

Transportation 2040

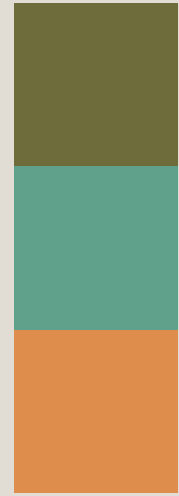
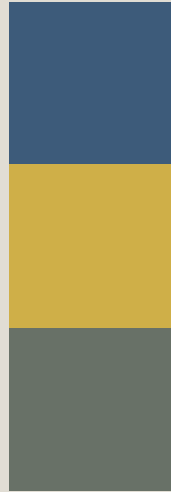
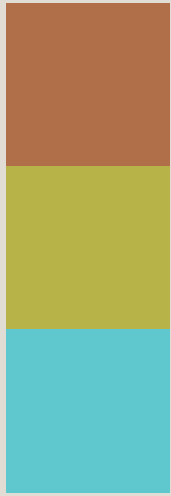
UPDATE REPORT

toward a sustainable transportation system



MAY 29, 2014

Puget Sound Regional Council



Puget Sound Regional Council

Funding for this document provided in part by member jurisdictions, grants from U.S. Department of Transportation, Federal Transit Administration, Federal Highway Administration and Washington State Department of Transportation. PSRC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information, or to obtain a Title VI Complaint Form, see <http://www.psrc.org/about/public/titlevi> or call 206-587-4819.

American with Disabilities Act (ADA) Information:

Individuals requiring reasonable accommodations may request written materials in alternate formats, sign language interpreters, physical accessibility accommodations, or other reasonable accommodations by contacting the ADA Coordinator, Thu Le at 206-464-6175, with two weeks advance notice. Persons who are deaf or hard of hearing may contact the ADA Coordinator, Thu Le through TTY Relay 711.

Additional copies of this document may be obtained by contacting:

Puget Sound Regional Council
Information Center
1011 Western Avenue, Suite 500
Seattle, Washington 98104-1035

206-464-7532 • FAX 206-587-4825

info@psrc.org • www.psrc.org

RESOLUTION NO. PSRC-A-2014-02

**A RESOLUTION of the Puget Sound Regional Council Adopting
an Update to Transportation 2040**

WHEREAS, the Puget Sound Regional Council is designated by local governments and the Governor of the State of Washington, under federal and state laws, as the Metropolitan Planning Organization (MPO) and Regional Transportation Planning Organization (RTPO) for the central Puget Sound region encompassing King, Kitsap, Pierce, and Snohomish counties; and

WHEREAS, the Interlocal Agreement signed by all PSRC members establishes the Council as a forum for collaborative work on regional growth management, transportation and other issues requiring regional coordination and cooperation; and

WHEREAS, as the MPO and RTPO for the four-county region, the PSRC has specific responsibilities under federal and state laws, including the federal Moving Ahead for Progress in the 21st Century Act (MAP-21), Clean Air Act, and the state Growth Management Act (GMA), state requirements for the development of the regional transportation plan, and the Commute Trip Reduction law, as well as responsibilities pursuant to the Interlocal Agreement signed by all members; and

WHEREAS, Transportation 2040 is the required regional transportation plan under state law and as the Metropolitan Transportation Plan under federal law; and

WHEREAS, Federal and state laws require that the PSRC periodically review and update its Metropolitan Transportation Plan to reflect progress and changes regarding plan implementation directions using the latest forecasts of regional demographic and development patterns, and to certify that Transportation 2040 complies with all the applicable requirements of the Federal Transit Act, Clean Air Act, Civil Rights Act, the Americans with Disabilities Act, MAP-21, the state Commute Trip Reduction law, and all other applicable state and federal laws and regulations; and

WHEREAS, the General Assembly adopted Transportation 2040 in compliance with federal and state laws on May 10, 2010; and

WHEREAS, in May of 2012, the PSRC's Transportation Policy Board directed that recent project specific changes be incorporated into the Transportation 2040 Plan. These changes were the subject of an Addendum to the Final Environmental Impact Statement for Transportation 2040 prepared by PSRC, and new air quality information; and

WHEREAS, from January 2012 through April 2014, the PSRC's Transportation Policy Board directed an update of the Transportation 2040 Metropolitan Transportation Plan. Consistent with federal and state mandates, state environmental requirements, and with the PSRC's Interlocal Agreement, Public Participation Plan, and other operating procedures, the PSRC has worked with local, state and federal jurisdictions and agencies in a continuing, cooperative and comprehensive planning process; has made draft documents available for public review; has used social media and conducted informational mailing, workshops, and other efforts including providing extensive data and information related to the plan update on the PSRC's website, to involve communities, agencies, businesses, interest groups, and individuals in order to facilitate their ability to provide input, discussion and review of the updated Transportation 2040 Plan; and has incorporated the work of local governments, and the suggestions of citizens, businesses, and interests throughout the region in updating the Transportation 2040 Plan; and

WHEREAS, to address the environmental impacts of updates to the Transportation 2040 Plan, in April 2014, the PSRC prepared an Addendum to the Final Environmental Impact Statement on Transportation 2040 pursuant to the State Environmental Policy Act and the PSRC's *Procedures and Policies Implementing the State Environmental Policy Act*; and

WHEREAS, The updated Transportation 2040 Plan incorporates recent information into the adopted Transportation 2040 Plan. Based on analyses, the updated Transportation 2040 Plan will continue to provide transportation, land use and economic benefits to the region. This new information does not alter the foundation, policy, or strategies adopted in 2010;

NOW, THEREFORE BE IT RESOLVED, that the PSRC General Assembly adopts the updated Transportation 2040 Plan and its Appendices to serve as the region's official regional and Metropolitan Transportation Plan and implement VISION 2040, and finds the updated Transportation 2040 to be in conformity with the Clean Air Act.

BE IT FURTHER RESOLVED, that the PSRC General Assembly adopts the federally required 2015-2018 Coordinated Transit-Human Services Transportation Plan and thereby incorporates that Plan into Transportation 2040 as Appendix K;

BE IT FURTHER RESOLVED, that the PSRC hereby certifies that the updated Transportation 2040 Plan complies with all applicable requirements of the Federal Transit Act, Clean Air Act, Civil Rights Act, the Americans with Disabilities Act, MAP-21, the state Commute Trip Reduction law, and state Regional Transportation Planning Organization requirements, the requirements of the State Environmental Policy Act, and other applicable state and federal statutes and regulations;

BE IT FURTHER RESOLVED, that the PSRC's Executive Board is authorized to make minor amendments to the updated Transportation 2040 Plan and the Appendices;

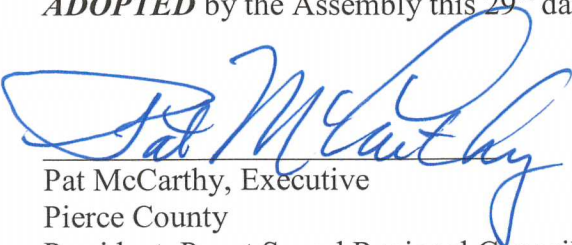
BE IT FURTHER RESOLVED, that the PSRC's Executive Director is authorized to transmit the updated Transportation 2040 Plan to the Federal Transit Administration and the Federal Highway Administration to make the conformity determination in accordance with the federal Clean Air Act and the Environmental Protection Agency's transportation conformity

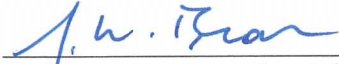
regulations, and for review based on the planning process requirements of MAP-21 and other federal statutes;

BE IT FURTHER RESOLVED, that the PSRC's Executive Director is authorized to transmit the updated Transportation 2040 Plan to the Governor and the Washington State Department of Transportation in compliance with Regional Transportation Planning Organization requirements;

BE IT FURTHER RESOLVED, that the PSRC staff is directed to prepare, reproduce and distribute the final updated Transportation 2040 Plan with any final minor corrections that may become necessary.

ADOPTED by the Assembly this 29th day of May, 2014.


Pat McCarthy, Executive
Pierce County
President, Puget Sound Regional Council

ATTEST: 
Josh Brown, Executive Director

APPROVED AS TO FORM: Melody McCutcheon, Hillis Clark Martin & Peterson P.S.

ND: 19324.006 4834-3838-6458v1

PUBLIC COMMENTS

Review period: The Draft Transportation 2040 Update Report and related appendices were released on January 24, 2014 for a 45 day public comment period. Comments were due on March 10, 2014.

Public comments: Comments are posted on the PSRC website at www.psrc.org/transportation/t2040/transportation-2040-update/t2040-update-comments-received/

INFORMATION

For more information about the Transportation 2040 Update visit the PSRC website at www.psrc.org/transportation/t2040/transportation-2040-update/

FINAL DOCUMENTS

Printed copies of the Transportation 2040 Update Report and appendices may be obtained from PSRC's Information Center by calling 206-464-7532 or on the PSRC website at www.psrc.org/transportation/t2040/transportation-2040-update/

Printed copies were also distributed to the following public libraries:
Everett Public Library, King County Library, Pierce County Public Library, Puyallup Library, Sno-Isle Regional Library, Seattle Public Library, Seattle University, Sound Transit, Tacoma Public Library, University of Washington, Washington State Library, WSDOT

TABLE OF CONTENTS

		<u>Page</u>
CHAPTER 1	Executive Summary	6
CHAPTER 2	Background	12
	- Relationship between this Report and Transportation 2040 as adopted in 2010	12
	- Brief summary of Transportation 2040	12
	- Why update the plan?	13
	- Updated demographic information - population, employment, etc.	16
	- Updated economic forecasts and their implications on the financial plan	17
	- Transit agency response to the changing financial climate	19
	- Plan update report: How to find what’s new and what’s changed	24
CHAPTER 3	Core Elements	27
	- Prioritization (prioritizing plan investments to better meet VISION 2040)	27
	- State of Good Repair (maintaining and preserving the transportation system)	30
	- Financial Strategy Update	33
CHAPTER 4	Statutory and Ongoing Plan Elements	38
	- Active Transportation Plan	38
	- Air Quality and Climate Change (including Greenhouse Gas Strategy)	40
	- Coordinated Transit-Human Services Transportation Plan (“Coordinated Plan”)	44
	- Transportation Demand Management (TDM) and Commute Trip Reduction (CTR) programs	48
	- Growing Transit Communities program (brief summary of findings and recommendations and their connection to Transportation 2040)	49
	- Rural Transportation Study	55
	- Technology – Existing programs and emerging trends (ITS, autonomous vehicles, etc.)	56
CHAPTER 5	Supporting Information	57
	- Project List including changes for 2013	57
	- Public Involvement and Outreach	59
	- Documentation of Analysis Results and Tools	62
	- Summary of MAP-21 provisions	64
	- A Safe Transportation Network	66
CHAPTER 6	Next Steps – Preparing for the next Plan Update	68
	- Potential issues for the next plan update	68

APPENDICES

Appendix A	2014 Action Strategy
Appendix B	Projects and Programs by SMART Corridor
Appendix C	Multi-County Planning Policies
Appendix D	The Metropolitan Transportation System (MTS)
Appendix E	Regional Air Quality Conformity Analysis
Appendix F	Financial Strategy
Appendix G	Environmental Justice
Appendix H	Analysis Tool Documentation
Appendix I	Public Involvement and Outreach
Appendix J	Regional Freight Strategy
Appendix K	Coordinated Transit-Human Services Transportation Plan
Appendix L	Climate Change Background
Appendix M	Administrative Procedures
Appendix N	Metropolitan Transportation System Capacity Improvements List (Project List)
Appendix O	Active Transportation Plan
Appendix P	Prioritization
Appendix Q	NOT USED
Appendix R	Rural Transportation Study
Appendix S	State of Good Repair
Appendix T	Transportation Demand Management (TDM) Action Plan

CHAPTER 1 EXECUTIVE SUMMARY

This Transportation 2040 Update Report is intended to provide information on what's changed in King, Kitsap, Pierce, and Snohomish counties since the regional transportation plan was adopted in 2010. The Puget Sound Regional Council is expected to adopt an updated Transportation 2040 plan in May.

Transportation 2040 Update

The update to Transportation 2040 includes several changes. First, updated forecasts and analysis tools were used to ensure that the plan analysis is based upon the most current information. Second, a number of ongoing and statutorily required updates were made – including a new Active Transportation Plan, an updated Coordinated Transit-Human Services Plan, and an updated Regional Transportation Demand Management Action Plan. Most significantly, the Transportation 2040 financial strategy has been updated to reflect the effects of the economic downturn and corresponding reduction of transportation revenues.

To balance the updated Transportation 2040 financial strategy, a number of cost and revenue changes were incorporated. On the revenue side, the estimated current law revenue projections for the region were reduced by \$14 billion. In addition, targeted new law revenues were adjusted to account for the recession, delayed implementation, and reality checks.

On the cost side, this update to Transportation 2040 maintains that, operating and preserving the existing system remains the highest priority in Transportation 2040. Based on a rigorous review and improved estimation methodologies, the investment in “state of good repair” has been improved to better align with future needs.

Local transit operators, finding themselves on the front line of these revenue reductions, responded to these new realities with cost reduction measures and service efficiency adjustments. Accordingly, the update to Transportation 2040 maintains the assumption that local transit service will double by 2040 through a catch-up and grow service delivery approach, but those service hours will be delivered at a lower overall cost. Similarly, the Sound Transit Board made difficult decisions as part of the Sound Transit 2 Program Realignment for delivery of Sound Transit 2 investments over a longer timeframe. In addition, the Transportation 2040 Plan Update includes a further assumption that allows the planned build-out of Sound Transit's Link Light Rail to Tacoma, Everett and Redmond.

Transportation 2040 continues the existing assumptions for the state ferry program to preserve and maintain existing service, and replace some boats and terminals according to the Washington State Ferries long-range plan.

The update to Transportation 2040 also reflects adjustments to regional investments in city streets, county roads, bicycle and pedestrian investments, and state highways. Utilizing the Transportation 2040 Prioritization framework, some low-scoring or later date projects have been moved out of the financially constrained plan to help balance program costs and revenues.

Analysis results reflect a reduction in drive-alone trips along with an increase in transit and non-motorized trips. Regional network measures such as Vehicle Miles of Travel (VMT), Vehicle Hours of Travel, and Delay are all down as compared to the adopted plan from 2012. All regional air quality conformity requirements continue to be met with the update, and regional greenhouse gas emissions

are lower than the previously adopted plan due to the impact of new fuel economy and greenhouse gas standards adopted since 2010, as well as lower regional VMT.

The bottom line is that the cost of the constrained portion of the Transportation 2040 has been reduced by over \$15.5 billion to a total investment level of \$173.6 billion, which is supported by the updated financial strategy. In addition, the plan contains illustrative projects, which are un-programmed and go beyond the financial strategy. The total plan, including the unprogrammed projects, totals \$211 billion.

What Is Transportation 2040?

Transportation 2040 is the long range multimodal transportation plan for the central Puget Sound region. It lays out a balanced set of investments and strategies to accommodate growth and meet the region's transportation needs for the next 30 years. The plan includes investments in bike and pedestrian facilities, local and regional transit, auto and passenger ferries, city and county roads, and state highways. Adopted in 2010, Transportation 2040 is built upon the foundation of VISION 2040, including the regional growth strategy and multi-county planning policies. T2040 will reduce congestion and improve mobility for people and freight, within a balanced financial strategy, and while protecting the region's environment. The plan's investments are focused on maintaining and preserving the existing system, enhancing safety and security, improving efficiency, and prioritizing investments in strategic capacity. Transportation 2040 meets state and federal planning requirements, including the mandate for plan updates every four years and achieving air quality conformity.

Updated Financial Strategy – How we pay for identified investments in the plan (see Appendix F)

Since plan adoption in 2010, the nation and the region have experienced a slow recovery from the economic downturn. At the state level, gas tax revenues, historically a major source of highway system funding, are forecast to decline. In addition, steep declines in sales tax revenues hit the region's transit agencies particularly hard. In response, agencies cut service, raised fares, reduced staff, and focused the remaining service on the most productive routes. Transit agencies are now focused on positioning themselves to meet future demand for increased service within constrained budgets.

In light of current financial realities, forecasts of future revenues over the coming 25 years have been adjusted downward. Still, the plan meets federal financial constraint requirements, with costs and revenues in balance. The plan's financial strategy includes a gradual shift in revenue sources, away from gas taxes and toward user fee-based approaches, such as High Occupancy Toll (HOT) lanes, facility and system tolls, and mileage fees. This updated financial strategy recognizes that: (1) the historic gas tax is unsustainable as a long term revenue source; and (2) user fees may be a more equitable match between system use and system funding.

While revenues have declined, costs have increased. Key contributors include enhanced stormwater management requirements and updated cost estimates to maintain and preserve the region's existing transportation assets in a state of good repair. To meet federal requirements, the plan must balance costs and revenues. To accomplish this goal, as part of this update to Transportation 2040 the region agreed to move numerous projects from the constrained part of the plan into the unprogrammed part of the plan. The result: the financial strategy is balanced (see Appendix F).

Prioritization – Be strategic in how we invest (see Appendix P)

Transportation 2040 directed the region to improve its process for prioritizing transportation investments. To accomplish this goal, the following mission statement was adopted:

“Prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified, or removed.”

Over the past two years the region has developed a prioritization framework¹ for evaluating projects and programs in the plan. The framework contains nine evaluation measures derived from VISION 2040: Air Quality, Freight, Jobs, Multimodal, Puget Sound Land & Water, Safety and System Security, Social Equity & Access to Opportunity, Support for Centers, and Travel. The nine measures were used to evaluate capacity projects in four categories: highways, arterials, transit, and bike/pedestrian. Project evaluation results were displayed in a “Scorecard” format, which included total score, score by measure, project cost, and project status (constrained vs. unprogrammed). Thus far the Prioritization framework has been used for two purposes:

1. **Evaluate capacity projects** – Identify which projects and programs do the best job of implementing VISION 2040 based on how well they score on the nine measures.
2. **Help balance the financial strategy** - Identify low scoring projects (bottom 25%) which will be moved from the Constrained part of the plan into the Unprogrammed part of the plan.

In the future, the Prioritization framework might be used for purposes such as:

- VISION 2040 screen for projects entering the long-range transportation plan.
- Communicating regional transportation priorities to the Legislature.
- Guidance for project sponsors to develop projects that better meet regional goals and policies.
- Long-range planning – developing and evaluating alternatives for the next plan update.

State of Good Repair – Maintain and preserve what we have (see Appendix S)

Keeping our transportation system in a “State of Good Repair” is the highest priority in the T2040 plan. Over the past two years PSRC has taken a close look at what it takes to maintain and preserve the region’s transportation assets. The plan now incorporates a number of improvements to better account for a variety of assets, including pavements, stormwater needs, and local transportation operations in a manner that reflect long-term lifecycle costs. This work has led to better estimates of future investment needs. Over the next 26 years (the remaining planning horizon for Transportation 2040) the region will need to invest \$80 billion to maintain, preserve, and operate the region’s transportation system. These investments are a critical part of the T2040 financial strategy.

¹ Significantly funded and “voter-approved” projects (i.e., Sound Transit Phase 2 projects) are not subject to Prioritization.

What's new with this plan update?

Active Transportation Plan – see Appendix O

The new Active Transportation Plan establishes a regional bicycle network with a focus on regional growth centers. The plan identifies critical connections to transit stations, encourages enhanced health through active transportation, promotes safety, and includes an implementation strategy.

Air Quality & Climate Change – see Appendices E and L

These updated materials document recent air quality and climate change trends, and provide a status report on compliance with federal air quality standards (especially for fine particulates in Pierce County). The plan also includes a discussion of new federal CAFE (Corporate Average Fuel Economy) standards which will help the region implement its Four-Part Greenhouse Gas strategy.

Coordinated Transit-Human Services Transportation Plan (Coordinated Plan) – see Appendix K

The coordinated plan meets federal requirements. The plan updates demographic data for special needs populations, provides an updated inventory and services, and includes updated goals and strategies, identifies gaps and needs, and outlines actions and investments to address needs.

Transportation Demand Management (TDM) Action Plan – see Appendix T

Managing demand and efficient use of the transportation system are two key elements of the region's transportation strategy. This new Action Plan provides a better understanding of TDM and its value by highlighting key activities in the region; describes the strategic priorities that TDM implementers across the region continue to pursue; and recommends regional implementation actions to support and augment the work happening at the local level.

Growing Transit Communities Program (see www.psrc.org/growth/growing-transit-communities)

Over the coming years, Sound Transit will invest \$25 billion in regional rapid transit. The Growing Transit Communities program is designed to help make the most of this investment by locating housing, jobs, and services close to transit, making transit a viable travel option for many people. If done right, more people will have a faster and more convenient way to travel. The Growing Transit Communities Program is focused on three key corridors linking Downtown Seattle with Redmond, Everett, and Tacoma. This program is included in the Transportation 2040 Update to highlight the importance of linking transportation and land use, and in this case the investment in regional rapid transit to serve and support vibrant communities where people live, work, and play.

Rural Transportation Study – see Appendix R

This new study examines transportation trends, issues, and opportunities in the rural parts of the region. Building on previous work, this study documents demographic data (population, housing, employment, etc.), travel patterns (commutes, transit use, safety, etc.), safety data (e.g., Target Zero), and state of good repair information (road and bridge condition). This study is an initial step to help define key issues and investment needs in the rural part of the region. This information will inform the next major transportation plan update to begin in 2015 and be adopted in 2018. Ultimately, the findings of this study may contribute to future cycles of the Rural Town Centers and Corridors funding program.

Critical Investments for the Coming Decade (see 2014 Action Strategy – Appendix A)

Growing needs and limited funds means the region needs to be strategic in how it invests. Over the next decade the region will focus on its most critical needs: preserve our existing investments, close key gaps in the system, reduce congestion, enhance mobility, improve safety, and protect the environment.

- **State of Good Repair** – Maintain and preserve the existing system – I-5, Colman Dock, ferry service to Kingston, Bremerton, and Southworth.
- **Transit** – Complete the Sound Transit Phase 2 program, which will extend Link Light Rail to Overlake Transit Center, Redonda/Star Lake area near Federal Way, and Lynnwood Transit Center.
- **HOV program** - Complete the region’s core HOV system in Pierce County.
- **Highways** - Leverage highway capacity investments by using HOT lanes and tolls – this adds strategic capacity, helps manage facility demand, and generates revenues to help fund improvements.
- **Replace vulnerable structures** – SR 520 Bridge, Alaskan Way Viaduct, I-5 Puyallup River Bridge, U.S. 2 trestle.
- **Bike and pedestrian** – Fill gaps in the regional bicycle network and provide new bike and pedestrian connections to transit stations in regional growth centers.

Implications of MAP-21

On July 6, 2012, President Obama signed a new transportation act passed by Congress known as "Moving Ahead for Progress in the 21st Century," or MAP-21. The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy, such as performance-based planning and a streamlined project delivery process. MAP-21 includes the following provisions, which guide the transportation planning process:

- **Highways** - Expands the National Highway System (NHS) to incorporate principal arterials not previously included. Establishes a performance-based program - federal funding will have to be invested to meet performance targets on the expanded NHS. Performance measures include safety, freight mobility, congestion relief, air quality, and overall efficiency.
- **Safety** - Supports an aggressive safety agenda. MAP-21 doubles safety funding for the Highway Safety Improvement Program, which implements Target Zero.
- **Transit** - Establishes performance-based planning, including new performance measures for transit safety, asset management and Special Needs Transportation.
- **Freight** – Sets new national emphasis on freight and goods movement as an important component of the economy.

- **Performance** - Guidance on performance measures and targets will be rolled out in three phases through 2015. PSRC is developing a Transportation 2040 monitoring program that will incorporate the MAP-21 measures. As more detailed MAP-21 guidance and requirements emerge, PSRC will incorporate these into our planning processes.

Next Steps/Key Issues for the Next Plan Update (see Chapter 6 for more detail)

Below are some key issues identified during the plan update process, which may be addressed during the next major plan update. These and other issues will be reviewed and verified during the formal plan update scoping process, which is likely to start in early 2015.

- Federal guidance – Implications of MAP-21 requirements on the next plan update, such as performance planning in a collaborative process with WSDOT to set targets.
- Improved planning for freight mobility – update the regional freight strategy in light of federal laws, emerging freight performance guidance, and using improved data and models.
- Transit system planning – Develop the future transit network in close coordination with the region’s transportation operators, and make use of updated transit tools and models.
- Financial plan refinements – Developing long-term sustainable approaches to fund the region’s transportation investments.
- Extending the planning horizon beyond 2040.
- Continuing work to address Greenhouse Gas Emissions and Climate Change.
- State of Good Repair – Evaluate options for managing the region’s assets.
- Revisiting the Transportation 2040 Prioritization process.
- Updating assumptions to include the latest Target Zero safety priorities.
- Incorporating the potential implications of new technologies such as autonomous vehicles.

CHAPTER 2 BACKGROUND

RELATIONSHIP BETWEEN THIS DOCUMENT AND TRANSPORTATION 2040 AS ADOPTED IN 2010

Transportation 2040 serves as the Metropolitan Transportation Plan (MTP) under federal law and the Regional Transportation Plan (RTP) under state law. The plan is updated at least every four years to meet state and federal requirements. Transportation 2040 was officially adopted in 2010. In addition, the plan was formally updated in 2012 as part of a regular process – the plan is amended every one to two years as projects are added, deleted, and amended. The Update to Transportation 2040 comprises a more significant set of changes reflecting the altered financial environment, fulfillment of board direction contained in the 2010 plan, and new and updated plan elements.

Transportation 2040 was adopted in 2010, and included a series of appendices which provided background information supporting the plan. This Transportation 2040 Update Report and related appendices update specific details in the adopted Transportation 2040 Plan but do not alter the foundation, policy, or strategies adopted in 2010. This Report document should be viewed as a freestanding report that supplements the original plan with new information. For example, this Report presents new and updated demographic, finance, and system condition and performance data, which was not available when the plan was adopted in 2010. This new data was used for the transportation and environmental analyses. The appendices prepared for this Report in some cases replace the original appendices. In other cases the original appendix documents stand unchanged. For information on the status of the plan document and appendices please refer to the section at the end of Chapter 2: [*Plan Document: How to find what's new and what's changed.*](#)

BRIEF SUMMARY OF TRANSPORTATION 2040 (AS ADOPTED IN 2010)

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. **Transportation 2040** implements VISION 2040 by targeting transportation investments that provide mobility for the 5 million people this region will have by 2040.

Transportation 2040 includes investments to support growth in all parts of the region. These investments will support the region's major industry clusters: Aerospace, Business Services, Clean Technology, Information Technology, Life Sciences and Global Health, Maritime, Military, Philanthropies, Tourism and Visitors, Transportation and Logistics. The plan also identifies strategic investments in projects and programs to meet the region's most critical people and freight mobility needs over the next ten years (see Appendix A: 2014 Action Strategy). These include connecting centers, 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.



The plan has three interconnected strategies, all built upon VISION 2040: congestion and mobility, environment, and funding. These strategies combine to support a broad range of investments in all transportation modes. Maintaining and preserving what the region has is a high priority. In addition, the plan includes investments to enhance safety and security, improve system efficiency, and provide strategic capacity investments to address the region’s growing mobility needs.

To meet federal requirements, Transportation 2040 includes two parts: Constrained and Unprogrammed. The Constrained part of T2040 is covered by the financial strategy – these projects and programs are considered to be funded. The Unprogrammed part of the plan is comprised of additional aspirational investments, which do not have identified sources of funding. These unprogrammed investments represent part of the region’s long-range transportation vision.



WHY UPDATE THE PLAN?

Federal and State Mandates

In July 2012, Congress passed a new federal transportation program – *Moving Ahead for Progress in the 21st Century* (MAP-21). The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy such as performance based planning and a streamlined project delivery process. PSRC is already meeting many of these planning requirements in the Update to Transportation 2040 effort. As federal guidance becomes available the region will respond to emerging federal requirements during its next major plan update, scheduled for adoption in 2018. See Chapter 5 for more information on MAP-21. Consistent with long-standing federal policy, MAP-21 requires Metropolitan Planning Organizations (MPOs) to update regional transportation plans every four years. In addition, MAP-21 requires that transportation plans be financially balanced – plans must identify reasonable and realistic funding sources to implement the investments contained in the plan.

Federal transportation legislation also requires that the region’s *Coordinated Transit-Human Services Transportation Plan* (Coordinated Plan) be updated every four years. Under state law, the region’s transportation plan must also be formally reviewed and updated or revised every four years. This frequent update cycle allows the region to adapt quickly to emerging trends and respond meaningfully

with funding priorities. Transportation 2040 was adopted in May 2010. To meet federal and state update requirements this plan update is scheduled to be adopted in May 2014.

Changed conditions

Many things have changed since the plan was adopted in 2010. New 2010 Census data now provides updated demographic information to support the region's numerous planning efforts. Updated economic forecasts incorporate the recent downturn in the national, state, and regional economies, and will temper the financial view of the future. The region's transit agencies are engaged in rigorous planning and budgeting to optimize services, operate within reduced financial resources, and chart a path forward to accommodate future growth. Reflecting these new economic conditions, the updated financial strategy is now based on a new level of rigor in setting realistic expectations about transportation revenue to implement the plan. Appendix F includes a discussion of recent economic trends and their impact on transportation finance, plus an update on plan costs and revenues. Over the past 18 months, the region has also engaged in a significant data collection effort and policy discussion on State of Good Repair (investments to preserve and maintain the existing transportation system). For more information about the State of Good Repair element of this plan update refer to Appendix S.

Implementing explicit direction from Transportation 2040, this plan update includes a Prioritization framework built on 9 evaluation measures founded upon VISION 2040. The Prioritization process represents an advance in the region's decision-making capability relative to transportation investments. Appendix P contains a report on the Prioritization Framework, how it was developed, and how it might be used.

Direction contained in the update to Transportation 2040

With this Report, PSRC is updating the region's long-range transportation plan, Transportation 2040, to reflect changes in the region since the plan was adopted in 2010. This update is compiled within the framework of the current plan and existing Environmental Impact Statement (EIS). Transportation 2040 continues to support the adopted VISION 2040 regional growth strategy and economic objectives through an integrated mobility, environmental, and financial strategy. Because of the minor nature of this update, the number of issues and the level of analysis were limited to completing ongoing work items, meeting statutory obligations, and incorporating planning activities currently underway.

The update to Transportation 2040 is guided by the following principles (from the scope of work adopted October 2012):

- The work updates Transportation 2040 (adopted in 2010) as required every four years by federal law.
- The update does not produce new alternatives. However, a major plan update with alternatives analysis is planned for completion in 2018 (this would be the next required update of Transportation 2040). The update to Transportation 2040 does, however, include analysis of scenarios for balancing the financial strategy, as required under federal guidance (see Chapter 5 – Financial Strategy and Appendix F).

- The update introduces new or updated plan elements in response to:
 - State and federal requirements
 - Changing conditions which affect the plan (e.g., finance, air quality)
 - Fulfilling prior commitments (e.g., Prioritization)
 - Implementing strategies contained in Transportation 2040
 - Public or agency comments

- The update does not include new or expanded projects, programs, or strategies which would have any significant impacts exceeding those contained in the Transportation 2040 Final EIS dated March 19, 2010. There was a limited call for projects in early 2013, which allowed sponsors to submit updated project information. The call for projects included a criterion that "...at a plan level, probable and significant adverse environmental impacts are not introduced that would exceed the scope of the original Transportation 2040 Final EIS." In response to the call for project updates, some 461 project amendments were received, which resulted in an \$80 million net increase to the cost of the plan. The majority of these project amendments were related to updated costs or other adjustments, while only 14 new projects were submitted for inclusion in the constrained plan. In addition, late in 2013 the boards approved an approach to balancing the Financial Strategy which moved several projects from the Constrained to the Unprogrammed part of the plan, and reduced the Constrained Plan costs by \$4 billion. Chapter 5 includes a summary of project changes from the call for project updates and the board's action on the financial strategy (for more information see Chapter 3 – Financial Strategy and Appendix F).

- New alternatives, projects, programs, or strategies will be evaluated in the next regular plan update. For more information see [Chapter 6: Next Steps – Preparing for the next Plan Update](#).

- The update produces an air quality finding of conformity, which meets all state and federal requirements (see Appendix E – [Regional Air Quality Conformity Analysis](#)).

- The update meets public involvement and outreach requirements (see [Chapter 5 – Supporting Information](#) and Appendix I – [Public Involvement and Outreach](#)).

- The update conforms to SEPA requirements.

UPDATED DEMOGRAPHIC INFORMATION

Although Transportation 2040 was adopted in 2010, the plan used demographic data from 2006 (the “base year”). Since plan adoption, new demographic information has become available, most notably from the 2010 Decennial Census and the American Community Survey (ACS). In addition, updated PSRC models now incorporate more recent population, housing, employment, and other demographic data, which are used in the Transportation 2040 planning process. The table below presents a summary of the updated demographic data used in the plan update forecasts and analysis. For more complete demographic data, see www.psrc.org/data. For more information on PSRC analysis tools and models, see “Documentation of Analysis Results and Tools” section in Chapter 5 and see Appendix H at www.psrc.org/transportation/t2040/transportation-2040-update.

DEMOGRAPHIC DATA FOR T-2040 PLAN UPDATE			
		Base Year for T-2040 (as adopted)	Draft
	2000	2006	2010
Population			
King County	1,737,044	1,835,200	1,931,249
Kitsap County	231,969	243,400	251,133
Pierce County	700,818	773,488	795,225
Snohomish County	606,024	671,794	713,335
Region	3,275,855	3,523,882	3,690,942
Housing Units			
King County	742,239	803,268	851,261
Kitsap County	92,644	100,636	107,367
Pierce County	277,060	312,521	325,375
Snohomish County	236,205	267,676	286,659
Region	1,348,148	1,484,101	1,570,662
Employment			
King County	1,260,432	1,247,710	1,181,537
Kitsap County	94,909	106,560	97,417
Pierce County	285,210	319,331	317,874
Snohomish County	243,276	269,591	268,586
Region	1,883,827	1,943,192	1,865,414
Income (median)			
	1999		
King County	\$53,157	\$63,489	\$66,174
Kitsap County	\$46,840	\$55,257	\$56,303
Pierce County	\$45,204	\$53,923	\$56,510
Snohomish County	\$53,060	\$60,002	\$63,188
Region	n/a *	n/a *	n/a *
Age (median)			
King County	35.7	38.0	37.1
Kitsap County	35.8	37.6	39.4
Pierce County	34.1	35.4	35.9
Snohomish County	34.7	36.2	37.1
Region	35.2	n/a *	37.0
* n/a Data not available at regional level			
For more information go to www.psrc.org/data			

UPDATED ECONOMIC FORECASTS AND THEIR IMPLICATIONS ON THE FINANCIAL PLAN

Current State of Transportation Finance

Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. The recession that began in 2008 resulted in significant near-term economic impacts to state, regional, and local economies, and the government programs those economies support. Washington state's economy, and especially the central Puget Sound region, was recovering from the bursting of the dot-com bubble in the early 2000s, then was hit by the end-of-decade recession. As a result, employment in the central Puget Sound region was nearly the same in 2010 as it was in 2000. Tax revenues supporting transportation investments have also dropped across the board. The buying power of State gas tax revenues has declined, sales tax revenues have declined, and general fund revenues in all levels of government have also been significantly reduced.

An immediate consequence of the recession is that the governments that support infrastructure investment are starting from a lower revenue base. Of the variety of governments experiencing lower than anticipated tax revenue, none has seen a larger drop than providers of public transportation. The past several years have brought significant financial challenges to the region's transit agencies. Reduced sales tax revenues have forced most agencies to reduce service, cut staff and other expenses, raise fares, seek new revenue sources, and achieve new levels of efficiency. Looking forward, there remains some uncertainty about the revenue picture, given the timing and strength of the economic recovery. To try to better understand future expectations, PSRC has produced a new regional economic forecast of future revenues that can be expected through existing tax and fee mechanisms. This updated forecast shows significantly less revenue than past revenue forecasts from traditional revenue sources. A full description of the updated current law revenue forecast follows.

Economic Impact on Transportation Revenues

Transportation funding in the central Puget Sound region draws mainly from primary tax bases including: motor fuel and retail sales, motor vehicle market value, assessed property valuation, and vehicle registrations and licenses. In addition to funds from 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. A number of changes over the last decade such as the economic downturn have had a significant impact on current law revenue collected from sources such as sales taxes, causing significant cuts and delays to important services and projects in the region. This section discusses the primary tax bases on which transportation revenues are generated and provides context to how and why estimated revenues from these sources are changing with the updated current law revenue forecast.

Motor Fuel Taxes. The state motor fuel tax is the primary source of transportation investment in Washington State. Beyond the dedicated Nickel and TPA accounts, base motor fuel tax receipts are fully committed to cities and counties, retiring debt from previous investments, and safely maintaining and operating the state's highway infrastructure, including transfers to the Washington State Ferry System. Changes in vehicle technology, increasing capital costs, and inflation continue to compromise the purchasing power of fuel tax proceeds. Reflecting this unsustainable trajectory, forecasts of fuel tax revenues have dropped significantly since Transportation 2040 was adopted in 2010. This change can most readily be seen in the revenue forecast for the state highway program; however fuel taxes also represent a significant component of both city and county transportation revenue.

Sales Tax and the Loss of Motor Vehicle Excise Tax. Local transit authorities' primary source of funding is the sales tax. With the loss of Motor Vehicle Excise Tax revenues, 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. Due to the recession that began in 2008, local and regional transit agencies have experienced significant reductions in sales tax revenues, causing many agencies to seek new sources of funding for operations, including limited-term measures such as the "Congestion Reduction Fee" imposed on vehicle licensing in King County and fare increases regionwide. Some agencies have undergone service cuts and reorganizations to align costs with reduced revenues. Sound Transit has also felt the impact of reduced sales tax revenues, and has made adjustments to its Phase 2 program to balance their investment plan with estimated revenues.

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 fares for operations and state budget allocation for capital investments. In 2009, Washington State Ferries developed a long-range plan identifying several stopgap measures to bridge operating revenue shortfalls, which included fare increases and fuel surcharges. The plan also identified a \$1 billion shortfall in the capital program between 2009 and 2025 with no permanent solution identified. The impacts of this shortfall will be significant fleet replacement deferrals and the delay of important capital projects that will hinder the ability of Washington State Ferries to maintain existing levels of service.

City and County Sources. Cities and counties support transportation investments from a variety of funding sources, including state distributions of fuel and sales tax revenue. 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. As dedicated local transportation revenues have dwindled, cities and counties have demonstrated their commitment to funding transportation programs and projects through increasing contributions from general funds, sometimes at the expense of other important city functions. This has been a topic of great discussion at the Finance Working Group. To reflect the unsustainable nature of increasing general fund transfers as dedicated transportation revenues decrease, the percentage of these transfers has been held constant through 2040 in the updated forecast.

Summary. Significant components of transportation budgets rely on sources of revenue closely tied to economic strength. As a result of the recession the region and nation experienced in the latter part of the 2000s, transportation revenues have dropped considerably. Agencies have responded with varied approaches, including seeking new temporary or permanent funding measures, reallocating existing resources, deferring projects, and in some cases deferring basic maintenance and preservation programs. While new revenues will be needed to implement long-term regional capacity investments, a continuing recovery from the economic downturn will be critical to make basic investments in the region's transportation infrastructure.

TRANSIT AGENCY RESPONSE TO THE CHANGING FINANCIAL CLIMATE

The past several years have brought financial challenges to the region's public transit agencies. Reduced sales tax revenues have forced most agencies to reduce service, cut staff and other expenses, raise fares, seek new revenue sources, and achieve new levels of efficiency. Overall, the region's public transit agencies are adapting quickly to their new fiscal reality and positioning themselves for long term financial sustainability. In spite of these challenges, the region's transit agencies are still planning to provide the long term service levels contained in Transportation 2040. In the meantime, transportation services provided by private operators and human service organizations have stepped up to fill many of the gaps. Several of the region's major employers are providing privately-funded transportation operations that complement the region's public transportation system connecting employees to major employment sites. Additional information about filling gaps in service to special needs populations can also be found in Appendix K. This section contains a brief summary of how the region's six public transit agencies are addressing this issue and positioning themselves for future growth.

Sound Transit – Sound Transit is continuing its development program, but has made some adjustments to the ST2 implementation schedule. Sounder Commuter Rail reached Lakewood Station in 2012. The planned Sounder extension to DuPont will not occur until after 2023. The Link Light Rail program has been adjusted as follows:

- **North Corridor:** University Link is under construction, and scheduled to reach the University of Washington in 2016, Northgate in 2020, and Lynnwood Transit Center in 2023.
- **East Corridor:** Service to Overlake Transit Center is planned for 2023. Agreements have been reached on the route and stations for East Link through Bellevue.
- **South Corridor:** Service to Highline Community College is planned by 2023. ST is pursuing funds to complete environmental work on an extension to S. 272nd Street (Redondo/Star Lake). Ground breaking for the Sea-Tac Airport to South 200th Street segment was in April 2013, and construction is underway.
- **Tacoma Link:** Future extensions of the existing Tacoma Link would serve Tacoma Community College and the city of Fife. The current Sound Transit budget will fund an alternatives analysis, preliminary engineering, and environmental review. Preliminary engineering is projected to be completed in the first quarter of 2014.

In 2013, Sound Transit began a process to update the Long-Range Plan for regional transit. This is an unconstrained plan that identifies proposed transit service technologies in major corridors throughout the region and will serve as a guide for future phases of voter-approved transit projects. The plan is anticipated to be completed in 2014.

Pierce Transit – Like many of its peers in the region, Pierce Transit experienced declining sales tax collections since 2008. Pierce Transit needed to make deep cuts in service to bring costs in line with lower revenues. System-wide, these service cuts amounted to 37% between 2009 and 2012. Pierce Transit bus service to Key Center, DuPont, Sumner, Orting, Bonney Lake, Prairie Ridge, and Buckley was eliminated. In addition to the service reductions, Pierce Transit extended the useful life of buses and delayed millions of dollars in capital improvements. Bus fleet investment over the 5-year plan time frame is entirely devoted to bus replacement, with no bus fleet expansion proposed. In May 2012, Pierce Transit's Public Transportation Benefit Area district boundaries were reduced by a process initiated by the smaller cities within the service area. The following communities chose to withdraw from the PTBA: Bonney Lake, Buckley, DuPont, Orting, Sumner, and portions of Unincorporated Pierce County. The smaller service area allows Pierce Transit to allocate limited service hours to more

productive routes serving areas of higher demand. Pierce Transit eliminated routes that served locations such as Sumner and Bonney Lake. However, Sound Transit took over bus service connecting the Sumner Sounder Station and the Bonney Lake Park & Ride lot within a part of Pierce County that is outside the new smaller Pierce Transit PTBA but within the Sound Transit borders. Pierce Transit lost a ballot measure in November 2012 within the smaller PTBA boundary that would have allowed the agency to utilize its remaining taxing authority to maintain existing service levels and restore service within the smaller PTBA boundaries. With the loss of this ballot measure, Pierce Transit was considering a further reduction in service of 28%, scheduled for September 2013. However, higher than anticipated sales tax revenues in early 2013 have allowed Pierce Transit to delay cuts to existing services. If sales tax revenues continue to grow, Pierce Transit may be able to avoid these reductions. The agency adopted a Strategic Direction in July 2013 that focuses on providing excellent and efficient service across the system within Pierce Transit's existing financial resources, while moving towards investing in tailored solutions for smaller cities and towns within the PTBA, and rapid design processes that move developing markets toward higher efficiency performance.

King County Metro – In 2008, King County Metro began to address shrinking resources through a nine point action plan that reduced costs and raised revenue. Cost reductions included eliminating 100 positions and reducing or eliminating programs not directly related to putting service on the street. In 2009, at the behest of the King County Council, the County Auditor's office conducted an extensive review of Metro's operating and business practices. The audit resulted in fifty recommendations. Metro concurred with all but two. Metro has addressed the recommendations and continues to evaluate the results. Audit recommendations included reducing fleet replacement reserves, schedule efficiencies, changes to bus procurement and vehicle maintenance practices, and operation's staffing practices. Everyone contributed to sustaining as much service as possible -- riders paid higher fares and Metro's unions made concessions -- forgoing COLA increases and accepting furlough days. Metro also cut 75,000 annual hours of the lowest performing service. These actions and work by the Regional Transit Task Force (RTTF) played a significant role in the state Legislature authorizing a temporary funding tool. The RTTF primary recommendations that Metro emphasize productivity ensure social equity and provide geographic value became the basis for a new strategic plan and associated service guidelines. The state's Congestion Reduction Charge (CRC) legislation required a King County Council super-majority or voter approval to be enacted. The council imposed the \$20 CRC in a bipartisan vote, keeping Metro's financing stable until mid-2014. These actions avoided the major service cuts experienced in Pierce and Snohomish Counties.

Beginning in fall 2011, King County Metro engaged communities from Des Moines to Shoreline in discussions about potential changes related primarily to RapidRide C Line (West Seattle to Downtown Seattle) and the D Line (Ballard/Uptown to Downtown Seattle) implementation. The proposals added few service hours, but rather reshuffled resources. During the three-phase public outreach process Metro received over 10,000 comments. Metro adjusted proposals through the outreach process in response to comments.

In April 2012, Metro submitted a Service Change Ordinance to the King County Council that integrates the C and D lines into the transit system. The ordinance that was adopted made changes to 48 routes. The proposal shifts resources from lower performing routes to adopted priorities -- increase efficiency and cost effectiveness, improve service quality, and invest in areas deemed underserved and in highly productive services. The proposals increase connections and reduce duplications. For example, the restructure implements a new route connecting West Seattle and the Rainier Valley, serving the VA Medical Center and Sound Transit's Link Light Rail stations at SODO, Columbia City, and Othello and

eliminates direct downtown service that duplicates Link. In short, the proposals shift resources that are not well used to underserved areas and other places where more people will benefit. Since implementation of the C and D lines, King County Metro started the E line connecting Shoreline to Downtown Seattle on Aurora Avenue North in February 2014. King County Metro is also planning to implement the F line connecting Renton to Burien in June 2014.

The fall 2013 service change included King County Metro's first implementation of its alternative service delivery in the Snoqualmie Valley. The service change expanded the network of transit service to be more effective and lower cost than traditional fixed-route service alone. King County Metro made changes to three routes and created a new intra-valley shuttle in partnership with Snoqualmie Valley Transit, operated by Mt. Si Senior Center, to connect the communities of Duvall, Carnation, Fall City, Snoqualmie, and North Bend.

Community Transit – Since 2009, in response to budget constraints, Community Transit (CT) has cut service by 37%, canceling all Sunday service and a substantial amount of weekday and Saturday service. Following a 15% service cut in 2010, CT cut service an additional 20% in February 2012. System-wide, CT estimates its current service is equivalent to 2002 levels. CT is now focusing its available resources on a more connective and productive network that is financially sustainable. Fixed route service accounts for 88% of Community Transit's ridership with 7.9 million boardings in 2012. These cuts were an unfortunate, but necessary strategy to maintain a viable transit network in a challenging economy. While all of CT's customers have felt the impact of these reductions, a focus on eliminating lower ridership services while preserving frequent, higher ridership services has resulted in a more efficient bus network that continues to provide effective transportation options for most riders. Of particular note is ridership on Swift. Swift is Community Transit's highest ridership route, often exceeding 100,000 monthly boardings and consistently among the highest productivity of all local routes. In 2012, Swift carried 1,173,494 riders - one in seven Community Transit riders.

In addition to service cuts, Community Transit has also had to raise fares. Community Transit imposed fare increases in 2008, 2010, and 2013 so that riders pay more to help sustain transit service in Community Transit's service area. The cumulative impact of the three fare increases is that Community Transit riders pay 36% more in transit fares now compared to 2006.

Community Transit's financial forecast for 2013-2018 does not yet anticipate capacity to expand fixed route service. The February 2013 service change included a modest increase in the number of commuter bus trips to the regional growth centers of downtown Seattle and the University of Washington. These 30 additional trips per day were made possible by an award of federal Congestion Mitigation and Air Quality (CMAQ) funding and a new state funding package. By funding 100% of this new service with non-local revenue, Community Transit is able to provide these trips without increasing agency cost structure. The CMAQ grant funding will sustain this service for three years (through 2015). It is hoped that agency revenues will be sufficient in three years to continue operating this service without grant funding.

Given the slow recovery of sales tax revenue forecast for the next six years, Community Transit's priority will be controlling cost growth in order to sustain the current level of service without further cuts. In 2013, Community Transit began identifying the data, criteria, and framework for future service expansion. This work will begin to prepare the agency for service prioritization decisions as future funding becomes available. Prior to implementation of new service, there will be a public input and information sharing campaign to engage communities served by CT in the decision making process.

Community Transit continues to work with Snohomish County, cities, Washington State Department of Transportation (WSDOT) and partner transit agencies to develop Transit Emphasis Corridors as described in CT's Long-Range Transit Plan (LRTP). Establishing a network of Transit Emphasis Corridors that provide direct, frequent, reliable bus service between major destinations is a key goal of multimodal transportation and land use planning in Snohomish County. Initially proposed in Community Transit's 2008-2013 Transit Development Plan, this future vision was more fully developed and integrated with county-wide transportation and land use planning through development of the LRTP. Transit Emphasis Corridors have also become an important element of the Puget Sound Regional Council's (PSRC) Transportation 2040 plan in Snohomish County as well as the recently updated County-wide Planning Policies.

Paralleling the regional plan, the top priority for capital investment will be in preservation and maintenance of existing infrastructure and identifying the direction of future capital needs. This will be evident in activities that keep vehicles, facilities and technology in good repair, then ensuring vehicle replacements occur in a reasonable timeframe. While fleet expansion and major facility construction are not currently envisioned, CT is poised for future growth when it is feasible. System-wide, Park & Ride utilization is up; the Mountlake Terrace Transit Center constructed in 2009 is already at capacity as are facilities at Ash Way and Lynnwood Transit Center.

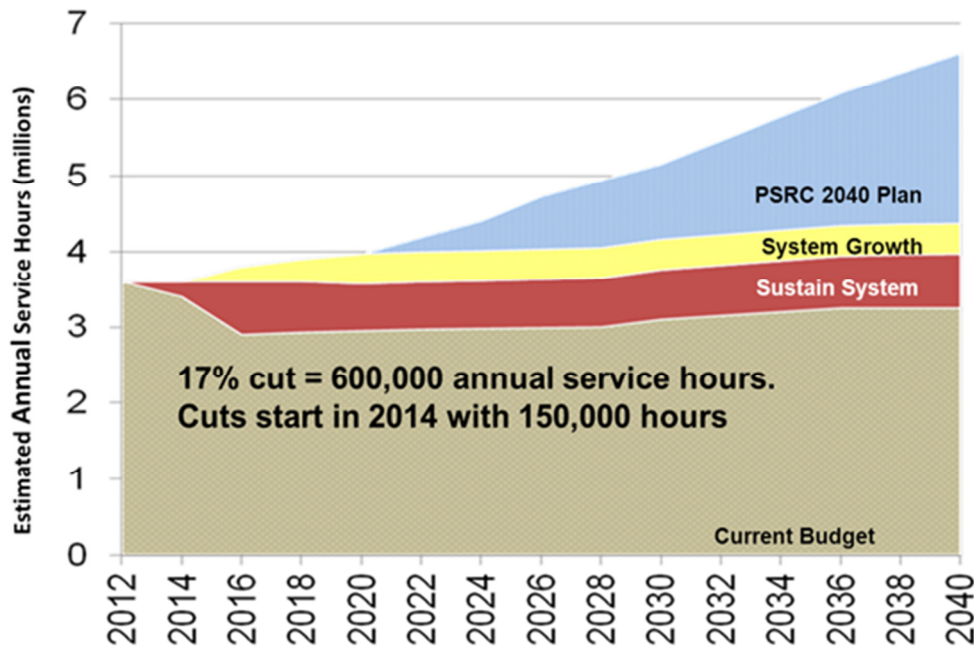
Everett Transit – Everett Transit (ET) made service reductions in 2009 and 2012. ET reduced its total service hours by 15% in 2012. ET maintained popular routes through cost reductions and raised fares. Cost reductions included elimination of holiday service and routes with low ridership, as well as reduced weekend and duplicative service. There were no fare changes to paratransit service – however, the reductions in service hours and scheduling affected these customers.

Kitsap Transit – Kitsap Transit's sales tax revenue peaked at approximately \$30.5 million in 2007 and has steadily declined to approximately \$26.0 million in 2011. In an effort to adjust to the significant decline in sales tax revenue, fares were increased from \$1.50 to \$2.00 in 2009 and service levels were reduced approximately 24% between years 2009 and 2010 primarily as a result of eliminating Sunday service. Consequently, ridership has declined approximately 27% since 2008. Kitsap Transit's current service levels have declined to 2002/2003 service levels, nearly reaching its post I-695 service lows of 2000/2001. Recent sales tax revenue growth remains flat and Kitsap Transit continues to be challenged with operating costs that exceed the growth of revenues. Consequently, Kitsap Transit remains focused on containing costs and exploring opportunities to realize greater efficiencies. Kitsap Transit's capital program is now focused on vehicle replacement, Park-and-Ride facilities, and improvements to passenger ferry facilities and transit centers. Other capital projects have been deferred until grant funds become available. Without a significant rebound in sales tax revenue or increased levels of capital and operating funding assistance from the state and federal levels, Kitsap Transit's current service levels are unlikely to be sustainable in the long-term. Kitsap Transit plans to further reorganize routes to increase efficiency and reduce costs.

Meeting Long Range Transit Service Goals

The Transportation 2040 Update uses a 2010 base year. However, public transit service projections are still based on the 2006 base year from the 2010 adopted plan. Neither base year reflects the deepest cuts that local transit operators have experienced in Snohomish and Pierce counties. For example, Pierce Transit's 2013 service levels were equivalent to the service they provided in 1980. In 2014, local transit agencies may make additional service cuts that would not be reflected in either base year. For

example, King County Metro is preparing for a 17% service reduction in 2014 due to the expiration of a temporary funding measure. It is difficult for the region’s public transit operators to maintain service levels between the recessionary cycles. This is particularly true as they are dependent on sales tax revenues. With the slow economic recovery local transit agencies are faced with catching up to their 2006 transit levels of service, and growing their service to meet planned transit service levels anticipated in Transportation 2040. Transit agencies across the region are seeking new, more stable sources of transit revenue that will allow them to catch-up and grow. King County Metro, the largest transit agency in the region, is considering additional service cuts while planning for future growth. The figure below shows the effect of the agency’s anticipated short-term cuts to service while demand for transit service in the region is anticipated to continue growing.



At the same time that local transit agencies have cut service, remaining local transit service is more efficient than the transit service in 2006. Examples from two local transit agencies provide illustrations. Pierce Transit cut approximately 37% of its annual revenue hours between 2006 and 2012. Although this resulted in a 14% decrease in ridership, productivity measured in passengers per revenue hour rose by 36%, from 20.6 to 28.0. Similarly, Community Transit cut 37% of its bus service between 2010 and 2012. However, because Community Transit strategically cut less productive service – early and late-night buses, mid-day trips, and low-ridership routes – it was able to minimize loss of ridership and dramatically improve productivity. In 2012, Community Transit operated the same number of service hours as it did in the year 2000, but ridership increased 26%, from 7.2 million 9.1 million boardings.

Pierce Transit Passengers Per Revenue Hour		
	NTD Report Year	NTD Report Year
	2006	2012
Annual Unlinked Passenger Trips (UPTL)	12,409,416	10,580,268
Annual Revenue Hours	601,655	377,976
Passengers Per Revenue Hour	20.6	28.0

Transit agencies are attempting to catch up to their 2006 levels of service and transit funding in this decade (by 2020). Once local transit service recovers, future service as proposed in Transportation 2040 will require a steeper growth curve in order to reach the targets in the 2040 plan horizon year. This will require new and more stable sources of funding. As an example, the updated T2040 financial strategy includes a 1.5% Motor Vehicle Excise Tax (MVET) in King County, 60% of which would King County Metro, with 40% going to cities and counties. The next major update of Transportation 2040 will address the region’s long range transit service goals, and how to meet them.

PLAN UPDATE REPORT: HOW TO FIND WHAT’S NEW AND WHAT’S CHANGED

The update to Transportation 2040 does not change regional goals or policies as stated in VISION 2040 or the adopted Transportation 2040 plan. The adopted plan retains its status as the region’s long range multimodal transportation plan and its policy connections to VISION 2040 and the Regional Economic Strategy. The table below provides a brief summary of the contents of the Transportation 2040 Update Report, including the numerous appendices which support the plan. The **KEY SECTION** column of the table below indicates the status of each chapter of the Report or appendix (new, major update, minor update, or no change).

KEY SECTION (with Change Status)	TITLE	CONTENT
Chapter 1 NEW	Executive Summary	Brief (4-6 page) summary of the plan update document. This is a high level and graphic report designed to communicate the plan contents with elected officials and the Legislature.
Chapter 2 NEW	Background Information	This chapter briefly discusses what’s in T2040 , why the plan is being updated, updated information (such as new financial, population, and employment data), and where to find what’s new and what’s changed.
Chapter 3 NEW	Core Elements: <ul style="list-style-type: none"> • Prioritization • State of Good Repair • Financial Analysis Update 	This chapter contains new and updated information on the core plan elements based on the adopted scope of work. In addition to federal and state mandates for the updated financial strategy, this chapter fulfills explicit board directives to enhance State of Good Repair and develop a Prioritization framework to support investment decisions.

Chapter 4 NEW	Statutory and Ongoing Plan Elements	This chapter discusses other plan elements: Active Transportation, Air Quality and Climate Change (including Greenhouse Gas Strategy), Coordinated Plan, TDM and CTR Programs, Growing Transit Communities program, and Rural Transportation Study. In addition, Chapter 4 includes a report on existing programs and emerging trends in technology.
Chapter 5 NEW	Supporting Information	This chapter contains technical background information: Project List, Public Involvement and Outreach, Land Use Input and Modeling, MAP-21 Summary, and 2014 Action Strategy.
Chapter 6 NEW	Next Steps	Chapter 6 presents initial thoughts on the next plan update, including the proposed schedule, pre-scoping topics, core plan elements, and other elements and issues which might be addressed.
Appendix A MINOR UPDATE FROM 2010	2014 Action Strategy	State-mandated biennial report on plan status. Includes a summary of what's changed since 2010, brief summary of state and federal mandates for the plan, 2014 legislative strategy, and 10-year investment program.
Appendix B MINOR UPDATE FROM 2010	Projects and Programs by SMART Corridor	Describes projects and programs planned for each SMART corridor. This appendix displays updated project information for each of the region's SMART corridors.
Appendix C NO CHANGE FROM 2010	Multi-county Planning Policies	Contains adopted regional policies from VISION 2040.
Appendix D NO CHANGE FROM 2010	The Metropolitan Transportation System (MTS)	Defines and discusses the MTS and includes maps of each modal component.
Appendix E MINOR UPDATE FROM 2010	Regional Air Quality Conformity Analysis	Discusses state and federal air quality mandates and requirements; outlines the detail of the region's air quality conformity analysis and finding of conformity.
Appendix F MAJOR UPDATE FROM 2010	Financial Strategy Background	Detailed report on the region's financial status. Outlines current law revenue and existing revenue sources, costs to implement the plan, revenue shortfall, potential additional revenue sources, scenarios for balancing revenues and costs, and our short and long term financial strategy.
Appendix G MINOR UPDATE FROM 2010	Environmental Justice	Discusses federal requirements and analysis of EJ aspects of the plan.
Appendix H MINOR UPDATE FROM 2010	Analysis Tool Documentation	Discusses the technical details of PSRC analysis tools and forecasts. Discusses enhanced models and analysis tools used for the update of Transportation 2040. See Chapter 5 for an update on PSRC Analysis Tools.

Appendix I MINOR UPDATE FROM 2010	Public Involvement and Outreach	Summarizes the contents of the PSRC Public Participation Plan, and discusses the program used for this planning cycle.
Appendix J NO CHANGE FROM 2010	Regional Freight Strategy	Includes all the details of the Regional Freight Strategy.
Appendix K MINOR UPDATE FROM 2010	Coordinated Transit-Human Services Transportation Plan	Documents the region's plan for serving special needs and other underserved populations. Discusses state and federal requirements for this program.
Appendix L MINOR UPDATE FROM 2010	Climate Change Background	Presents background information to support the region's GHG strategy and analysis of potential climate change.
Appendix M – MINOR UPDATE FROM 2010	Administrative Procedures (update of Candidate to Approved Process)	This updated appendix describes the updated Administrative Procedures which apply to major capacity projects in the plan. These procedures amend the existing Candidate-to-Approved process.
Appendix N MINOR UPDATE TO REFLECT NEW PROJECT DATA	Metropolitan Transportation System Capacity Improvements List	Lists all projects in the constrained and unprogrammed plan by mode. This appendix was formerly Appendix M, which also included the Candidate-to-Approved process guidance. For this plan update these two sections have been divided into two separated appendices (M and N). For the Report, the Appendix N project list is updated to reflect all project changes submitted by sponsors in response to PSRC's January 2013 call for updated project information.
Appendix O - NEW	Active Transportation Plan	Update of the 2003 Regional Bike and Pedestrian Implementation Strategy. This new appendix documents the significant new body of work to address the region's bike and pedestrian needs.
Appendix P - NEW	Prioritization Report	Appendix P (Prioritization Report) documents the development of the Prioritization Framework, including its foundation in VISION 2040, the evaluation measures, analysis results, and possible future application of the process.
Appendix Q –	NOT USED	
Appendix R - NEW	Rural Transportation Study	Documents the development and findings of the new Rural Transportation Study, with ties to the full T2040 Plan document where relevant.
Appendix S - NEW	State of Good Repair	Documents the new work on State of Good Repair, with ties to the full T2040 Plan document where relevant.
Appendix T - NEW	Transportation Demand Management Action Plan	Documents the new work on TDM, with ties to the full T2040 Plan document where relevant.

CHAPTER 3 CORE ELEMENTS

This update of Transportation 2040 includes three “Core Elements” which were deemed most critical: (1) Prioritization, (2) State of Good Repair, and (3) Financial Strategy Update. The sections below present summaries of these elements.

PRIORITIZATION (see Appendix P)

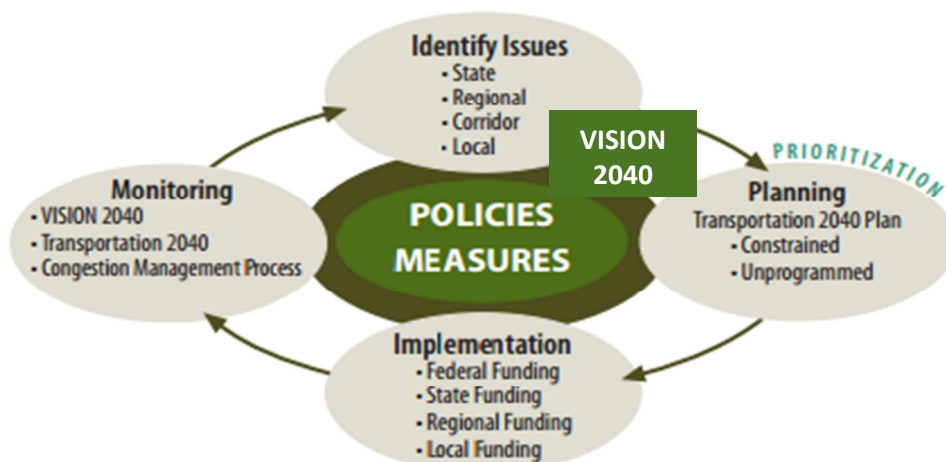
Direction from 2010 plan

Transportation 2040 calls for PSRC to develop a prioritization process that ensures regionally significant transportation investments implement VISION 2040, the region’s strategy for accommodating expected growth while enhancing the environment and quality of life. PSRC committees and boards captured this directive in the following mission statement, adopted in December 2010:

[The mission of the prioritization process is] . . . To prioritize transportation projects in a manner that reinforces and implements VISION 2040. This will include the development and application of an evaluation process to prioritize projects/programs that are within the plan as well as the means for allowing projects to be entered, modified or removed.

Why is Prioritization important?

The world is changing, and transportation planning must be flexible and responsive to change in order to meaningfully implement the region’s future vision. The Prioritization framework helps identify projects that best implement VISION 2040. While not providing the final answer, the Prioritization process informs decision-making using measures selected to assess how well projects implement regional goals. Compared to past practices, the Prioritization framework is more comprehensive in evaluating tradeoffs and it applies to more types of projects and programs in the transportation plan. It also is more closely linked to the region’s long-range financial strategy, which is critical given funding gaps and financial constraints.



Transportation 2040’s Financial Strategy is constrained – it must show that there are sufficient funds (federal, state, local, and private) to keep the system operating and maintained in a State of Good Repair and to implement proposed transportation system improvements. Given that the need for transportation investments is greater than currently available funding, it is important to prioritize investments that provide the most benefit to the region and help achieve its vision. Prioritization can be

used to help balance the plan's costs and revenues. Prioritization could also be used to help inform other stages of the transportation planning process, such as project funding through the Regional Transportation Improvement Program. Prioritization can also provide a foundation for the new and more rigorous performance monitoring standards that will be required by the federal transportation act – "Moving Ahead for Progress in the 21st Century" (MAP-21).

Evaluation Framework

Over the past 2 years, the Transportation 2040 Prioritization Working Group, the Regional Staff Committee, and PSRC boards have developed a framework for evaluating transportation investments in the long-range transportation plan. The evaluation approach provides the boards with a greater level of detail about transportation project benefits. The approach separates projects into eight categories and evaluates investments within each category by decade. It identifies nine measures (based on VISION 2040 and Transportation 2040) to evaluate projects. In the future, the measures may be weighted to reflect their relative importance.

The evaluation framework uses a scorecard approach, with results reported in a simple, graphic format. Project cost data is also included. Significantly funded projects (those that are near completion and have secured the majority of required project funds) and voter approved projects were not evaluated in the initial project review. In the future, newly identified projects may be subject to review within the project evaluation framework as they seek entry into the Transportation 2040 plan.

In addition to the scorecard analysis, projects are reviewed for consistency with regional policy as contained in VISION 2040, Transportation 2040, and the Regional Economic Strategy. The prioritization framework is being used to evaluate projects in the plan, and results have been incorporated into the update of Transportation 2040. Details about project prioritization can be found on PSRC's website at www.psrc.org/transportation/prioritization/.

Prioritization Measures

Nine Prioritization Measures were developed to evaluate how well System Improvement projects implement VISION 2040. These Prioritization Measures were adopted by PSRC's Executive Board for testing in June 2012 and are listed below:

- Air Quality
- Freight
- Jobs
- Multimodal
- Puget Sound Land & Water
- Safety and System Security
- Social Equity & Access to Opportunity
- Support for Centers
- Travel

Evaluation Process

Projects in the System Improvements investments category are organized according to the type of infrastructure expansion they represent: Arterials, Bicycle/Pedestrian, Highways, or Transit. Project sponsors completed a web-based project sponsor form that included questions associated with the nine Prioritization measures. The answers to these questions were used to generate a Scorecard Report showing the relative ranking of projects by total score within investment categories. The Scorecard Report also contains benefit scores for each of the nine measures, project cost in 2008 dollars, decade of completion, and whether they are in the Constrained or Unprogrammed section of Transportation 2040. For more information about Prioritization, go to www.psrc.org/transportation/prioritization/ and Transportation 2040 Appendix P.

How the Evaluation Framework Might Be Used

As noted above, the Prioritization Framework is already being used as part of the Transportation 2040 Update in an approach to balance the financial strategy. In the future, the Prioritization Framework can provide comprehensive information in order for decision-makers to balance competing demands and fiscal realities. The prioritization framework can be used in the future to:

- Update Transportation 2040 (scheduled for spring 2014)
- Rank transportation projects within the plan, by categories, by decade
- Communicate regional transportation priorities to the legislature
- Improve alignment between state, regional, and local investments
- Identify priority projects as inspiration and guidance for future project proposals
- Monitor plan implementation and system performance

STATE OF GOOD REPAIR (see Appendix S)

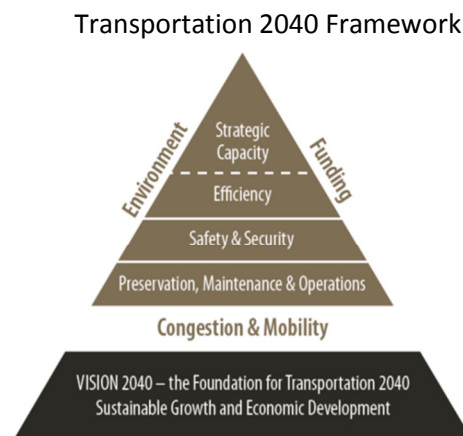
Importance of Investing in State of Good Repair Programs

State of Good Repair projects and programs rarely receive as much public recognition as major expansion projects, yet maintaining our roads, bridges, buses and trains is critical to protect existing investments and keep people and goods moving throughout the region. Ranging from the replacement of fiber-optic cable to seismic retrofits and paving projects, these behind-the-scenes investments make the transportation network function in a safe and usable manner. Choosing to not maintain and preserve our existing transportation assets can have serious economic, environmental, performance, safety, and financial consequences down the line. For these reasons, Transportation 2040 places a high priority on maintaining and preserving the existing transportation system.

Federal and Regional Emphasis on State of Good Repair

In July 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). One of the new provisions included in MAP-21 is a renewed emphasis on the maintenance and preservation of existing transportation infrastructure and services. This and other policy direction are being implemented by PSRC through new performance-based planning approaches designed to increase accountability and direct resources where they are needed most.

Regional decision-makers have also acknowledged deteriorating conditions and placed a considerable emphasis on re-investing in the region's transportation infrastructure to ensure safe and reliable use of the system. Transportation 2040 identifies State of Good Repair as a top regional priority. As proof, during the 2012 FHWA and FTA project selection process, policy-makers set-aside nearly \$40 million of the region's federal transportation funding for the purpose of investing in the region's roadway pavements and transit capital preservation. This policy is currently being extended for the 2014 project selection cycle.



State of Good Repair in Transportation 2040: Past and Current Methods

Unfortunately, maintenance and preservation is a topic where little detail exists on which to base future cost estimates. The 2010 version of Transportation 2040 relied primarily on a series of programmatic models based on historic expenditures to estimate regional State of Good Repair investment needs. As a consequence of this approach, the financial strategy reflected current maintenance and preservation investment trends based on fiscal realities rather than the magnitude of future needs for most aspects of the transportation system. One key exception to this methodology was the development of an approach to estimating pavement preservation that was based on pavement condition scores and standard project costs. This revised approach represented PSRC's first step in evolving State of Good Repair cost estimation methods that capture future needs rather than merely extrapolating historic trends.

The update of Transportation 2040 includes new approaches that more accurately articulate State of Good Repair investment needs for a variety of asset classes. This represents an interim step in the development of a robust regional asset management program that meets federal performance-based planning requirements and the ongoing needs of PSRC stakeholders. The work discussed below represents the continued evolution of PSRC's State of Good Repair planning program and makes progress towards these objectives.

Stormwater Drainage

Stormwater runoff from the transportation system has been an issue of increasing importance in the central Puget Sound for years. Additional impervious surfaces and an inadequate storm drainage and treatment system are causing significant concerns among the environmental community, particularly with regard to drainage into Puget Sound. At the same time, stricter federal standards and processes (e.g., National Pollutant Discharge Elimination System permits) increase project costs and add to the complexity of project planning and design. The bottom line: new stormwater retention and treatment standards have increased the overall cost of Transportation 2040. This plan update reflects these new realities.

Pavement Preservation

For the update of Transportation 2040, PSRC has enhanced its existing approach for estimating future pavement preservation needs by incorporating local asset management policies, practices, and project costs, as well as establishing a regional pavement condition target. An average pavement condition index (PCI) score of 70 (or local equivalent) was selected as a desired regional outcome based on a review of local measurement approaches and thresholds of what is considered to be "good" condition. Relying heavily on information provided by local planning partners, the Transportation 2040 Update pavement preservation estimate now reflects lifecycle maintenance costs for the region's roadway facilities relative to the newly established pavement condition goals.

The new approach to pavement preservation planning has three benefits: (1) establishing a regional desired condition rating begins to move the region toward MAP-21 mandates for outcome-based planning at the regional level; (2) the level of service target (70 PCI) helps to prepare more accurate life cycle cost estimates, and can be used to inform decision-making and tradeoff discussions; and (3) the approach better reflects local planning policies, priorities, and project costs.

Local Signal Operations and Intelligent Transportation Systems (ITS)

Given the emphasis placed on operating an efficient transportation system in Transportation 2040 it is crucial that the costs associated with preserving and operating these systems is accurately captured in the plan. The updated approach for estimating operations costs captures two levels of investment for maintaining and operating local traffic operations and ITS based on cost information provided directly by local stakeholders. These two scenarios reflect the maintenance of existing funding levels through 2040 and an "optimal" level of effort where facilities are fully staffed and able to carry out all intended functions in a timely manner, and all capital components of the signal operations/ITS system are replaced within their intended lifecycle. The plan reflects the current funding level scenario; however this new approach allows evaluation of tradeoffs between two levels of investment vis-a-vis competing regional priorities.

Summary of Changes and Next Steps

During the Transportation 2040 Update process, PSRC focused on three key areas of the State of Good Repair component of the financial strategy. This work has resulted in a net increase of approximately \$5.2 billion in future city and county costs relative to the adopted plan and a more accurate reflection of costs necessary to maintain the transportation system in a state of good repair. New estimates reflect strengthened stormwater requirements facing cities and counties, an outcome-based approach to estimating future pavement preservation needs and local lifecycle analyses, and detailed thinking about the costs necessary to operate local signals and other traffic management devices.

Next steps for the program include working with transit agencies to implement new MAP-21 requirements related to transit asset management, developing specific estimates of transit ITS maintenance and operations costs, developing a new approach for collecting city and county investment needs that are not based on historic expenditures (perhaps a survey tool), and further developing an in-house asset management program. These elements, and more, are currently in PSRC's work program as it prepares for the next plan update.

FINANCIAL STRATEGY UPDATE (see Appendix F)

Introduction and Financial Strategy Overview

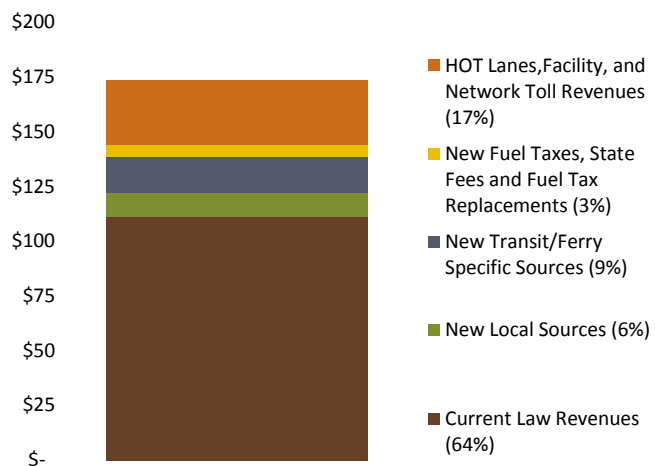
Transportation 2040 includes a financial strategy that recognizes the dynamic environment in which transportation investments are made and lays out a general scenario for funding existing and planned programs and projects. The plan relies on traditional sources of transportation financing in the early years of the plan, however recognizes that the purchasing power from the largest current source of transportation revenue (fuel tax) is eroding due to changes in vehicle technology, increasing capital costs, and inflation. The strategy acknowledges that new sources of reliable funding must be developed and phased in over time in order to make the necessary transportation investments to support a growing region. In the Transportation 2040 financial strategy those new sources of reliable funding are the result of a transition to a user-based financing model.

In Transportation 2040, the integration of user fees with traditional tax financing begins in the first decade of the plan through the implementation of toll-financed state highway projects and transitioning to a network of express toll lanes on the region’s limited-access facilities by the mid-2020s. In the final years of the plan the intent is to manage and finance the limited-access highway network as a system of fully tolled facilities. Transportation 2040 also contains guidance with regard to the uses of toll revenues, including a commitment that they be used for the purpose of improving mobility through direct investment or offsetting other existing transportation taxes and fees.

Figure 1 illustrates the key components of the Transportation 2040 financial strategy. Revenues above and beyond those generated through existing sources are assumed to be generated through new taxes or user fees and are necessary to implement planned programs and projects included in Transportation 2040. Of those new revenues, approximately 53% are generated through new user fees such as tolled facilities and road usage charges.

The remainder comes from extensions of current law revenue mechanisms such as new increments of sales tax, motor vehicle excise tax, and the county road levy. While there are nearly \$64 billion in new revenue beyond what is anticipated to be generated through current law sources, the percentage of personal income spent on public transportation remains consistent with historic trends. This is important as it illustrates the feasibility of public acceptance of implementing these new fiscal policies and demonstrates fiscal constraint. Figure 2 depicts historic trends of personal expenditure on public transportation investments compared to the financially constrained and full plan.

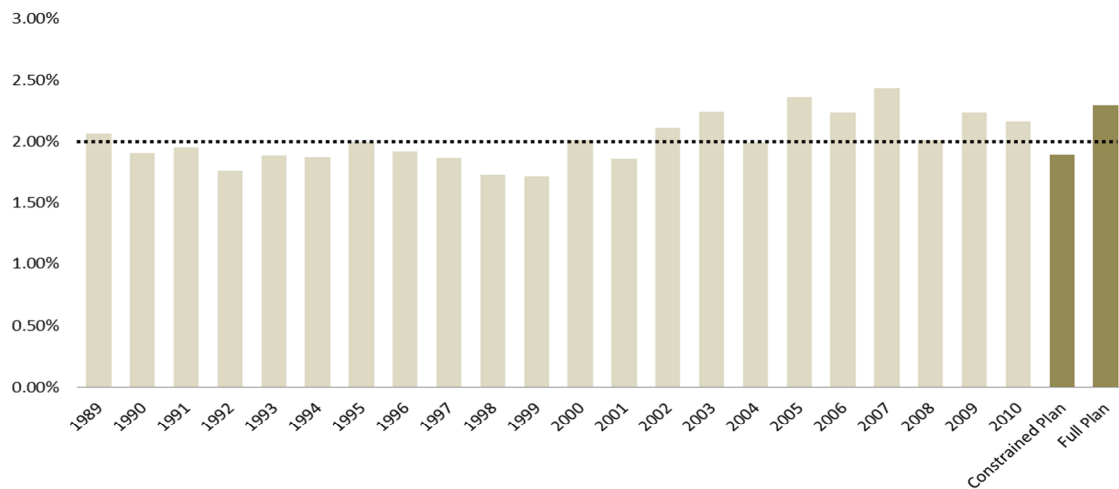
Transportation 2040 Update Financial Strategy
(revenues by source in billions of 2008 dollars)



Public Sector Transportation Expenditures as a Percent of Regional Personal Income

Historical : 1989 - 2010

Planned: 2040



Current State of Transportation Finance

Investments in transportation infrastructure and services are strongly linked to growth in the broader economy. The recession that began in 2008 has resulted in significant near-term economic impacts to state, regional, and local economies, and the government programs those economies support. Washington state's economy, and especially the central Puget Sound region, was recovering from the bursting of the dot-com bubble in the early 2000s, then was hit by the end-of-decade recession. As a result, employment in the central Puget Sound region was nearly the same in 2010 as it was in 2000. Tax revenues supporting transportation investments have also dropped across the board. State gas tax revenues are down, as are sales tax revenues, and general fund revenues in all levels of government have also been significantly reduced. A key factor in the financial strategy update was to incorporate the impacts of the economic downturn on transportation revenues.

Issues facing transportation also include:

- 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. Unfortunately, these are the same sales taxes that have undermined the stability of local transit operating budgets.
- In 2003 and 2005, the State Legislature passed, and the Governor approved, statewide transportation funding packages that included fuel tax increases and increases in 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. As of 2013, the State Legislature has debated the passage of another state transportation package that would include additional fuel tax increases and weight fees among a variety of local transportation options.

- The current trajectory of the Federal Highway Trust Fund and Transit Account is unsustainable. Beginning in federal fiscal year 2015, the Trust Fund will be unable to meet its obligations amid decreasing federal fuel tax revenues and increasing funding levels for highway and transit authorized in SAFETEA-LU and MAP-21.

Revenues

Current Law Revenues

Transportation funding in the central Puget Sound region draws mainly from primary tax bases including: motor fuel and retail sales, motor vehicle market value, assessed property valuation, and vehicle registrations and licenses. In addition to funds from 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. Significant components of transportation budgets rely on sources of revenue closely tied to economic strength. As a result of the recession the region and nation experienced in the latter part of the 2000s, transportation revenues have dropped considerably. A key component of the updated financial strategy is the incorporation of recessionary impacts on existing transportation revenues. Additional work for the Transportation 2040 Update included revised expectations of local general fund and federal contributions to transportation finance, and the long-term impacts of new transit fare policies.

New Revenue Scenario

As described above, the new revenue scenario includes potential future revenues from sources that have yet to be enacted, but are necessary to fully implement the projects and programs contained in Transportation 2040. The backbone of this strategy is the phasing-in of user fees that are more explicitly tied to the use of the system. Accompanying new user fees is a range of traditional taxes and fee extensions designed to provide stable and reliable funding for important local and regional transportation infrastructure. This scenario is based in past historical trends that demonstrate the willingness of lawmakers and voters to raise transportation revenues necessary to implement projects with clear benefits to the region and state.

For the update of Transportation 2040, PSRC convened a subgroup of the Transportation Policy Board (Finance Working Group) to build upon and refine the financial plan adopted in 2010. While the general framework of the financial strategy was not altered, the new revenue scenario has been updated to reflect new thinking about the timing, rates, and yield of adopted new revenue assumptions with a focus on near-term expectations. For example, the updated financial strategy reflects the implementation of new state transportation revenue and investment proposals under development by the Governor and the state legislature. Aligning these assumptions presents a more accurate and credible portrayal of what the region could, and should expect with regard to short-term new revenue tools being available for transportation investments. Generally, these refinements resulted in revenue decreases in the

transportation plan. Table 2 outlines updated new revenue assumptions included in the update of Transportation 2040.

New Revenue General Scenario				
<i>(millions of year 2008 constant dollars)</i>				
Funding Category	2010-2020	2021-2030	2031-2040	2010-2040
Local Sources				
Road Levy (property tax)	\$ -	\$ 1,000	\$ 1,100	\$ 2,100
Other Local Sources (parking, license, & impact fees)	\$ 600	\$ 2,100	\$ 3,200	\$ 6,000
MVET (cities & counties)	\$ 500	\$ 1,200	\$ 1,400	\$ 3,100
Transit Specific Sources				
MVET (transit)	\$ 700	\$ 1,800	\$ 2,100	\$ 4,600
Sales tax increase for local transit	\$ -	\$ 1,000	\$ 2,900	\$ 3,900
Sales tax increase for Sound Transit (bonded)	\$ -	\$ 2,700	\$ 3,900	\$ 6,600
Tax increases supporting POF	\$ 100	\$ 100	\$ 100	\$ 300
Increases in Transit and Ferry Fares	\$ 100	\$ 400	\$ 500	\$ 900
State Sources				
State Fuel Tax and Bonding Net Proceeds	\$ 2,400	\$ 1,000	\$ 800	\$ 4,200
Other State Sources (Natural Resources, Fish/Wildlife)	\$ 200	\$ 200	\$ 200	\$ 700
HOT Lanes and Facility Toll Revenues				
HOT and Facility Toll Proceeds	\$ 3,500	\$ 3,100	\$ -	\$ 6,600
Highway System Tolls (various modeled)	\$ -	\$ -	\$ 22,800	\$ 22,800
Fuel Tax Replacement	\$ -	\$ 3,200	\$ 2,700	\$ 5,900
Offsetting fuel tax	\$ -	\$ -	\$ (5,200)	\$ (5,200)
Total New Revenue	\$ 8,100	\$ 17,900	\$ 36,400	\$ 62,400

Expenditures

As with every update to the regional transportation plan, PSRC has undertaken efforts to present an accurate estimate of future transportation expenditures and needs. Perhaps the most significant in terms of financial impact is the effort to incorporate a more refined methodology to estimate future State of Good Repair (formerly maintenance, preservation, and operations) needs. Additionally, staff has incorporated the most recently available historic expenditures for cities and counties and new regionally significant project costs as submitted by project sponsors.

State of Good Repair Costs Updates

As discussed in the “State of Good Repair” section, PSRC is striving to more accurately reflect future maintenance and preservation costs across a variety of asset bases. Under the direction of a multi-disciplinary inter-agency subcommittee of the Regional Project Evaluation Committee (RPEC), PSRC has focused on refining key areas of the State of Good Repair component of Transportation 2040 including pavement preservation, storm-water and local traffic operations. This work has resulted in a net increase of approximately \$5.2 billion in future city and county costs relative to the plan adopted in 2010. For a full description of these enhancements please see Appendix S – State of Good Repair.

Updated Historic Costs

A key factor in presenting the most current and accurate estimate of future city and county transportation expenditures is to incorporate the latest available data to reflect the current state of, and trends in, local transportation finance. To do so, PSRC relies heavily on Washington’s Budget Accounting and Reporting System (BARS) data provided by WSDOT. During the development of 2010 version of Transportation 2040 the most recently available data was for 2005, which precedes the impact the

economic downturn had on local transportation finance in the latter portion of the decade. For the update of Transportation 2040, city and county expenditures to the year 2011 have been incorporated into future estimates of need. This historical period represents those years in which cities and counties experienced the impact of the economic downturn and presents a more current picture of where the region is today, and where we can expect to be in the future with regard to city and county transportation finance.

Updated Project Costs

The Transportation 2040 project list includes all transportation capacity investments of regional significance. The list is comprised of voter-approved projects (e.g. Sound Transit), investments included in local comprehensive plans, transportation improvement programs, or priority lists that may be only partially funded, or without any dedicated funding to date. As with every update to the regional transportation plan, PSRC released a limited call for projects to incorporate the latest information on these investments. The current project list also reflects the prioritization of projects as discussed under the “Prioritization” element of Chapter 3. Refer to Appendix N for a full list of regionally significant capital expansion projects.

Summary

PSRC and the Finance Working Group have spent the previous two years updating the adopted financial strategy in a way that reflects the impacts of the economic downturn and other developments since the adoption of Transportation 2040 in 2010. While the overarching framework of the adopted financial strategy is the same, the yield from existing sources has dropped considerably and assumptions of new revenues have been adjusted, causing significant downward revisions to anticipated revenues. These shortfalls have been offset, in part, by slightly decreasing program and project costs (even with higher estimates for state of good repair) and the implementation of a project prioritization process. Table 3 summarizes the financial strategy in a single table, with investment needs, current law revenues, and new revenues (a representation of the plan’s new revenue scenario) identified for each of the major implementing agency types. This common framework presents an opportunity to compare costs and revenues across all programs to ensure a balanced financial program.

FINANCIAL SUMMARY 2010-2040

(millions of year 2008 constant dollars)

	INVESTMENTS			REVENUES			Unprogrammed Investments
	State of Good Repair	System Expansion	Total	Current Law	New Revenue	Total	
Counties	\$ 8,300	\$ 6,300	\$ 14,600	\$ 9,500	\$ 5,100	\$ 14,600	\$ 800
Cities	\$ 18,000	\$ 17,200	\$ 35,300	\$ 21,200	\$ 14,100	\$ 35,300	\$ 1,000
Local Transit	\$ 27,300	\$ 19,500	\$ 46,800	\$ 36,100	\$ 10,700	\$ 46,800	\$ 4,100
Sound Transit	\$ 10,200	\$ 22,100	\$ 32,400	\$ 25,700	\$ 6,600	\$ 32,400	\$ 15,200
State Ferries	\$ 6,700	\$ 1,500	\$ 8,200	\$ 5,400	\$ 2,900	\$ 8,200	\$ -
State Highways	\$ 10,800	\$ 18,400	\$ 29,200	\$ 11,000	\$ 18,100	\$ 29,200	\$ 13,800
Other Regional	\$ -	\$ 7,200	\$ 7,200	\$ 2,200	\$ 5,000	\$ 7,200	\$ 2,700
TOTAL	\$ 81,400	\$ 92,300	\$ 173,600	\$ 111,100	\$ 62,400	\$ 173,600	\$ 37,600

CHAPTER 4 STATUTORY AND ONGOING PLAN ELEMENTS

ACTIVE TRANSPORTATION PLAN (see Appendix O)

VISION 2040 and Transportation 2040 call for the development of a transportation system that creates more travel choices while preserving environmental quality and open space. Bicycling and pedestrian transportation play a key role in achieving these goals. The Active Transportation Plan (ATP) has been incorporated into Transportation 2040 as Appendix O – the plan emphasizes how active transportation is a cost effective and beneficial form of transportation that implements Transportation 2040 and VISION 2040 in a sustainable way.

Active Transportation refers to multimodal transportation solutions that connect people of all ages and abilities to where they need to go using active modes such as walking, bicycling and taking public transit.

The ATP recognizes and builds on existing policy from Transportation 2040 and VISION 2040. The purpose of the ATP is to advance many of these policies through implementation of active transportation in the Puget Sound region. This plan describes the need for active transportation, provides guidance and resources for local jurisdictions for developing their bicycle and pedestrian elements, and describes how the region is working together to support active transportation. The ATP also articulates the multiple benefits of active transportation.

As called for in the adopted Transportation 2040 Plan, an important focus of this Active Transportation Plan is access to and within centers and the importance of interconnectivity with transit for people of all ages and abilities. The plan also emphasizes the many benefits of Active Transportation such as increased health outcomes, transportation benefits such as reducing congestion, increased opportunity for environmental mitigation, and increased economic benefits.

Ensuring the plan is informative, readable

This Active Transportation Plan replaces the region’s 2003 Bicycle and Pedestrian Implementation Strategy. A key difference between these plans is that the update of Transportation 2040 seeks more than just providing implementation strategies. Active Transportation strategies are evolving, so the updated plan seeks to inform planners on this evolving field while providing strategies and information to help the local planning process be successful when implementing Active Transportation strategies at the local level.

Active Transportation for People of All Ages and Abilities

A key emphasis of this plan is to highlight the need for safe environments for walking and bicycling for people of all ages and abilities. Concerns about safety is often a barrier to more people choosing to walk or bike and with increased emphasis on the benefits of active transportation, proving safe environments is increasingly important. Overcoming these barriers can happen in a variety of ways, such as through education as well as safe infrastructure. In addition, strategies such as providing places of rest along a walking route - and ensuring the perception of safety - such as increased lighting, are strategies that encourage all people to begin to include active transportation as a key option.

Regional Bicycle Network and Local Connectivity

The Active Transportation Plan emphasizes the importance of completing connections that facilitate access and shorten distances. This is particularly important for active transportation as distance is an important factor when people choose to walk or bike. Networks connectivity for pedestrian and bicycle

transportation is important for safe connections to local and regional destinations. Network assessment also assists planners and local jurisdictions to address barriers and to prioritize investments.

Transportation 2040 explicitly calls for the development of a Regional Bicycle Network which identifies key bicycle linkages that connect locations that are important to the region. The regional Bicycle-Pedestrian Advisory Committee (BPAC) recommended criteria based on VISION 2040 that guided the development of this network. The criteria include connecting urban centers, regional transit locations, and other important regional destinations. The bicycle network helps the region to plan for connections that cross-jurisdictional boundaries and helps to facilitate coordination between cities and counties to strive for a seamless network of safe bicycle facilities. The network includes a list of gaps along with further information such as progress in local planning, elevation gain, etc.

Funding and Leveraging Opportunities

Due to the growing interest in active transportation as well as the need for safe accommodation, finding resources to support projects and planning is increasingly important. The Active Transportation Plan provides information for communities as they seek additional resources. This chapter and the associated attachment includes various funding sources that support bicycling and walking from federal, state and regional sources as well as some examples of local funds some communities have leveraged. In addition, this chapter provides examples for how communities can leverage opportunities. Due to the growing need, it is important for communities to work together to maximize resources and to leverage opportunities where they exist. The purpose of this section of the ATP is to provide information for communities across the region seeking move the region toward implementing Active Transportation.

Data Collection Recommendations

Active Transportation has many regional benefits such as increased health outcomes, improved air quality, congestion relief, and economic benefits. Quantifying these benefits is a challenging task. This plan has begun the process of data collection needed to identify these benefits. Where data is lacking, this plan provides guidance on best practices for collecting data. Increased emphasis on monitoring and setting multi-modal level of service targets are key factors in emphasizing the need for better data collection and includes data collection recommendations.

AIR QUALITY AND CLIMATE CHANGE (including Greenhouse Gas Strategy)
(for more information see Appendices E and L)

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 quality, with a particular emphasis on the reduction of greenhouse gas emissions. Since the adoption of Transportation 2040 in 2010, much work has been done to implement the region's Four-Part Greenhouse Gas Strategy - encompassing land use, transportation choices, user fees and technology. Of particular importance is the adoption of new federal fuel economy and greenhouse gas standards for passenger vehicles and trucks. Additional details on the status of air quality and the implementation of the Four-Part Greenhouse Gas Strategy are provided below.

Status Report on Air Quality and Climate Change, including Transportation 2040's Four-Part Greenhouse Gas Strategy

Air Quality Conformity

The region has been maintaining federal air quality standards for several pollutants, but a portion of the region was designated as nonattainment to the fine particulate standard in 2009. The primary source of fine particulate emissions in this area is wood smoke, and no additional control strategies on the transportation sector are being recommended. PSRC has worked closely with the region's air quality consultation partner agencies – the Environmental Protection Agency, the Federal Highway Administration, the Federal Transit Administration, the Washington State Departments of Ecology and Transportation, and the Puget Sound Clean Air Agency – to develop a plan for how the region will come back into attainment for this pollutant. Vehicles and fuels continue to get cleaner, and Transportation 2040 contains extensive strategies that will continue to move the region in the right direction to maintain air quality. While the region is currently in attainment to the federal ozone standard, this continues to be a pollutant of concern. PSRC will continue to work closely with our air quality partner agencies to monitor emissions of this pollutant, and any changes to the existing federal standard.

Federal and state transportation conformity requirements ensure that Transportation 2040 will not impede the region from meeting and maintaining air quality standards. As illustrated in the table below, the projects and programs in the updated Transportation 2040 plan are well within the established limits for the two pollutants for which conformity currently applies in the region, carbon monoxide (CO) and fine particulates (including the precursors of PM_{2.5} and nitrogen oxides, or NO_x). The region previously was required to conduct conformity for coarse particulates, or PM₁₀. In December 2013, EPA proposed the approval of a limited maintenance plan for the region for this pollutant. A limited maintenance plan is used to meet federal Clean Air Act requirements for areas with little risk of violating the national standard. Monitored PM₁₀ levels in the region are roughly one-third of the federal standard, with steady declines over the last several decades. As a result, the region will no longer be required to perform a regional emissions analysis for this pollutant to demonstrate conformity. Full documentation on the formal conformity analysis and finding is included in Appendix E.

FOUR-PART GREENHOUSE GAS STRATEGY

- Land Use:** implement VISION 2040, further the goal of balancing jobs and housing, focus growth in centers and provide for efficient communities;
- User Fees:** transition the region over time to a user fee/roadway pricing system;
- Choices:** continue to provide travelers options to the single-occupant vehicle;
- Technology:** support development of technology to dramatically reduce tailpipe emissions; PSRC in collaboration with the Washington State Department of Ecology created two scenarios of potential technological improvements by 2040 – a Likely and an Aggressive scenario.

Air Quality Conformity Emissions Analysis Results

	CO (tons per day)	PM _{2.5} (pounds per day)	NO _x (pounds per day)
Emissions Budget	2,512.00 ^a	3,002 ^b	71,598 ^b
2016	1,301	n/a	n/a
2020	1,139	1,823	37,729
2030	944	1,200	19,015
2040	959	1,082	14,174

^a CO motor vehicle emissions budget as identified in the updated CO maintenance plan, effective September 7, 2004

^b PM_{2.5} and NO_x motor vehicle emissions budgets as identified in the revision to the Washington State Implementation Plan, effective October 21, 2013

Climate Change

The PSRC four-part greenhouse gas strategy focuses on land use, user fees, choices and technology. The kinds of transportation projects that reduce greenhouse gases also promote active lifestyles and improve air quality, yielding great health “co-benefits.” For instance, one of the best ways of reducing VMTs (and subsequently reducing GHGs) is to promote denser neighborhoods by way of infill development. VISION 2040 calls for a focus on support for centers to help “bend-the-trend” of land use development patterns. Dense neighborhoods put jobs, parks, and recreation within walking or biking distance of their residents, intentionally promoting active transportation. Similarly, projects that expressly promote non-motorized modes of transportation (such as bicycle paths) are another way of reducing VMTs. Both types of projects have the added benefit of reducing rates obesity, cancer, and diabetes from the increased physical activity they promote.

(www.who.int/hia/examples/trspt_comms/hge_transport_lowresdurban_30_11_2011.pdf, p. 1)

Major strides have been made in advancing the region’s Four-Part Greenhouse Gas Strategy. In particular, under Technology, significant federal actions have been taken to improve the fuel economy of vehicles and reduce emissions from fuels. These include new Corporate Average Fuel Economy (CAFÉ) standards, improving the fuel efficiency of heavy duty vehicles, and further implementation of the national Renewable Fuel Standard. The CAFÉ standards have surpassed the assumptions in the Strategy for improved fuel economy in the Likely scenario and have met the Aggressive scenario assumptions well in advance of 2040. The improvements to fuel efficiency for heavy duty vehicles have surpassed the Likely scenario assumptions, and it is expected that additional improvements will be seen over the next several years which will pass the current Aggressive scenario assumptions. In addition, actions have been taken in Washington State to advance vehicle electrification through strategies such as the West Coast Green Highway, implementation of public charging stations, PSRC’s work on electric vehicle model guidance, and others.

Under the Land Use component, locally adopted growth targets have been developed in each county of the region to begin implementing the VISION 2040 regional growth strategy. In addition, PSRC has been working on a Growing Transit Communities program to grow and strengthen communities around transit stations. Other activities include the Housing Innovations Program, which has provided resources to promote affordable housing and smart growth; new procedures to designate regional centers; the Transfer of Development Rights Program, including adoption of regional TDR allocations and funding of grants to cities for planning and program development; and ongoing work to update the analysis of industrial lands and support the 2015-2016 comprehensive planning update process.

Under Transportation Choices, the region continues to work on several new initiatives such as transit service overlay zones and the Growing Transit Communities Program mentioned above, but also updates to the Active Transportation Plan and a new regional bicycle network, the Coordinated Transit and Human Services Plan, as well as the Regional Commute Trip Reduction Program. In addition, many investments identified in Transportation 2040 are completed or under construction. A few examples of these investments include King County Metro's RapidRide A, B, C and D lines; Community Transit's Swift line; Seattle's First Hill Streetcar; an extension of the Centennial Trail; a missing link for the Interurban Trail; and the Burien Transit Center. The region's investment in light rail also continues to move forward, with some significant milestones completed or underway. For example, the South 200th Link Light Rail extension has been completed, the University Link Light Rail extension is under construction, and total ridership continues to increase.

Under User Fees, several studies have been completed or are currently underway by the Washington State Department of Transportation, such as for State Route (SR) 167, SR 509 and Interstate 405. In addition, recommendations from the SR 99 Advisory Committee on Tolling and Traffic Management are expected to be finalized by the end of 2015. Perhaps most significant, the region now has an all-electronic time of day tolling system on the SR 520 bridge, and evaluation of the system will continue.

Both California and Oregon have passed legislation requiring regional targets for greenhouse gas emissions reductions, between 5-21 percent in per capita greenhouse gas emissions reductions by 2035 from 2005 levels. As a comparison, Transportation 2040 as adopted in 2010 resulted in a per capita reduction by 2040 of 12% from 2006 levels. The updated Transportation 2040 plan results in a reduction of 29% from 2006 levels, due in large part to the new CAFÉ standards reflected in the current modeling and the overall reduction of vehicle miles traveled in the plan. These figures do not include the further technological improvements mentioned above.

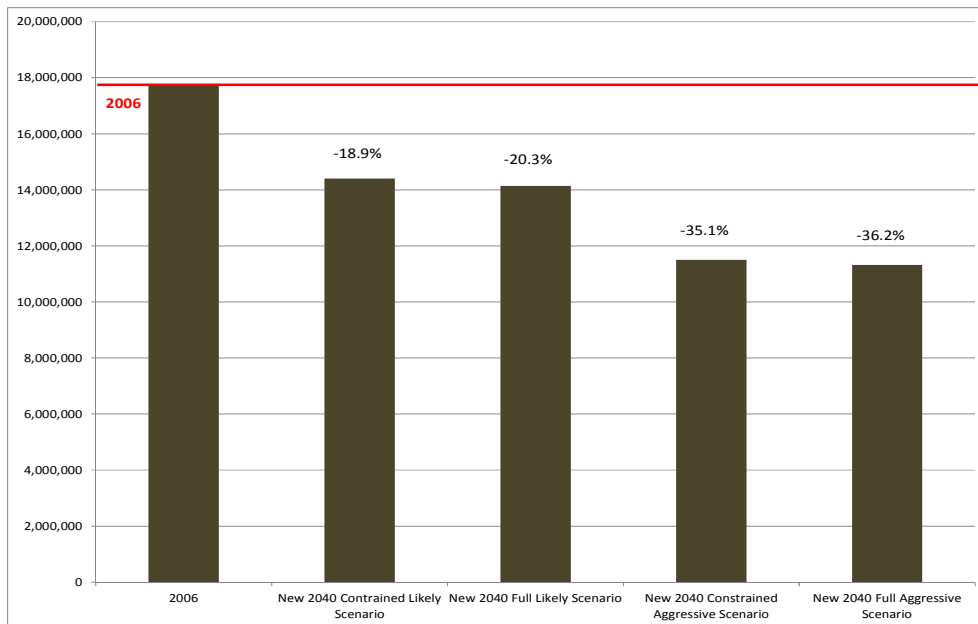
In Washington, several actions have occurred since adoption of Transportation 2040 in 2010. The Washington State Department of Energy published the 2012 State Energy Strategy, emphasizing a more efficient and coordinated transportation system as one of the greatest potentials to transform energy use to promote both jobs and climate stability. The energy strategy encourages more efficient vehicles, improvements to fuels, and reducing vehicle trips and miles traveled. Transportation 2040's Four-Part Greenhouse Gas Strategy is well aligned with the recommendations of the State Energy Strategy. In 2013 Governor Inslee signed into law an act to develop recommendations to achieve the state's greenhouse gas emissions targets, to include an evaluation of the effectiveness, impacts, costs, opportunities and trade-offs of the recommended approaches. A climate legislative and executive work group was created to recommend a state program of action and policies by the end of 2013. Agreement on formal recommendations was not reached by the full work group, but a report on behalf of a subset of the membership was submitted to the Legislature in January 2014, identifying five program recommendations. These recommendations include establishing a carbon cap-and-market program; adopting measures to reduce the usage of coal-powered electricity; establishing an energy smart building program; financing the use and research of clean energy; and adopting measures to modernize the transportation system and increase efficiency. Subsequently, in April 2014 Governor Inslee signed Executive Order 14-04 addressing each of these five programs, including the creation of a Carbon Emissions Reduction Taskforce, with a report on progress to be provided to the Governor by November 2014. PSRC will continue to monitor these and other efforts as work begins on the next plan update.

PSRC will continue to monitor activities and initiatives related to air quality and climate change affecting the region. As part of the update to Transportation 2040, an analysis was conducted to estimate greenhouse gas and other emissions on the draft plan, including the application of the two technology scenarios adopted as part of the Four-Part Greenhouse Gas Strategy in 2010. The results in the graph below illustrate a reduction of between 19% and 36% below 2006 modeled emissions in the year 2040. As a comparison, the state’s greenhouse gas emission reduction limits are to return to 1990 levels by 2020, reduce emissions to 25% below 1990 levels by 2035, and 50% below 1990 levels by 2050.

The state also has established benchmarks for reducing per capita vehicle miles traveled (VMT). The benchmarks call for a decrease in annual per capita VMT from a set baseline of 18% by 2020, 30% by 2035 and 50% by 2050. Transportation 2040 as adopted in 2010 demonstrated that VMT per capita in the region was already meeting the state’s 2020 benchmark, and additional reductions were estimated by 2040 in line with the 2035 and 2050 benchmarks. The update to Transportation 2040 makes further progress towards meeting the state’s VMT benchmark reductions, with a 39% reduction from the state’s baseline by 2040 for the Constrained plan, and 40% for the full plan.

Full documentation of the climate change analysis, including the background of the two technology scenarios, is contained in Appendix L. For the next plan update to Transportation 2040, PSRC will work with its air quality partner agencies to review the Four-Part Greenhouse Gas Strategy and potentially prepare updated forecasts based on the technology improvements that have already been adopted.

CO2e Emissions – 2014 Transportation Update Four-Part Greenhouse Gas Strategy



COORDINATED TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN (see Appendix K)

Mobility for Those with Special Needs

Special needs transportation is an integral part of the long-range transportation vision contained in Transportation 2040. Special needs transportation services provide a range of mobility options for those who cannot or do not drive. In the central Puget Sound region, such transportation is 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. Community and private operators provide mostly demand response service, supplemented through means such as vouchers and volunteer driver programs. Student transportation services may be provided by public transportation agencies or by school districts.

A Large and Increasing Need

Traveling to work, school, and medical appointments, shopping and doing errands, visiting friends and family, attending activities, such as going to church or visiting a museum — in essence, going about daily life — is significantly affected if one does not drive an automobile or have someone who can transport him or her. According to the 2011 American Community Survey, approximately 47% of the region’s population falls into at least one of the special needs transportation demographic categories, indicating a potential for greater need for transportation services due to income status, age, or disability. Twenty-four percent of the region falls into the low-income category; 11% of the region's population consists of people with disabilities; 11% are seniors; and 16% are youth aged 5 through 17.² Some of these individuals may be in multiple groups — such as a senior with a disability.

2011 Special Needs Populations as a Percent of Total

	Region	King	Kitsap	Pierce	Snohomish
Total Pop.	3,600,000	1,900,000	240,000	790,000	710,000
Age 5-17	16%	15%	17%	18%	17%
Age 65+	11%	11%	14%	11%	11%
Disabled	11%	10%	14%	13%	11%
Low Income	24%	23%	24%	27%	23%
Total Special Needs	47%	44%	50%	52%	47%

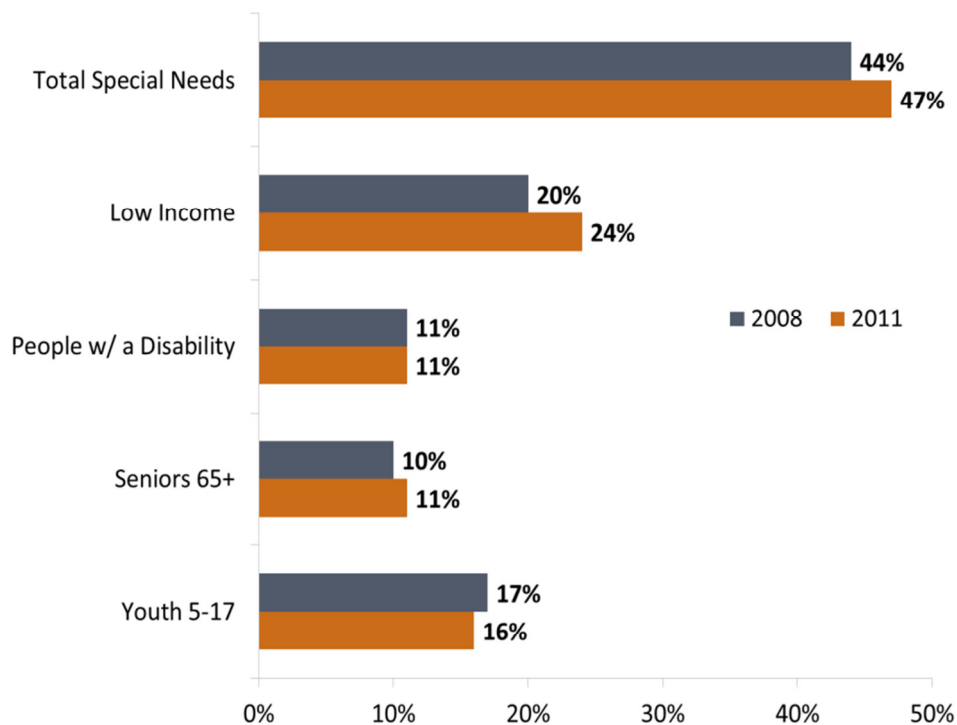
Source: 2011 Public Use Microdata Sample

The region's low-income population both makes up the largest single special needs population category, and has seen the largest recent increase of the special needs population sub-groups. The region's low income population rose from 20% in 2008 to 24% in 2011, largely as a result of the great recession. An increase in the overall number of people living in poverty also has implications for a greater need for transit service for those without access to automobiles. Looking forward, the region will continue to

² American Community Survey, 2011 Public Use Microdata Sample

experience an increase in elderly residents as the baby-boomer generation ages. People are increasingly outliving their ability to drive — men by an average of six years and women by an average of 11 years. Regional forecasts show the population aged 65 and over reaching 21 percent of the total regional population by 2040 — almost double the number compared to 2011. The elderly also represent the group with the largest proportion of those needing special needs transportation, so with an increase in seniors the region will see a greater increase in demand for such services. The number of children will also continue to grow.

Change in Special Needs Populations 2008-2011



Although not defined by law as separate special needs groups, the region's large veterans population has significant percentages of seniors (31%) and individuals with disabilities (22%) compared to the population at large, and the region's Limited English Proficiency populations have higher than average populations that fall into the low-income (56%) and senior (19%) categories compared to the region as a whole. For these reasons, PSRC is including them in the Coordinated Plan for the first time. Appendix K describes demographic changes of special needs populations and the implications for transportation needs in more detail.

Fixed-Route Services

A fixed-route transportation system is one that operates along a prescribed route according to a fixed schedule. Fixed-route systems typically include city bus systems, commuter and over-the-road bus systems, and various rail modes, including but not limited to light and commuter rail systems, and intercity rail transportation. Fixed-route transit service is the primary way by which people with special needs go about their daily lives. Having frequent, reliable, and safe transit service, which does not require multiple and lengthy transfers, is the foundation of special needs transportation services. All the

fixed-route service types provide mobility options to all users. However, of the transit typologies identified in Chapter 5 of Transportation 2040, increases to frequent, all-day Core Transit service, best aligns with special needs transportation users' requirements. Community Connector service, which operates through areas with less density but that the transit operator has chosen to serve to provide basic accessibility, also provides mobility options to those who cannot drive a car. Due to loss of sales tax revenue which provides a significant portion of most local transit agencies' revenue, all local transit agencies have been forced to cut back on fixed-route transit service. In cases where local fixed-route transit has been cut in recent years, demand response transportation services, described below, have experienced increased demand to fill the gap in service. As the region's transportation system increasingly turns to user fee-based system of financing, fixed-route transit operating on tolled corridors with connections to residential, employment, and services will be more important than ever for low-income and other special needs populations.

Demand Response Service³

While the region continues to invest in fixed-route public transportation as a practical mobility option, there will always be some segments of the special needs population who cannot effectively use fixed-route transit as a primary mode of travel. Therefore, many of the region's residents rely on alternative forms of public transportation, such as paratransit or community-based services operated by a large number of non-profit or private transportation providers funded by a variety of sources. These services are scheduled or dispatched upon demand, providing "point-to-point" transit service. Ongoing work in the region aims to coordinate disparate funding programs and services as well as prioritize goals and implementation strategies. Additional funding for special needs transportation services proportional to the growth of special needs populations is incorporated into the Transportation 2040 financial strategy.

The 2015-2018 Coordinated Transit-Human Services Transportation Plan

Through the Special Needs Transportation Committee, PSRC promotes and maintains an open dialogue between special needs transportation funding agencies, providers, and brokers in the region by facilitating discussions at the regional and local levels. This is of paramount importance to providing coordinated transportation for those with special needs.

As part of that coordination, PSRC has adopted a regional plan addressing special needs transportation services, the *PSRC Coordinated Transit-Human Services Transportation Plan (Coordinated Plan)*. The *Coordinated Plan* serves as a unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, youth, and low-income individuals. The *Coordinated Plan* is the region's implementing plan for special needs transportation.

The specific priorities and strategies contained in the *Coordinated Plan* are developed to enhance the existing special needs transportation network, and to provide unified direction guiding near-term and long-term transportation investments. A more detailed discussion of special needs transportation, including an inventory of existing services, an assessment of transportation needs for the special needs population, and strategies to address existing gaps and unmet needs can be found in Appendix K. The *Coordinated Plan* lays out strategies for meeting those needs, and prioritizes services and implementation strategies to guide investment decisions, particularly for the federal Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program. The goals and strategies of the

³ 49 CFR Part 37 Transportation for Individuals with Disabilities (ADA)

Coordinated Plan also help the region prioritize special needs transportation projects for funding by federal and state sources distributed by Washington State Department of Transportation.

The 2015-2018 *Coordinated Plan* identifies changes in special needs populations in the region, changes to special needs service delivery resulting from effects of the economic recession of the last decade, and changes to funding resulting from MAP-21 which was passed by Congress in June 2012. All of these factors combined created additional incentive for the Special Needs Transportation Committee to lead a refresh of the *Coordinated Plan's* goals and prioritized strategies. Strategies were refreshed to account for updated needs and gaps, to address continuation of existing services and needed capital replacements for those services, continuation of mobility management throughout the region, and to allow for testing of innovations in special needs transportation in the region that could lead to better service delivery. Strategies were identified under the three existing *Coordinated Plan* goals of: Put People First; Move People Efficiently; and Move More People. In addition to identifying prioritized strategies, desired outcomes were also established. The updates to these goals, strategies, and outcomes will ensure that the projects funded through future special needs transportation funding processes are those that do the most to help the region accomplish its goals. The *Coordinated Plan* is incorporated into Transportation 2040 as Appendix K, and more detailed information on the various prioritized strategies and outcomes can be found there.

Federal transportation legislation requires that the *Coordinated Plan* be updated every four years. This frequent update cycle allows the region to adapt quickly to emerging trends and respond meaningfully with funding priorities. Transportation 2040 calls for adding funding for special needs transportation services into its financial strategy in proportion to the forecasted special needs population growth (See Transportation 2040 Appendix C, MPP-T-22 and 25). For additional background analysis on Transportation 2040 and low-income and minority populations, see Appendix G.

A variety of federal and state agencies fund a wide range of transportation services for special needs populations. They each have their own authorizing statutes, purposes, target populations, eligibility criteria, rules and regulations, administrative structures, funding processes, reporting requirements, and system for delivering services. This results in transportation funding that is confusing, inefficient (through duplications, for example), and disconnected, resulting in transportation service that fails to meet comprehensive transportation needs. Until and unless there are changes to the way that special needs funding is programmed, the burden will be on the providers to attempt to supply comprehensive, efficient, and coordinated services. This is but one of the challenges addressed through coordination efforts in Appendix K.

As described in Appendix K, coordinated special needs transportation involves multiple organizations working together to their mutual benefit, gaining economies of scale, eliminating duplication of, expanding, and/or improving the quality of service in order to better address the transportation needs of special needs population their agencies serve. Coordination makes the most efficient use of limited transportation resources by avoiding duplication caused by overlapping individual program efforts and encouraging the use and sharing of existing community resources. There are many levels of coordination involving the cooperation of transportation providers, service providers, and people with special transportation needs. Please see Appendix K for more detailed information.

TRANSPORTATION DEMAND MANAGEMENT (TDM) AND COMMUTE TRIP REDUCTION (CTR) ELEMENTS (see Appendix T)

Transportation 2040 called for the development of a regional implementation plan for transportation demand management (TDM) activities. TDM refers to activities that help people use the transportation system more efficiently. These activities help get the most out of transportation infrastructure and services by encouraging people to use lower cost, higher efficiency transportation options. The TDM Steering Committee and PSRC staff has completed the regional implementation plan – the Regional TDM Action Plan – which is incorporated as Appendix T of the Transportation 2040 Update Report. The Regional TDM Action Plan identifies five strategic priorities developed by the TDM Steering Committee for TDM implementers throughout the region. These priorities are:

- Maintain and grow successful and foundational TDM activities across the region
- Create TDM activities that are center- and corridor-based
- Expand local and regional residential marketing programs
- Explore regional and locally-appropriate parking management tools
- Improve first- and last-mile multimodal connections

The Regional TDM Action Plan also describes implementation actions that the TDM Steering Committee and PSRC staff will complete over the next four years. These actions are:

- Continue convening TDM implementers to help coordinate, improve, and expand TDM activities
- Improve the integration of TDM activities across modes, within projects, and at a policy level
- Improve the capacity to measure TDM performance at the activity and regional levels
- Demonstrate the value of TDM activities and communicate their importance in a 21st century transportation system
- Expand investment in TDM activities

The Regional TDM Action Plan creates a coordinated set of strategies and actions for local TDM implementers, the TDM Steering Committee, and PSRC. The TDM Steering Committee has also structured the Action Plan to be updated every four years to correspond with the regular updates to the region's long-range transportation plan.

Commute Trip Reduction (CTR)

The Commute Trip Reduction (CTR) program affects all four counties in the central Puget Sound region and works to reduce congestion, delay, air pollution, and fuel consumption through programs that decrease the number of commute trips made by people driving alone. The CTR program has not changed dramatically since the adoption of Transportation 2040 in May 2010. Currently, all CTR-affected jurisdictions are completing a minor update of their CTR plans, and the CTR Board is undertaking a more major update to the CTR program. The TDM Steering Committee and PSRC will monitor this process and participate where appropriate to ensure that changes to the program align with and help implement Transportation 2040.

GROWING TRANSIT COMMUNITIES

Transportation 2040 recognizes the essential link between land use and transportation, and was designed to support and implement the VISION 2040 Regional Growth Strategy by advancing a regional development pattern that will:

- Enhance existing communities
- Help attract housing and employment growth to regional and local centers
- Better connect all people with jobs, services, and recreational opportunities
- Provide a wider variety of affordable housing choices
- Reduce incompatible development in rural areas
- Preserve the natural environment

VISION 2040 calls for a compact pattern of growth within the Urban Growth Area, particularly in regional and subregional centers served by high-capacity transit. Focused, compact growth can only be accomplished through the support of a reliable, multimodal transportation system. Transportation 2040 calls for an aggressive increase in public transportation as part of that system. These investments will increase transit ridership, reduce the length of vehicle trips, and focus new transportation infrastructure – particularly high-capacity transit – in already-urbanized areas. In so doing, Transportation 2040 promotes development approaches that assist regional and local growth centers and transit station areas to be more attractive, which in turn fosters housing growth in transit supportive environments, and helps the region meet its goals for housing affordability and development in centers.

The Transit-Oriented Development section of Transportation 2040 recognizes that accommodating growth in transit communities can lead to a range of substantial social and environmental benefits. Transit stations are critical access points to the region’s transportation system, connecting residents and workers to jobs, daily activities and services, and offering access to civic and public spaces. “Transit Communities” are generally the areas within a half mile radius of, or approximate ten-minute walking distance from, high-capacity transit stations such as light rail, bus rapid transit, streetcar, and other major transit hubs.

Transportation 2040 groups the region’s transit services into three main types: Core, Community Connector, and Specialized. Core service will be the primary type that serves transit communities. Core service is defined as: light rail, bus rapid transit (BRT), passenger ferries, and high frequency local buses. Core services will effectively create a high-capacity transit system that includes these service modes. These communities and the stations within them will have supportive land uses for residents and employers, and physical infrastructure that allows for convenient, safe multimodal access.

GTC Partnership: In 2010, a consortium of governmental, business, affordable housing, and non-profit stakeholders from the central Puget Sound region applied for and received a three-year \$5 million regional planning implementation grant from the federal Partnership for Sustainable Communities (acting through HUD’s Office of Sustainable Housing and Communities). The work of the GTC Partnership was funded through that grant. The Growing Transit Communities Strategy, while not a set of policies or requirements itself, represents a recommended toolkit of actions for consideration by various partners. It is intended to help implement the region’s integrated framework for long range planning and development, adopted in VISION 2040, Transportation 2040, and the Regional Economic Strategy.

Opportunity Mapping

“Opportunity” is a situation or condition that places individuals in a position where they are more likely to succeed or excel. Opportunity mapping provides an analytical framework to measure opportunity comprehensively in the region and determine who has access to opportunity rich areas. With origins in social science research, the indicators of opportunity for a region are defined by broad categories like education, economy, transportation, housing, environment, and health. The indicators for each neighborhood are added together to create an overall “opportunity score”, sorted into categories of access to opportunity: very low, low, moderate, high, and very high. Maps are shaded with colors that correspond to the opportunity score and data is overlaid on the opportunity map for analysis. For details see

<http://www.psrc.org/growth/growing-transit-communities/regional-equity/opportunity-mapping/>

The region’s commitments to invest \$25 billion in high-capacity transit (light rail, bus rapid transit, express bus, streetcar, and commuter rail) present a once-in-a-lifetime opportunity to locate housing, jobs, and services close to transit, and to do so in a way that benefits surrounding communities. Transportation 2040 recognizes the importance of transit-oriented communities in conjunction with implementation of the region’s transit system, and encourages local jurisdictions, in collaboration with regional transit agencies and PSRC, to conduct comprehensive sub-area planning for high-capacity transit station areas.

Between 2010 and 2014, a region-wide coalition of businesses, developers, local governments, transit agencies, and nonprofit organizations came together in an effort designed to help implement VISION 2040, Transportation 2040, and the Regional Economic Strategy. Called the Growing Transit Communities Partnership, the group worked together to create recommended solutions that will encourage high quality, equitable development around high-capacity transit.

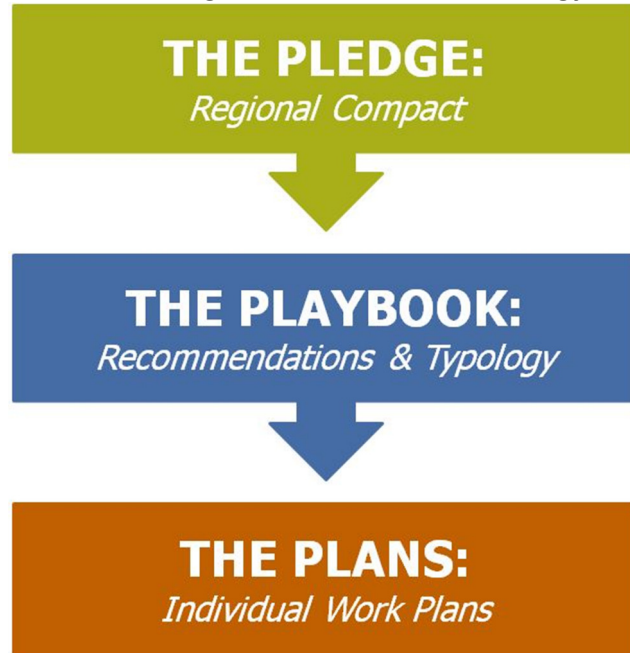
The Growing Transit Communities work program demonstrated that the region’s light rail corridors alone have the potential to attract at least 25% of the housing growth and 35% of the employment growth expected in the region through the year 2040. Attracting additional transit-oriented development market demand to other regional corridors that are served by other types of high-capacity transit is also essential to implementing VISION 2040.

This growth should benefit all residents by increasing economic development and access to jobs, expanding housing and transportation choices, promoting neighborhood character and vitality, and improving public health and environmental quality. As described in the “Supporting People” section, Transportation 2040 was developed to provide accessible, affordable, and convenient mobility to all people in the region, and to ensure that everyone has access to goods, services, and jobs. Since Transportation 2040’s 2010 adoption, the Growing Transit Communities Partnership explored new methods of evaluating and mapping neighborhoods to determine whether they provide good access to opportunity. Tools like this can help to evaluate how transportation can provide residents and workers access to areas of opportunity and to guide future investments. Techniques such as opportunity mapping should be considered as the region plans and implements transportation projects.

The Growing Transit Communities Program demonstrates the value in an ongoing regional coordination to address several challenges currently facing the region as it continues to grow. It also indicated the need for a regional work program at PSRC to help coordinate the many stakeholders and interests involved in development in transit station areas as the region’s plans are implemented; in particular, to address the following issues:

- **Living in and working in walkable, transit-served communities.** Recent market studies show that there is significant unmet demand for housing and jobs located within walking distance of transit. Many people want to live and work in compact, complete, and connected communities, but investments in transit and in transit station areas have fallen behind. Attracting growth to transit communities will require policies to encourage more housing and jobs near transit along with investments in the infrastructure and services for a growing population.
- **Housing choices for low and moderate income households near transit.** Forty-three percent of the region's households make less than 80% of the area median income. However, most new market-rate housing that is accessible to transit is unaffordable to these households. With new investment in transit communities, many lower-cost units are at risk of displacement. For the lowest income households, many of whom are transit dependent, the supply of subsidized housing is far short of the need. Building mixed-income communities that meet these needs will require improved strategies to minimize displacement, and preserve and produce diverse housing types affordable to a full range of incomes.
- **Equitable access to opportunity for all the region's residents.** Analysis of indicators across the region reveals that too many people do not have access to education, employment, mobility, health, and neighborhood services and amenities. These community resources are the building blocks that create the opportunity to succeed and thrive in life. Transit communities, with their access to the region's jobs, institutions, and services are critical focal points for achieving greater equity for the region's diverse residents. As these communities grow through public and private investment, equitable development will require targeted community improvements and strategies to connect existing and future residents to greater regional resources.
- **Leverage transit investment to build sustainable communities.** Transit investments, such as light rail, streetcars, commuter rail, and bus rapid transit, create value by connecting communities to the larger region. Transit communities are the best opportunity for the region to become more sustainable, prosperous, and equitable.
- **Create new resources and tools.** Current resources available to governmental and non-governmental agencies alike are not enough. New tools and funding sources will be necessary to meet infrastructure, economic development, housing, and other community needs.
- **Work together across the region and across sectors.** It will take collaboration among a wide spectrum of public, private, and nonprofit agencies and organizations working together to promote thriving and equitable transit communities. There are roles for everyone in this process.

The Growing Transit Communities Strategy



The Growing Transit Communities Strategy calls for regional and local actions that respond to the challenges and opportunities in transit communities and represent major steps toward implementing the region’s growth strategy. Three main goals are established in the Strategy:

- *Attract more of the region’s residential and employment growth near high-capacity transit*
- *Provide housing choices affordable to a full range of incomes near high-capacity transit*
- *Increase access to opportunity for existing and future community members in transit communities*

The Growing Transit Communities Strategy includes a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region. The Regional Compact affirms the support of a variety of partners from throughout the region for the Partnership’s work and a commitment to work toward regional goals by implementing the Strategy. The *Toolkit of Strategies and Actions* and the *People + Place Implementation Typology*, as described above and detailed in the body of this report, include 24 recommended strategies, eight implementation approaches, and corridor specific priorities that will guide an evolving approach to transit communities. The Individual Work Plans are local government, agency, or organization specific work plans, to be developed individually, which define short- and medium-term actions that can implement the Strategy. The nature and format of Individual Work Plans will vary to reflect the diversity of public and private partners, legislative and decision-making processes, and actions adopted.

Toolkit of Strategies and Actions

Twenty-four strategies, guided by a People + Place Implementation Typology, constitute the “playbook” for the Growing Transit Communities Strategy. From overarching regional approaches to local and individual actions, together these provide a set of coordinated steps toward ensuring a prosperous, sustainable, and equitable future.

The Strategy includes recommended actions for PSRC, transit agencies, local governments, and other regional partners. The recommendations address the three main goals for transit communities. As a whole, the strategies are a call to action for partners across the region to redouble efforts to create great urban places and build equitable communities around transit. Fully recognizing the strong policy foundation embodied in regional and local plans, as well as the innovative work in implementing those plans to date, the Partnership makes these recommendations as a challenge to do more than is being done today. The Toolkit of Strategies and Actions fall into four groupings:

The **Foundation Strategies** recommend a regional and local framework for ongoing work to support transit communities. Modeled on the relationships and values at the heart of the Growing Transit Communities Partnership, these strategies envision an ongoing regional effort involving a variety of partners and community members in decision making and implementation at all levels.

The **Strategies to Attract Housing and Employment Growth** recommend actions to make great urban places that are attractive to households and businesses, remove barriers to development, and support development in emerging markets.

The **Strategies to Provide Affordable Housing Choices** recommended actions to define and quantify housing needs, preserve existing affordable housing and supply new housing choices, and capitalize on the value created by the private market—enhanced by transit investments—in order to achieve the broadest range of affordability in transit communities.

The **Strategies to Increase Access to Opportunity** recommend actions to understand regional disparities in access to opportunity, identify existing and potential new resources and tools to meet community needs, and build support for equitable opportunities through education, coalitions, and leadership. Successful implementation will require shared commitment and collaboration among governments, major stakeholders, and community members. There are roles for many different regional and local partners, each with a distinct jurisdiction, authority, and mission. Consistent with those roles, all are asked to use the Toolkit of Strategies and Actions as a “playbook” for taking action to advance the regional vision of creating thriving and equitable transit communities in a manner that is a best fit to each community. For detailed recommendations and guidance, see the <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>

People + Place Implementation Typology

Inasmuch as many of these stations will be developed at the same time to serve many of the same purposes, local jurisdictions and transit agencies should note that no two transit communities are alike. Accordingly, there is no one-size-fits-all approach to the strategies that will help a transit community thrive and grow with equitable outcomes for current and future community members. The Strategy presents the People + Place Implementation Typology as a regional framework for local implementation. Working with stakeholders from each of three major light rail corridors, the Growing Transit Communities Partnership analyzed conditions in 74 study areas as a basis for a set of locally tailored

recommendations. Based on indicators of the physical, economic, and social conditions in each transit community, the results of this typology analysis suggest eight Implementation Approaches. Key strategies and investments address the needs and opportunities in different communities, while also advancing regional and corridor-wide goals. The Implementation Approaches and typology analysis are intended to complement and inform existing regional and, especially, local plans as they are implemented, evaluated, and refined in the coming years. While the Growing Transit Communities work program focused on these 74 potential station areas, the approach to analyzing local conditions and identifying key implementation steps is broadly applicable to a wide variety of transit nodes, including ferry terminal areas, local transit centers, streetcar lines, and other transit corridors. Detailed profiles of the 74 study areas, as well as information on how to apply the typology, are available as a resource for local jurisdictions: <http://www.psrc.org/growth/growing-transit-communities/growing-communities-strategy/>



By working together, the central Puget Sound region can achieve its vision for a sustainable future that advances our people, our prosperity, and our planet. The Growing Transit Communities Strategy lays out essential tools and actions to get us there. The next plan update will offer an opportunity to consider Growing Transit Communities recommendations in more detail.

RURAL TRANSPORTATION STUDY (see Appendix R)

To implement VISION 2040, PSRC is examining the region's major transportation issues from the rural perspective. The rural transportation study area includes small towns and rural areas located outside the contiguous urban growth boundary. The purpose of the effort is to provide information and contribute to a greater understanding of the region's rural transportation trends, issues, and needs. Future work may include more detailed studies and may contribute to PSRC's ongoing Rural Town Centers and Corridors program. Numerous local agencies and user groups were consulted during the study effort. These included staff from small cities and towns, county government, tribes, military installations, Washington State Department of Transportation, business associations, and PSRC committees.

The rural transportation study reviewed related planning efforts (WSDOT Corridor Studies and PSRC's Rural Town Centers and Corridors program) and examined opportunities to build on lessons learned. The rural study collected information about population and employment trends and travel patterns. In 2010, the rural area had a population of 664,000 (18% of the total region) and employed 137,000 people (7% of the region's jobs). Between 2000 and 2010 the rural area maintained these regional shares, indicating the region's rural areas are growing as fast as the region as a whole.

In rural areas, food mobility is especially important, both in terms of access to food for rural residents as well as access from farm to market. Good transportation enhances access to local markets and food security, and locally grown food travels less distance than do imported foods.

The largest employers in the rural area are tribes and military bases. A large majority of workers who live in the rural area (92%) commute to jobs inside the urban growth boundary, and these workers generally have longer commutes than urban workers.

This analysis revealed several issues that may warrant further study: general population and traffic growth; higher than average speeding collisions and impaired driving collisions; lack of transit service; deteriorating condition of roads and bridges combined with declining tax revenues; freight traffic on local roads; weekend congestion related to recreation areas; and the need for safer bicycle and pedestrian facilities. The Rural Transportation Study is intended to serve as the starting point for potential future efforts to address rural transportation issues in the central Puget Sound region. The next major update for the region's long-range transportation plan will be in 2018. As the scope of that process is developed, the issues and opportunities outlined in the rural transportation study, as well as the geographic study area may be considered for possible further examination.

TECHNOLOGY (update on existing programs and emerging trends)

Innovations in Transportation Technology

Transportation system efficiency is a high priority in Transportation 2040. One way to improve system efficiency is with transportation system management and operations strategies. These strategies, typically involving Intelligent Transportation Systems (ITS), are meant to optimize the efficiency and effectiveness of the metropolitan transportation system by managing congestion, increasing reliability, and providing convenient connections for people and goods. See *Appendix C, MPP-T-2 and 3*.

Technologies and mechanisms exist so that ITS projects can be further developed, evaluated, and implemented across the region in a coordinated fashion to maximize their benefit. The central Puget Sound region has long been using ITS strategies, and has a strong foundation of ITS deployments in place. Major initiatives in Transportation 2040 include traffic signal system coordination, transit signal priority, and regional traffic operations.

Transportation 2040 also supports innovative and emerging transportation technologies. These new technologies include improvements in wireless communications that allow vehicles to communicate with one another and surrounding transportation infrastructure. The Federal Highway Administration's *Connected Vehicle* program has been testing applications of these new technologies in test bed locations around the country. *Connected Vehicle* applications have the potential to address up to 80% of unimpaired driving collisions, which will result in substantial safety and mobility benefits. Ultimately, the results of the *Connected Vehicle* program will be used to inform a National Highway Traffic Safety Administration decision on whether to encourage and/or require application of the most promising *Connected Vehicle* technologies through regulation of automobile manufacturers.

Future Work

As part of the next plan update to Transportation 2040, PSRC commits to supporting advancements in transportation system management and operations as well as new and emerging technologies by:

- **Updating the Regional ITS Architecture** – The ITS Architecture is a framework for linking the various ITS initiatives occurring at the local, regional, and state levels, and provides a path towards integration of ITS applications. The next update of the architecture will meet federal requirements for regional ITS architectures to conform to the current version of the National ITS Architecture, which was updated in 2011.
- **Updating the 2010 Regional ITS Implementation Plan (RITSIP)** – The RITSIP identifies ITS improvements for key multi-jurisdictional arterial corridors throughout the region. The RITSIP will be updated in the next plan update to reflect projects and new technologies that have come online since 2010. As part of the development of the next plan, the region will also reevaluate its priorities with regard to ITS and operations.

PSRC will continue to keep informed on developments in transportation system management and operations, and evolving transportation technologies. New technologies, such as autonomous vehicles, have the potential to significantly alter the demands placed on the region's transportation system and the assumptions embedded in Transportation 2040. Continually reevaluating how new technologies might impact transportation systems will enable the central Puget Sound region to be proactive in taking advantage of the benefits afforded by these innovations.

CHAPTER 5 SUPPORTING INFORMATION

PROJECT LIST INCLUDING CHANGES FOR 2013 (see Appendix N – formerly Appendix M)

Summary of 2013 Transportation 2040 project update requests

In early 2013, PSRC released a call for project updates, asking project sponsors to provide new cost information, project status data, updated project descriptions, and other relevant data to update the region's project database and long range plan. The table below summarizes the information received.

Type of request	Number of projects	Cost change to Constrained Plan*
New projects	14	\$326,190,000
Cancelled projects	32	(\$132,879,000)
Status changes	53	\$816,757,000
Cost changes*	184	(\$612,003,000)
Other modifications	178	(\$317,873,000)
Total:	461	\$80,192,000

* These cost figures are based on a normalization to 2008 dollars using the adopted financial strategy methodology. A revision using the updated financial strategy forecast methodology was provided in May 2013.

Since adoption of Transportation 2040 in May 2010, 90 projects on the Regional Capacity Projects List have been completed.

Summary of project changes resulting from the financial strategy balancing

Transportation 2040 must meet federal requirements for financial constraint, meaning costs and revenues should be reasonable balanced. As part of the financial strategy update PSRC boards approved a balancing approach designed to reduce the costs of the constrained plan to match new revenue forecasts. This effort involved moving 79 projects (and their costs) from the Constrained part of the plan into the Unprogrammed part of the plan. These projects were identified by reviewing Prioritization scores and assessing phasing information and the funding status of projects. Applying this approach, projects with Prioritization scores in the lowest quartile and projects planned for completion between 2031 and 2040 ("Third Decade" projects) were proposed to be moved into Unprogrammed. The balancing approach also provided for retention of 30 projects in the constrained part of the plan, based on justification information provided by project sponsors. This information included current funding status, readiness to implement, and how well projects implement VISION 2040 and the T2040 Prioritization Measures. Finally, as part of the Transportation 2040 Update financial strategy balancing approach, the Washington State Department of Transportation undertook an effort called "Right-Sizing" which identified cost savings and phasing adjustments for 7 additional WSDOT projects, all of which will be retained in the Constrained part of the plan. The projects included in the Financial Strategy balancing effort are shown in Appendix N. The tables below provide a summary of project changes resulting from the Financial Strategy balancing effort.

Summary of 79 Projects Proposed for Moving From Constrained to Unprogrammed*

Project Type	# Remaining in Constrained	Reason
Bicycle & Pedestrian	31	27 - low prioritization score 9 - 3 rd Decade
Arterials	14	13 - low prioritization score 2 - 3 rd Decade
State Routes	34	12 - low prioritization score 28 - 3 rd Decade
Transit	0	N/A
TOTAL:	79	

* Numbers of projects in the "Reason" column above do not add to the total number of projects in the "# Remaining in Constrained" column because some projects were both low scoring and 3rd decade projects.

Summary of 30 Projects Proposed for Retention in Constrained

Project Type	# Remaining in Constrained	Reason
Bicycle & Pedestrian	6	All are funded for PE or beyond and will advance before 2016
Arterials	6	Supporting transit, centers, jobs, freight
State Routes	15	Improves safety & congestion, reduces delay, improves travel time; AQ benefits; supports centers & jobs, freight; transit;
Transit	3	Multi-modal; support for centers & jobs; reduces vehicle trips/VMT; AQ benefits
TOTAL:	30	

PUBLIC INVOLVEMENT AND OUTREACH SUMMARY (including Title VI, Environmental Justice, and Special Needs groups) (see Appendices G and I)

A Public Involvement and Outreach program was approved in October 2012 as part of the Plan Update scope of work. The program included a broad effort to inform PSRC boards and committees, sub-area groups, and the general public, consistent with the Public Participation Plan. This summary describes the public involvement and outreach effort implemented during the Transportation 2040 Plan Update process (mid-2012 through early 2014).

Outreach Approach

Public involvement was integrated consistently throughout Transportation 2040 update process in compliance with the 2012 PSRC Public Participation Plan. Regular meetings were held with the following groups to provide information and solicit input:

- Regional Staff Committee - RSC
- Regional Project Evaluation Committee - RPEC
- Bike-Pedestrian Advisory Committee - BPAC
- Special Needs Transportation Committee - SNTC
- Transportation Operators Committee – TOC
- Land Use Technical Advisory Committee – LUTAC
- T2040 Finance Working Group
- Economic Development District Board – EDD
- Growth Management Policy Board – GMPB
- Transportation Policy Board – TPB
- T2040 Prioritization Working Group
- Executive Board - EB
- Kitsap Regional Coordinating Council - KRCC
- Snohomish County Tomorrow - SCT
- Pierce County Regional Council - PCRC
- SeaShore Transportation Forum - SeaShore
- Eastside Transportation Partnership – ETP
- South County Area Transportation Board - SCATBd

Standardized slide presentations were developed to communicate with committees, boards, and the public. Outreach was timed to coincide with key decision points in the plan update process:

- Fall 2012 leading to Decision Point A (approval of the Scope of Work)
- Late spring 2013 leading to Decision Point B (endorsement of the plan elements)
- Early 2014 at release of Draft Plan and environmental material for public review (Decision Point C)

Title VI, Environmental Justice (EJ) and Special Needs (SN) Populations

As part of PSRC’s continuing public involvement and outreach program, the Transportation 2040 Update includes a focused effort to inform Title VI, Environmental Justice, and Special Needs populations, emphasizing what has changed since Transportation 2040 was adopted. This effort builds on previous work with updated economic information and census data, to highlight issues that may be of interest to these populations, particularly with regards to changing transportation needs in light of current economic conditions and the changing revenue climate. This involved use of a public outreach consultant to implement a strategy for informing stakeholders, including coordination with the Regional

Equity Network to take advantage of contacts identified during the PSRC Growing Transit Communities program. Comments and input from these stakeholders will begin to establish the framework for addressing these issues in the next transportation plan update. Update.

Meeting Tracking

All Transportation 2040 Plan Update meetings have been documented. The following is a tabulation of meetings where the Transportation 2040 Plan Update was discussed and/or presented.

T-2040 Plan Update Meetings	2012	2013	2014	Total
Bicycle/Pedestrian Advisory Committee	6	8	2	16
Coordinated Plan Methods Workshop/Goals & Strategies Working Group	1	3	0	4
Eastside Transportation Partnership (ETP)	0	2	1	3
Economic Development District Board (EDD)	2	1	0	3
Executive Board	2	6	1	9
FAST Freight Advisory Committee	2	1	1	4
Greater Redmond Transportation Mgmt Assn. (GRTMA)	0	1	0	1
Growth Management Policy Board	6	4	2	12
Infrastructure Coordination Committee (ICC)	0	1	0	1
King County Mobility Coalition	1	2	0	3
Kitsap County Mobility Coalition	1	2	0	3
Kitsap Regional Coordinating Council (KRCC)	2	0	0	2
KRCC Transportation Policy Committee (TransPOL)	1	0	0	1
Pierce County Coordinated Transportation Committee (PCCTC)	1	1	0	2
Pierce County Mobility Coalition	1	1	0	2
Pierce County Coordinating Council	1	0	0	1
Regional Access Mobility Partnership (RAMP)	0	0	1	1
Regional Food Policy Council	1	0	0	1
Regional Project Evaluation Committee	5	8	0	13
Regional Staff Committee (RSC)	12	12	3	27
Regional Traffic Operations Committee	2	1	0	3
Seashore Transportation Forum	3	0	0	3
Snohomish County	0	1	0	1
SNOTRAC Steering Committee	1	1	0	2
South County Area Transportation Board (SCATBd)	1	1	1	3
Sound Transit Citizen Oversight Panel	0	1	0	1
Special Needs Transportation Committee	5	8	0	13
T2040 Finance Working Group	5	8	0	13
T2040 Prioritization Working Group	5	4	0	9
T2040 State of Good Repair Subcommittee	3	1	0	4
TDM Steering Committee	3	3	0	6
Transportation Coordinating Committee	0	1	0	1
Transportation Operators Committee	3	8	0	11
Transportation Policy Board	9	10	2	21
Transportation Technical Advisory Committee (TransTAC)	1	0	0	1
WA State Transportation Commission	1	0	1	2
South Sound Chambers of Commerce	1	0	0	1
Policy Board Workshop on PSRC Data Tools	1	0	0	1
Pierce County Regional Council	1	0	0	1
League of Women Voters	1	0	1	2
Joint Meetings with TOC, SNTC, BPAC and/or FTA Caucus	1	1	0	2
Chamber of Commerce Transportation Task Force	0	0	1	1
City of Granite Falls	0	1	0	1
City of Stanwood	0	1	0	1
T2040 "101" Workshop	0	1	0	1
Tribal Transportation Planning Organization (TTPO)	0	1	0	1
Key Peninsula Business Association	0	1	0	1
UW Class Lecture	1	0	0	1
T2040 Environmental Agency Briefing	0	0	1	1
Total	93	107	18	218

Comment Tracking

During the 45-day public comment period 81 letters/emails were received containing some 375 individual comments. These comment letters and emails are documented on the T2040 webpage at www.psrc.org/transportation/t2040/transportation-2040-update/t2040-update-comments-received/

Web Presence

A web page that provides information on the Transportation 2040 Plan Update, including schedule and meetings, major elements, background documents, and presentations, was created in July 2012. The web page provides information, solicits comments and is updated as needed. It can be found here: www.psrc.org/transportation/t2040/transportation-2040-update/. In addition, PSRC's Board meetings are streamed live over the Internet and available to watch in an archive format. The Transportation 2040 Update is regularly discussed at PSRC Board meetings.

Newsletters

A summary newsletter of all board meetings and activities, entitled At Work, is e-mailed to over 2,200 recipients including PSRC's membership, Interested Parties, Stakeholders, and Community Groups representing Title VI, Environmental Justice and Special Needs populations and placed on PSRC's Website. The At Work Newsletter featured the Transportation 2040 Update over 32 times during the planning process.

Workshops

On May 7, 2013, a Transportation 2040 "101" workshop was held to provide an overview of Transportation 2040 and the elements of the update that is underway. PSRC's membership, including all elected officials and planning and public works staff were invited to attend. A webinar and slides from the event were made available on PSRC's Website for any interested party to view.

Documentation

At the conclusion of the Plan Update process in spring 2014, a Public Involvement and Outreach report was completed, summarizing outreach efforts. The report was prepared as an update to Appendix I of Transportation 2040 (see www.psrc.org/assets/10542/T2040UpdateAppendixI.pdf).

Public Comments

The Draft Plan document was released for a 45-day public comment period in early 2014. All comments and responses are available on the PSRC website at www.psrc.org/transportation/t2040/transportation-2040-update/t2040-update-comments-received/.

Federal and State Agency Consultation

Section 6001 of SAFETEA-LU and section 1201 of MAP-21 require regional transportation planning agencies to consult with state and federal agencies during development of transportation plans. To meet these requirements, PSRC has implemented an agency outreach effort consistent with the PSRC Public Participation Plan. In early 2014 PSRC staff held a consultation meeting with state and federal agencies pursuant to the new MAP-21 Section 1201 requirements. The meeting provided a forum for sharing information about the update to Transportation 2040 and the opportunity to consult with these agencies on the planning process and contents of the Transportation 2040 Plan Update. This meeting preceded the release of the update to Transportation 2040 and related environmental documents and was designed to stimulate agency review and comment during the public comment period.

DOCUMENTATION OF ANALYSIS RESULTS AND TOOLS (for more information see T2040 Appendix H)

Analysis Tools

As part of the update to Transportation 2040, staff conducted technical analysis of the draft Plan Update strategies – using PSRC’s regional travel demand model – to assess how the future transportation system is likely to perform, given the investments contained in Transportation 2040. This analysis work was completed during fall and winter 2013. The results of the analysis were used to prepare the update to Transportation 2040 and supporting environmental analysis.

In 2013 PSRC staff worked with the Land Use Technical Advisory Committee (LUTAC), the Model Users Group (MUG), and the Regional Staff Committee (RSC) to prepare a set of future land use inputs – representing a year 2040 distribution of population, households, and jobs across the region – to support the modeling analysis. This land use dataset, referred to as “TULU” – Transportation 2040 Plan Update Land Use – was developed specifically for use in the 2014 update to Transportation 2040. The dataset was explicitly designed to be consistent with VISION 2040’s Regional Growth Strategy, as well as reflect local growth targets developed by cities and counties to begin implementing the Regional Growth Strategy. As designed, the TULU approach meets federal and state air quality conformity requirements requiring use of “latest planning assumptions.” This work also reflects the latest (post-recession) 2012 regional economic and demographic forecasts. The new analysis produced updated measures of regional level traffic congestion and delay; average travel times; mode splits between driving, transit, biking and walking; air quality impacts; and numerous other measures of the transportation system’s performance. All this information is included in the updated plan and related environmental document.

Appendix H of the Transportation 2040 plan documents the modeling tools and key assumptions used to support technical analysis of the Transportation 2040 Update package and regional project scenarios. The addendum highlights where updates or changes were made to the original suite of tools and assumptions described in Appendix H: Analysis Tools Documentation, available at: www.psrc.org/assets/10541/T2040UpdateAppendixH.pdf. The Appendix H addendum provides the purpose, a description of the model/tool, and key assumptions for the following:

- Regional Macroeconomic Forecast
- Land Use Forecast – Transportation 2040 Update Land Use (TULU) Dataset
- Travel Demand Analysis / Geodatabase
- Air Quality Analysis
- Benefit Cost Analysis

Analysis Results

There are minor changes to this plan update including limited revisions to the project list with a net reduction of almost 60 lane-miles. Based largely on Prioritization, approximately 80 projects are moving out of the financially constrained plan. To make use of the best available information, the suite of modeling tools has been updated. Changes to the models have resulted in changes from the original published analysis, but the base year and adopted plan have been re-calibrated using the new modeling framework, to ensure a consistent comparison. Regional network measures such as vehicle miles of travel, vehicle hours of travel, delay and average speed are provided in Table 1 below. For comparison, this information is provided for several scenarios:

Transportation 2040 Update – 2006: This is the base year conditions used for the plan adopted in 2010, run through the new suite of analysis tools and models.

Transportation 2040 Update – 2010: This is the new base year conditions for the T2040 Update run through the new suite of analysis tools and models.

Transportation 2040 Adopted Plan 2040: This is the current adopted full plan (2012) run through the new suite of analysis tools and models.

Transportation 2040 Update – Constrained Plan 2040: This is the proposed Constrained portion of the Draft Transportation 2040 Plan Update run through the new suite of analysis tools and models.

Transportation 2040 Full Plan 2040: This is the proposed Constrained plus Unprogrammed Draft Transportation 2040 Plan Update run through the new suite of analysis tools and models.

Regional Network Measures

	Base Year (2006)	Updated Base Year (2010)	2012 Adopted – Constrained Plan 2040	2012 Adopted – Full Plan 2040	2014 Update – Constrained Plan 2040	2014 Update – Full Plan 2040
Daily Vehicle Mile Traveled	79,535,979	80,317,885	96,108,116	94,325,653	94,851,846	93,477,203
Daily Vehicle Hours Traveled	2,956,071	2,987,202	3,638,353	3,470,958	3,581,634	3,415,796
Delay (hours)	954,206	954,289	1,179,804	1,064,173	1,152,734	1,033,002
Average Speed (miles per hour)	26.9	26.9	26.4	27.2	26.5	27.4

Travel mode share results summarized in the table below show a reduction in drive alone trips and an increase in transit and non-motorized trips between the 2006 base year and the proposed Transportation 2040 Update – Full Plan.

Travel Mode Shares

	Base Year (2006) (%)	Update – Base Year (2010) (%) *	2012 Adopted – Constrained Plan 2040 (%) *	2012 Adopted – Full Plan 2040 (%)	2014 Update – Constrained Plan 2040 (%)	2014 Update – Full Plan 2040 (%)
Drive Alone	44.7	44.0	41.2	40.5	41.2	40.5
Shared Ride	42.4	42.8	42.6	42.7	42.5	42.7
Transit	3.1	3.1	4.3	4.5	4.3	4.5
Non-Motorized	9.8	10.2	12.0	12.3	12.0	12.3
Total	100	100	100	100	100	100

SUMMARY OF MAP-21 PROVISIONS

On July 6, 2012, President Obama signed a new transportation act passed by Congress known as "Moving Ahead for Progress in the 21st Century," or MAP-21. The act extends federal highway and transit programs through September 30, 2014, consolidates several highway and transit programs, and introduces new federal policy such as performance-based planning and streamlined project delivery. MAP-21 includes the following key elements:

Highways

- Expands the National Highway System (NHS) to incorporate principal arterials not previously included. Investments will be targeted toward the enhanced NHS, with more than half of highway funding going to the new program devoted to preserving and improving the NHS. In the central Puget Sound region, this adds almost 800 miles for a total of approximately 1,250 miles of designated NHS facilities.
- Establishes a performance-based program - federal funding will have to be invested to meet performance targets on this expanded NHS, which includes both state and local routes. Other performance measures include safety, freight mobility, congestion relief, air quality, and overall efficiency.
- Creates Jobs and Supports Economic Growth - MAP-21 authorizes \$1.3 billion in Federal Highway funding for Washington for 2013 and 2014 for road, bridge, bicycling, and walking improvements. Decisions will need to be made on how to target this funding to best support the economy and performance targets.
- Supports an Aggressive Safety Agenda - MAP-21 doubles safety funding for the Highway Safety Improvement Program, which implements Target Zero, the state's plan to eliminate deaths and major injuries on the roadway system.
- Consolidates the Federal Highway Program Structure. The complex array of existing programs is simplified, substantially consolidating the program structure into a smaller number of core programs: the expanded NHS, a larger Surface Transportation Program, a continued Congestion Mitigation Air Quality Program, and the doubled Highway Safety Improvement Program.

- Accelerates Project Delivery and Promotes Innovation - MAP-21 incorporates a host of changes aimed at ensuring the timely delivery of transportation projects.

Transit

- Establishes performance-based planning, including the following key performance measures:
 - Transit: related to safety and asset management.
 - Special Needs Transportation: accessibility improvements and increasing availability of transportation service for seniors and individuals with disabilities.
- Moves from discretionary funding programs to more predictable formula funding – PSRC’s urban formula allocations are likely to remain at historical levels.
- Transforms a fixed guideway funding program with broad eligibility to a program with an emphasis on state of good repair and a narrow definition of fixed guideway (less HOV route miles).
- Special needs transportation funding programs were consolidated into the "Enhanced Mobility of Seniors and Individuals with Disabilities" program, which will be allocated to large urban areas, such as the central Puget Sound region. The Jobs Access and Reverse Commute program was eliminated as a stand-alone program and consolidated into the urban formula allocation.
- Gives the Federal Transit Administration (FTA) new regulatory authority to strengthen the safety of public transportation systems.

Freight and Goods Mobility

With the enactment of MAP-21 in July of 2012, the current transportation authorization places a new national emphasis on freight and goods movement as an important component of the economy. A National Freight Policy (Division A, title I, Subtitle A, Section 1115) is established to improve the condition and performance of the national freight network to ensure that the national freight network provides the foundation for the United States to compete in the global economy and achieve the following:

- Establishment of a “National Freight Network”: within one year of passage, the Secretary of Transportation shall establish a National Freight Network to assist States in strategically directing resources toward improved system performance for efficient movement of freight on highways, including the national highway system, freight intermodal connectors, and aerotropolis transportation systems.
- Within three years of passage, the Secretary of Transportation, in consultation with State DOTs and other stakeholders, must develop a National Freight Strategic Plan. The plan must be updated every five years thereafter. The plan must include:
 - An assessment of the condition and performance of the national freight network
 - Identification of significant bottlenecks on 20-year forecasts of freight volumes for a 20 year period
 - Identification of major freight corridors, an assessment of regulatory/statutory/financial barriers that impede freight system performance
 - Best practices for improving performance of freight network
 - Best practices to mitigate impacts of freight movement on communities
 - A process for addressing multi-state projects and encouraging multi-jurisdictional collaboration
 - Strategies to improve intermodal connectivity
- Freight Transportation Conditions and Performance Reports are required within 18 months of enactment, requires DOT (within a broader rulemaking on performance based planning) to establish measures for States to use to assess freight movement on the Interstate System.

PSRC Response to MAP-21

MAP-21 transportation performance management will be fully incorporated into the next long range plan update. Guidance on performance measures and targets will be rolled out in three phases through 2015. The timing of this program will be aligned with the next plan update, allowing for it to be fully incorporated in the next plan update. PSRC is developing a Transportation 2040 Performance Trends program that will incorporate MAP-21 measures.

A SAFE TRANSPORTATION NETWORK

VISION 2040 includes the following safety-specific language: “Improve safety of the transportation system and, in the long term, achieve the state’s goal of zero deaths and disabling injuries.’ See Appendix C, MPP-T-4

Transportation 2040 aligns with the State Highway Safety Plan (SHSP), “Target Zero.” Target Zero sets forth a vision to reduce traffic fatalities and serious injuries to zero by the year 2030. In order to achieve significant reductions in traffic fatalities and serious injuries on all public roads, Target Zero identifies needs and guides investments. Target Zero promotes safer roadways, safer walkways/pathways for pedestrians and bicyclists, improved response systems, and passenger and driver behavior improvement. To achieve this Target Zero strategies focus on the Four "E's":

Education: Give drivers the information to make the best choices.

Enforcement: Use driver behavior data to help law-enforcement officers pinpoint locations with a high number of serious collisions.

Engineering: Use best practices to prevent or reduce the severity of collisions.

Emergency Medical Services: Provide high-quality and rapid emergency and medical response to injury collisions

Leadership/Policy: Not an "E", these are strategies that involve laws, agency rules or policy changes.

Target Zero assigns priority levels to focus efforts on fatal and serious traffic collisions. The levels are based on the percentage of traffic fatalities and serious injuries associated with each factor.

According to Target Zero:

Priority Level One includes the factors associated with the largest number of fatalities and serious injuries in the state. Each of these factors was involved in at least 30% of the traffic fatalities or serious injuries between 2009 and 2011. Traffic Data Systems, while not a cause of fatalities, is considered a Level One priority because of the potential for better data to significantly improve our analysis of traffic fatalities and serious injuries.

Priority Level Two factors while frequent, are not seen as often as Priority Level One items. Level Two factors were seen in at least 10% of traffic fatalities or serious injuries. Emergency Medical Services (EMS) is included here due to the significant impact effective EMS response has on preserving life and minimizing injury.

Priority Level Three factors are associated with less than 10% of fatalities and serious injuries. There is less discussion of these areas in the Target Zero plan. However, by addressing the more common factors in Priority Levels One and Two such as impairment, speeding, and run-off-the-road collisions Level Three factors will see numbers go down as well. The roads will be safer for all users.

The Target Zero plan (targetzero.com) was updated in December 2013 and focuses on the following three priority levels.

Priority Level One	Priority Level Two	Priority Level Three
Impaired Drivers	Unrestrained Vehicle Occupants	Older Drivers
Run of the Road crashes	Unlicensed Driver	Heavy Trucks
Speeding	Opposite direction	Drowsy Drivers
Young Drivers	Motorcyclists	Bicyclists
Distracted Drivers	Pedestrians	Works zones
Intersection related crashes	First response systems	School bus

The region supports the state’s Target Zero goals, and will annually review available safety data for the central Puget Sound region as part of the T2040 performance trends effort and new MAP 21 requirements for performance based planning.

CHAPTER 6 NEXT STEPS – PREPARING FOR THE NEXT MAJOR PLAN UPDATE

Responding to discussions that have occurred as part of this plan update, Chapter 6 summarizes a number of topics that have been raised for consideration in the next plan update.

Potential issues for the next plan update

The following is an initial list of possible issues which may be considered in the next plan update. These topics are derived from the input provided during the current Transportation 2040 Update process. These issues and suggestions will be reviewed and discussed as part of the official plan update scoping process.

- Update the Prioritization process
- Continue work on refining regional state of good repair (asset management) work including the possible development of a regional pavement management system
- Update Financial Strategy
- Proposed Regional Transportation Futures Study (regional tolling/user fees)
- Provide a status report and update of the region's greenhouse gas and climate change strategies
- Determine what time frame (2040, 2048, 2050, etc.) to use for the next plan update
 - MAP-21 performance-based planning, ITS architecture update, and Regional ITS Implementation Plan Update
- Consider ultra-fine and diesel toxics in the air quality analysis
- Enhance monitoring and Congestion Management Process (CMP)
- Respond to MAP-21 performance-based planning requirements
- Update ITS architecture and Regional ITS Implementation Plan Update
- Incorporate the latest Target Zero safety priorities
- Add autonomous vehicles information and other new technologies
- Include study information from coal and oil trains on the region's ports, railroad users (freight, Sound Transit, etc.), and roadways (rail crossings)
- Implications of the opening of the widened Panama Canal
- Continue work on the Rural Transportation Study
- Eastside Rail Corridor; step up the planning and implementation of improvements
- Update the Regional Freight Strategy
- More emphasis on health throughout the plan
- Consider role of transportation in enhancing access to local markets and food security
- Develop the future transit network in close coordination with the region's transportation operators, and make use of updated Transit Tools and models, as appropriate.
- Enhance models and analytical capabilities
- Update VISION 2040, the Regional Growth Strategy, and growth targets
- Include a public opinion poll as input to the next plan update