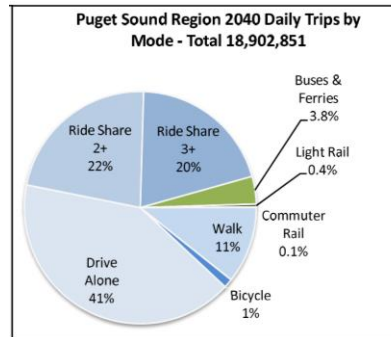
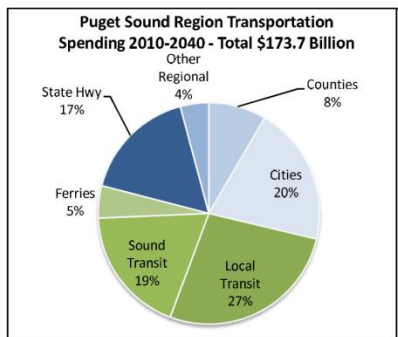


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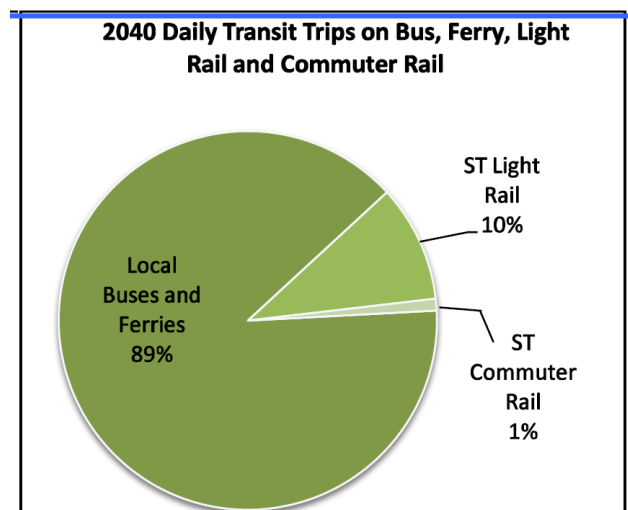
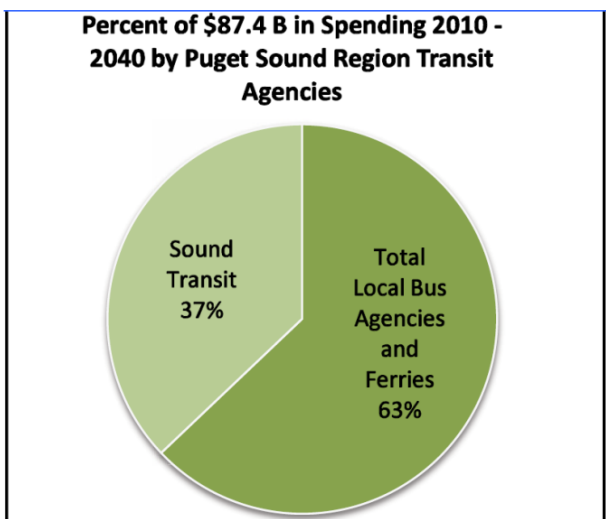
Transportation 2040, the regional transportation plan prepared by the Puget Sound Regional Council (PSRC) in 2014 calls for spending \$174 Billion on all transportation with half of that sum spent on transit alternatives and the other half spent on roads. After that extraordinary expenditure on transit in the four county region (King, Snohomish, Pierce and Kitsap Counties), transit will carry only 4.3% of the region's nearly 19,000,000 million daily trips.



Blue = Roads
Green = Transit

Drilling down to the transit portions of the regional plan allows us to see the proposed utilization of the projected transit dollars by types of transit. The following pie charts show the projected division between the light rail and bus transit options. Sound Transit is the regional transit agency for the urban areas of King, Snohomish and Pierce Counties. Sound Transit provides the light rail transit system plus the Sounder Commuter Rail and a Regional Express Bus system (REX).

In PSRC's vision, Sound transit will spend 37% of the region's \$87.4 Billion transit budget while providing service for only 10% of the daily transit trips on Light Rail and 1% on Commuter Rail, or about one half of one percent of the regional daily person trips.



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Volume 1, Issue 2

Oct. 20, 2015

The local buses are provided by five separate transit agencies, dominated by King County Metro Transit, a division of the King County government. Community Transit, Everett Transit, Pierce Transit and Kitsap Transit are the others. Collectively these agencies (plus the ferries) will receive 63% of the funds and carry 89% of the passengers.

This data has been compiled into a report I co-authored with John Niles and Maggie Fimia entitled Key Performance Measures, found at <http://www.effektivetransportation.org/What%20the%20Data%20Shows%205.20.15.pdf>

The extraordinary expenditures for transit in the plan allow for the doubling of the current transit service in the region while barely moving the needle on the portion of the region's person trips served by transit in 2040. The large allocation of resources to light rail allows tiny increases in light rail ridership while leaving the bulk of the region's residents stuck in traffic with worse congestion than experienced today.

Sound Transit recently convinced the Washington State Legislature to allow Sound Transit to go to the ballot in November, 2016 to ask voters for more taxes for light rail to fulfill their dream of light rail from Everett to Tacoma, Seattle to Redmond and Ballard to West Seattle through a new tunnel in Downtown Seattle. This proposal will be called "ST 3", for the third phase of the Sound Transit vision. The agency recently held a round of public forums asking local agencies what transit goodies they would like without discussing costs or outcomes. The agency is now evaluating the goodies and will propose a plan in 2016 to be included in the \$15 Billion tax request to the voters. This plan is being proposed when the 2008 taxes approved by the voters for light rail will not bring service to the respective communities until 2023.

While the politicians and urban planner's dream of light rail to serve their proposed "Transit Oriented Development" (TOD) – see <http://www.psrc.org/growth/tod/>, the vast majority of residents are using their preferred mode of transportation, their car, stuck in traffic getting to their jobs, schools, widely dispersed errands and needs of their daily life. And, we get "Managed Express Lanes" on I-405!

Light Rail Does Too Little, Costs Too Much and Takes Too Long.