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Maggie Fimia
Deputy Mayor, Shoreline
Co-Chair CETA, Coalition for Effective Transportation Alternatives
729 North 148th
Shoreline WA 98133
206 368-0814
mfimia@zipcon.com

RE: COMMENT AND QUESTIONS ON PSRC'S DRAFT VISION 2040

Thank you for the opportunity to submit the following comments and questions for the record regarding the Draft Vision 2040 Plan. The comments and questions specifically refer to DRAFT Vision 2040 documents listed at the end of this letter.

I am submitting these comments as an individual, not in any official capacity.

I am also submitting these comments as a 14-year policy maker in the Region who strongly supports the Growth Management Act, transit, non-motorized modes, HOV/Carpools and as an early endorser of transportation pricing. I chaired the first Transportation Pricing Task Force at PSRC and served on the Transportation Policy Board for eight years.

The performance measures from Chapter II, figure 2-8 and Appendix 3C tell a story of deteriorating transportation performance that contradicts the positive narrative of the Plan. If I am reading the "Plan" correctly, we will spend \$140 billion over the next 30 years on transportation infrastructure, including 125 miles of light rail and still see vehicle miles go up 47% on our Freeways and 56% on our Arterials. Hours of delay on freeways increases 143% and on Arterials by 282%. Transit trips increase from about 2% of all trips to only 3%. Work trips from 8% to 11% region-wide, with Snohomish, Pierce and Kitsap and areas outside of Seattle at much lower rates.

Those may be good numbers over a "do nothing" scenario, but they are unsustainable for our region and our cities. Included in these comments and questions is a challenge to PSRC and regional leaders to provide alternatives and real vision for how to reduce congestion, increase transit and non-motorized mode share, really attract growth to our urban centers and connect the whole region in a timely and affordable way with real alternatives to having to own one car for every person in the household.

COMMENTS: The Key transportation performance measures, like vehicle miles traveled, hours of delay, transit ridership, etc. should be front and center, easily readable in the Summary document.

In addition, the most important data for the Public and for elected officials and analysts, the performance measures contained in Appendix 3, Section 3C, are too small and too buried to be seen.

In order for elected officials, government staff, and citizens to better assess this Plan please provide the following information:

REGIONAL OUTCOMES

From Chapter II Page II.29 Figure 2-8 Transportation Performance of Alternatives, Regional:

1. Confirm that these outcomes, even the “Preferred Growth Alternative,” assume implementation and funding of the \$140 Billion Destination 2030 – the Metropolitan Transportation Plan (MTP).

1a. How many miles of highway lanes, light rail, commuter rail does the MTP assume?

According to the measurable goals for the Preferred growth alternative the following outcomes increase significantly over the 2000 base year:

Vehicle Miles Traveled Overall- 52%

VMT – Freeways- 47%

VMT- Arterials – 56%

Total Hours of Delay – 195%

Freeways – 143%

Arterials – 282%

2. Please offer the PSRC transportation planning staff’s professional commentary on how cities like Shoreline and others in the Region are supposed to deal with this increase in trips on our arterials and freeways when there is already significant congestion and cut-through traffic on our neighborhood streets?

3. In addition, according to this table, the following outcomes have no significant increase over the base year:

- % of jobs accessible within 30 minutes by transit- from .70% to 1.07%
- % of work trips taken by transit – from 8.4% to 11.3%, most growth only within Seattle
- % of all trips taken by transit – from 2.1% to 2.9%

Please provide a statement explaining why these three measures are not forecast to move more positively as a result of the preferred alternative.

4. Why doesn’t the Plan have more impact on growth management, reduction in SOV trips, vehicle miles traveled and transit ridership?

5. What is the status of WSDOT’s historic commitment to keeping the HOV lanes functioning to State standards of 45 MPH 90% of the time? How does WSDOT report that this will be done given the increases in VMT and Hours of Delay?

6. Given the increase in VMT and Delay, provide further explanation about the reasons why the “Average Trip Distance” and “Average Trip Time” remain relatively unchanged?

7. Has PSRC run any models with the following assumptions:

- HOV 3 + on the HOV expressway lanes?
- Expanded Bus Rapid Transit on HOV and improved arterials?
- Transportation pricing applications? If yes, which ones?

Taking into account available modeling results, if any, please provide a professional estimate of how these strategies would generally influence transportation performance measures if included in the preferred alternative.

8. In general terms, please provide statements of what strategies the Region would have to implement in order to:

- Decrease overall congestion on our Freeways and Arterials?
- Significantly increase transit access, coverage, speed and reliability, span of hours within 3-5 years?
- Significantly increase pedestrian and bike mode share within 5-10 years?
- Significantly direct growth to existing urban areas?
- Significantly increase freight mobility?
- Repair, retrofit and replace our bridges, roads and trails?

COST

9. What is the most recent estimate of cost of full implementation of the Metropolitan Transportation Plan (MTP)? At a briefing by PSRC Staff, Shoreline City Council was told that it is now \$140, not \$105 Billion over the life of the Plan

10. What projects or costs created the \$35 Billion increase over the past assumptions?

11. If this estimate is not in YOE and doesn't assume debt, what is the actual estimate in YOE and including financing costs?

12. What is the latest estimate of the remaining shortfall between available resources and estimated spending to complete the MTP if the Roads and Transit package passes in November? What is the gap if R&T does not pass?

13. What is the breakdown of investment in the MTP by percent across modes, both for capital and operating? Include roads, light rail, commuter rail, buses, and non –motorized.

14. What are the projected operating revenues and operating expenses per trip in YOE dollars for Metro buses? For Sound Transit buses? For light rail? For commuter rail?

DOCUMENTS

DRAFT Vision 2040

<http://www.psrc.org/projects/vision/pubs/draftV2040/index.htm>

SUMMARY OF KEY PERFORMANCE MEASURES- REGIONAL

Vision 2040 Draft SEIS

<http://www.psrc.org/projects/vision/pubs/sdeis/index.htm>

Chapter II Figure 2-8 Transportation Performance of Alternatives, Regional

<http://www.psrc.org/projects/vision/pubs/sdeis/SDEIS%20Chapter%202.pdf>

Includes:

- Daily Work and Non-Work Trips – SOV, HOV, Transit, Bike, Walking trips and Shares
- Daily Vehicle Miles Traveled
- Hours of Delay on Freeways and Arterials
- Average number of jobs within 30 minutes of transit

KEY PERFORMANCE MEASURES FOR EACH COUNTY:

Appendix 3; Section 3C - Overview of Key Models and Output Data Pages 75-84

<http://www.psrc.org/projects/vision/pubs/sdeis/SDEIS%20Appendix%203.pdf>

Thank you,

Maggie Fimia

Deputy Mayor, Shoreline
