



Item No. 7b Supp

Date of Meeting February 2, 2010

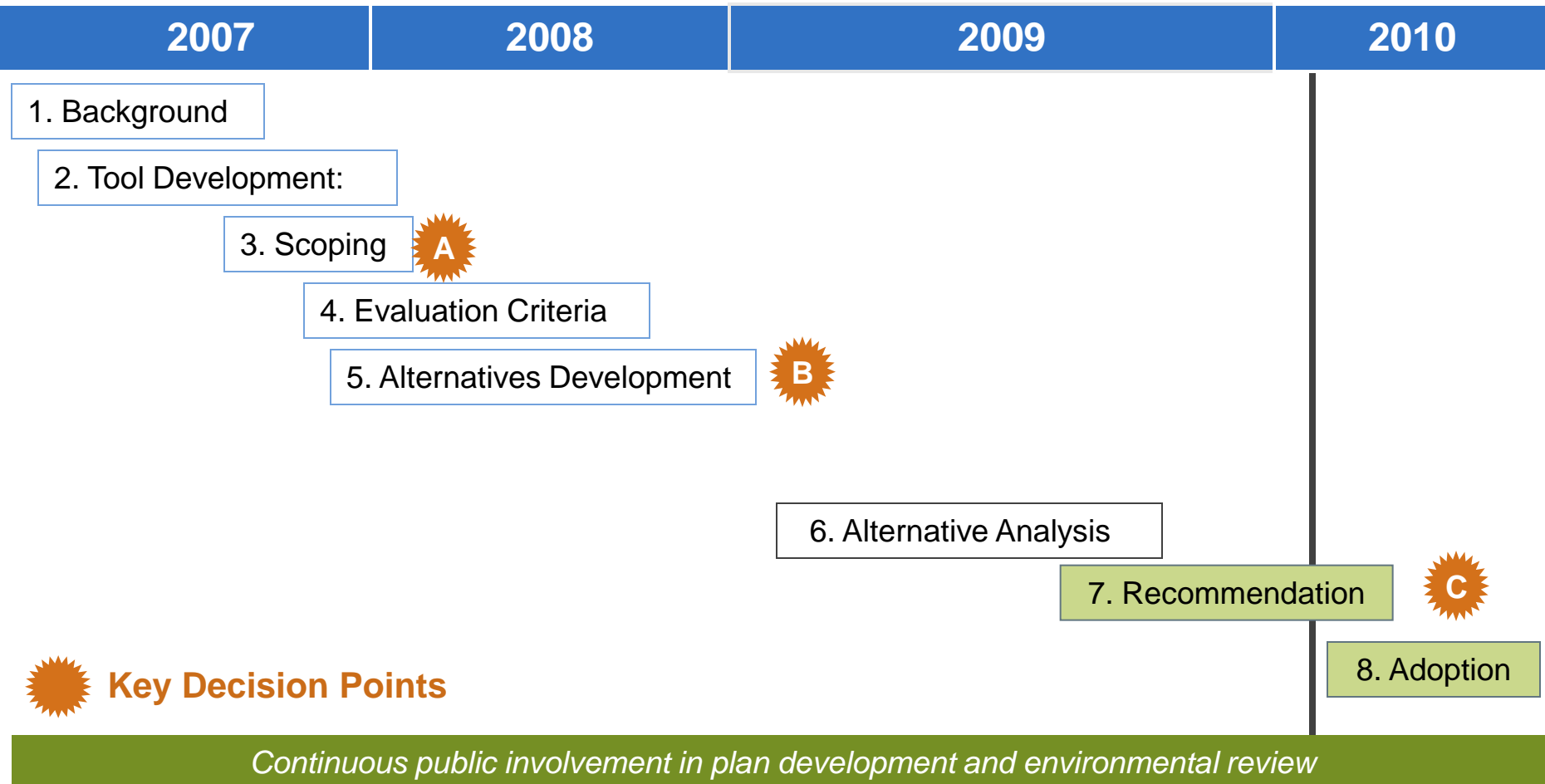
Transportation 2040

Developing a Sustainable Transportation System

Port of Seattle

February 2, 2010

Schedule



Major Factors Shaping Transportation 2040



Congestion and Mobility

- Regional economic vitality
- Mobility for people and goods movement

Environment

- Climate change
- Puget Sound water quality

Sustainable Funding

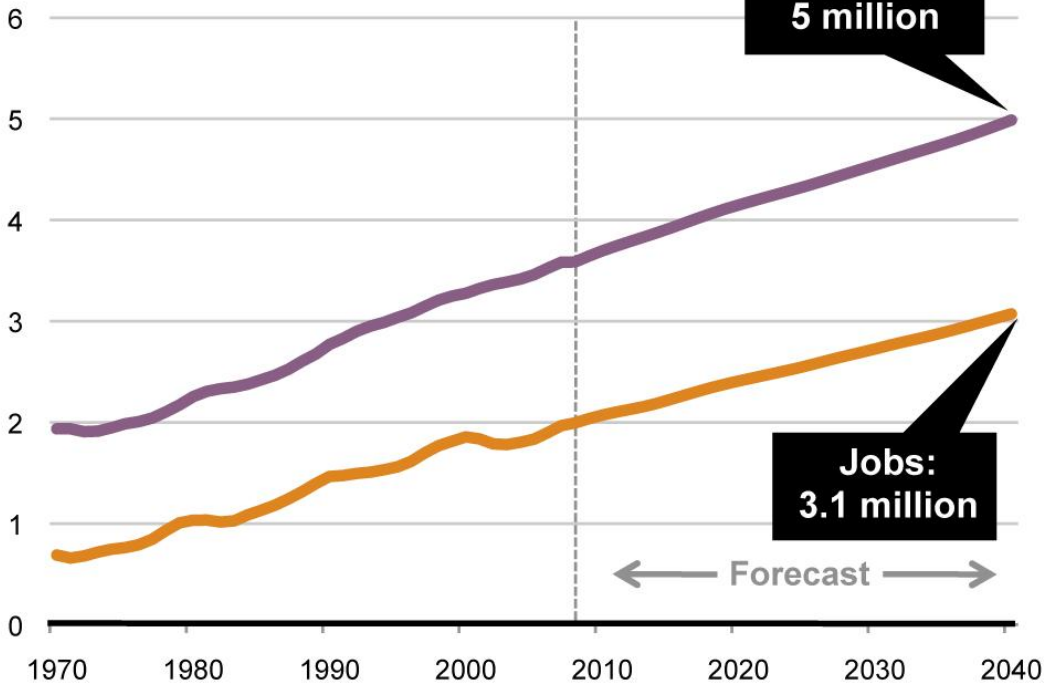
- New sources of revenue
- Reliable, predictable, sufficient



The Region is Growing

Regional Growth Estimates

In millions



**Population:
5 million**

**Jobs:
3.1 million**

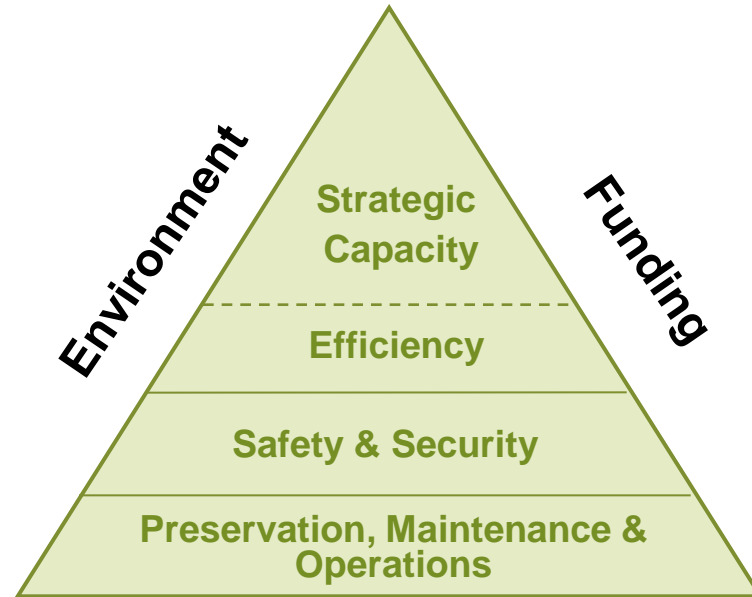
Puget Sound is forecast to see a 36% increase in population and a 51% increase in jobs by 2040

Source: PSRC



Preferred Alternative

Draft Plan Framework



Congestion & Mobility

VISION 2040 – the foundation for T2040
Sustainable Growth and Economic Development

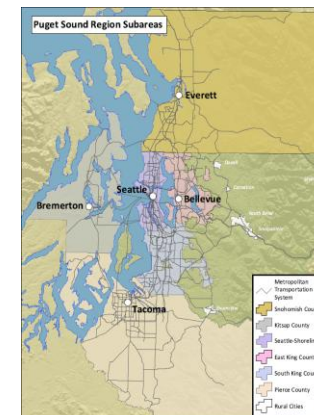
Congestion & Mobility Strategy

Congestion Management Process

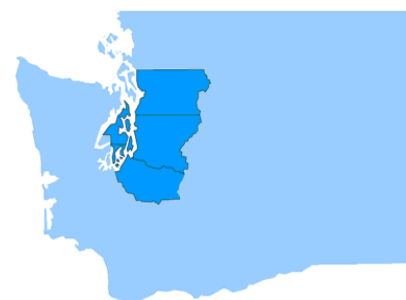
- Land Use Planning (VISION 2040)
- Demand Management
- Transportation System Management and Operations
- Strategic Capacity

Strategies

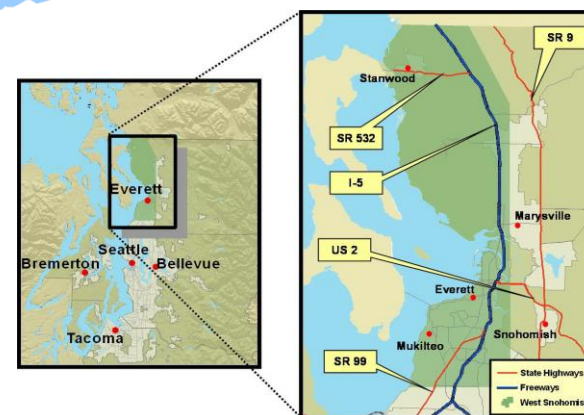
Sub-area



Region



Corridor



Environment: Greenhouse Gas Strategy

Strategies

| | |
|------------|-----------|
| Land Use | User Fees |
| Technology | Choices |

Land Use

Implement VISION 2040

- Jobs Housing Balance (macro)
- Centers, Transit Oriented Development and efficient communities (micro)

User Fees

Implement Roadway Pricing to support VMT reduction and reduce travel delay emissions

Choices

Expand transportation choices that reduce GHG emissions ⁽¹⁾

Technology

Support development of technology to dramatically reduce tailpipe emissions ⁽²⁾

- (1) Post plan work item designed to better understand the cost and benefits of strategies
- (2) State, local and regional action item – white paper being developed

Environment: Water Quality Strategy

Minimize Transportation Impacts

- Support for Compact Development
- VMT Reduction
- Impervious Surfaces Minimized
- Cleaner Vehicles
- Cleaner Fuels
- Retrofit of Existing Infrastructure
- Restoration of Buffers, Natural Channels
- Improved Materials and Runoff Management

Strategies

Financial Plan Strategy

- Funding to **maintain and operate** our current assets and services is the highest priority (approximately \$110B of Draft Constrained Plan)
 - This includes near-term revenue challenges for local transit operators need to be acknowledged (dependency on sales tax)
- **Traditional tax financing** (gas tax, etc.) will still play a central role
 - Especially in the early years of the plan
- There should be a **nexus between the tax, fee, or toll** and the **use** of the revenues (e.g. benefit users of the system and the environment)
- Increase reliance on **tolls – phased in over time**
 - Tolls should be set in a manner that strives to improve travel benefits to all users (freight and people) of the transportation system
 - The use of toll revenues should also evolve over time towards increasingly broader uses
- The plan’s financial element should be based on a “general scenario” that **allows flexibility in implementation**



Strategies

Programs and Projects

- **Preservation, Maintenance and Operations**
- **Safety**
- **Security**
- **Efficiency**
- **Strategic Capacity**



Planning for Freight builds upon VISION 2040

Following the policy commitments made in **VISION 2040**, the Puget Sound Regional Council recognizes the important economic contributions that freight makes to the central Puget Sound regional economy. Whether it is industrial, manufacturing, or logistics jobs, access to goods, or the impacts of healthy and vibrant deepwater ports, the freight industry constitutes an important role in the Puget Sound economy.

VISION 2040 Freight-Transportation-Specific Multicounty Planning Policies:

MPP-T-17: *Ensure the freight system meets the needs of: 1) Global gateways 2) Producer needs within the state and region, and 3) Regional and local distribution.*

MPP-T-18: *Maintain and improve the existing multimodal freight transportation system in the region, to increase reliability and efficiency, and to prevent degradation of freight mobility*

MPP-T-19: *Coordinate regional planning with railroad capacity expansion plans, and support capacity expansion that is compatible with State, regional, and local plans.*

As a component of Transportation 2040, the Regional Freight Strategy is built on the foundation and policies laid out in VISION 2040

What Issues are Affecting Efficient Freight Movement?

As part of this effort, we interviewed a range of public and private-sector freight stakeholders to find out what challenges and problems are affecting freight mobility. Interviewees included:

- Ports of Seattle and Tacoma
- FMSIB
- City of Auburn
- BNSF
- FedEx
- UPS
- Safeway
- ILWU
- Pacific Merchant Shipping Assoc
- Northwest Container Services
- North Seattle Industrial Association
- Con-Way Freight
- Air Van Moving
- Roadlink
- Hogland Transfer Company
- City Moving Systems
- Interstate Distributor Company
- Washington Trucking Association
- Lynden Inc
- Oak Harbor Freight Lines
- Peninsula Truck Lines
- Carlile Transportation Systems
- Nelson Trucking Company

Transportation 2040 –Draft Regional Freight Strategy

Regional Freight Strategy - Recommendations

Congestion and Mobility

Economy

Environment

Land use

Planning and Analysis

Preservation and Maintenance

Safety and Security

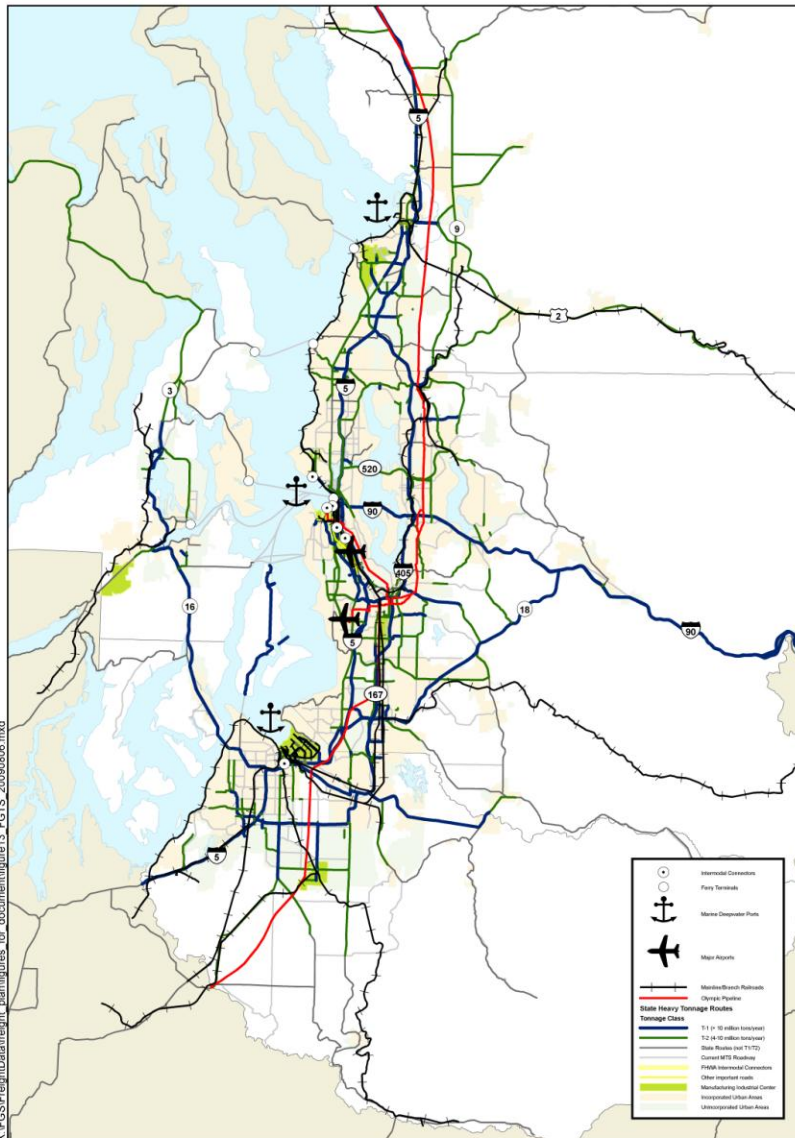
Sustainable Funding

Recommendations were framed around the major issues identified early in the Transportation 2040 process.

Regional Freight and Goods Transportation System



Regional System



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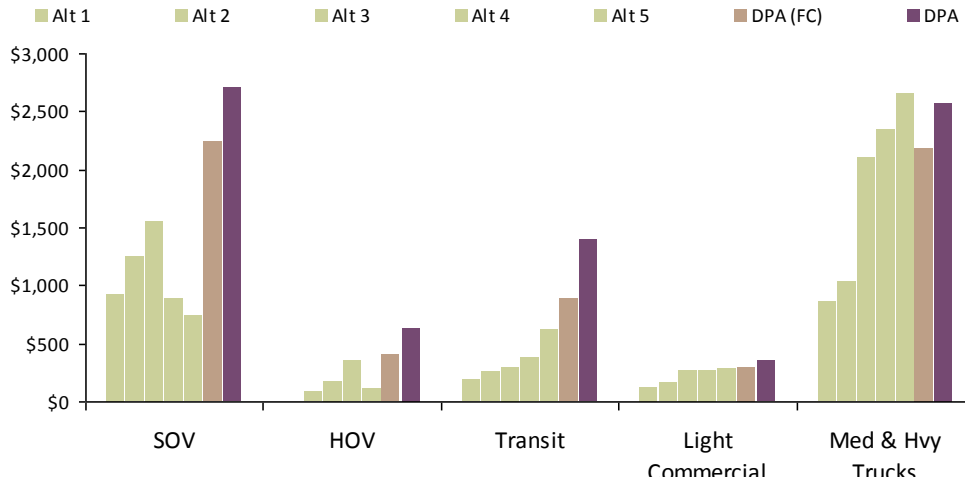
Seattle / Duwamish - Tacoma



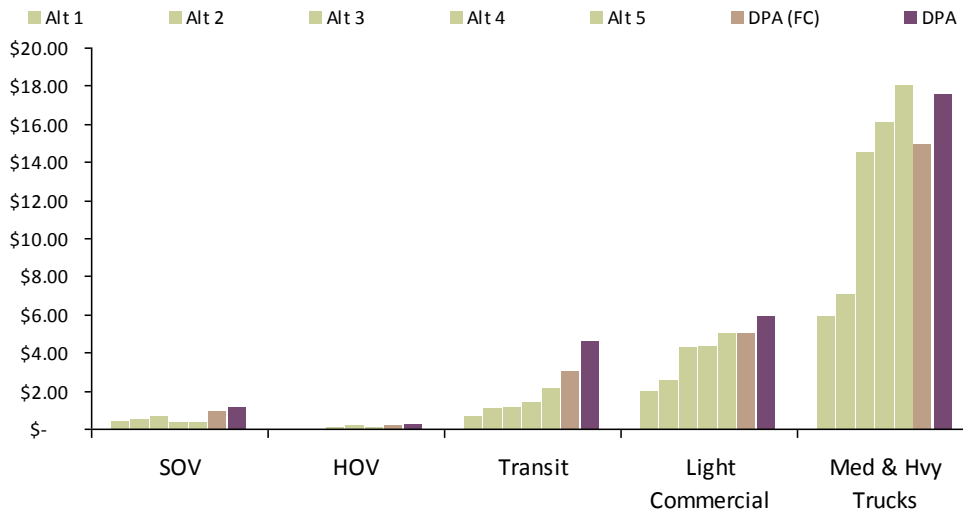
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Mobility Benefits by User Type

Annual Mobility Benefits Relative to the 2040 Baseline (millions of 2008 dollars)



Mobility Benefits per Trip Relative to the 2040 Baseline

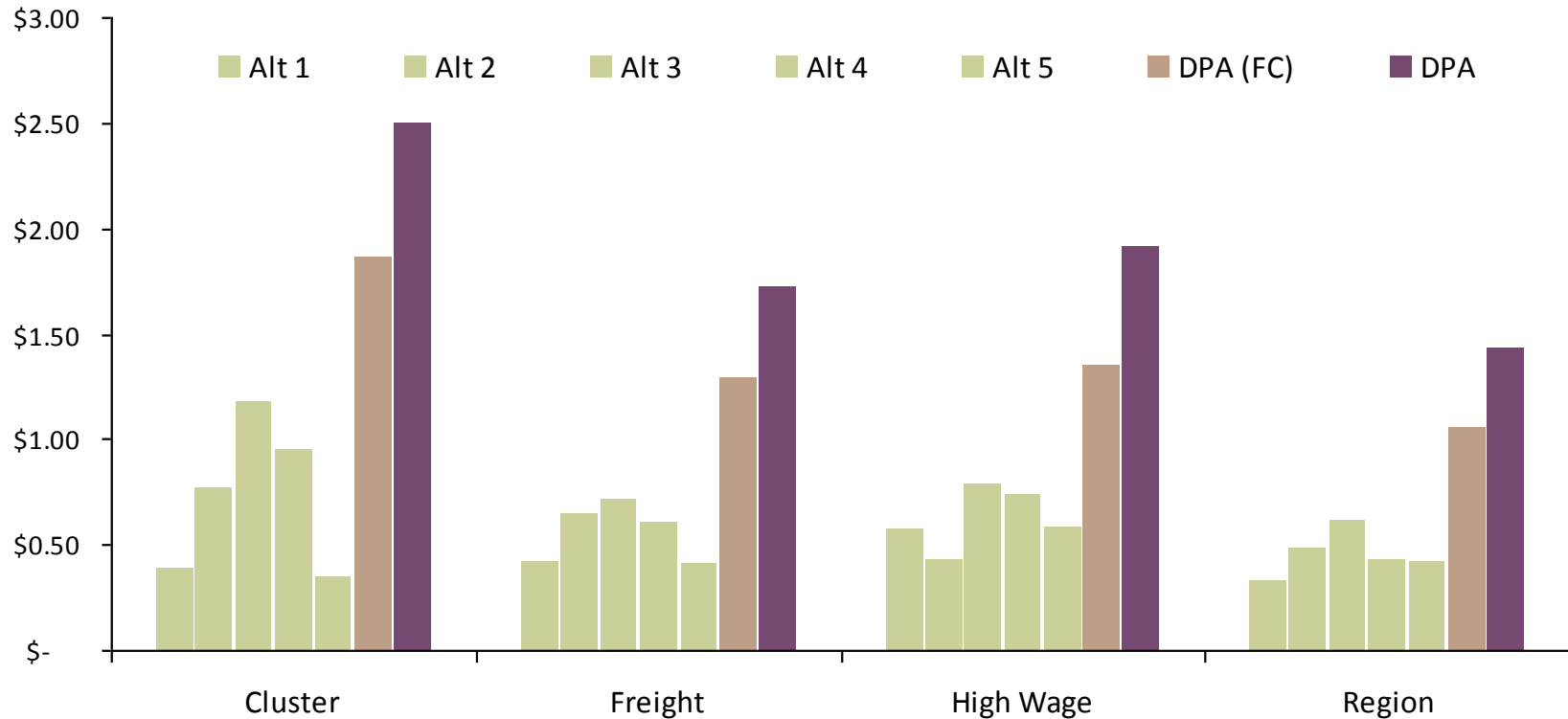


Substantial overall mobility benefits – particularly for SOV and freight users.

Transit and freight users high per-trip user benefits.

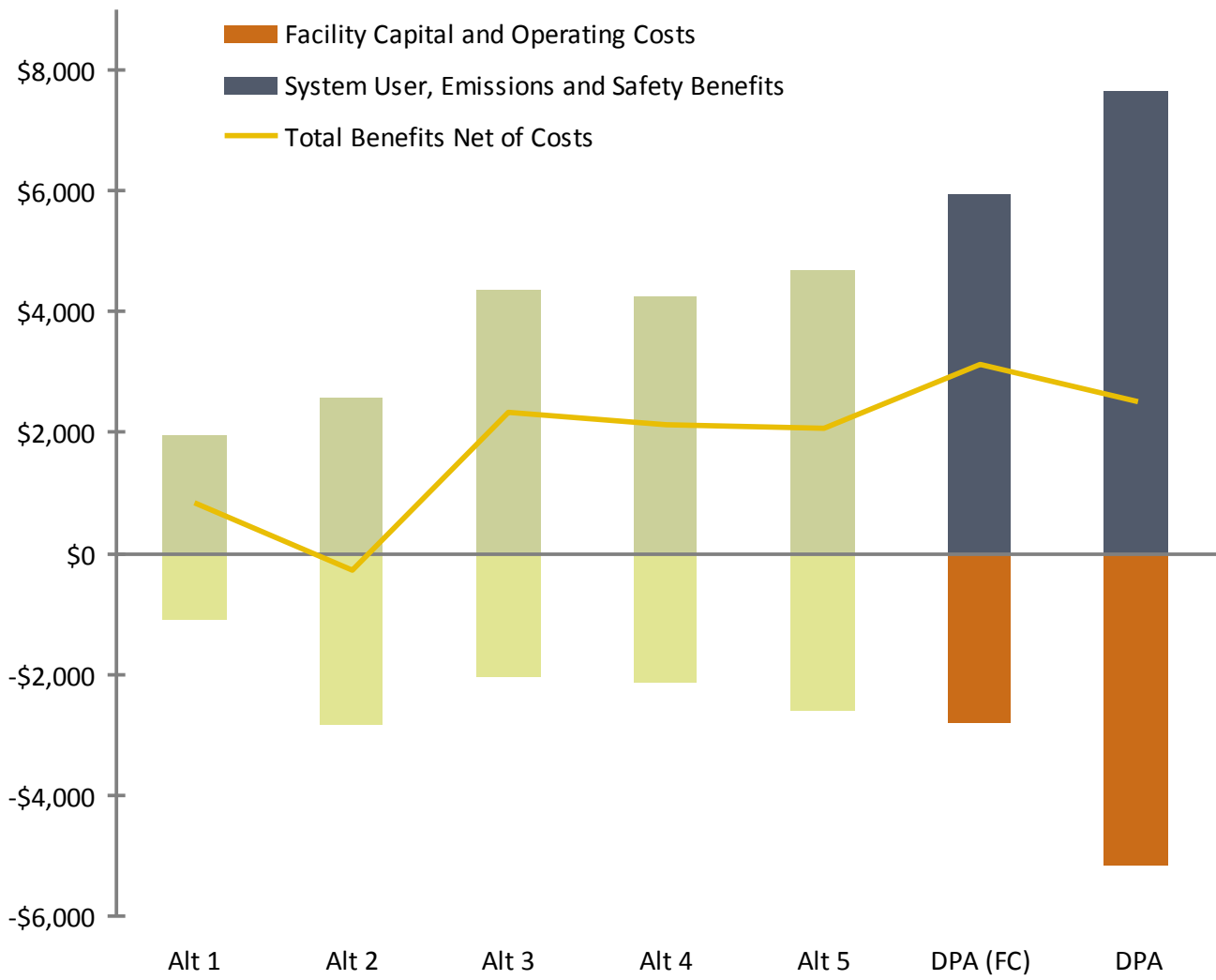
Benefits to Industry Concentrations

Average Per Trip Benefits for all Trips Originating in Zones with High Concentrations of Sector Employment (Change from 2040 Baseline in dollars per trip)



Benefits and Costs

2040 Benefits and Costs of the Alternatives (millions of 2008 dollars)



From DEIS to DPA: Summer/Fall 2009

Outreach

- Transportation 2040 Town Hall
- Courtesy Public Hearing
- Notice of Availability Postcard
(1,282 Recipients)
- Print & Online Advertising
(12 papers, 647,000 circulation, month online)
- 5 Environ. Justice Round Tables
- 3 Regional Open Houses
- *Regional VIEW* Article
(10,152 Recipients)
- 5 *At Work* Newsletter Updates
(1,268 Recipients)
- Regular Website Updates
- Present. to 11 member jurisdictions
- Present. to 12 other interest groups

Board & Committee Work

- Executive Board: 4 meetings
- Transportation Policy Board: 4 meetings
- GMPB & EDD: regular briefings & discussions
- T2040 Working Group & Pricing Task Force: 7 regular & 3 Financial Strategy meetings
- Regional Staff Committee: 7 meetings
- Alternatives Technical Group: 3 meetings
- Recommendations from:
 - Bicycle Pedestrian Advisory Committee
 - Regional Freight Mobility Roundtable
 - FAST Corridor Partnership
 - Regional Traffic Operations Committee
 - Special Needs Transportation Committee
 - TDM Steering Committee
 - Transportation Operators Committee

Overall: 440+ Meetings

Since 2007

We're Here to Help

Puget Sound Regional Council

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