

2.2.26 Comments from smartertransit.org to PSRC re: updated 2050 [Transportation Draft Plan](#) from Maggie Fimia, Co-Chair of smartertransit.org

Thank you for the opportunity to comment on the updated 2050 Transportation Plan. I have the following questions and comments regarding the stated goals vs. actual projected outcomes to achieve those goals:

From pg.7: *The region has a sustainable, equitable, affordable, safe and efficient multimodal transportation system, with specific emphasis on an integrated regional transit network that supports the Regional Growth Strategy and promotes vitality of the economy, environment and health.*”

To achieve this vision, PSRC has worked with its boards of elected officials, staff from local agencies around the region, members of the public and other stakeholders to identify current challenges and needs of the system into the future. This work began with identification of the board’s policy priorities for developing the region’s transportation plan.

- *Maintenance and Preservation: Significant investment will be made to maintain and preserve all aspects of the current and future transportation system.*
- *Climate: The region will have a green, clean transportation system that supports regional and state goals to substantially reduce greenhouse gas emissions and climate change.*
- *Safety: Deaths and serious injuries on the region’s roads will be substantially reduced through proactive actions based on a Safe System Approach.*
- *Equity: All the region’s residents will have access to transportation choices that provide reliable and timely connections to the places they want to go.*
- *Accessibility: The region will have a reliable and seamless transportation network giving people choices for their travel needs to and from home, work, school, recreation and other places.*
- *Finance: There will be adequate funding to support necessary investments in the transportation system that don’t overly burden the region’s residents...*

From pg. 10

1. *Complete and grow the regional and local transit system*

The final plan scenario identified by PSRC’s boards and by the majority opinion across seven regional public meetings supported a focus on maintenance, preservation and transit growth. VISION 2050 calls for attracting 65% of the region’s residential growth and 75% of the employment growth to regional growth centers and near high-capacity transit. Therefore, it is critical to complete the planned expansion of the integrated high-capacity transit network.

Pg. 11 ... approximately 36% of the region’s population today lives or works in areas with density levels supportive of All Day transit service (i.e., service with at least three trips per hour between the hours of 5am and 10pm) but do not have that service provided.

[With the investments in the plan, the gap is reduced to 25% by 2050 — a significant improvement, but an example of future investment that will be needed to fully provide a seamless multimodal system across the region.] Unclear what they mean by this

From the Regional Transportation Plan 2026-2050 Systems Performance Report DRAFT

Pg. 15 Table 5: Total Population by Centers by 2050

In a Regional Growth Center – 844,500

Not in a Regional Growth Center – 4,944,100

Region Total – 5,788,600

By 2050 we will still see only 15% of growth going to *Regional Growth Centers* and 85% not going to Regional Growth Centers.

Question: If our policies and investment goals are to direct growth to Regional Growth Centers, why, after more than 50 years are we not achieving better results?

Pg. 16 Key Trends and Findings

- 89% of the total growth is estimated to occur in Metropolitan Cities, Core Cities and High-Capacity Transit Communities, places with the greatest concentration of transit investments in the RTP.

Question: Again, why are we not seeing a higher percentage of trips on transit given the enormous investment by 2050?

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- Total delay is forecasted to increase 56% between 2023 and 2050 with the largest increases of delays on roadways in Kitsap and Snohomish Counties.
- Census tracts with the highest shares of people with limited English proficiency and youth are estimated to have the most delay per capita in 2050.

Question:

How is this enormous increase in congestion/delay, especially for marginalized populations consistent with the statement on your website describing the RTP:

“The Draft Regional Transportation Plan (RTP) sets a course for maintaining and expanding our transportation network, to ensure residents and goods can travel easily throughout the region”

Pg. 70 Table 75 Mode Share by Regional Geography – All Trips

2023 – Transit –

Metropolitan Cities – 4%

Core Cities – 2%

High-Capacity Transit Communities – 1%

Cities and Towns – 1%

Region – 4%

2050 - Transit

Metropolitan Cities – 8%

Core Cities – 4%

High-Capacity Transit Communities – 4%

Cities and Towns – 2%

Region – 5%

Pg. 72 Table 77 Mode Share by Regional Geography – Work Trips

2023 – Transit –

- Metropolitan Cities – 4%
- Core Cities – 2%
- High-Capacity Transit Communities – 2%
- Cities and Towns – 1%
- Region – 4%

2050 – Transit –

- Metropolitan Cities – 8%
- Core Cities – 4%
- High-Capacity Transit Communities – 5%
- Cities and Towns – 2%
- Region – 5%

Pg. 74 Table 79: Mode Share By Regional Geography – Non-Work Trips

2023 - Transit

- Metropolitan Cities – 5%
- Core Cities – 2%
- High-Capacity Transit Communities – 1%
- Cities and Towns – 1%
- Region – 2%

2050 – Transit –

- Metropolitan Cities – 8%
- Core Cities – 4%
- High-Capacity Transit Communities – 4%
- Cities and Towns – 2%
- Region – 5%

Questions:

1. After 50 years and almost \$200 billion do we only achieve a 3% increase in transit use?
2. Has the PSRC done any alternatives analysis for achieving a higher percentage like using BRT instead of light rail to extend ST3? Not requiring transfers from buses to LR so people keep their one seat ride?
3. Other key transportation/transit/walking/biking/ferry projects are going unfunded or have actually been dropped from the plan. What increases in taxes will be needed to fund those?
4. Maintenance and preservation are high on the public’s list for investment yet remain decades behind in funding/addressing.
5. Why are new technologies like public and private automated shuttles and on-Demand car and Van service, car and vanpools not being seriously studied and incorporated into this plan update?

