What the Transportation 2040 Plan from Puget Sound Regional Council (PSRC) reveals about the productivity of public transit investment, told in four pages with four graphics.

Draft Paper for comment

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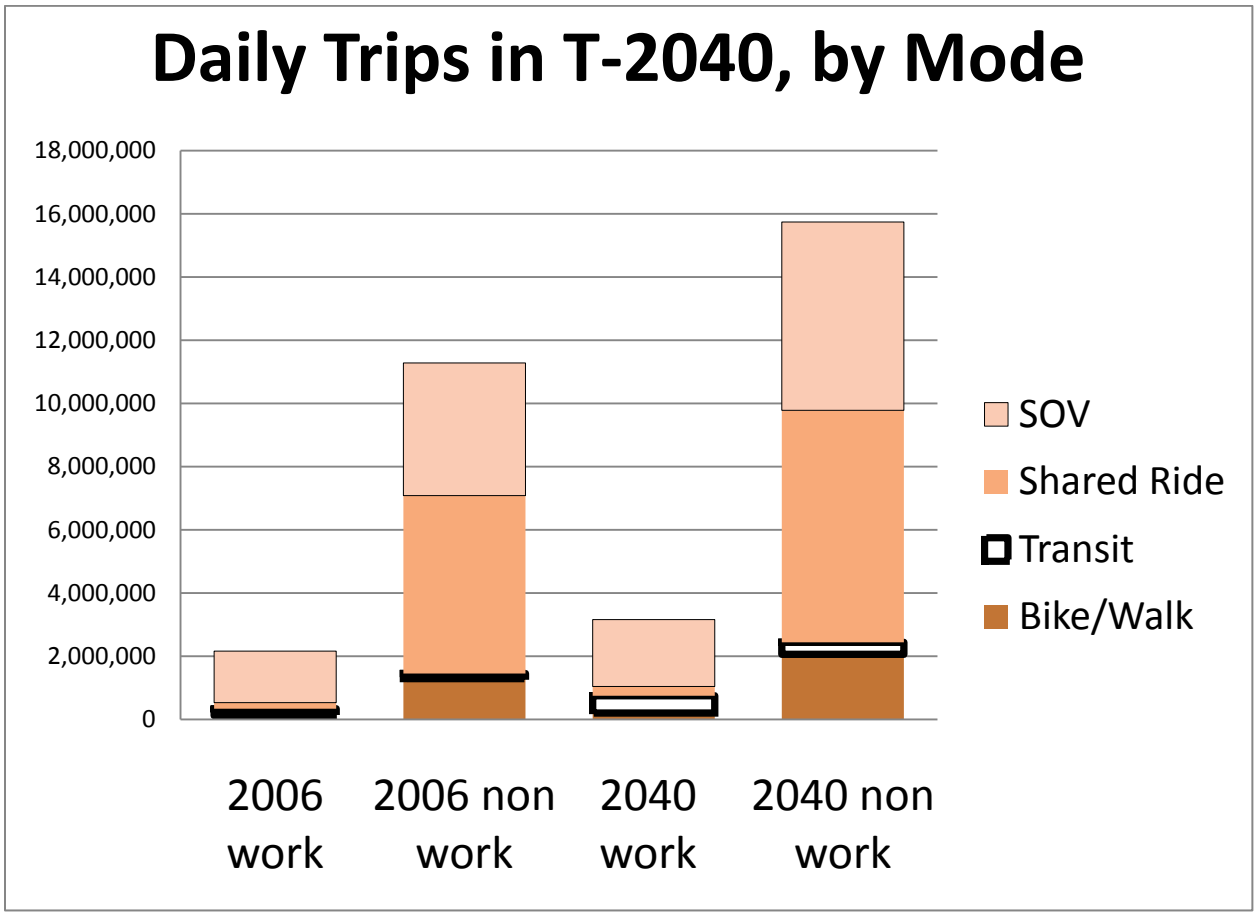
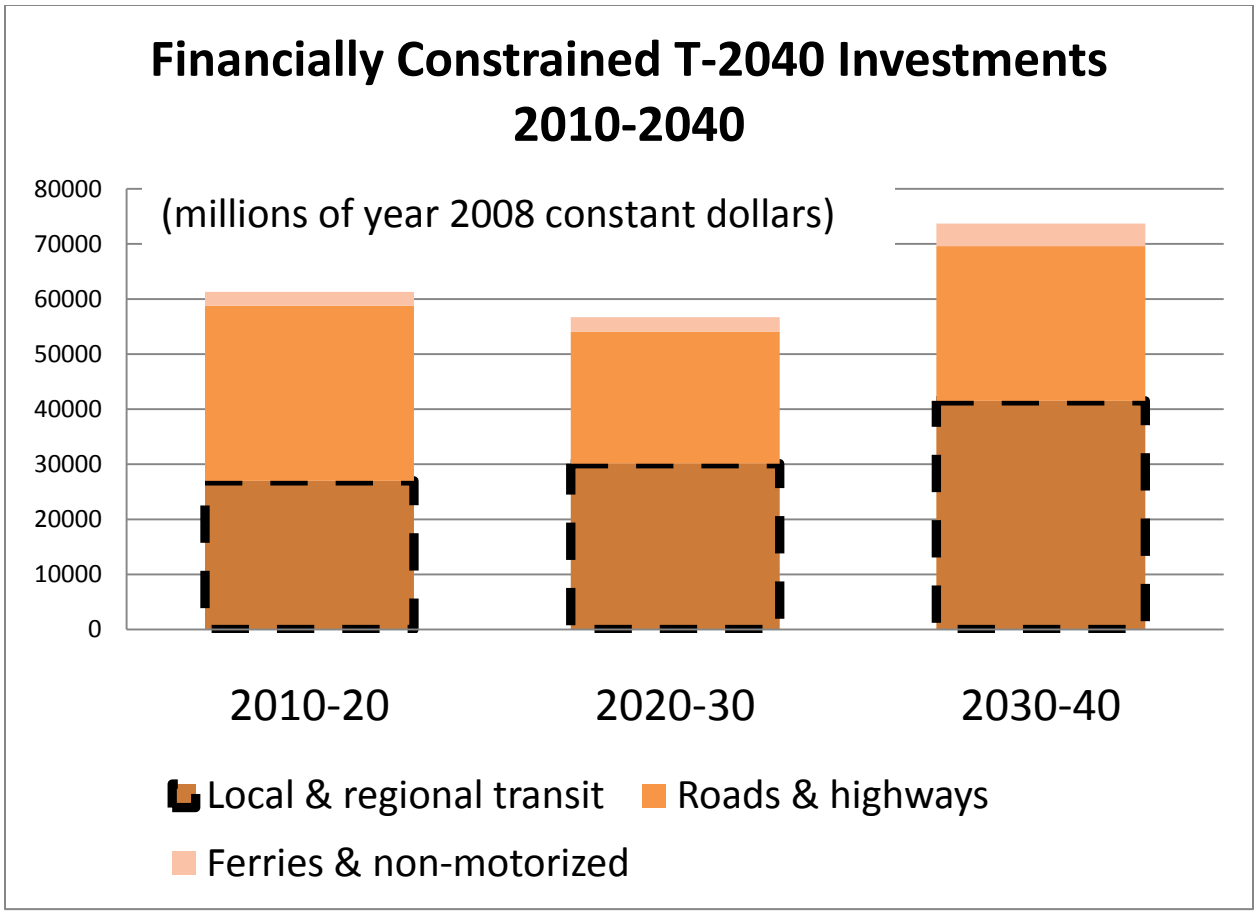
March 25, 2010, Revised April 15, 2013



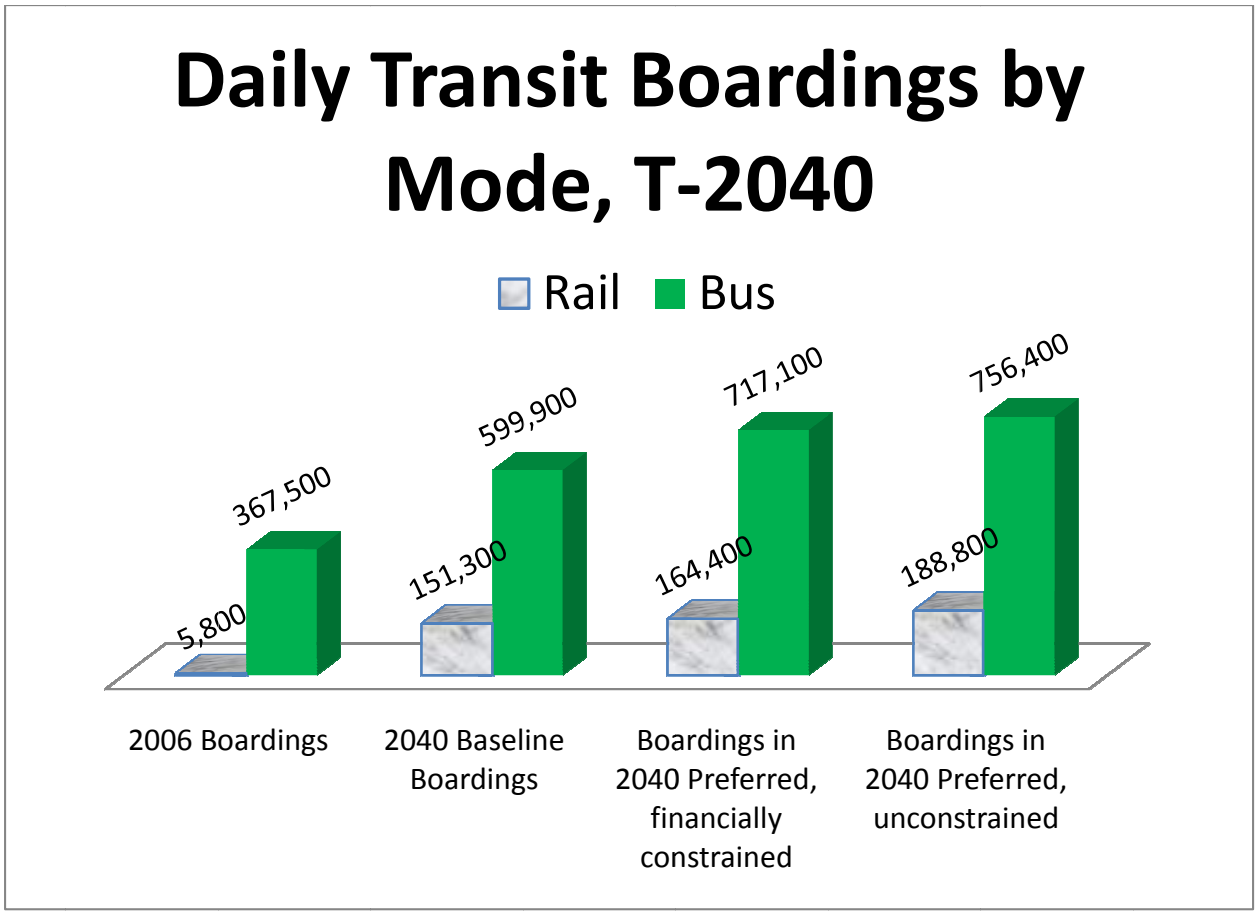
Comparing the 2040 forecast with 2006 performance as reported in the Puget Sound Regional Council Metropolitan Transportation Plan for 2040 (T-2040):

- The graphs above separate work trips (commuting) from all other trip purposes (non-work). Work trips are the travel purpose most closely associated with peak period traffic congestion.
- Both trip types grow over the next 30 years as population & employment grow.
- PSRC forecasts that private vehicle travel will continue to be the dominant mode choice through 2040, compared to transit, walking, and cycling. Private vehicle trips are expected to grow from 8.7 million to 12 million over the next 30 years.
- Transit market share for all trip types grows from 3% to 5%.
- In 2040, traffic congestion on expressways is planned to be reduced from today's levels with new daily tolls throughout the network, but congestion on arterials is expected to worsen.



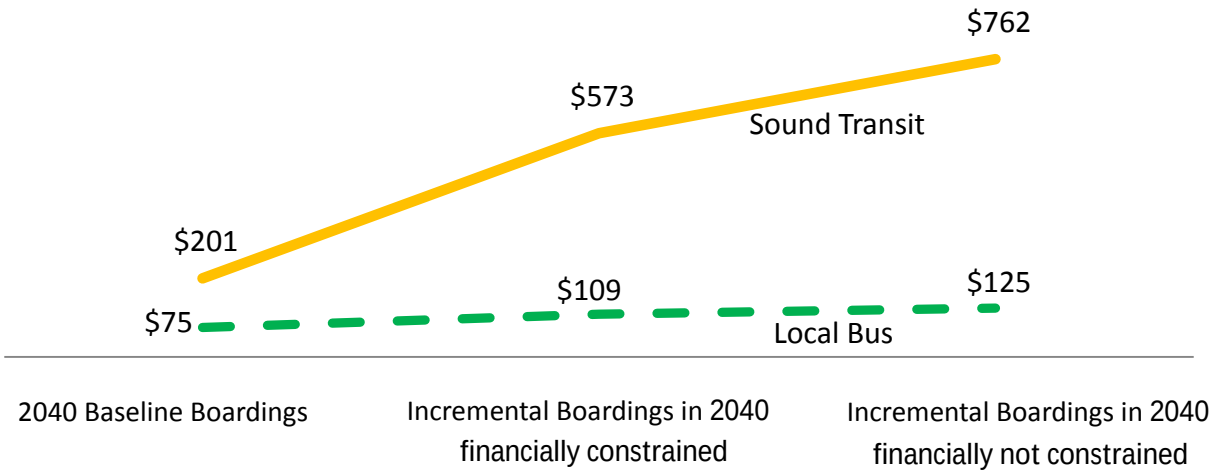
Above chart shows the magnitude of government spending on transportation over the next three decades in non-inflated 2008 dollars.

- Spending starts at about $60 billion over the next decade, drops a little in the next, and then grows to over $70 billion in the third decade ending 2040.
- The transit portion grows steadily decade by decade until it amounts to over half the total. This spending growth supports an increase in transit service levels and ridership.
- This spending funds a doubling of local bus service, and extension of light rail to Bellevue, Tacoma, and Everett.
- Daily transit ridership more than doubles from 2006 to 2040, from 385 thousand to 918 thousand.
- Recall from the first chart that the proportion of total daily trips taken on transit in 2040 grows to 5% from a starting point of 3% in 2006.



- Note in the preferred alternatives on the right hand half of the above chart, that bus boardings outnumber rail boardings by over four to one, even though the region is constructing the longest light rail network in America.
- This strong bus ridership growth forecast is the result of T-2040 programmed investment in local transit that doubles bus service hours between now and 2040.
- Many of the bus trips are expected to take transit customers to and from train stations.

Investment ($000) per Daily Transit Boarding in T-2040



The above chart shows the price to gain additional transit customers:

- This chart in its far left hand point shows the investment per transit boarding achieved in 2040 by the current budget presented in the T-2040 Plan -- $75 per boarding for bus riders and $201 per boarding of light rail and commuter trains. This reflects the high cost of constructing new track.
- The cost per daily additional transit boarding is expected to rise even higher as governments make additional planned investments in transit service and infrastructure. This true for the financially constrained plan (middle point) and even more true for the unconstrained (right hand point) alternative.
- Comparison of the cost per boarding between trains and buses shows that cost per boarding with rail investment, including Sound Transit Express Bus, starts higher than local bus, and becomes higher at a much faster rate in both of the preferred plan alternatives, constrained and unconstrained.
- Is spending $7.5 billion on rail worthwhile if it gains daily train riders at $573 each, when nine times as many bus riders can be attracted for $109 each?