executive summary

Destination 2030 is a transportation action plan for the next 30 years of growth in King, Pierce, Snohomish and Kitsap counties, the central Puget Sound region of Washington state. It's about addressing traffic congestion and making it easier to move between home and work, school, shopping, and recreation.

Over the past 20 years, rapid economic and population growth have brought unprecedented opportunity and prosperity to the central Puget Sound region. With this growth, however, have come growing pains.

Today, the central Puget Sound region has a high level of traffic congestion. Over the next decades, the region will grow by an additional 1.5 million people, add over 800,000 new jobs, and need to accommodate over 60 percent more travel, putting even more strain on our transportation system. To ease current congestion and prepare for future growth, the region must expand its transportation system and complete key missing links. With smarter, more strategic transportation investments, traffic movement can be improved by the year 2030, even with additional people and increased use of our roads, buses, trains and ferries. With an expanded set of transportation choices offered by a more fully developed system, the region can prepare for continued economic growth, while protecting and enhancing its celebrated quality of life.

To succeed, we must have a bold plan of action.

The elected leaders of the Puget Sound Regional Council, with the help of business and community leaders, have crafted a plan that produces real traffic relief and also helps us move toward our vision for growth in the region. The central Puget Sound region faces the challenge of balancing growth and development with maintaining clean air and water, well-preserved habitat for native species, and responsible resource management. Success will bring greater mobility, along with the pride that comes with the vigilant stewardship of today's assets for the benefit of future generations.

The Regional Transportation Plan

Destination 2030 is based on serving local needs and providing personal choices. In developing the plan, elected leaders considered questions like:

> *What if we build more roads and bridges, and provide more buses, ferries and trains? What if we change the way we pay for transportation? How can we make the most of the land we've already developed?*

The resulting plan is a comprehensive transportation blueprint through the year 2030. The plan is ambitious, and lays out a program for addressing transportation problems by doing significantly more than we do today: investing in more roads, more transit service, better traffic management, and improved linkages between land use and transportation. The plan identifies over 2,200 specific projects that have been designed to result in improved roads, transit, and ferry service. In addition to over 2,000 miles of new and improved regional and state roadways, the plan contains better public transit, incentives for carpools and vanpools, and more than 2,000 miles of new walkways and bikeways to connect communities with transit, shopping, and services.

City of Kent

Moreover, *Destination 2030* establishes investment principles that clearly emphasize coordination among the state, counties, cities, towns, ports, and transit agencies. The plan outlines a process for developing clear lines of public accountability that directly link investments with measurable improvement.

Destination 2030 recognizes the diversity of the region's communities and land uses, and is focused on the comprehensive needs of families and individual people, not merely isolated projects and programs. The plan provides local choices based on a shared vision of what we want and need, and will help people move more quickly and safely using all available options and tools.

Growth Management

In 1990, the region embarked on a pioneering path with the adoption of a coordinated strategy for the region's future growth, known as VISION 2020. The strategy responds to the region's need for a shared vision of what it wants for the future, what it wants to preserve, and what it needs to improve. At the core of the vision is the growth management strategy of supporting compact urban areas connected by high-capacity transportation that create additional transportation and housing choices for everyone in the region. This regional strategy was further refined and updated in 1995 to meet state growth management requirements, and was adopted by the region to guide future growth, economic and transportation system development.

Destination 2030 was developed to support and expand upon this regional vision. The plan focuses first on maintaining, preserving and managing the existing multi-billion dollar public investment in the transportation system. The plan focuses next on ensuring that the region continues to develop a balanced transportation system that includes choices for private vehicles, public transit, ridesharing, walking, biking and various freight modes. *Destination 2030* provides a blueprint for achieving these objectives through investments in a transportation system that serves and supports the regional vision.

The plan coordinates the diverse ambitions of the region's counties, cities, towns and neighborhoods. This includes focusing more growth in lively urban environments connected by improved roads, buses, fast ferries,

rails and trails. The connection between land use and transportation is intended to reduce long-term infrastructure costs and provide better links between home, work and other activities. For the first time, all of the region's growth management plans are in sync with a long-range transportation plan to support them.

Metropolitan Transportation System Investments

Destination 2030 focuses on integrated multi-modal transportation systems. The regionally-significant components of these systems are crucial to the mobility needs of the region, and constitute the Metropolitan Transportation System (MTS). Facilities that weave parts of the region together by crossing county or city boundaries, or that access major regional activity centers, such as an airport or ferry terminal, are critical to the region's system.

Appendix 4 provides detailed descriptions of the elements that comprise the MTS. Complete listings of *Destination 2030* projects and MTS improvements are contained in Appendix 9, and in a "Supplemental Project List." The following sections summarize MTS improvements by type. Full-scale versions of all maps presented in this Executive Summary can be found in Chapter 5 and Appendix 4.

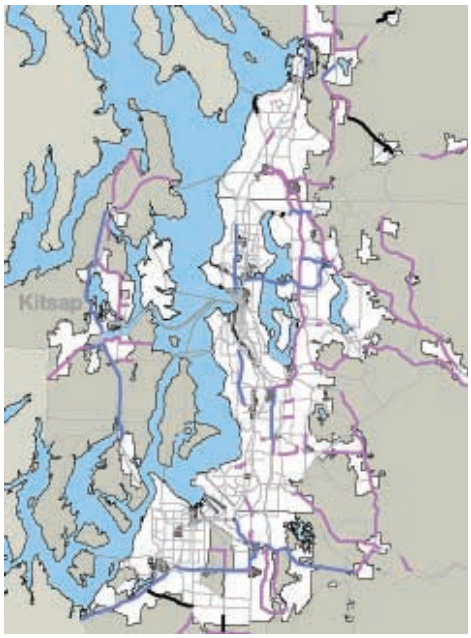
Freeways and Regional Arterials. Additional capacity and system management enhancements are needed to improve mobility on the region's highway and regional arterial networks, especially in parts of the region where transit and other alternatives are not as feasible or effective as they may be elsewhere. The region's highest roadway priorities are safety, maintenance and preservation projects, and projects which optimize the use of the existing roadway system. Roadway capacity expansion projects include:

- Over 2,000 new miles of highway and regional arterial lanes to address the region's worst choke points, complete projects that have been started, and anticipate future problems. This represents an 18 percent increase in regional arterial and state freeway system lane miles.
- 1,000 lane miles of these projects are targeted to be open to traffic within the next 10 years.
- Over 27 new interchanges, 15 new overpasses, and 185 upgrades to intersections.

Additionally, at its core, the plan addresses the adequate maintenance of roadways, and the retrofit of critical bridges to meet earthquake standards.

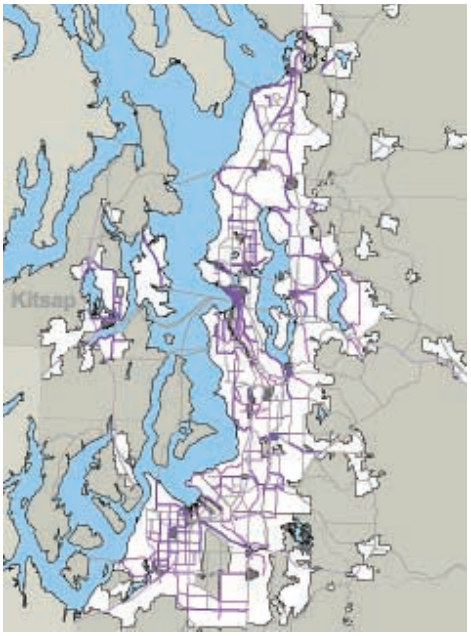
Safety, maintenance and capacity investments include projects in the following major transportation corridors:

- I-90: I-5 to I-405, plus the Sunset Interchange
- I-405: Tukwila to Lynnwood
- SR 3: Belfair to Silverdale and Poulsbo to Hood Canal
- SR 9: Woodinville to Arlington
- SR 16: I-5 in Tacoma to SR-3 in Kitsap County
- SR 18: I-5 to I-90 (Covington to Snoqualmie)
- SR 99: Federal Way to Lynnwood
- SR 167: Puyallup to Port of Tacoma
- SR 509: Completion of the corridor from Burien to I-5
- SR 512: I-5 to SR 167
- SR 520: Seattle to Redmond
- SR 522: Woodinville to Monroe
- US 2: Everett to Skykomish



MAP 4. Roadway Improvements (detail)

MAP 6. Intelligent Transportation System Applications (detail)

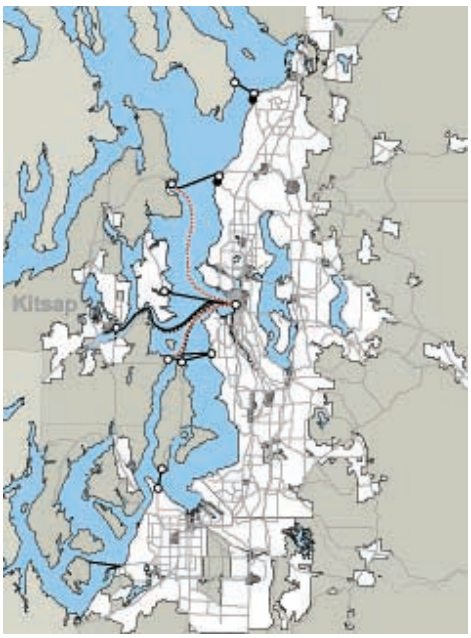


Transportation System Management. System management is critical to the safe and efficient operation of the Metropolitan Transportation System. *Destination 2030* contains specific intelligent transportation system (or "ITS") projects that use technology to better manage traffic.

Transportation system management programs also include vehicle trip reduction programs. *Destination 2030* carries forward strategies and accompanying actions designed to help jurisdictions, private companies, and other entities to reduce regional congestion and the region's dependence on driving alone. These strategies include:

- New arterial management and transit signal priority projects on nearly 1,000 miles of roadways by 2030
- Enhanced freeway management, including ramp metering and dynamic informational signs on approximately 100 additional freeway miles by 2010
- Transit operations projects, including new technology for coordinated fare collection, vehicle tracking, traveler information, and other new transit technologies and information systems
- A new goal for approximately 800 new vanpools by 2010 (70 percent increase over today)
- New goals for reduced rates of single driver work commutes and non-work trips

State Ferries. Passenger and auto ferries provide basic transportation for thousands of commuters each day and contribute to the economic vitality of the communities they serve, as well as the entire state. Ferry service is also coordinated with local transit services at terminals, providing seamless connections throughout the region. *Destination 2030* incorporates the Washington State Ferries Systems Plan for 1999-2018 with a focus on early actions to begin implementation.

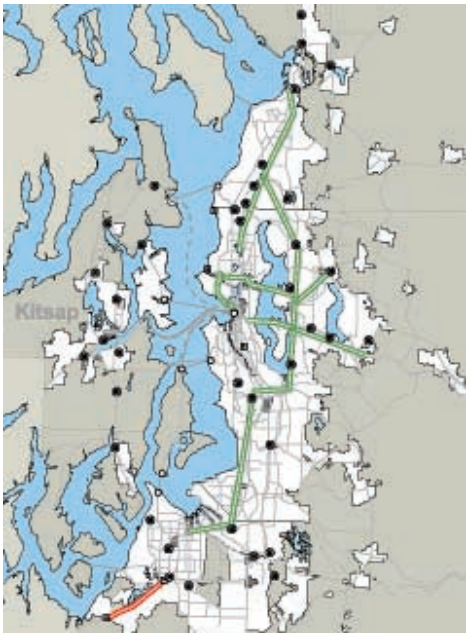


MAP 4-2. Regional Ferry System (detail)

Capital investments include terminal expansions and upgrades, park-and-ride facilities, as well as vessel replacement and expansions. The plan calls for:

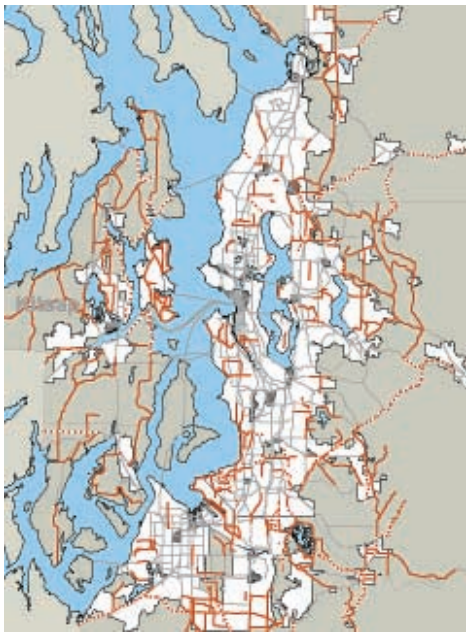
- Six new passenger-only vessels
- Four new auto ferries
- New terminals at Edmonds and Mukilteo, and major improvements at Colman Dock in Seattle
- Service improvements resulting in a 13 percent increase in vehicle capacity, and a 24 percent increase in passenger capacity

MAP 8. Regional Transit Improvements (detail)



Regional Transit. The region's ambitious, long-range growth management and transportation goals depend heavily on providing more and better public transit services over the next 30 years. Moving from today's region that is largely auto-dependent to a region where numerous travel options are available and attractive will require additional investment in public transportation. A major step in that direction will be the construction and operation of the Sound Transit regional high capacity transit system. In addition, numerous service changes and facility improvements are planned by local transit operators to provide better local service and to support the regional high capacity transit system. *Destination 2030* provides a framework for guiding transit service coordination at the regional level. Regional Transit investments include:

- A 40 percent increase in local transit service by 2010, and an 80 percent increase over 2000 levels by 2030
- A 30 percent increase in demand response, or paratransit service by 2010, and a 65 percent increase over year 2000 levels by 2030
- Support for the City of Seattle's Intermediate Capacity Transit system planning and implementation
- Support for development and operation of Sound Transit's adopted Phase I Regional Transit System Plan (*Sound Move* – includes investments in regional express bus service, commuter rail, light rail, and the region's HOV system)
- Support for continued planning and development of Sound Transit's Long Range Vision Plan to identify and define appropriate future high capacity transit expansions beyond Phase I
- Expansion of regional park-and-ride capacity by 75 percent to meet projected 2010 needs (approximately 18,360 additional stalls), and by 175 percent to meet projected 2030 needs (25,850 stalls in addition to 2010 expansion)



MAP 10. Regional Non-Motorized Improvements (detail)

Non-Motorized Transportation. By the year 2030, biking and walking could account for as much as 20 percent of all trips in the region. *Destination 2030* calls for creating a regionally integrated network of non-motorized facilities linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services. Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and improved circulation within, urban centers and high capacity station areas, and developing intermodal connections. Non-motorized transportation investments include:

- Approximately 800 miles of new paths and bikeways by 2010, including: 529 miles of separated off-road bicycle/pedestrian paths and 286 miles of on-road bicycle lanes
- Approximately 1,200 additional miles of new paths and bikeways by 2030, including 255 miles of off-road bicycle/pedestrian paths and 945 miles of on-road bicycle lanes
- 5 commuter bicycle stations by 2010
- Pedestrian improvements in selected transit station and designated urban center zones

Freight and Goods. The region has committed to a Freight Action Strategy (FAST Corridor) program. In 1998-1999, 15 FAST Corridor Phase I projects were identified by a public/private partnership as strategic investments in the region's transportation system to improve port access and reduce rail/highway conflicts along the I-5 corridor from Tacoma to Everett. *Destination 2030* continues to support these projects, as well as a public and private partnership that will fund and complete the identified FAST Corridor Phase I projects. In addition, *Destination 2030* includes a commitment to incorporate the recommended FAST Corridor Phase II projects, also known as FAST Trucks, as they are identified. These projects will be designed to improve surface street access to multimodal freight facilities. Freight and Goods Mobility investments include:

- 15 rail/highway grade separation projects (FAST Corridor phase I)
- Truck access projects (FAST Trucks, FAST Corridor phase II)

Aviation. The region will meet its long-term commercial air transportation needs consistent with the Regional Council General Assembly's 1996 action, which amended the 1995 Metropolitan Transportation Plan to include plans for a third runway for Sea-Tac International Airport with additional noise reduction measures, implementation measures, and monitoring steps. The aviation component of *Destination 2030* replaces the region's 1988 Regional Airport System Plan with policy direction for a long-range program to improve the

Port of Tacoma

region's 25 general aviation airports. These system improvements will focus on maintaining and preserving the existing system, as well as on making strategic investments to meet growing demand and provide system enhancements. Aviation system investments include:

- Implementation of Sea-Tac International Airport's adopted master plan, including improvements to passenger terminals, and completion of a third runway
- Improved air cargo facilities at Sea-Tac and Boeing Field
- 753 new aircraft hangars at the region's general aviation airports

Intercity Rail. Washington state is committed to safer, faster, more frequent and reliable north-south Amtrak intercity passenger rail service through western Washington. This will require capital investments in train station facilities, new train equipment, improvements to existing tracks owned by Burlington Northern Santa Fe Railroad, and improved track crossings and signalization. *Destination 2030* includes intercity passenger rail plan improvements as detailed in the state's revised 1998-2018 Intercity Passenger Rail Plan.

By 2018, Amtrak Cascade passenger rail service is planned to include 13 trains per day between Seattle and Portland, and four trains per day between Vancouver, B.C. and Seattle (two of which continue to Portland). Travel time between Seattle and Portland will be approximately 2.5 hours and travel times between Vancouver, B.C. and Seattle will be just under 3 hours. These travel times reflect between a 25 percent and 30 percent reduction in travel time compared to 1999. Intercity Rail investments include:

- South Tacoma Crossovers. Crossovers allow passenger trains to move around slower freight trains.
- Point Defiance Bypass. Rail corridor and alignment improvements to improve speeds.
- Black River Junction and Auburn Sidings. Additional sidings to accommodate increased train use.
- Everett yard tracks and siding. Additional tracks to improve flow.
- Ballard double tracking and crossovers. Additional track and crossover to improve capacity and reliability.
- Track upgrades and signal system improvements, Everett – north. New mainline tracks and signal system improvements between Seattle and Vancouver, B.C.
- Station improvements. Station improvements at Tacoma, Tukwila, Seattle, Edmonds, and Everett.

Additional Actions

Implementation of *Destination 2030* also requires actions not directly associated with system improvements for particular modes or programs. The Regional Council is committed to facilitate ongoing implementation efforts in a number of areas, including:

Investigating tools for greater regional coordination. The Regional Council will work with jurisdictions and the state to implement the Blue Ribbon Commission on Transportation's recommendations, including those that emphasize efficiency and accountability, and promote strong state and strong regional roles in planning, prioritizing, and funding transportation.

Pursuing sustainable transportation finance. The Regional Council will continue to pursue new and reformed transportation finance methods, consistent with the plan's adopted finance principles.

Conducting a value pricing demonstration project in the region. The Regional Council will work with communities, WSDOT, and local authorities to plan, design and implement a value pricing demonstration program prior to 2006.

Refining regional growth strategies. The Regional Council will develop and distribute information and guidelines related to urban form and design in centers and compact communities, financial incentives for desired development, and other best development practices and strategies.

Supporting sub-regional plan refinements. Through its monitoring efforts, the Regional Council will work with local jurisdictions and subarea planning groups to refine and update investment and project priorities.


City of Issaquah

Financial Plan

Under federal law, a regional transportation plan must include reasonable financing assumptions, and account for projections and estimates for existing and new revenue sources that are expected to be available to support all capital and non-capital program estimates over the life of the plan. *Destination 2030* outlines a set of financial principles, conditions and assumptions that constitute a financial strategy for implementing the plan. The past decade has clearly demonstrated that the state and the region need a new approach — one that benefits all our communities and helps create a stable and sustainable fiscal future. Since 1990, the only successful efforts to raise new transportation revenues have occurred through local and regional initiatives for transit systems. The region has lacked authority from the state to improve the financing of roads and highways.

Destination 2030 contains an investment strategy that is dependent upon the successful development of more state funding along with new regional funding mechanisms that are flexible enough to allow investment in all of the region's transportation priorities. The transportation system cannot be managed effectively without some ability to plan, prioritize, and fund projects at a regional scale.

The estimated costs of the investments identified in *Destination 2030* total roughly $105 billion over the next 30 years. It would take almost double the annual rate of transportation tax dollars spent in 2001 to fund this investment. Yet these public investments are only a small percentage of what commuters and businesses currently pay to use the transportation systems governments build and operate. The total cost of car insurance, fuel, upkeep, new and additional vehicles, time and fuel wasted in traffic — all the costs — are typically over 10 times what is paid in public transportation taxes and other fees. The costs of the region's government-run transportation systems (all of the roads, ferries, buses and trains) average about 8 percent, or $2 billion, of the $26 billion total spent yearly in the region on transportation.

There is consensus that business as usual is not an acceptable strategy for financing transportation systems. *Destination 2030* identifies ways to reduce and control costs in order to get better value out of investments, including the use of technology to manage systems more effectively. New transportation taxes and fees are designed for a more responsible, market-based, common-sense approach, so that those who use the transportation system the most pay the most. As with electricity, the more people conserve, the lower the bills are for everyone. The entire $105 billion price tag would mean the average person would pay an additional $32.50 per month more than the average $35 per month currently paid today in transportation taxes.

The Regional Council will continue to examine opportunities for market-based financing, developing financial partnerships, and other incentive-based means of recovering costs and addressing the financial shortfalls for transportation investments that will improve personal and freight mobility.

Destination 2030 Financial Summary

PROGRAM AREA	$ IN BILLIONS
System Expansion	$49.5
Basic Needs	$53.9
Total Planned Investments	$105.5
Projected Current Law Revenue, 2001-2030	$57.2
New Revenues Needed	$40.0-45.0

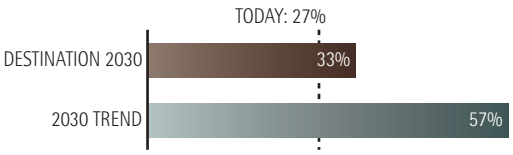
City of Bothell

Transportation System Performance

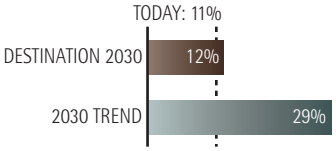
Plan Performance. *Destination 2030* describes the overall magnitude of current traffic in the region, and predicts possible future transportation system performance. The plan's targeted fixes, such as well designed overpasses and intersections, synchronized traffic lights, and added road capacity in the right places, will improve traffic safety and relieve congestion for commuters and shippers. Improved traffic management systems will clean up accidents quicker and provide better information to avoid surprise bottlenecks, while incentives and support for carpools and multiple kinds of transit can provide additional travel options. While computer models are admittedly imperfect when it comes to guaranteeing what future traffic will look like, just as they are at forecasting weather, the models do show that *Destination 2030* projects and programs will help the region to hold the line on severe freeway congestion and accommodate 16 million daily trips, a 60 percent increase over today's travel. Compared to current trends, *Destination 2030* will produce dramatic decreases in freeway congestion and traffic delay, especially in currently underserved subregions.

Air Quality. The transportation investment choices the region makes over the next several years will influence the region's air quality in the long term. *Destination 2030* has been found to be in compliance with the federal Clean Air Act, and with the state's Clean Air Washington Act. This is good news for our health and environment, and helps ensure that the region will remain eligible to receive federal transportation funding for many highway projects.

Freeway Congestion: Stop-and-Go (% OF FREEWAY NETWORK)



Freeway Congestion: Severe (% OF FREEWAY NETWORK)



Smog Precursors (MILLIONS OF GRAMS/DAY)

Transportation System Performance in Selected Corridors

Daily Vehicle Miles Traveled on Arterial/Freeway Network Trips

	2030 TREND	DESTINATION 2030
TOTAL DAILY VEHICLE MILES TRAVELED — IN THOUSANDS:	97,969	93,562
DAILY VEHICLE MILES TRAVELED PER CAPITA:	20	19

Ship Canal Corridor

(artificial line along ship canal from Shilshole to Union Bay counting north-south person travel)

SOV/SHARE	HOV/SHARE	BUS/SHARE	RAIL/SHARE	HCT/SHARE	TOTAL/SHARE
72,618/35%	63,672/31%	30,576/15%	38,216/19%	na/na	205,081/100%
SUBTOTAL FOR ALL TRANSIT:					68,792/34%
SUBTOTAL FOR HOV + ALL TRANSIT:					132,464/65%

Mid I-405 Corridor

(artificial line from central Kirkland to Redmond counting north-south person travel; catches I-405 and east end of SR-520 at Redmond)

SOV/SHARE	HOV/SHARE	BUS/SHARE	RAIL/SHARE	HCT/SHARE	TOTAL/SHARE
80,267/52%	65,226/42%	4,406/3%	na/na	4,678/3%	154,577/100%
SUBTOTAL FOR ALL TRANSIT:					9,084/6%
SUBTOTAL FOR HOV + ALL TRANSIT:					74,310/48%

Mid South King County Corridor

(artificial line from Burien across valley to Kent plateau area counting north-south person travel; catches SR-509, SR-99, I-5 South and SR-167)

SOV/SHARE	HOV/SHARE	BUS/SHARE	RAIL/SHARE	HCT/SHARE	TOTAL/SHARE
103,220/50%	89,404/44%	2,070/1%	9,998/5%	na/na	204,671/100%
SUBTOTAL FOR ALL TRANSIT:					12,068/6%
SUBTOTAL FOR HOV + ALL TRANSIT:					101,472/50%

King/Pierce County Line

(artificial line between counties from Federal Way to Bonney Lake counting north-sourth person travel; catches SR-99, I-5 South, SR-161 and SR-167)

SOV/SHARE	HOV/SHARE	BUS/SHARE	RAIL/SHARE	HCT/SHARE	TOTAL/SHARE
68,254/51%	62,086/46%	465/0.4%	3,780/3%	na/na	134,585/100%
SUBTOTAL FOR ALL TRANSIT:					4,245/3%
SUBTOTAL FOR HOV + ALL TRANSIT:					66,331/49%

Note: Data from adopted Destination 2030 plan. Time period is A.M. peak period in year 2030. HOV = carpool and vanpool.

Average Daily Vehicle Delay

	2030 TREND		DESTINATION 2030	
SUBAREA	HOURS OF DELAY (IN THOUSANDS)	MINUTES OF DELAY PER HOUSEHOLD	HOURS OF DELAY (IN THOUSANDS)	MINUTES OF DELAY PER HOUSEHOLD
Region	1,000	29.8	240	7.2
Northwest King County	65	9.3	32	4.5
East King County	69	14.8	42	9.0
South King County	122	19.5	64	10.2
King County	257	14.3	137	7.7
Kitsap County	24	8.3	4	1.3
Pierce County	650	97.2	54	8.1
Snohomish County	69	11.5	44	7.4

Monitoring

Overseeing the successful implementation of *Destination 2030* depends upon the development of a plan implementation and system performance monitoring and benchmark system that provides early warning if current practices are not having the desired results. This system of performance monitoring is also useful for refining the decision-making processes that are used to select individual transportation projects and investments to ensure the region's investment strategy is supporting regional policy. *Destination 2030* plan monitoring and assessment addresses all elements of the Metropolitan Transportation System, including changes in regional growth, transportation systems, and finance.

City of Snoqualmie