

Appendix F Final Scoping Report

DESTINATION 2030

Plan Update

FINAL SCOPING REPORT

Prepared by Puget Sound
Regional Council

March 27, 2008





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DESTINATION 2030 PLAN UPDATE SCOPING REPORT

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ABSTRACT

This **Scoping Report** summarizes the results of the **Destination 2030** Plan Update scoping process. Below is a summary of how the planning effort will focus on the region's key issues and priorities identified during the scoping process. **Section 1** includes a summary and analysis of comments. **Section 2** provides responses to the comments received during the public comment period. **Section 3** includes background information about the **Destination 2030** Plan Update and scoping process, and **Section 4** summarizes the agency and public outreach effort undertaken for scoping. Finally, **Section 5** comprises a copy of the official **Scoping Notice and Determination of Significance**, published in November 2007. The key objectives of scoping are to: (1) inform and involve the public at an early stage in the planning process; (2) solicit comments; (3) provide a response to those comments; and (4) use the scoping process to provide direction and focus to the planning effort.

FOCUSING THE DESTINATION 2030 PLANNING EFFORT

One of the key purposes of the scoping process is to help narrow the effort so the plan update and EIS can focus on the most compelling issues facing the region. Although the **Destination 2030** Plan Update will cover a wide range of issues (most of which are outlined in this Scoping Report), the scoping process has provided clear direction on the region's priorities. Sixty percent of all comments suggested the plan focus on congestion and mobility, and address concerns about energy and the environment (including the emerging issue of climate change). In addition, over 300 comments called for the plan to address the following concerns: support the Regional Growth Strategy (**VISION 2040**), tolling and congestion pricing programs, investments in transit, system and demand management measures, transportation funding, and investment prioritization. These issues represent the core priorities of the region as we embark on the plan update process.

The plan update and environmental analysis will focus significant attention on addressing these issues. The plan update will address the issue of congestion through a congestion management process which improves system efficiency and integrates planning for roadway and transit strategic investments, system operations, and travel demand management. The plan alternatives will be crafted around improving mobility for people and goods, and relieving congestion. Strategic capacity expansion, tolling and pricing, system management, and demand management programs will be included as key components of the plan alternatives. The criteria being developed for evaluating the alternatives, currently in the formative stage, will include transportation efficiency (mobility and congestion). This criterion will assess alternatives on measures such as travel time and travel time reliability, seen by the public as key measures of success. Consistency with regional growth policies and environmental impacts (including climate change and protecting the health of Puget Sound) will also be evaluation criteria. PSRC's travel demand and air quality models are being enhanced to improve our analysis capabilities related to these evaluation criteria. A new transit sketch planning tool will be employed to help the region identify and assess investment options for the transit component of each alternative. The plan will also focus on sustainable funding, improved least cost planning, and enhanced decision approaches for prioritizing transportation investments.

Though the environmental impact statement will cover a broad range of topics (see section 2) the analysis will focus on the key issues of air quality, water quality (particularly protecting the health of Puget Sound), and climate change.

1. SUMMARY OF AGENCY AND PUBLIC COMMENTS RECEIVED

2007 Amendment to Destination 2030

During the 2007 amendment of **Destination 2030** PSRC solicited public input via an online survey. The survey, sent to 5,300 addresses, sought input on six categories of transportation: (1) special needs transportation; (2) safety; (3) security; (4) congestion management; (5) commute trip reduction; and (6) environmental mitigation. While not formally part of the public record for the current scoping process, the comments received in response to the survey are being considered. The following is a summary of comments received in response to the online survey:

- Improved design and operation of roadways
- Enhanced security at airports, ports, and on ferries
- Improved congestion management tools and traffic information systems
- More and better transportation connections
- Improved coordination among agencies
- Enhanced commute trip reduction programs
- Solutions to address an aging population's needs
- Global warming/climate change
- Declining supplies of oil and gas
- Implement tolls and other pricing programs
- Identify sustainable funding for transportation

VISION 2040 Planning Process

During summer and fall of 2007 the public review process for the **VISION 2040** Draft Supplemental EIS and draft plan document generated over 330 comments related to transportation. Like the comments received during the **2007 Destination 2030** update online survey, the **VISION 2040** comments are being considered in shaping the direction for the 2010 plan update. The following is a summary of these 330 comments:

- More innovation in transportation policies
- We need significant investment in all transportation modes
- There's a need for better coordination between land use and transportation
- Radical changes are needed in implementation: PSRC's policies need to be followed by state, county, regional and local implementers
- Stronger and more explicit facility pricing
- Prioritize investment in transit & nonmotorized modes
- Emphasize less polluting forms of transportation
- Explicit policies related to climate change/ stated greenhouse gas (GHG) reduction goals.
- More explicit public health and transportation links
- Address concurrency on state highways
- Prioritize maintenance and operation of roadways over new facilities
- Develop more and stronger freight-mobility-related policies
- Support development of more and better highways
- Stronger/weaker policies on development of new road capacity in rural areas

Destination 2030 Plan Update Scoping Process

The official **Destination 2030** update scoping public comment period began November 15, 2007 and ended January 30, 2008. Six public open houses were scheduled in January corresponding with the comment period. Five of the six meetings were held as scheduled. The sixth open house, scheduled on January 28th in Everett, was canceled due to inclement weather and rescheduled for February 21. While the official public comment period was not extended beyond January 30, comments received at the February 21, 2008 public open house in Everett will be catalogued in the official scoping comment database and will be included in the final scoping results (these comments are not shown here).

All comments received were input into the **Destination 2030** plan update scoping comment database to facilitate record keeping and analysis of results. The comments were catalogued using two levels of categorization. First, comments were grouped according to the 10 “issues and priorities” listed above. In reviewing each comment, staff made judgments as to which single category of issues/priorities best matched the essence of the comment. For example, if a comment mentioned the need to improve transit service, it was categorized as “congestion and mobility.” Comments calling for the region to address climate change were placed in the “energy and the environment” category. See the **Summary of Comments by Category** section for details. Comments not fitting into the 10 categories were included in an 11th category: “other.” These comments were then evaluated to determine whether there was a need to change or expand the categories, or otherwise acknowledge the comment (see **Analysis and Summary of Comments** section). All comments were then divided into a second level of 44 topic areas to provide more detailed analysis. For a summary of comments catalogued by these topic areas, see **Summary of Comments by Topic**. For purposes of the analysis discussed here, we use the term “category” for the 11 issues and priorities, and we use the term “topic” for the 44 topic areas.

Public Open House Attendance

Approximately 182 people attended the six open houses. This number is approximate, since several attendees did not sign the attendance forms. Attendance at the six open houses was distributed geographically as follows:

<u>Location</u>	<u>Date</u>	<u>Attendees</u>
Seattle (PSRC)	January 10	50
Bellevue	January 15	30
Bremerton	January 16	31
Tacoma	January 23	28
Auburn	January 24	21
Everett	February 21	<u>22</u>
	Total:	182

ANALYSIS AND SUMMARY OF SCOPING COMMENTS

Between November 15, 2007 and January 30, 2007, PSRC received 176 comment “letters” containing over 950 individual comments. This number includes comments from the Everett public open house, which was scheduled for January 28, but canceled due to bad weather. Comments received at the Everett open house (held February 21) plus those received by February 28, were included in the scoping comments database analysis, and those results are contained in the draft Scoping Report. The PSRC Transportation Policy Board and Executive Board are scheduled to take action on the final Scoping Report in March 2008. On average, there were six individual comments contained within each comment letter. Comment letters included any of the following types of communication:

- Letters (sent as email attachments or sent as regular mail)
- Emails
- Comment forms submitted via the PSRC website, at the public open houses, or via fax
- Comments sent via fax

Summary of Comments by County

<u>County</u>	<u>Number of Comments</u>	<u>Percent of Comments</u>
King	470	49%
Kitsap.....	84	9%
Pierce	202	21%
Snohomish.....	95	10%
Island	12	1%
Thurston.....	30	3%
Other/unknown	<u>72</u>	<u>7%</u>
	965	100%

During the scoping comment period, public open houses were held throughout the region. Three open houses took place in King County and one each in Kitsap, Pierce, and Snohomish counties. Comments were catalogued by county where possible. However, not all comments contained enough information to determine the county in which the commenter lives. Of the 965 comments received, two came from Grays Harbor County and 70 are unknown. Thirty comments came from Thurston county and 12 from Island County. PSRC counties accounted for 90% of all comments. Forty-nine percent came from King County; 9% were from Kitsap County; 21% came from Pierce County; and 10% came from Snohomish County.

Summary of Comments by Commenter Type

<u>Commenter Type</u> (# of letters)	<u>Number of Comments</u>	<u>Percent of Comments</u>
Individual (142)	697	72%
Business (2).....	5	1%
Organization (15).....	122	14%
Federal agency (2).....	40	4%
State agency (3)	35	3%
Regional agency (2).....	12	1%
County (2)	23	2%
City (8)	31	3%
Tribal (0)	<u>0</u>	<u>0%</u>
	965	100%

Summary of Comments by Category

<u>Issues and Priorities Category</u>	<u>Number of Comments</u>	<u>Percent of Comments</u>
1. Land Use	63	6%
2. Economy	27	3%
3. Congestion and Mobility	353	37%
4. Equity and Special Needs Transportation	17	2%
5. Safety & Health.....	37	4%
6. Security.....	1	0%
7. Energy and the Environment	214	22%
8. Preservation of the System.....	22	2%
9. Transportation Funding.....	50	5%
10. Project Prioritization.....	35	4%
11. Other.....	<u>146</u>	<u>15%</u>
	965	100%

During the scoping process, agencies and the public were asked to provide input and comments about what issues and priorities the plan update should address. The table above shows a large number of comments (nearly 40%) mentioned congestion and mobility. The next highest category (energy and the environment) received 22% of all comments, while 15% fell in the “other” category. All other categories accounted for less than 10% of the total comments. The top two areas of comment were in the categories of congestion and mobility and energy and the environment.

Comments on Congestion and Mobility

This category drew almost 40% of all comments (353), and included a wide range of ideas and suggestions. Overall, these comments called for the plan to reduce congestion and improve mobility for people and goods, both during peak commute hours and for travel throughout the day. Commenters suggested the plan should improve the efficiency of the existing transportation system, invest in capacity, take steps to better manage demand, and use tolling and pricing to help fund and operate the system. Nearly 10% of all comments (93 out of 965) called for improvements to transit, including more infrastructure and improved service. Transit received the largest number of comments in this category. Some people complained about the lack of good transit service, and others said their neighborhoods were not developed in a way that would support transit. Overall, however, the vast majority of transit-related comments were supportive of additional investments in buses (including bus rapid transit - BRT), light rail, commuter rail, and other forms of transit. Several comments called for improved ties between land use development (some specifically referring to the urban growth centers) and transportation investments, saying this would address both transportation mobility and key environmental issues.

Other comments in the congestion and mobility category called for more capacity on highways and strong measures to manage demand through commute trip reduction programs and pricing and tolling. Other than transit, tolling and congestion pricing was the next most common subject of comments in this category. Many people called for increased use of tolls and pricing to help fund projects and to help manage the system, particularly during peak hours. Other comments in this category focused on freight, calling for the plan to better identify the region’s freight needs and to make investments to improve freight movement to and through the region. These comments often mentioned the connection between freight mobility and a healthy economy. The **Summary of Comments by Topic** section on page 7 shows a finer breakdown of comments which illustrate some of what is outlined here.

Comments on Energy and the Environment

These comments focused heavily on climate change and greenhouse gases, air quality, water quality (especially in Puget Sound), and the impacts of the transportation system on the environment. Many comments called for the plan to address climate change, improve air quality, and reduce the production of greenhouse gases (including setting regional goals and monitoring our efforts to meet those goals). Some called for alternatives developed around the goals of reducing air pollution and reducing vehicle miles traveled. Several comments asked for climate change and greenhouse gases to be included in the criteria used to evaluate plan alternatives, as well as in the environmental analysis. Other comments questioned whether climate change can be addressed at the regional level. Additional comments in this category suggested the region invest in transportation options that move more people more efficiently with less impact on the environment and with less impact on climate change. Other comments asked us to look for options which use alternative fuels. While there was some disagreement among commenters, the vast majority said the transportation plan update should incorporate ways to address the important issues of energy and the environment into the planning process, the plan alternatives, the evaluation criteria, and ultimately the adopted plan.

Comments in the “Other” Category

Staff reviewed all comments in the “other” category to determine whether there were latent issues or priorities of interest to the public which had not been identified previously in the scoping effort. Many of these comments were not directly related to scoping, such as those thanking PSRC for involving agencies and the public in the planning process or statements of the commenter’s intent to stay involved as the plan is developed. Twenty-eight “other” comments urged PSRC not to allow new commercial air passenger service at Paine Field (see summary of comments by topic below). Of the remaining 80+ comments, the following summarizes key issues and ideas raised. While all these comments will be considered as we move forward with the plan update, the first six (shown in *italic*) may have more immediate implications on the scoping of the plan effort, and on the draft purpose and need statement.

- *The draft Purpose and Need statement should be more proactive*
- *Focus our thinking on the priorities of government*
- *Consider alternative governance structures and private funding of projects*
- *Include all of western Washington (Island County) in the planning effort*
- *Educate the public about the implications of their travel decisions*
- *Growth forecasts are not “givens;” the plan should develop alternative growth scenarios*
- Kitsap County’s transportation needs are overshadowed by King and Snohomish counties
- Have meetings on weekends, not just week nights and provide better public information on future comment periods
- Think long term
- Focus on quality of life
- Address travel needs throughout the day, not just at peak hour
- Address the need for affordable housing & provide more subsidized urban housing
- Collect and distribute roadway user data
- Learn from the loss of Proposition 1; engage all stakeholders to determine needs & priorities
- Be bold in your plans, be prepared for change, not the status quo
- Update the regional models to reflect changing times and conditions. Join the Lincoln Land Institute’s program on greenhouse gases

Summary of Comments by Topic

<u>Topic</u>	<u>Number of Comments</u>
1. Geographic Setting	1
2. Regional Growth and Travel *(includes congestion)	43
3. Land-Use/Urban Centers and Communities	43
4. Economy	5
5. Freight Infrastructure and Mobility	39
6. Metropolitan Transportation System	7
7. Maintenance and Preservation	15
8. Capacity	20
9. Roadways	4
10. Arterials	6
11. Highways.....	3
12. HOV System	13
13. Tolling/Congestion Pricing *	47
14. Park & Rides	7
15. Safety	16
16. Security	2
17. Congestion Management Program (CMP/CMS)	1
18. Transit	93
19. Intercity Rail	5
20. Ferries	10
21. Passenger Only Ferries	6
22. Special Needs Transportation.....	4
23. Environmental Justice	8
24. Aviation	37
25. Nonmotorized Transportation	21
26. Healthy Lifestyles.....	20
27. Transportation Demand Management and Commute Trip Reduction.....	51
28. System Optimization	9
29. Active Traffic Management	6
30. Traveler Information Systems	0
31. Technology	9
32. Transportation Concurrency	10
33. Environment.....	73
34. Fuel & Fuel Technology.....	13
35. Climate Change	66
36. Air Quality.....	32
37. Water Quality	30
38. Financial Strategy – projected revenues	5
39. Funding Sources.....	14
40. Least Cost Planning.....	12
41. Project Prioritization	11
42. Projects	30
43. Plan Monitoring	5
44. Plan Assessment	28
Other (not included above).....	85
	965

* Most comments about congestion were included within topic #2 above. Of the 43 comments included in topic area #2 (Regional Growth and Travel) 25 comments related to congestion (included as a subtopic under regional growth and travel).

List of Comments Received

This section was prepared using actual comments taken from the scoping comment database. While not complete, this list is representative of the broad range of comments received during the **Destination 2030** Plan Update scoping process.

Comments on the Draft Purpose and Need Statement

- The “Draft Purpose and Needs Statement” reads as though the purpose is to maintain the status quo rather than to be proactive in meeting the region’s needs. The statement could be more effective by using more active verbs that imply positive results. Finally, the list of needs should be organized into categories that will make the document more comprehensible.
- The draft "Purpose and Need" statement: "support the updated VISION 2040 regional growth strategy" does not convey a strong message of implementation The "Purpose and Need" should reflect the willingness to: 1) take a holistic look at the regional transportation plan, and 2) revise previous decisions during the Update. This will allow the development of a broader range of alternatives that will ultimately provide decision makers information about the tradeoffs of alternatives that provide very different outcomes.
- We are encouraged that the draft Purpose and Need identifies the need for, "...prioritizing projects in a way that provides the greatest net benefit to people and the environment, with specific focus on climate change factors, and the health of Puget Sound waters."
- The purpose and need statement should address the issue of affordable housing.

Comments on Issues and Priorities

- Passenger-only ferries throughout the region.
- #1 issue = climate change/carbon footprint/greenhouse gas reduction.
- Global warming is the major issue for our planet now.
- Stick to Health and Public safety issues that affect others.
- The cost of Parking and Riding the Ferries is an issue.
- Efficient Ferry service is an issue for Kitsap County and the region as a whole.
- After transportation system effectiveness, safety should be the second most important issue.
- Health issues are vitally important.
- Another very important issue to be considered in the plan update is transit supportive land use patterns.
- The region needs to better focus its limited state & federal funds on preserving those freight routes that our industry and the key ports rely upon to move goods and services.
- Equity Issues - It would also help to study how we can reduce any the current inequitable features of our current regional transportation system. We know that the low-income families and the growing elderly segments drive fewer miles than the upper-income users. Therefore our current system of constant adding highway capacity, has always rewarded/benefited the higher income younger segments of our society that can afford to buy and use Single Occupant Vehicles with increased CO2 emissions. What are new ways to bring more equity to the lower income and growing elderly users in our region?
- No commercial air passenger service at Paine Field. Regarding Destination 2030, it is critically important to preserve and leverage Sea-Tac as our primary regional airport.
- Increased use of nonmotorized transportation can help us address both public health and global warming issues, and can decrease our region’s dependence on fossil fuels.
- Achieve and sustain a healthy Puget Sound. Saving Puget Sound, our heritage and future should be a priority!
- Provide a transportation system that serves the desired growth pattern of VISION 2040.

- Funding for system operation, preservation and capacity investment is a critical issue appropriately identified in your scope.
- Emphasis on climate change and maintaining the quality of our environment. This is a central issue for public transit as we strive to provide alternatives to SOV travel and reduce carbon footprint in the Puget Sound region.
- Greater emphasis placed on HOV system performance.
- The system also has extensive preservation needs, which will grow rapidly in future decades. It is imperative the updated regional plan address preservation of past public investment.
- Safety should also be a focus of the MTP update.
- Managing Demand.
- Central to current and future discussions of needed capacity and operational improvements, operating the system efficiently and transportation funding is the issue of tolling.
- Tolling can help pay for needed facilities, and it can be a valuable tool in helping balance demand and capacity so that facilities can operate as productively as possible. This plan update must address the potential for tolling concepts (such as congestion pricing, value pricing, variable tolling, time-of-day tolling, cordon tolling) to play a significant role in the future development and operation of the region's transportation infrastructure. Public understanding of these tolling issues must be a critical component of the plan update.
- The plan update needs to focus on intermodal freight connections to improve the efficiency of the movement of freight.
- Strategic expansion for highways should come only after considerations of these other alternatives and expansion of transit systems and nonmotorized networks.
- The county area cannot be effectively served by mass transit and continued use of SOV is essential.
- A rail and trail system will improve Snohomish and King County mobility in a rapidly growing part of our state, improve economic development and tourism, and promote healthy recreational activities.
- A significant number of the area military personnel are subject to short-term recall and must have use of SOV and access to a road system that permits prompt response to recall notice. This is a national security issue that overrides out year Vision level planning.
- Air quality is always an issue.
- Climate change is NOT a priority. Recent research shows that in the last ten years the earth has not warmed. It has stabilized. Global warming is the latest in hysteria and I do not want money poured into a bottomless pit without results.
- Highest priority should be placed on non-SOV alternatives.
- Social justice is important too - who bears the costs? The general public, or the people who use the facility?
- Priorities for plan update: Congestion Relief.
- Priorities: implementation of system-wide dynamic tolling on limited access highways.
- Priority - Link urban centers.
- While priority may be given to designated urban centers, smaller centers such as urban villages and employment centers should be eligible to compete for all regional funding sources.
- Freight planning should be an important element of the Plan Update because it is an integral part of a land-use planning process.
- The update process should identify the projects which produce the greatest net economic benefits.
- Prioritize action alternatives that create opportunities to convert impervious surfaces back to pervious surfaces.
- Prioritize safety and maintenance over new highway construction.

- In Pierce County 75% of commute trips go somewhere other than King County. While the focus on King County is certainly justified, as it is the primary regional employment center, we need to consider refocusing our planning efforts on reducing commute trips within sub-regions.

Comments on Alternatives

- Emphasize the necessity of alternatives to solely physical transportation solutions, namely telework and telecommuting opportunities for knowledge workers.
- Highest priority should be placed on non-SOV alternatives.
- Positive incentives to change behavior and "negative" consequences - tolling, increased parking fees downtown. Emphasize demand strategies, tolling and pricing, and mass transit expansion.
- Variable priced tolling - with the specific goal of free-flowing traffic, not a specific revenue target.
- Low cost alternatives to easing congestion - encourage telecommuting.
- Second eastside freeway/north-south alternative to I-5 and I-405.
- Alternative to be analyzed: bus rapid transit (BRT) for I-90 and I-405.
- Analyze alternatives: congestion pricing, system management.
- Analyze these alternatives: (1) telecommuting; (2) four extended work days with 5th day off; (3) corporate van pools; (4) any way that gets people out of their cars. Cars consume most of the oil and gas used in this country; (5) varied work hours.
- Passenger only ferries - alternative to be analyzed.
- Alternative technologies.
- An alternative should be considered that includes minimal improvements in the transportation network which results in increased traffic congestion and delay. The impact of this additional delay should be analyzed.
- We suggest that transit be listed as an alternative. It will then be combined in a package with a range of alternatives.
- There should be a sub-alternative that considers imposing charges for parking at Park and Ride stations.
- Consider retrofit, least-cost projects as alternatives.
- More reconsideration of alternatives to expansion of the road capacity.
- Providing High Capacity Transit (HCT) to the Eastside of Lake Washington via I-90 by 2030 and to Issaquah by 2040. We believe that the need for such capacity will be necessary prior to 2030 and to Issaquah by 2040. We would like this alternative to be considered in the EIS.
- Tolling and pricing, including "pay at the pump" auto insurance, should also be included in the alternatives.
- We recommend that the Transportation Plan include only alternatives that strive to achieve the Governor's goals for greenhouse gas (GHG) reduction.
- It would also be useful if at least one of the alternatives evaluates options for giving a higher priority to transit on our roadways.
- Alternatives: tolling (equitable user fees for all infrastructure users). Congestion pricing and other congestion management practices. Truck only tolling (TOT).
- Incorporation of technology for regionally Intelligent Transportation Systems (ITS).
- Increase modal choices throughout the region for our transportation network users.
- Identify and explore new financing methods for our region's ailing roadway and water infrastructure, including local arterials serving as major freight corridors.
- Modernization of our region's ferry fleet and operations.
- The update should consider the economic implications of inadequate transportation facilities for industrial lands (this should create a comparative alternative in the Plan).
- Alternative transit option immune to vehicular traffic issues, i.e., elevated/underground rail.

- The five Action Alternatives (including the "No Action" alternative) represent various combinations of four components, i.e., strategic expansion, tolling and pricing, system management, and demand strategies. We recommend that System Preservation and Maintenance be made a 5th component.

Comments on Criteria

- Most importantly, Ecology has identified the following key principles that we believe must guide the development of this Update and drive the associated environmental analysis: (1) the update will ensure that the region's proportional share of greenhouse gas (GHG) emissions from the transportation sector will be reduced, consistent with the state's GHG reduction goals; (2) the update will reduce total vehicle miles traveled in the region, consistent with the state's GHG emission reduction goals; and (3) the Update, as modified and consistent with the two principles set forth above, will inform and direct actions and measures identified in VISION 2040, such as the Climate Change Action Plan, to ensure consistency with the state's GHG emission reduction goals.
- Greenhouse gas emissions should be a #1 measure.
- How much carbon dioxide has been reduced. Seeing a decline in VMT; in the number of SOV commuting. Actual rise in mass transit being used and more biking and walking to work, store, etc.
- Lower number of hours per day that the speeds on I-90 and 520 and I-405 and I-5 are below 20 MPH.
- Reduce overall VMT; focus on reducing SOV VMT.
- Analyze alternatives in the context of cost effectiveness (not benefit/cost).
- An important evaluation criterion is how well the alternative supports VISION 2040.
- Evaluation of plan alternatives should also consider how overall energy use can be reduced.
- We are particularly pleased with the proposal to include vehicle emission costs and option demand (availability of alternative modes) in the evaluation criteria to assess the alternatives.
- Increased fees for SOV tollway users and parking. Reduced costs for HOV and transit users.
- Promoting policy that links transportation and land use as well as transportation and public health.
- Maintenance of our existing road, rail, water and air infrastructure systems.
- Reduction of travel time.
- Trip distance.
- Provide a transportation system that serves the desired growth pattern of VISION 2040, aggressively implementing the intent of compact development in urban centers in VISION 2040.
- Additional criteria should include how well the alternative achieves economic development objectives.
- Predictable travel times.
- Total numbers of employees, per capita, per county, that are able to work 40 hours from home for pay!
- Increased use of mass transit.
- Reduction in carbon dioxide.
- Connectivity, safety.
- Getting everybody from wherever they are to wherever they want to go in less time and more reliably.
- We need criteria that recognize the critical shortage of freight routes.
- Extent to which compact development, walkable, livable communities are fostered and supported.
- Extent to which the transportation system is diversified/multimodal.

- Extent to which project/solution is dependent upon fossil fuel energy.
- Compatibility with Least Cost Planning and/or long-range cost/benefit analysis.
- Overall sustainability of the project/solution to provide for current and future generations.
- Identify criteria and performance measures to help prioritize maintenance and preservation needs and funding on arterial freight roads.
- The Update should establish criteria for freight system improvement and preservation priorities. This should include establishing priorities for investing limited funding to enhance and protect freight routes. We suggest an approach that tracks performance for the following measures:
 - a. Connectivity/congestion - focused on speed in key freight corridors
 - b. System preservation - focused on PCI [pavement condition index] or other condition indicators for all parts of the freight system
 - c. Safety - based on accidents and roadway geometry
 - d. Reliability - buffer index in key freight corridors
 - e. Intermodal - throughput, access and egress at key freight facilities
 - f. Economic - jobs, warehousing, and other indicator growth and impacts
- The criteria need to be objective, clearly measurable, based on solid standards that are not revised for convenience, and which have broader application and acceptance than point area and or limited region.
- Alternatives should be judged based on their ability to move the most people and the greatest amount of freight, not individual vehicles, [in] the most effective and environmentally sustainable manner.
- Trip time predictability and reliability should be a main measure of effectiveness.
- The alternatives should also be evaluated in terms of their total per capita costs (e.g. include the full costs of auto ownership and use, not just gas), and their affordability in relation to available revenues.
- The alternatives should be evaluated on the impact each will have on reducing inequities by increasing transportation options for those segments of the population who are dependent on public transportation for their mobility.
- Evaluate projects for their contribution to freight mobility, not just commutation.

Comments on Environmental Impacts

- Environmental sustainability/global warming should be the prism through which ALL policy decisions affecting the region are viewed.
- The EIS should cover climate change, carbon footprint, greenhouse gas reduction, environmental sustainability, water quality, salmon impact, air quality, energy conservation.
- Every choice should include an assessment of how to reduce carbon emissions.
- Health issues are vitally important.
- Population growth, urban sprawl, conversion of working forest and farms, loss of wetlands, non-point source pollution, and roads are significant threats to the Puget Sound region's diverse habitats.
- We recommend that PSRC and its member jurisdictions aggressively implement VISION 2040 and revise Destination 2030 as necessary to achieve the Washington state greenhouse gas (GHG) reduction goals.
- Ecological connectivity – aquatic and terrestrial.
- Biological diversity – avoidance of critical, sensitive, and intact blocks of habitat, and support of conservation and species recovery plans.
- Prevention of air toxics and diesel particulate matter emissions.
- Number and severity of impacts to sensitive environmental areas.
- Support of cultural, historical resources, and environmental justice.

- Extent to which project/solution is dependent upon fossil fuel energy.
- Surface water runoff, impervious surface.
- Water quality.
- Ground water quality and quantity, including recharge capability and source water protection.
- Air quality, air toxics.
- Wildlife and wildlife habitat, species recovery; native plants/vegetation, species recovery; invasive species.
- Cultural, historical impacts; Tribal impacts, Environmental Justice.
- Community and human health impact assessment.
- Land use.
- Energy use.
- The region's proportional share of GHG emissions from the transportation sector will be reduced, consistent with the state's GHG reduction goals.
- Achieve and sustain a healthy Puget Sound
- Don't put rails in the street - adverse impact to bicyclists.
- Impact on people with special transportation needs.
- Finally, the EIS should consider the role of transportation in improving the health, well-being, and quality of life for all residents.
- The EIS should pay special attention to segments of the population that have been affected by inequities.
- An analysis of the impacts of increasing prices for oil and other resource for this region (impacts on land use and modal choice).
- The impacts of the Puget Sound Region falling into a nonattainment air quality status (economic, health, funding, etc.). Impacts of transportation conformity resulting from Pierce County's probable nonattainment designation for particulate matter.
- Land costs and impacts on housing affordability.
- Safety aspects should be a part of the EIS.
- TDM [transportation demand management] - Active Transportation Management.

Other comments

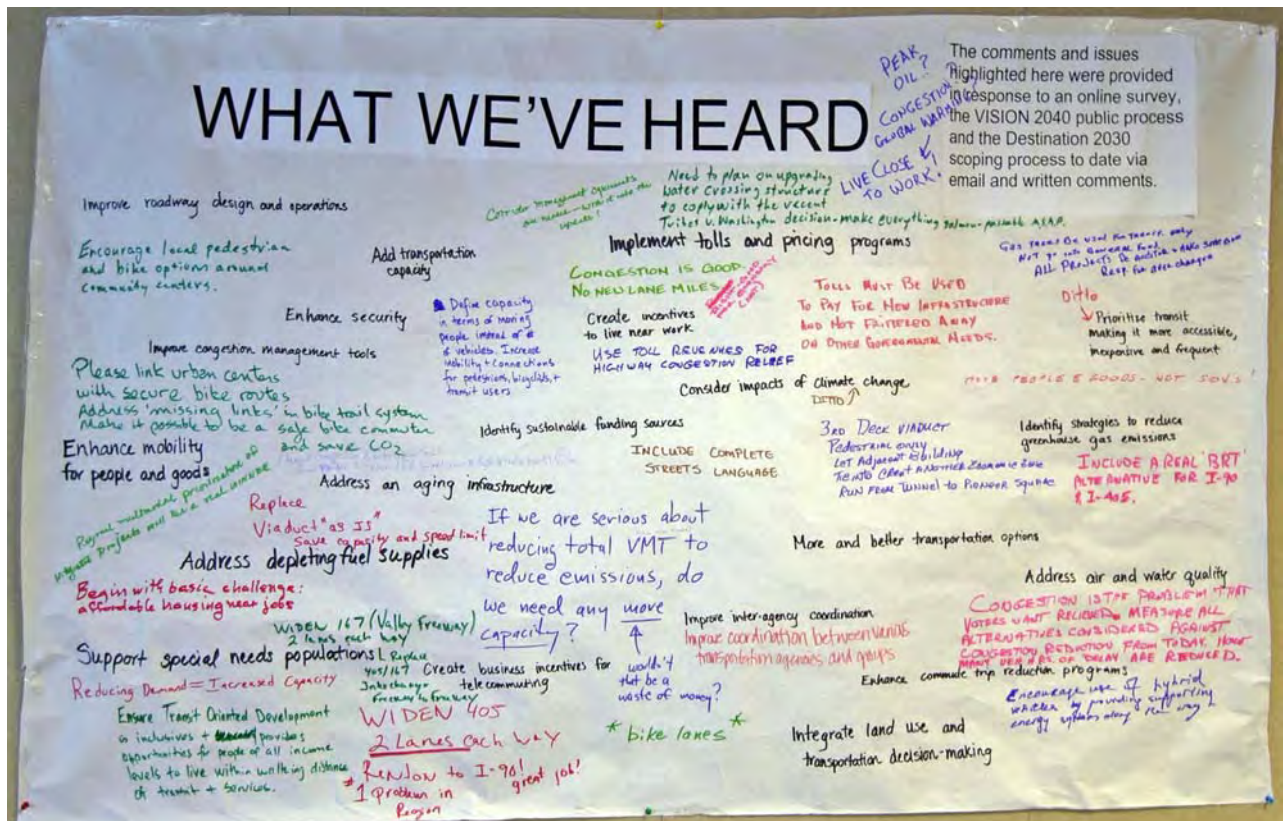
- Social justice is important too - who bears the costs? The general public, or the people who use the facility?
- Prepare for overt shocks - provide the public transit capacity needed to move the population in case of an oil crisis.
- Move our region away from a dependence on oil.
- The Plan Update should have an objective to "maintain the region's air quality conformity"

Graffiti Wall

As part of the public outreach process, staff developed a “graffiti wall,” which provided a way for the general public to make anonymous comments at the six public scoping meetings. The graffiti wall was taken to all the public meetings, and comments were added at each meeting. Comments written on the graffiti wall were not entered into the scoping comment database but will be considered in the scoping process. Graffiti wall comments included:

- Define capacity in terms of moving people instead of vehicles
- Congestion is good; no new lanes miles
- Widen I-405 two lanes each way - Renton to I-90 - #1 problem in region
- Encourage the use of hybrid vehicles by providing supporting energy sources along the way
- Use toll revenues for highway congestion relief
- Include a real “BRT” alternative for I-90 and I-405
- Move people and goods – not SOVs
- Replace Viaduct “as is” – save capacity and speed limit
- Encourage local pedestrian and bike options around community centers
- Congestion is the problem that voters want relieved. Measure all alternatives against congestion reduction from today. How many vehicle hours of delay are reduced?
- Prioritize: linking urban centers, providing modal choice, regional solutions
- Figure out alternatives to replacing that viaduct which is such an ugly (and noisy) blot on Seattle’s waterfront

Graffiti Wall



2. RESPONSE TO SCOPING COMMENTS

PSRC has solicited and received three rounds of public input related to planning for the region's growth and transportation needs. These outreach efforts occurred during the 2007 Amendment to **Destination 2030**, the 2007 review of the draft **VISION 2040** plan and Draft Supplemental EIS, and most recently the official **Destination 2030** Plan Update scoping process. These efforts yielded some 1,400 total comments, which are summarized within this scoping report. During the official scoping process for the plan update, we posed four basic questions: (1) what issues and priorities should be addressed in the plan update; (2) what alternatives should be evaluated; (3) what criteria might be used to evaluate the alternatives; and (4) what environmental impacts should the EIS cover? In addition, we asked for input on the draft purpose and need statement, which was published in the Scoping Notice and Determination of Significance. The following responses have two purposes:

1. To provide feedback to the public, to assure them their comments were heard
2. To direct the plan update effort, including preparation of a more detailed scope of work and budget

PURPOSE AND NEED STATEMENT

Staff reviewed a limited number of comments related to the purpose and need statement. These were received via the formal written comment process and during numerous meetings. These comments were used to develop a set of proposed revisions to the draft purpose and need statement. The following displays the changes proposed by staff. Deletions are shown as ~~strikethrough~~ and additions are shown as underlined.

REVISED Draft Purpose and Need Statement

Central question to be addressed by the Destination 2030 plan update

How can the region best provide the mobility required to support a growing population to the year 2040, sustain the region's environment and economic vitality, improve system safety and efficiency, and enhance the region's overall quality of life?

Purpose and Need for the proposed action

To update the region's transportation plan, **Destination 2030**, to:

- Extend the **Destination 2030** plan horizon to the year 2040
- Support the updated **VISION 2040** regional growth strategy and multicounty planning policies, and the **Regional Economic Strategy**, and
- Continue to meet federal and state requirements

In a proactive manner that:

- Improves personal and freight mobility and people-moving capacity in the central Puget Sound region
- Meets the region's present and anticipated future travel needs
- Continues to preserve, maintain and improve the existing urban and rural transportation system in a safe, efficient, integrated, reliable, sustainable, secure, and usable state
- Focuses investments on creating a highly efficient multimodal transportation network that will provide access to, mobility within, and connections between centers
- Uses the latest innovation and technology to creatively and efficiently manage congestion and delay affecting all types of people and freight movement

- Prioritizes projects and making strategic investments in ways that produce the greatest net benefits to people and the environment, with specific focus on climate change factors, and the health of Puget Sound waters
- Improves access to services, education and training, jobs, and recreation for environmental justice and special needs populations
- Improves freight mobility to increase the health of the national, state and regional economy
- ~~Explores the use of~~Implements new technology and innovation to improve safety, and operational efficiency, manage demand, and enhance transportation choices ~~available~~ in the region
- ~~Recognizes~~ Enhances the role that transportation plays in human health and community livability, including reducing deaths and injuries on the regional transportation system
- Defines financially viable and sustainable funding sources for implementing the transportation plan, and
- ~~Maintains~~Improves the region's water and air quality and finds creative ways to address the emerging issue of climate change.

ISSUES AND PRIORITIES

The public has, through three major outreach efforts, provided a wealth of comments on the issues and priorities they believe are important to address in the plan update. In all, over 1,400 comments have been received. The **Scoping Notice and Determination of Significance** (see section 5 of this scoping report) provided summaries of the comments received during the 2007 **Destination 2030** amendment process and the 2007 public review of the **VISION 2040** draft plan document and supplemental draft EIS.

Section 1 of this scoping report contains a summary and analysis of the comments received during the official **Destination 2030** plan update scoping process. In addition, section 1 includes a list of actual public comments on the four main topics on which we requested input: (1) issues and priorities; (2) alternatives; (3) criteria; and (4) impacts. While the last three of these have more specific implications for the plan update process, the first (issues and priorities) is important in other ways. Identifying key issues and setting priorities for the plan update process (which is done in part by the purpose and need statement) is an important step, which establishes the direction for the effort. All reasonable comments received during the scoping process (many of which are summarized in this scoping report) will be considered during the development of the **Destination 2030** plan update process. A complete copy of all comments will be available in March on the PSRC web page at <http://www.psrc.org/projects/mtp/index.htm>.

Because of the importance of these comments to the planning process, this scoping report will serve as the official statement of issues and priorities to be addressed during the plan update. As the process continues over the next two years, these issues and priorities will likely be changed and augmented with additional ideas.

ALTERNATIVES

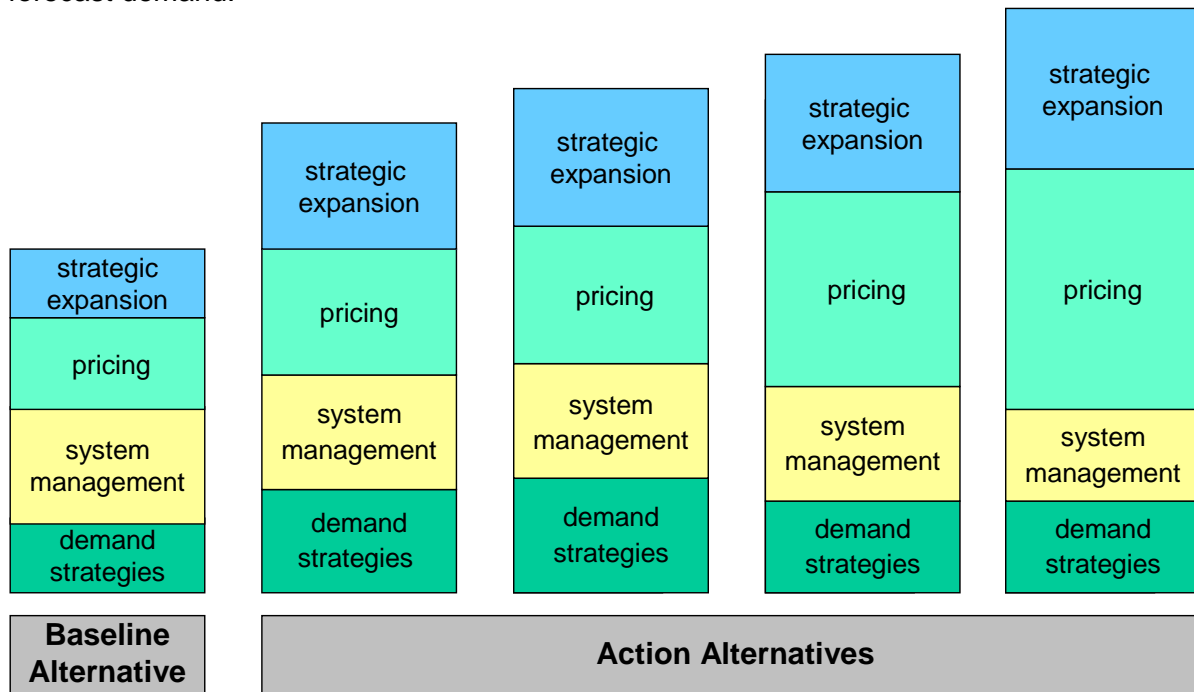
The **Scoping Notice and Determination of Significance** contained a brief description of the initial alternatives which were to be included in the plan update process. These were:

The Baseline Alternative (no action)

- **Baseline:** SEPA requires PSRC to include a “no action” alternative in the EIS. This alternative would include elements of the existing **Destination 2030** plan to the year 2030, but would not include any new projects or programs.

The Action Alternatives will include combinations of:

- **Demand strategies:** Actions to address transportation demand. This set of actions could include commute trip reduction programs, transportation demand management approaches, and other actions to reduce peak period travel demand.
- **System management:** Operational strategies to optimize the efficiency of the existing transportation system. This set of actions may include active traffic management techniques, corridor approaches, intelligent transportation systems programs and projects, and other approaches related to system operation.
- **Tolling and pricing:** Implement tolls and other pricing programs to help improve people and freight travel and fund the system. These options include using tolls and a variety of pricing programs to generate revenues, shape travel behavior, and improve system efficiency.
- **Strategic expansion:** Providing increased capacity for all types of people and freight travel. This set of options includes adding system capacity in strategic ways to address system congestion, alleviate bottlenecks and chokepoints, provide improved travel options, and meet forecast demand.



Alternatives will contain combinations of these four basic elements: strategic expansion, tolling and pricing, system management, and demand strategies.

Numerous comments responded to the request for public input on plan alternatives. A representative sample of these comments is included in section 1 (see List of Comments Received). The following was prepared in response to comments to provide additional detail and clarification as the region develops the plan alternatives over the next several months.

- The plan alternatives will include a broad range of options to address the region's transportation needs, including actions to increase capacity (in all modes), strategies to manage demand, programs to improve operational efficiency, and a broad range of tolling and pricing programs.
- The plan alternatives will include a range of improvements (projects and programs) to serve all kinds of system users: single-occupant vehicles (SOVs), high-occupant vehicles (HOVs), etc., on all categories of roadways and rights-of-way, including investments in transit, passenger and auto ferries, nonmotorized, freight, special needs, and air transportation. The alternatives will contain a mix of investment strategies, which may vary in emphasis among alternatives based on differing policy objectives. These plan options could range from a heavy emphasis on high capacity transit and/or bus rapid transit to strategic expansion of highway capacity (to serve general purpose traffic), to completing the region's core HOV system.
- The plan will develop and evaluate a broad range of transit options, including local bus, regional and express bus, bus rapid transit (BRT), light rail, commuter rail, and other options.
- The alternatives will contain a mix of strategies to help reduce peak hour travel demand, including commute trip reduction, telecommuting, flex schedules, intelligent transportation system (ITS) applications, incentives for travelers to change their travel behavior, and other options.
- The alternatives will evaluate improvements to the auto and passenger ferry system to meet the region's current and long-range water transportation needs.
- The plan update process will develop and evaluate alternatives with the objectives of reducing impacts on water and air quality, climate change, greenhouse gases, and other important measures of environmental quality.
- The plan alternatives will address the need for investment in the maintenance and preservation of the transportation system.
- As an adjunct to all plan alternatives, the planning process will include a more robust funding and financing plan. In addition, the region is developing an enhanced least cost planning and benefit-cost analysis tool, which will be used in the evaluation of the plan alternatives.
- The alternatives will explore options for giving transit higher priority on the region's roadways.
- The plan will explore how to effectively incorporate the latest technologies into alternatives to enhance system operational efficiency, manage demand, reduce congestion and delay, improve safety, and improve travel time reliability.

CRITERIA

A major element of the **Destination 2030** Plan Update process will be to improve the region's ability to prioritize transportation strategies and related investments. To do this, it will be necessary to define what the region's transportation values are and convert them into criteria and measures that can be used to prioritize projects and programs. A central idea is that a general set of criteria can be applied to a range of transportation investments. The criteria can be the core of the benefit-cost analysis tool that helps to implement state-required least-cost planning, as well as the evaluation framework for the federally mandated *Congestion Management Process*. Early in the planning process, these criteria will be used to help evaluate the plan alternatives.

The **Scoping Notice and Determination of Significance** (published in November 2007) did not contain criteria, but requested public input on what criteria might be developed to help evaluate the plan alternatives. During the scoping process, and as part of early work on the plan update, an initial set of criteria has emerged. These draft criteria are currently being discussed throughout the region, and will become the basis for evaluating the plan alternatives.

Criterion 1: Transportation Efficiency (mobility / congestion) - This criterion addresses the following question: “Does the project or program improve the movement of people and goods, address congestion, and/or reduce the amount of resources used by the transportation system?” The components of this criterion can be converted to a dollar equivalent and reduced to a single number, with proper discounting, etc. These elements of transportation efficiency are the core element of a benefit-cost analysis:

- Travel time
- Travel time reliability
- Vehicle operating costs
- Option demand (having a back-up available)
- Implementation costs: capital and operating

Criterion 2: Consistency with Regional Growth Policies - VISION 2040, the regional growth strategy, is an articulation of shared objectives. Preferences about how to accommodate growth may not be captured sufficiently in the Transportation Efficiency criterion. This criterion will identify ways to measure how well transportation investment options help support the concepts contained in **VISION 2040**.

- Land use
- Economic development

Criterion 3: Environmental Impacts / Unique Resources - Some environmental consequences of the transportation strategies being evaluated may not be captured in measures of vehicle emissions, or in the project/program mitigation costs included in Criterion 1, above. In these cases, extra steps should be taken to measure environmental consequences on the following areas:

- Climate change - vehicle emission costs
- Unique environmental resources (e.g., health effects of Puget Sound)
- Drainage issues

Criterion 4: Health, Safety, and Security – Health, safety, and security are emerging concerns in the field of transportation analysis. System-level analysis of these topics has been applied in only a limited manner. Until such time as more comprehensive analysis can be supported, it is necessary to call these topics out as unique criteria and treat them in a more qualitative fashion.

- Health
- Safety (accident/collision costs)
- Security

Criterion 5: Distributional Impacts - Equity analysis is a sensitive area of evaluation. Incorporation of this criterion involves reporting the distributions of costs and benefits across segments of society of interest and then applying judgment about the relative weights of those distributions. Measures of the distribution of costs and benefits will include the following:

- Geographic equity
- Socio-demographic equity
- Benefits versus burdens (do those who benefit bear the cost?)

ENVIRONMENTAL IMPACTS

The **Scoping Notice and Determination of Significance** listed an initial set of issues to be covered in the Environmental Impact Statement. These were:

Natural Environment: Earth, air, water, plants and animals, and energy and natural resources.

Built Environment: Environmental health, land and shoreline use, transportation, and public services and utilities.

In response to comments received during scoping, and in preparing the preliminary work scope for the EIS, the following topics have been identified for inclusion in the EIS:

- Transportation (transportation systems; vehicular traffic; waterborne transportation; non-motorized transportation; rail and air traffic; parking; circulation of people and goods; traffic hazards)
- Land use (land and shoreline use; relationship to existing land use plans; implications for VISION 2040 and the Regional Economic Strategy)
- Population, employment, and housing (SEPA subcategory 2(b), land use)
- Air (Air quality, climate change, air quality conformity)
- Noise
- Visual quality and aesthetic resources (aesthetics, light and glare; as part of SEPA subcategory 2(b) land use)
- Water quality and hydrology (surface water movement, quantity, quality; ground water movement/quantity/quality, runoff/absorption, floods), particularly affecting Puget Sound
- Ecosystems (endangered species, plants, animals; habitat for and numbers and diversity of species of plants, fish or other wildlife; migration routes)
- Energy and natural resources (amount and type required, rate of use/efficiency, source/availability)
- Earth (geology, soils, topography, unique physical features, erosion)
- Environmental health (risk of explosion, releases or potential releases to the environment affecting public health, such as toxic or hazardous materials)
- Human health
- Public services and utilities (fire, police, schools, health care, maintenance, electrical, communications, water/stormwater, sewer/solid waste, other services and utilities)
- Recreation (subcategories of SEPA topic 2(d) public services and utilities)
- Historic and cultural resources
- Environmental justice (NEPA Requirement)
- Cumulative effects
- SAFETEA-LU Requirements for Coordination with Resource Agencies and Tribes

Though the environmental impact statement will cover all topics listed above, the analysis will focus on the key issues of air quality, water quality (particularly protecting the health of Puget Sound), and climate change.

3. BACKGROUND

On November 15, 2007, the Puget Sound Regional Council released a **Scoping Notice and Determination of Significance** for the **Destination 2030** regional transportation plan update. The public comment period was open from November 15, 2007 through January 30, 2008. This report summarizes the comments received during the public comment period, the public outreach efforts taken to provide information and solicit comments, and contains the official **Scoping Notice and Determination of Significance**.

The Puget Sound Regional Council is updating **Destination 2030**, the region's long-range transportation plan, and is asking for input on how to best keep the region moving as it grows by 1.4 million people and 1.1 million jobs by 2040. Originally adopted in 2001, **Destination 2030** lays out a strategy to meet regional transportation demands in King, Kitsap, Pierce, and Snohomish counties until the year 2030.

The updated plan will extend the plan horizon to 2040 and evaluate ways to keep the region moving, and the economy prospering, as the region grows. At the same time, it will seek to protect the environment, natural resources, and quality of life that people in the region enjoy. The updated plan will continue to meet federal transportation planning requirements and state Growth Management Act (GMA) requirements, and will align with the **Regional Economic Strategy** and **VISION 2040** (anticipated adoption April 2008).

The release of the draft **Scoping Notice and Determination of Significance** (DS) on November 15 formally began the **Destination 2030** Update process. Following the public comment period and review by PSRC staff committees, a scoping document was prepared, and the Transportation Policy Board and Executive Board will take formal scoping action in the spring of 2008.

The Destination 2030 Plan Update

Destination 2030 is the detailed transportation plan designed to support the region's growth strategy, **VISION 2020**. **Destination 2030** is being updated and extended to 2040 in order to align with the newly updated regional growth strategy and new multicounty planning policies contained in **VISION 2040**, which is anticipated for adoption in April 2008.

VISION 2040 addresses Growth Management Act (RCW 36.70A) requirements to adopt multicounty planning policies for land use, economic prosperity, transportation, the provision of adequate public services, and the protection of the environment. **VISION 2040** analyzed a range of growth distribution alternatives to determine (among other things) which is best served by the investments contained in the existing transportation plan. **VISION 2040** provides a more detailed and focused vision of future population and employment growth and distribution. The **VISION 2040** plan will help to better define the region's transportation needs, which can then be addressed in the **Destination 2030** update.

The **Regional Economic Strategy** identified transportation as a "Foundation Initiative" which is critical to keeping the region's economy healthy and competitive. The economic strategy provides new and detailed information about key regional economic patterns and issues, which will be of critical importance in building a transportation plan to serve the region's growing economy.

VISION 2040 and the **Regional Economic Strategy** will provide a broad foundation for the work to be done in the transportation plan update. By aligning closely with these earlier planning efforts, the new transportation plan will serve the region's population and economy.

Scoping

Scoping is the public process in which the range of issues, alternatives, and environmental analysis to be included in the planning process are specified. According to the State Environmental Policy Act (SEPA) Handbook... *The lead agency shall narrow the scope of every EIS to the probable significant adverse impacts and reasonable alternatives, including mitigation measures. For example, if there are only two or three significant impacts or alternatives, the EIS shall be focused on those.* (WAC 197-11-408: Scoping). WAC 197-11-408 also states... *the lead agency shall ...eliminate from detailed study those impacts that are not significant.*

The scoping process is a critical part of the Destination 2030 update. The scoping process is designed to solicit public and agency input on the content and extent of the plan update and on the issues to be addressed in the Environmental Impact Statement. The scoping process for the **Destination 2030** plan update included an extensive public outreach effort. Scoping notice fliers were mailed to over 11,000 households and agencies in mid-November. The *REGIONAL VIEW* monthly newsletter provided additional information on the plan update and scoping process. Newspaper ads were published around the region in mid-November. Staff has made many presentations around the region to inform agencies of the scoping process and to solicit comments. Five public scoping open houses took place in January 2008, and a sixth was held in February. The focus of these meetings was to gain public input regarding important transportation issues in the region.

Issues and Priorities

Over the past year, as staff has prepared background information for the **Destination 2030** plan update and listened to public comments, the following set of issues and priorities emerged. This list has been used as a basis for conversations about the region's future transportation needs. Comments received during the scoping comment period have been catalogued in a database according to these categories of issues and priorities. A summary of comments by category appears in Section 1: Summary of agency and public comments received during scoping. In addition, the database further classifies the comments according to a list of 44 topics (see **Summary of Comments by Topic** below).

- **Land Use** - How can we better integrate transportation and land use decisions and specifically address the affordable housing issue?
- **Economy** - Transportation investments that support the Regional Economic Strategy.
- **Congestion and Mobility** - Increasingly congested facilities across all types of freight and person travel.
- **Equity and Special Needs Transportation** - Fairness and burdens on the disadvantaged.
- **Safety & Health** – Eliminating traffic fatalities and supporting healthy lifestyles.
- **Security** - What is the role of PSRC in improving the region's ability to deal with emergencies?
- **Energy and the Environment** – Climate change, greenhouse gases, and the Puget Sound Partnership.
- **Preservation of the System** - An aging infrastructure.
- **Transportation Funding** - Inadequate funding to support basic investments and innovation.
- **Project Prioritization** - Making the most of scarce transportation dollars.
- **Other** – This category captures comments which did not logically fit into one of the other 10 categories.

4. SUMMARY OF AGENCY AND PUBLIC OUTREACH EFFORT

Between November 15, 2007 and January 30, 2008, PSRC engaged in a broad public outreach effort with two primary goals:

- Provide information about the plan update process to a broad spectrum of agencies and citizens, and
- Solicit agency and public comments on four general areas:
 1. What issues and priorities should the plan update address?
 2. What alternatives should be analyzed in the plan update?
 3. What criteria should be used to evaluate the plan alternatives?
 4. What major environmental impacts should be covered in the EIS?

The following public outreach efforts were used to provide information and solicit comments:

- Official notices of the availability of the Scoping Notice and Determination of Significance were placed in the following newspapers in mid-November 2007: Seattle Times, Seattle Post-Intelligencer, Everett Herald, Tacoma News Tribune, Bremerton Sun, and the Facts. In 2007 these newspapers had daily circulation as follows*:

- The Seattle Times	232,000
- Seattle P-I.....	150,000
- Tacoma News Tribune	130,000
- Everett Herald.....	52,000
- Kitsap Sun	32,000
- The Facts.....	80,000

* Source: *The WASHINGTON Media Directory 2007*, by KestenMedia (copyright 2007)

- Over 11,000 Scoping Notice flyers were sent in mid-November 2007 to households, community organizations, and agencies around the region. The flyer informed readers how to get information about the plan update and scoping process, how to submit comments, and when and where people could attend the public scoping meetings.
- The December 2007 *Regional VIEW* newsletter was sent to the normal mailing list of over 10,000 recipients. The *Regional VIEW* contained a summary of the **Destination 2030** Plan Update and scoping process and solicited scoping comments. The December 2007 *Regional VIEW* is found on the PSRC website at <http://www.psrc.org/publications/pubs/view/1207.htm>.
- Full copies of the Scoping Notice and Determination of Significance were sent in mid-November 2007 to key agencies on the VISION 2040 SEPA mailing list (the **Destination 2030** update process has begun to develop its own SEPA mailing list, which will be used to distribute the Draft Environmental Impact Statement, scheduled for mid-2009). The **Scoping Notice and Determination of Significance** is available for viewing and/or download on the PSRC website at: <http://www.psrc.org/projects/mtp/index.htm>.

- PSRC transportation staff has attended over 60 meetings throughout the region during the scoping period, providing background information about the plan update and the scoping process, and soliciting input and comments. For a list of these meetings, visit the PSRC website at <http://www.psrc.org/projects/mtp/presentations2.htm>.
- Five **Destination 2030** Plan Update public scoping open houses were held during the month of January 2008. A sixth meeting, scheduled for Everett on January 28, was canceled due to inclement weather, and rescheduled for February 21. The information materials for the open houses are available on the PSRC website at <http://www.psrc.org/projects/mtp/index.htm>.
- On December 7, 2007, letters were sent to approximately 586 members of the PSRC General Assembly, including city council members, mayors, county council members and various agency and department heads. The letters announced the plan update and scoping process, solicited scoping comments, offered to have staff available for presentations, and reminded members about the six public scoping open houses scheduled for January 2008.
- **Destination 2030** plan update and scoping information was placed on the PSRC website at <http://www.psrc.org/projects/mtp/index.htm>.
- A set of PowerPoint slides were prepared for the public scoping open houses. These slides present a historical regional perspective, future forecasts of land use and transportation, data comparing the central Puget Sound region and other comparable regions, and information about the scoping process. The slides prepared for the public open houses can be viewed at the PSRC website at <http://www.psrc.org/projects/mtp/mtgshow.pdf>.
- Approximate attendance at official scoping meetings:
 - PSRC (January 10, 2008) 50
 - Bellevue (January 15, 2008) 30
 - Bremerton (January 16, 2008) 31
 - Tacoma (January 23, 2008) 28
 - Auburn (January 24, 2008) 21
 - Everett* (February 21, 2008) 22
- * The Everett meeting, originally scheduled for Monday January 28, 2008, was canceled due to inclement weather, and rescheduled for February 21, 2008.

5. SCOPING NOTICE AND DETERMINATION OF SIGNIFICANCE

SUMMARY

The Puget Sound Regional Council (PSRC) is updating **Destination 2030**, the region's transportation plan. This **Scoping Notice** document describes the process that will be used to develop the updated plan, which is scheduled for adoption by the PSRC General Assembly in the spring of 2010. Originally adopted in 2001, **Destination 2030** lays out a strategy to meet the region's transportation needs until the year 2030. The updated plan will extend the plan horizon to 2040, and will evaluate ways to keep people and freight moving, and the economy prospering, as the region grows, while at the same time protecting the environment, natural resources, and quality of life that people in the region enjoy. The updated plan will continue to meet federal transportation planning requirements and state Growth Management Act (GMA) requirements, and will align with the **Regional Economic Strategy** and the updated Regional Growth Strategy – **VISION 2040**.

This publication is the official announcement of the decision to update the plan and prepare an Environmental Impact Statement (EIS) on the proposed update. The plan update process will continue until spring of 2010. With the publication of this **Scoping Notice and Determination of Significance**, PSRC is inviting public comment on the extent and details of the plan update, and on the scope of the Environmental Impact Statement. Please comment and help us answer questions such as:

- What **issues and priorities** should the plan address?
- What **alternatives** should be evaluated?
- What **criteria** might be used to evaluate the alternatives?
- What **impacts** should the EIS cover?

THE COMMENT PERIOD BEGINS NOVEMBER 15, 2007 AND ENDS JANUARY 30, 2008.

WHAT'S INSIDE?

This publication launches a comprehensive conversation to help the region's elected leadership determine the scope for the update of **Destination 2030** and related EIS. Inside you'll find details on how to stay informed and get involved, more about **Destination 2030**, PSRC, and the Environmental Impact Statement process that will support the decisions ahead.

PUBLIC MEETINGS

PSRC will hold five public meetings in early 2008 to provide information to the public about the scoping process, and to listen to your ideas. These meetings are scheduled as follows:

<u>City</u>	<u>Date</u>	<u>Time</u>	<u>Location</u>
<u>Seattle</u>	January 10, 2008	12 noon to 2 p.m.	PSRC, 1011 Western Avenue, #500
<u>Bellevue</u>	January 15, 2008	4 to 7 p.m.	Bellevue City Hall, 450 - 110 th Avenue
<u>Bremerton</u>	January 16, 2008	4 to 7 p.m.	Sylvan Way Library, 1301 Sylvan Way
<u>Tacoma</u>	January 23, 2008	4 to 7 p.m.	Main Library, 1102 Tacoma Avenue South
<u>Auburn</u>	January 24, 2008	3 to 6 p.m.	Auburn City Hall, 25 West Main Street
<u>Everett</u> *	February 21, 2008	3 to 5:30 p.m.	Main Library, 2702 Hoyt Avenue

* This meeting was originally scheduled for January 28, but was canceled and rescheduled due to bad weather.

A. INTRODUCTION

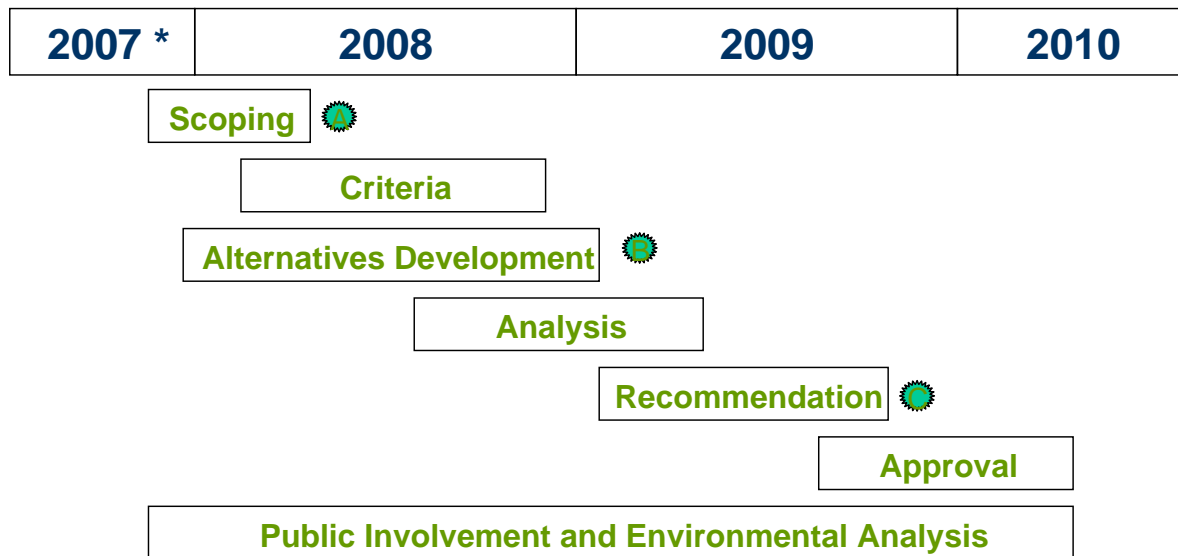
PURPOSE OF SCOPING

Scoping is the public process in which PSRC specifies the range of issues, alternatives, and environmental analysis to be included in the planning process. According to the State Environmental Policy Act (SEPA) Handbook... *The lead agency shall narrow the scope of every EIS to the probable significant adverse impacts and reasonable alternatives, including mitigation measures. For example, if there are only two or three significant impacts or alternatives, the EIS shall be focused on those.* (WAC 197-11-408: Scoping). WAC 197-11-408 also states... *the lead agency shall ...eliminate from detailed study those impacts that are not significant.*

During the next several months PSRC will ask the public to help define the issues the plan update will address, identify reasonable alternatives, and focus the EIS.

SCHEDULE

PSRC has already completed work to prepare for the plan update. Earlier this year PSRC began collecting background information about the region's transportation system, issues the region needs to address in the coming decades, and new state and federal requirements. PSRC has also received comments as part of the **VISION 2040** planning process. Many of these comments relate to the region's transportation system. These will help inform the direction PSRC will take during the **Destination 2030** plan update. The schedule includes six major tasks, with three concurrence (decision) points. These concurrence points mark major decisions on (1) the scope of the planning effort and EIS; (2) the alternatives to be considered; and (3) the final plan recommendations. The process will conclude in 2010.



* Background information to support the plan update was developed during 2007

 Concurrence Points

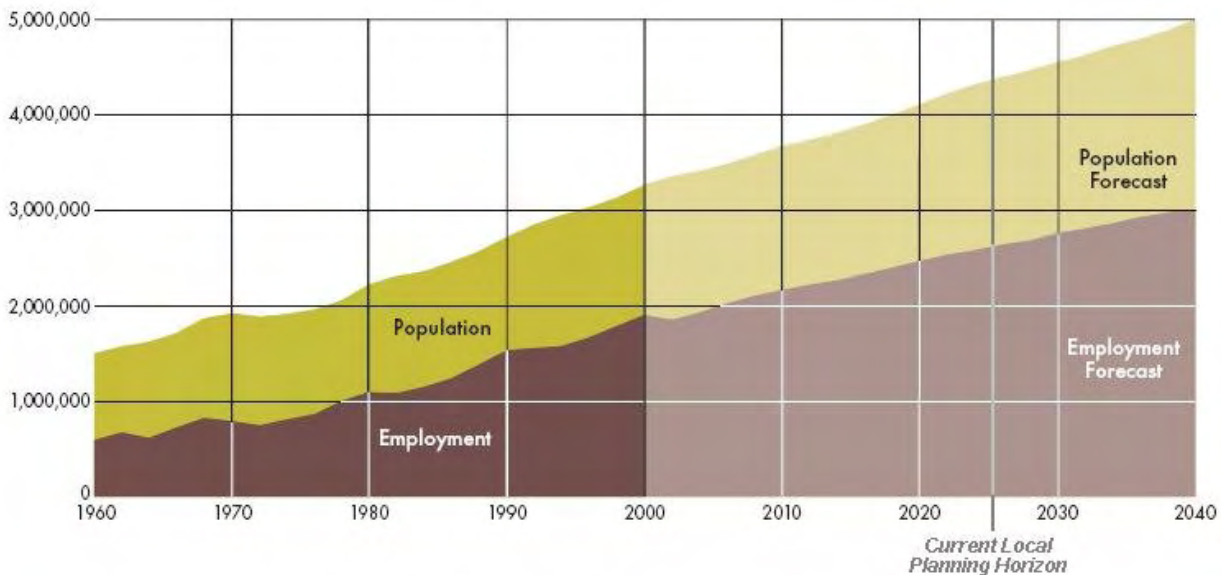
Comments on the scope of the plan update and the EIS are due by January 30, 2008. Please refer to section **D. Call for Public Comments** for information about how to submit comments, and see **Page one above** for information about planned public meetings.

B. BACKGROUND

THE REGION IS GROWING AND ITS TRANSPORTATION NEEDS WILL GROW

The central Puget Sound region is a great place to live, work, and play. The region's beautiful natural setting and its vibrant economy have made it a magnet for growth. Between 1960 and 2000 the region's population grew 115%, from 1,520,000 to 3,276,000. Employment has grown even faster, increasing by 189%, from 605,000 to 1,750,000. By the year 2040 the region's population is forecast to reach 5 million, while employment will increase to 3.1 million. This level of growth will continue to bring transportation challenges. More people mean more trips. How those trips are made depends on a number of factors, including land use patterns, the economy, cost of fuel, transportation services provided, and personal preferences. If trends continue, however, more trips would translate into more vehicles, more crowded highways, and increased travel time and delay.

Growth Forecasts to 2040



VISION 2040: A Plan to Help the Region Grow Wisely

The region's first growth management strategy, adopted in 1990 as the original **VISION 2020**, was developed to better integrate land use and transportation planning. Following guidance in the state Growth Management Act, **VISION 2020** was updated in 1995 to provide a regional framework for focusing growth within defined urban growth areas, especially within compact urban communities and vibrant centers of activity. The strategy was also designed to help preserve rural areas and resource lands, address economic development, and advance more orderly patterns of development.

In 2003 the region embarked on a major update of **VISION 2020**. The planning process was designed to address the following central question:

How can the four counties of the central Puget Sound region accommodate another 1.7 million people and 1.2 million new jobs by the year 2040 while enhancing the region's environment and overall quality of life?

VISION 2040 addresses how to accommodate this growth in terms of where people and jobs will locate, and how to manage the impacts on the natural environment and communities. The region's counties and cities are currently planning for growth to the year 2025. **VISION 2040** is looking beyond those plans, and outlines a strategy to accommodate regional growth to the year 2040. **VISION 2040** is scheduled for adoption in spring of 2008.

VISION 2040 contains four parts: (1) a regional environmental framework; (2) the regional growth strategy; (3) multicounty planning policies; and (4) actions and measures. The regional growth strategy complements two functional plans: the **Regional Economic Strategy** and **Destination 2030**, the region's long-range multimodal transportation plan.

REGIONAL ECONOMIC STRATEGY: Plan for a Healthy and Competitive Economy



The **Regional Economic Strategy** is the economic component of the regional growth strategy. Adopted in 2005, the **Regional Economic Strategy** lays out a focused and aggressive path to strengthen the region's economy in the face of growing worldwide competition. The strategy was prepared by the Prosperity Partnership and approved unanimously by the Economic Development District (EDD) Board. The Prosperity Partnership is a coalition of government, business, labor, non-profit, and community leaders from the four counties. The shared goal set by the partnership: **long-term economic prosperity and 100,000 more jobs than forecast for the central Puget Sound region by 2010.**

VISION 2040 AND DESTINATION 2030

VISION 2040 addresses Growth Management Act (RCW 36.70A) requirements to adopt multicounty planning policies for land use, economic prosperity, transportation, the provision of adequate public services, and the protection of the environment. **Destination 2030** is the detailed transportation plan designed to support the regional growth strategy and align with the multicounty planning policies adopted in **VISION 2040**. **VISION 2040** analyzed a range of growth distribution alternatives to determine (among other things) which is best served by the investments contained in the existing transportation plan.

Destination 2030 is now being updated and extended to 2040 in order to align with the **Regional Growth Strategy** and new multicounty planning policies contained in **VISION 2040**. These plans will provide a broad foundation for the work to be done in the **Destination 2030** update. The Regional Economic Strategy identified transportation as a “Foundation Initiative” which is critical to keeping the region’s economy healthy and competitive. The economic strategy provides new and detailed information about key regional economic patterns and issues, which will be of critical importance in building a transportation plan to serve the region’s growing economy.

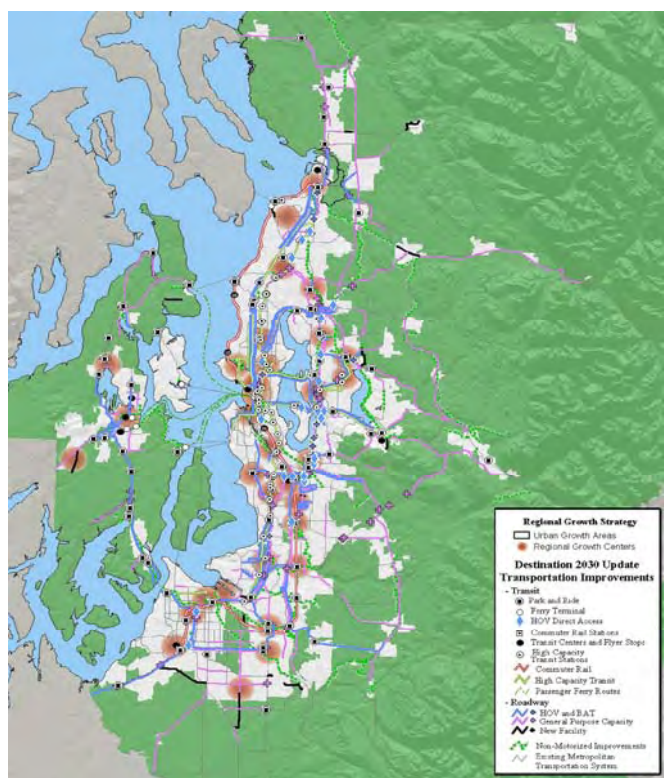
The updated regional growth strategy contained in the Draft **VISION 2040** provides a new and more detailed and focused vision of future population and employment growth and distribution. The new **VISION 2040** plan will help to better define the region’s transportation needs, which can then be addressed in the **Destination 2030** update. There is a strong logic for completing the economic and regional growth plans ahead of the transportation plan, since the transportation plan exists to serve the region’s population and economy.

DESTINATION 2030: Connecting the Region While Implementing Our Vision

Destination 2030 (adopted in 2001) is the transportation component of the regional growth strategy (**VISION 2040**). **Destination 2030** is a comprehensive, long-range, multimodal plan which serves as both the region’s Metropolitan Transportation Plan (MTP) for federal planning purposes and Regional Transportation Plan (RTP) under state law. The plan includes investments in state and interstate highways, city and county roads, high-capacity regional and local transit, ferries, non-motorized facilities, freight mobility, aviation, and a range of programs focused on preserving and managing the system, and improving efficiency. **Destination 2030** is a strategic approach to transportation planning intended to:

- Maintain and preserve the existing infrastructure
- Address congestion through a comprehensive approach that includes transportation efficient land use patterns, reducing trips through travel demand strategies, improving travel efficiency, and strategic capacity investments
- Expand travel choices throughout the region
- Invest in transportation to support urban growth centers
- Invest in new technologies to support transportation
- Explore new financing approaches
- Enhance system management and operation programs

Destination 2030



TRAVEL TRENDS & CHALLENGES

Regional travel demand continues to grow; the region faces increasing congestion and strong growth in travel demand:

- Trips per day (2006): 12.6 million
- Daily trips per household (2006): 9
- Daily vehicle miles traveled (VMT) has grown over 100%, from 36 million in 1980 to 81 million in 2000
- Per capita daily VMT has leveled off since 1995, at about 23 miles per day
- Work trips are taking more time: the percentage of work trips taking more than 30 minutes is up between 16% and 52% from 1980 to 2000
- Between 2000 and 2040 population will grow by 1.7 million and employment by 1.2 million

The existing 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 1,100 projects designed to improve the region's highway, transit, freight mobility, non-motorized, and ferry systems. In addition to over 1,500 miles of new and improved regional and state roadways, the plan contains better public transit, incentives for carpools and vanpools, HOV investments, new ferry terminals, new ferries to replace the aging fleet, and more than 2,000 miles of new walkways and bikeways to connect communities with transit, shopping, and services.

Destination 2030 includes a set of **investment principles** focused on preserving what the region has, optimizing the transportation system, and making strategic investments in capacity. In addition, the plan includes **finance principles** which identify the need for sustainable additional revenues, clarifying relationships between system cost and system use, support for multimodal mobility, simple and flexible financing tools, and ensuring a reasonable rate of return on investment. For more information about **Destination 2030** visit the PSRC web site at <http://www.psrc.org/projects/mtp/index.htm>.

C. PLAN UPDATE AND SCOPING PROCESS

MUCH HAS CHANGED SINCE 2001

While **Destination 2030** is an excellent (and award-winning) plan, much has changed since its adoption in 2001. Security has become a growing issue in planning and operating the transportation system. In 2003 and 2005 the Legislature passed new and unprecedented transportation funding packages. These new funds, combined with other transportation revenues, are being invested in new facilities and expanded services, some of which are open for use; others will be complete during this plan update. The new Tacoma Narrows Bridge opened to traffic this summer. Sections of I-405 are being improved in Kirkland. Sound Transit's Central LINK light rail line is well under construction, and will connect downtown Seattle and Sea-Tac Airport in 2009. Sounder Commuter Rail service is running between Everett, Seattle, and Tacoma, and new service is being added to meet increasing demand. Many other state highway projects funded with the state's Nickel and Transportation Partnership Act programs are under construction, and in the next few years will help improve safety and mobility.

Counties, cities, and transit agencies throughout the region have sought and received voter approval of new tax authority to make critical transportation investments. Two of the more visible of these are King County's *Transit Now* program and the City of Seattle's *Bridging the Gap* initiative. Transit agencies in all four counties have approved funding programs to build new facilities, expand their fleets, and enhance their transit service.

The U.S. Congress established new planning requirements as part of SAFETEA-LU, the new Federal Transportation Funding program. In addition, the Washington State Legislature set new planning requirements related to Commute Trip Reduction. The 2007 update of **Destination 2030** began to address these new requirements, but much work remains. This work will be woven into the 2010 update, which is the subject of this notice.

Larger issues continue to press in on the region, causing us to widen our approach to planning. At the national, state, regional, and local levels the conversation has turned to the issues of climate change, greenhouse gases, oil reserves, and energy independence. Closer to home, the Puget Sound Partnership has begun a comprehensive long-range initiative to clean up Puget Sound. As PSRC moves ahead to update the region's transportation plan PSRC will be taking steps to begin to address these complex issues.

Since 2001 the estimated cost to implement **Destination 2030** has increased dramatically. The region faces significant challenges in matching plan costs and revenues. The 2010 plan update will likely need to find ways to reduce plan costs, find more efficient ways to invest in the system to improve efficiency and capacity, identify new sustainable revenue sources, and develop more rigorous project prioritization methods so the region gets the most from every investment dollar.

DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON THE SCOPE OF THE PLAN UPDATE AND THE ENVIRONMENTAL IMPACT STATEMENT (EIS)

PSRC has proposed to update the region's long-range multimodal transportation plan – **Destination 2030**. PSRC, as lead agency for environmental review, has determined that the proposal is likely to have significant impacts on the environment (both positive and negative), and PSRC is therefore issuing a **Determination of Significance (DS)**. This notice announces PSRC's intent to prepare an environmental impact statement (EIS) on the proposed update to **Destination 2030**, pursuant to RCW 43.21C.030(2)(c). The EIS will contain new information and analysis, and may also build on data and analysis contained in existing environmental documents, any of which may be adopted or incorporated by reference as appropriate, according to SEPA rules. PSRC anticipates a draft EIS will be completed in mid-2009 and a final EIS will be issued in early 2010.

The State Environmental Policy Act (SEPA) process (WAC 197-11-408) requires PSRC to notify the public of the intent to prepare an EIS so citizens, agencies, and Tribes have an opportunity to comment on the scope of the impacts to be analyzed in the EIS. Affected members of the public, agencies, and Tribes are invited, by this notice, to comment on the scope of the EIS and on the overall transportation plan concepts, with broad policy level of detail, focusing on general choices and tradeoffs, as set forth in the description of environmental issues, issues of concern, and range of alternatives in the following pages.

**THE OFFICIAL COMMENT PERIOD ON THE SCOPE OF THE EIS
BEGINS NOVEMBER 15, 2007 AND ENDS JANUARY 30, 2008.**

PLAN UPDATE AND SEPA PROCESS

PSRC is conducting an expanded scoping process to initiate the development of alternative concepts for consideration and evaluation in the environmental review process. The purpose of expanded scoping is to promote interagency cooperation, public participation, and innovative ways to streamline environmental review (WAC 197-11-410).

This process encourages public comment on the issues to be addressed in the plan update, plus alternative approaches to meeting the region's long range transportation needs, within a broad policy level of detail, focusing on general choices and tradeoffs. Issues that are identified will also allow the scope of the environmental impact statement to focus on those that are most significant at this stage of environmental review. Scoping is starting early to assist and involve the public, local governments, state and regional agencies, and Tribes in formulating specific transportation plan alternatives, and identifying useful environmental analyses. At the end of expanded scoping activities, PSRC will publish a final scoping report that will summarize the comments received, describe specific alternatives to be analyzed in the Draft Environmental Impact Statement (DEIS), and determine the scope of environmental review. PSRC anticipates the final Scoping Report will be published in March 2008.

After the publication of the Scoping Report, PSRC will begin to more fully develop and evaluate the plan alternatives, evaluate their impacts, and identify possible mitigation options for inclusion in the Draft Environmental Impact Statement (DEIS). PSRC will continue to conduct public outreach and provide opportunities for public comment on relevant issues during DEIS preparation. The DEIS is tentatively scheduled to be issued in mid-2009, concurrent with the release of a draft **Destination 2030** update document. A 45-day public comment period will follow the release of the DEIS. The tentative schedule is to release the Draft Environmental Impact Statement (DEIS) in mid-2009 and the Final EIS in early 2010. The PSRC General Assembly is tentatively scheduled to take action on the updated **Destination 2030** plan in spring 2010.

The SEPA process will follow procedures identified in Chapter 197-11 of the Washington Administrative Code (WAC), the SEPA Handbook (1998), PSRC procedures and policies for implementing SEPA adopted in Executive Board Resolution EB-97-01, and in the PSRC Public Participation Plan (2002).

All notices of meetings or events associated with the **Destination 2030** update process will be posted on the PSRC Web site, psrc.org, and in future editions of the Regional VIEW newsletter. This publication was mailed to local jurisdictions, the state Departments of Ecology, Transportation, and Community, Trade and Economic Development, other agencies with jurisdiction and expertise, Tribal Governments, federal agencies, adjacent Regional Transportation Planning Organizations, interest groups, and individual citizens who are on PSRC's Regional VIEW mailing list. An announcement of the scoping process was also published in local newspapers.

ENVIRONMENTAL TOPICS FOR THE EIS

PSRC has identified the following areas for discussion in the EIS, for which significant adverse environmental impacts are anticipated:

Natural Environment: Earth, air, water, plants and animals, and energy and natural resources.
Built Environment: Environmental health, land and shoreline use, transportation, and public services and utilities.

ALTERNATIVES TO BE CONSIDERED

The alternatives developed in the plan update, and covered in the Environmental Impact Statement, will likely include various combinations of the following:

The No Action Alternative

- **No Action:** SEPA requires PSRC to include a “no action” alternative in the EIS. This alternative would include elements of the existing **Destination 2030** plan to the year 2030, but would not include any new projects or programs.

The Action Alternatives will include combinations of:

- **Demand strategies:** Actions to address transportation demand. This set of actions could include commute trip reduction programs, transportation demand management approaches, and other actions to reduce peak period travel demand.
- **System management:** Operational strategies to optimize the efficiency of the existing transportation system. This set of actions may include active traffic management techniques, corridor approaches, intelligent transportation systems programs and projects, and other approaches related to system operation.
- **Tolling and pricing:** Implement tolls and other pricing programs to help improve people and freight travel and fund the system. These options include using tolls and a variety of pricing programs to generate revenues, shape travel behavior, and improve system efficiency.
- **Strategic expansion:** Providing increased capacity for all types of people and freight travel. This set of options includes adding system capacity in strategic ways to address system congestion, alleviate bottlenecks and chokepoints, provide improved travel options, and meet forecast demand.

PLAN UPDATE ISSUES

The 2010 update of **Destination 2030** will be the first comprehensive update of the region's transportation plan since its adoption in 2001. The 2010 update will likely include the following major issues:

- Align with and support **VISION 2040** and the **Regional Economic Strategy**
- Extend the **Destination 2030** planning horizon to 2040, consistent with **VISION 2040**
- Improve integration of transportation and land use decisions and strengthen the connection between land use, transportation, the economy, and the environment
- Address congestion and enhance mobility for all types of freight and personal travel
- Develop transportation programs to address equity and serve special needs populations
- Enhance the safety of the region's transportation system and support healthy lifestyles
- Clarify the region's role in planning for transportation system security and emergency preparedness
- Incorporate state efforts into a regional approach to address capital planning, finance, and operations issues related to the Washington State Ferries, and complete more detailed planning for a regional system of passenger-only ferries which complements the state ferry system
- Take the next steps to address the region's long term commercial aviation capacity needs beyond Sea-Tac Airport's ultimate capacity
- Begin to address climate change, greenhouse gases, and regional environmental objectives within the context of the regional transportation plan
- Recognize the importance of preserving the existing transportation infrastructure
- Identify funds for system operation, preservation, and strategic investments in capacity
- Incorporate the results of numerous ongoing planning and research efforts, including the PSRC Traffic Choices Study, WSDOT's upcoming SR 167 HOT Lanes Pilot Project, and others
- Incorporate updated Multicounty Planning Policies from the development of the draft **VISION 2040**, and expand those policies as needed
- Improve the region's least cost planning, benefit-cost analysis, and other decision tools to help the region prioritize transportation investments

- Adjust the plan to reflect new financial constraint requirements
- Continue work on the Congestion Management Process (CMP), Commute Trip Reduction (CTR), Transportation Demand Strategies (TDS), and Intelligent Transportation Systems (ITS)
- Explore and implement new system management and operations approaches
- Maintain the region's air quality conformity
- Explore the use of new technology and innovation to improve safety, operation and the transportation choices available in the region
- Assess the implications of demographic shifts on regional travel needs
- Incorporate planning for endangered species

During the official scoping process it's likely this list will be revised and/or expanded to reflect public and agency input.

GEOGRAPHIC AREAS TO BE INCLUDED IN THE PLAN UPDATE

The majority of the background and analysis for the **Destination 2030** update and EIS will be confined to the four-county central Puget Sound region, including King, Kitsap, Pierce, and Snohomish counties. Increasingly, however, the region is affecting, and is affected by, areas outside our borders. Therefore, the plan update will address the implications of development patterns, population and employment growth, and travel patterns of the region and those nearby (especially in Thurston, Skagit, Whatcom, and Island counties).

DRAFT PURPOSE AND NEED STATEMENT

Central question to be addressed by the Destination 2030 plan update

How can the region best provide the mobility required to support a growing population to the year 2040, sustain the region's environment and economic vitality, improve system safety and efficiency, and enhance the region's overall quality of life?

Purpose and Need for the proposed action

To update the region's transportation plan, **Destination 2030** to:

- Extend the **Destination 2030** plan horizon to the year 2040
- Support the updated **VISION 2040** regional growth strategy and multicounty planning policies, and the **Regional Economic Strategy**, and
- Continue to meet federal and state requirements

In a manner that:

- Improves personal and freight mobility in the Central Puget Sound region
- Meets the region's present and future travel needs
- Continues to preserve, maintain and improve the existing urban and rural transportation system in a safe, efficient, integrated, reliable, sustainable, secure, and usable state
- Focuses investments on creating a highly efficient multimodal transportation network that will provide access to, mobility within, and connections between centers
- Manages congestion and delay affecting all types of people and freight movement

- Prioritizes projects and making strategic investments in ways that produce the greatest net benefits to people and the environment, with specific focus on climate change factors, and the health of Puget Sound waters
- Improves access to services, education and training, jobs, and recreation for environmental justice and special needs populations
- Improves freight mobility to increase the health of the national, state and regional economy
- Explores the use of new technology and innovation to improve safety, operation and the transportation choices available in the region
- Recognizes the role that transportation plays in human health and community livability, including reducing deaths and injuries on the regional transportation system
- Defines financially viable and sustainable funding sources for implementing the transportation plan, and
- Maintains the region's air quality

COMMENTS PSRC HAS ALREADY RECEIVED

Over the past several months PSRC has been involved in numerous efforts to solicit public input on the future of the region. In 2006, as part of the 2007 **Destination 2030** Update, PSRC undertook a public input survey. The on-line survey was sent to 5,300 addresses, and asked for input in six major categories: special needs transportation, safety, security, congestion management, commute trip reduction, and environmental mitigation. Respondents called for improved safety (many focused on the design and operation of roadways), enhanced security (especially at airports, ports, and on ferries), improved congestion management tools and traffic information systems, more and better transportation connections and improved coordination among agencies, and enhanced commute trip reduction programs. Respondents also asked for us to “think big,” address an aging population’s needs, global warming, declining supplies of oil and gas, implement tolls and other pricing programs, and identify sustainable funding for transportation. These comments and suggestions have been summarized in a survey report, and will be used as input for the **Destination 2030** plan update scoping process.

Over the past 3-1/2 years, during the update of **VISION 2020**, many public outreach efforts have yielded significant information on the public’s views on transportation. The most recent public comment period on the draft **VISION 2040** document and Supplemental Draft EIS received 330 transportation-related comments. These comments are being reviewed and evaluated, and will be used to inform the **Destination 2030** update scoping process. Below is a summary of the transportation-related comments received:

- *More innovation in transportation policies. Dramatic change is needed in how the region plans and implements projects. Current transportation policies are for the 20th, not 21st century. No more business as usual.*
- *The region needs significant investment in all transportation modes – requires significant new resources – where will they come from?*
- *Increased road capacity – particularly on local arterials – will be critical.*
- *The region needs much more transit capacity.*
- *There’s a need for better coordination, and a more direct link between land use decisions and the transportation facilities/investments to support them.*
- *Radical changes are needed in implementation: PSRC’s policies need to be followed by state, county, regional and local implementers.*

- *Stronger and more explicit facility pricing.*
- *Prioritize investment in transit & nonmotorized modes.*
- *Emphasize less polluting forms of transportation: clear per capita VMT reduction and increased transit & nonmotorized mode split goals.*
- *Explicit policies related to climate change and stated GHG reduction goals.*
- *More explicit public health and transportation links.*
- *Address concurrency on state highways.*
- *Prioritize maintenance and operation of roadways over new facilities.*
- *Develop more and stronger freight-mobility related policies.*
- *Support development of more and better highways.*
- *Stronger/weaker policies regarding development of new road capacity in rural areas.*

Additional public outreach efforts specifically tailored to the **Destination 2030** update process are planned. The initial efforts will be part of the official scoping process, and will occur between November 15, 2007 and January 30, 2008. Five public scoping meetings are planned for January of 2008. See **Page One** of this notice for details. Other public involvement components will occur periodically or continuously throughout the update process (between November 2007 and spring 2010).

The public is invited to get involved early, and to stay in touch by reading **Regional VIEW** (the PSRC monthly newsletter), visiting the PSRC web site at www.psrc.org, and signing up to receive electronic announcements via email. Public meetings will occur in January 2008. For information about how to get involved and stay informed, and how to submit comments, see section **D. CALL FOR PUBLIC COMMENTS** on the last page of this Scoping Notice.

ASSUMPTIONS GUIDING THE PLANNING PROCESS

The following assumptions will be used to guide the **Destination 2030** planning process, and where appropriate, will also guide the EIS:

- The transportation plan update will be crafted to align with and support **VISION 2040 (adoption is assumed)** and the **Regional Economic Strategy**
- The transportation plan horizon will be extended to 2040 consistent with **VISION 2040**
- Unless otherwise noted, the transportation plan will focus on the four central Puget Sound region counties: King, Kitsap, Pierce, and Snohomish
- The plan will be prepared to meet all applicable Federal and State requirements
- The update and related environmental analysis will use the official population and employment forecasts used for the **VISION 2040** update process

WHAT IS PSRC?

The Puget Sound Regional Council (PSRC) is the regional transportation, economic development, and growth planning agency for the central Puget Sound region of Washington state. It serves as a forum for cities, counties, ports, transit agencies, tribes, and the state to work together on important regional issues.



PUGET SOUND REGIONAL COUNCIL

Key Responsibilities

- Long-Range Growth, Economic, and Transportation Planning
- Transportation Funding
- Economic Development Coordination
- Regional Data
- Technical Assistance

Organization and Decision Making

PSRC is governed by a General Assembly and Executive Board. The Growth Management and Transportation Policy Boards advise the Executive Board. The General Assembly is composed of all member jurisdictions and agencies. The Assembly meets at least annually to review and vote on key Executive Board recommendations such as those concerning the annual budget, new officers, and growth management and transportation plans and policies.

Members of the Executive Board are appointed by their General Assembly constituents. The Board is chaired by the Council President, meets monthly, and carries out delegated powers and responsibilities between meetings of the General Assembly.

D. CALL FOR PUBLIC COMMENTS

PSRC hereby invites public comments on the plan update and EIS. The official scoping review period extends from November 15, 2007 through January 30, 2008. PSRC invites agencies, tribes, and the public to get involved and stay informed throughout the Destination 2030 update process. The following are just some of the ways you can obtain information and provide your input. Comments can be sent to PSRC via any methods listed below:

Submit written comments Norman Abbott, SEPA Responsible Official
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-9862

E-mail your comments to PSRC destination2030@psrc.org

Contact or email PSRC staff Norman Abbott, SEPA Responsible Official
206-464-7134; nabbott@psrc.org

Mike Cummings, Program Manager
206-464-6172; mcummings@psrc.org

Add your name to the PSRC mailing list * Call Marina King: 206-464-7090
(you'll be sent periodic email announcements) email: destination2030@psrc.org

Visit the PSRC website www.psrc.org/projects/mtp/index.htm

Attend Public Meetings PSRC will hold six public scoping meetings in January 2008 in the following locations: downtown Seattle, Bellevue, Bremerton, Tacoma, Auburn, and Everett. **See Page One of this notice for dates, times, and locations.** In addition, you can attend any PSRC board or committee meeting. There is a public comment period at the beginning of each meeting.

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