

2040 Transportation Plan Expects to spend \$174 billion on Regional Transportation What do we Get?

It's time to look at the Facts about our 2040 Regional Transportation Plan

From the Puget Sound Regional Plan



From Your Car or Bus Window



What's Going On?

- We spend a phenomenal amount of money
- Traffic congestion grows
- Transit ridership goes from 3.1% to 4.3% of all trips
- Critical maintenance, safety, pedestrian, capacity and transit needs go unfunded
- Urban sprawl continues
- The majority of the transit dollars (\$32.4 B) building inflexible rail - think Amazon, Expedia

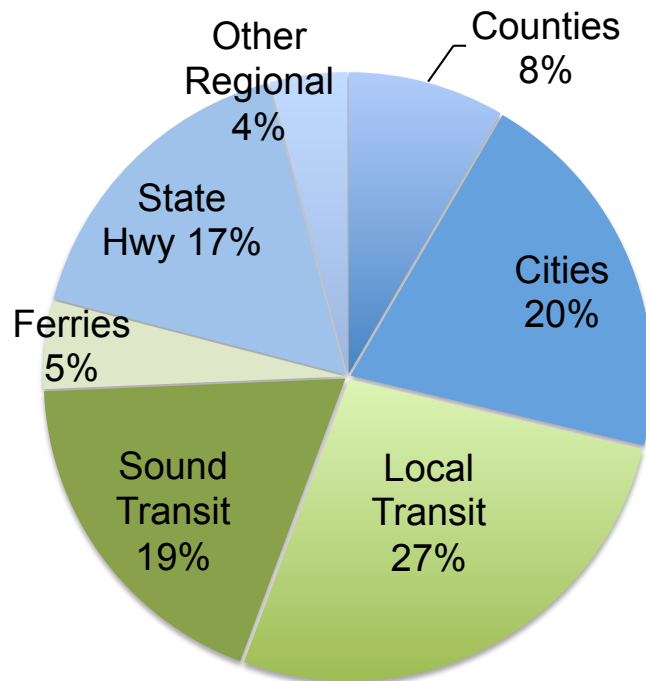
Let's Look at a Few Key Performance Measures and Costs

- Mode Share - How do we get around?
- VMT - How many miles we travel each day
- Coverage - Accessibility of key destinations by transit?
- Delay - How many hours of congestion?

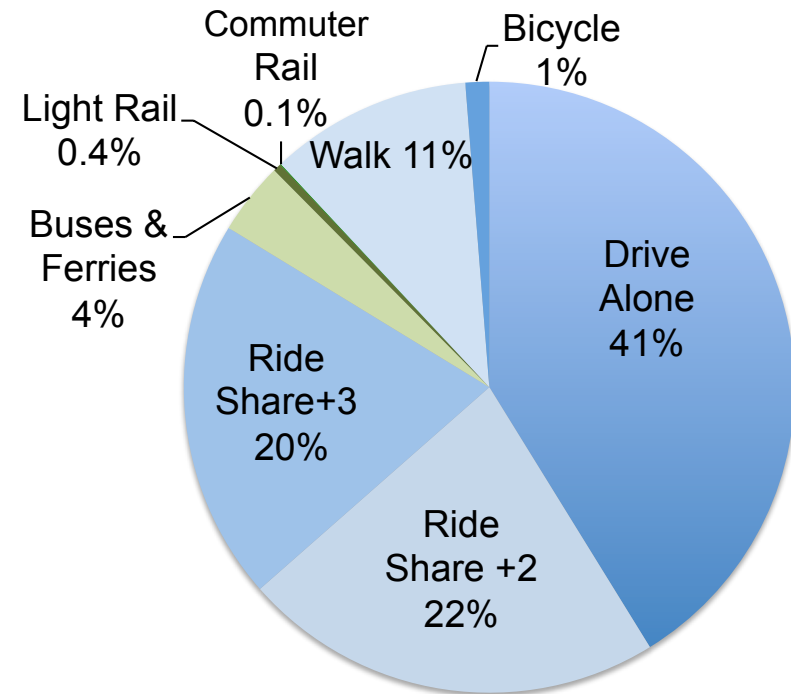
PSRC 2040 Transportation Plan says our Region will spend \$174 Billion between 2010 and 2040

We go from 16 million trips per day to 19 million

How are funds divided up?

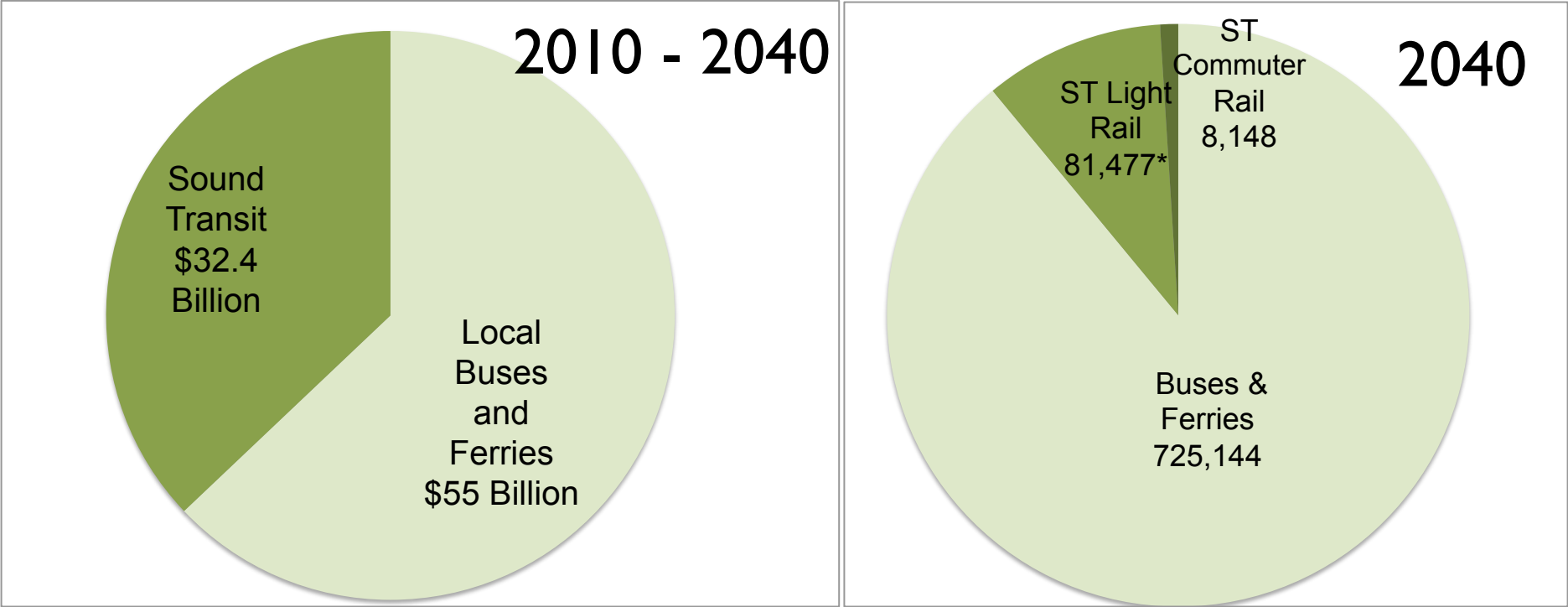


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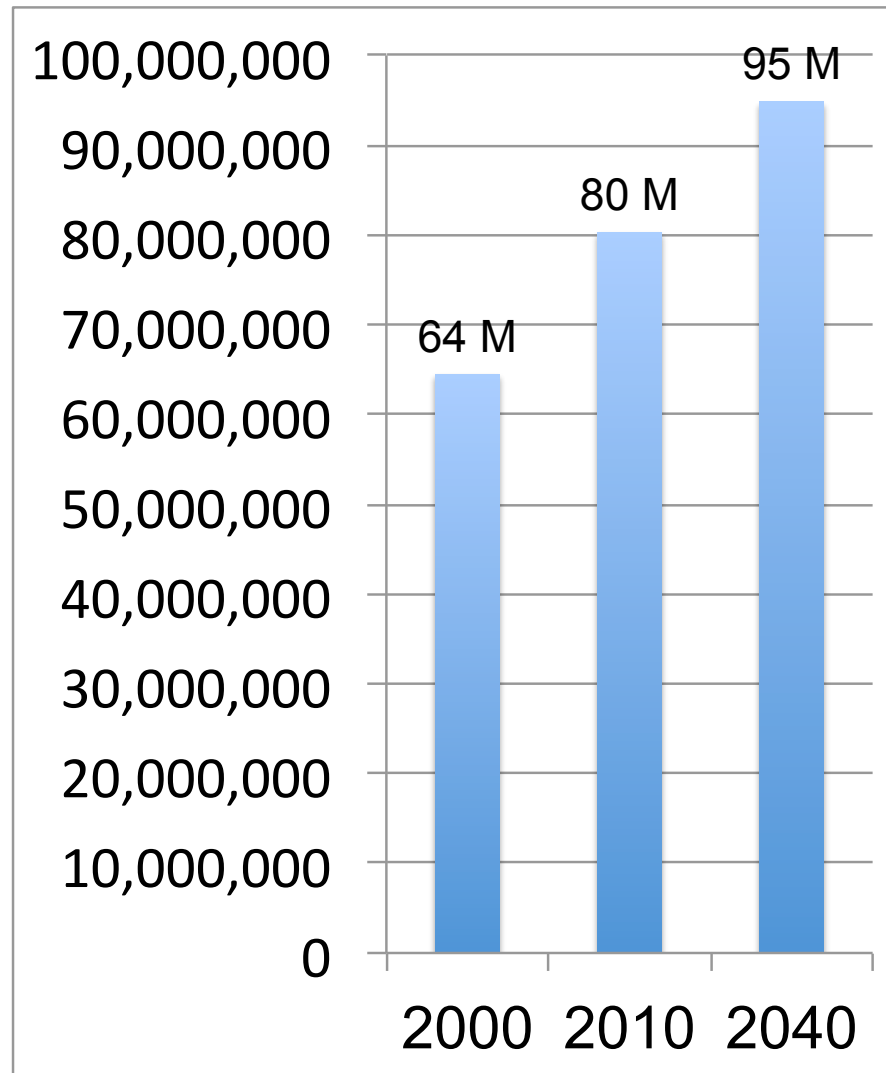
And 90% of Transit Riders Will Still be on Buses

How are the transit dollars and riders divided up?



* ST claims LR ridership will be much higher but PSRC estimates it at about 10% of all transit riders. Decision makers should also ask “How many are actually NEW riders.”

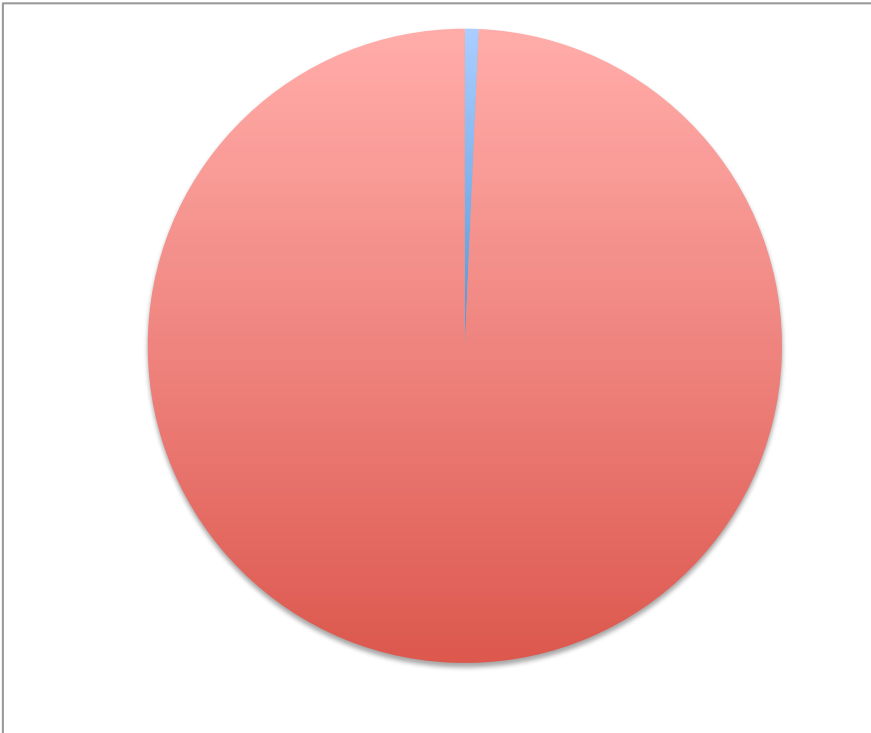
How Many Miles Do We Travel Everyday in this Region? (Measured by VMT or Vehicle Miles Traveled)



How Accessible will Jobs be to Housing by Transit?

(Measured by Average Percentage of Jobs within 30 Minutes of Housing by Transit)

2000 Less than 1%



2040 2% *



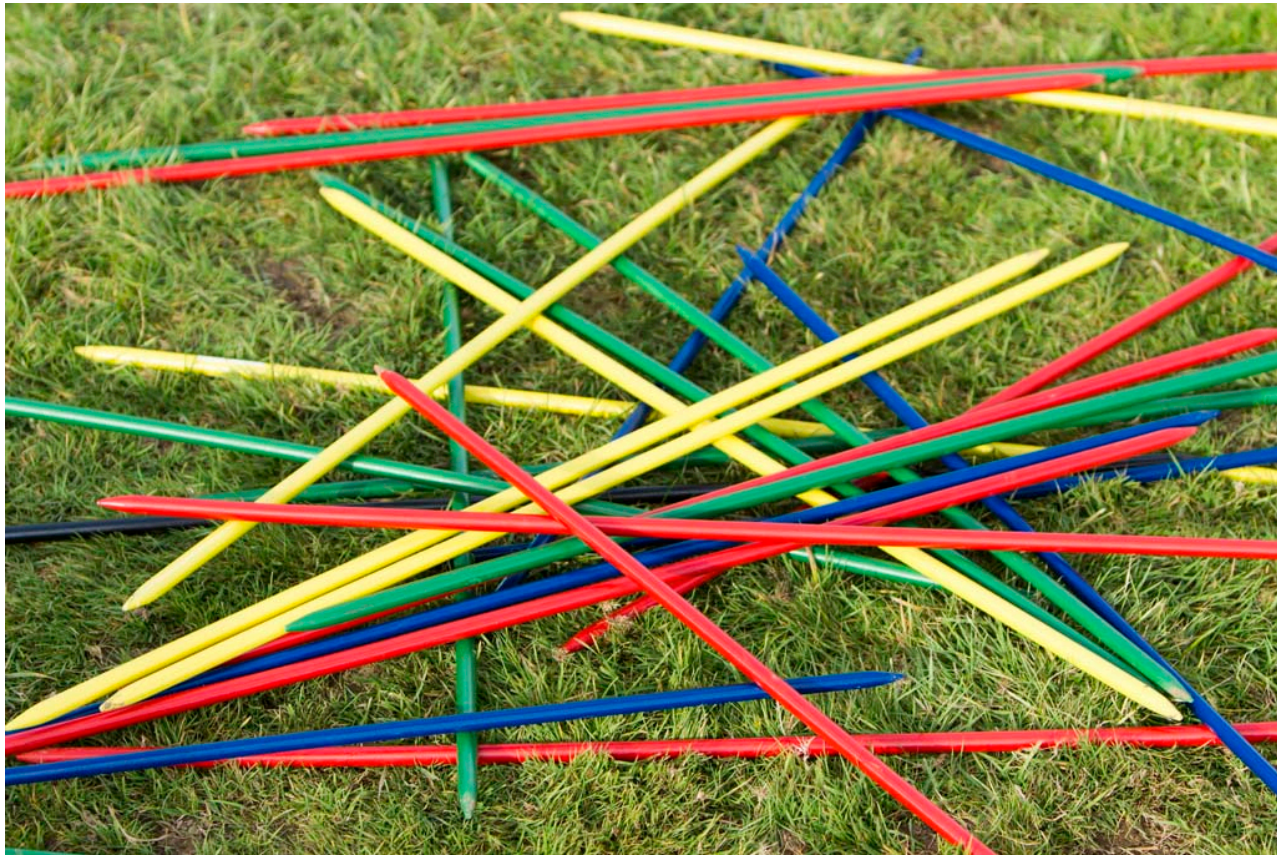
*According to 2008 PSRC Vision 2040
This outcome is no longer measured by PSRC

Part of the Problem is our existing and future land use patterns -
more like pick up sticks...

We live, work and go everywhere

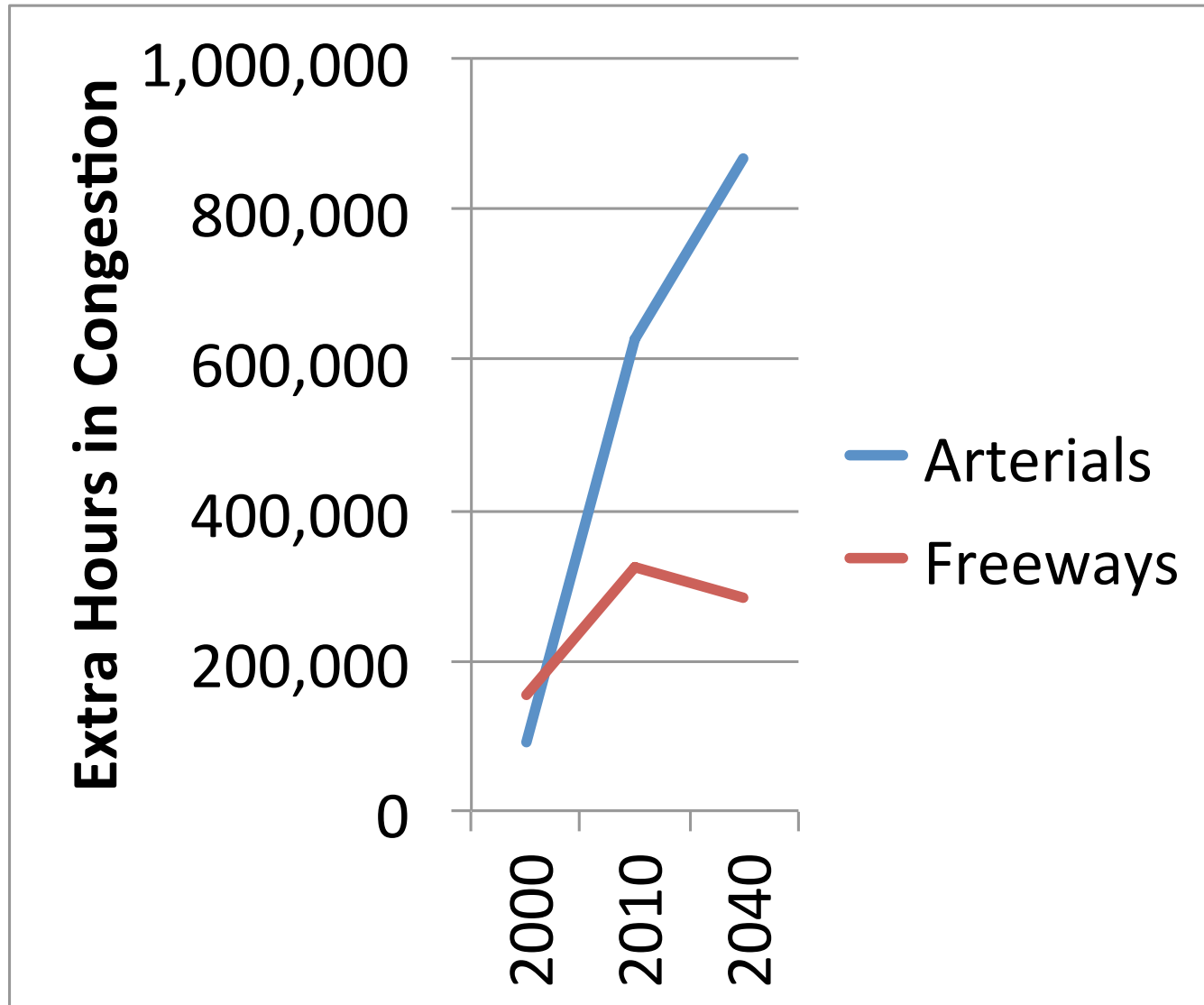
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High infrastructure costs to build & maintain and poor access to transit



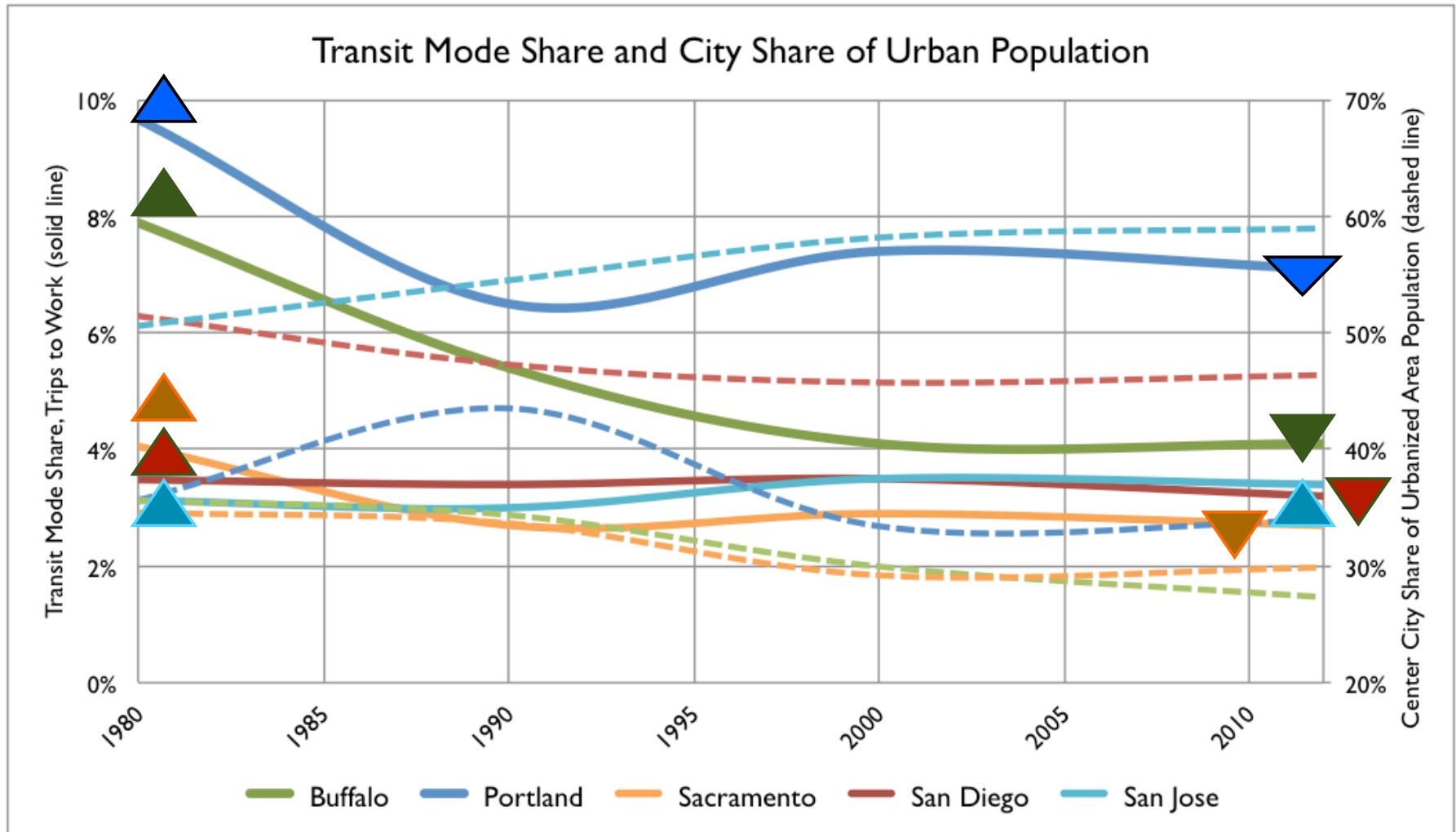
How Many Hours Do We Spend in Traffic?

(Measured in Hours of Delay assumes tolling of all major highways and area wide parking charges)



Doesn't light rail "work" in other cities?

Transit market share drops despite thirty years of light rail operation



Source: Have U.S. LR Systems Been Worth the Investment? The Atlantic April 10, 2014 Yonah Freemark

What Do We Lose if We Stay “On Track?”

What doesn't get built, maintained, expanded, made safer?



Mind the “Gaps”

The State Legislature Approved a Transportation Spending Package That Still Leaves Major Funding Gaps for All Agencies except Sound Transit

- Counties **-\$3.7 Billion**
- Cities **-\$9.3 Billion**
- Local Transit **-\$6.4 Billion**
- Sound Transit **-\$0 Billion**
- Washington Ferries **-\$2.3 Billion**
- State Highways **-\$10 Billion**

Source: Transportation Futures Task Force “Progress Towards Implementing Transportation 2040 New Revenue Program”

Why Do People Keep Voting For Light Rail?

1. Light Rail is mostly about capital investments not service
2. Beneficiaries of a huge largesse lobby and donate to ballot measures and elected officials who in turn become rail boosters
3. Costs are consistently understated.
4. Ridership is consistently overstated.
5. Proponents imply that it will reduce traffic or that it will be the only way to avoid traffic - Pick One

For Example:
**“Construction firms, engineers betting
on Phoenix light rail expansion”**

“Transportation, construction contractors and engineering firms are financially backing a Phoenix ballot measure to expand the Metro light rail system via a \$17 billion sales tax.”



**Proponents raised
\$1 million and won by 56%**

Why Aren't These Numbers and Outcomes Reported by the Press?

ST spends millions of dollars on advertising in our local papers
and on our local radio stations
They also advertise at Sports Events

Between 2007-2014 they paid

Seattle Times - \$800,000

KIRO, KING, KCPQ, KOMO - \$1,474,865

CBS - \$606,105

News Tribune - \$103,000

KPLU and KUOW - \$439,194

Seahawks, Sounders, Root Sports - \$2,268,656

Source: ST through Public Records Request