

**DRAFT**

# Transportation 2040

## SUMMARY SHEET

February 8, 2010

## I. Major Issues Facing the Region Through the Year 2040:

### More people will be coming to the region

- Population: 3.5 million (2006) to 5.0 million (2040)
  - More seniors — population over 65 will double by 2040
  - More diverse and higher demand for special needs transportation

### Economic growth needs to be supported

- Employment: 1.9 million (2006) to 3.1 million (2040)
- More trade and freight movement

### Mobility challenges will increase without action

- Daily person trips: 13.5 million (2006) to 19 million (2040), 40% increase<sup>1</sup>
- Daily vehicle miles traveled: 79.5 million (2006) to 102.5 million (2040)<sup>1</sup>
- Daily vehicle delay: 840,000 hours (2006) to 1.4 million hours (2040), 60% increase<sup>1</sup>
- Average one-way commute time: 36 minutes (2006) to 42 minutes (2040)<sup>1</sup>

### Environmental challenges need to be addressed

- VISION 2040 commits the region to actions that create a healthy environment (clean air and water) critical for sustainable communities and 21<sup>st</sup> century economy
- Greenhouse gas emissions from transportation are projected to increase: approximately 17 million tons (2006) to 24 million tons (2040)<sup>1</sup> without a strategy to reduce emissions

### Additional funding must be found to implement Transportation 2040

- Estimated program costs: \$192<sup>2</sup> to \$227<sup>3</sup> billion (2008 dollars)
- Current law revenues: \$125 billion (2008 dollars)
- The value of the gas tax, the primary source of transportation funding at local, state and federal level, is declining due to inflation and more fuel-efficient vehicles, and transit funding is unstable

## II. Transportation 2040 Includes:

Developed through a three-year process involving over 400 meetings with groups and organizations, Transportation 2040 is designed to sustainably support VISION 2040, the region's adopted growth and economic strategy by improving:

- Mobility for all users and the movement of goods
- Environment, including air (all regulated and greenhouse gas emissions) and water quality
- Transportation funding sufficient to sustain and improve the system

### Transportation 2040 relies on four integrated strategies:

- **Land Use:** Supports the development of a more focused development pattern that is more walkable, bikeable and easier to support with transit, and that balances jobs and housing
  - 87% of roadway investments are within or directly serve Metropolitan or Core Cities
  - Regional transit investments connect and serve all of the 27 designated regional growth centers
  - Bicycle and pedestrian facilities designed to support transit and access to centers

- **Efficiency:** Efficient transportation starts with a fully maintained, safe and secure system that is managed to achieve optimum performance
  - Preservation, operation and maintenance represent approximately 60% of the plan costs<sup>2</sup>
  - Supports the state’s Target Zero program and continues progress on regional security programs
  - Improves the efficiency of the region’s travel corridors through integrated corridor planning (SMART Corridors) which includes the tracking of transportation system performance to reflect the actual experiences of the traveling public
- **Strategic Investments:** Moves the region from single-focused investments to integrated strategies that are more cost effective and support all forms of travel
  - Emphasizes a complete streets program and over 350 miles of new off-road trails
  - Contains approximately 750<sup>2</sup> to 950<sup>3</sup> new multiple-use lane miles of roadways
  - Increases local transit service by over 100% in peak periods and over 80% off-peak, while achieving operational efficiencies to reduce costs
- **Pricing:** Begins moving from traditional forms of funding to more sustainable, user-based funding that improves mobility and the environment
  - Starts with traditional source of funding, expands development of HOT lane systems, and initiates select facility tolling
  - Expands facility tolling after 2030 to all limited access highways and introduces other user fees in the latter decades of the plan to fund a wide variety of facility maintenance, operation and new transportation investments

### III. Transportation 2040 Benefits (over the baseline<sup>1</sup> in the year 2040):

#### Growth

- Accommodates approximately 1.5 million more people and 1.2 million more jobs
- Focuses 97% of growth within the Urban Growth Area
- Supports centers, which more than double in population and employment

#### A Strong Economy

- Average one-way commute time savings of 10<sup>2</sup> to 13%<sup>3</sup>
- Annual medium and heavy duty truck travel cost savings of over \$2 billion
- Annual benefits to priority economic sectors (aviation, clean technology, etc.) of \$300 to \$370 million

#### Mobility Savings

- Reduces daily vehicle delay by 26<sup>2</sup> to 38%<sup>3</sup>
- Reduces daily person delay by 27<sup>2</sup> to 38%<sup>3</sup> (both below 2006 levels)
- Results in annual travel cost savings of \$6.3<sup>2</sup> to \$7.8 billion<sup>3</sup>

#### Environment

- Supports reduction of greenhouse gas emissions by a range of between 5 and 28% below 2006 levels
- Commits to transportation related water and air quality improvements

#### Funding

- Develops a sustainable funding strategy:
  - To raise over \$67 billion to support transportation investment (constrained part of the plan)<sup>2</sup>
  - That is equitable geographically and across income groups

#### Additional Information:

- Transportation Data Sheet (attachment)
- Transportation 2040 plan:  
<http://www.psrc.org/transportation/t2040>

<sup>1</sup> Estimates based on the analysis of the Baseline/No Action Alternative that assumes: 1) completion of currently funded projects, 2) projects and programs that would likely be funded with future current law revenues and 3) funding of critical regional projects, such as I-5 repaving and maintenance of existing ferry service, for which no funding has currently been identified.

<sup>2</sup> Constrained Plan: 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.

<sup>3</sup> Full Plan: Included both the constrained plan and additional "unprogrammed" projects and programs that are not subject to the federal financial constraint requirement.