The matrix below includes the goal, MPPs and actions in the existing Transportation Chapter in VISION 2040 and potential revisions, shown in Track Changes, that represent draft changes based on feedback from the GMPB, RSC, and other stakeholders. The proposed revisions include a select set of new policies and actions and strengthen existing language to better address the current state of transportation and the 2018 Regional Transportation Plan and respond to future changes anticipated in transportation needs.

A complete draft of the updated chapter, including introductory narrative, will be available for review in early 2019, prior to inclusion in the draft plan. Staff will continue to work with the GMPB, RSC, and other stakeholders to further refine the draft updates to the Economy Chapter prior to adoption of VISION 2050 in 2020.

Overarching Goal: The region will have a ~~safe, cleaner, integrated,~~ <u>sustainable, equitable, affordable, safe</u> and ~~highly~~ efficient multimodal transportation system, <u>with specific emphasis on an integrated regional transit network</u> that supports the regional growth strategy and promotes vitality of the economy, environment and health ~~economic and environmental vitality, and better public health~~.

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-T-A	<u>Reduce stormwater pollution from transportation facilities and improve fish passage, through retrofits and updated design standards. Where feasible, integrate with other improvements to achieve multiple benefits and cost efficiencies</u>	New Policy	**Environment** - New policy in response to feedback to address water quality	
MPP-T-5	<u>Support the transition to a cleaner transportation system through investments in zero emission vehicles, low carbon fuels and other clean energy options.</u> ~~Foster a less polluting system that reduces the negative effects of transportation infrastructure and operation on the climate and natural environment.~~	Substantive change	**Climate change** - Update language to reflect the current work on reducing emissions maintains policy direction	
MPP-T-B	<u>Provide infrastructure sufficient to support widespread electrification of the transportation system.</u>	New Policy	**Climate change** - supports infrastructure needed for electrification	
MPP-T-6	<u>Prepare for changes in transportation technologies and mobility patterns, to support communities with a sustainable and efficient transportation system.</u> ~~Seek the development and implementation of transportation modes and technologies that are energy-efficient and improve system performance.~~	Substantive change	**Technology** - Updated to support current work on technology	
MPP-T-8	<u>Advance the resilience of the transportation system by incorporating redundancies, preparing for disasters and other impacts, and coordinated planning for system recovery.</u> ~~Protect the transportation system against disaster, develop prevention and recovery strategies, and plan for coordinated responses.~~	Substantive change	**Resilience** - Update langue support a resilient transportation system	

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-T-21	~~Apply urban design principles~~ <u>Design</u> <u>in</u> transportation programs and projects ~~for~~ <u>to support</u> regional growth centers and high-capacity transit station areas.	Substantive change	**Regional Growth Strategy** - clarify policy	
MPP-T-22	Implement transportation programs and projects <u>that provide access to opportunities while preventing or mitigating</u> ~~in ways that prevent or minimize~~ negative impacts to <u>people of color, people with</u> low-income, ~~minority~~, and <u>people with</u> special <u>transportation</u> needs ~~populations~~.	Substantive change	**Equity** - emphasize access to all people	
MPP-T-24	Increase the proportion of trips made by transportation modes that are alternatives to driving alone<u>, especially to and within centers and along corridors connecting centers</u>.	Substantive change	**Multimodal** - moved clause from MMP-T-23 to emphasize on centers	
MPP-T-26	Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people <u>consistent with the regional growth strategy</u> ~~to and within the urban growth area~~. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.	Substantive change	**Regional Growth Strategy** - clarify support for RGS	
MPP-T-30	<u>Be responsive to changes in mobility patterns and needs for both people and goods, and encourage partnerships with the private sector, where applicable.</u> ~~Encourage public and private sector partnerships to identify and implement improvements to personal mobility and freight movement.~~	Substantive change	**Technology** - Update role of public-private partnerships as a means to respond to change	
MPP-T-31	<u>Ensure that the region can accommodate growth in aviation by maximizing aviation capacity within the existing regional airport system before constructing new airports. Work in cooperation with the state, which will play a lead role in addressing aviation capacity needs, as well as affected communities, and users</u>. ~~Support effective management of existing air transportation capacity and ensure that future capacity needs are addressed in cooperation with responsible agencies, affected communities, and users.~~	Substantive change	**Aviation -**Updated policy language based upon adopted 2018 Regional Transportation Plan	
MPP-T-4	Improve <u>the</u> safety of the transportation system and, in the long term, achieve the state's goal of zero deaths and <u>serious</u> ~~disabling~~ injuries.	Minor change	**Safety** - Modernizing terminology	

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-T-7	Develop a transportation system that minimizes negative impacts to, and promotes, human health.	Minor change	Adds positive element	
MPP-T-14	Design, construct, and operate a safe and convenient transportation system for all users transportation facilities to serve all users safely and conveniently, including motorists, pedestrians, bicyclists, and transit users, while accommodating the movement of freight and goods, using best practices and context sensitive design strategies as suitable to each facility's function and context as determined by the appropriate jurisdictions.	Minor change	**Safety** - clarify and streamline	
MPP-T-17	Ensure the freight system supports the growing needs of global trade and state, regional and local distribution of goods and services. meets the needs of: (1) global gateways, (2) producer needs within the state and region, and (3) regional and local distribution.	Minor change	**Freight** - modernize language	
MPP-T-18	Maintain and improve the existing multimodal freight transportation system in the region to increase reliability, and efficiency, and mobility, and prepare for continuing growth in freight and goods movement. and to prevent degradation of freight mobility.	Minor change	**Freight** - recognize growth in freight movement	
MPP-T-19	Coordinate regional planning with railroad line capacity expansion plans and support capacity expansion that is compatible with state, regional, and local plans.	Minor change	**Freight** - update terminology	
MPP-T-25	Ensure mobility choices for people with special transportation needs, including persons with disabilities, seniors the elderly, youth the young, and people with low-income populations.	Minor change	**Equity** - update terminology	
MPP-T-33	Promote Pursue alternative transportation financing methods, such as user fees, tolls, and other pricing mechanisms to manage and fund the, that sustain maintenance, improvement, preservation, and operation of the transportation system facilities and reflect the costs imposed by users.	Minor change	**Financial strategy** - update terminology, including pricing mechanisms	
MPP-T-1	Maintain and operate transportation systems to provide safe, efficient, and reliable movement of people, goods, and services.	No change		

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-T-2	Protect the investment in the existing system and lower overall life-cycle costs through effective maintenance and preservation programs.	No change		
MPP-T-3	Reduce the need for new capital improvements through investments in operations, pricing programs, demand management strategies, and system management activities that improve the efficiency of the current system.	No change		
MPP-T-9	Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.	No change		
MPP-T-10	Promote coordination among transportation providers and local governments to ensure that joint- and mixed-use developments are designed in a way that improves overall mobility and accessibility to and within such development.	No change		
MPP-T-11	Prioritize investments in transportation facilities and services in the urban growth area that support compact, pedestrian- and transit-oriented densities and development.	No change		
MPP-T-12	Give regional funding priority to transportation improvements that serve regional growth centers and regional manufacturing and industrial centers.	No change		May consolidate funding-related policies in General chapter (DP-7, 10, 13, H-6, T-12)
MPP-T-13	Make transportation investments that improve economic and living conditions so that industries and skilled workers continue to be retained and attracted to the region.	No change		
MPP-T-15	Improve local street patterns – including their design and how they are used – for walking, bicycling, and transit use to enhance communities, connectivity, and physical activity.	No change		
MPP-T-16	Promote and incorporate bicycle and pedestrian travel as important modes of transportation by providing facilities and reliable connections.	No change		
MPP-T-20	Design transportation facilities to fit within the context of the built or natural environments in which they are located.	No change		

Policy	Text	Type of Change	Reason for Proposed Update	Additional Notes
MPP-T-23	Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.	No change		
MPP-T-27	Improve key facilities connecting the region to national and world markets to support the economic vitality of the region.	No change		
MPP-T-28	Avoid construction of major roads and capacity expansion on existing roads in rural and resource areas. Where increased roadway capacity is warranted to support safe and efficient travel through rural areas, appropriate rural development regulations and strong commitments to access management should be in place prior to authorizing such capacity expansion in order to prevent unplanned growth in rural areas.	No change		
MPP-T-29	Promote the preservation of existing rights-of-way for future high-capacity transit	No change		
MPP-T-32	Integrate transportation systems to make it easy for people and freight to move from one mode or technology to another.	No change		

Action	Text	Type of Change	Reason for Proposed Update	Additional Notes
T-Action-1 (regional)	<u>Regional Transportation Plan</u> - PSRC will update the Regional Transportation Plan (RTP) to be consistent with federal and state requirements and the goals and policies of VISION 2050. The RTP will incorporate the Regional Growth Strategy and plan for a sustainable multimodal transportation system for 2050. The plan will identify how the system will be maintained and efficiently operated, with strategic capacity investments, to provide safe and equitable access to housing, jobs, and other opportunities, as well as improved mobility for freight and goods delivery. Specific elements of the RTP include the Coordinated Transit-Human Services Transportation Plan and continued updates to the regional integrated transit network (including high capacity transit, local transit, auto and passenger ferries), the active transportation plan, regional freight network, aviation planning and other important system components.	New action	Maintain and update the Regional Transportation Plan to implement VISION 2050	
T-Action-2 (regional)	<u>Transportation Technology and Changing Mobility -</u> PSRC will continue to conduct research and analysis on the potential impacts from emerging technologies and changes in mobility patterns. PSRC will build relationships among a diverse set of stakeholders and facilitate discussions to assist member organizations to become prepared for these changes in transportation mobility and to address consequences to and from local decision making. Outcomes could include guidance, best practices and future policies.	New action	Research and address changing technology	
T-Action-3 (regional)	<u>Freight Mobility -</u> PSRC will continue to conduct research, data collection and analysis of the growth and impacts of freight and goods movement and delivery, including updating baseline inventories and identification of mobility and other issues. PSRC will continue collaboration with stakeholders to address key freight issues as part of the next RTP update.	New action	Research and address changing needs for freight	

Action	Text	Type of Change	Reason for Proposed Update	Additional Notes
T-Action-4 (regional)	<u>**Climate** - PSRC will continue to monitor and advance the implementation of the adopted Four-Part Greenhouse Gas Strategy - or future versions thereof - to achieve meaningful reductions of emissions throughout the region from transportation and land use. This will include ongoing collaboration with a variety of partners on each element, for example regional coordination on electric vehicle infrastructure, roadway pricing, transit oriented development and others. This will also include continued development of regional analyses and research of additional options for reducing emissions.</u>	New action	Continue to implement Four-Part Greenhouse Gas Strategy for climate change	
T-Action-5 (regional)	<u>**Aviation Capacity** – PSRC will continue to conduct research and analysis of the region's aviation system to assess future capacity needs, issues, challenges, and community impacts to help ensure that the system can accommodate future growth and set the stage for future planning efforts.</u>	New Action	Reflect current agency efforts to analyze regional aviation system	
T-Action-6 (local)	<u>**VISION 2050 Implementation** - Counties and cities, with guidance and assistance from PSRC, will update local plans to support implementation of the Regional Transportation Plan and address the Regional Growth Strategy, including assessing changes related to technology, freight and delivery, and the needs of all users. </u>	New action	Local action to implement the regional transportation plan through local plans and update local plans to respond to changes and growth	