

**We want
to hear
from you!**

Transportation 2040

DEIS Release and Public Comment Period

Puget Sound Regional Council
PSRC

JUNE 2009

When Transportation 2040 is adopted in 2010 it will signal a new direction for transportation investments in the central Puget Sound region. Regional transportation planning has come a long way from 2001, when Destination 2030 was first adopted. Hundreds of transportation projects have been completed, and many more are underway. Transportation 2040 is a chance to start fresh. The new transportation plan will set forth programs and projects to keep the region's people and freight moving while at the same time respond to pressing environmental concerns and contain a sustainable financial plan to take the region from the present to the year 2040.

The Puget Sound Regional Council has released the Transportation 2040 Draft Environmental Impact Statement (DEIS) for public review and comment. The DEIS reviews environmental effects at a regional planning (non-project) level, concentrating on the long-term results of implementing six plan alternatives. These alternatives were developed in response to public comment received during scoping and through active engagement with regional leadership and the Puget Sound Regional Council's membership.

Meet the Six Alternatives

Each alternative contains varying levels of efficiency and strategic capacity programs with options for collecting and making financial investments. In particular, each action alternative considers the implications of user fees/tolling as a strategy to address congestion, the environment, and transportation finance. All the alternatives are based on the same population and employment growth forecasts as VISION 2040 and use 2006 as the base year for analysis. Each includes an identical set of core investments to improve safety and security and to support transportation options for special needs populations. Alternatives 1-5 include all the investments identified in the Baseline Alternative.

► Baseline Alternative (SEPA No-Action Alternative)

Build Funded Projects:

This alternative presents a business as usual option and includes projects and programs currently funded and slated for implementation. It focuses on "current law" and traditional revenue sources — gas tax, sales tax, state and federal grants and loans, local general fund revenues, permit and licensing fees, and limited tolling — and assumes that the region would find sufficient additional revenue to fully maintain and preserve the existing transportation system.

► Alternative 1

Emphasize the Efficiency of the Existing System:

This alternative focuses on efficiency improvements by making significant investments in programs to manage demand and in technology to manage roadways. This management strategy includes limited use of tolling by converting the existing High Occupancy Vehicle (HOV) network to a High Occupancy Toll (HOT) system as well as a substantial increase in bus service.

► Alternative 2

Emphasize Roadway and Transit Capacity Expansion:

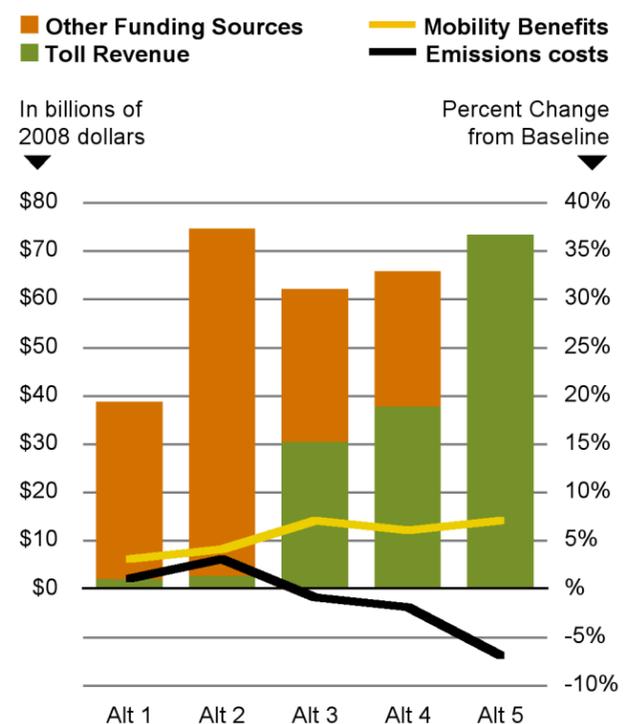
This alternative adds the most roadway capacity through lane additions to existing highways, the creation of new highways, and added lanes on the regional arterial network. It adds considerable new light rail capacity beyond Sound Transit 2, a new auto ferry route across Puget Sound, adds pedestrian and bicycle infrastructure in key locations, and establishes a two-lane HOT system on much of the regional freeway network.

► Alternative 3

Toll Revenues to Expand Capacity and Improve Efficiency:

This alternative would toll major freeways to generate funding for improvements in the tolled corridors. Although the tolls would improve efficiency on the roadway system, this alternative focuses on tolling as a method of raising revenues to expand capacity. Substantial bus service investments, strategic arterial roadway expansion, and new off-road trail infrastructure would be funded through traditional revenue sources.

Funding vs. Performance (in billions of 2008 dollars)



This chart shows funding estimates needed beyond current law revenue to complete each alternative over a 30-year period, what type of funding each alternative would use, and how these alternatives perform in terms of travel time savings and emissions in 2040 from all pollutants.

► Alternative 4

Combine Traditional Revenues and Tolls to Maximize Efficiency:

This alternative focuses on tolling to maximize efficiency on the transportation system rather than to generate revenue for expansion. It makes strategic capacity improvements to alleviate congestion at bottlenecks and chokepoints, and invests in integrated system management and operational coordination across multiple modes, and in increased transit, light rail, and nonmotorized improvements.

► Alternative 5

Reduce CO₂ Emissions with Limited Highway Investments and Regional Tolling:

This alternative would use tolls on all freeways. Arterial roadways would be subject to tolls (or similar user fees) to maximize system efficiency. Toll revenue would replace some traditional funding sources and would fund a wide variety of investments, including the largest expansion of high capacity transit, bus service, and dedicated nonmotorized infrastructure.

Transportation 2040

Top Issues in Developing Transportation 2040

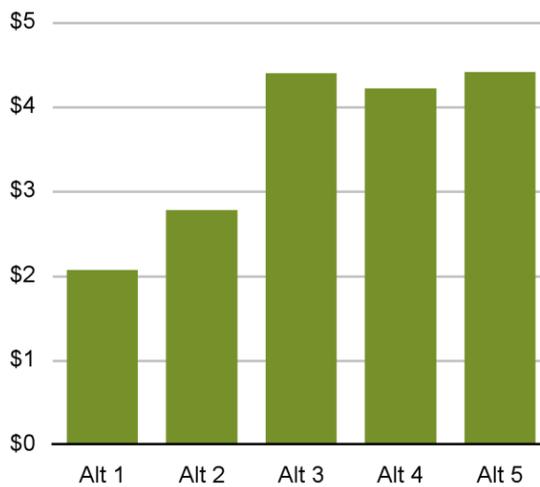
Congestion and Mobility: Transportation 2040 aims to reduce congestion for all types of freight and person travel despite forecast growth in population and employment. Each action alternative provides mobility benefits.

Environment: Transportation 2040 aims to reduce greenhouse gas emissions linked to climate change and uses mitigation to reduce transportation impacts on water quality in central Puget Sound. Some alternatives reduce emissions. However, none bring CO₂ emissions below 1990 levels.

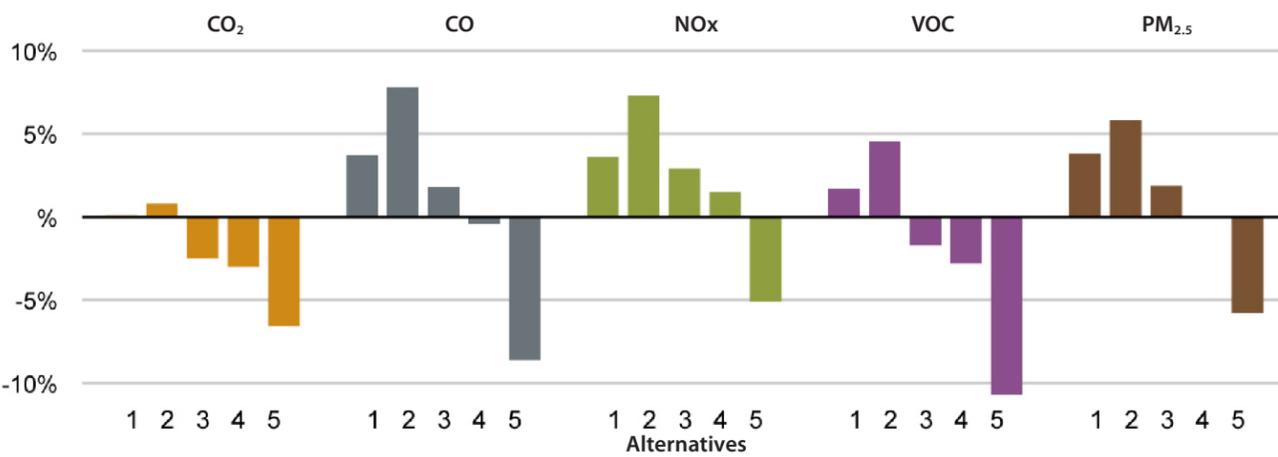
Sustainable Funding: Transportation 2040 must be a financially constrained plan. All of the alternatives keep transportation spending below 2% of regional personal income; however, each uses different sources of revenues and provides different performance results relative to funding sources.

Alternatives 1-5 each show travel time benefits compared to the Baseline Alternative, with the biggest time savings improvements in Alternatives 3, 4, and 5.

Mobility Benefits from Travel Time and Other Savings (change from 2040 Baseline, in billions of 2008 dollars)

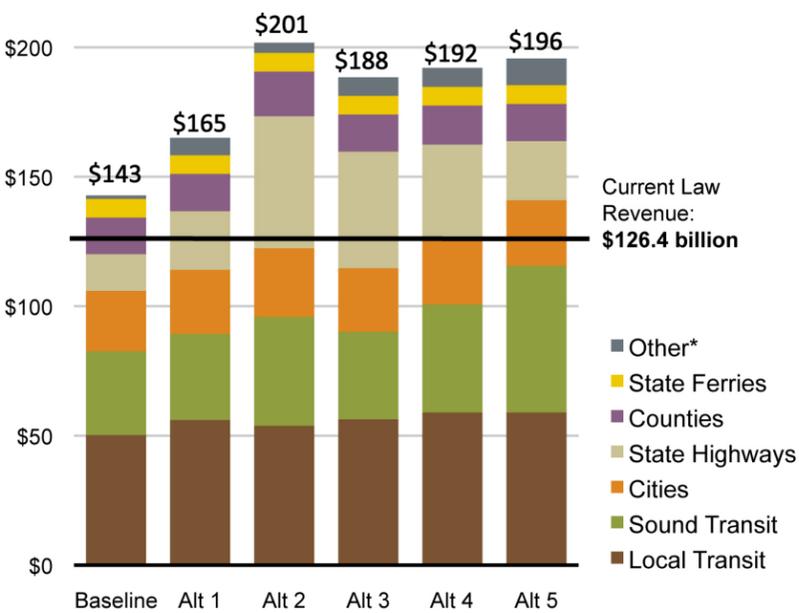


Emissions (percent change from 2040 Baseline) (in annual tons of pollutants)



This chart shows the estimated change in emissions in Alternatives 1-5 compared to the Baseline Alternative. Alternatives 3, 4, and 5 show reductions in Carbon Dioxide and Volatile Organic Compounds, Alternatives 4 and 5 show reductions in Carbon Monoxide, and only Alternative 5 is estimated to reduce Nitrogen Oxide and the Fine Particulates that cause haze.

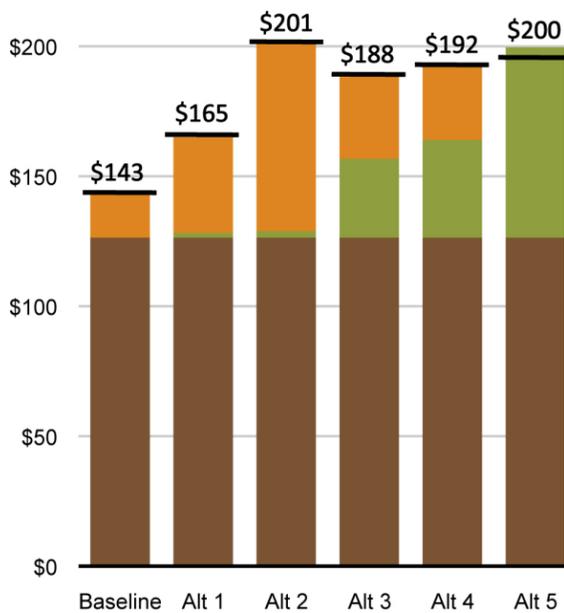
Costs of Alternatives by Program (in billions of 2008 dollars)



* Includes Toll System, Regional Nonmotorized, Transportation Demand Management, Intelligent Transportation System and Passenger-Only Ferries.

This chart shows the different costs of each alternative.

Revenue and Costs (in billions of 2008 dollars)



This chart shows current law funding levels in brown. The orange (other funding sources) includes traditional funding methods such as gas, motor vehicle excise and sales tax, and green is estimated toll revenue. Alternative 5 can potentially raise more revenue than is needed to fund the alternative.

What's Next?

The DEIS written comment period lasts through Monday, July 13, 2009. The public, regional leaders, stakeholders, community and interest groups, and local, state, and federal agencies are asked to submit comments that will inform the selection of a preferred alternative. PSRC encourages you to submit comments in writing about Transportation 2040 and the DEIS. Your comments will become part of the public record. Responses to written comments will be published in the Final Environmental Impact Statement (FEIS).

More Information Online at psrc.org

The Transportation 2040 DEIS Executive Summary describes in an easy-to-read format the major components of the full DEIS. Highlights of the DEIS include detailed transportation system effects, an evaluation criteria based on the goals of VISION 2040 presented in a benefit-cost framework, and the complete environmental analysis. Request the DEIS on disc from the Information Center at 206-464-7532 or info@psrc.org.

How to Comment

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 Attend: the PSRC open house and
 courtesy hearing on July 9, 2009