



PSRC and Regional Planning

King County Transit Task Force

May 13, 2010

Puget Sound Regional Council

PSRC



Presentation Overview

- Regional Trends
- Long Range Planning Framework
- Transportation 2040

REGIONAL TRENDS

LONG RANGE
PLANNING
FRAMEWORK

TRANSPORTATION
2040

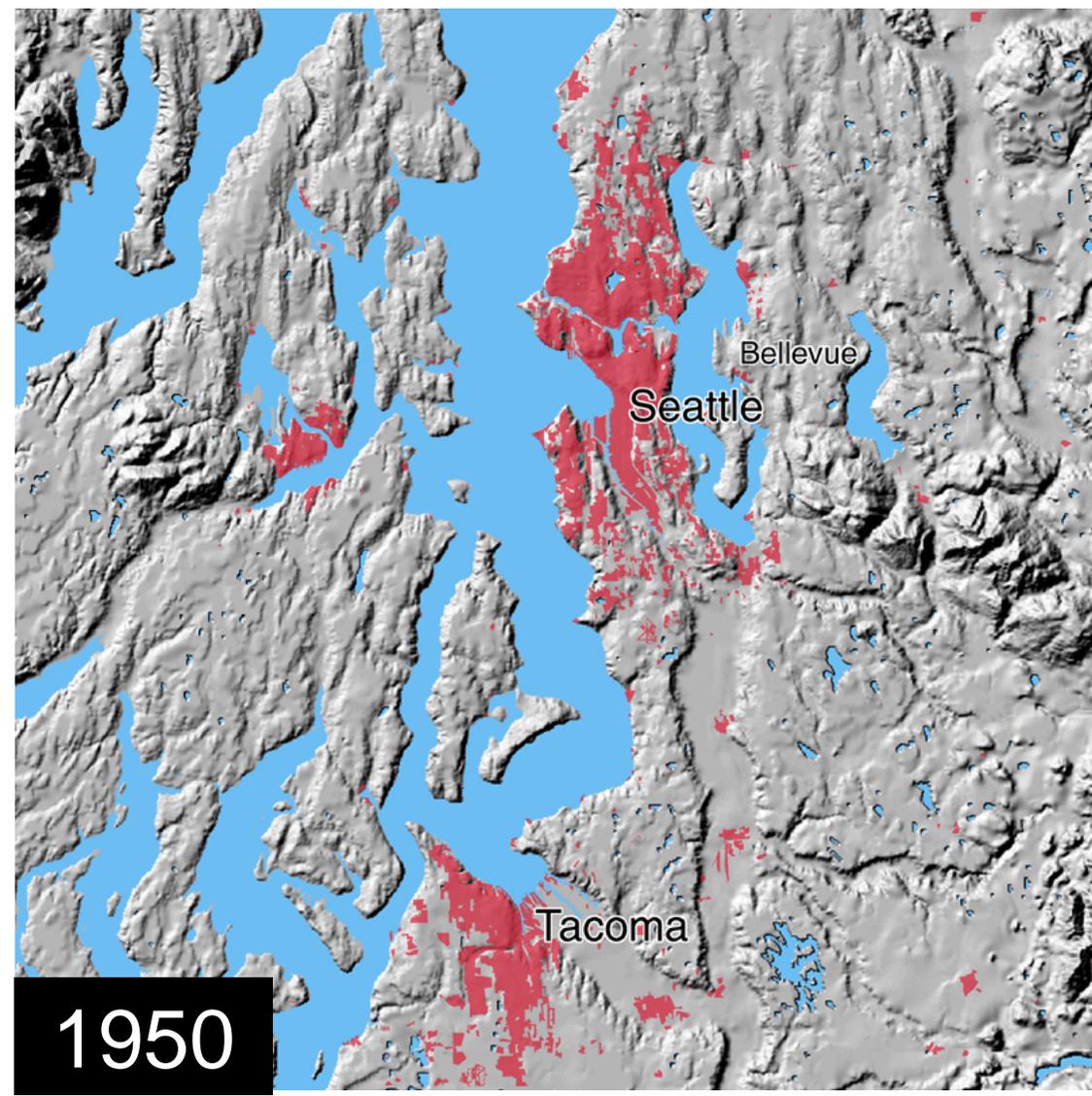


Regional Trends

Growing Urban Footprint

Central Puget Sound
1.2 million people

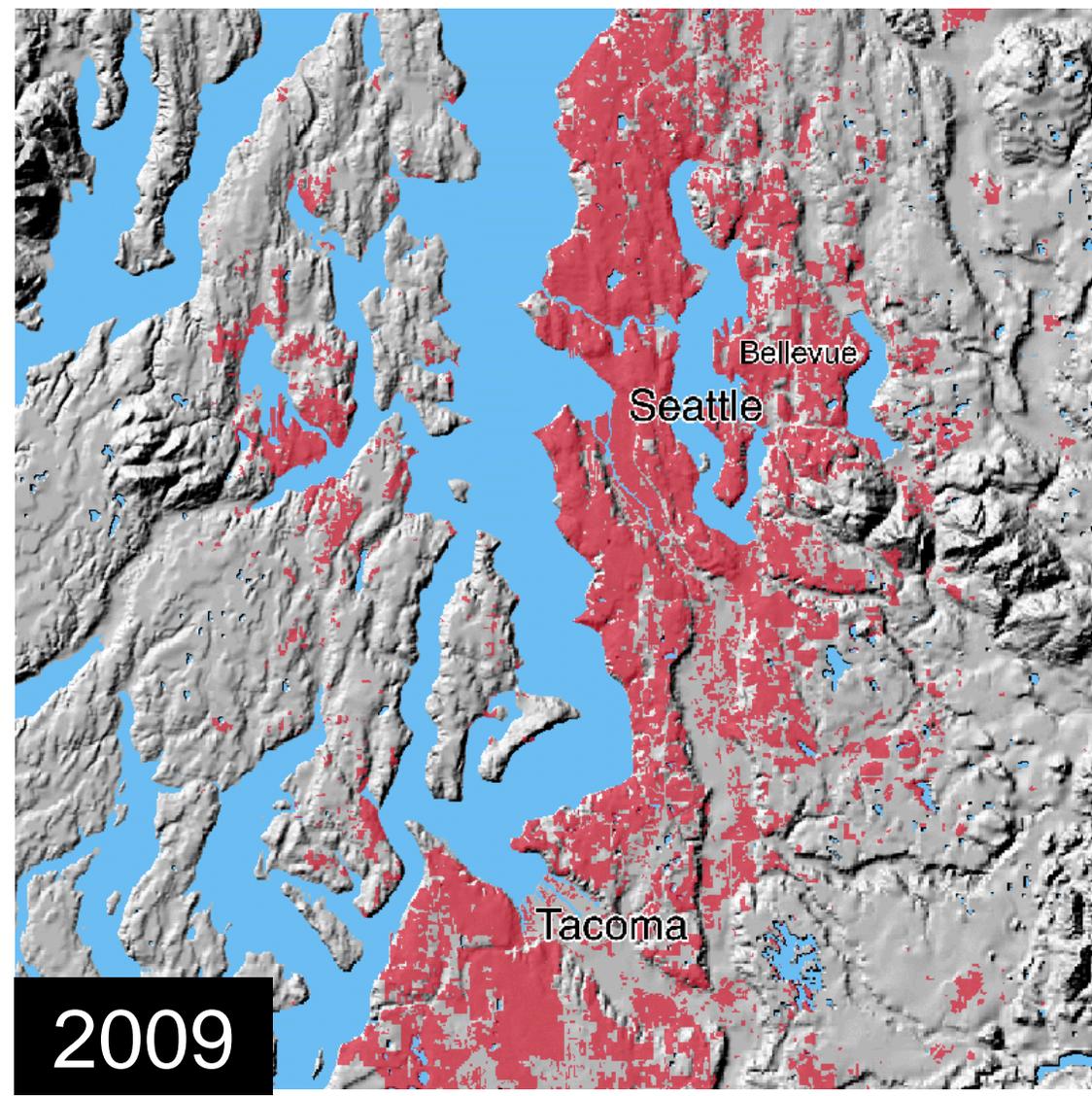
Washington State
2.4 million people



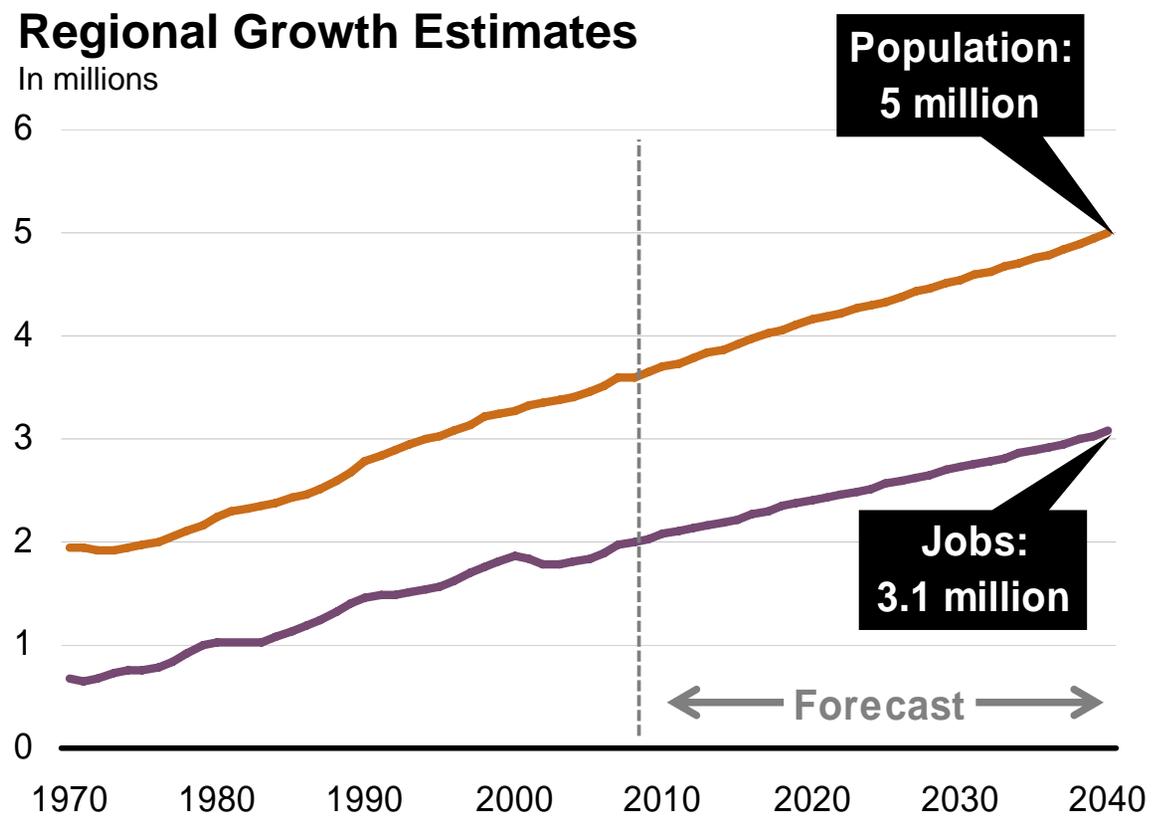
Growing Urban Footprint

Central Puget Sound
3.6 million people

Washington State
6.3 million people



Our Region is Growing



36% increase in population

51% increase in jobs by 2040

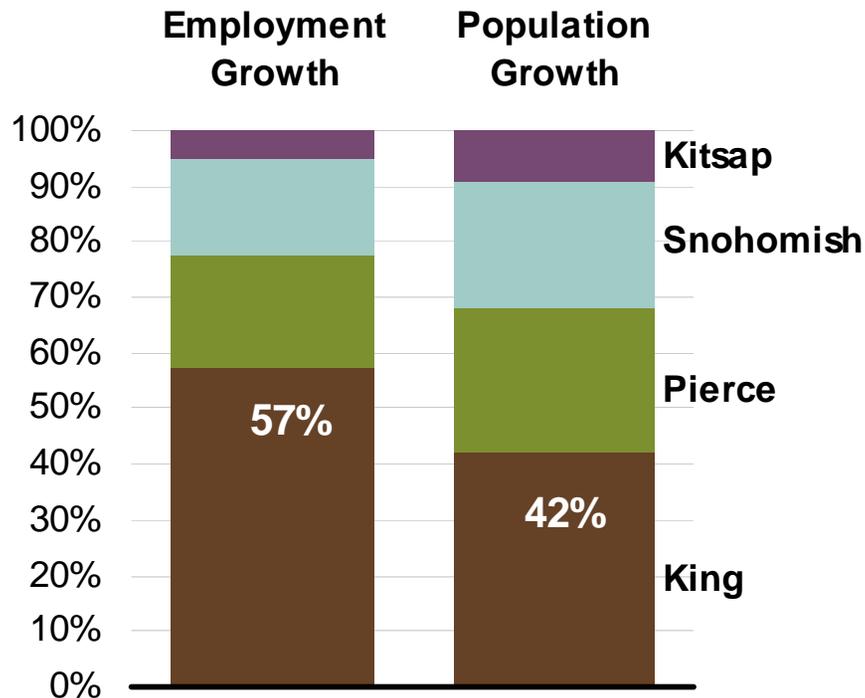
More diverse

By 2040, 65+ population will double

King County Growth

Share of Regional Growth

By county, 2000-2040



Source: PSRC Regional Growth Strategy

- 42% increase in population – approx. 724,000 people
- 57% increase in jobs by 2040 – approx. 695,000 jobs
- With largest share of job growth, more people will commute to King from other counties

BACKGROUND

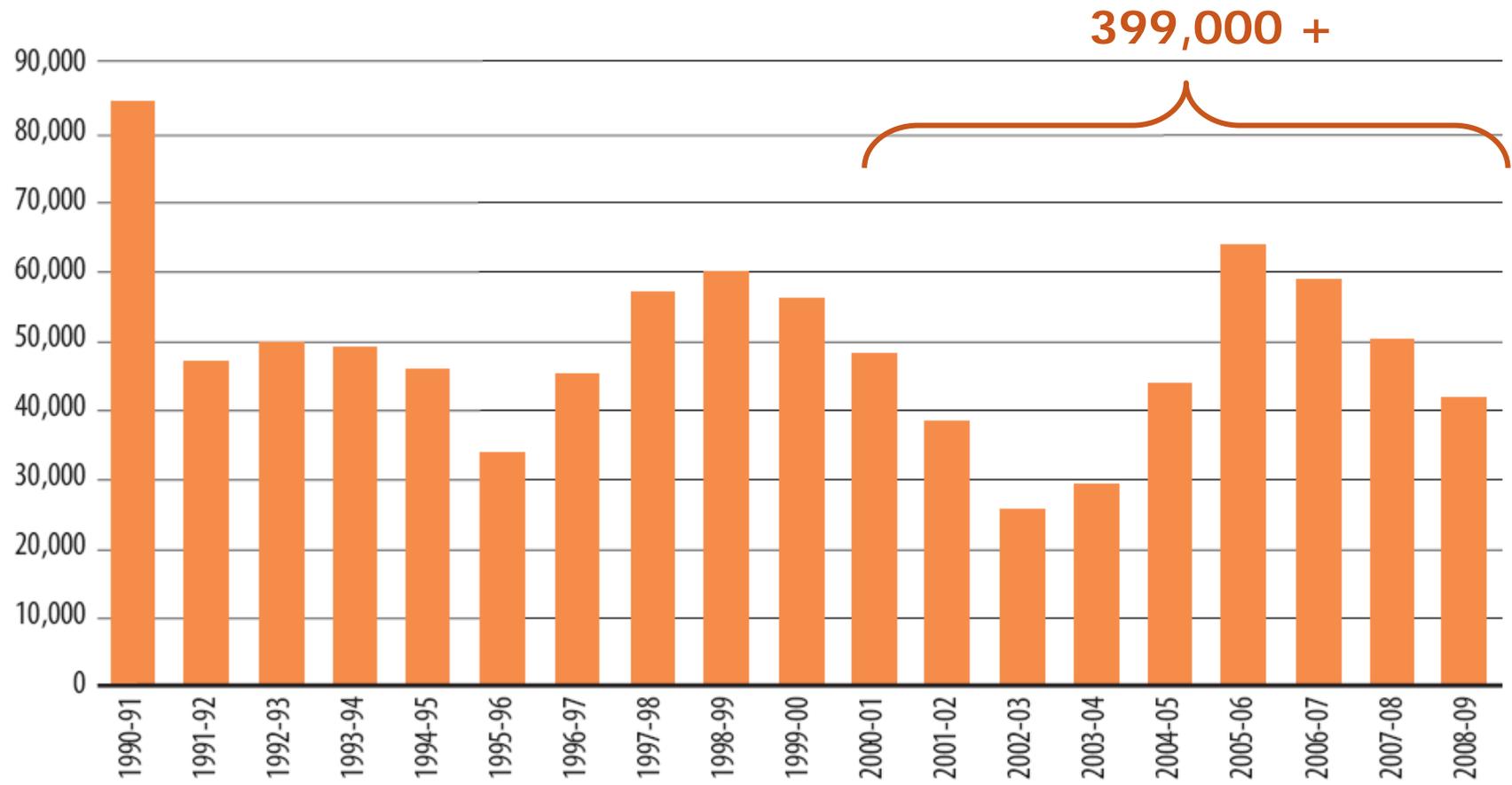
REGIONAL
PLANNING
FRAMEWORK

HOW ARE WE
DOING?

TRANSPORTATION
2040

2000 - 2009: Trends Support Forecasts

Figure 1. Annual Population Change in the Central Puget Sound

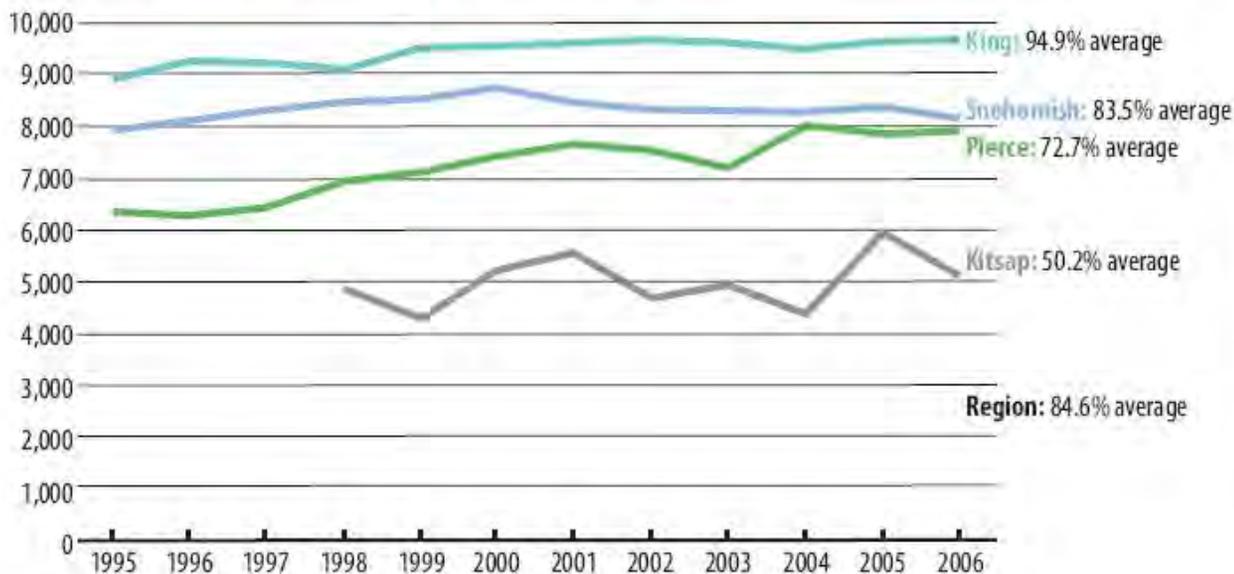


Source: U.S. Census Bureau, Washington State Office of Financial Management

Where is Growth Going?

- 1995 – 2006: 85% in UGA regionally
- Trending up - increasingly in UGA
- Wide differences by county

Percent Permitted New Housing Units Inside the UGA

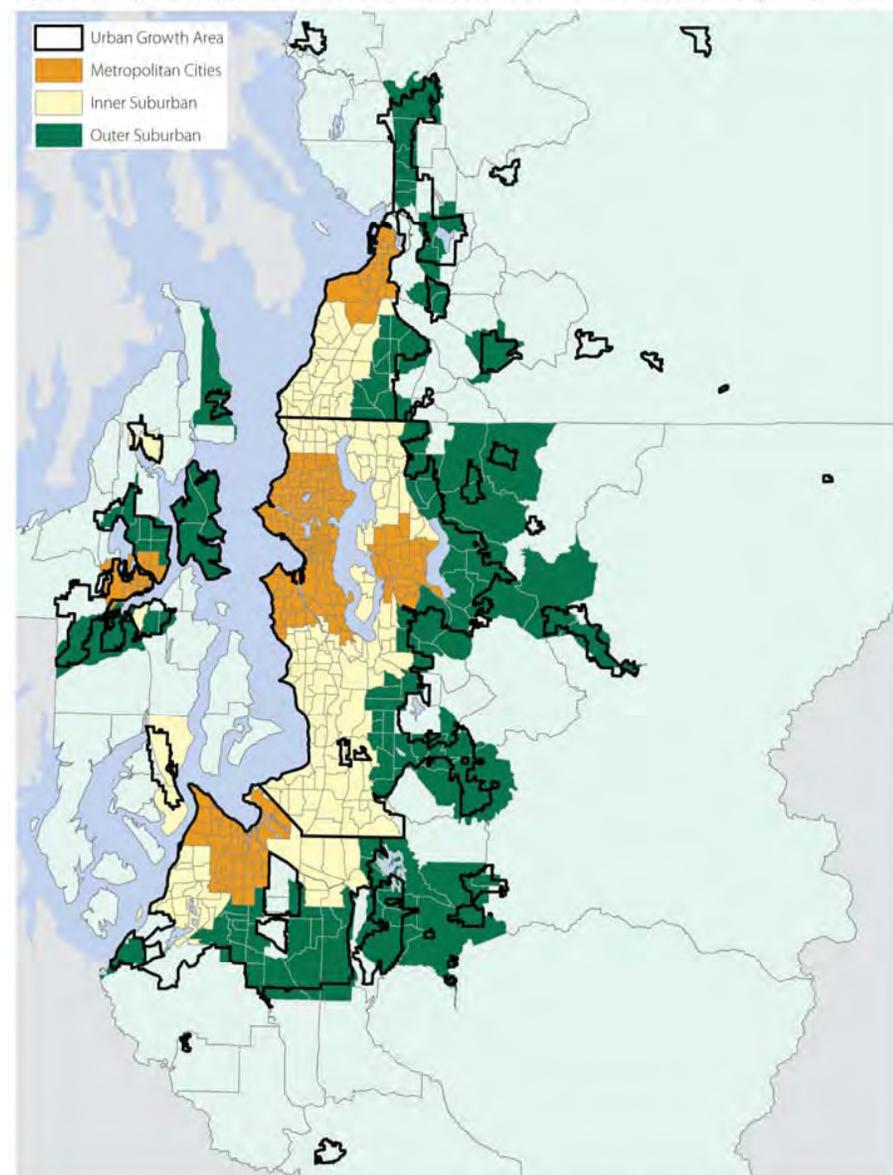


Notes: Data are for permitted new units only, and exclude demolitions and other unit losses. Estimates for all years were calculated using 2006 urban growth area boundaries. Kitsap County's UGA was not formally approved and adopted until 1998; Kitsap County permit activity for 1995-1997 was not included when calculating the 1995-2006 regional average of percent permitted new housing units inside the UGA (84.6%).

Where is Growth Going?

- Looked at growth from two periods under GMA:
 - 1995 – 2000
 - 2000 – 2007
- In three basic parts of the Urban Growth Area:
 - Metropolitan Cities
 - Inner suburban areas
 - Outer suburban areas

Figure 2. Metropolitan Cities, Inner Suburban and Outer Suburban Communities (Represented by Census Tracts)

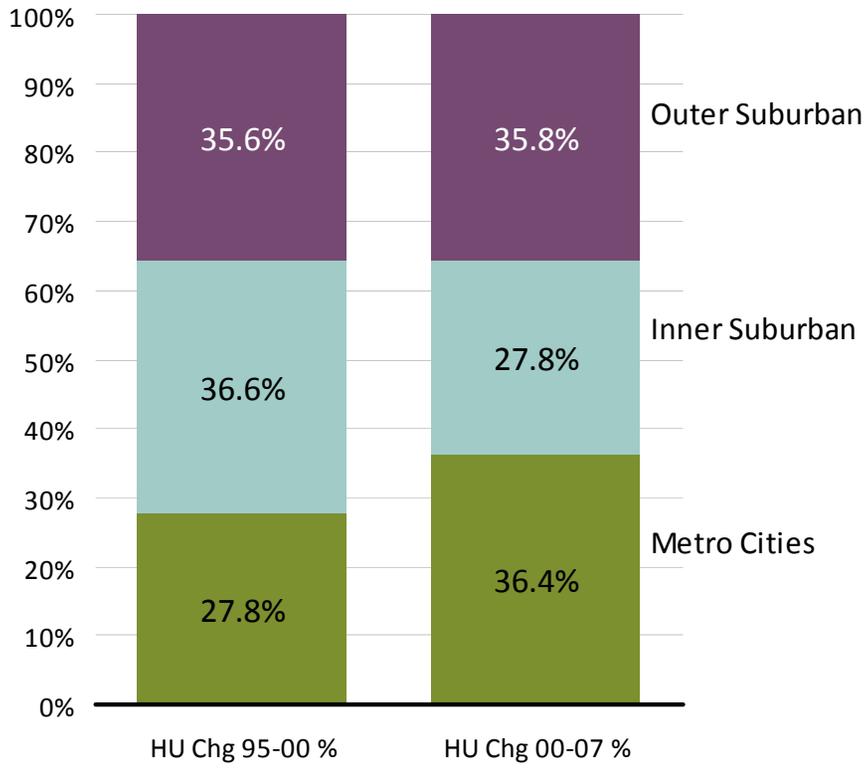


Note: Census tracts were consolidated in areas where tract boundary changes occurred from 1990 to 2000.

Where is Growth Going – within UGA?

Distribution of Housing Unit Growth in King Co.

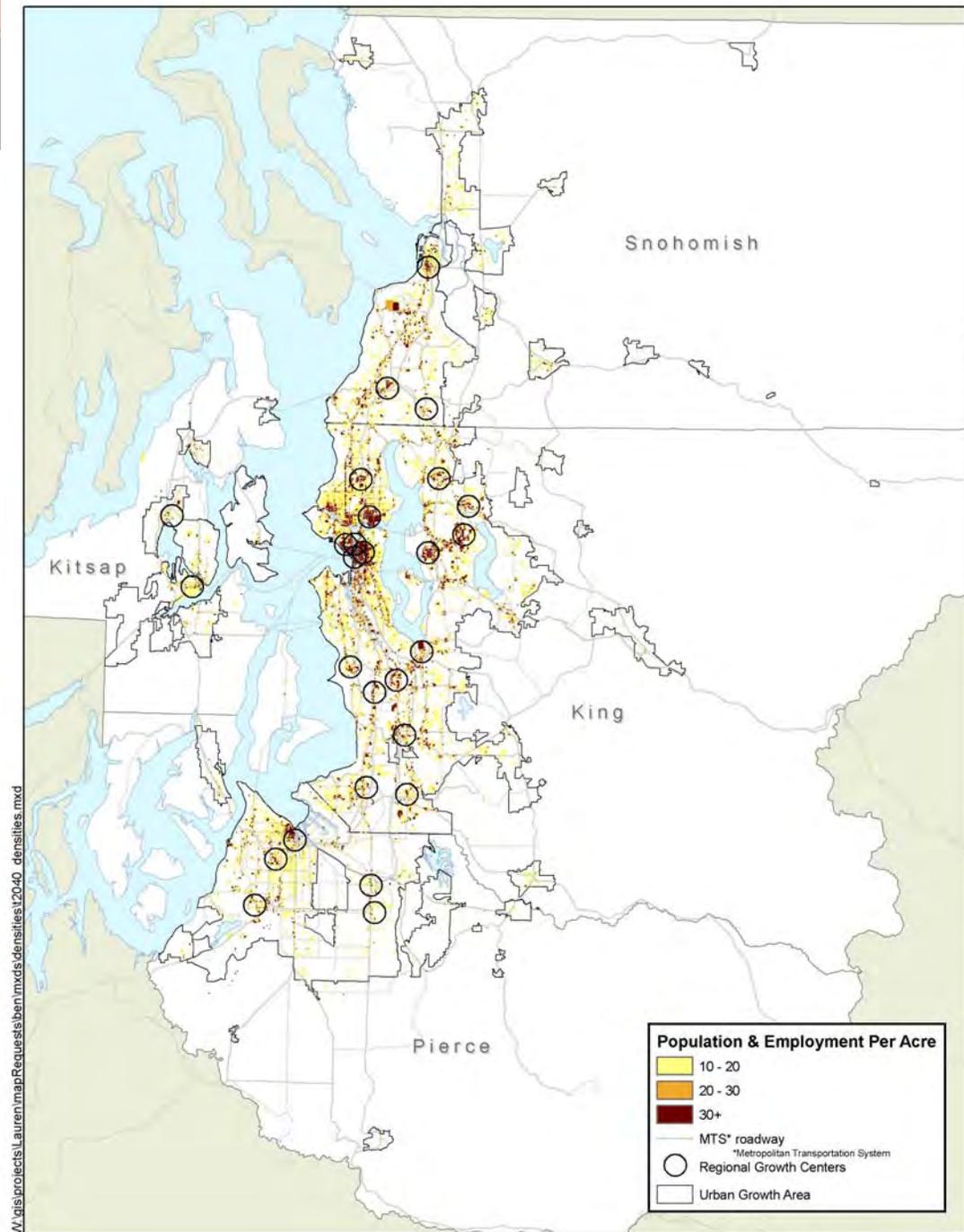
By community type, 1995-2000, 2000-07



**Growth both at core and outlying
Metropolitan City share growing**

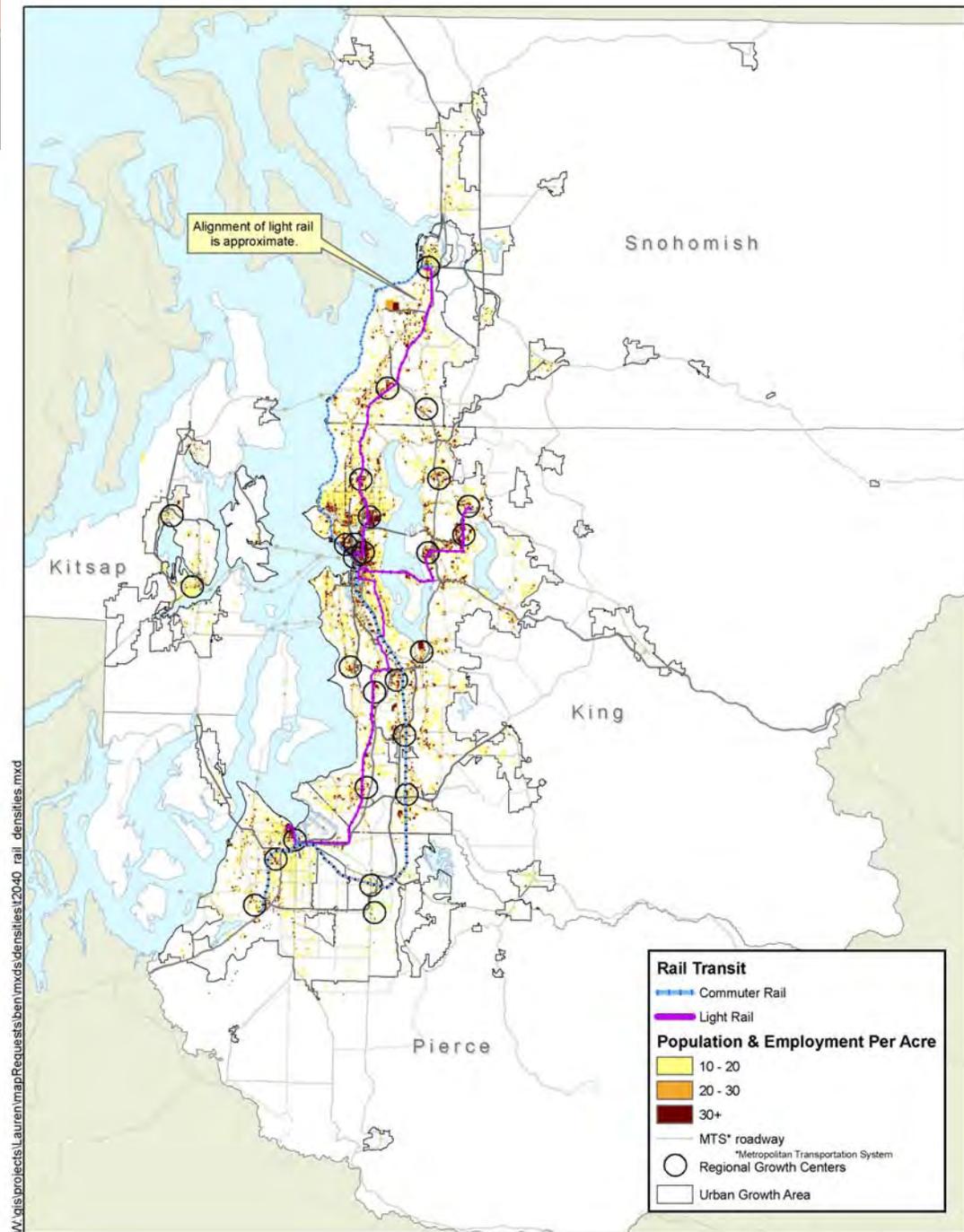
Current Densities

- Darker areas stronger transit markets
- High densities in region's centers
- King County has largest number of designated centers



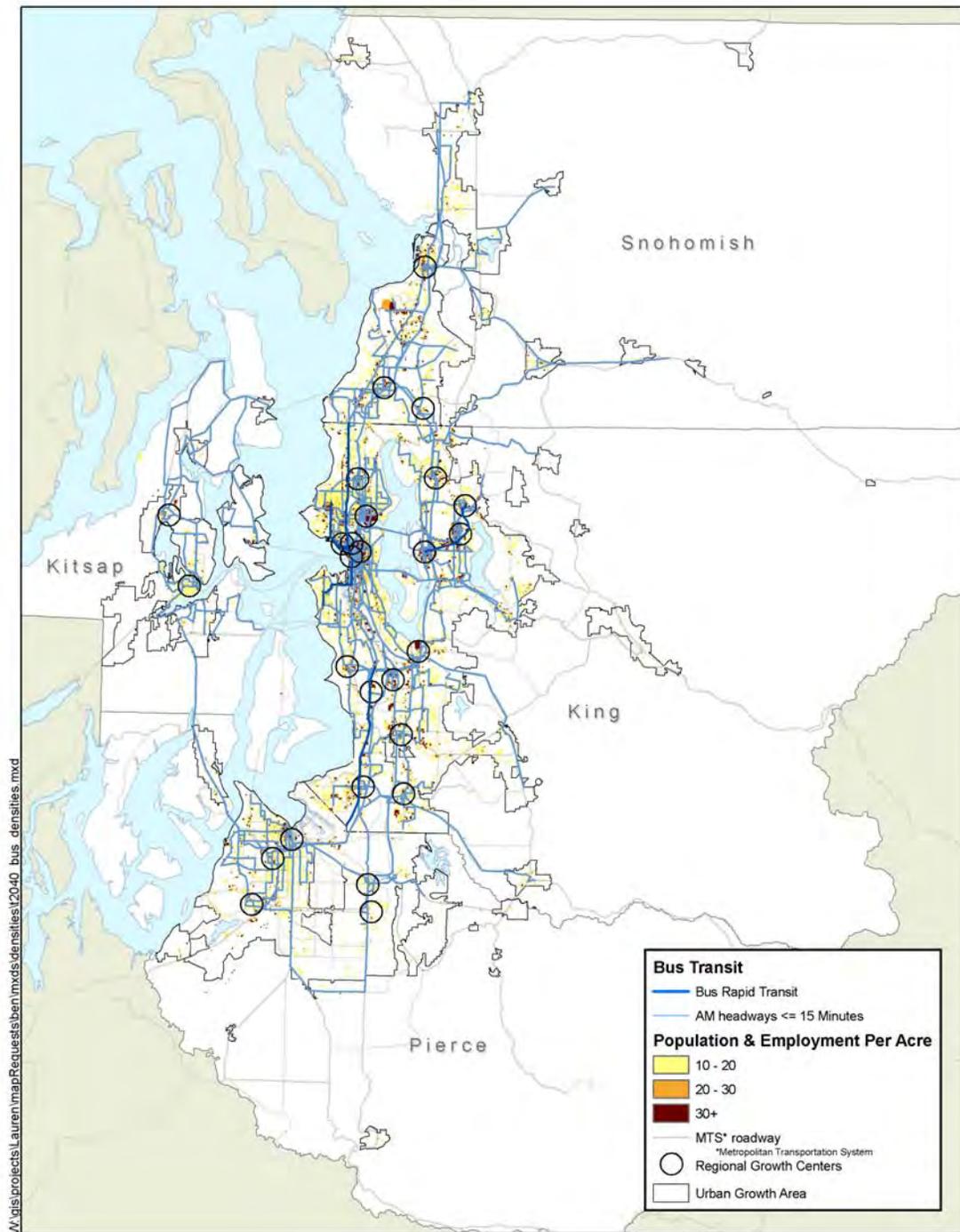
Current Densities

- Existing and planned rail links centers



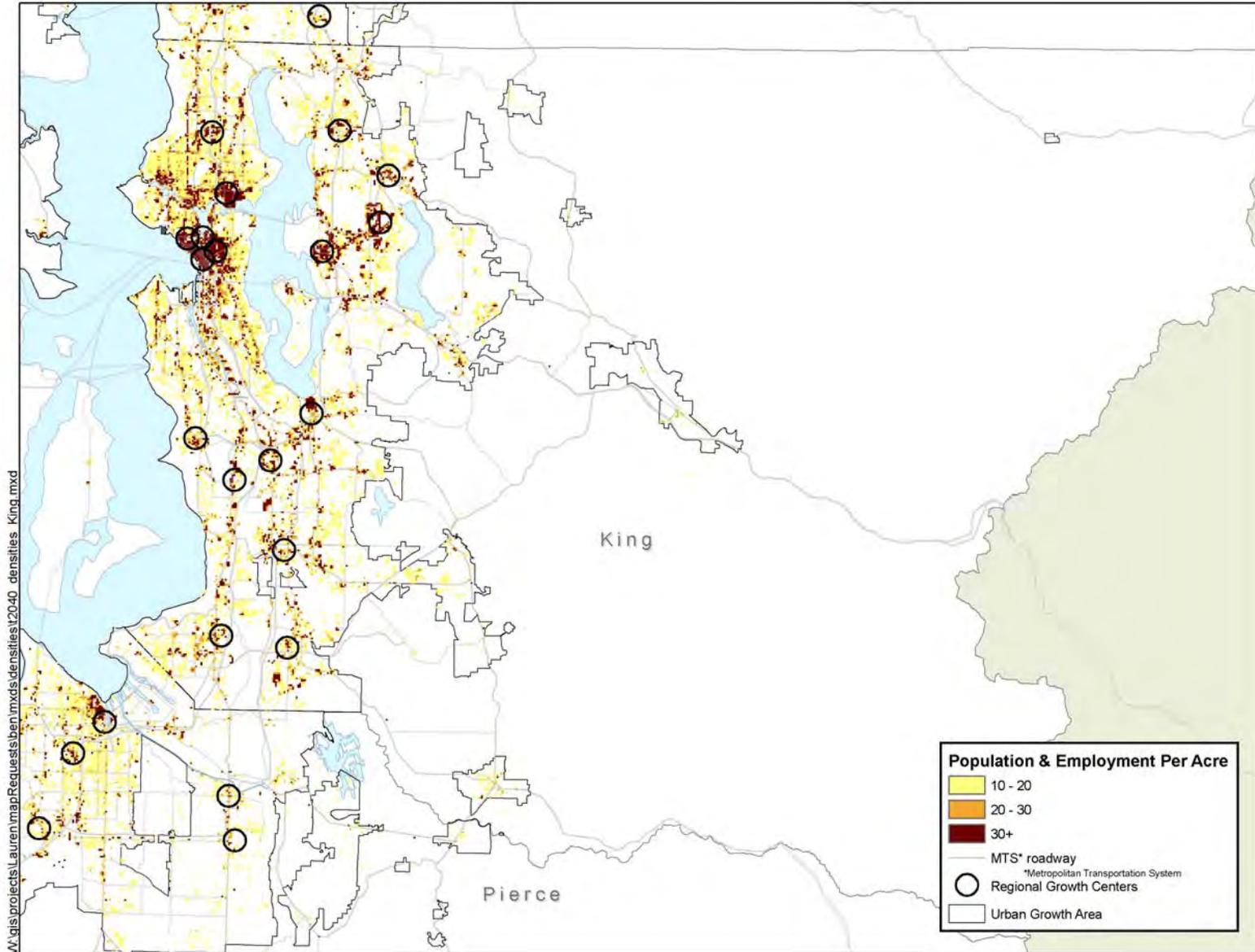
Current Densities

- Core bus network provides frequent service throughout region



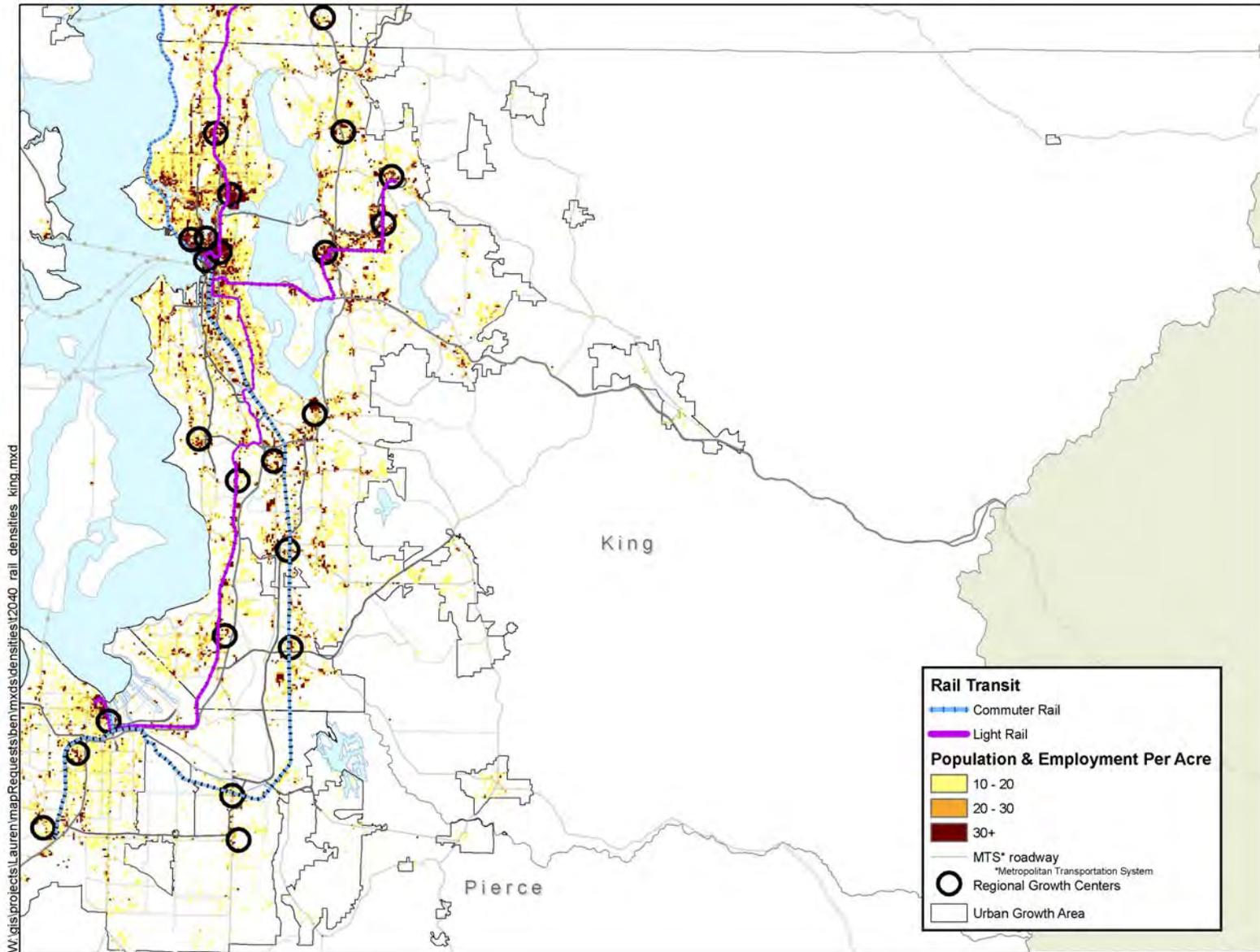
Current Densities: King County

Darker areas
stronger
transit
markets



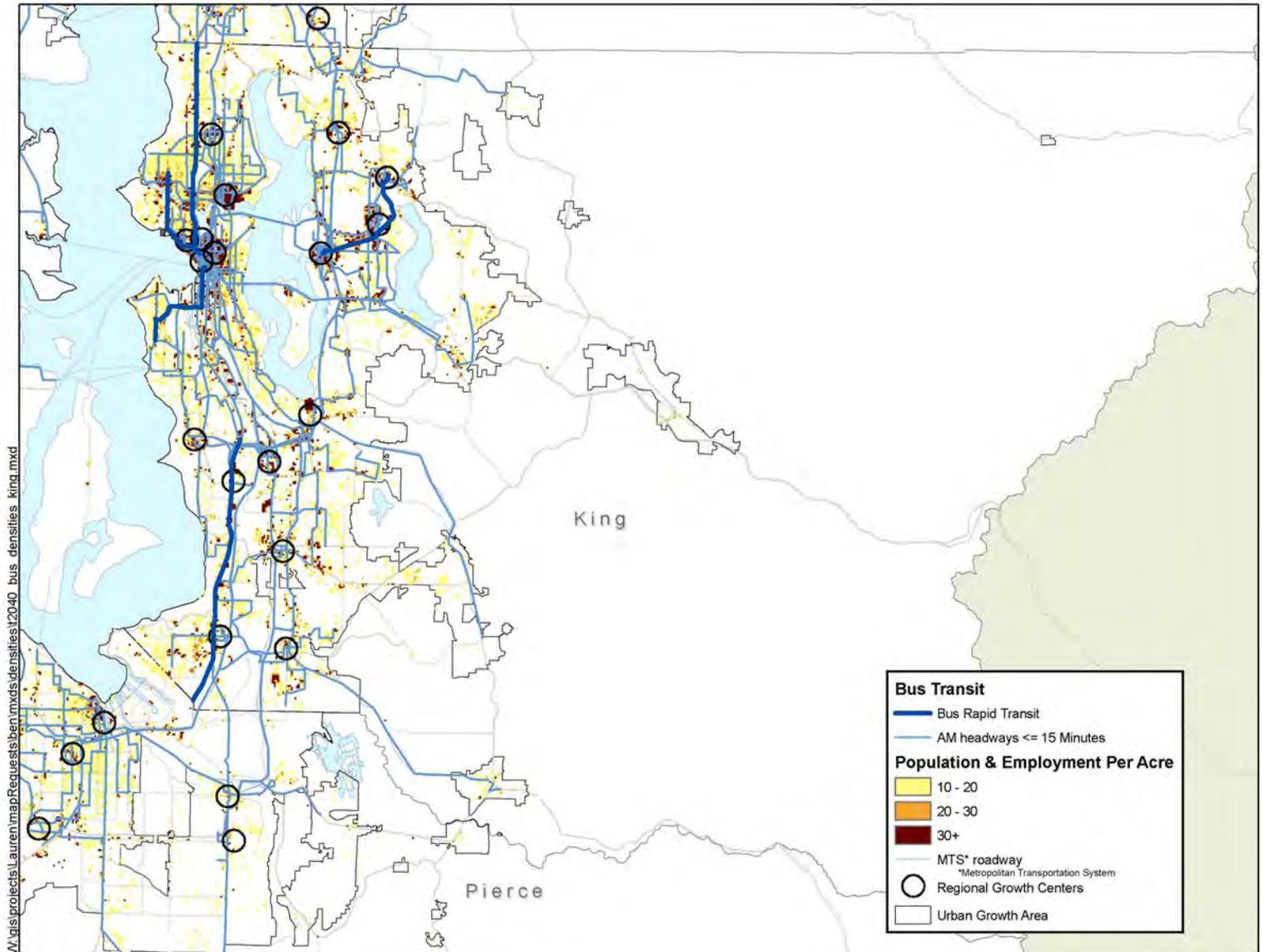
Current Densities: King County

Existing
and
planned
rail



Current Densities: King County

Core bus network
and
planned
BRT

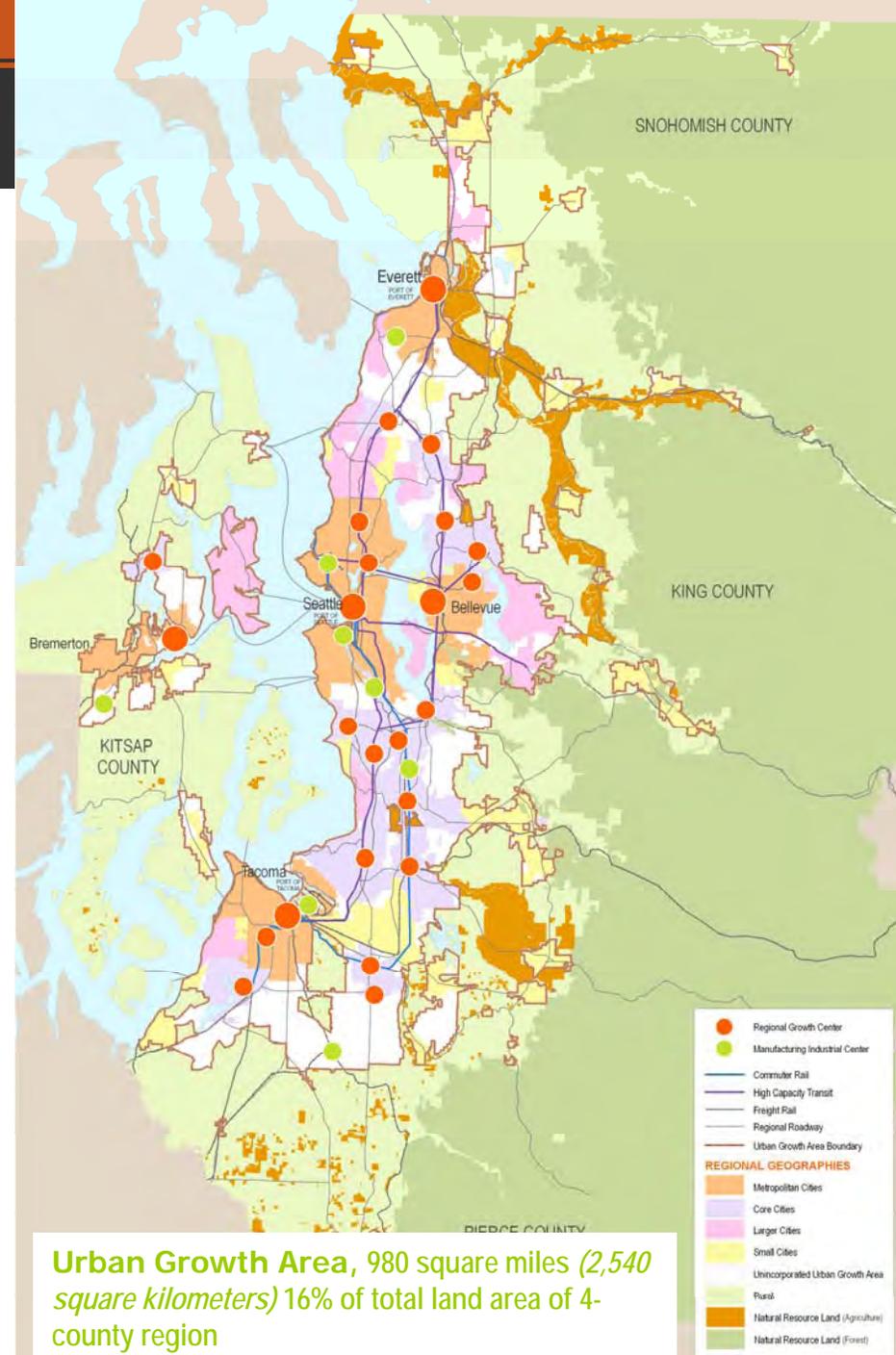




Regional Long Range Planning

VISION 2040

- Adopted April 2008
- Multicounty Planning Policies under state Growth Management Act
- Regional coordination
- Shared VISION for future
- Regional policy direction
 - Growth Management
 - Transportation (*Transportation 2040*)
 - Economic Prosperity (*Regional Economic Strategy*)
 - Environment



Importance of Centers

- Regional Growth Center
- Manufacturing/Industrial Center
- Urban Growth Area



27 Regional Growth Centers

King County (17)

- Auburn
- Bellevue
- Burien
- Federal Way
- Kent
- Redmond (2)
- Renton
- Seattle (6)
- SeaTac
- Totem Lake
- Tukwila

Kitsap County (2)

- Bremerton
- Silverdale

Pierce County (5)

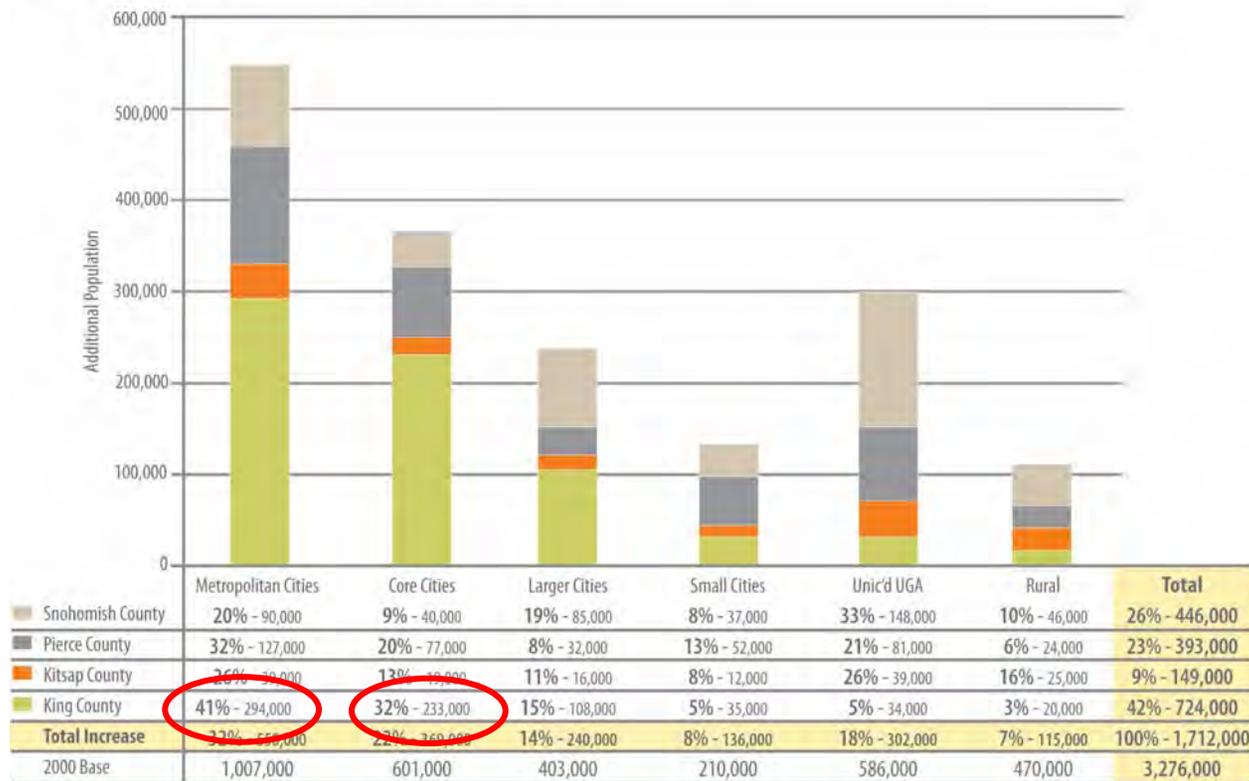
- Lakewood
- Puyallup (2)
- Tacoma (2)

Snohomish Co (3)

- Canyon Park
- Everett
- Lynnwood

Regional Growth Strategy: King County

Population Growth by Regional Geography and County, 2000-2040
(Final Draft Technical Amendment as of January 8, 2009)



In Metropolitan and Core Cities:

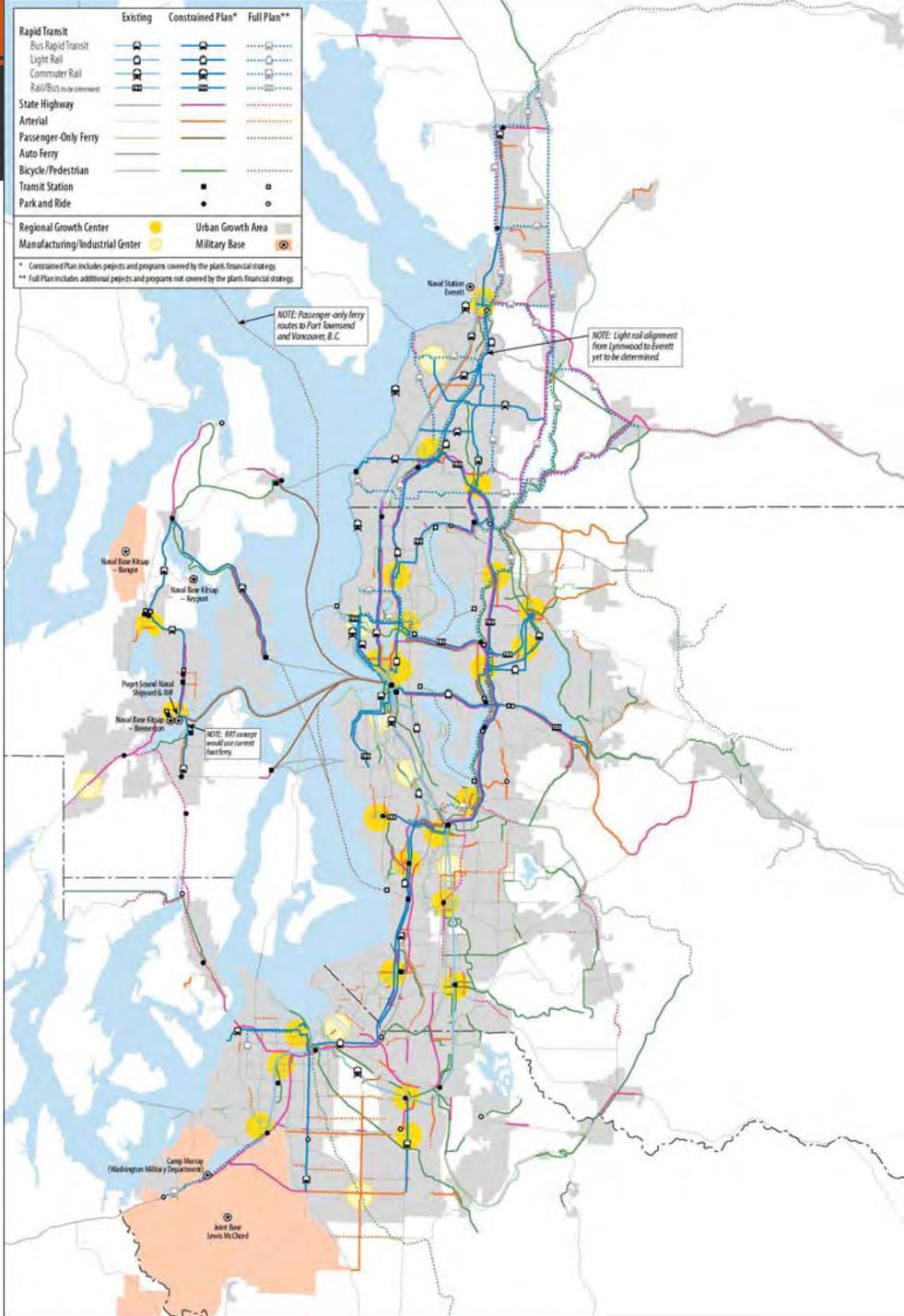
- 73% increase in population - approximately 527,000 people between 2000 and 2040
- 83% increase in employment - approximately 573,000 jobs

Transportation 2040

Over 60% of plan investments targeted to local & regional transit, ferries, bicycle & pedestrian facilities, TDM and System Management

	Existing	Constrained Plan*	Full Plan**
Rapid Transit			
Bus Rapid Transit			
Light Rail			
Commuter Rail			
Rail/Bus (to be determined)			
State Highway			
Arterial			
Passenger-Only Ferry			
Auto Ferry			
Bicycle/Pedestrian			
Transit Station			
Park and Ride			
Regional Growth Center			
Manufacturing/Industrial Center			

* Constrained Plan includes projects and programs covered by the plan's financial strategy.
 ** Full Plan includes additional projects and programs not covered by the plan's financial strategy.



	Existing	Proposed Constrained Plan*	Proposed Full Plan**
Rapid Transit			
Bus Rapid Transit			
Light Rail			
Commuter Rail			
Rail/Bus (to be determined)			
State Highway			
Arterial			
Passenger-Only Ferry			
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* Constrained Plan includes projects and programs covered by the plan's financial strategy.
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Transportation 2040 Transit Investments

Core Transit

high frequency, all day, two way service for strongest markets

Community Connector

lower frequency, serves lower density neighborhoods

Specialized Service

peak period commuter service

Aggressive Expansion

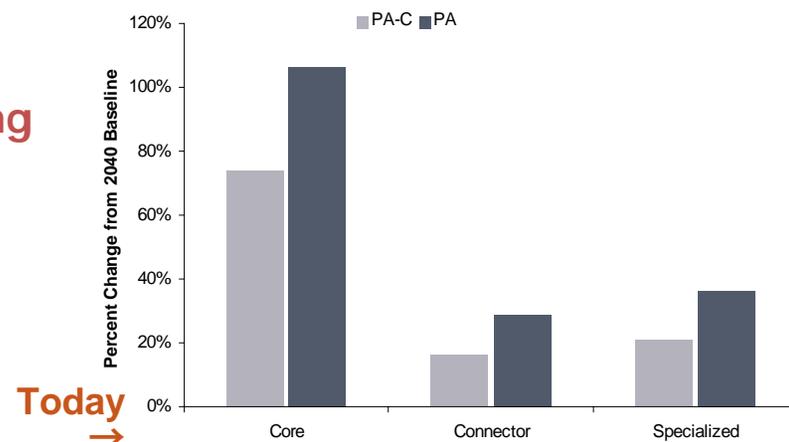
- \$100+ billion in transit investments
- Bus transit increases between 80% and 100%
- 68 new miles of light rail for 86 mile total system

T2040 requires \$20 billion more transit funding

(millions of year 2008 constant dollars)

	NEEDS			REVENUES			Unprogrammed Investments
	Basic	Needs	Expansion	Total	Current Law	New Revenue	
Counties	\$ 6,800	\$ 9,000	\$ 15,700	\$ 8,800	\$ 6,900	\$ 15,700	\$ 700
Cities	\$ 14,200	\$ 13,400	\$ 27,600	\$ 20,100	\$ 7,600	\$ 27,700	\$ 200
Local Transit	\$ 52,400	\$ 4,900	\$ 57,300	\$ 44,500	\$ 12,800	\$ 57,300	\$ 4,900
Sound Transit	\$ 17,600	\$ 22,300	\$ 39,900	\$ 32,400	\$ 7,500	\$ 39,900	\$ 18,600
State Ferries	\$ 6,700	\$ 1,500	\$ 8,200	\$ 5,400	\$ 2,800	\$ 8,200	\$ -
State Highways	\$ 10,600	\$ 23,200	\$ 33,800	\$ 14,100	\$ 19,700	\$ 33,800	\$ 8,800
Other Regional	\$ -	\$ 6,800	\$ 6,800	\$ -	\$ 6,800	\$ 6,800	\$ 3,300
TOTAL	\$ 108,200	\$ 81,100	\$ 189,300	\$ 125,200	\$ 64,100	\$ 189,300	\$ 36,500

Peak Hour Annual Bus Transit Service Increases by Type of Service



Transit Dependent Populations

- Fixed-route service provides greatest mobility options
- Some specialized service providers (e.g., Sound Transit Express) exempt from ADA Paratransit requirements

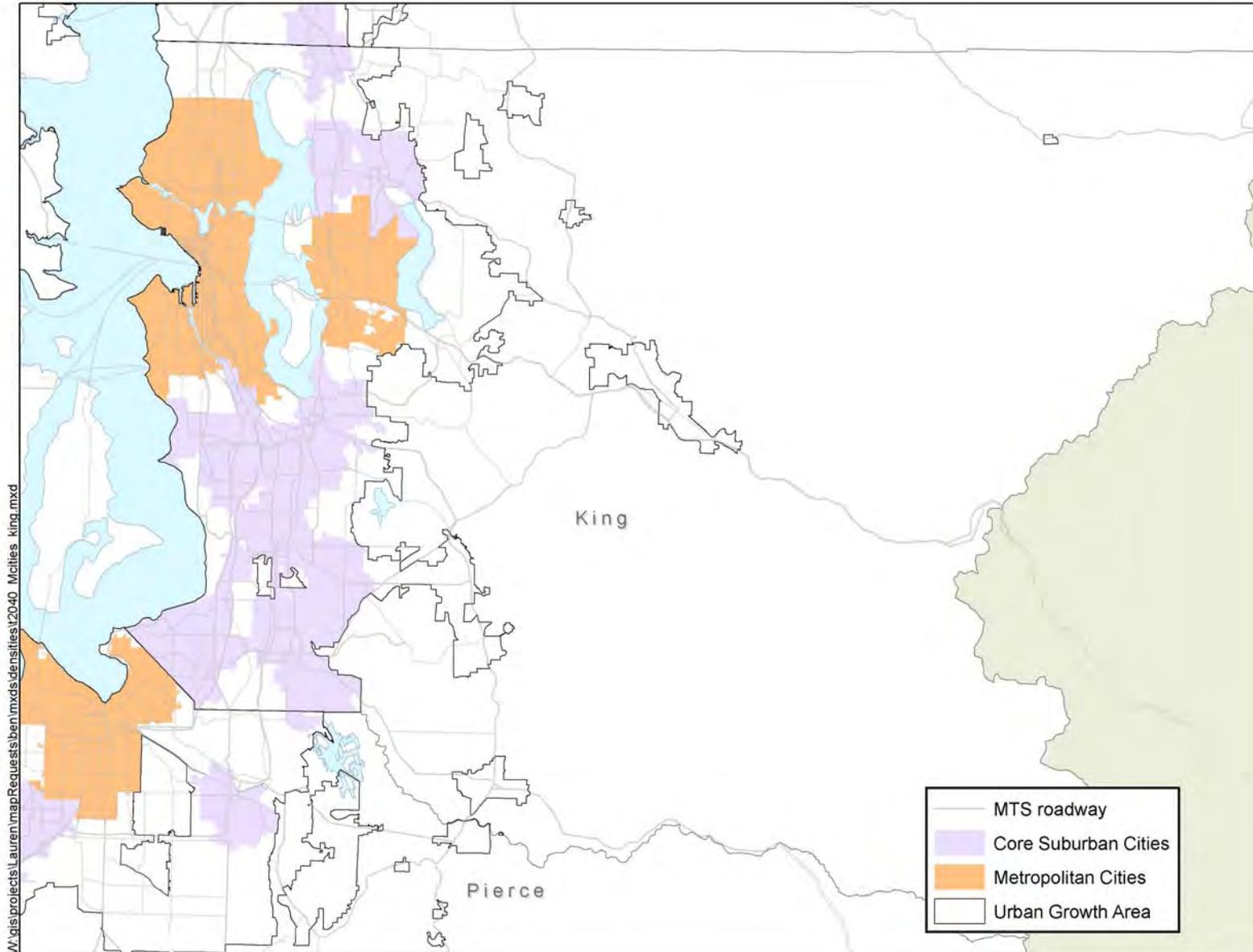
Increased need for demand response services



King County Metro & Core Cities

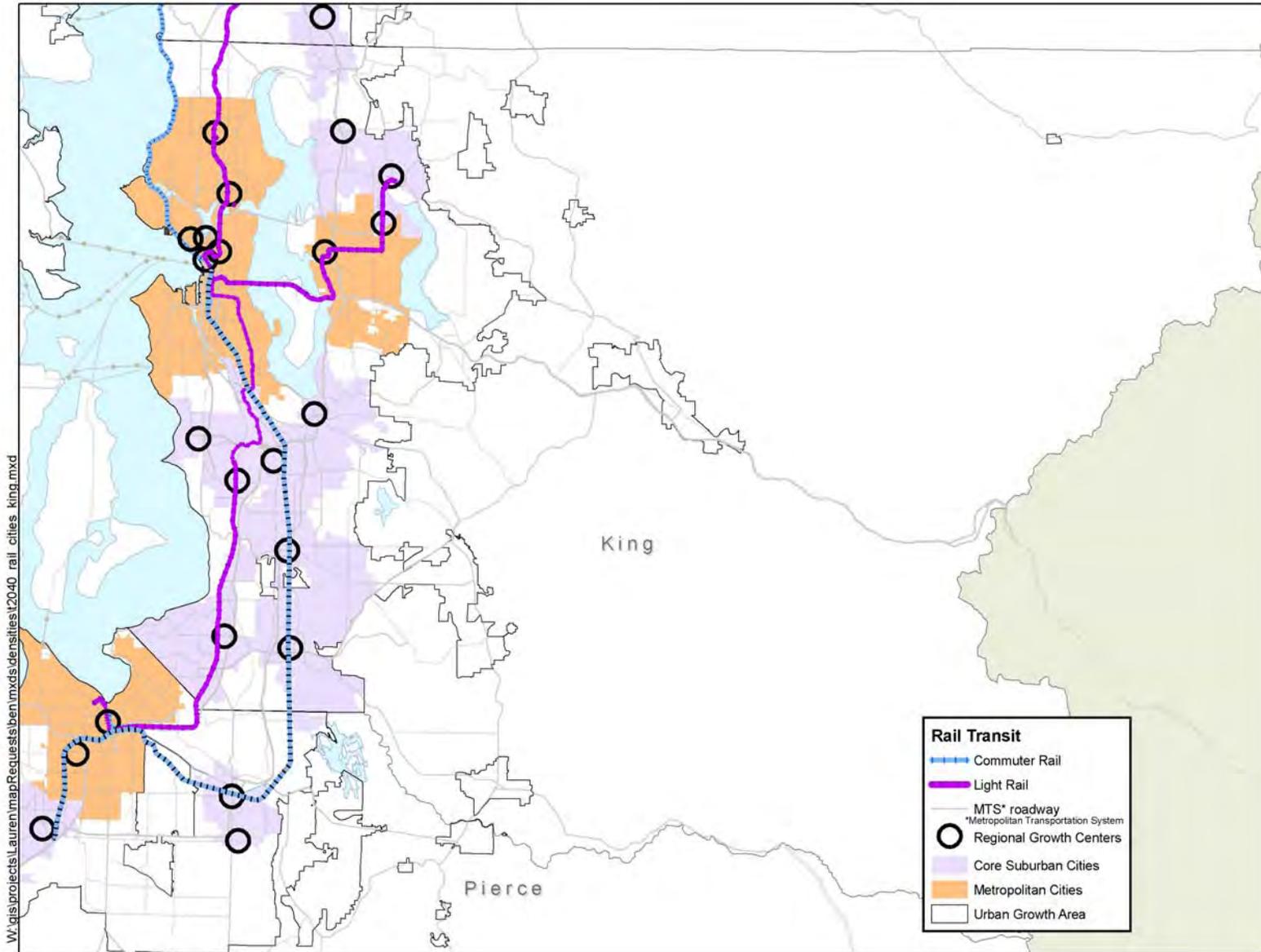
73% of
planned
population
growth

83% of
planned
jobs



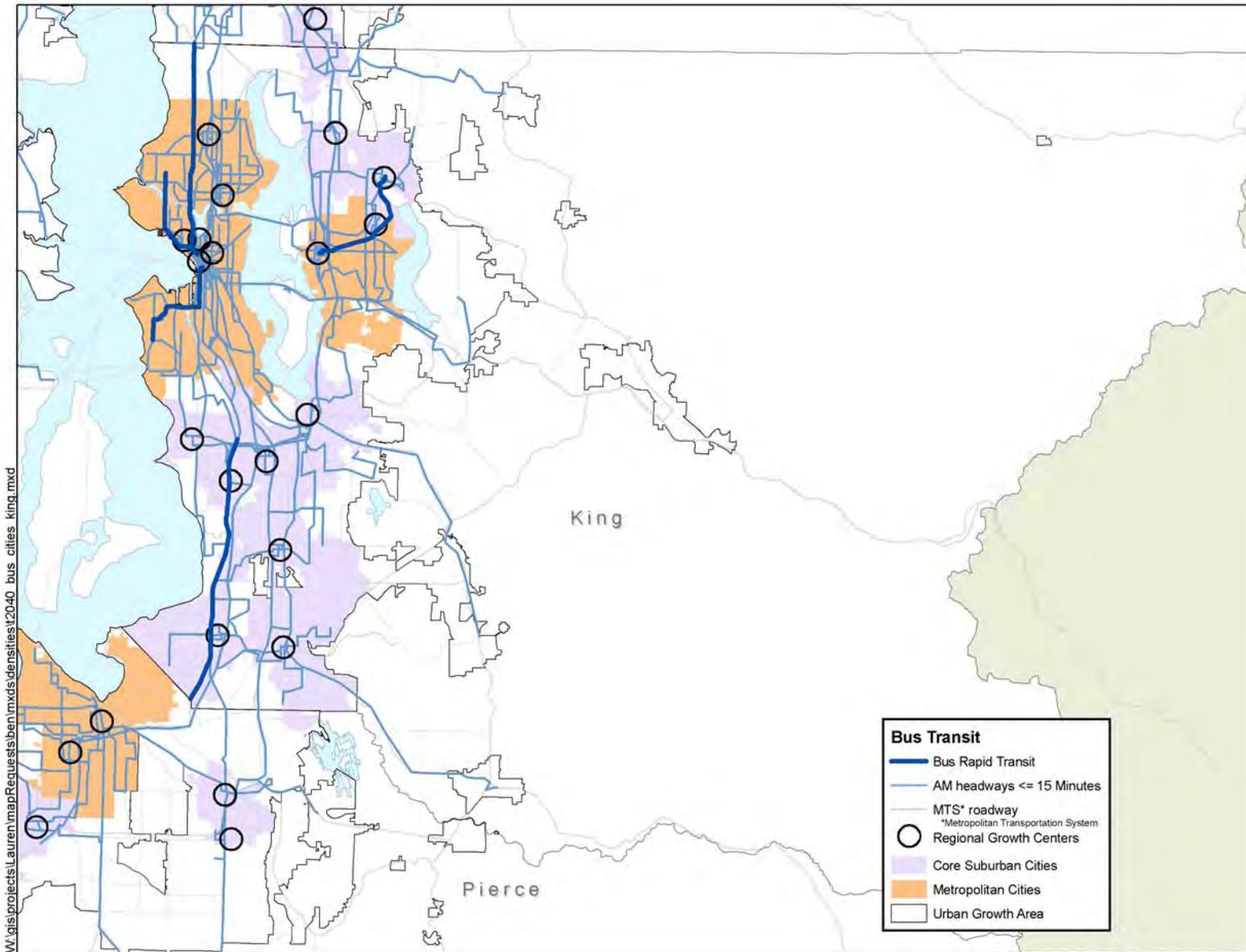
King County Metro & Core Cities

Existing
and
planned
rail



King County Metro & Core Cities

Core bus service and planned BRT





Questions?

for more information contact: www.psrc.org

Charlie Howard
Transportation Planning Director
choward@psrc.org
206-464-7122