

# Transportation 2040

*Update to the Regional Transportation Plan*

## A Conversation on Regional Transportation

Tacoma City Manager  
April 15, 2009



# Puget Sound Regional Council

## The Region:

- 4 counties
- 82 cities and towns
- Hundreds of special districts

## PSRC Responsibilities:

- Regional Growth, Economic and Transportation Planning
- Federal transportation funds to priority projects
- Regional data and forecasts
- Forum for regional issues
- Prosperity Partnership



Federal MPO



State RTPO

# PSRC Transportation Planning and Funding

## Transportation Planning:

- State highways, HOV, ferries, rail, freight
- Regional highways, transit, aviation, freight
- Local streets, roads and transit
- Bicycle and pedestrian facilities
- Operations and system management
- Travel demand strategies

## Funding:

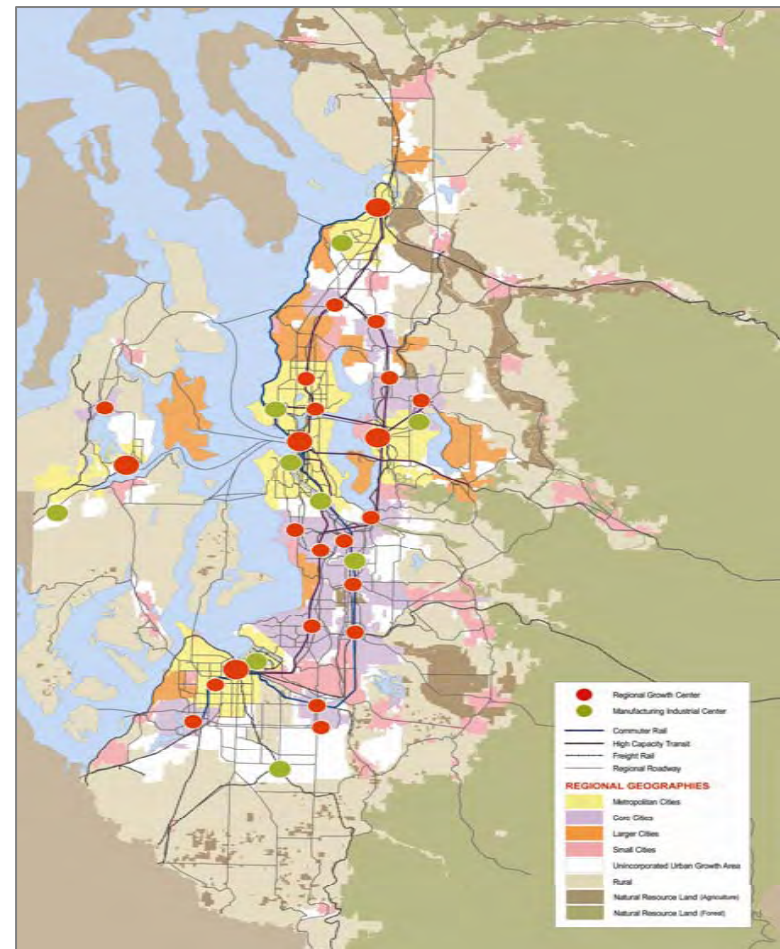
- Federal funds flow from the Highway Trust Fund through SAFETEA-LU to each state by formulas
- PSRC Receives \$160 Million annually through SAFETEA-LU Programs
  - Surface Transportation Program (STP)
  - Congestion Mitigation Air Quality (CMAQ)
  - Federal Transit Administration (FTA)

# Transportation 2040

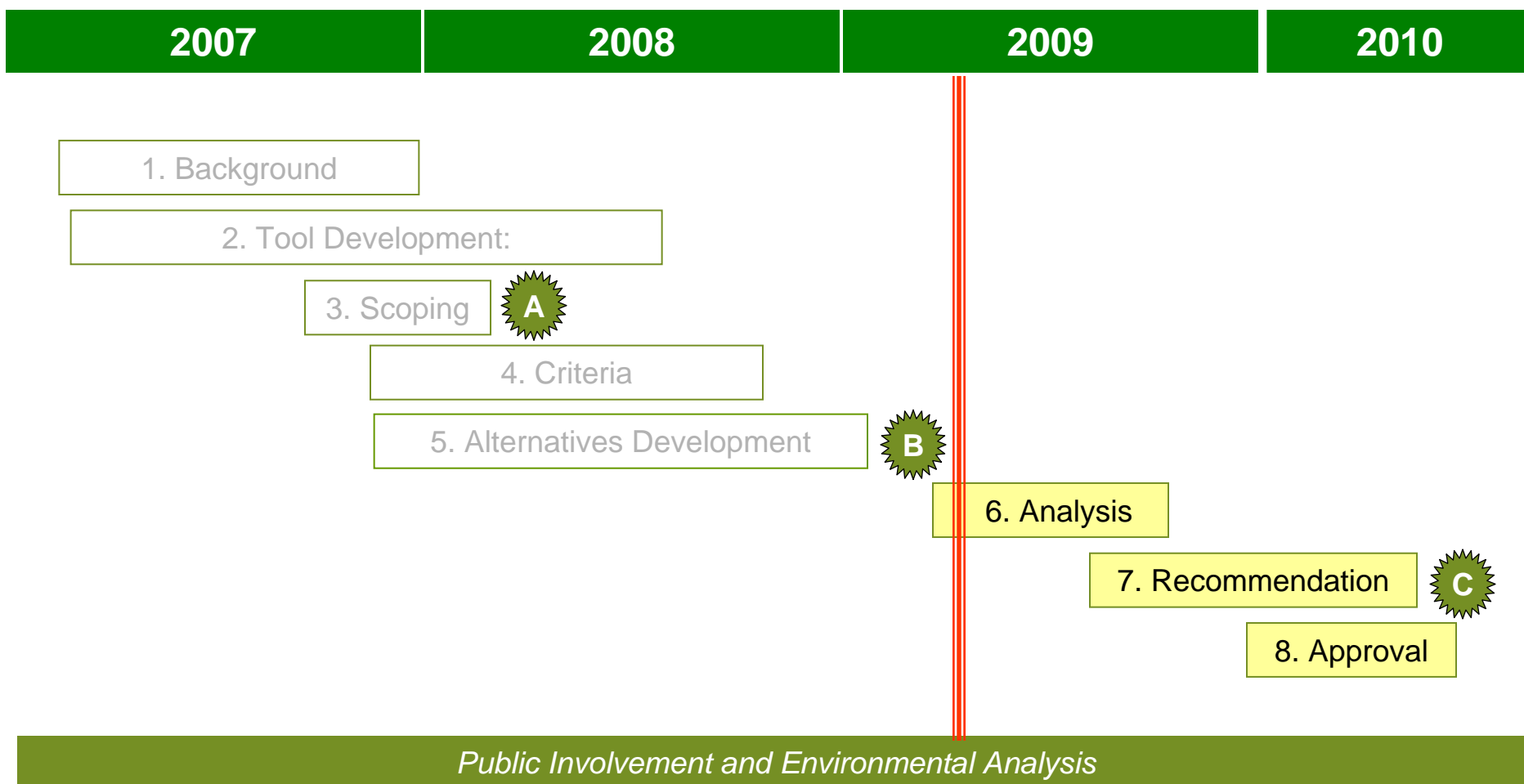
## Objectives:

- Align with **VISION 2040** and the **Regional Economic Strategy**.
- Respond to the **2040** growth forecasts for person and freight travel demand.
- Make progress on the **major transportation system issues** facing the region and inform near- term project decisions.
- Create a sustainable financial strategy

## Regional Growth Strategy



# TRANSPORTATION 2040 – Schedule



**Key Decision Points**

# Background

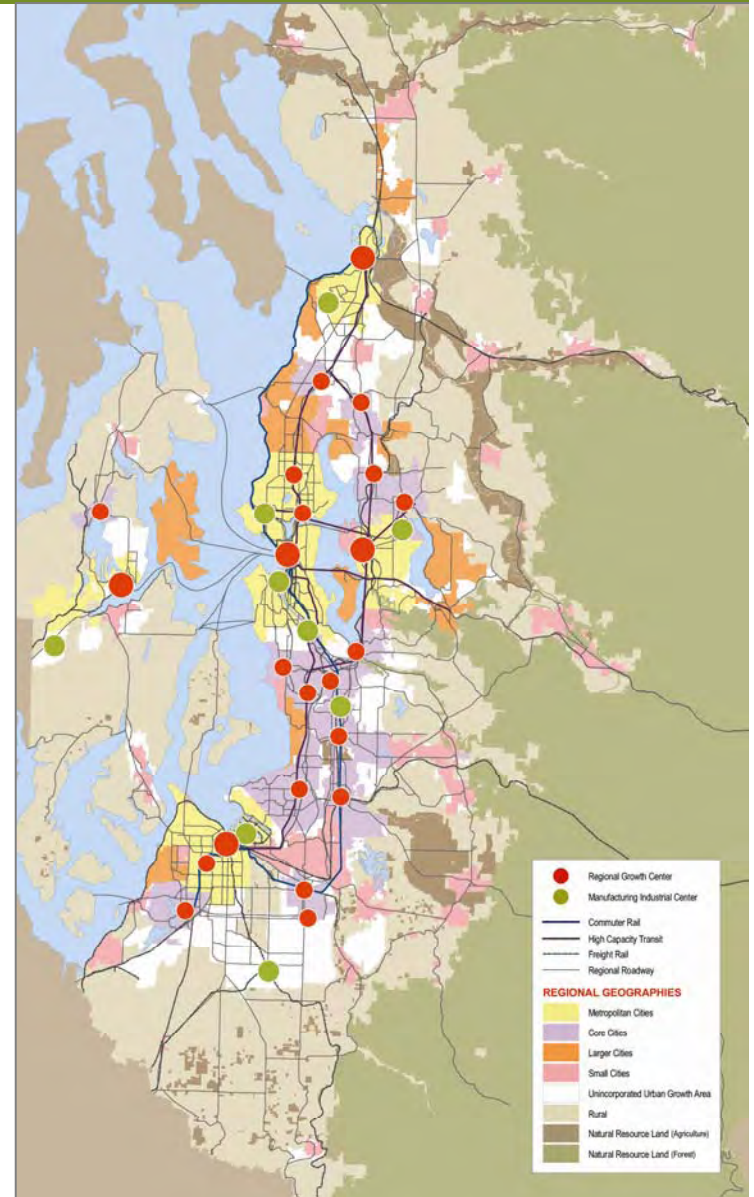
# PSRC Region – A Snapshot (2006)

Population (2006):	3,500,000
Daily VMT:	82,000,000
(VMT = Vehicle Miles Traveled)	
Daily per capita VMT:	23
Av. Daily transit riders (est.):	392,000
Registered vehicles:	3,400,000

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## Traveling to work trips –

• Single Occupant Vehicle:	70%
• Carpool/vanpool:	12%
• Transit:	8%
• Walk/bike:	5%
• Work at home/other	5%



# PSRC Region – A Snapshot (2006)

## Roadway System (lane miles) –

- Freeways (GP lanes): 1,980
  - Freeways (HOV lanes): 215
  - Arterials (GP lanes): 9,879
  - Arterials (HOV lanes): 24
- 

Park & Ride stalls: 38,000

Annual air passengers: 31,000,000

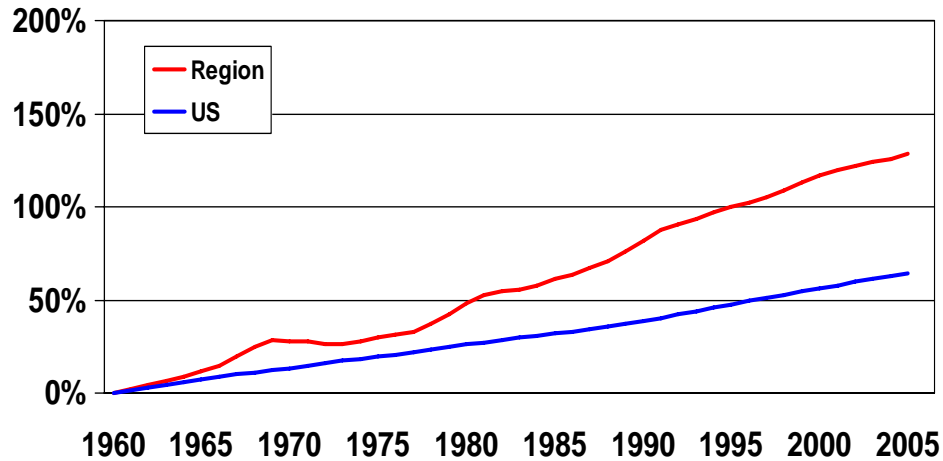
Annual ferry riders: 24,000,000

(State ferry system – vehicles plus passengers)



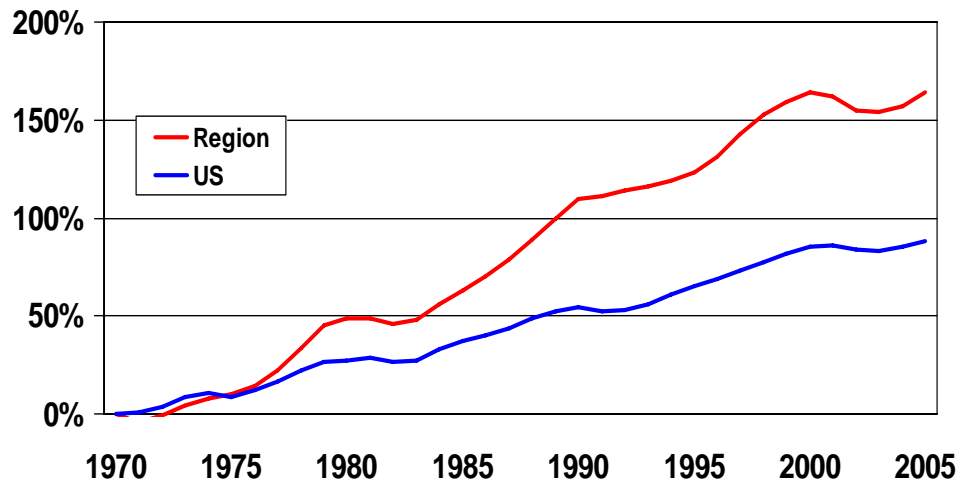
# Population & Employment Growth

Population



**Population and Employment have both grown faster than the national average.**

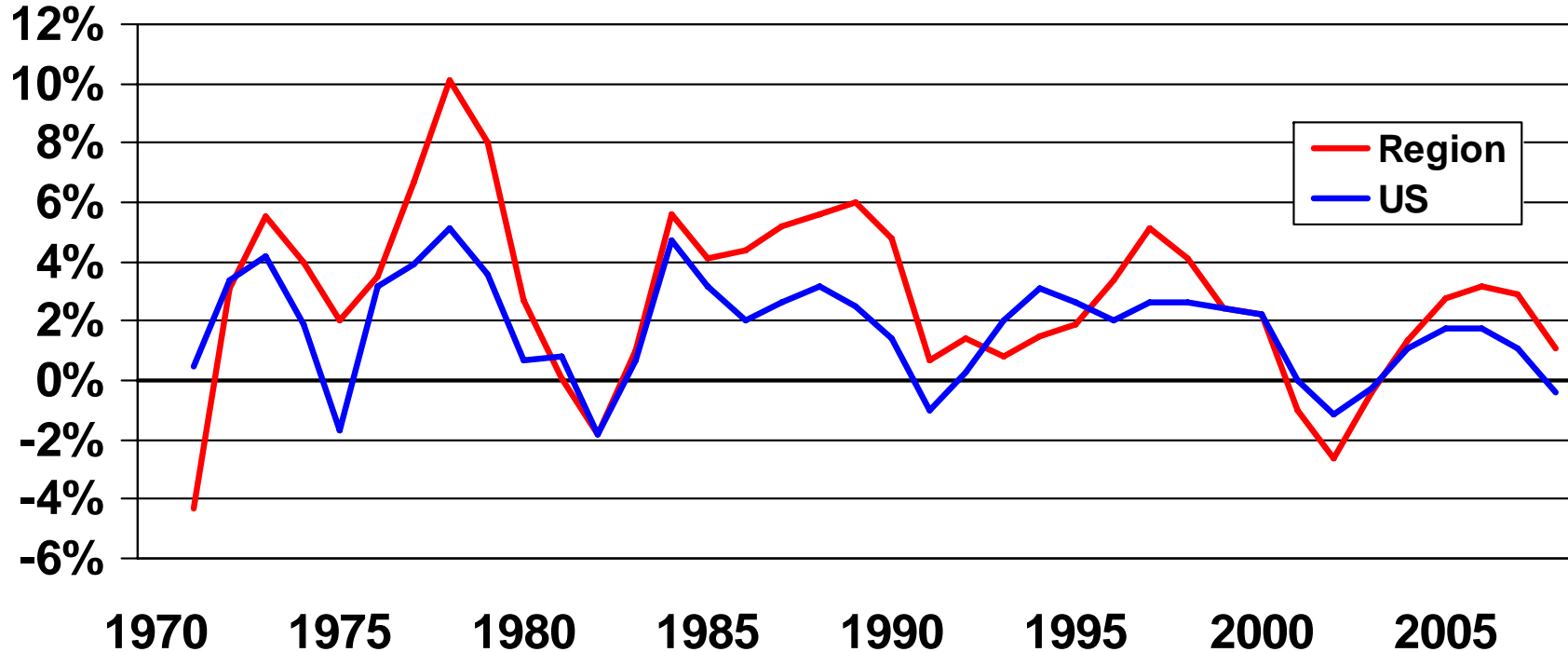
Employment



Source: OFM, ESD

# Annual Employment Change (1970-2008)

Regional annual employment growth rates have mirrored national rates

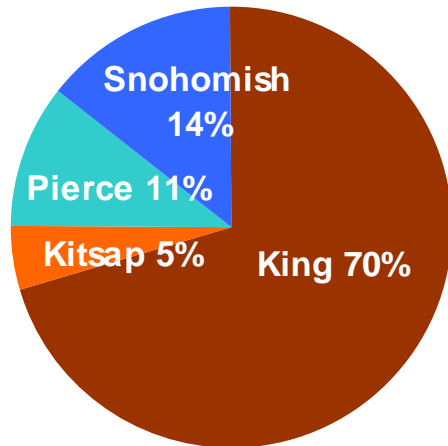


Source: US Bureau of Labor Statistics, Washington State Employment Securities Department

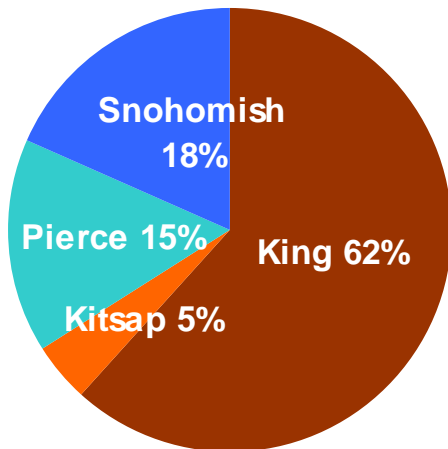
# Regional Population and Employment Change by County

Share of Regional Job Change

1970-2000

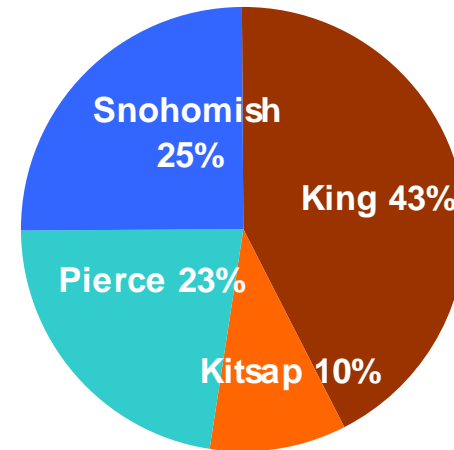


2000-2040

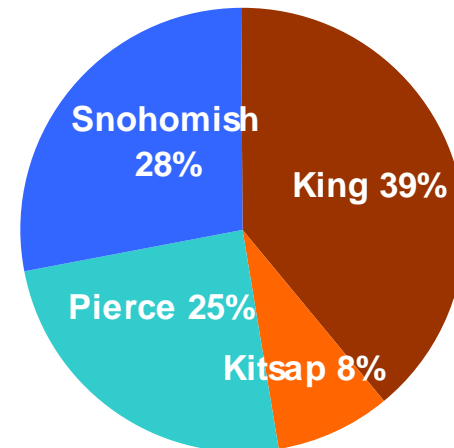


Share of Regional Population Change

1970-2000



2000-2040



## Regional Growth, 1970-2000:

King County –

- 70% of new jobs
- 43% of new people

Pierce County –

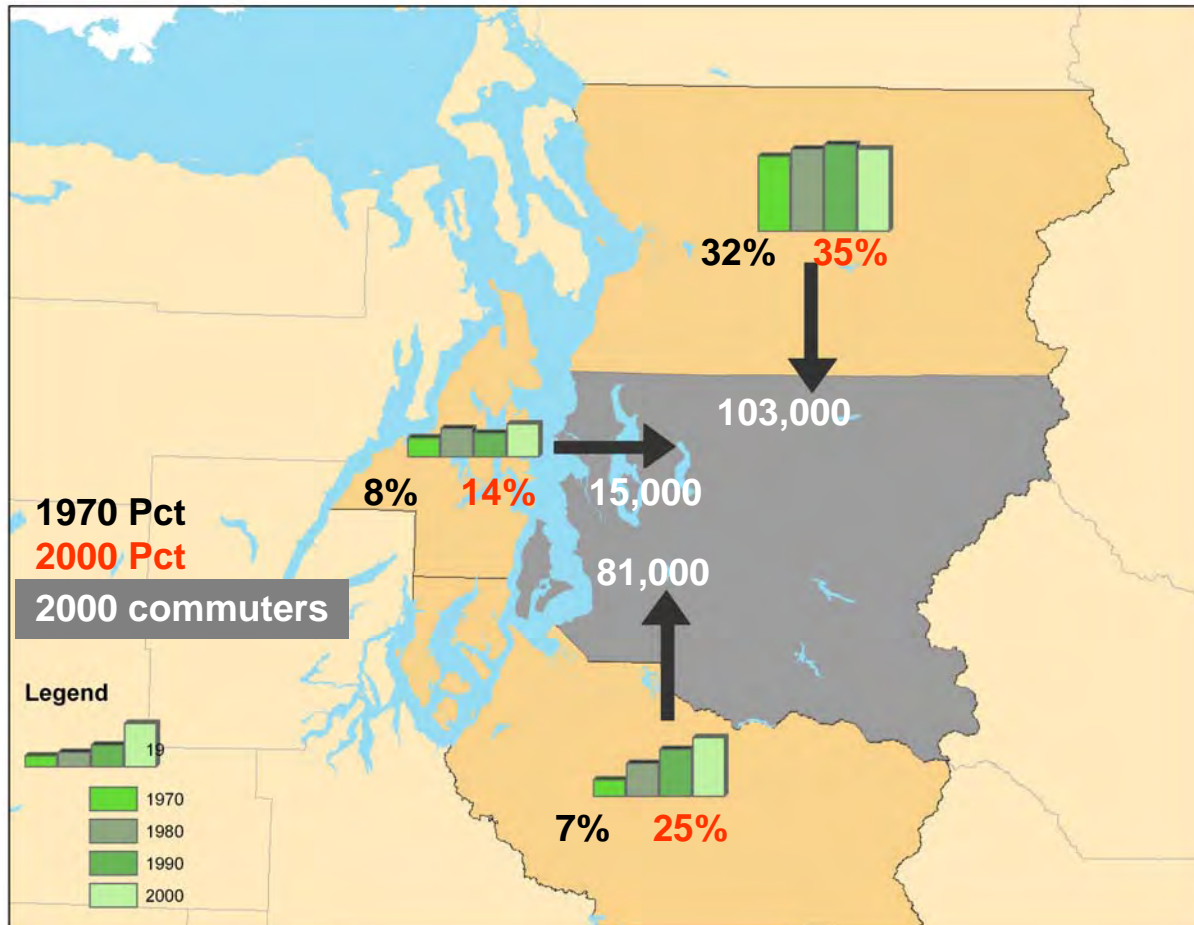
- 11% of new jobs
- 23% of new people

## Result:

More workers commuting into King County

# Percent of Each County's Workforce Who Commute to King County (1970-2000)

More of the region's workforce is commuting to King County



**Snohomish County:**

One worker in three commutes into King County

**Pierce County:**

One worker in four commutes into King County

**Kitsap County:**

One worker in seven commutes into King County

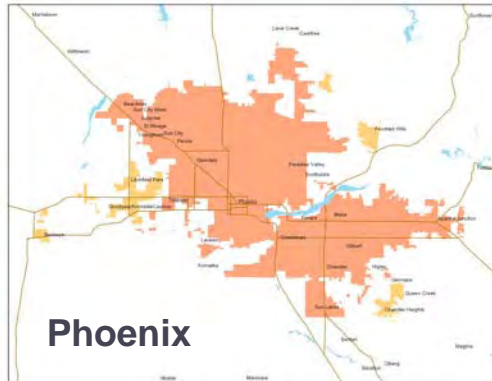
Source: 1970, 2000 Census Journey to Work

# Comparison of Regional Geographies

**Seattle**



**Portland**



**Phoenix**



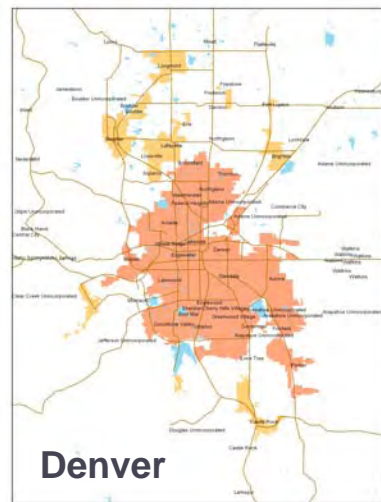
**Vancouver BC**



**San Francisco**



**San Diego**



**Denver**



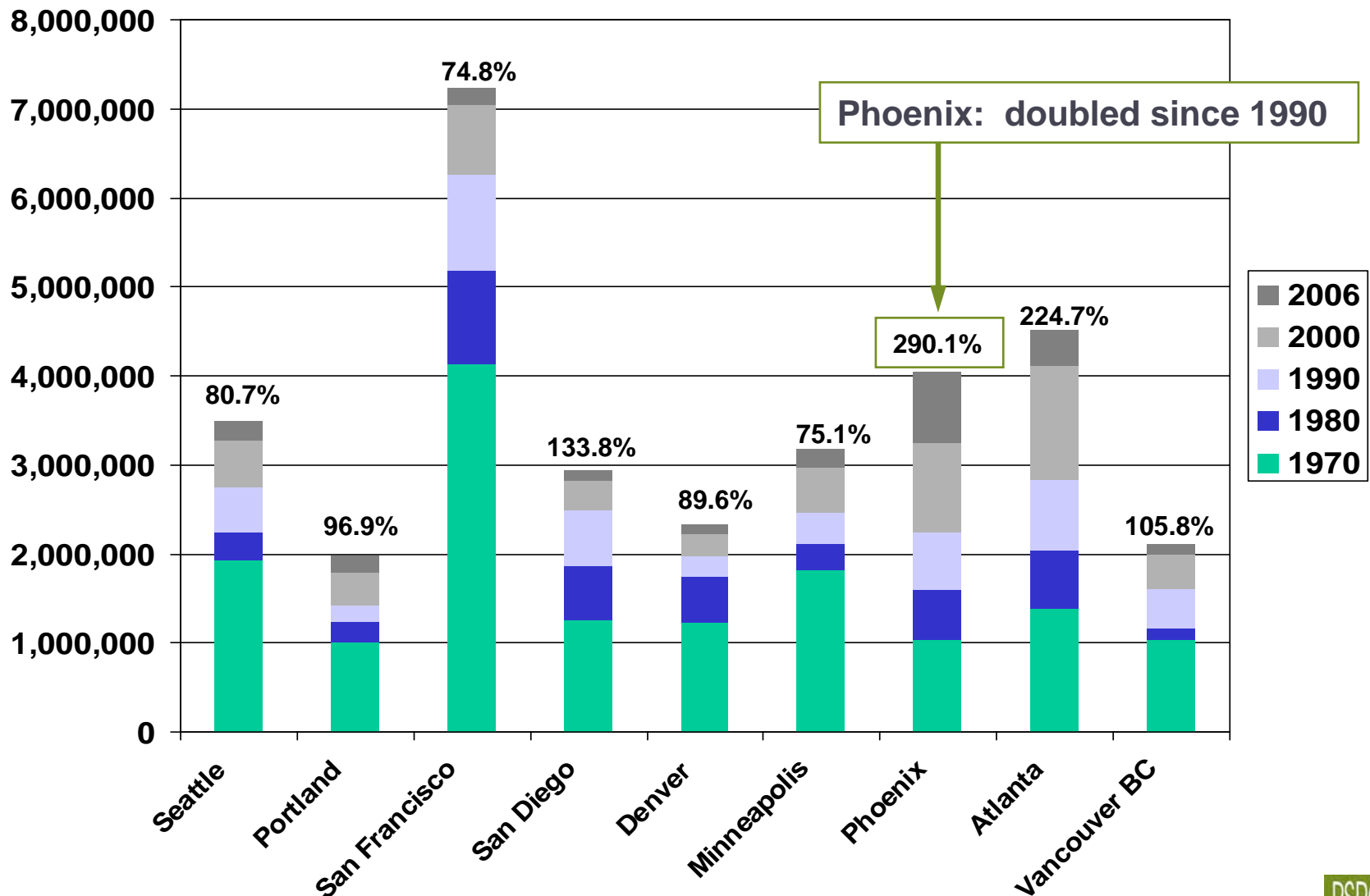
**Minneapolis**



**Atlanta**

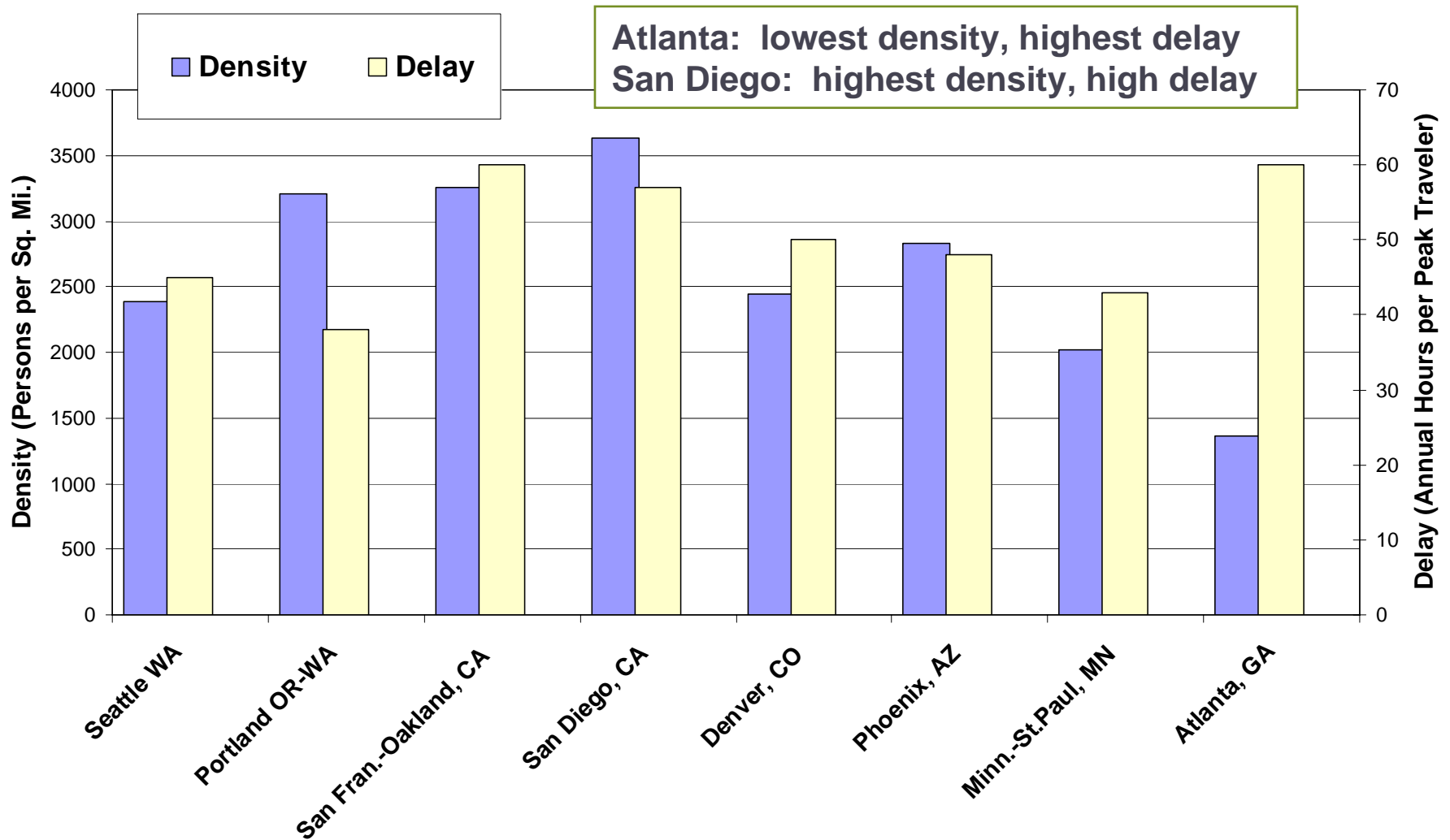
# Population Trends Since 1970

## (Metropolitan Statistical Areas)



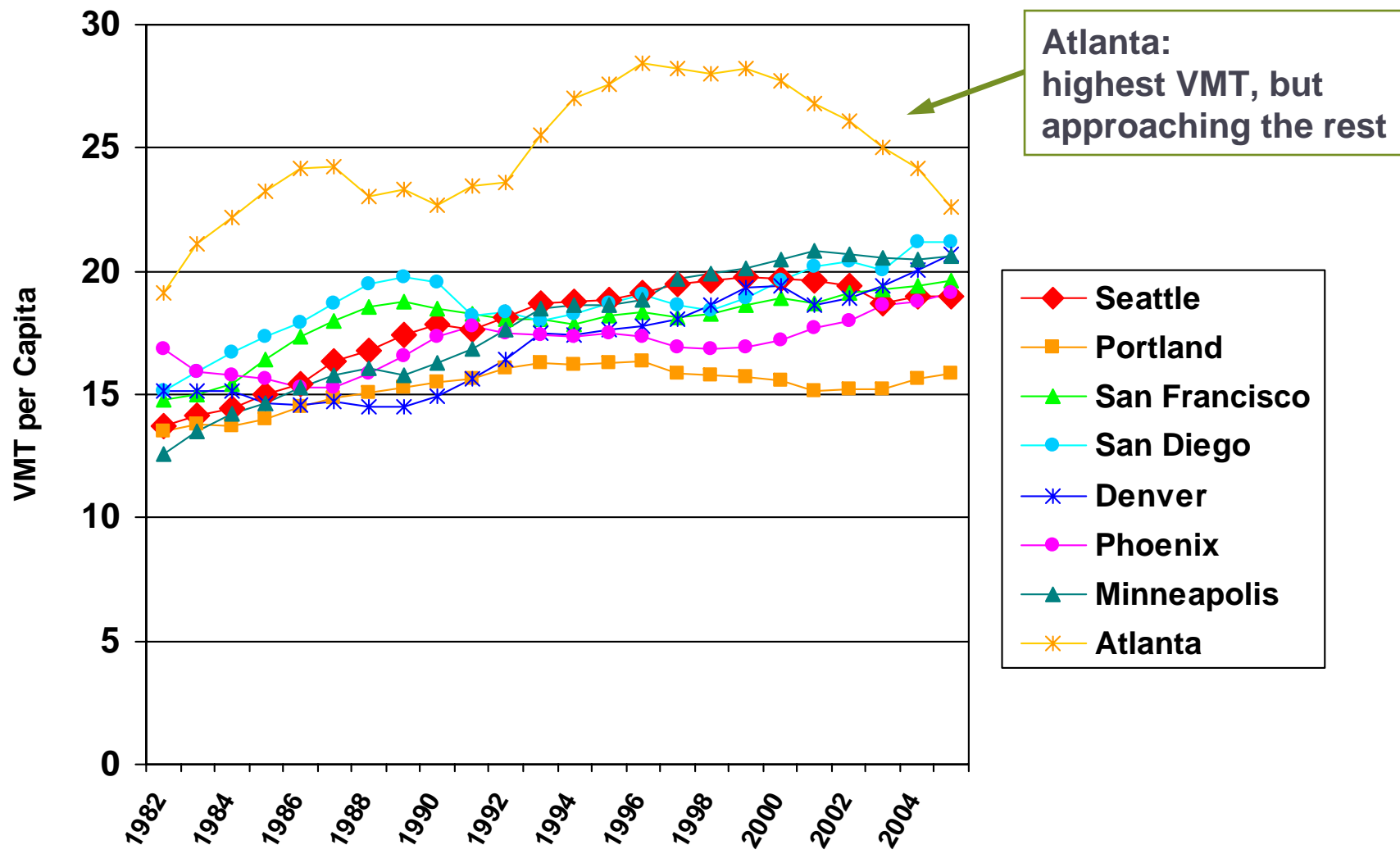
Source: Census & 2006 ACS and Census Canada

# Population Density & Delay



Source: 2005 Highway Performance Monitoring System (HPMS), TTI

# Vehicle Miles Traveled (VMT) per Capita



Source: 2005 Highway Performance Monitoring System (HPMS), TTI



# Critical Issues

# Major Factors Shaping Transportation 2040

## **Sustainable Funding –**

- New sources of revenue
- Reliable, predictable, sufficient

## **Environment –**

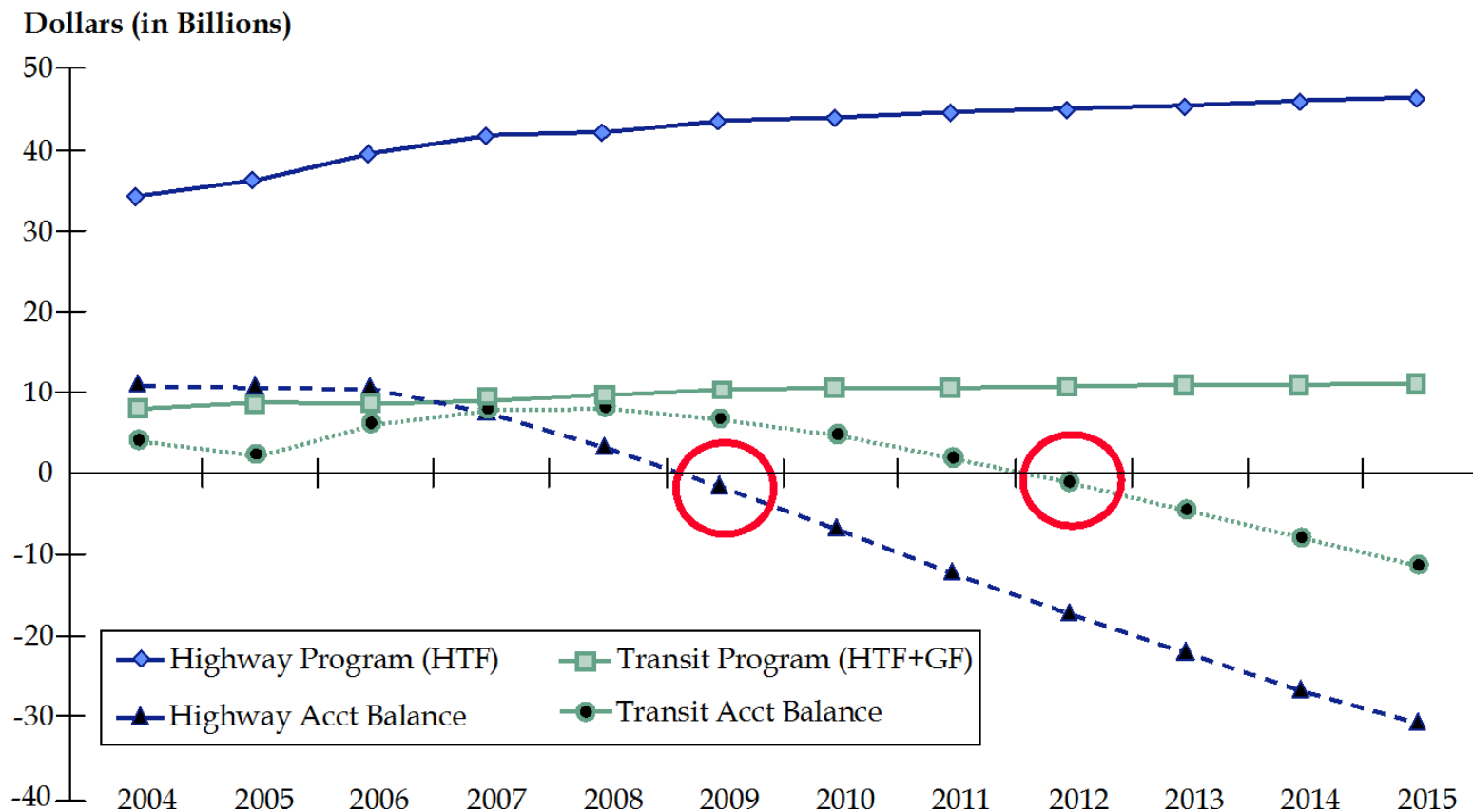
- Climate change
- Puget Sound water quality

## **Congestion and Mobility –**

- Regional economic vitality
- Mobility for people and goods movement

# Transportation Funding: The Federal Picture

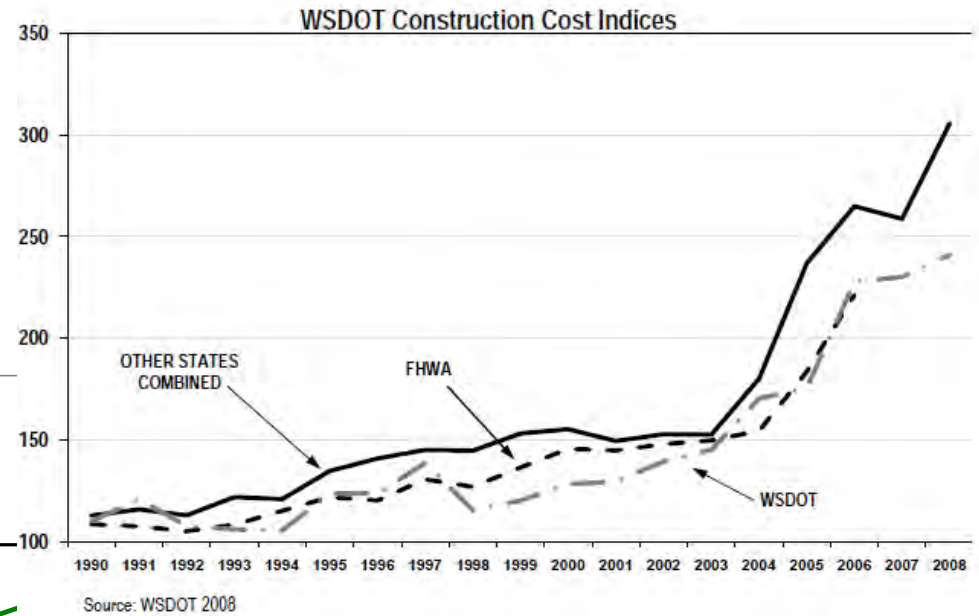
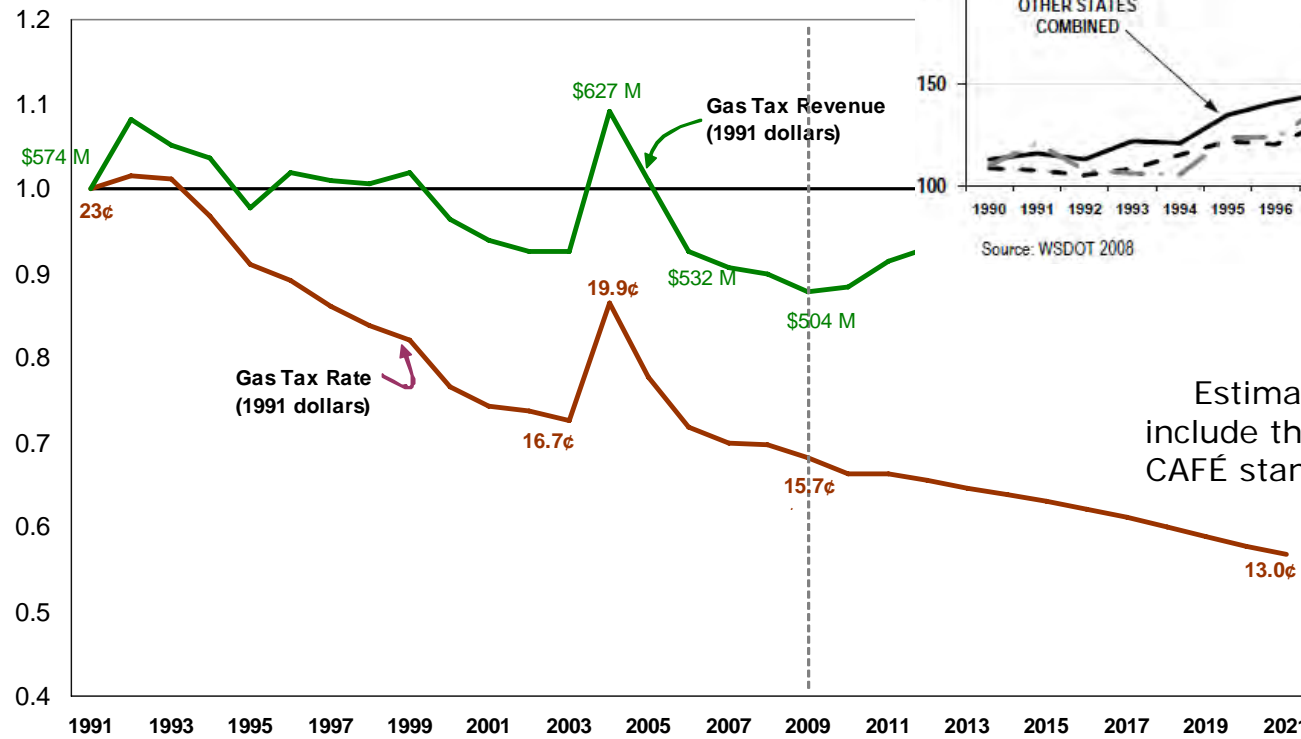
Federal revenues in 2009 will be inadequate to meet SAFETEA-LU spending guarantees (pre ARRA)



**Appropriation of Funds - The American Recovery and Reinvestment Act of 2009 (ARRA)**  
appropriates \$27,500,000,000 from the General Fund of the Treasury.

# Transportation Funding: The State Gas Tax

Growth Rates Compared: Gas Tax Revenue, and Gas Tax Rate in 1991 Dollars



Estimates include the new CAFÉ standards

# Revenue - Sources of Funds

2005 Sources of Transportation Funds (2008 Dollars)

## Example:

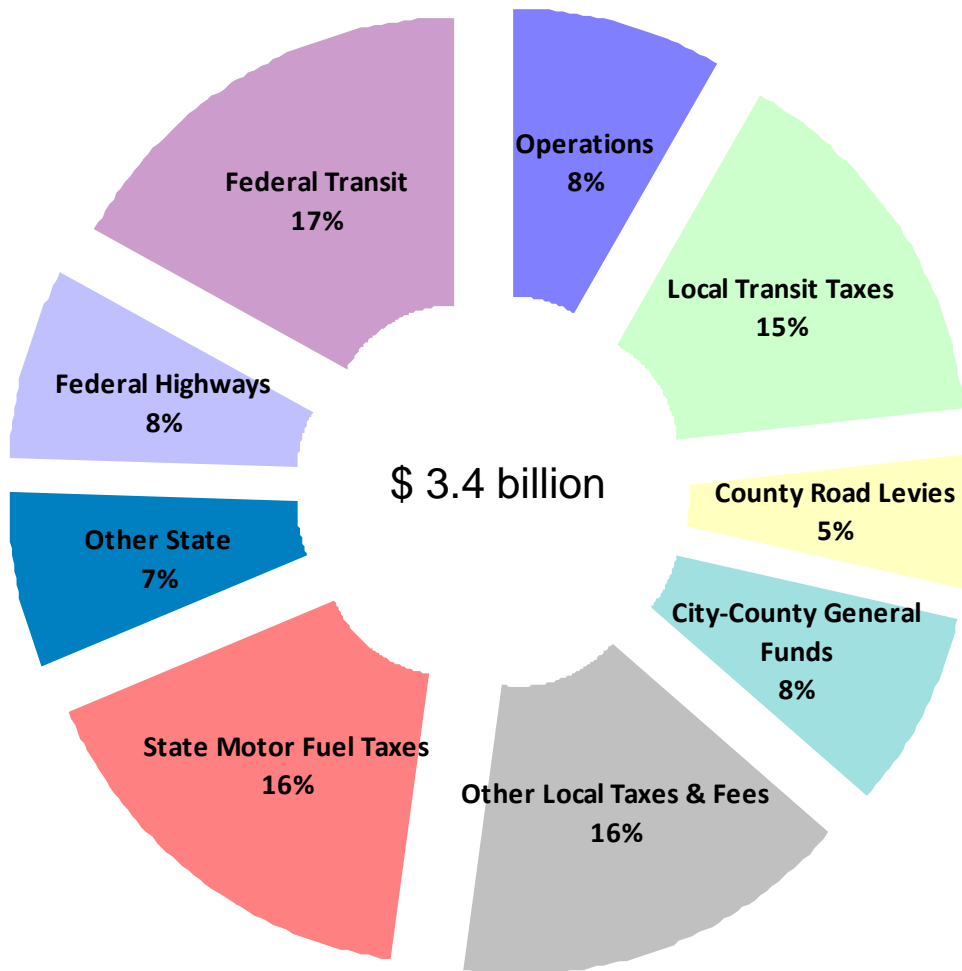
While the sources on transportation funding will vary by year the region received about \$3.4 billion in 2005.

Federal: 25%

State: 23%

Local: 44%

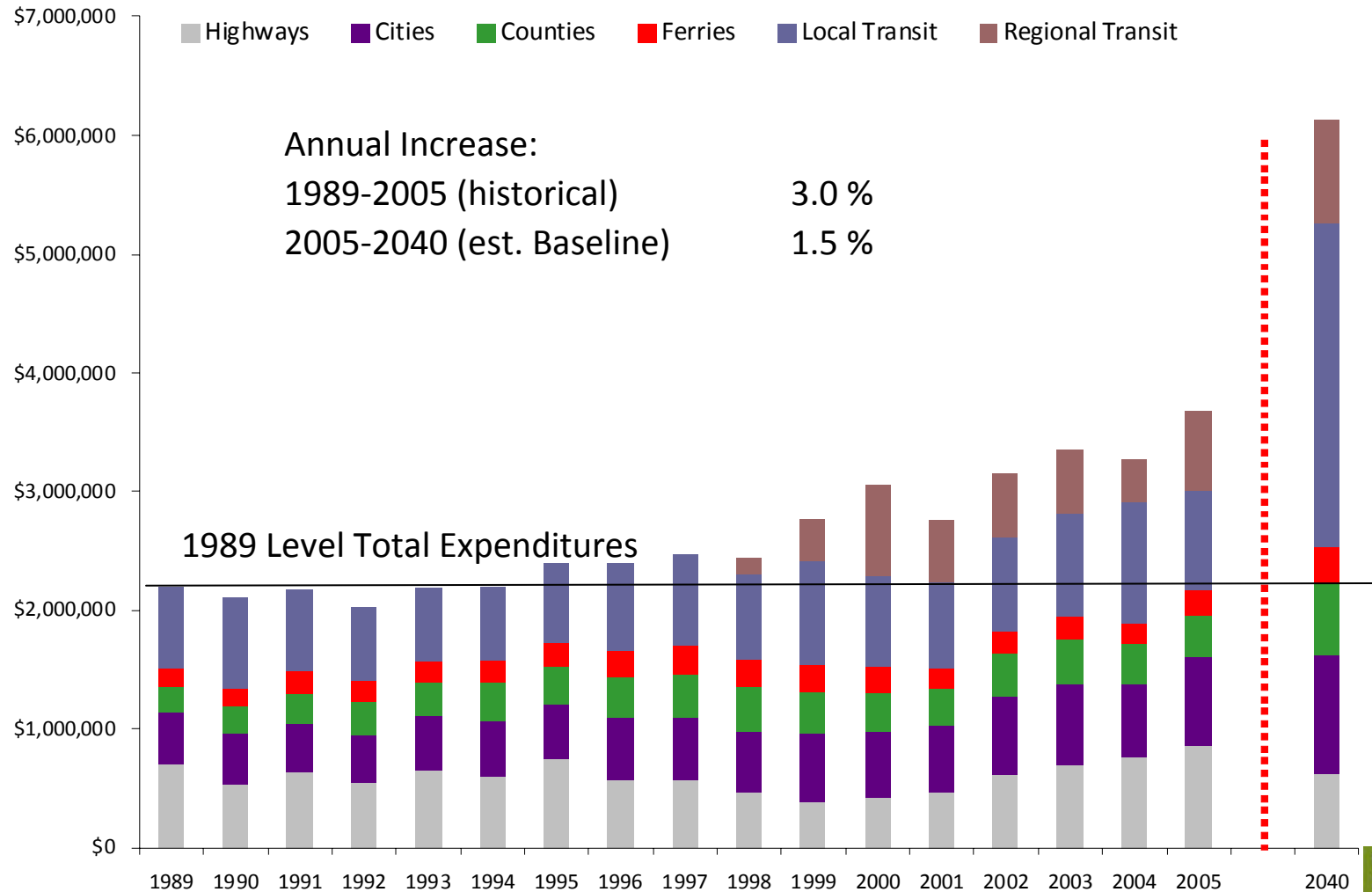
Fare Box: 8%



# Transportation Expenditures

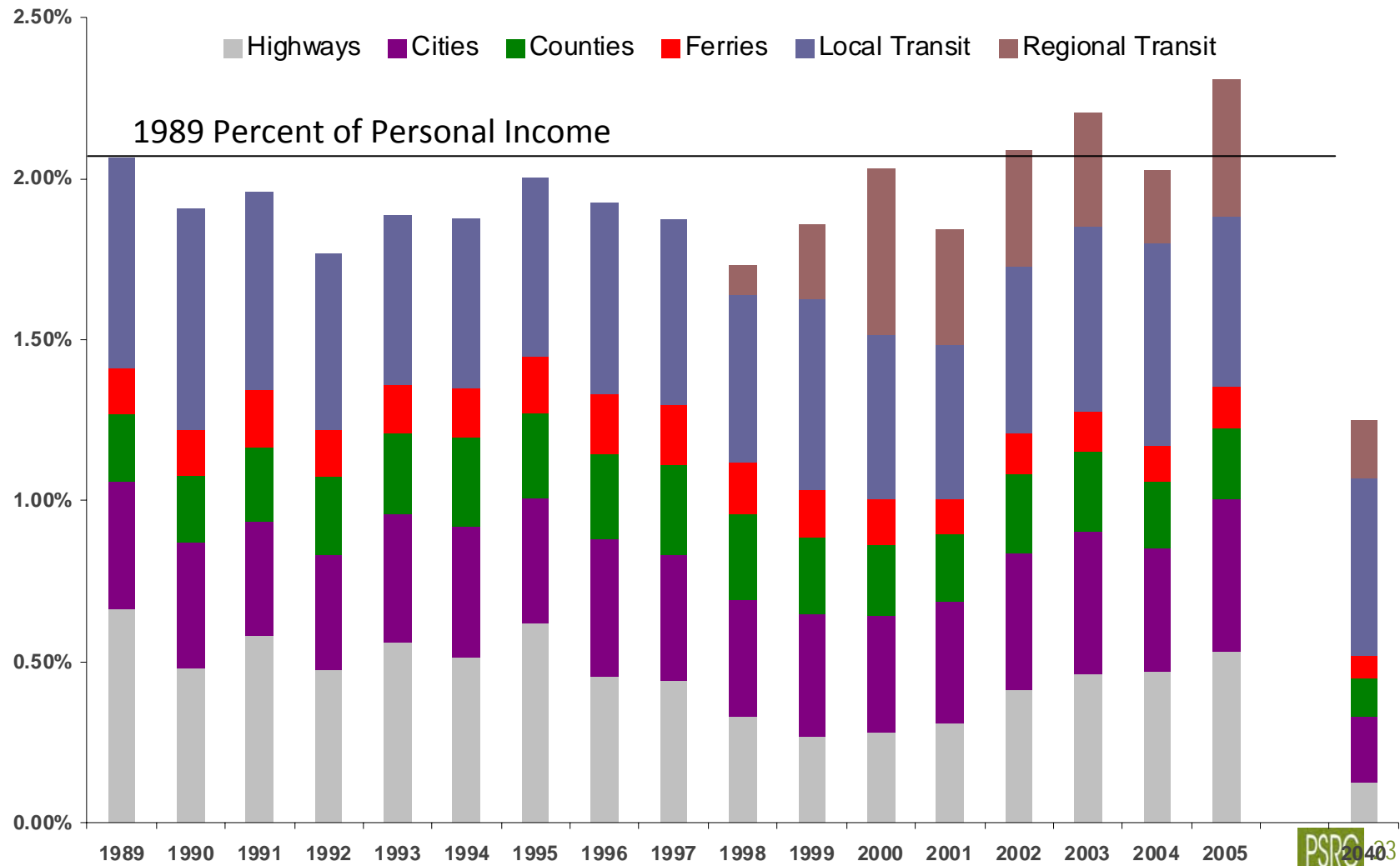
## Historical (1989-2005) and Baseline Estimate (2040)

Transportation Expenditures in the Central Puget Sound Region (thous. 2008 Dollars)



# Public Transportation Expenditures Percent of Personal Income

Transportation Expenditures as a Percent of Regional Personal Income (1989 - 2005)



# Current Destination 2030 Financial Strategy (2006 Dollars)

## **\$105.2 Billion Financially Constrained Plan**

- \$75.7 Billion Current Law
- \$7.7 Billion Assumed Anticipated ST-2 funding that was passed in 2008
- \$21.8 Billion New “Anticipated” funding

## **\$40.2 Billion in Unprogrammed Projects (projects not included in our federally required Financially Constrained Plan)**

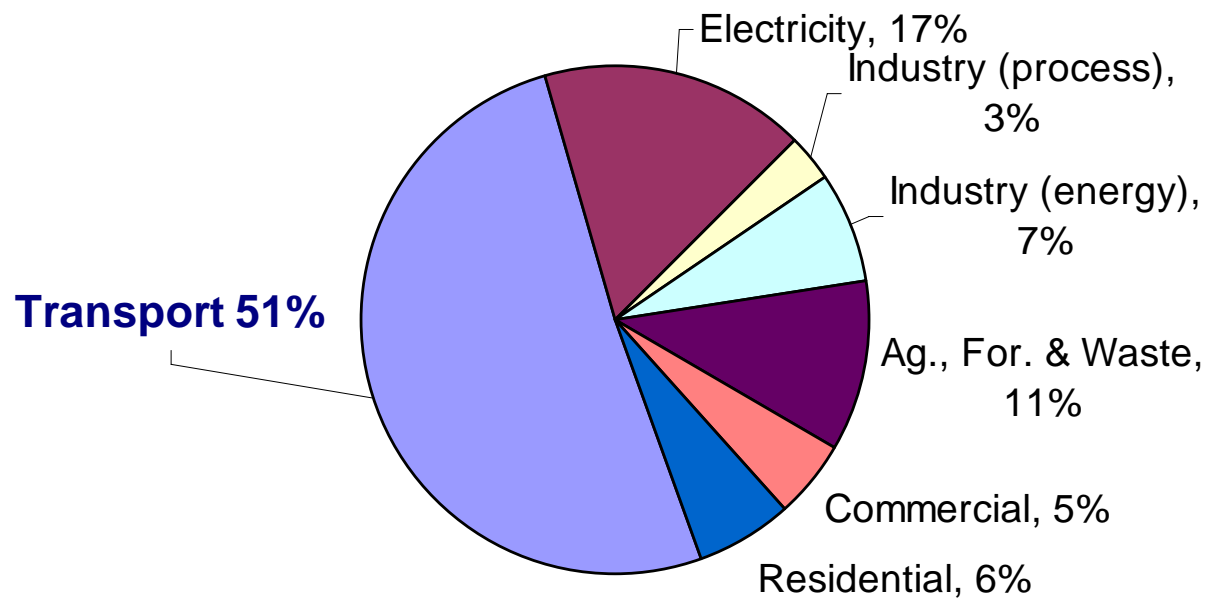
### *Anticipated revenue assumptions:*

- Local Revenue instruments (i.e., transportation benefit districts).
- Local Transit – operations of P.O.F. services.
- RTID and ST2 ballot measure (up to \$13 billion).
- Highway – tolls on SR 520 (\$700 million).
- Destination 2030 assumed additional locally approved revenue instruments (statewide direct distributions, levy lid lifts, LIDs and transit supportive sales taxes).
- Destination 2030 assumed additional state funding beyond the Nickel and TPA (approx. \$4.5 billion or equal to \$0.15 fuel tax increase in 2015, and again in 2025).
- Destination 2030 assumed regional funding beyond RTID (about \$6 billion additional funding for regional projects).
- Potential revenues from tolling a system of highway facilities is estimated to be able to generate at least \$4 billion – WSDOT Toll Feasibility Study.

# Climate Change and Transportation 2040

Why is climate change important to consider in the Transportation 2040 Update?

## 2002 Greenhouse Gas Emissions for the Puget Sound Region



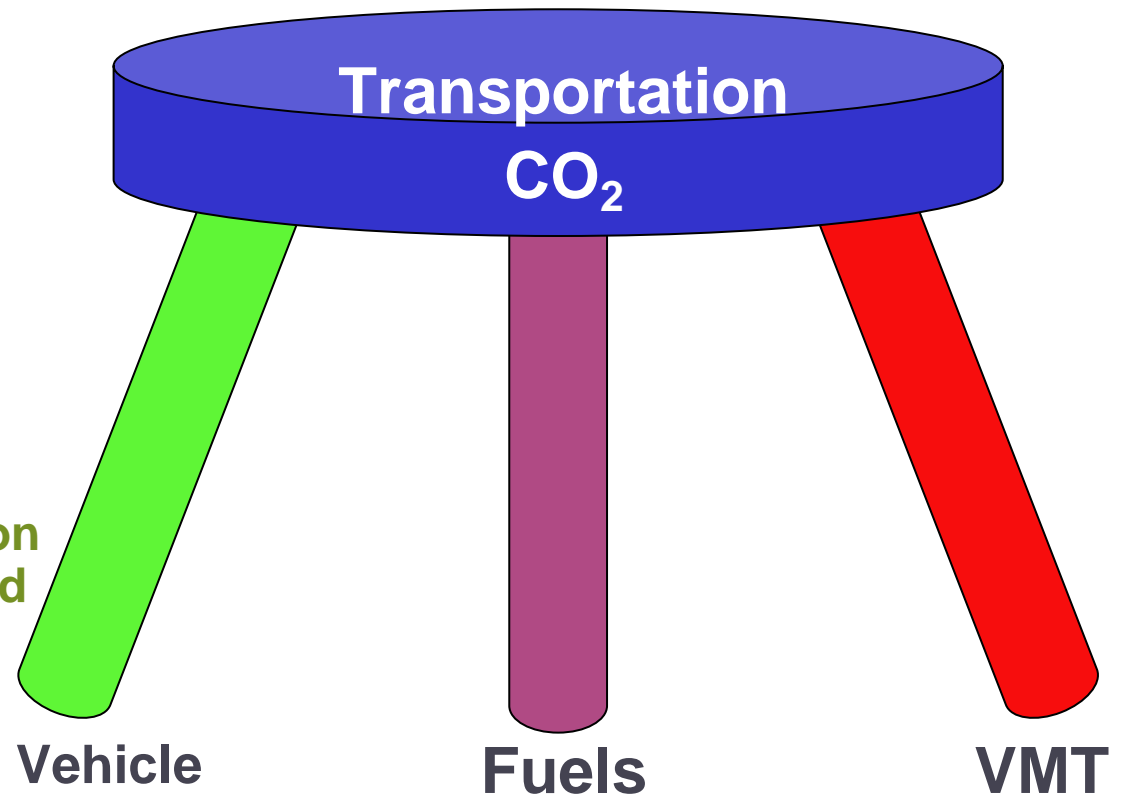
Source: Puget Sound Clean Air Agency

# Emission Reductions from Transportation – Three Key Components

**Vehicles:** Improved fuel economy, alternative technologies (hybrid, electric, fuel cell)

**Fuels:** Low carbon fuels, biodiesel

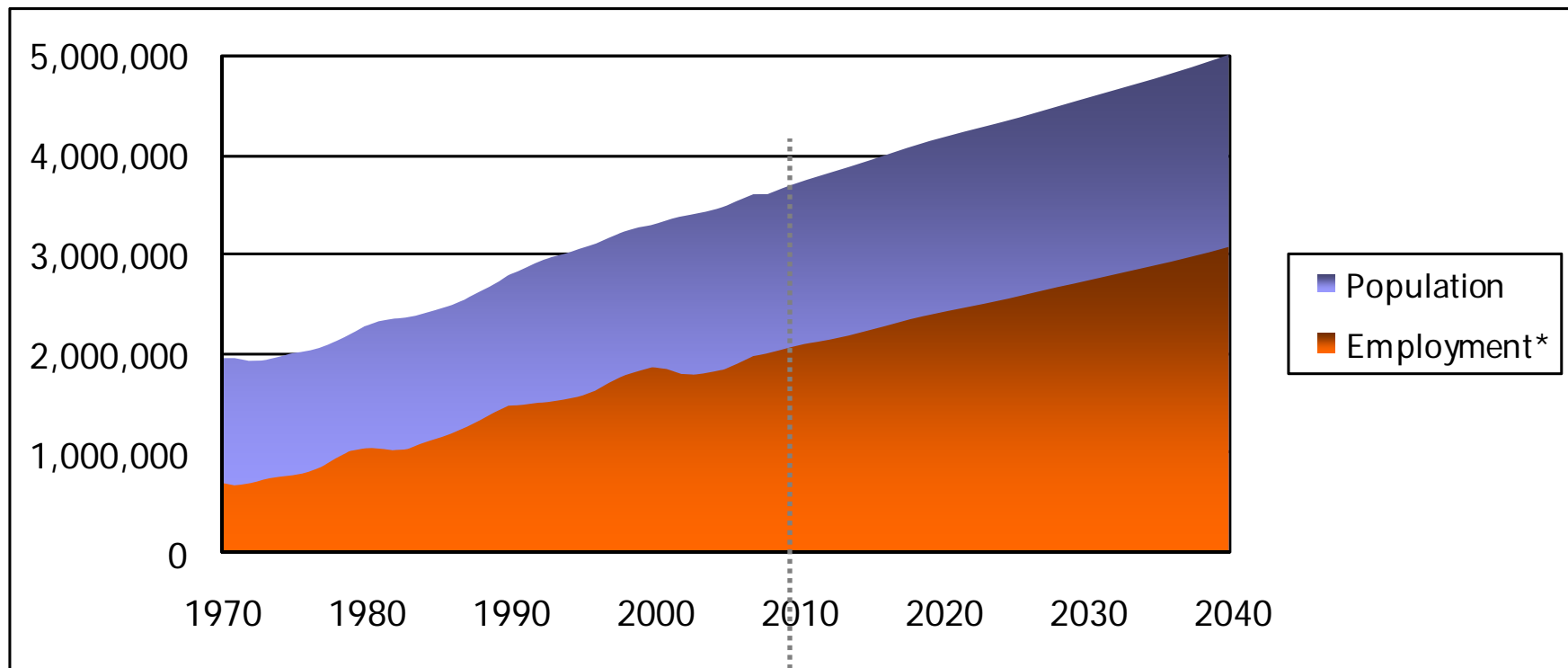
**VMT:** Vehicle travel reduction through transit, bicycle/pedestrian investments, transportation demand management, land use, system efficiencies, pricing



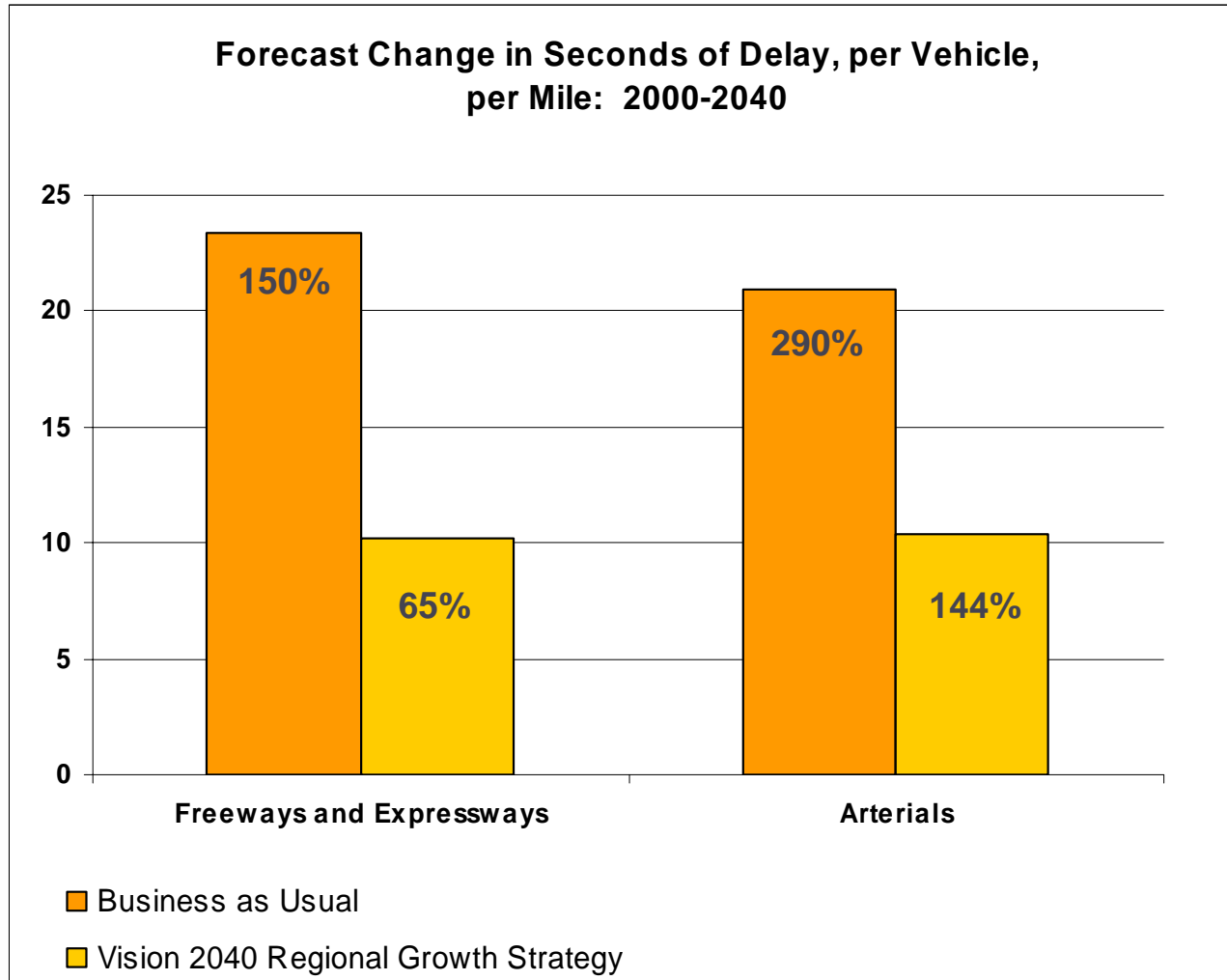
# Regional Forecast of Population and Jobs

## Expecting to add 1.4 million people and 1.1 million jobs by 2040

- Smaller household sizes
- Older population
- Fewer households with children
- Different travel needs & preferences



# Growing Congestion and Mobility Issues



**Smaller increases in key travel variables forecast under the Regional Growth Strategy**

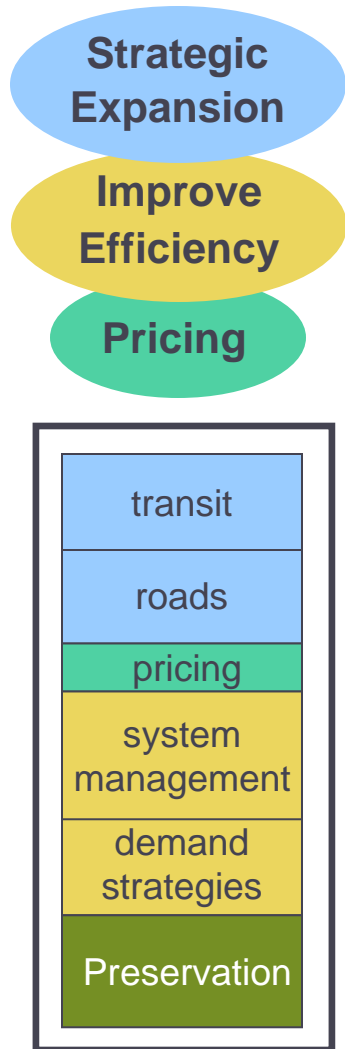
# Alternatives

# Organizing Framework

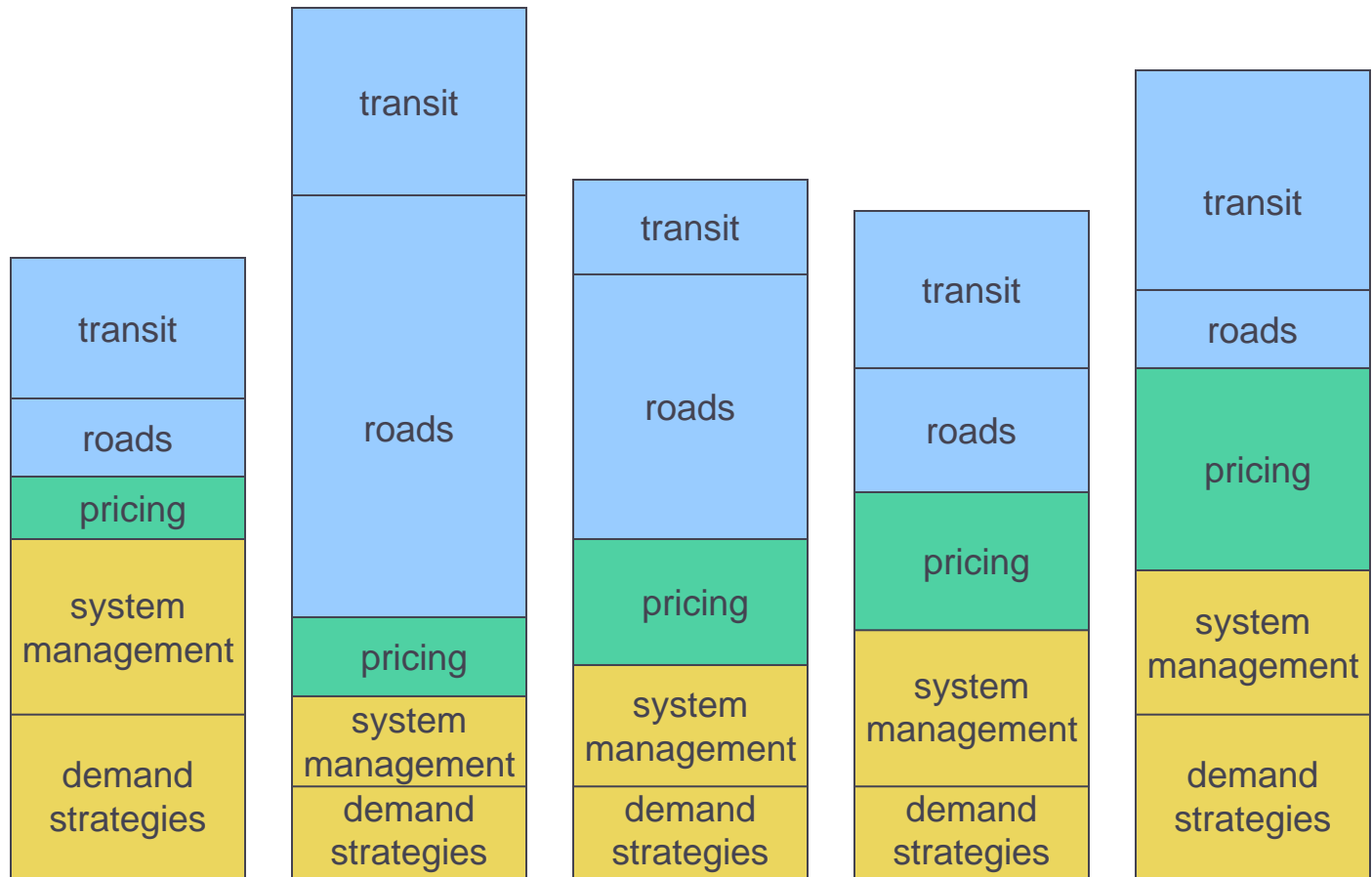
## Range of alternative concepts that represents:

- Different constituent group interests
- A SEPA process with a broad range of alternatives and environmental impacts
- A range of financing and investment strategies
  - Toll revenues will be directed toward transportation investments that improve travel in the corridor that they are collected in
- A series of transportation strategies that could be implemented over time (phased)
- An integrated package of investments

# Components of the Plan Alternatives



**Baseline**



**Core Concepts apply to all alternatives: Safety, Security, Special Needs, etc.**

# Baseline Alternative Assumptions

## Finance

- “Current Law” Revenue Forecast to 2040

## Preservation

- All current capacity will be maintained \*
- Roadway System
- Current (4-lane 520 bridge, current AWW) *plus* funded future investments (I-405 Nickel/TPA, some SR 99 HOV/BAT, etc.)

## Regional Transit

- Current *plus* funded future investments  
Phases 1 & 2 of Sound Transit (Sound Move & ST2)

## Local Transit

- Current *plus* KC “Rapid Ride,” CT “Swift”, and very minor service expansion in some areas

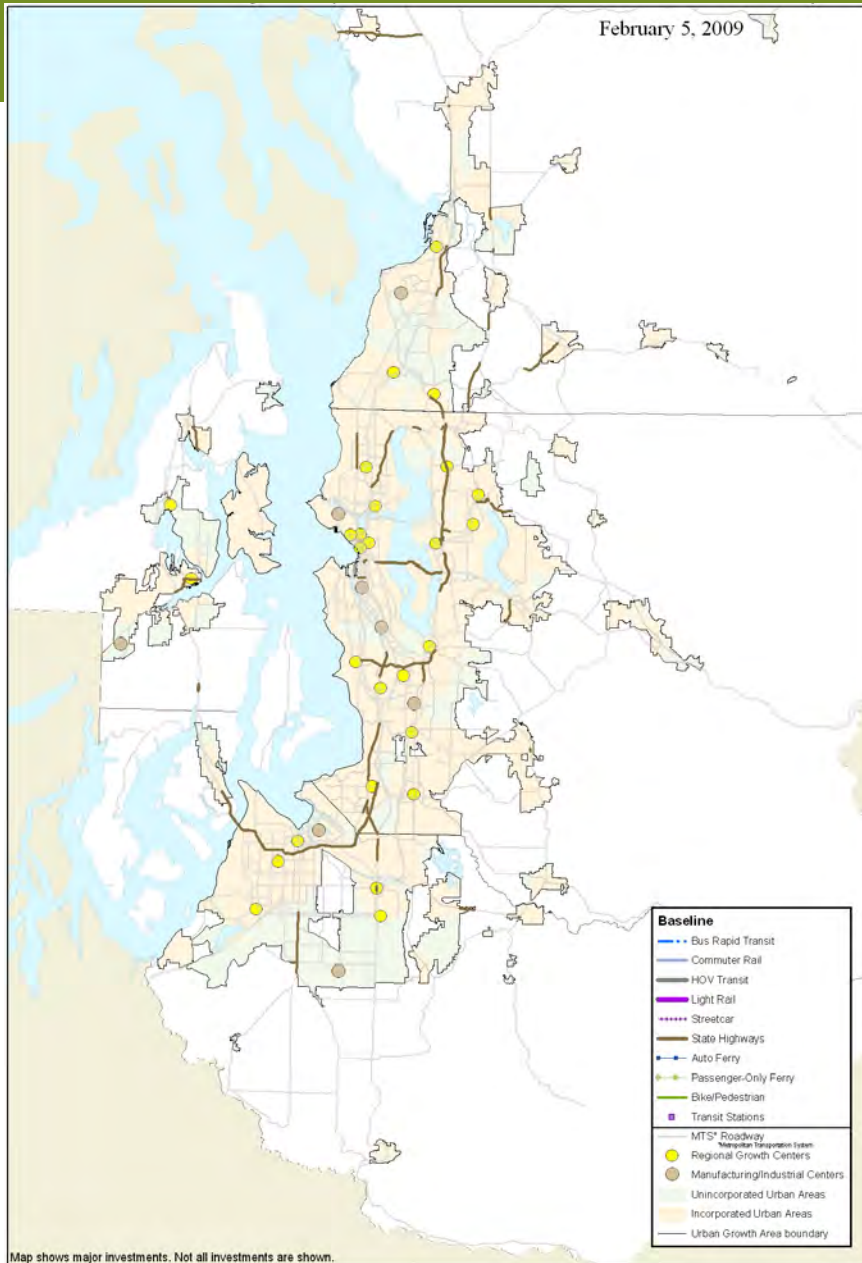
## Ferries

- Existing WSF service *plus* KC Passenger-Only
- HOV practice (2+, 3+)
- Existing practice through 2020; change to 3+ after 2020

Baseline

\* Financial Strategy will Need to Identify Necessary Funding

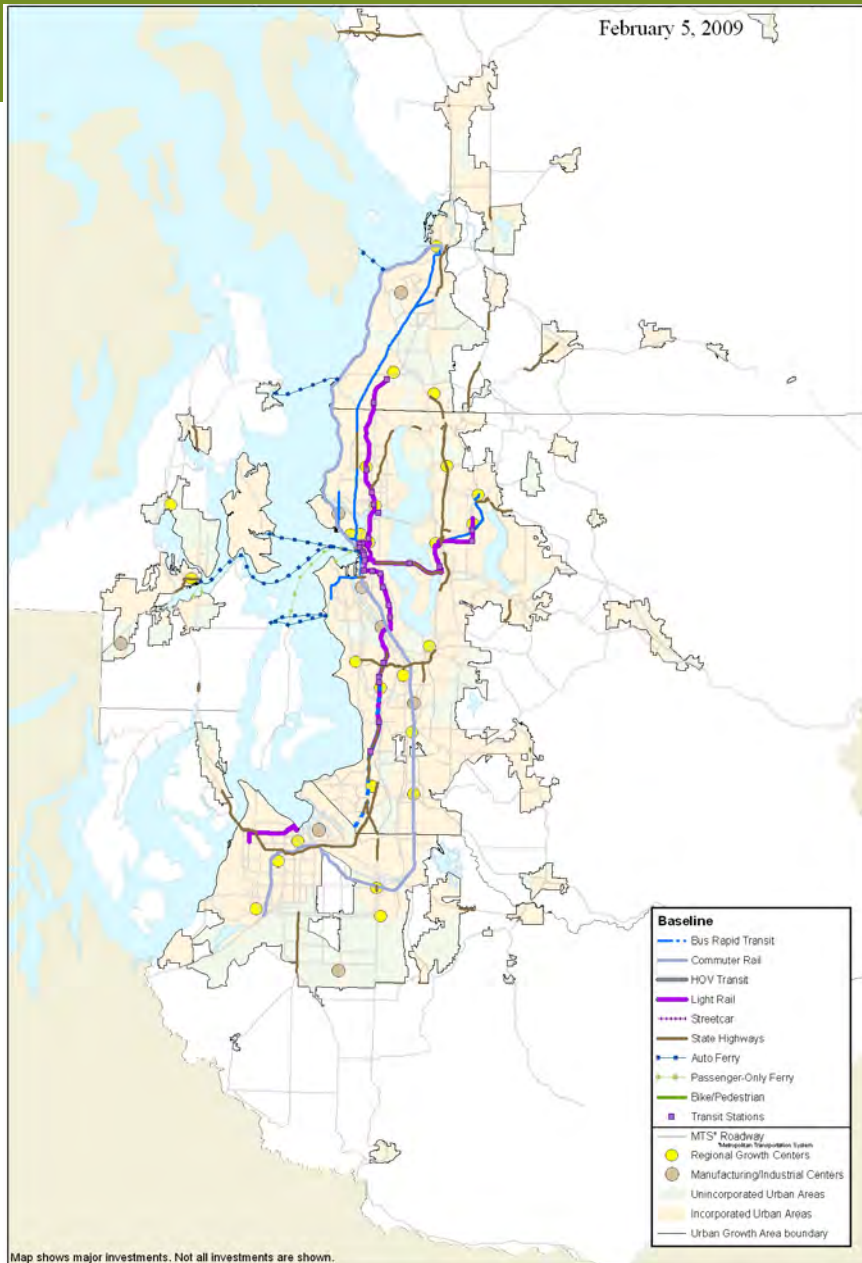
# Baseline



Build Funded Projects  
(No Action Alternative under SEPA)

## Highway Improvements

# Baseline



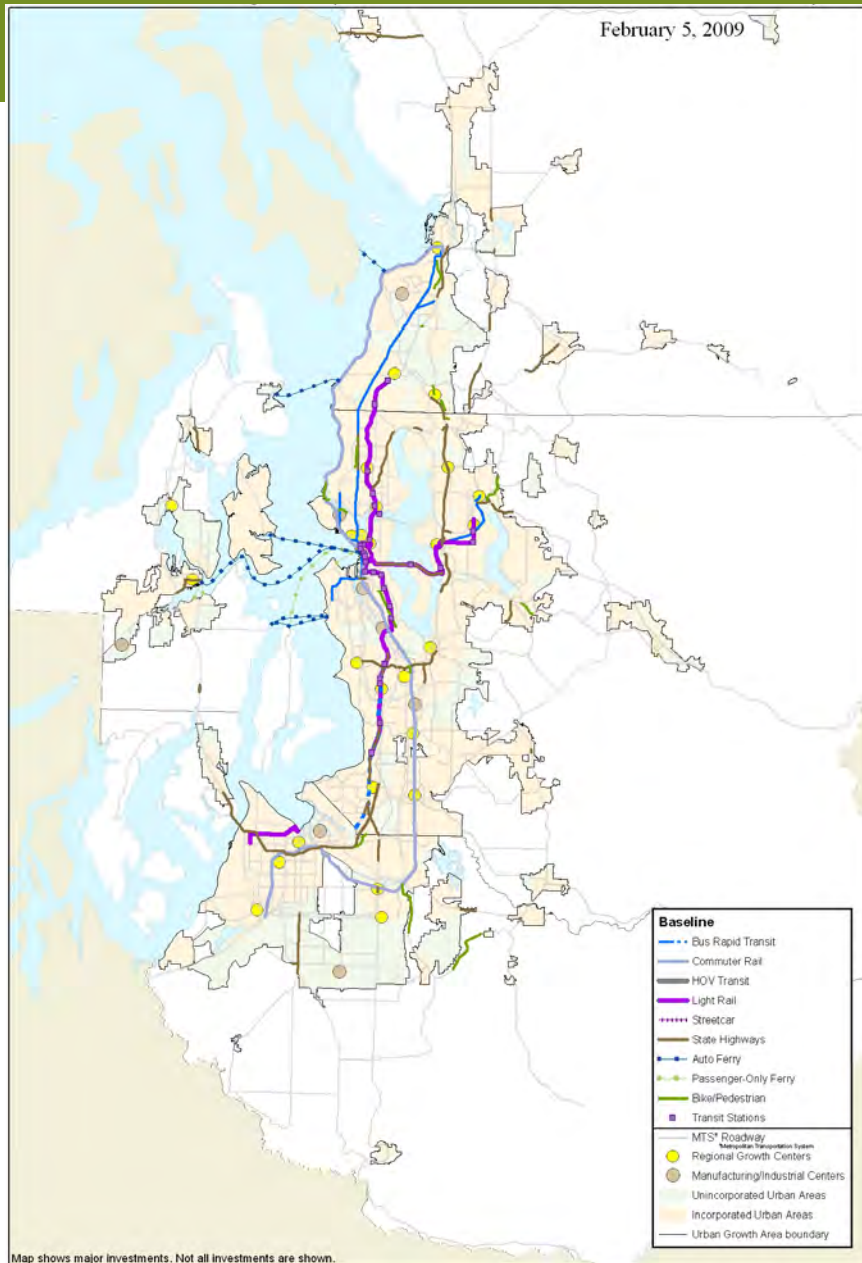
Build Funded Projects  
(No Action Alternative under SEPA)

Highway  
Improvements

+

Transit  
Improvements

# Baseline



Build Funded Projects  
(No Action Alternative under SEPA)

Highway  
Improvements

+

Transit  
Improvements

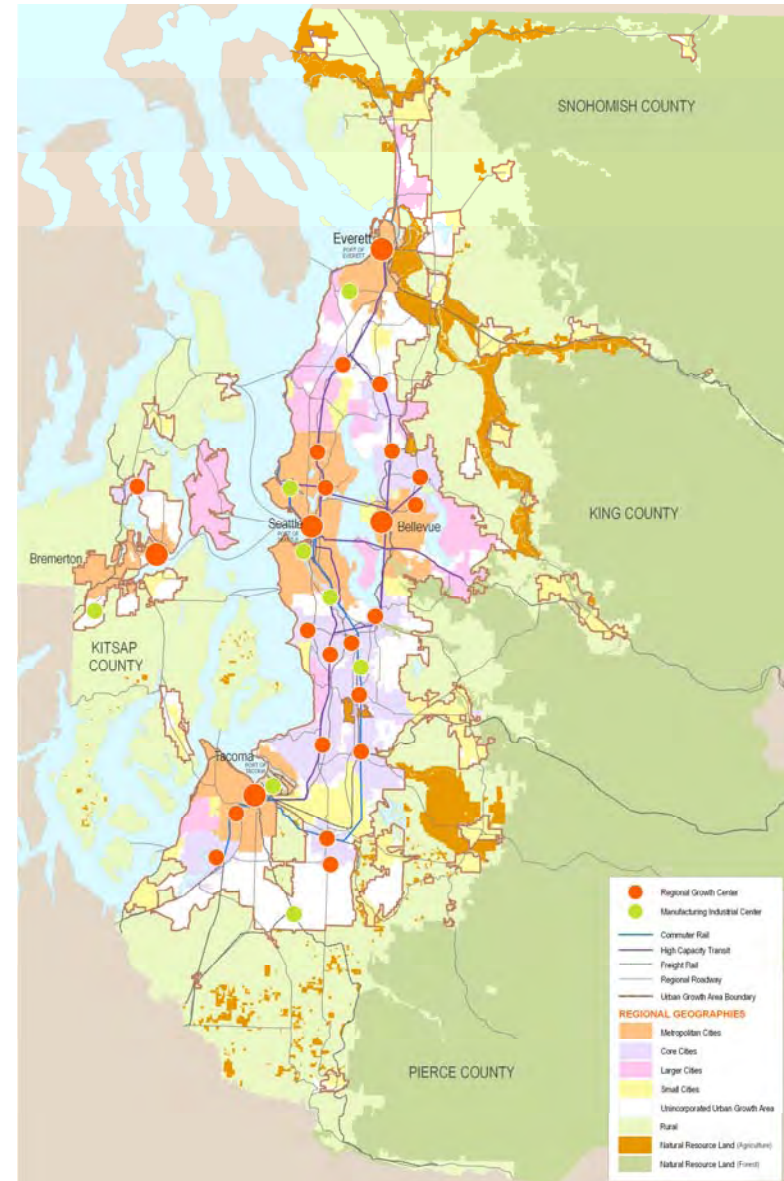
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Non-motorized  
Improvements

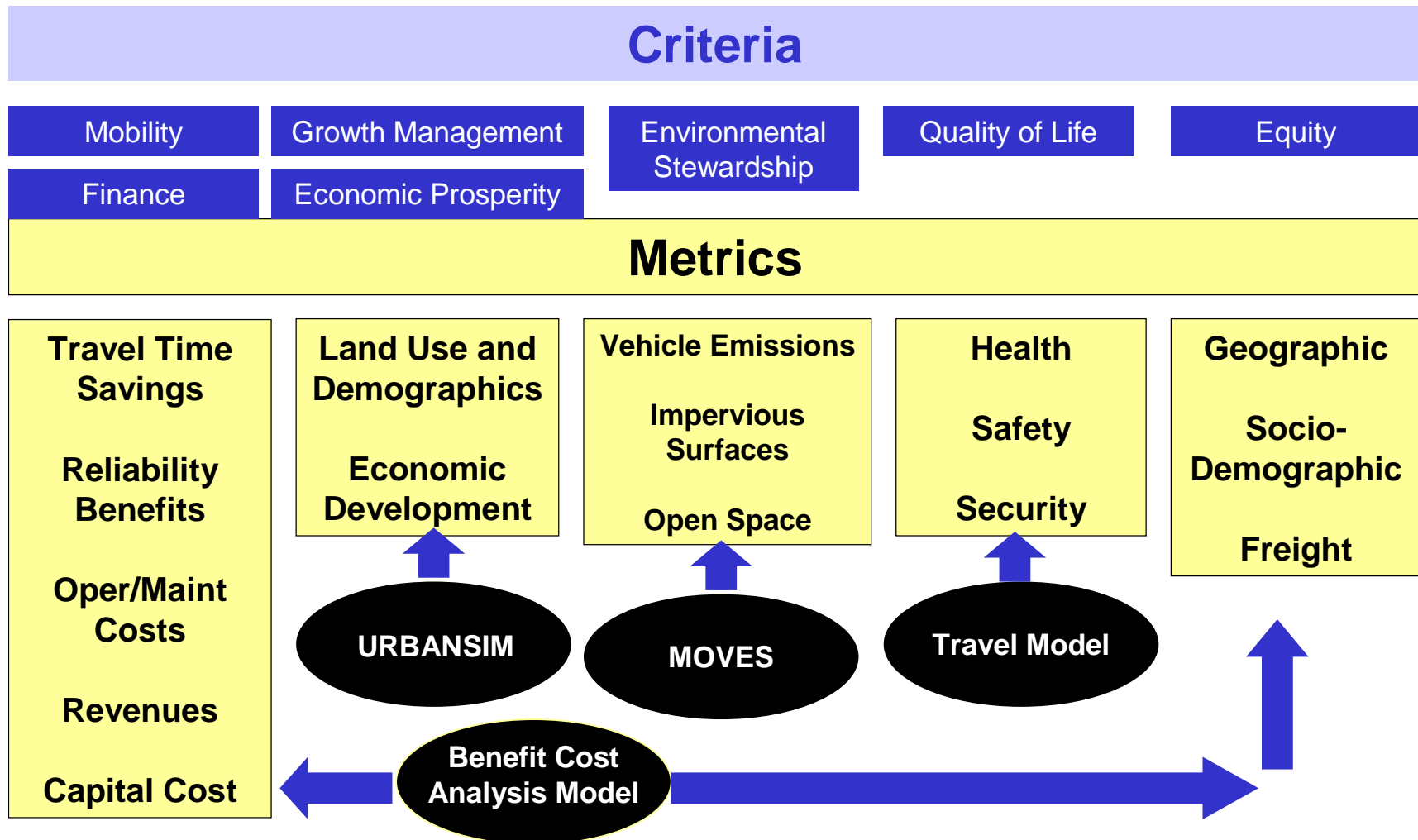
# Evaluation Framework

# VISION 2040 and Transportation 2040: an Integrated Evaluation Framework

- **Policy Analysis** will assure alternatives are consistent with VISION 2040 and meet regional goals
- **Technical Analysis** will compare and evaluate alternatives using quantitative methods (criteria)
- **Environmental Review** (done within the context of the EIS) will assess the alternatives based on environmental impacts and VISION 2040 goals
  - DEIS release May/June 2009



# Criteria Evaluation System



# Preferred Alternative Policy Guidance

- **April-June: Briefing and discussion on key issues:**

## Sustainable Funding

- New sources of revenue
- Reliable, predictable, sufficient

## Environment

- Climate change
- Puget Sound water quality

## Congestion and Mobility

- Regional economic vitality
- Mobility for people and goods movement

- **June/July: TPB direction on key policy questions**

# Example Questions

## Policy Question:

- 1. Should user fees/tolls, potentially including a vehicle miles traveled charge, be a major part of future (2040) funding for transportation investment in the region?**
  - Yes-  
How should the revenues collected on roadways be spent?  
Where should the tolling revenue be spent?
  - *No- What strategies should be used to create a sustainable funding strategy.*
- 2. How aggressively should Transportation 2040 attempt to address the Greenhouse Gas Emission issue?**
- 3. What should be the focus of our plan to address Greenhouse Gas Emission?**

# Transportation 2040

## Regional Conversation:

- Respond to regional land use, economic, and environmental policies
- Anticipate forecasted population and employment growth
- Include a sustainable financial strategy
- Reflect the values and meet the needs of central Puget Sound region

For more information:

Transportation 2040

[www.psrc.org/projects/trans2040/index.htm](http://www.psrc.org/projects/trans2040/index.htm)

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