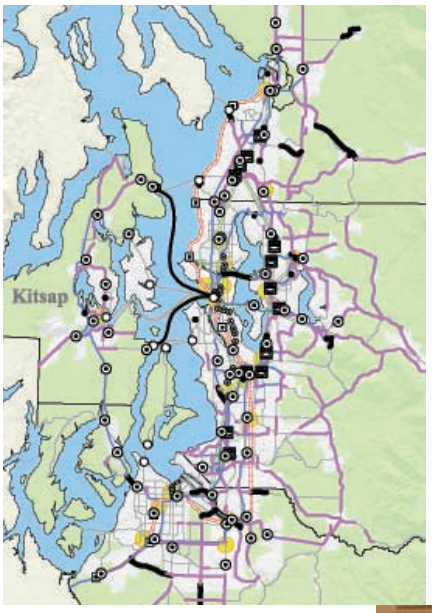
CHAPTER 5

implementation guidance and actions



Destination 2030 includes early actions (strategic investments in projects and programs prior to 2010) to increase travel alternatives, complete regional systems, address transportation choke points, and fund projects that are "ready to go." *Destination 2030* also plans for longer-term investments through the year 2030. It is recognized, however, that long-term investment needs are more uncertain and that projects and programs identified are subject to revision and update as more information becomes available. Lists of short and long-term planned Metropolitan Transportation System-level improvements are contained in Appendix 9. The MTS Improvement maps contained at the end of this chapter are illustrative of the MTS-level improvements listed in Appendix 9. These maps do not display projects contained on the supplemental project list, entitled "Supplemental *Destination 2030* Project List," which is comprised of other projects that were included in regional transportation modeling for air quality purposes.

The *Destination 2030* investment principles in Chapter 3 provide a general foundation for a rational allocation of funds to support the growth strategy as revenues become available to implement the plan. Ultimately, allocations will be based upon specific criteria that reflect other considerations as well, such as the "readiness" of projects to proceed, the immediate needs of the region, and the state of the transportation operating environment at the time of fund allocations. Funding criteria that reflect these factors, and the investment principles, will be developed and refined periodically in order to best implement regional policy through the allocation of regionally managed funds. Such a process is currently utilized as part of the Transportation Improvement Program (TIP). The Regional Council's existing policy framework for managing regional TEA-21 funds incorporates transportation, environmental and land use policy considerations, while articulating local, regional, and state responsibilities. In the future, corridor specific performance data, such as is provided through the Congestion Management System, will be used to help inform programming decisions.

Strategic projects and programs that complete elements of the transportation system, such as the core HOV system, a regional arterial network, well connected freight corridors, and links between designated Urban Centers, are part of a priority investment strategy.

Based on the understanding that there is a benefit from both optimizing the transportation systems we already have and, at times, altering our trip-making patterns, there is a region-wide need for multiple travel choices and for more comprehensive traveler information. Major new capacity investments are also needed and may require new forms of user financing. Yet, if user financing of transportation facilities is to be phased in over time, travel choices need to be available from the outset.

Completing Regional Roadway Systems

Destination 2030 recognizes that improvements and capacity 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 lacking or aren't as feasible as they may be elsewhere. Roadways in the region serve multiple purposes, and accommodate different types of travel. The opportunity to improve conditions for pedestrians and bicycles should be considered during the initial planning and design phases of all new roadway projects and improvements, consistent with USDOT guidance.

City of SeaTac

The region's highest roadway priorities are safety projects, maintenance and preservation, and optimization of the existing roadway system. After these basic needs, the region's roadway priorities include projects that are ready to be implemented, complete missing links in the Metropolitan Transportation System, complete a well connected freight network, implement major transportation corridor studies, and support growth and development consistent with adopted Growth Management plans. It is particularly important that capacity expansion projects on roadways outside of the urban growth area be both consistent with local comprehensive plan policies that address the protection of open space and rural areas, and consistent with Multicounty Framework Policy RR-5. Roadway expansion in physically constrained corridors that have minimal space for future roadway widening should give consideration to adding an HOV lane before proposing general purpose lane expansion.

The Washington State Department of Transportation is in the process of updating Washington's Transportation Plan (WTP). A critical state owned component of the WTP is the State Highway System Plan (SHSP). The SHSP will be the guiding document for future state investments on state highways. Several significant decisions regarding state investments, financial responsibility, and future revenue forecasts have not been made in time to include in *Destination 2030*. Information about state investments in the following section has been developed in consultation with WSDOT and the guidance of the existing 1999 - 2018 State Highway System Plan. Future amendments to *Destination 2030* will reflect the new Washington Transportation Plan when it is adopted.

Maps 3 and 4 display roadway improvements to the MTS. The region's priorities for roadway system development include:

- Targeted projects that address severe points of congestion (choke points).
- Completion of the core High Occupancy Vehicle system.
- Completion of missing freeway links.
- Completion of a regional arterial network.
- Completion of a well-connected freight network (FAST corridor phase I).
- Projects on major corridors.
- Projects that connect designated urban centers.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

Early actions through 2010 include investments in both General Purpose and HOV road systems. The investments summarized below achieve:

- Accelerated I-5 corridor rehabilitation program, including lane configuration for through-lanes that will reduce weaving and related congestion.
- Accelerated region-wide seismic retrofit program.
- Significant enhancement of regional arterial networks.
- Major investment in the arterial HOV system.
- Completion of 125 lane miles of capacity enhancements, corridor improvements and key freeway system missing links, with projects on I-5, I-90, and I-405, SR 99, SR 520, SR 18, SR 16, SR 509, SR 522, and US 2. These projects also include 27 interchange, freeway-to-freeway connection and direct access projects, and a 12 percent overall increase in freeway lane miles. Construction of approximately an additional 167 Freeway HOV lane miles, for completion of the Core Freeway HOV system and other HOV missing links.
- Completion of 661 general purpose arterial lane miles and 82 HOV arterial lane miles, including projects on: SR 104, SR 167, SR 202, and SR 900.
- Implementation of early actions from the TransLake study.
- Implementation of early actions from the I-405 study.
- Implementation of HOV priority treatments
- 185 intersection improvement projects

TABLE 3. Ten Year Roadway Improvements

	1998 BASE (EST.)	NEW (2000-2010)	2010 TOTAL	% INCREASE
Arterial General Purpose Lane Miles	9,249	661	9,910	7%
Arterial HOV Lane Miles	1	82	83	8,200%
Freeway General Purpose Lane Miles	2,034	125	2,159	6%
Freeway HOV Lane Miles	162	167	329	103%
Total Lane Miles	11,446	1035	12,481	9%

Note: 1998 estimate based on the road network included in the regional travel demand model.

LONG-RANGE INVESTMENTS (2011 TO 2030)

General Purpose and HOV lane improvements continue during the 2011-2030 planning horizon. Among the more visible investments will be the completion of the improvements recommended in the I-405 and Translake (SR 520) corridor studies. While the core HOV system will be complete by 2010, other HOV lanes will be built on arterials and freeways around the region to meet growing demands. Additional capacity linking the region with other parts of the state will occur on Interstates 5 and 90, US Highway 2, and State Route 16. Most State Routes in the region will have segments widened and expanded during this planning horizon.

TABLE 4. Long-Range Roadway Improvements

	2010 SYSTEM	NEW (2011-2030)	2030 TOTAL	% INCREASE
Arterial General Purpose Lane Miles	9,910	560	10,470	6%
Arterial HOV Lane Miles	83	11	94	13%
Freeway General Purpose Lane Miles	2,159	254	2,413	12%
Freeway HOV Lane Miles	329	176	505	53%
Total Lane Miles	12,481	1,001	13,482	8%

Investing in Vehicle Trip Reduction Programs

Destination 2030 carries forward strategies and accompanying actions recommended by the Regional Transportation Demand Management Action Committee in summer 2000. These strategies were developed to implement or enhance programs outlined in the *Regional TDM Action Strategy* adopted in 1998. They call on the region and state to invest in programs that promote the use of alternatives to drive-alone travel — alternatives such as transit, carpools, vanpools, walking, biking, and telecommunications.

Vehicle trip reduction strategies are inherent in other aspects of *Destination 2030*. Therefore, it should be noted that the intent here is to complement and not duplicate initiatives and strategies recommended in the sections that address growth management, transportation finance, transit and non-motorized transportation.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

The first priority for vehicle trip reduction programs is to maintain current programs that are viable and effective. The following strategies are the priorities for new or enhanced vehicle trip reduction programs. These strategies, and the actions put forth to help implement them, are intended for early action and continued implementation over the next 30 years.

Tax Credits. Establish and further explore potential tax credits and other financial incentives that can fund 10 percent or more of employer commute trip reduction program costs.

- Re-establish and expand the state's business and occupation (B & O) or utility tax credit for commute trip reduction activities of all employers.
- Encourage cities and counties to establish employer tax credits where they don't already exist and to expand existing credits.
- Examine potential programs that could support implementing or increasing average public match for employers that implement parking cash-out programs. Parking cash-out is an employee option to receive cash in lieu of subsidized parking space.

Partnerships. Create public-private partnerships to fund start-up of vehicle trip reduction incentive programs.

- Provide public match funding to employers and lessors of business or residential property to implement employee/lessee incentive programs such as FlexPass, parking cash-out, and other innovative and promising new strategies. FlexPass is a comprehensive transportation pass that can be used for transit, vanpool, parking and other transportation benefits.
- Explore potential incentives that could be developed for the freight industry to shift truck trips to utilize available road capacity in off-peak periods.

Technical Assistance. Expand technical assistance efforts to employers and other implementing organizations to enhance vehicle trip reduction programs.

- Expand vehicle trip reduction services beyond employers affected by the CTR law by providing assistance to non-affected employers, employer groups and special-event sponsors.
- Expand use of variable work options by providing technical assistance to employers to overcome barriers and implement effective programs. Variable work options include telework (working at home or alternate site on full- or part-time basis), flextime (variations on the standard 8-to-5 work day), compressed schedule (full-time work compressed into fewer than five days a week), and multiple shifts (workforce divided into groups working at different times of the day and/or week).
- Supplement the ridematching efforts of employee transportation coordinators by providing active, customized ridematching services such as carpools/vanpool formation, call-backs to potential participants, and on-site ridematching assistance for large-scale employee relocations.

Vanpool Expansion. Expand the use of public and private vanpooling to at least double its current share of the region's travel.

- Actively promote vanpool programs to new and emerging markets. Provide funds to actively market regionally coordinated vanpool services, including formation of vanpool groups and incentive programs such as reduced initial fares.
- Fund the capital purchase of vans and program administration for an expanded public vanpool fleet, reduce barriers to program expansion, and seek to reduce costs to operators and their customers.

Education and Promotion. Support the region's vehicle trip reduction programs through education, promotion and marketing.

- Significantly increase the use of information and entertainment media to inform the general public about vehicle trip reduction concepts and to promote vehicle trip reduction options and programs.
- Develop consumer-friendly information and materials that could be incorporated into existing school programs regarding transportation efficiencies and opportunities and the impacts of individual travel choices.

Innovation. Examine and support demonstrations of emerging and promising new vehicle trip reduction strategies, such as:

- Car sharing that allows individuals and businesses to have the benefits of auto use without the fixed costs of auto ownership, through shared access to vehicles.
- Proximate commuting that can shift employees to work locations nearer their homes.
- Innovative rewards programs that provide premiums directly to individuals who use transit or other non-SOV options. Examples include air-mile awards, low-interest auto loans for vehicles used to carpool or vanpool, and the potential for discounts on auto insurance and gasoline.

LONG-RANGE INVESTMENTS (2011 TO 2030)

Ideally, the programs outlined in the Ten-Year Investment Program would be fully implemented within the first 10 years and maintained at the level needed during the following 20 years. However, other forces such as the phasing of transit improvements and changing land-use patterns will influence the type and location of vehicle trip reduction programs beyond 2010.

The timing and method of implementing *Destination 2030's* long-range vehicle trip reduction strategy relies on four factors: 1) providing adequate alternatives to drive-alone travel, 2) increasing the level of program investment, 3) changing the land-use environment to reduce auto dependency, and 4) implementation of a comprehensive monitoring program.

Adequate Alternatives to Drive-Alone Travel. Vehicle trip reduction programs cannot be optimized if travelers don't have options to driving their cars. Vehicle trip reduction programs both support and take advantage of the region's investments in alternatives to driving alone. Over the next thirty years, the largest such investments will be in regional and local transit service and high-occupancy vehicle lanes. As transit service increases and HOV segments are completed, new opportunities for vehicle trip reduction programs can maximize the effectiveness of these investments. The region needs to be in a position to provide such programs when and where they are needed.

Increased Level of Investment. Vehicle trip reduction programs are a key component of Destination 2030. They are heavily relied on as a means to meet the region's growing transportation needs far into the future, yet their share of the region's transportation investment has been small.

Land Use Patterns. Chapter 4 described that local and regional plans call for new development and redevelopment to utilize designs that can be well served by transit and are pedestrian and bicycle friendly. Gradual land use changes will reduce the degree of a community's auto-dependency, and help the region to focus where and when vehicle trip reduction programs will be most effective.

Monitoring. Evaluation of vehicle trip reduction programs and their impacts is an important part of both the 10-year and the long-range components of *Destination 2030*. Even more important is the monitoring of the transportation system as a whole. Vehicle trip reduction strategies can be the region's first line of defense in areas where increasing vehicle travel creates new mobility problems or compounds existing ones.

Developing Traveler Information and Management Technology

The optimization of our existing transportation system is identified as one of the highest priorities in *Destination 2030*. Transportation system management (TSM) strategies are meant to optimize the efficiency and effectiveness of our multimodal transportation system by managing congestion, increasing reliability and providing convenient connections for people and goods. One of the key ways the existing system can be optimized is through the implementation of traveler information and management technology, often referred to as Intelligent Transportation Systems (ITS).

There is growing local and national research that shows how improved management and operation of existing transportation systems using ITS can support the long range vision of the region by significantly improving system capacity, safety, and efficiency. The technologies (improved processors and communications) and mechanisms (the national ITS architecture, emerging open standards, and the formation of groups to perform regional coordination) now exist so that ITS projects can be developed, evaluated and implemented across the

region in a coordinated fashion to maximize their benefit to the region. Map 5 and 6 display planned ITS improvements to the MTS for the 2001-2010, and 2011-2030 plan periods. The recommended regional ITS strategies include the following:

- Focus ITS implementation at the corridor and regional level.
- Implement ITS as a part of the first phases of projects.
- Consider implementing ITS applications and operational improvements as a lower cost option for easing congestion and maximizing efficiency in congested corridors.
- Emphasize long-term funding of operational support for transportation system management and monitoring.
- Better integrate transportation system across modes and between agencies using ITS.
- Maximize efficiency and safety by making real-time and archived system performance information easily available.
- Use information and recommendations provided in the Regional ITS Integration Strategy to help guide future development of Intelligent Transportation Systems.
- Adhere to developed Regional ITS Architecture, and when installing new systems or when it is otherwise possible, open technology standards.
- Work to assure that data and resulting information is operable with ITS applications outside of the region.

WSDOT Traffic Control Center

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

Arterial Management. The efficiency of the arterial system will be improved for multiple modes by updating, interconnecting and re-timing traffic signals, establishing signal priority for transit and installing devices to detect and verify incidents.

- Arterial management systems, including transit signal priority, will be implemented on roughly 200 miles of the metropolitan transportation system in Snohomish and King Counties.
- In Pierce County, transit signal priority will be implemented along roughly 50 miles of Metropolitan Transportation System corridors.

These improvements will increase vehicle throughput, reduce delay and increase dependability for transit and automobiles.

Freeway Management. Continued expansion of the freeway management system as part of construction projects on I-5, I-90, I-405, SR 16, SR 167, SR 520, SR 522, as well as on the important arterial link SR 104, will include:

- Metering of freeway ramps in congested locations.
- Installation of dynamic message signs for traveler information and cameras to detect and verify incidents.
- This will result in 100 additional miles of freeway being served by the region's existing freeway manage-

ment systems. Expansion of this already successful system will result in improved safety, reduced travel time and delay, and increased throughput and flow.

Transit Operations. Transit operations will be improved by implementing technology applications that "improve the comfort, convenience, safety, and reliability of transit service, while reducing operating expenses, environmental impacts, and reliance on single-occupancy vehicles" (Regional Transit Technology Plan, Sound Transit). Applications will include:

- Coordinating fare collection by implementing the Regional Fare Coordination Project.
- Connecting inter-county bus routes through Regional Automated Trip Planning project.
- Improving vehicle location and identification through the development and implementation of new vehicle tracking technologies.
- Providing better safety monitoring by installing closed-circuit cameras on buses and at park-and-rides.
- Projects that continue to improve transit information available to travelers at transit stations and over the Internet.

Information exchange and integration. Agencies will take advantage of the information available from newly implemented and existing ITS applications. They will provide the information to internal operations, other agencies, travelers and freight operators so that travel decisions can be made as efficiently as possible based on the developed Regional ITS Architecture.

LONG-RANGE INVESTMENTS (2011 TO 2030)

Arterial Management. The efficiency of the arterial system would continue to improve by expanding the system that was put in place during the first ten years. Continued improvements in available technologies and the increased availability of systems that use open technology standards will decrease the costs of adding new systems and integrating the system regionally.

- Arterial system management will be implemented on the metropolitan transportation system (MTS) arterial network in the urban area. This would result in the addition of an estimated 550 centerline miles of roadway to the regional arterial management system. Implementation would be phased to focus on the facilities where implementation can show the greatest benefit by reducing delay and improving dependability.
- Implement transit signal priority (TSP) on the MTS arterial network in the urban area where transit headways are 15 minutes or less. It is estimated that this would result in 200 additional miles of roadway having TSP in the region. Implementation would be phased to focus on the facilities where implementation can show the greatest benefit by improving on-time performance and reducing service hours needed to provide existing service levels.

Freeway Management. Implementation of freeway management will continue as part of freeway construction projects. Freeway management will benefit from many of the same technology and standard improvements that will benefit arterial management. Freeway management projects will be implemented as part of construction projects on I-5, SR 3, SR 16. SR 512, SR 18 and US 2.

Transit Operations. Transit agencies will continue to implement technologies that improve efficiency and customer service. These will include:

- Increased use of transit vehicles equipped with integrated on-board systems that include computer aided dispatch and automated vehicle location.

- Increased use of advanced hybrid transit vehicles that produce less harmful emissions and provide power-train performance information to maintenance bases.
- Expansion of regional fare integration project to all transit agencies, other transportation service providers and the private sector.
- Continued improvement in safety monitoring at park-and-rides and on transit vehicles.

Sound Transit is also developing the Sound Transit Regional Transit Technology Plan. Because of Sound Transit's unique operating arrangement with the region's other transit agencies, this work will produce a high-level composite plan that will provide direction for investments in transit technology for all of the region's transit agencies.

Sound Transit is also developing the Alternative Transit Technology Assessment Study that will compare different technologies using an agreed upon set of criteria. This study will help guide potential advanced technologies that Sound Transit will consider for implementation in future phases of the Sound Move plan.

Information Exchange and Integration. The development of an integrated regional ITS will allow more and more information from freeway, arterial, transit and freight management systems to be available to travelers, freight operators, emergency management, incident management, transportation professionals (including operations personnel and planners) and private information service providers. This integrated system will be guided by the Regional ITS Architecture and be made possible through the use of the following:

- Emerging open technology standards.
- The establishment of direct fiber links from management centers to a regional communications network and its associated hardware.
- The development of software systems to allow existing and future ITS systems to communicate and archive data.

Expanding Transit Services In Strong Existing and Future Markets

The region's aggressive, long-range growth management and transportation goals depend heavily on providing more and better public transit services over the next 30 years. Meeting this goal will also require better access to transit services. Moving from a region that is largely auto-dependent to a region where numerous travel options are available and attractive will take a dramatic shift in how we invest in public transportation. A major step in that direction will be the construction and operation of Sound Transit's regional high capacity transit system. In addition, numerous service changes and facility improvements are planned by local transit operators and the Washington State Ferry system to provide better local service and to support the regional high capacity system. Making sure that all of these new investments in transit facilities and services are working toward the region's long-range land use and transportation objectives will require a considerable amount of coordination. The *Destination 2030* strategy for transit will help to provide a framework for guiding that coordination.

City of Auburn Commuter Rail Station

Destination 2030 recognizes that transit operations are influenced by a number of variables that are not within direct control of transit

City of Renton Transit Center

agencies, such as land use patterns, pedestrian accessibility, roadway connections, HOV availability, auto parking costs and supply, and other travel costs. These factors can have an enormous impact on transit operations and use. Transit-oriented development in the vicinity of transit stations is included in the *Destination 2030* program because of the potential impact it could have on the future success of the regional high capacity transit investment.

The Puget Sound Regional Council conducted an analysis of potential growth in transit markets to estimate demand for transit service increases in the future. The analysis was based on the philosophy that future service increases should be focused in locations that will best support productive routes and optimize local service delivery. The results of this analysis are reflected in the policy direction and specific recommendations described within this section. A report containing a more complete description and maps of the analysis, including methodology and process, will be available from the Regional Council in Winter 2001.

Maps 7 and 8 display regional transit improvements to the MTS. *Destination 2030* provides the following regional direction for significantly improving local and regional transit services over the 30-year plan horizon:

- Promote convenient transfers between transit and other travel modes, including ferries.
- Develop a complete and interconnected system of HOV lanes for transit travel.
- Encourage land use patterns that support transit use.
- Support vehicle trip reduction to encourage transit use.
- Develop a high capacity transit system along congested corridors that connect centers.
- Establish regional guidance for high capacity transit station area planning.
- Promote local transit services that feed the high capacity system and serve local needs.
- Refine a framework to guide long-range local and regional transit service planning based on the philosophy that new service should be focused in locations that will best support productive routes and that will optimize local transit service delivery.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

Local Bus Transit Services and Facilities. Expanded local transit service included in *Destination 2030* begins with the full implementation of local transit development plans. The Action Strategy for local transit service is to increase region-wide fixed-route service levels 40 percent and demand response service levels 30 percent over what exists today. The increase in fixed-route service represents a 3.4 percent annualized increase

between 2000 and 2010. These local services are needed in the first ten years of the plan to support local comprehensive plans and planned high capacity transit investments.

Intermediate Capacity Transit (ICT). The city of Seattle is reviewing transit solutions in two of six possible corridors that would provide greater passenger-carrying capacity and greater reliability than buses operating in mixed traffic. The specific transit technologies for Intermediate Capacity Transit (ICT) have not been determined. The priority ICT corridors for inclusion in the Action Strategy would link Ballard with West Seattle through Downtown Seattle.

When ICT projects and investments are defined and are found to meet the definition of regional High Capacity Transit contained in Appendix 4, the transit component of the MTS will be amended to include Seattle ICT services and facilities.

In November 2000, City of Seattle voters approved Proposition No. 2 to carry forward the purpose and intent of previously approved Initiative 41. This measure required the City to provide $6,000,000 to fund the operation of the Elevated Transportation Company, which will prepare a monorail funding and construction plan. Concurrent with evaluation of Intermediate Capacity Transit options, the Elevated Transportation Company is carrying out this direction for the development of a monorail plan for the City of Seattle.

High Capacity Transit. Early actions through 2010 include building and operating Sound Transit's adopted Ten-Year Regional Transit System Plan (commonly referred to as the Sound Move, or phase I plan) approved by voters in November 1996. Due to changes in engineering estimates developed at the end of 2000 that substantially exceeded the 1996 planning estimates, Sound Transit is reviewing alternatives to modify and reduce costs for the phase I proposal. The light rail extension from University District to Northgate is included in phase I yet remains unfunded. This phase of the regional transit system represents a mix of transit technologies (bus, commuter rail, light rail) that are applied based on specific corridor needs.

Sounder Commuter Rail

- LINK Light Rail. The phase I light rail system includes two segments: 1) Northgate to SeaTac Airport, and 2) Tacoma Dome to the Theater District through downtown Tacoma. Light rail between Northgate and SeaTac runs 26 miles and serves 25 stations. The Tacoma LINK segment runs 1.5 miles with 5 stations in downtown Tacoma. Transit stations for both segments will provide connections to bus, car, pedestrian, and bike access.

- Sounder Commuter Rail. The phase I commuter rail system runs between Lakewood and downtown Everett along 81 miles of existing track and serves 13 stations. Service south of Downtown Seattle began operation in the fall of 2000 and is not part of the ten-year investment strategy. Ten-year operational goals include 18 trains a day providing bi-directional service every thirty minutes during peak travel periods. Seven of the designated Urban Centers are connected by commuter rail service and connections are made to the LINK light rail network at Tukwila and Tacoma. Initial service between Tacoma and Seattle with stops in Auburn and Sumner started in Fall 2000.

- Regional Express Bus Service. The phase I program of regional bus services will include 18 regional express bus routes operating in highly congested corridors that are not initially served by light rail or commuter rail. Nine of the 18 routes began operating in September 1999, and four additional routes were added in 2000. By 2010 Express Bus service will operate 15-minute headways linking major urban

centers. Regional transit funding will also contribute toward completing the "HOV expressway" which will eventually include over 100 miles of continuous freeway HOV lanes.

- Community Connections. A total of 33 other transit improvements called "community connections" include transit centers/stations, freeway flyer stops, HOV enhancements, park-and-ride lots, and system and demand management programs. These facilities and programs would be implemented throughout the region to support easy connections between regional transit, local transit and other travel modes.

- Ferry Service. See the separate Expanding Auto and Passenger Ferry Service section later in this chapter for short- range improvements included in *Destination 2030*.

Regionwide Park-and-Ride Expansion. The WSDOT Office of Urban Mobility conducted a long-term park-and-ride analysis with participation from each of the transit agencies in the region. Only park-and-ride lots in this study that have undergone environmental analysis and are included in an adopted plan will be considered as "approved" projects in *Destination 2030*. Others will be included as "candidate" projects until further study is conducted. The study estimated the 2000-2010 demand to be 18,360 additional stalls — an approximately 75 percent increase over what exists today. WSDOT will seek partnerships with local agencies and transit providers for the funding of future park and ride lot improvements, including:

- 570 new park-and-ride stalls in Kitsap County
- 4,185 new park-and-ride stalls in Pierce County
- 5,515 new park-and-ride stalls in Snohomish County
- 8,090 new park-and-ride stalls in King County

City of Renton

LONG-RANGE INVESTMENTS (2011 TO 2030)

Local Transit Service and Facilities. The long-range local transit strategy is to increase fixed-route service by 80 percent and demand response by 65 percent of levels that exist today. Local bus service will be significantly restructured from the way it operates today to reflect a substantial increase in regional express (rail and bus) service. A number of duplicative local bus routes will be eliminated and others truncated to serve as feeder routes to regional services as more high capacity transit services come on-line.

Intermediate Capacity Transit. Additional corridors in the city of Seattle will be served with some form of Intermediate Capacity Transit with the specific technology to be determined. These corridors include:

- Aurora/Greenwood/Downtown Seattle
- Ballard/Northgate/Lake City
- Ballard/Fremont/University District
- Downtown and Environs
- West Seattle: Admiral/Fauntleroy

High Capacity Transit. Sound Transit's Long-Range Vision Plan describes a 30 year high capacity transportation (HCT) system that provides goals, policies, and strategies to guide the development of the regional transit system during each implementation phase. Phase II investments will build on the improvements identified in the phase I program, and will include a mix of commuter rail, express bus services and facilities, light rail and/or other high capacity transit technologies, and other associated transit improvements that tie local/regional transit services to each other and other travel modes. Sound Transit has not yet identified specific high capacity transit technology for its phase II service, nor has it identified actual locations of phase II alignments and stations. If there are significant changes to the scope of long-range high capacity transit service that has been identified in the Long-Range Vision Plan, the Regional Council will request that the project sponsor pursue an amendment to *Destination 2030*.

- Potential HCT Extensions. Approximately 100 miles of new high capacity transit service and facilities are planned beyond the phase I program. The specific technology and actual location of alignments and stations have not been identified but general markets that would be served with frequent, high speed, high capacity service include:

  - Northgate to Everett Multimodal Terminal via I-5 corridor
  - Downtown Seattle to Redmond CBD via I-90 through Bellevue
  - SeaTac CBD (S 200th) to Tacoma Dome via SR 99
  - Lynnwood to SeaTac Airport via I-405
  - South Bellevue to Issaquah via I-90
  - Downtown Seattle to University District via Seattle Center/ Ballard
  - Seattle to Bellevue on SR 520

- Sounder Commuter Rail. Additional commuter rail stations will be constructed to support future markets as needed, including potential stations in Ballard, Shoreline and Georgetown. Service hours will be expanded beyond the peak commute periods, with increased frequencies. A commuter rail extension between Lakewood and Dupont in Pierce County and other commuter rail extensions will be evaluated.

- Regional Express Bus Service. The long-range vision includes a regional network of express bus routes operating on an expanded HOV expressway system. Direct HOV access ramps are planned along these travel corridors, as well as other transit improvements that tie local and regional transit services together, including new transit centers/stations, park-and-ride lots, and system and demand management programs.

- Ferry Service. See the separate Expanding Auto and Passenger Ferry Service section in this chapter for long-range improvements included in *Destination 2030*.

Park-and-Ride Expansion. Top priority will be given to maintain the approximately 43,450 park-and-ride stalls that will exist in the region after the year 2010. The estimated demand out to 2030 is for an additional 25,850 stalls beyond those recommended in the 10 year action strategy. By 2030 park-and-ride capacity will be increased by 175 percent over today, totaling 69,290 stalls. Below is a breakdown of the added park-and-ride capacity by county:

- 5,950 new park-and-ride stalls in Kitsap County
- 5,400 new park-and-ride stalls in Pierce County
- 6,900 new park-and-ride stalls in Snohomish County
- 7,600 new park-and-ride stalls in King County

Bremerton Transportation Center

Expanding Auto and Passenger Ferry Service

Washington State Ferries are an important element of the central Puget Sound transportation system. Ferries provide basic transportation for thousands of commuters each day and contribute to the economic vitality of both the state and the communities they serve. *Destination 2030* incorporates the *Washington State Ferries Systems Plan for 1999-2018* with a focus on early actions to begin implementation. Passenger and Auto ferry services are high quality personal mobility services linking communities to the east and west of Puget Sound. Passenger and Auto ferry services support the region's land use and transportation objectives by providing effective transportation services that reduce travelers' dependence upon personal vehicle use, reduce vehicle delay due to congestion on the region's roadways. Passenger and Auto ferry services also support the greater utilization of local transit services to and from ferry terminals. The region will promote integration of ferry services and facilities with other modes of transportation, including non-motorized, and local and regional transit. Other non-state operated passenger ferry services, such as water taxis, will be further evaluated to determine what role they may play in the regional transportation system.

Planning for an expanded ferry system to meet anticipated future demand has taken place in a dynamic, highly changeable environment. The state and region are currently reviewing factors relating to the funding and operation of ferry services in the future.

Destination 2030 contains identified capital investments, including terminal expansions and upgrades, park-and-ride facilities, and vessel replacement and expansions. The plan calls for nine replacement passenger-only vessels, six new passenger-only vessels, ten replacement auto-ferries, and two new capacity auto-ferries. New terminals are proposed at Edmonds and Mukilteo. Major improvements are planned for Colman Dock in Seattle. Service improvements will result in an increase of 13 percent in the vehicle capacity of the WSF system, and a 24 percent increase in its passenger capacity. Maps 7 and 8 display passenger-only ferry improvements to the MTS.

Kayak Point, Snohomish County

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

Early actions include capital and operational support of both passenger-only and car-ferry routes in the central Puget Sound region:

Terminal Expansion

- Bremerton Passenger-Only Expansion
- Kingston Passenger-Only Terminal Expansion
- Kingston Terminal Expansion
- Southworth Passenger-Only Terminal Expansion
- Southworth Terminal Expansion
- Vashon Passenger-Only Expansion
- Mukilteo Terminal Relocation and Expansion

Vessel Capacity Expansion

- 6 new passenger ferry vessels
- New Kingston - Seattle passenger-only service
- New Southworth - Seattle passenger-only service

LONG-RANGE INVESTMENTS (2011 TO 2030)

Long-range planned investments include replacement and addition of both passenger-only and car-ferries, ferry terminal expansion, and additional service improvements. Planned improvements for the 2010-2018 time period include:

Terminal Expansion

- Bainbridge Island Terminal Expansion
- Edmonds Terminal Relocation and Expansion
- Tahlequah Terminal Expansion
- Vashon Terminal Expansion
- Point Defiance Terminal Expansion
- Seattle Passenger-Only Terminal Expansion
- Seattle Terminal Expansion

Vessel Capacity Expansion

- 2 new auto ferry vessels

Investing in Non-motorized Transportation

To provide for non-motorized mobility, the region should respond to recent Federal Highway Administration direction that identifies bicycle and pedestrian facilities as crucial components of all future transportation improvements. (See USDOT FWHA *Design Guidance — Accommodating Bicycle and Pedestrian Travel: A Recommended Approach*, 2000). The U.S. Department of Transportation has set a national goal that by 2010 bike and walk trips will comprise 15% of all trips. A regionally-integrated network of non-motorized facilities

linking bicycle and pedestrian infrastructure within urban places, and connecting these facilities to regional transit services will help to achieve this goal in the central Puget Sound region.

Priority investments are those that complete the non-motorized system by filling gaps in the existing network, creating connections to, and within, Urban Centers, and developing inter-modal connections. For additional recommendations and guidance for non-motorized system improvements, please see the *Non-motorized Action Strategy for the Central Puget Sound Region*. This working paper is in development, and will be available from the Regional Council in Winter 2001. Maps 9 and 10 display non-motorized transportation improvements to the MTS.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

The ten-year investment program consists of filling gaps that have been identified in the existing non-motorized network, creating safe bicycle and pedestrian connections within, to and between the most developed designated Urban Centers, creating safe access to Sound Transit's existing and planned Phase 1 high capacity transit station areas, and building projects with the highest level of local commitment. The most developed Urban Centers are Bellevue, Bremerton, Capitol Hill/First Hill, Everett, Kent, Northgate, Redmond, Renton, Seattle Center, Seattle Downtown, Tacoma Downtown and University District.


City of Bainbridge Island

Shared Use Bicycle/Pedestrian Paths and Bicycle Lanes. In total the early action strategy is comprised of just over 800 miles of new regionally significant paths and bikeways, including:

- 529 miles of off-road shared use bicycle/pedestrian paths
- 286 miles of on-road bicycle lanes

Commuter Bicycle Stations. The early action strategy includes six commuter bicycle stations at the following locations: Overlake Transit Center in Redmond, the Montlake flyer stop on SR 520, the Everett Multimodal Station, the downtown Bellevue Transit Center, the Tacoma Dome Station, and at the King Street Station in the Seattle CBD.

Pedestrian Improvement Zones. Pedestrian improvement zones included in the 2000-2010 action strategy are:

- Within the boundaries and a mile radius (a ten-minute walk) of the urban centers of: Bellevue, Bremerton, Capitol Hill/First Hill, Everett, Kent, Northgate, Redmond, Renton, Seattle Center, Seattle Downtown, Tacoma Downtown and University District.
- Within a mile radius of existing transit centers, ferry terminals, and Phase 1 Sound Transit stations. Pedestrian zones are identified at 15 other planned transit stations that are served by regional express bus serrvice, including: Marysville, South Everett (Mall), Redmond, Overlake, Pacific Street Station, Bainbridge Island Intermodal, Newcastle, Issaquah, Mill Creek, Des Moines, Totem Lake, East Bremerton, West Bremerton, West Seattle Junction, and Southcenter Mall.

LONG-RANGE INVESTMENTS (2011 TO 2030)

Investments in the 2011-2030 time frame focus on creating safe bicycle and pedestrian connections to future Sound Transit high capacity transit stations and other long-term future planned regional transit stations, as

well as within, to and between the remaining designated urban centers. These remaining designated centers include Canyon Park, Federal Way, Lakewood, Lynnwood, Puyallup Downtown, SeaTac, South Hill Mall, Tacoma Mall and Tukwila. The intent of these investments is to make regional connections between all 21 urban centers and also to spur more walking and bicycling between urban centers and adjacent neighborhoods, employment sites and retail services.

Shared Use Bicycle/Pedestrian Paths and Bicycle Lanes. In addition to the improvements identified in the first ten years, the 2010-2030 investment identifies 1,200 miles of new paths and bikeways. These projects include both regionally significant and local projects. Only regionally significant projects would be eligible for regional funds.

- 255 miles of off-road shared multi-use trails
- 945 miles of on-road bike lanes

Pedestrian Improvement Zones. Pedestrian improvement zones included in the investment strategy are:

- Within the boundaries of the designated urban centers of: Canyon Park, Federal Way, Lakewood, Lynnwood, Puyallup Downtown, SeaTac, South Hill Mall, Tacoma Mall and Tukwila.
- Within $^{1}/_{2}$ mile radius (a ten-minute walk) of the above urban centers and Phase 2 Sound Transit High Capacity Transit Stations.

Investing in Freight Mobility

Freight mobility investments include both infrastructure and operational improvements. Infrastructure improvements are grouped into four categories: *Corridor Improvements* that complete existing and new freeway or arterial networks and their connections; *Truck Priority/Truck Geometrics* projects that address specific needs of truck freight operators and how roadways are designed to accommodate their equipment; *Intermodal and Multimodal Infrastructure* projects that address the connections between freight modes, such as rail, truck, and ferries; and *Information Infrastructure* projects that provide information to freight carriers and operators, freight handling facilities, and to governmental entities to expedite the efficient movement of freight.

The region has committed to a FAST Corridor program to address immediate freight needs. An initial set of freight-related projects, known as "FAST Corridor phase I," were identified by a public/private partnership as strategic investments in the region's transportation system to

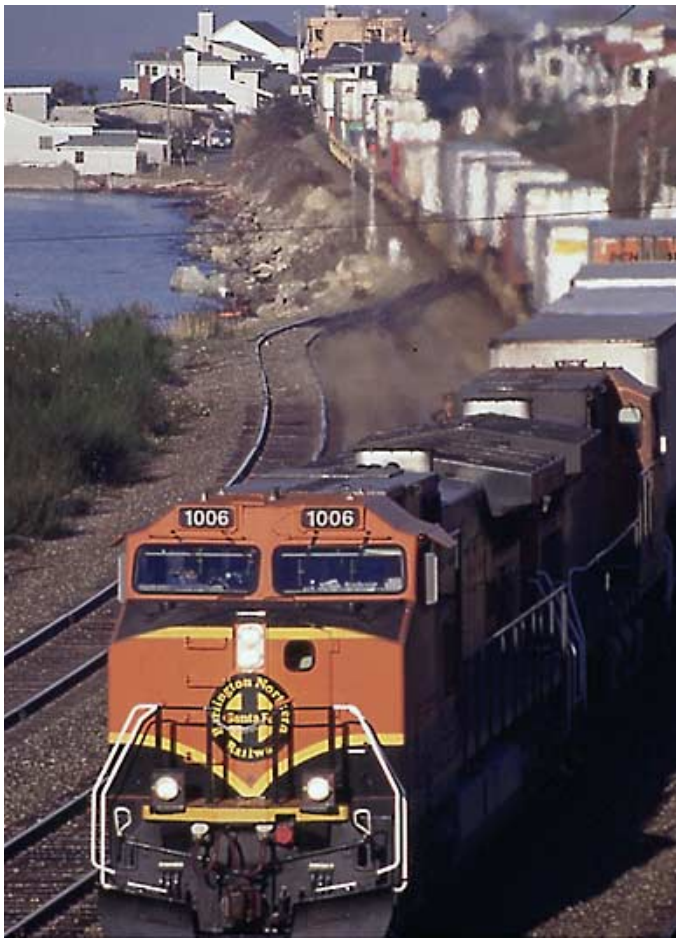
Port of Seattle

improve port access and fix rail/highway conflicts along the I-5 corridor from Tacoma to Everett. *Destination 2030* continues to support a public and private partnership that will fund and complete the Freight Action Strategy (FAST) Corridor phase I projects. In addition, *Destination 2030* includes a commitment to incorporate the recommended FAST Corridor phase II projects as they are identified and found consistent with *Destination 2030*.

Freight mobility is clearly dependent upon the improvement and coordination of multiple transportation modes. The improvements listed in other parts of this chapter will have both direct and indirect benefits for freight mobility. Specific infrastructure improvements used directly by freight operators are described in the Air cargo, Rail, and Ferry sections of this chapter. Many freight-related improvements are the responsibility of, and implemented by, private entities such as railroads and shippers.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

The region has a goal to complete all identified Freight Action Strategy (FAST) Corridor Phase I grade separation and port access projects by 2004. Grade separation projects aim to minimize conflict between rail freight movement and general purpose traffic in highly congested urban areas. FAST Corridor Phase I includes 15 grade separation and port access projects at:



City of Shoreline

- California St., Port of Everett
- East Marine View Drive, City of Everett
- Riverfront Parkway, City of Everett
- Spokane Street, City of Seattle
- Royal Brougham/SR 519, City of Seattle
- East Marginal Way, City of Seattle
- S. 180th Street, City of Tukwila
- S. 277th Street, Cities of Auburn and Kent
- 3rd Street SW/BNSF, City of Auburn
- 8th Street/BNSF, Pierce County
- Shaw Road Extension, Pierce County
- Canyon Road Extension, Pierce County
- D Street, City of Tacoma
- Port of Tacoma Road, Port of Tacoma
- SR 167, City of Tacoma

In addition, the region is finalizing phase II of the FAST Corridor program, also known as "FAST Trucks." This phase will attempt to improve surface street access to multi-modal freight facilities. The following illustrative list describes projects that have been preliminarily identified as appropriate for phase II of the FAST Corridor program.

- 'M' Street/Stampede Line, City of Auburn
- 212th Street/BNSF, City of Kent
- 212th Street/UP, City of Kent

King Street Station, City of Seattle

- Willis Street/BNSF, City of Kent
- Willis Street/UP, City of Kent
- 8th Street/UP, City of Pacific
- Broad Street, City of Seattle
- Lander or Holgate Street, City of Seattle
- Puyallup Street/BNSF, City of Sumner

LONG-RANGE INVESTMENTS (2011 TO 2030)

The region will address long term freight mobility needs through continued investments in both infrastructure and operational improvements. As described in the 2001 - 2010 Action Strategy, infrastructure improvements include corridor improvements, truck priority and truck geometrics projects, intermodal and multi-modal infrastructure projects, and information infrastructure projects. All of these project types will continue to be important for regional freight mobility in the 2011 - 2030 plan period. Destination 2030 includes a commitment to incorporate additional freight mobility projects and programs through future plan amendments as they are identified and found consistent with Destination 2030.

Supporting the Intercity Rail Program

Washington State is committed to incremental improvements to the intercity rail passenger service provided by Amtrak along the Pacific Northwest Rail Corridor over the next 20 years. The objective is to provide safer, faster, more frequent and reliable north-south passenger rail service through western Washington. By 2018 passenger rail service provided by Amtrak Cascade 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. The plan to increase service frequency and improve train speeds requires a number of capital investments in train station facilities, new train equipment, existing tracks owned by Burlington Northern Santa Fe, and in improved track crossings and signalization.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

The region will pursue intercity passenger rail improvements as detailed in the revised Washington State 1998-2018 Intercity Passenger Rail Plan. Amtrak Cascade improvements within the region include:

- South Tacoma crossovers. These crossovers will allow for passenger trains to move around slower freight trains near the Tacoma Narrows.
- Point Defiance Bypass. Improvements to the rail line on the west side of I-5 through Fort Lewis will reduce rail passenger travel times between Seattle and Portland by 15 to 17 minutes.
- Black River Junction and Auburn sidings. In conjunction with Sound Transit, additional sidings will be added to accommodate the reliable movement of passenger, commuter, and freight trains.
- Everett yard tracks and sidings. Additional tracks in Everett will allow for the more fluid movement of freight and passenger trains.

- Ballard double tracking and crossovers. In conjunction with Sound Transit, an additional mainline track and double crossover will be added to increase line capacity and improve schedule reliability.
- Track upgrades and signal system improvements, Everett – north. New mainline tracks and signal system improvements will be made to reduce rail passenger travel times between Seattle and Vancouver, B.C.
- Station improvements. In conjunction with Sound Transit, Amtrak, and local jurisdictions, station improvements will be made at Tacoma, Tukwila, Seattle, Edmonds, and Everett.

LONG-RANGE INVESTMENTS (2011 TO 2030)

Following implementation of the first service level goal and associated improvements described above, WSDOT will continue to work with its partners until full build out in 2018. WSDOT will update operational, financial, and environmental information so that accurate information can be presented to taxpayers and legislators.

Regional Aviation

General Aviation. The aviation component of *Destination 2030* presents a long range program for improving the region's 25 general aviation airports, which are generally smaller than commercial aviation airports, have shorter runways, and primarily serve business and corporate aviation, personal air travel, and recreational users. These system improvements will focus on maintaining and preserving the existing system combined with strategic investments to meet growing demand and provide system enhancements.

King County International Airport (Boeing Field)

System improvements at the 25 general aviation airports total $286 million between 2000 and 2020. Of the total investments planned for the region's 25 general aviation airports, safety/standards, maintenance, and preservation projects account for over 42% of the total ($122 million), enhancements amount to $35 million (12%), $103 million (36%) will be spent on capacity projects, and $25 million (9%) will be spent on other projects. General aviation airport system improvements total $218 million between 2000 and 2010, and $68 million between 2011-2030.

The airport improvement program will accommodate airport system growth, increase system safety, maintain airport pavements, address FAA and State DOT airport design standards, provide system enhancements to meet growing and changing user needs, and support airport compatible land use in communities adjoining the region's airports. At the region's general aviation airports, no major airfield capacity improvements are needed to meet existing or forecast demand for aircraft operations (take-offs and landings). On the landside, however, demand for aircraft hangars currently exceeds supply, and forecasts show the region may see up to 1,600 new based aircraft at the region's airports in the next 30 years. *Destination 2030* responds to these needs.

Commercial Aviation. The region will meet its long-term commercial air transportation needs consistent with the Regional Council's General Assembly action in 1996, which amended the 1995 Metropolitan Plan. *Destination 2030* continues prior actions to include plans for a third runway for Sea-Tac Airport, with additional noise

reduction measures, implementation measures, and monitoring steps as noted in Appendix 7. The project must satisfy the Federal Aviation Administration and Port of Seattle environmental impact review and permit processes and be authorized by the Port of Seattle and agencies with permitting authority. In addition, the region will cooperate with the state and local jurisdictions to implement a comprehensive process for evaluating all options to meet the State of Washington's long-term air travel and inter-regional ground transportation needs including high speed rail.

Airport System Capital Improvements. Assumptions for financing the aviation system improvements are based on current airport system funding, expected additional funding from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP), the Aviation Investment and Reform Act for the 21st Century (AIR-21) approved by the U.S. Congress in spring of 2000, future funding from the State Airport Aid program, and revenue enhancement through more effective implementation of airport system user fees.

TEN-YEAR INVESTMENT PROGRAM (2010 ACTION STRATEGY)

General Aviation. The region also supports strategic investments at general aviation airports to address existing and forecast airport system needs. These investments have been preliminarily estimated at over $200 million between 2000 and 2010 to implement the following action strategies:

- Preserve and maintain the existing airport system infrastructure with strategic investments in airport pavements and by supporting airport compatible land use programs. At a minimum, support funding to maintain the existing condition of the region's airport pavements.
- Enhance airport system safety by meeting FAA and state airport design standards and by addressing airport obstructions (lighting, marking, and removing obstructions).
- Invest in strategic airport system enhancements (lighting, navigational aids, improved runway approaches, runway extensions) to improve the airport system and meet changing user needs.
- Encourage construction of general aviation aircraft storage facilities to accommodate up to 460 new aircraft by 2010 at airports with both the ability and willingness to provide those facilities.
- Support multi-modal ground access improvement projects which enhance access to major airports throughout the region.

Commercial Passenger and Air Cargo Needs. The Port of Seattle is moving forward on a $3.44 billion improvement program which includes airfield capacity improvements, passenger processing, air cargo, access, and other support facilities. In addition, King County International Airport/ Boeing Field has developed plans to accommodate its share of the region's air cargo demand over the next 10-15 years. These actions include:

- Implementation by the Port of Seattle of its Sea-Tac Airport Master Plan, including the third runway, new concourse A, new north passenger terminal, central terminal improvements, additional parking, expansion of the on-airport people-mover system, new FAA air traffic control tower, and expanded air cargo facilities. Total cost for this program between 2000 and 2010 is estimated at $3.44 billion (excluding the new north passenger terminal).
- Implementation of air cargo improvements identified in the Airport Master Plan for King County International Airport/Boeing Field.

LONG-RANGE INVESTMENTS (2011 TO 2030)

General Aviation. General aviation system improvements have been estimated at $70 million between 2010 and 2020. No cost estimates have been prepared for system needs between 2020 and 2030. Improvements to the region's general aviation airport system between 2010 and 2030 will include programs similar to those described for the 2000-2010 action strategy: continued preservation and maintenance of the existing airport system infrastructure, improved safety, system enhancements, support for airport compatible programs, and provision of new aircraft storage facilities (hangars). The plan will accommodate system improvement needs, including demand for 360 new aircraft between 2010 and 2020, and another 393 new aircraft between 2020 and 2030.

Air Cargo. The region will require additional investments in air cargo facilities to meet the region's long range needs. Beyond the years 2010-2015, these needs have not been clearly defined. Additional regional airport system planning and airport specific master planning is required to document existing capacity, evaluate demand, assess the regional marketplace, and develop plans to meet the region's long term needs.

Commercial Aviation. The third runway at Sea-Tac Airport is projected to meet airfield demand until the year 2030 or beyond. In order to bring other airport facilities into balance with that increased airfield capacity, the Port of Seattle will implement additional facility development, including expanded passenger terminals, air cargo facilities, aircraft maintenance, passenger and employee parking, improved access, and other necessary support functions. Cost estimates for these long range improvements will be developed as plans are further refined.

Regional Program and Non-Project Actions

Implementation of *Destination 2030* will require actions not directly associated with the transportation system improvements contained in the preceding portion of this chapter. The Regional Council is committed to facilitate ongoing implementation efforts in a number of specific arenas. Non-project implementation efforts will adapt to changing circumstances and information, but at a minimum will address the following areas.

Pursue Tools for Greater Regional Coordination. The Regional Council endorsed the recommendations of the Blue Ribbon Commission on Transportation, including those that encourage stronger roles for regions. The Regional Council will work with local jurisdictions and the state to monitor the development of tools and policies that emphasize efficiency and accountability and promote strong state and strong regional roles in planning, prioritizing, and funding transportation.

Pursue Sustainable Transportation Finance. The Regional Council will continue to pursue new and reformed transportation finance methods to implement *Destination 2030* that are consistent with adopted finance principles contained in Chapter 6. Predictability over time is a critical element of a sound financial plan. The central Puget Sound region must be confident that our transportation financing tools will not be eroded from one year to the next and that existing systems can have predictable dedicated resources for basic maintenance and preservation needs. This may necessitate new, restructured, and dedicated revenue sources for particular types of transportation investments (such as city and county direct gas tax distributions) that are indexed to growth and inflation. Financial solutions need to relate to a full range of transportation needs and not merely address a single facility, mode or level of government. New revenue sources must bear a relationship to system cost and system use and new financing tools, or changes to the financing structure, should strive

Washington State Legislature

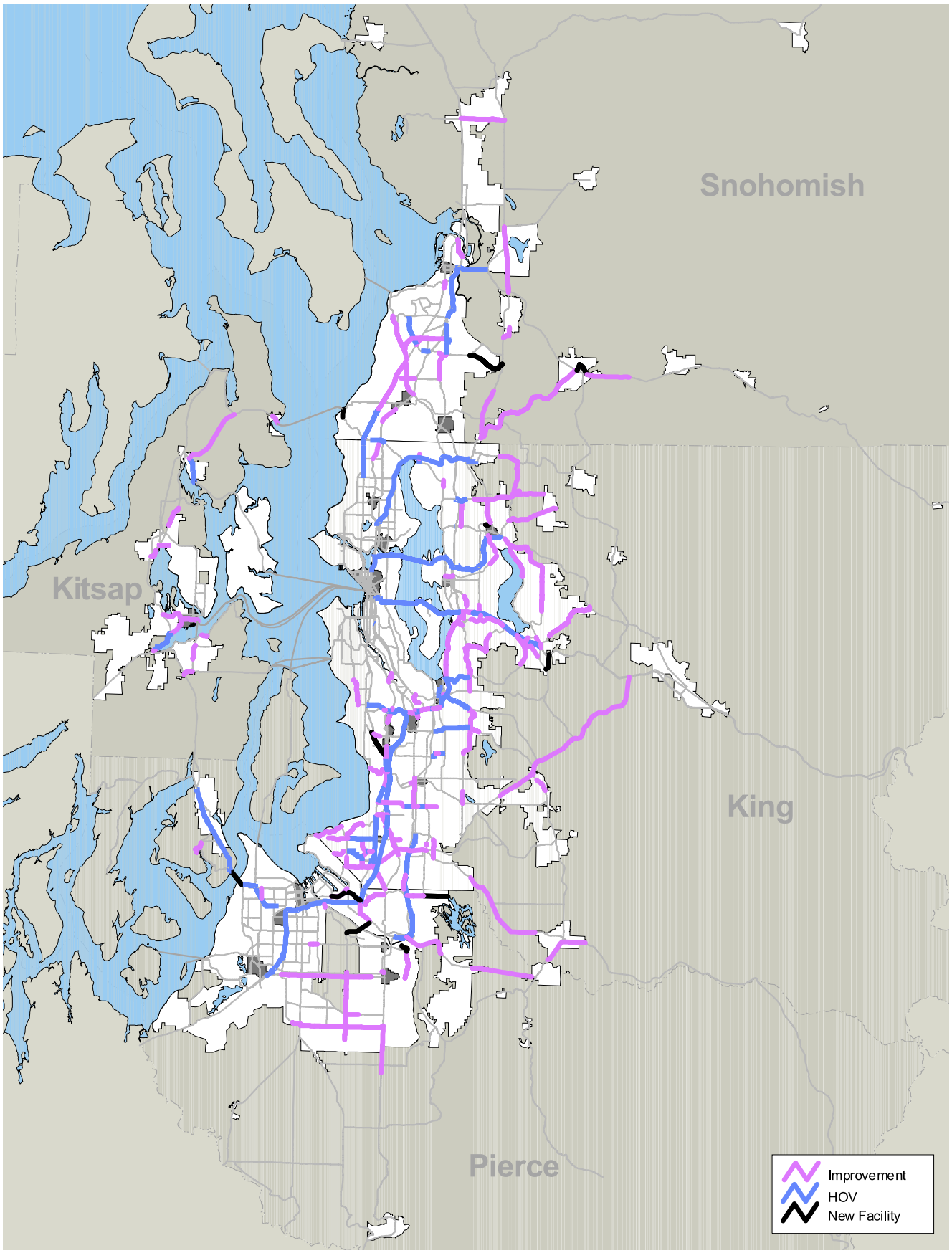
to simplify and add flexibility to the overall structure. Legislative progress made toward achieving sustainable and predictable transportation finance will be monitored over time.

Demonstrate Transportation Pricing. Under the TEA-21 Value Pricing Pilot Program federal funds ($51 million for 1998-2003) are available for up to 15 new state or local value pricing programs. Based on the work of the Pricing Task Force, our region is well-positioned to advance this national research and demonstration effort, and to implement a pilot program that best fits our specific geography and needs. The Regional Council will work with communities, WSDOT, and local authorities to plan, design and implement a transportation pricing demonstration program prior to 2006. Developing a variable roadway pricing pilot test program is the best way to demonstrate the benefits of transportation pricing and finance reform. The advancement of transportation pricing reform is ultimately dependent upon real-world tangible demonstration of pricing. Receipt of a federal grant to implement a variable pricing pilot test or demonstration project would advance implementation of *Destination 2030*.

Investigate and Refine Regional Growth Strategies. The Regional Council will develop and distribute information as it relates to urban form and design, financial incentives for desired development, and other best development practices and strategies. This ongoing effort will lead to a more fully defined regional growth strategy and will support the monitoring of progress toward achieving the objectives outlined in VISION 2020 and *Destination 2030*. Specific growth strategies are discussed in greater detail in Chapter 4.

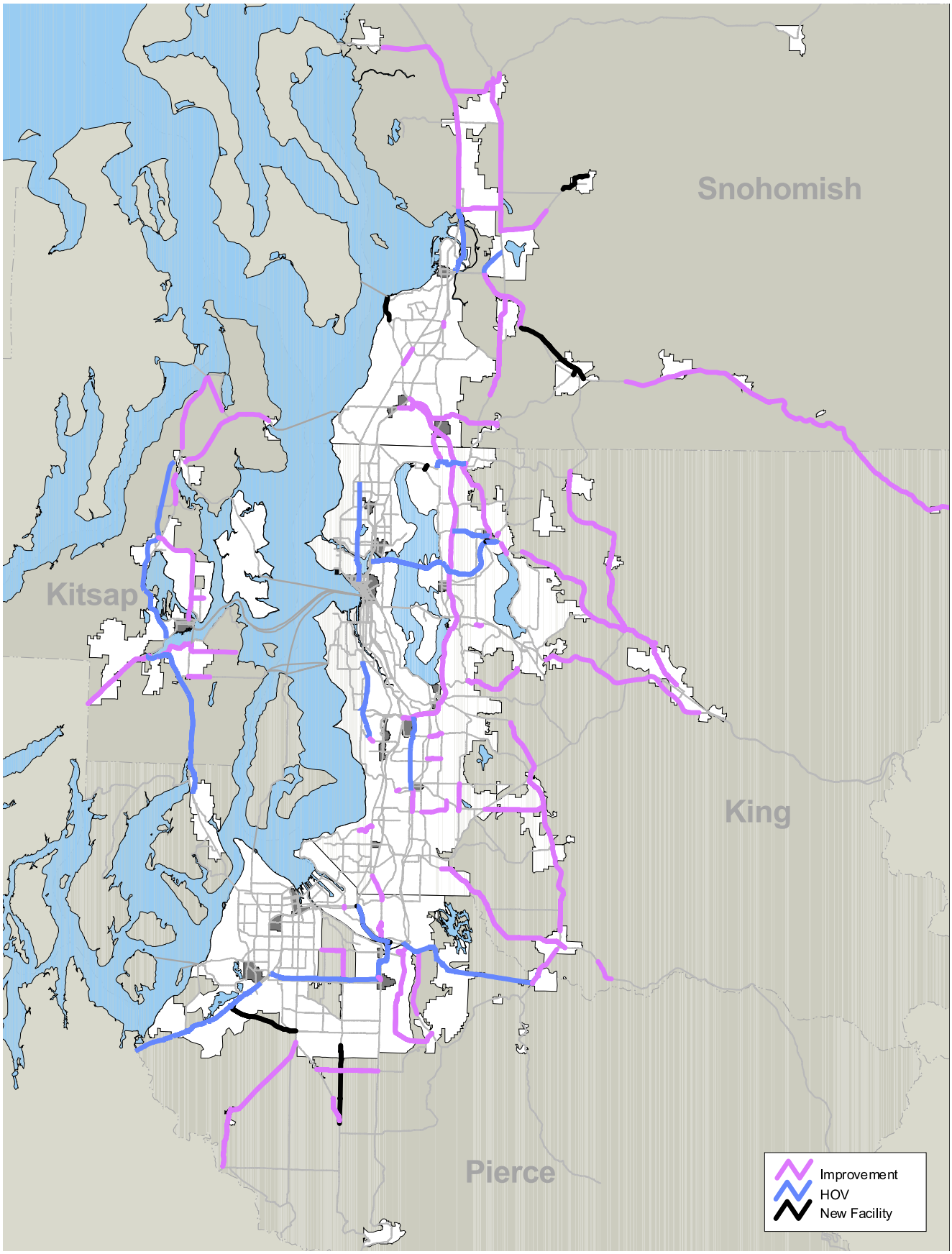
Support Sub-Regional Plan Refinements. *Destination 2030* includes greater details about investments through 2010 than are available in later years of the plan. In the long-term, changes in land use, personal travel preferences, transportation pricing, and other elements of the transportation operating environment may influence which investments are of highest priority within different parts of the region. Through its monitoring efforts, discussed in Chapter 7, the Regional Council will work with local jurisdictions and subarea planning groups to utilize performance data to refine long-term transportation investment priorities and to better coordinate city/county transportation planning.

MAP 3. Roadway Improvements: 2001–2010



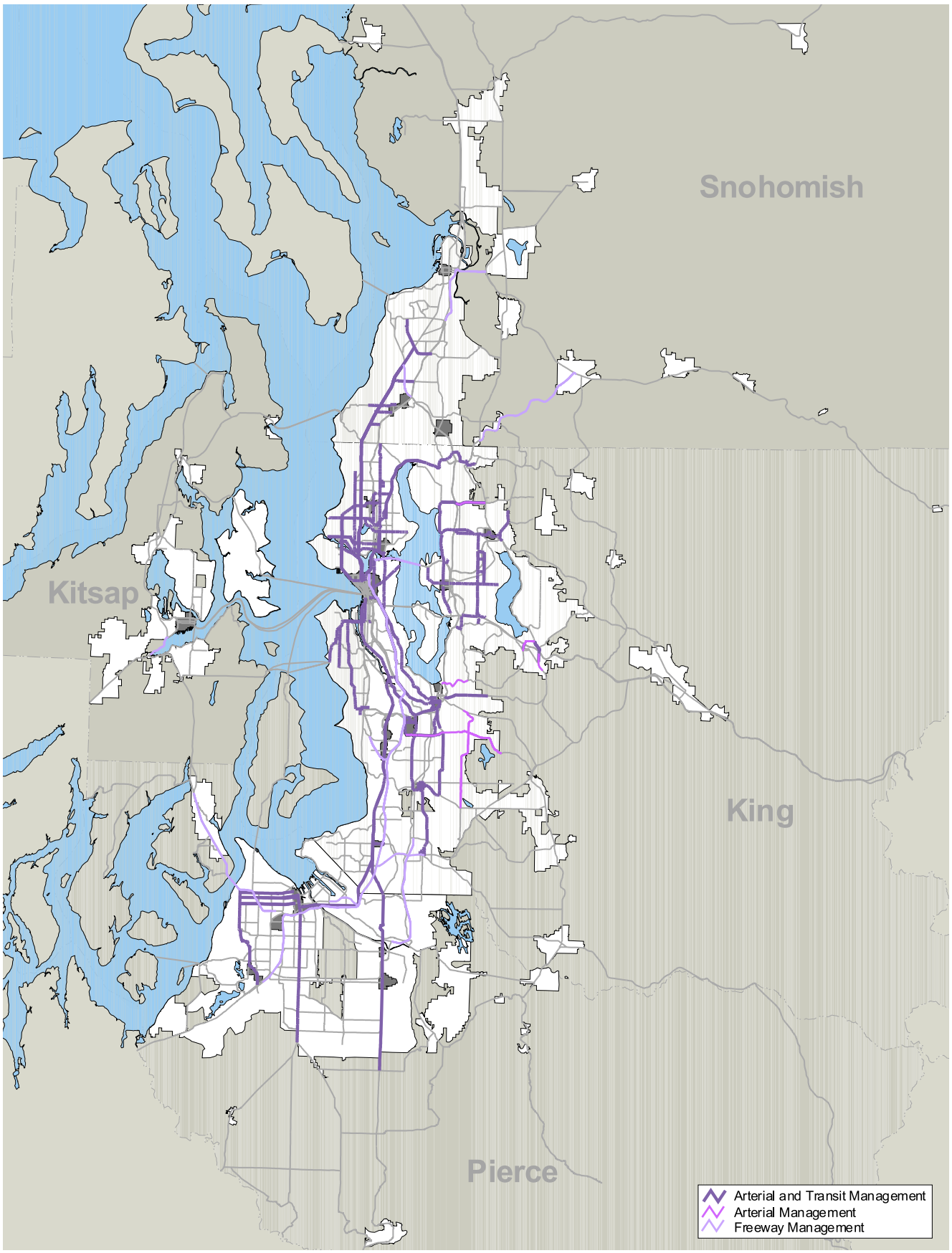
Adoption Date: May 24, 2001

MAP 4. **Roadway Improvements: 2011-2030**



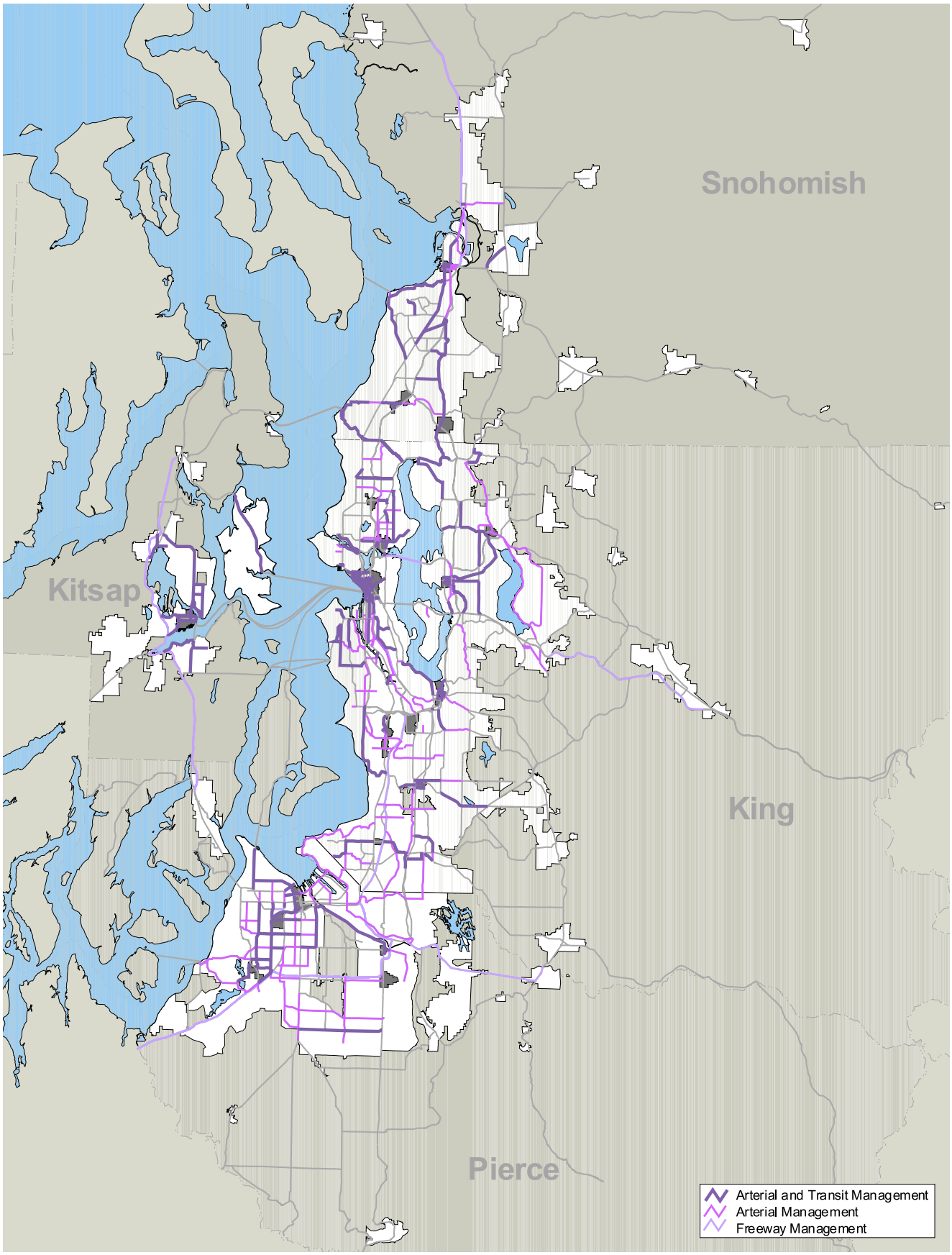
Adoption Date: May 24, 2001

MAP 5. Intelligent Transportation System Applications: 2001-2010



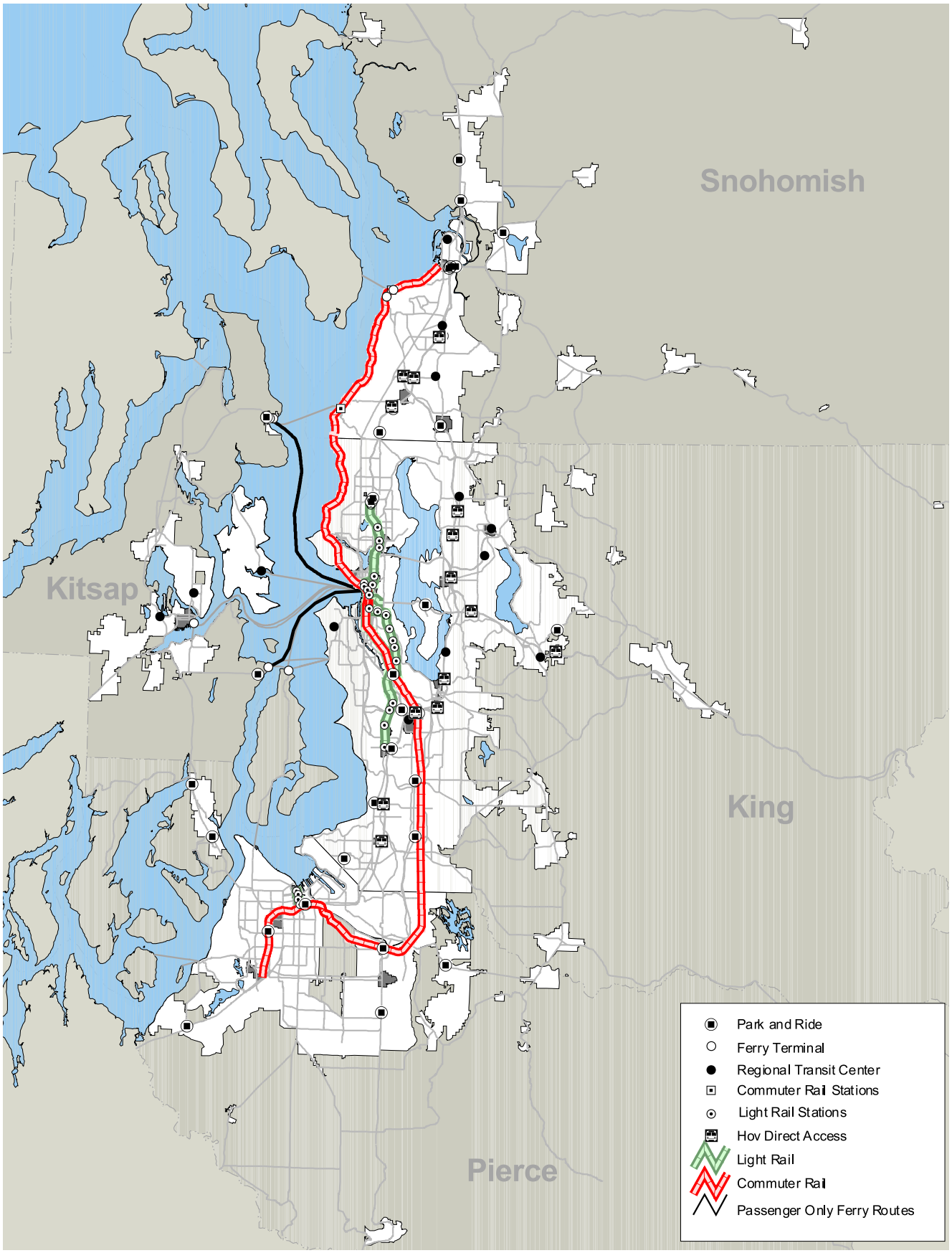
Adoption Date: May 24, 2001

MAP 6. **Intelligent Transportation System Applications: 2011-2030**



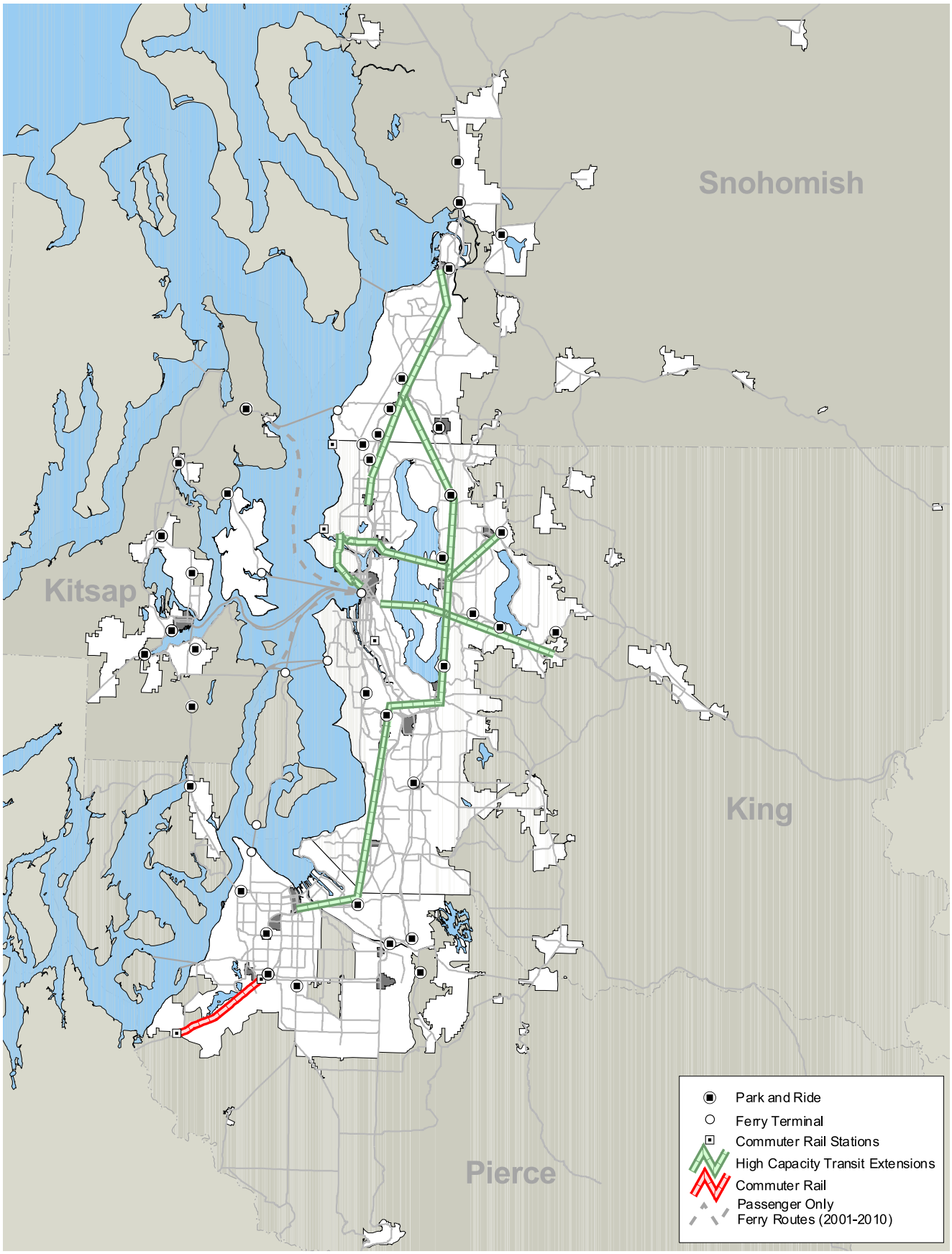
Adoption Date: May 24, 2001

MAP 7. Regional High Capacity Transit and Passenger-Only Ferry Improvements: 2001-2010



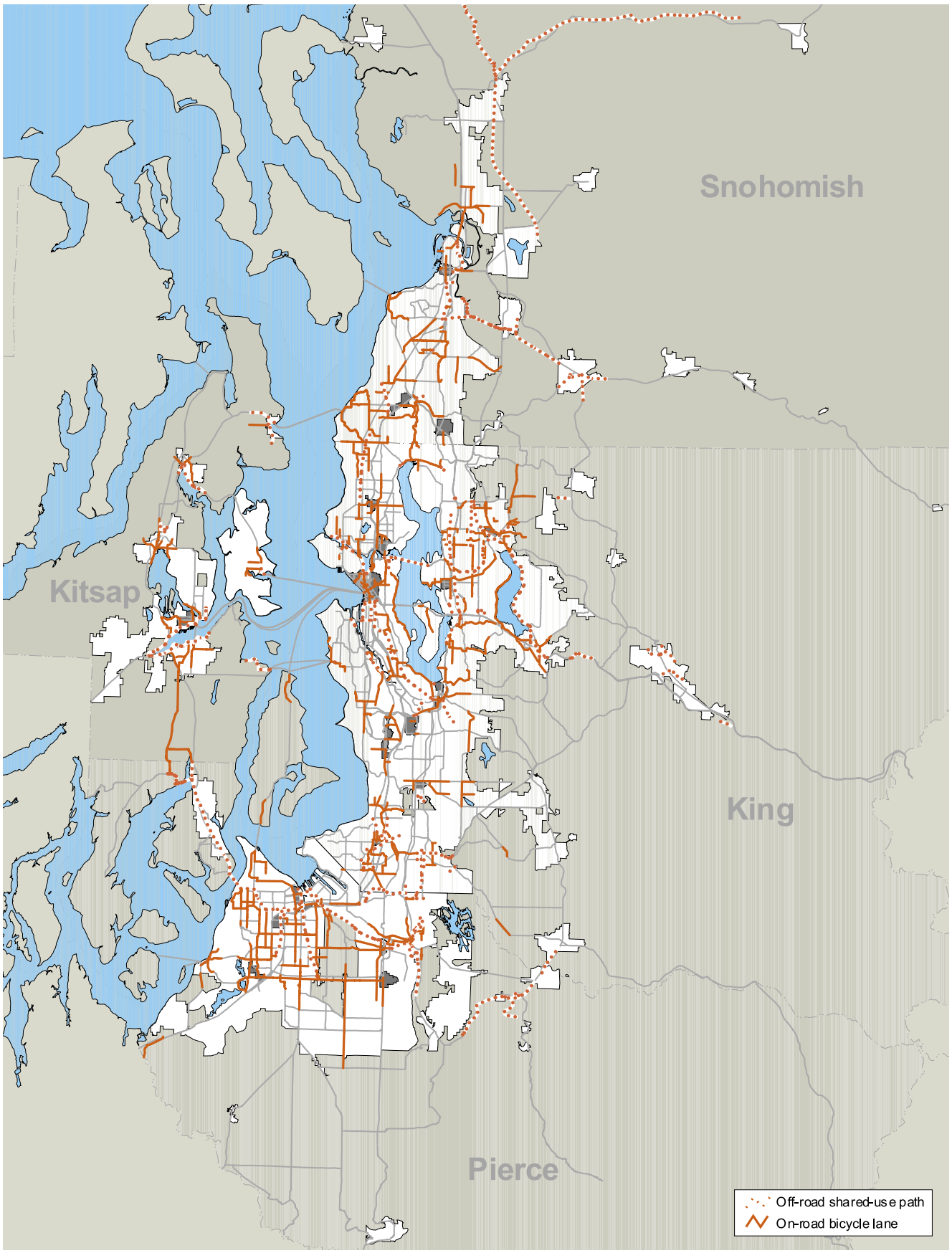
Adoption Date: May 24, 2001

MAP 8. **Regional High Capacity Transit and Passenger-Only Ferry Improvements: 2011-2030**



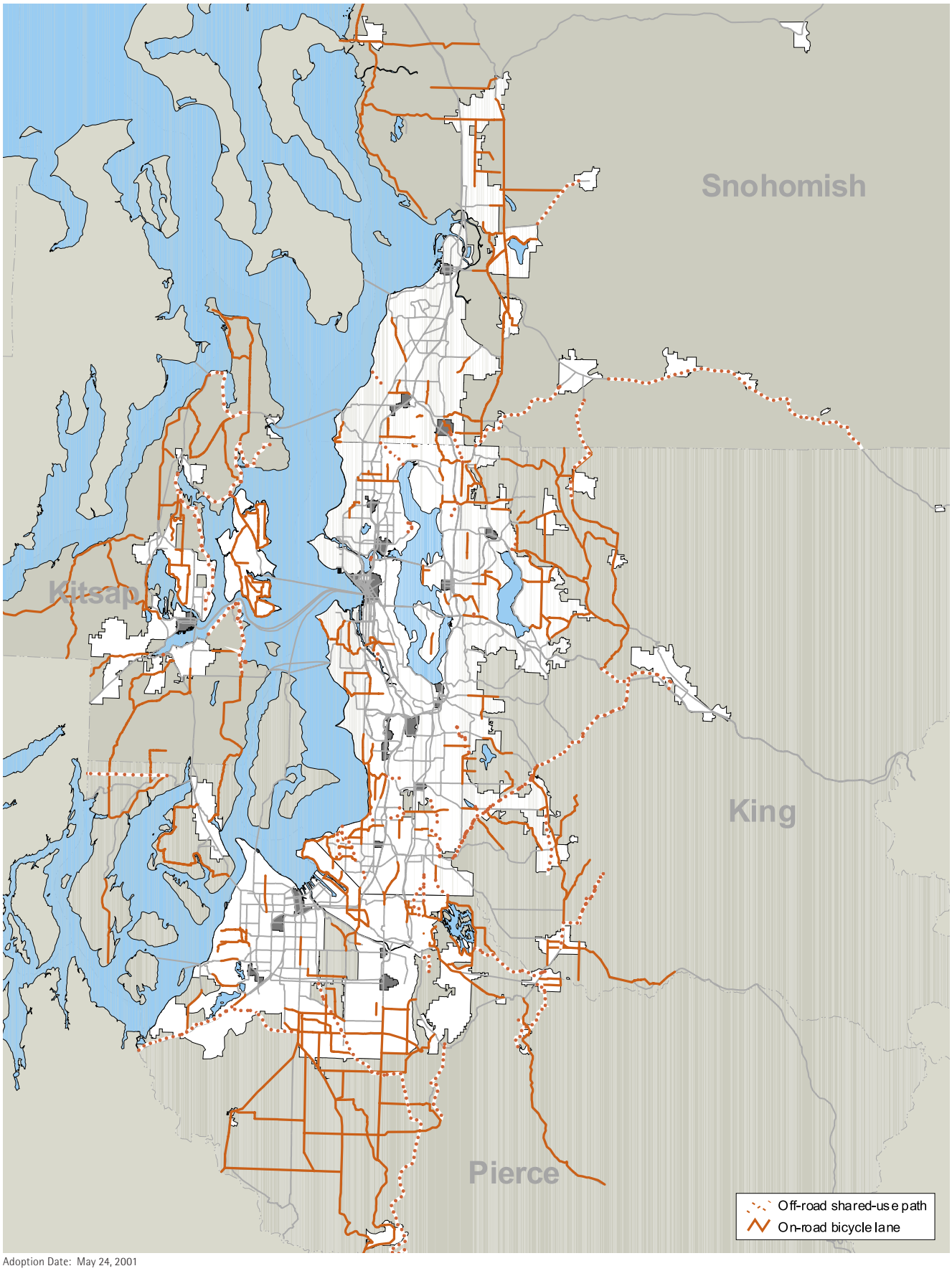
Adoption Date: May 24, 2001

MAP 9. Regional Non-motorized Improvements: 2001-2010



Adoption Date: May 24, 2001

MAP 10. **Regional Non-motorized Improvements: 2011-2030**



Adoption Date: May 24, 2001