



CITY OF KIRKLAND
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To: Dave Ramsay, City Manager
From: Ray Steiger, P.E., Interim Public Works Director
David Godfrey, P.E., Transportation Engineering Manager
Date: February 18, 2010
Subject: TRANSPORTATION 2040 COMMENTS

RECOMMENDATION

It is recommended that the Council authorize the Mayor to sign the attached letter to Puget Sound Regional Council (PSRC) expressing the City of Kirkland's comments on the Transportation 2040 plan. The letter has been reviewed and edited by the Transportation Commission.

BACKGROUND

Transportation 2040 is the region's transportation plan; it is analogous to the Transportation Element of Kirkland's Comprehensive Plan. Transportation 2040 was prepared by the PSRC, which is our Region's Metropolitan Planning Organization. The purpose of the plan is to fulfill the Federal requirement that each metropolitan region must complete a Transportation Plan. It gives the regional view of where transportation is headed in the next 30 years. Transportation projects receiving federal funds must be consistent with the Plan.

On January 22, 2010, PSRC released the current draft Transportation 2040 document, opening a comment period that closes on March 9. The Executive Summary of the draft is Attachment 1 of this memo; the [entire document](#) can be found on the PSRC website. Comments will be considered by the Transportation Policy Board for incorporation into the final plan. Figure A, taken from the Executive Summary, describes the plan's key strategies.

Transportation 2040 has two funding categories. They are similar to the funded and unfunded categories in the City of Kirkland's Capital Improvement Plan. The first category is constrained and represents the level of revenue that can reasonably be expected over the life of the plan. Projects that are in the constrained category are to be thought of as "funded". The other is unprogrammed which requires funding beyond the constrained level; these projects are similar to Kirkland's "unfunded" projects.

Projects in the plan that impact Kirkland include:

- Implementation of much of the I-405 master plan including direct access at NE 85th Street, a new interchange at NE 132nd Street (to and from the north) and tolling on all the region's freeways; this is identified in the constrained category.

Investing in the Region's Transportation Future

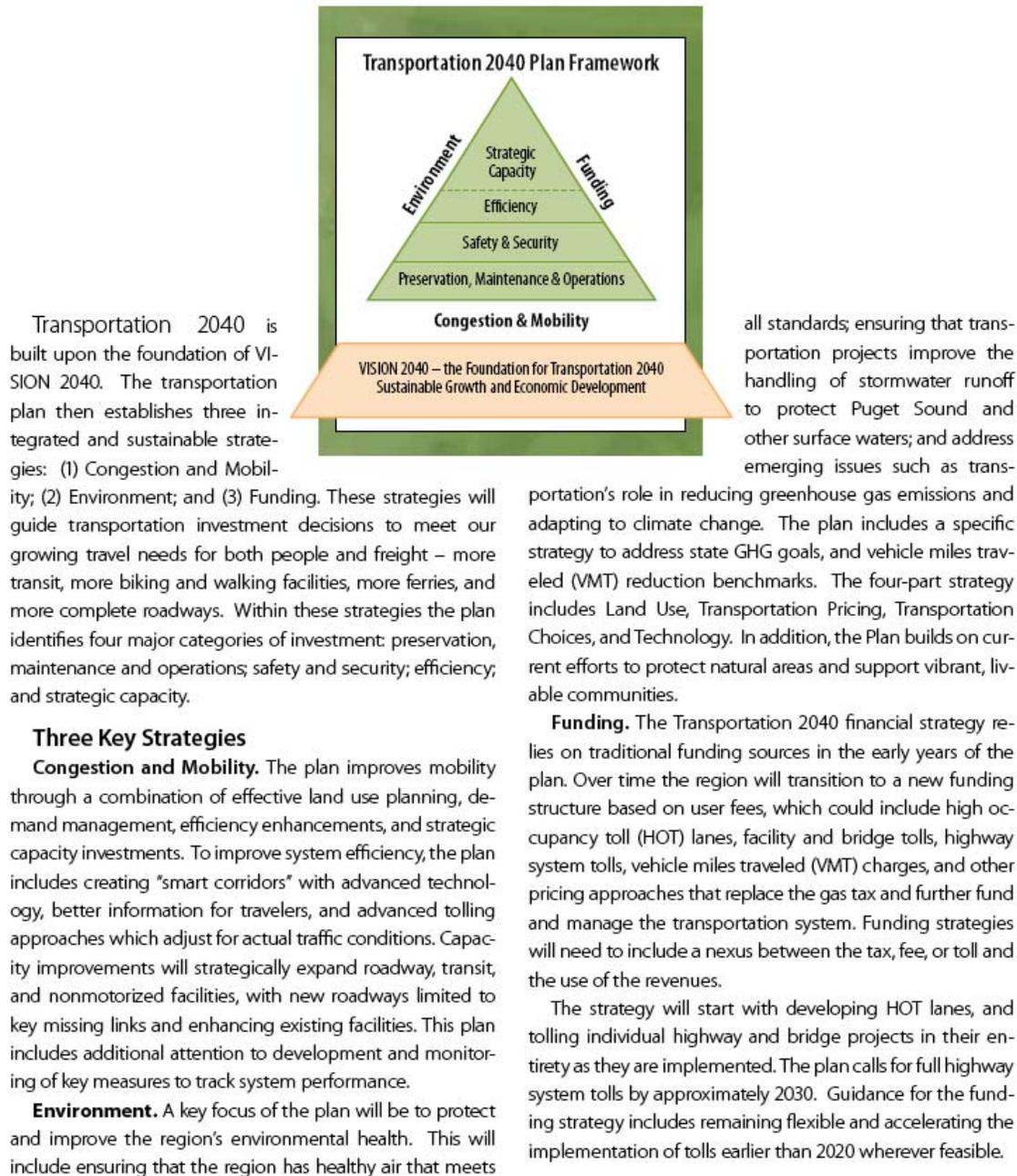


Figure A – Transportation 2040 Key Strategies

- Intelligent Transportation Systems on the Bellevue Way-Lake Washington Boulevard-Market Street-100th Avenue Corridor between Bothell and I-90 and on the Central Way-NE 85th Street-Redmond Way – SR 202 corridor between Kirkland and I-90; constrained category.
- The BNSF right of way includes a trail in the constrained funding scenario, and it includes commuter rail under the unprogrammed funding scenario.

- Grade separated High Capacity Transit of an undetermined mode along the I-405 corridor between the I-5 interchange and Burien is also in the unprogrammed funding category.
- The Totem Lake Growth and Transportation Efficiency Center (GTEC) is currently included on the unprogrammed list (see discussion later in this memo).

The entire project list is in [Appendix B of the Plan](#) and can be found on the PSRC website. Eastside projects begin on page 44 of that appendix.

Staff from the PSRC attended the June, 2009, Transportation Commission meeting to brief the Commission on the Transportation 2040 Draft EIS. At their July 7, 2009, meeting Council approved a letter commenting on the Draft EIS. That letter is Attachment 2 of this memo. The letter:

1. Expressed support for Alternative 5, the most "aggressive" option without necessarily supporting rail on the former BNSF corridor,
2. Encouraged policies that would increase bus boardings,
3. Urged a more aggressive stance toward limiting carbon emissions,
4. Called for a transition from traditional sources of transportation revenue toward sources such as tolling,
5. Endorsed increased transit service in the short term,
6. Supported substantial increases in bicycle and pedestrian facilities,
7. Asked that an option be prepared that meets the green house gas emission targets adopted by the City of Kirkland and other cities.

In October, 2009, PSRC staff again addressed the Transportation Commission to discuss the Plan's preferred alternative which followed analysis of the 5 preliminary alternatives. The Commission did not feel that any action was necessary on the part of the City as a result of that meeting, because the preferred alternative appeared to be generally in line with Kirkland's previous comments.

In general, it appears that the draft plan is in keeping with the comments that the City of Kirkland made in its July letter. Referring to the seven points above:

- The plan includes extensions of light rail consistent with the Sound Transit master plan.
- It calls for increases in local transit service by approximately 90% while achieving operational efficiencies to reduce costs; it emphasizes additional all-day service with high frequencies (generally every 15 minutes).
- Funding strategies reflect a transition away from traditional sources toward tolling, however this will not be an abrupt change.
- The plan supports substantial investments in bicycle and pedestrian facilities throughout the region, including on the Eastside Rail Corridor.

On the issue of greenhouse gas emissions, the draft plan only reduces emissions to 28% below 2006 levels although Kirkland's July letter had asked for consideration of more substantial reductions. Also, since the City has now received a substantial grant to develop transportation demand management programs in the Totem Lake GTEC, this project will be moved to the constrained funding list.

Puget Sound Regional Council

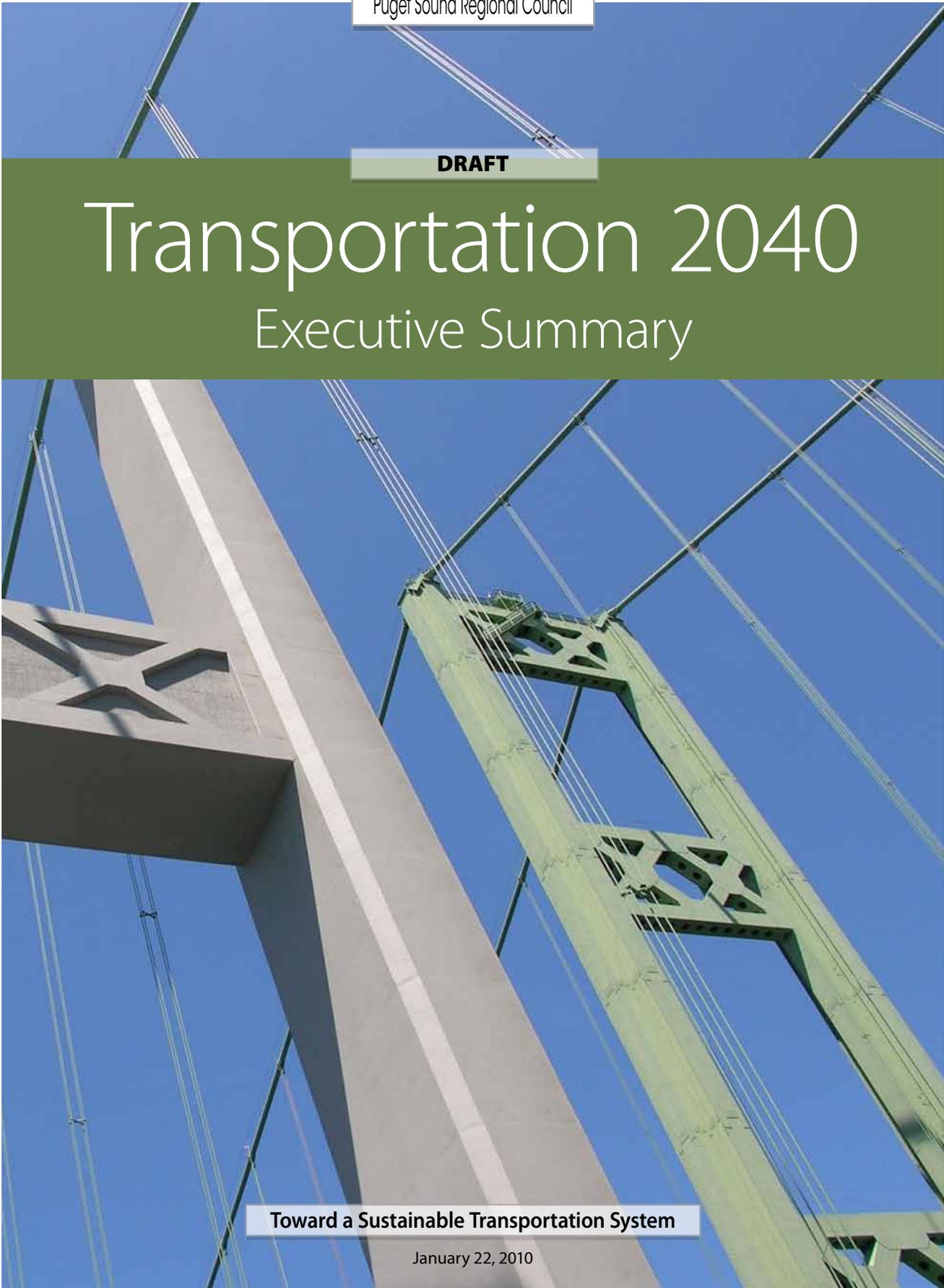
DRAFT

Transportation 2040

Executive Summary

Toward a Sustainable Transportation System

January 22, 2010



The Draft Transportation 2040 Plan document, all supporting materials, and a link to submit comments, can be found on the PSRC web page at www.psrc.org

Puget Sound Regional Council

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Cover Photo: Tacoma Narrows Bridge, courtesy of WSDOT

Transportation 2040

The Central Puget Sound Region's Draft Transportation Plan

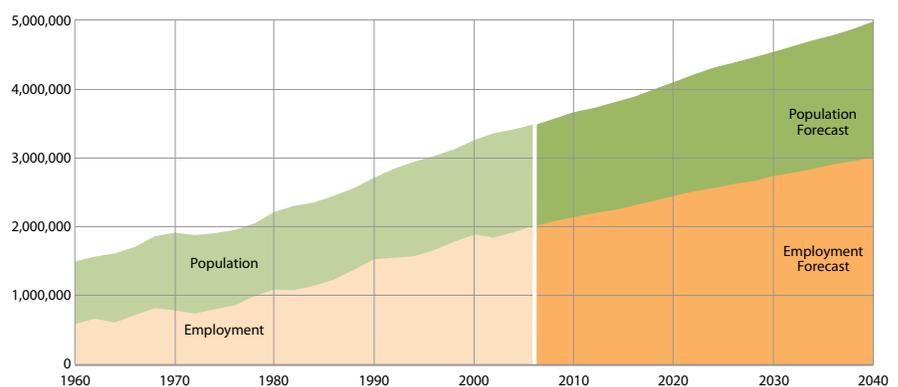
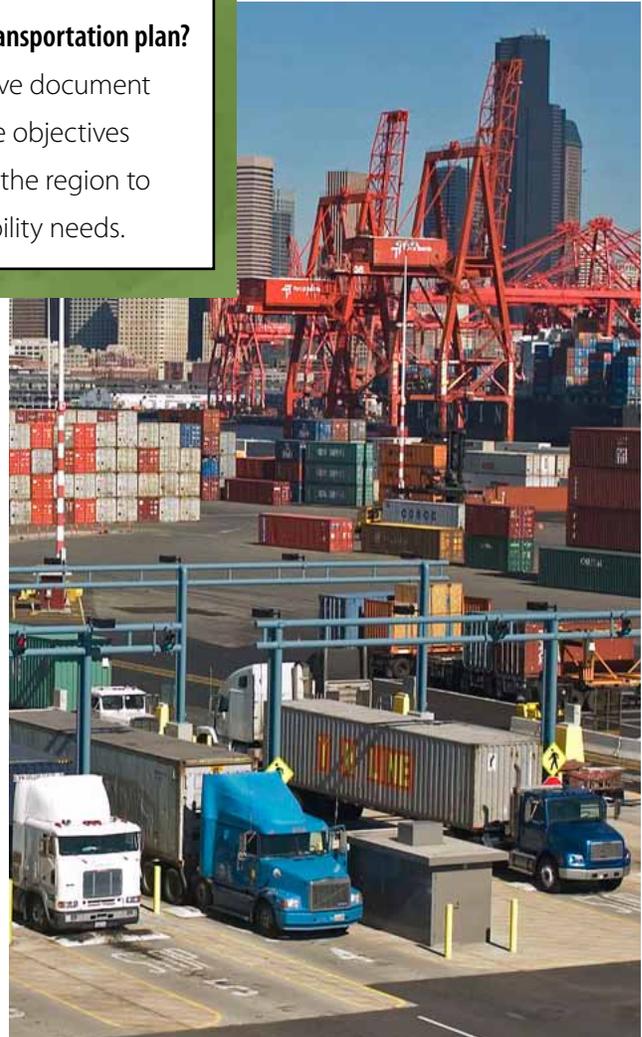
What is a regional transportation plan?

A comprehensive document that states the objectives and actions for the region to meet its mobility needs.

Transportation 2040 is a draft action plan for transportation in the central Puget Sound region for the next 30 years. During that time, the region is expected to grow by roughly 1.5 million people and support more than 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40%.

While the long-term growth for the region seems certain, the plan has been put together in a time of unprecedented uncertainty in the short-term.

- A severe economic downturn has had significant effects on jobs, housing, freight movement, and commuting levels and patterns. As the economy recovers, the Puget Sound region, as with metropolitan communities everywhere, will be in global competition for jobs and business. Adequate transportation is one key to sustaining an economic edge.
- The region's recently adopted Regional Growth Strategy, in VISION 2040, calls for a regional growth pattern with more growth occurring in existing urban areas, especially in designated centers. The Regional Growth Strategy better matches job and housing locations, resulting in shorter commutes and reduced emissions. While the region has adopted this as clear policy, achieving this growth strategy requires changes from past growth patterns which resulted in





more growth in rural areas and in communities on the urban edge. Concerted efforts will be needed to realize the benefits envisioned from a more central and concentrated growth pattern.

- The dynamics of energy supply, evidenced in the 2008 spike in gas prices, are projected to continue to affect the affordability of travel, the costs of transportation projects, how goods and people move around the region, and where businesses and families choose to locate and decisions made in using the central Puget Sound as a gateway for trade.
- Federal policies, that have shaped directions for highway and transit programs since the early 1990s expired at the end of September 2009. Congress is currently debating significant changes to federal programs which could affect federal direction on transportation, and an increased role for metropolitan regions in transportation decision-making.
- Nationally, and in Washington state, the system of transportation finance that has been in place in recent decades is beginning to fail. A combination of high fuel prices, increasing popularity of more efficient cars and trucks, and the shift to non-polluting alternative fuel vehicles means less reliance on gas tax as a main source of transportation investment. A new finance system at the local, state and federal levels, as yet undefined, must be developed to pay for transportation investments.
- Globally, there is increasing consensus that the climate is changing, and that transportation contributes a significant part to greenhouse gas emissions. Washington

state has adopted greenhouse gas emission reduction goals, and the federal government is expected to adopt national policies in the next few years. These state and federal policies may profoundly influence transportation planning, but in ways that now are uncertain.

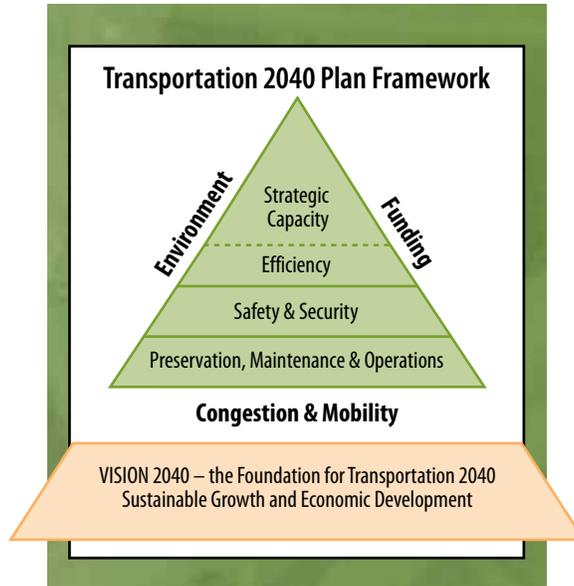
- The advancing speed of new technologies from laboratories to marketplaces will influence transportation, and planning will have to assess what's real in the near term from what's reasonable to assume for the longer term.

Recognizing that these uncertainties exist, Transportation 2040 outlines a long-term template for how this region should invest in transportation, while at the same time embracing the need to be flexible and responsive to the ways people – and the world — actually will change. Transportation 2040:

- Identifies investments to support the region's expected growth and improve the service transportation provides to people and businesses.
- Lays out a financing plan that suggests a long-term shift in how transportation improvements are funded, with more reliance on users paying for transportation improvements.
- Proposes a strategy for reducing transportation's contribution to climate change and its impact on important regional concerns such as air pollution and the health of Puget Sound.

By being clear about this regional long-term vision, the Puget Sound region will be better able to influence near term decisions on environmental protection, and the future direction of the nation's transportation programs.

Investing in the Region's Transportation Future



Transportation 2040 is built upon the foundation of VISION 2040. The transportation plan then establishes three integrated and sustainable strategies: (1) Congestion and Mobility; (2) Environment; and (3) Funding. These strategies will guide transportation investment decisions to meet our growing travel needs for both people and freight – more transit, more biking and walking facilities, more ferries, and more complete roadways. Within these strategies the plan identifies four major categories of investment: preservation, maintenance and operations; safety and security; efficiency; and strategic capacity.

Three Key Strategies

Congestion and Mobility. The plan improves mobility through a combination of effective land use planning, demand management, efficiency enhancements, and strategic capacity investments. To improve system efficiency, the plan includes creating “smart corridors” with advanced technology, better information for travelers, and advanced tolling approaches which adjust for actual traffic conditions. Capacity improvements will strategically expand roadway, transit, and nonmotorized facilities, with new roadways limited to key missing links and enhancing existing facilities. This plan includes additional attention to development and monitoring of key measures to track system performance.

Environment. A key focus of the plan will be to protect and improve the region's environmental health. This will include ensuring that the region has healthy air that meets

all standards; ensuring that transportation projects improve the handling of stormwater runoff to protect Puget Sound and other surface waters; and address emerging issues such as trans-

portation's role in reducing greenhouse gas emissions and adapting to climate change. The plan includes a specific strategy to address state GHG goals, and vehicle miles traveled (VMT) reduction benchmarks. The four-part strategy includes Land Use, Transportation Pricing, Transportation Choices, and Technology. In addition, the Plan builds on current efforts to protect natural areas and support vibrant, livable communities.

Funding. The Transportation 2040 financial strategy relies on traditional funding sources in the early years of the plan. Over time the region will transition to a new funding structure based on user fees, which could include high occupancy toll (HOT) lanes, facility and bridge tolls, highway system tolls, vehicle miles traveled (VMT) charges, and other pricing approaches that replace the gas tax and further fund and manage the transportation system. Funding strategies will need to include a nexus between the tax, fee, or toll and the use of the revenues.

The strategy will start with developing HOT lanes, and tolling individual highway and bridge projects in their entirety as they are implemented. The plan calls for full highway system tolls by approximately 2030. Guidance for the funding strategy includes remaining flexible and accelerating the implementation of tolls earlier than 2020 wherever feasible.



Transportation 2040

The Full Plan

Constrained
Programmed Investments & Policies

Unprogrammed

Programs and Projects

Transportation 2040 lays out the following framework for transportation investments. The full plan includes two categories of programs and projects: (1) Constrained and (2) Unprogrammed. These categories recognize the federally approved structure for regional plans and the range of uncertainty that is inherent in long-range transportation planning programs.

Constrained: A federally required component of the plan where project and program costs must be accounted for and balanced with reasonably expected revenues over the life of the plan.

Unprogrammed: Projects and programs that are included in the plan but are not subject to the requirement of having a corresponding funding strategy and may be more “illustrative” or aspirational in nature.

Maintain, Preserve, and Operate. The plan’s highest priority is to maintain, preserve, and operate the region’s transportation system, and represents the largest program cost, at approximately \$110 billion. This includes replacing some key vulnerable structures (such as the Alaskan Way Viaduct; the SR 520 Floating Bridge; and the I-5 Puyallup River Bridge); increased investment in local arterial preservation; and ensuring the continued operation of the Washington State Ferries. The plan includes all local roadway preservation needs that may be funded through transportation benefit districts of other mechanisms.

Safety and Security. Implement the state’s strategic highway safety plan (Target Zero) to eliminate deaths and disabling injuries and enhance security in the event of a natural or manmade disaster.

System Efficiency. Improve efficiency through:

- **Transportation Demand Management.** Emphasize greatly expanded employer and residential programs to reduce travel demand and increase use of transit, vanpools, bicycling, and walking. The variable tolling implementation should also help manage demand for the roadway system.
- **Transportation System Management & Operations.** Support an aggressive program of advanced technology on arterials and freeways, including better signal coordination, active traffic management, new and expanded traveler information services, and transit-specific technologies to ensure on-time performance and provide customers with more complete, up-to-date travel information.

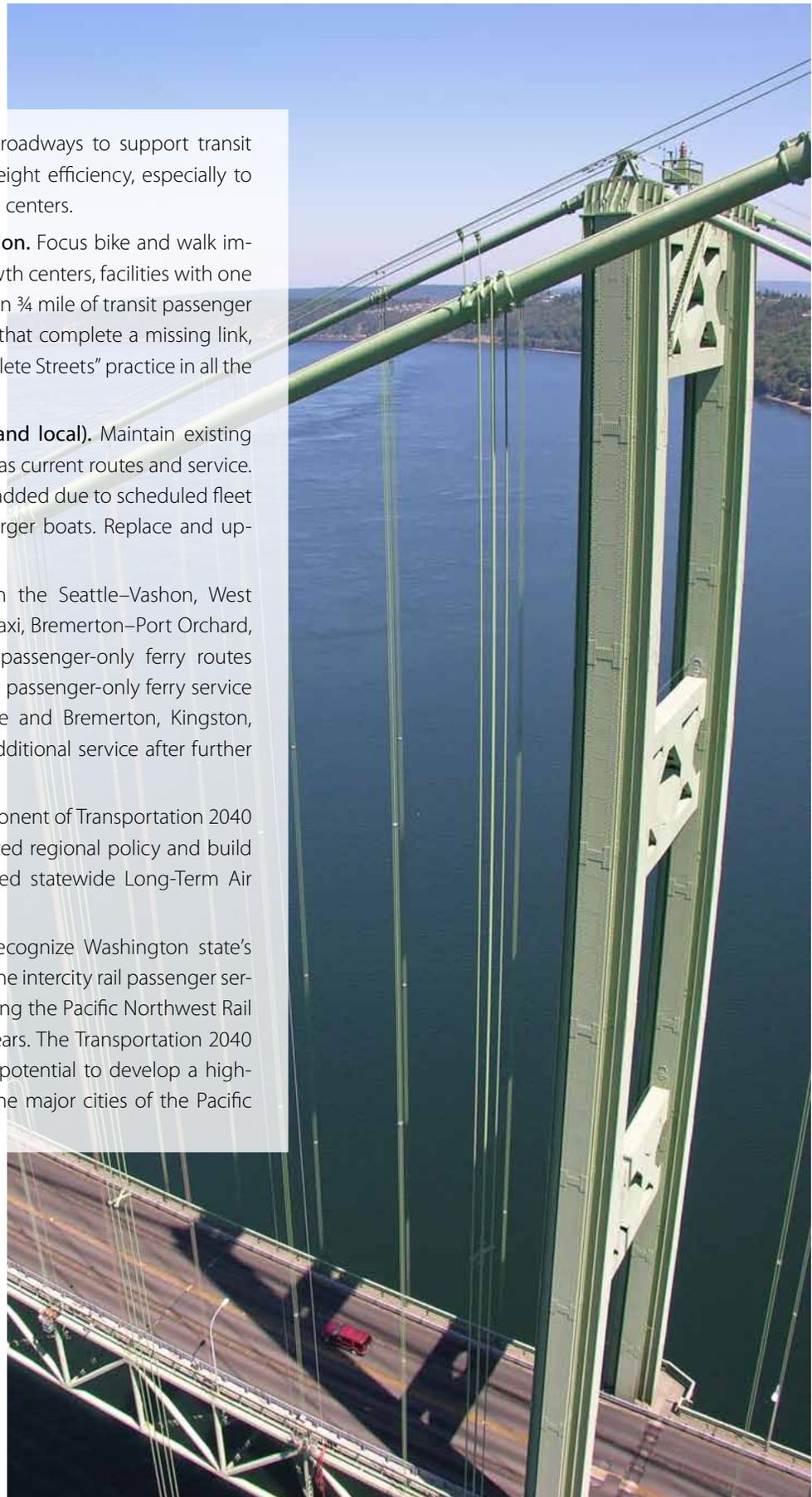


Strategically Expand Capacity. Implement strategic capacity investments in the following areas:

- **Public Transportation (regional and local transit).** Implement an aggressive transit strategy. Complete Sound Transit 2 projects and additional Link light rail extensions to Everett, Tacoma and Redmond. Increase local transit service by approximately 90% while achieving operational efficiencies to reduce costs; emphasize additional all-day service with high frequencies (generally every 15 minutes).
- **State Highways.** Complete and replace the network of roadway projects necessary to support development of the centers identified in VISION 2040 and keep freight moving to support a strong economy such as SR 167, SR 509, SR 520 Floating Bridge, US-2 and SR 3. Rely directly on users of the new highway capacity to pay for improvements through tolling, which also has positive effects on reducing congestion and emissions.



- **Local Roads.** Expand local roadways to support transit and improve people and freight efficiency, especially to provide access to and within centers.
- **Nonmotorized Transportation.** Focus bike and walk improvements in regional growth centers, facilities with one terminus in a center, or within ¾ mile of transit passenger facilities, and build facilities that complete a missing link, and in general realize “Complete Streets” practice in all the region’s urban areas.
- **Automobile Ferries (state and local).** Maintain existing boats and terminals, as well as current routes and service. Some auto capacity will be added due to scheduled fleet replacement with slightly larger boats. Replace and upgrade key terminals.
- **Passenger Ferries.** Maintain the Seattle–Vashon, West Seattle–Seattle CBD Water Taxi, Bremerton–Port Orchard, and Bremerton–Annapolis passenger-only ferry routes and service levels. Start new passenger-only ferry service between downtown Seattle and Bremerton, Kingston, and Southworth and add additional service after further analysis.
- **Aviation.** The aviation component of Transportation 2040 will carry forward the adopted regional policy and build upon the recently completed statewide Long-Term Air Transportation Study (LATS).
- **Intercity Passenger Rail.** Recognize Washington state’s commitment to improving the intercity rail passenger service provided by Amtrak along the Pacific Northwest Rail Corridor over the next 30 years. The Transportation 2040 plan will also highlight the potential to develop a high-speed rail corridor linking the major cities of the Pacific Northwest region.



Transportation 2040

Produces Big Benefits to the People of this Region



Support for VISION 2040

Transportation 2040 is a multimodal transportation system that provides a variety of choices designed to support the Regional Growth Strategy. A fundamental goal of VISION 2040 is to focus growth (people and jobs) in centers in a way that improves transportation efficiency; increases the use of transit, biking, and walking, and improves the balance between jobs and housing. Transportation 2040 will support:

- Focusing approximately 97% of growth within designated Urban Growth Areas.
- Continued development of regional growth centers, including adding over 173,000 people and an additional 475,000 jobs to these areas by 2040, more than double the current activity in designated regional growth centers.

Transportation 2040 includes specific projects that support the growth strategy:

- Approximately 76 miles of new light rail are included in the full plan, building a fast and frequent regional high capac-

ity transit system that links and serves 12 regional growth centers, including all four east Sound Metropolitan Cities. Sounder commuter rail will serve nine regional growth centers, and ST regional express bus will served 15 regional growth centers.

- Of the full plan's highway and roadway investments, 87% are within or directly serve Metropolitan Cities and Core Cities.
- Regional guidance calls for new local transit to be focused on providing frequent service along major travel corridors in urban areas, and to and between local and regional centers.
- Bicycle and pedestrian projects are focused on providing access to regional growth centers and transit.

Strengthen the Regional Economy

Transportation is extremely important to economic growth. The mix of investments in Transportation 2040 will

produce tangible benefits to people and freight in terms of travel time savings and improved travel reliability.

In addition, Transportation 2040 recognizes the need to secure transportation funding that does not unnecessarily burden the economy. By having the users of the transportation system pay for major investments, Transportation 2040 will help establish a sustainable financial framework for transportation investments and guarantee that the region gets the most out of transportation improvements.

Moving Freight and Goods

A transportation system that provides for the efficient movement of freight and goods is critical for the region's economic prosperity. By making investments that improve freight mobility, Transportation 2040 supports the region's businesses and manufacturers, as well as the role of the central Puget Sound region as a gateway for international trade.

Improve Mobility

Transportation 2040 recognizes that improving mobility for people and freight will require a combination of preserving the region's existing transportation system, efficiency improvements, and strategic investments in transportation choices and roadway capacity.

Transportation 2040 includes a balanced portfolio of mobility investments which will help the region accommodate future growth and improve mobility for people and goods. The combination of significant investments in transit, bike and walk facilities, strategic new roadway capacity, and phased implementation of highway tolling will improve mobility by reducing congestion in major travel corridors and offering new, efficient travel options for those who cannot or choose not to drive. As the region adds 1.5 million more people and 1.2 million more jobs by 2040, the investments in Transportation 2040 will reduce peak hour freeway delay by 32%. Transportation 2040 will also achieve a better balance of travel among modes, with transit capturing an increasing share of riders. Compared with 3% in 2006, by the year 2040 transit will account for 4.9% of the region's total daily trips, an increase of 63%. For work trips, transit will increase its share from 10% in 2006 to 11.4% in 2040, a 14% increase. With its focus on transit and non-motorized investments, combined with increased user fees, Transportation 2040 will result in a 9% decrease in per capita vehicle miles traveled (VMT) between 2006 and 2040.

Total benefits to all system users will exceed \$6 billion per year in the year 2040. Freight users will experience significant mobility benefits from the investments included in the plan. Medium and heavy trucks will realize over \$2 billion in annual benefits, primarily from travel time savings and improved travel reliability.

Environmental Benefits

The plan will assure we meet all air and water quality standards, thereby keeping federal and state transportation funding flowing to the region.

The region is committed to maintaining the air quality standards in the region by continuing to reduce emissions of air pollutants through the use of cleaner fuels and vehicles, increasing alternatives to driving alone, and land use strategies. The region will continue to monitor these air quality issues, and will ensure that Transportation 2040 maintains its compliance with all air quality and transportation conformity regulations.

Transportation 2040's four-part greenhouse gas reduction strategy is flexible, and is designed to incorporate anticipated guidance specific to the region and the transportation sector. Analysis shows that with aggressive implementation, the strategy has the potential to reduce regional greenhouse gases from transportation by up to 28% below 2006 levels. These results show that Transportation 2040 is on the right track toward reducing greenhouse gas emissions associated with transportation.

The plan also emphasizes focused urban investments and the retrofit of existing infrastructure to address water quality of the region's streams, lakes, rivers, and Puget Sound.

Equity

Transportation 2040 programs and projects are proposed to be implemented in ways that prevent or minimize negative impacts to low-income, minority, and special needs populations.

- The analysis showed Transportation 2040 will produce higher net benefits for low-income and minority households than for the region as a whole
- On a per-trip basis, benefits to transit, high occupancy vehicle users and freight operators were significantly higher than benefits to single occupant vehicle users.

Cost



The plan cost (in 2008 dollars) will range from \$192 billion for the constrained portion of the plan to \$227 billion for the full plan. This includes preservation, operation, maintenance and capital cost. Current law revenues are estimated at \$125 billion in 2008 dollars. The plan's financial strategy envisions a transition from existing revenue sources (gas tax, sales tax, etc.) to increasing reliance on user fees to finance transportation improvements. The financial strategy provides an additional \$67 billion in revenues to fully fund the cost of the constrained portion of the plan.

Monitoring Performance

Performance monitoring completes the link between plan policies and an investment strategy designed to implement those policies. Through evaluation over time, the region can be sure that investments are achieving desired outcomes. In order to perform this function properly, the region will establish a baseline and develop transportation performance measures against which actual transportation system performance information can be compared.

Performance measures provide policymakers and the public a framework for evaluating progress toward implementing adopted regional policies. These measures are established by describing desired policy outcomes, identifying measurable indicators for each outcome, and setting targets for these indicators at various points in the future.

Next Steps



The next steps in the process include completion of the environmental process, further review of the Draft Plan, and completion of the adoption process. The sequence of actions is summarized below.

1. Based on the Draft Plan, a Final Environmental Impact Statement will be completed (scheduled for March 2010).
2. After the review of the Draft Plan, PSRC will move the Transportation 2040 plan forward to the Transportation Policy Board for their recommendations.
3. The Executive Board will make a final recommendation for adoption of Transportation 2040 (scheduled for March 2010).
4. The PSRC General Assembly will adopt Transportation 2040 in spring 2010 (scheduled for May 2010).
5. Following adoption of the plan a project and program prioritization process will be developed (approximately two years, starting in summer of 2010).

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July 8, 2009

Mr. Sean Ardussi
Puget Sound Regional Council
1011 Western Ave.
Seattle, WA 98104-1035

Dear Mr. Ardussi:

Thank you for the opportunity to comment on the Transportation 2040 Draft Environmental Statement. We appreciate the efforts of the PSRC to plan for what will be a dynamic time in transportation for our region.

The City of Kirkland applauds the bold direction and aggressive nature of Alternative 5 to alter travel behavior and land use patterns in the region through use of roadway pricing and tolling. However, we have some concerns:

- Our support of Alternative 5 does not imply endorsement of commuter rail in the BNSF corridor. The city has concerns about impacts which must be fully analyzed, reviewed and debated prior to a decision.
- We endorse aggressive near-term measures which yield a significant increase in bus boardings.
- The plan should more aggressively address carbon emission reductions.

While Kirkland's Roadway Pricing policy is supportive of broad tolling, we are concerned it is premature for the region to rely solely on tolling to pay for new capital improvements, while also being expected to address the funding shortfalls we already face in preserving our existing infrastructure. Instead, a mix of funding sources, combined with aggressive mode share goals, should be considered to also address identified shorter term needs. This would allow the additional time to help alter travel behavior and attitude towards such a fundamental change in transportation funding, and would avoid having some shorter term needs go unmet. It would be helpful if the Plan included a funding and implementation strategy that identified how the region would evolve over time from the current very limited tolling situations to tolling on many regional and local facilities.

We are also concerned that the general public, and federal and state policy makers, will have a difficult time setting a toll at a rate that will, by itself, cause drivers to shift from automobiles to other modes. Instead, the City of Kirkland supports an alternative that provides an improved mass-transit system that would be operational sooner than such a bold funding strategy identified in Alternative 5 would likely allow. We encourage you to identify an alternative very similar to Alternative 5 that will include investments in transit that can be implemented sooner. For example, Kirkland still relies on only a handful of local and regional bus routes as their sole transit option and need additional service and facilities to begin to change behavior. We are not able to wait for such a bold shift in transportation funding to take place before transit investments are made in our area.

We also support much more investment in a complete system of bicycle and pedestrian facilities that connect Urban Centers throughout the region as identified in Alternative 5.

Letter to Sean Ardussi
July 8, 2009
Page 2

We believe, as identified in our Active Transportation Plan, that more investment is needed in our pedestrian and bicycle system to better promote healthy living, support increased transit usage, and shape the land use the region desires.

In addition, we noticed none of the alternatives identify what it would take to meet the greenhouse gas emission targets adopted by the City of Kirkland and other cities, in addition to those targets identified by the State of Washington. It would have been useful to evaluate and understand the type of policies and projects necessary to reduce CO₂ emissions below 2005 levels.

Thank you for consideration of these comments. The next thirty years will offer not only challenges to our transportation system but exciting opportunities as well.

Sincerely,

Kirkland City Council

A handwritten signature in black ink, appearing to read "James L. Lauinger", with a horizontal line extending from the end of the signature.

By James L. Lauinger, Mayor

March 3, 2010

D R A F T

Ms. Marina King, PSRC,
1011 Western Ave #500,
Seattle, WA 98104

Dear Ms. King:

Thank you for the opportunity to comment on the draft Transportation 2040 Plan document.

The City of Kirkland has been closely following development of Transportation 2040. PSRC staff has briefed our Transportation Commission on two occasions and last summer the City submitted comments on the Draft EIS. We appreciate the fact that most of our comments were addressed in the draft document.

To restate some of our interests, moving to new funding mechanisms for our transportation system, in keeping with the City of Kirkland's adopted policies on pricing is particularly important to us. Other interests include increasing local transit in the short term and providing bicycle and pedestrian facilities throughout the region. It's also important that the constrained plan include a balanced set of improvements from I-405 to Intelligent Transportation Systems and to Demand Management Programs.

As you finalize the Plan, we hope that you will consider the issue of limiting greenhouse gas emission more aggressively. Although the draft Plan considers GHG reductions to 28% below 2006 levels, many cities including Kirkland have adopted more rigorous goals, taking GHG levels to below 2005 levels. The City of Kirkland would be pleased to work with the PSRC on this issue.

Finally, because the City of Kirkland has received Congestion Mitigation and Air Quality funding for development of programs in our Totem Lake Growth and Transportation Efficiency Center, maintenance and development of the GTEC should be shown in the constrained portion of the plan (appendix B. page 48)

Thank you once again for you work on Transportation 2040 and for your consideration of our comments.

Sincerely,

Kirkland City Council

By Joan McBride, Mayor