integrated Planning**

[choward@psrc.org](mailto:choward@psrc.org)

**206-464-7122**

**Robin Mayhew, Program Manager**

[rmayhew@psrc.org](mailto:rmayhew@psrc.org)

**206-464-7537**

**Benjamin Brackett, Senior Planner**

[bbrackett@psrc.org](mailto:bbrackett@psrc.org)

**206-971-3280**