





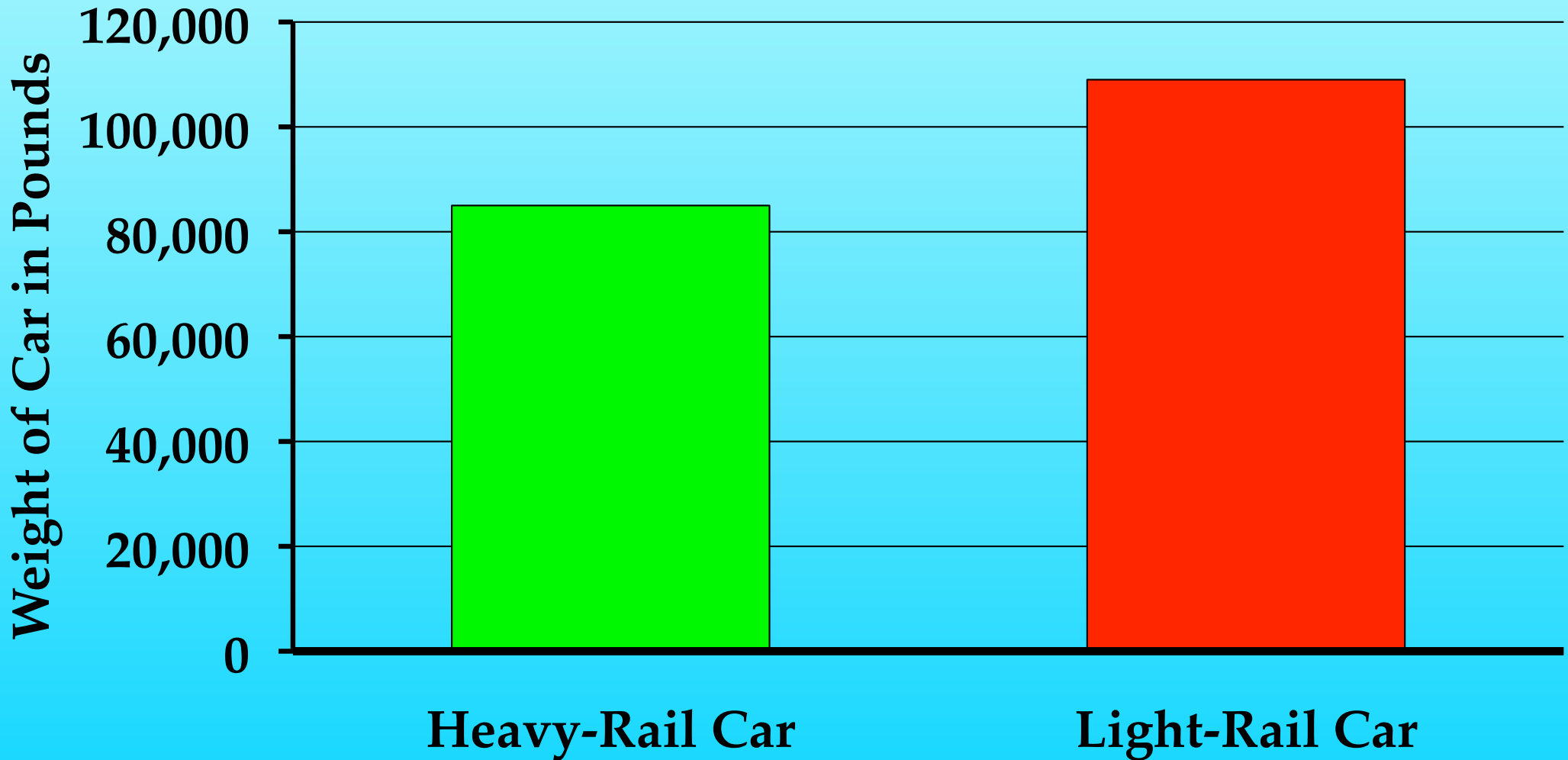






*It Should Be Called Lie Rail*

# Even the Name Is a Lie



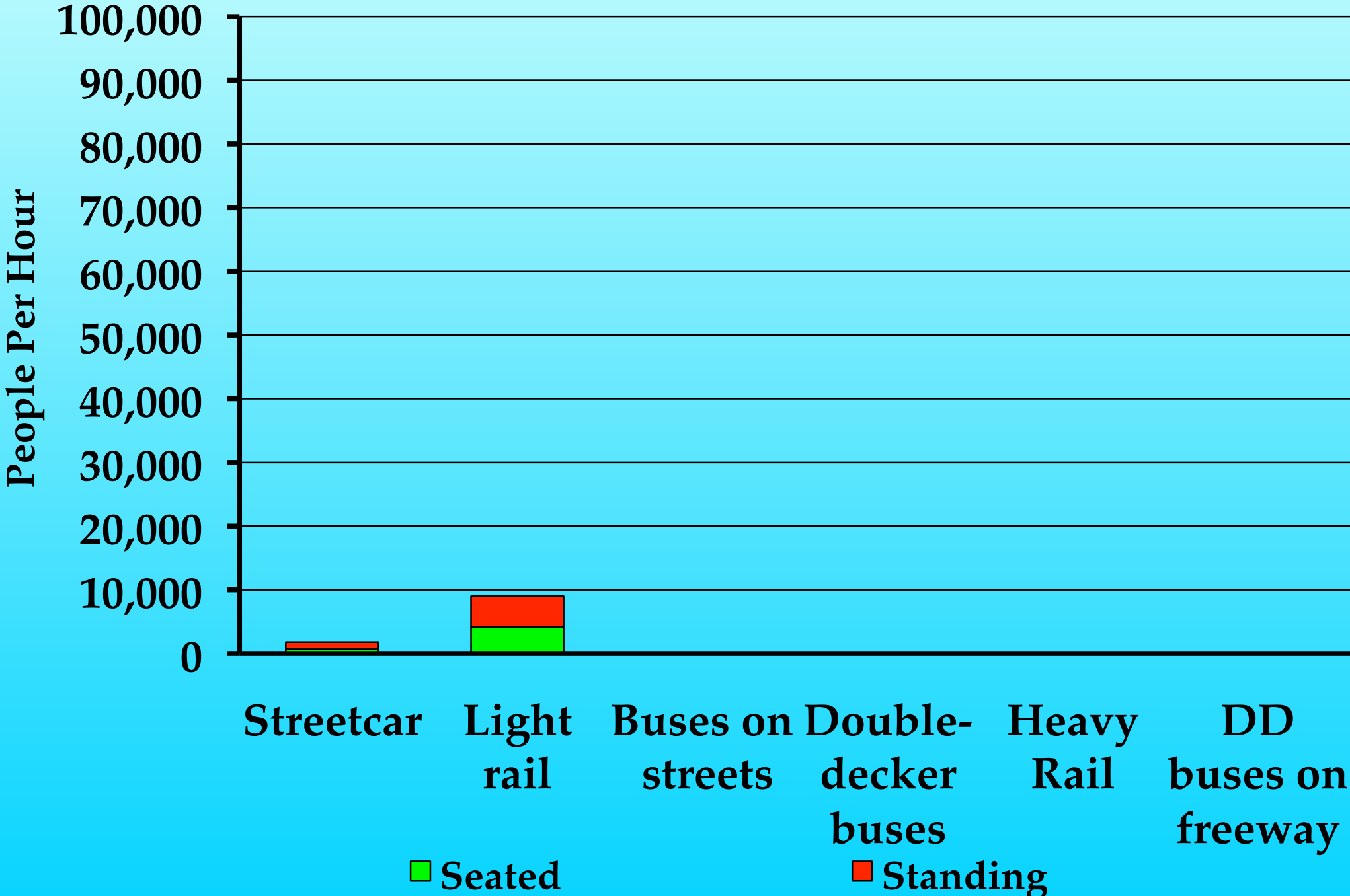




*Lie #1: "Light Rail Is  
High-Capacity Transit"*

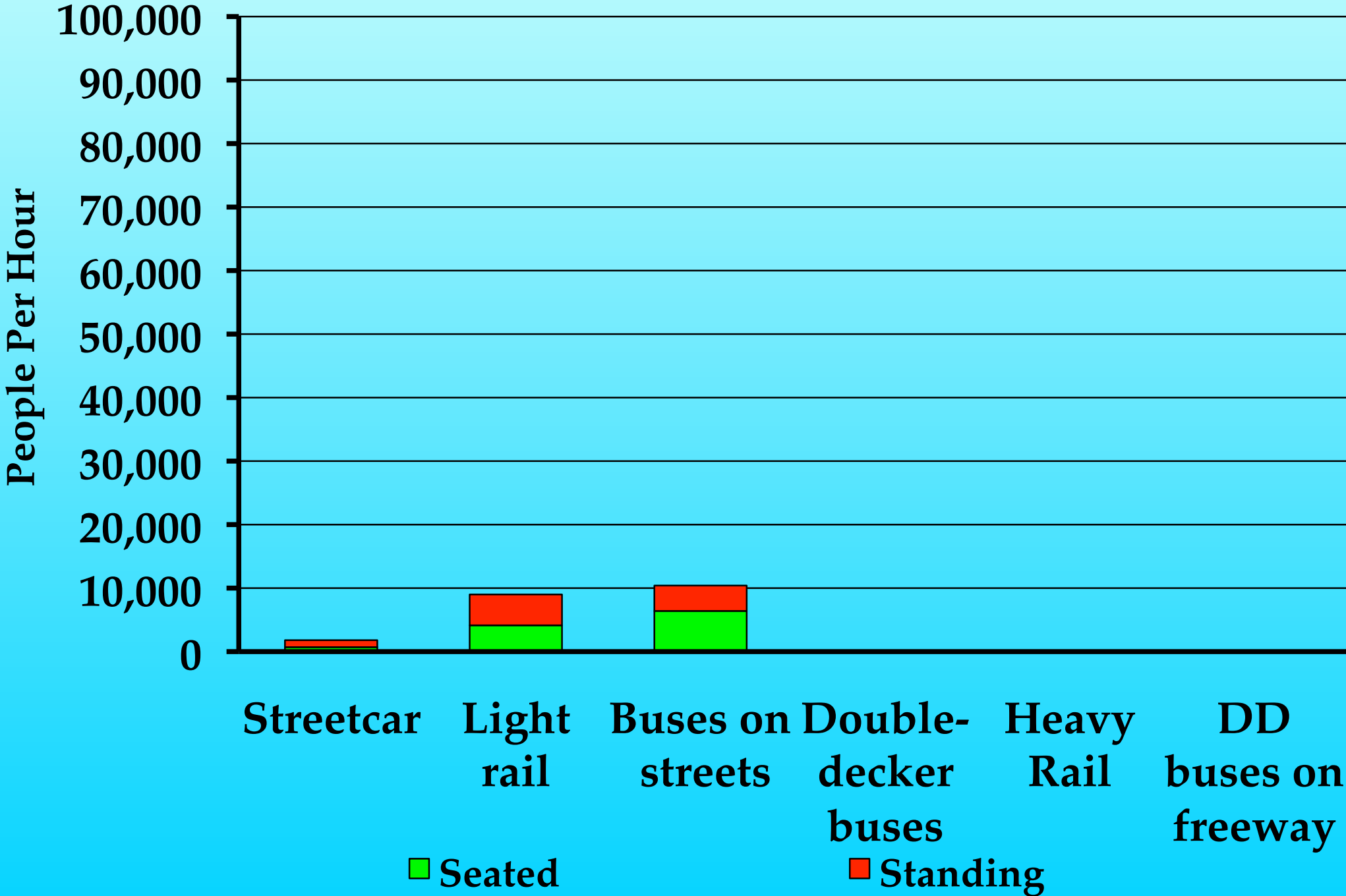


# Transit Capacities





# Transit Capacities







ENVIRO500

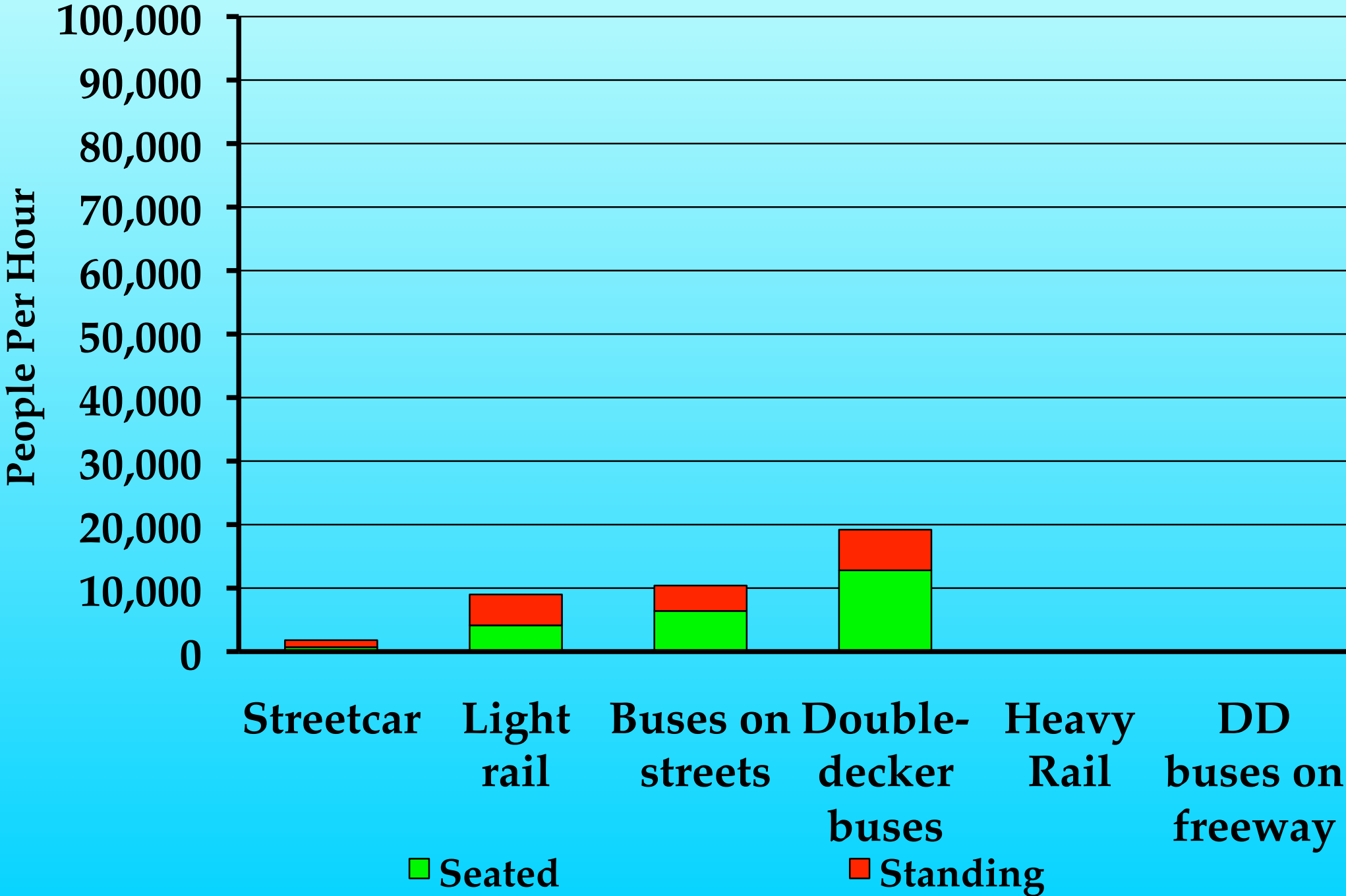
ENVIRO500

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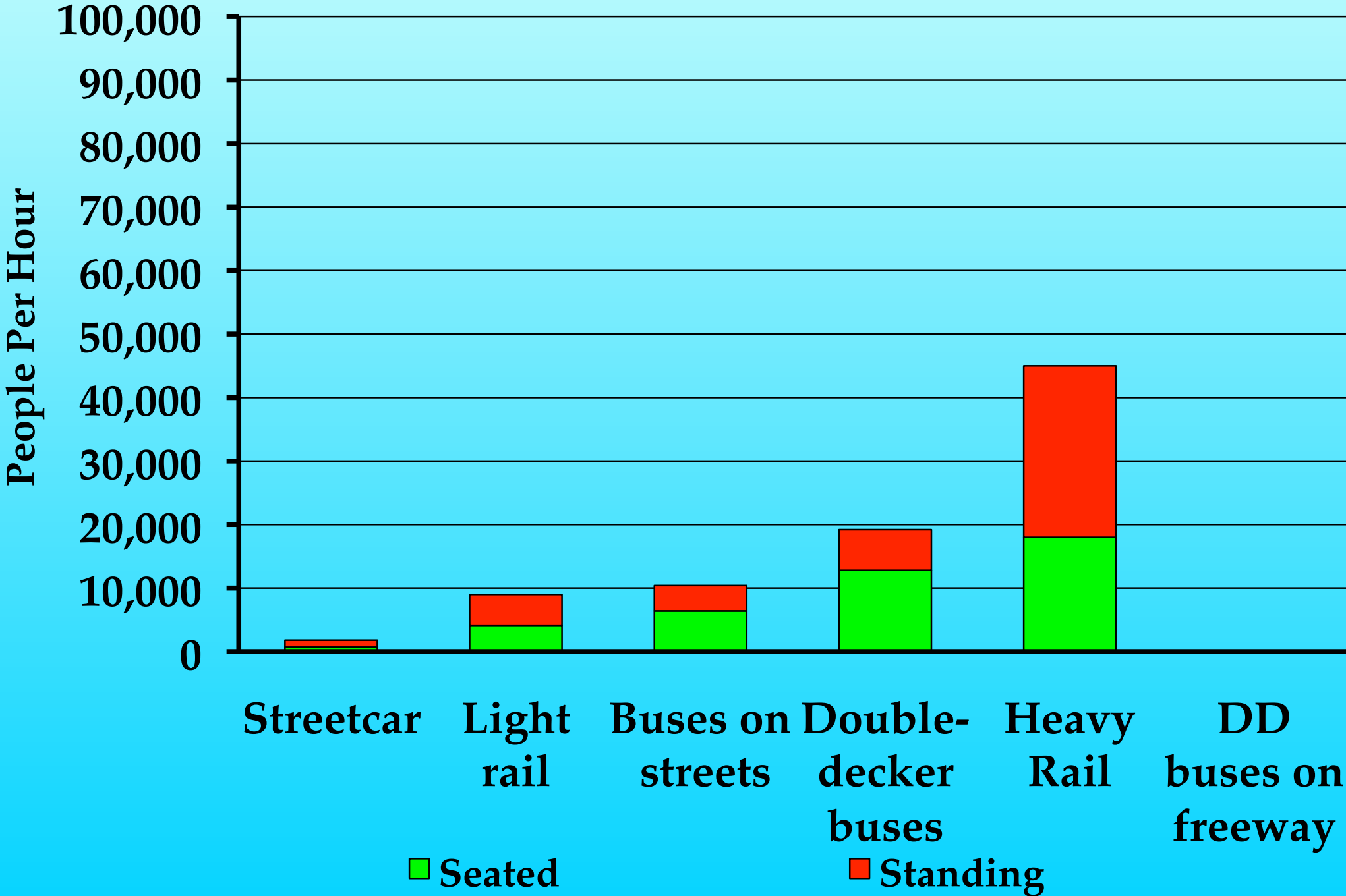
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# Transit Capacities

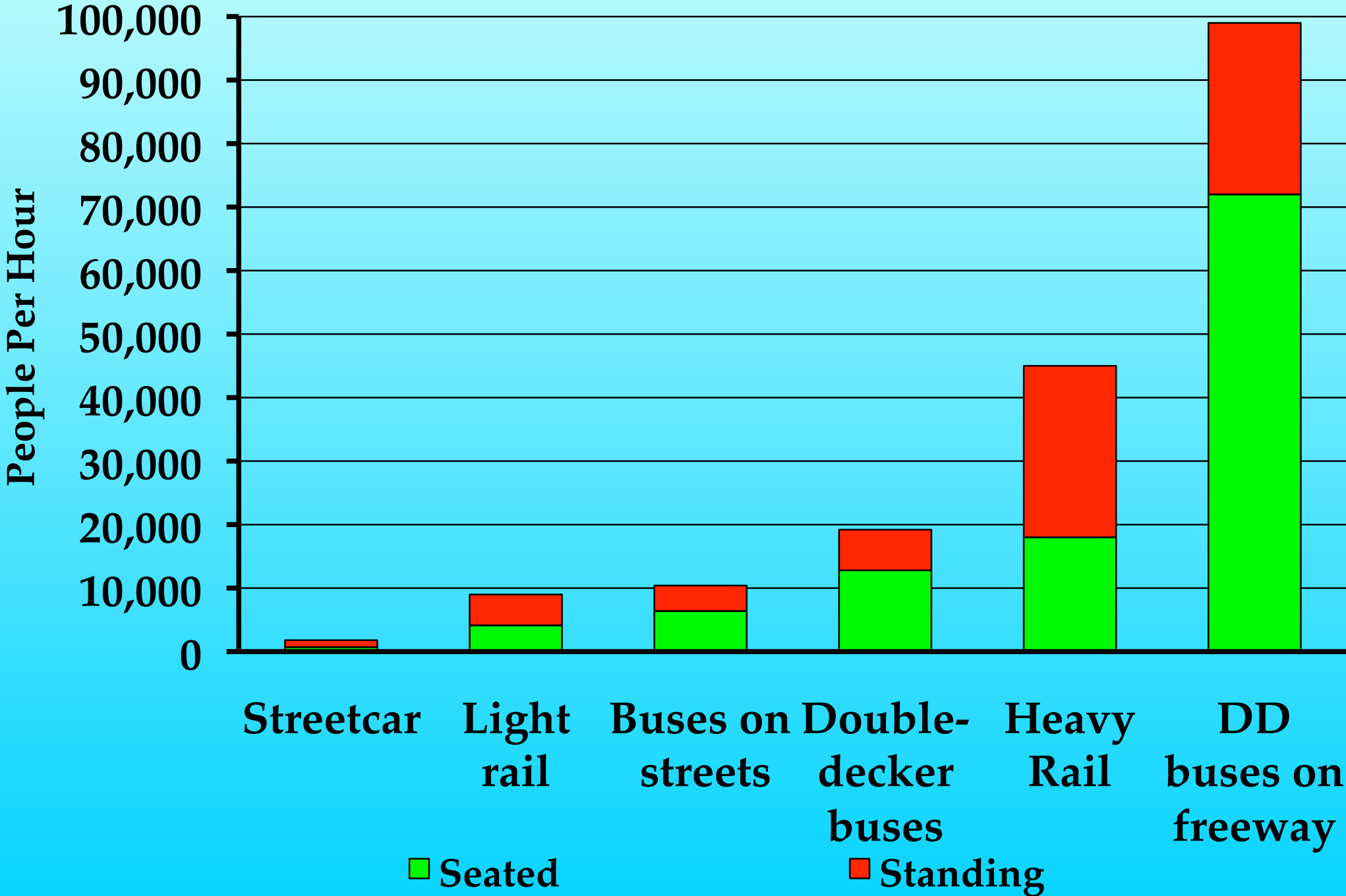




# Transit Capacities

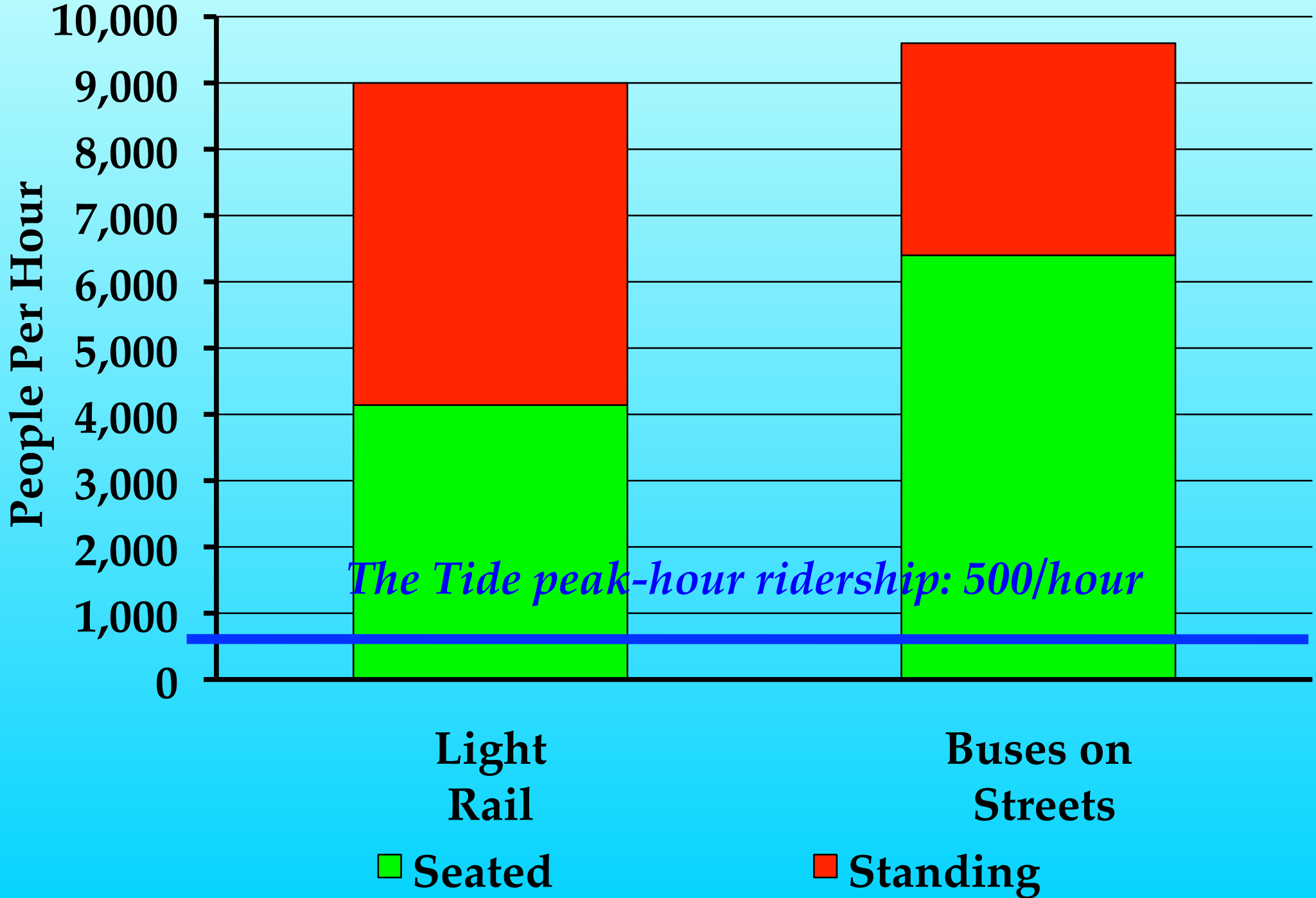


# Transit Capacities

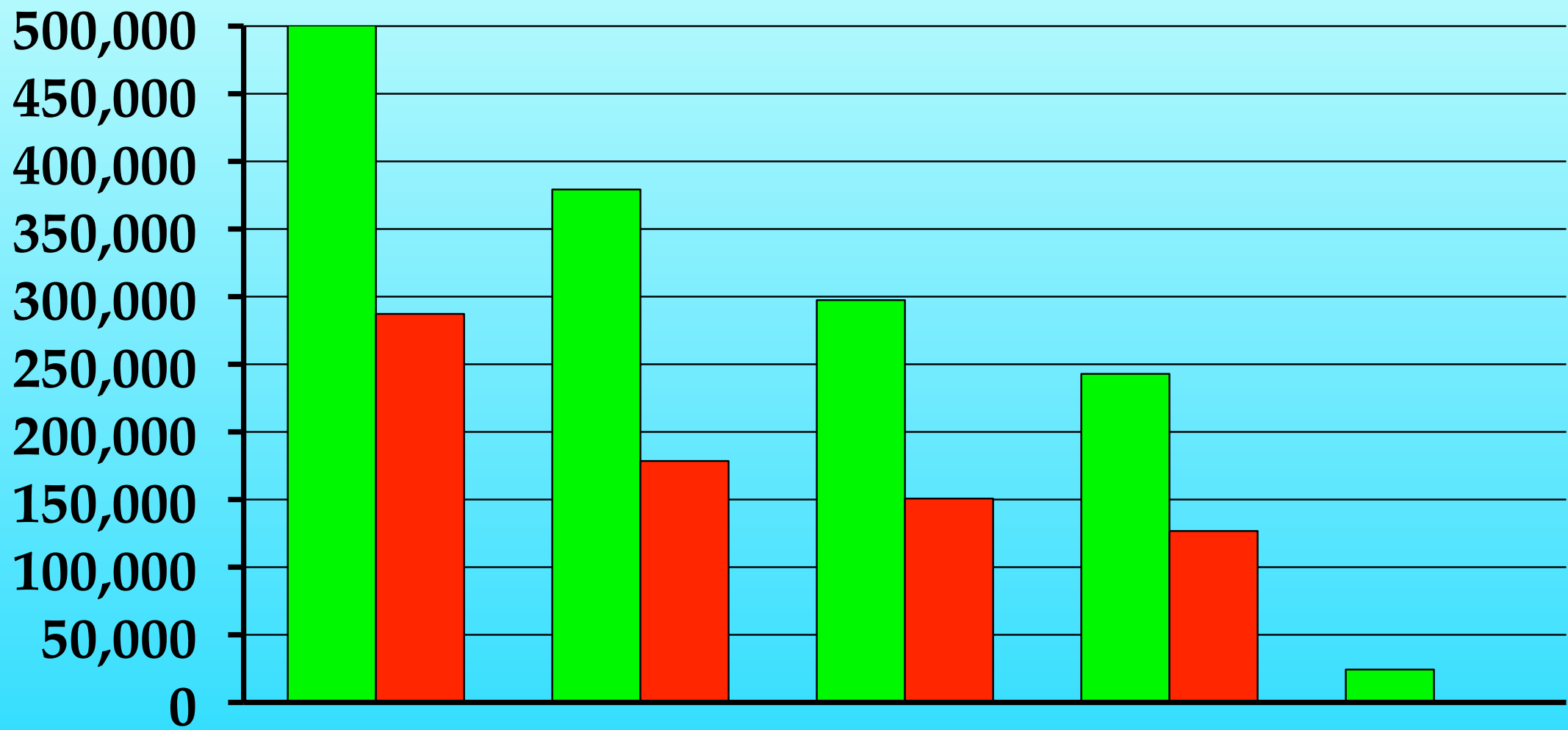




# Lie # 2: "VA Beach Needs High-Capacity Transit"



# Downtown Jobs and Transit Commuters

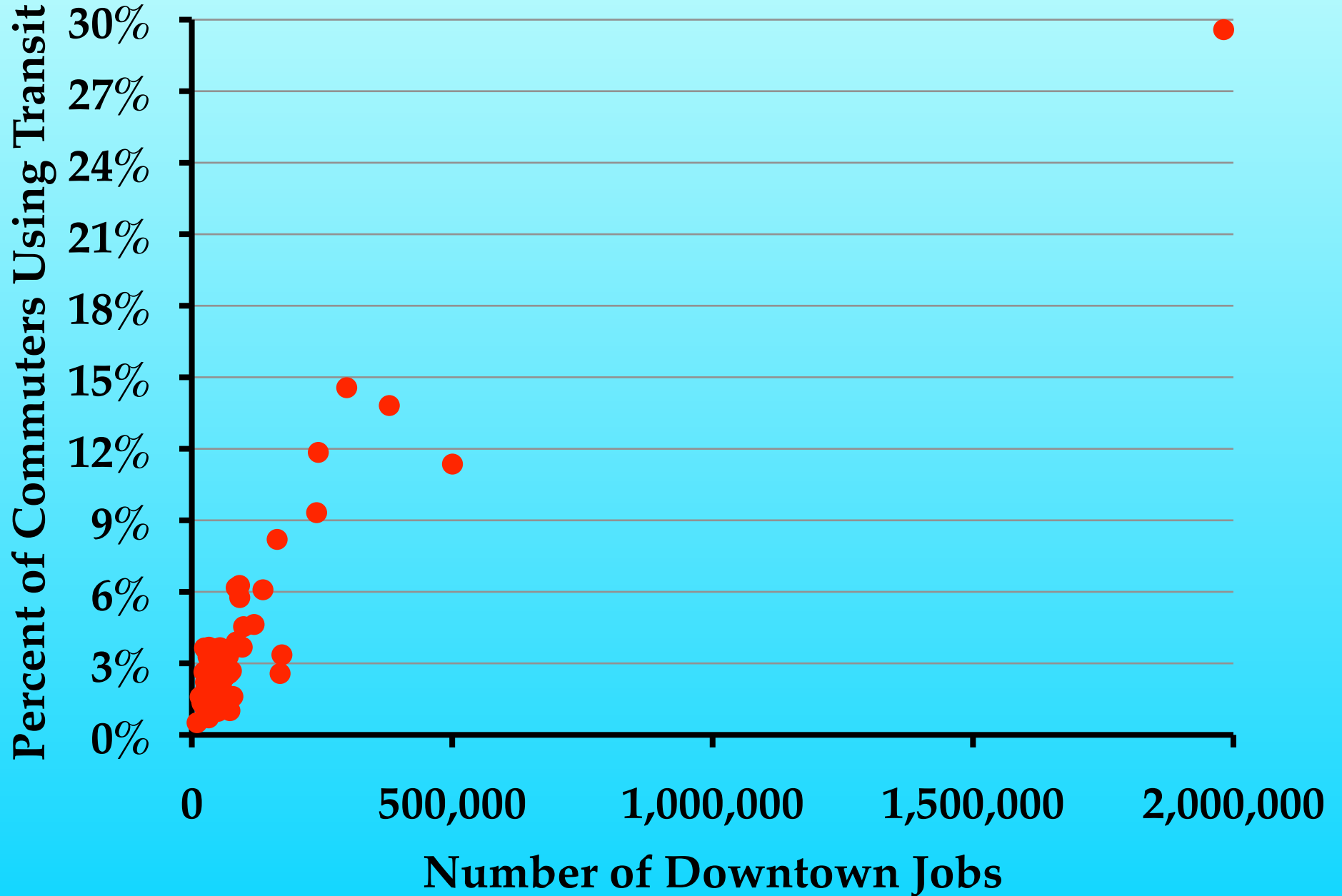


Chicago DC San Francisco Boston Norfolk

■ Downtown Jobs ■ Downtown Transit Commuters

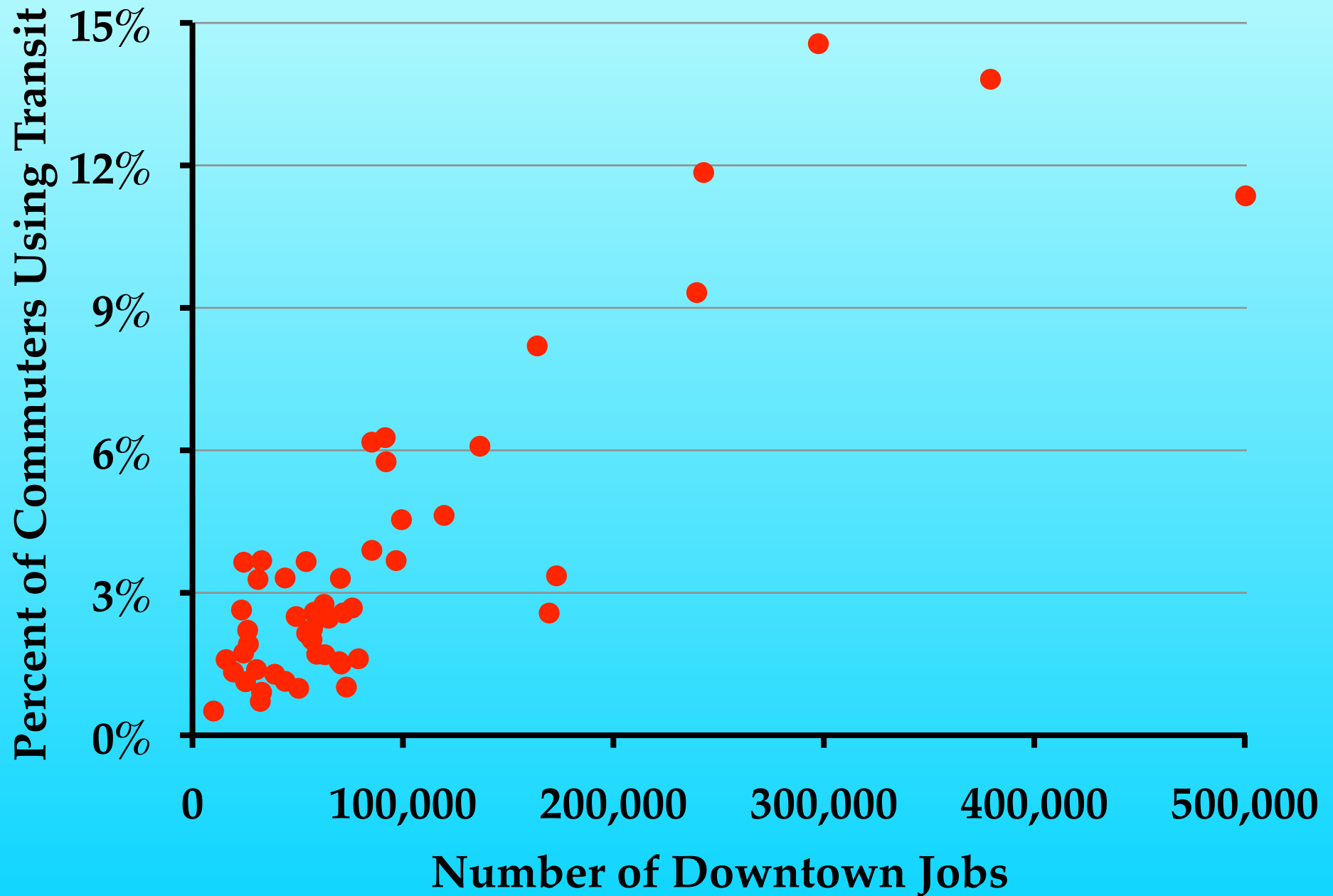


# Metro-Area Transit Share vs. CBD Jobs



*Source: 2006 American Community Survey*

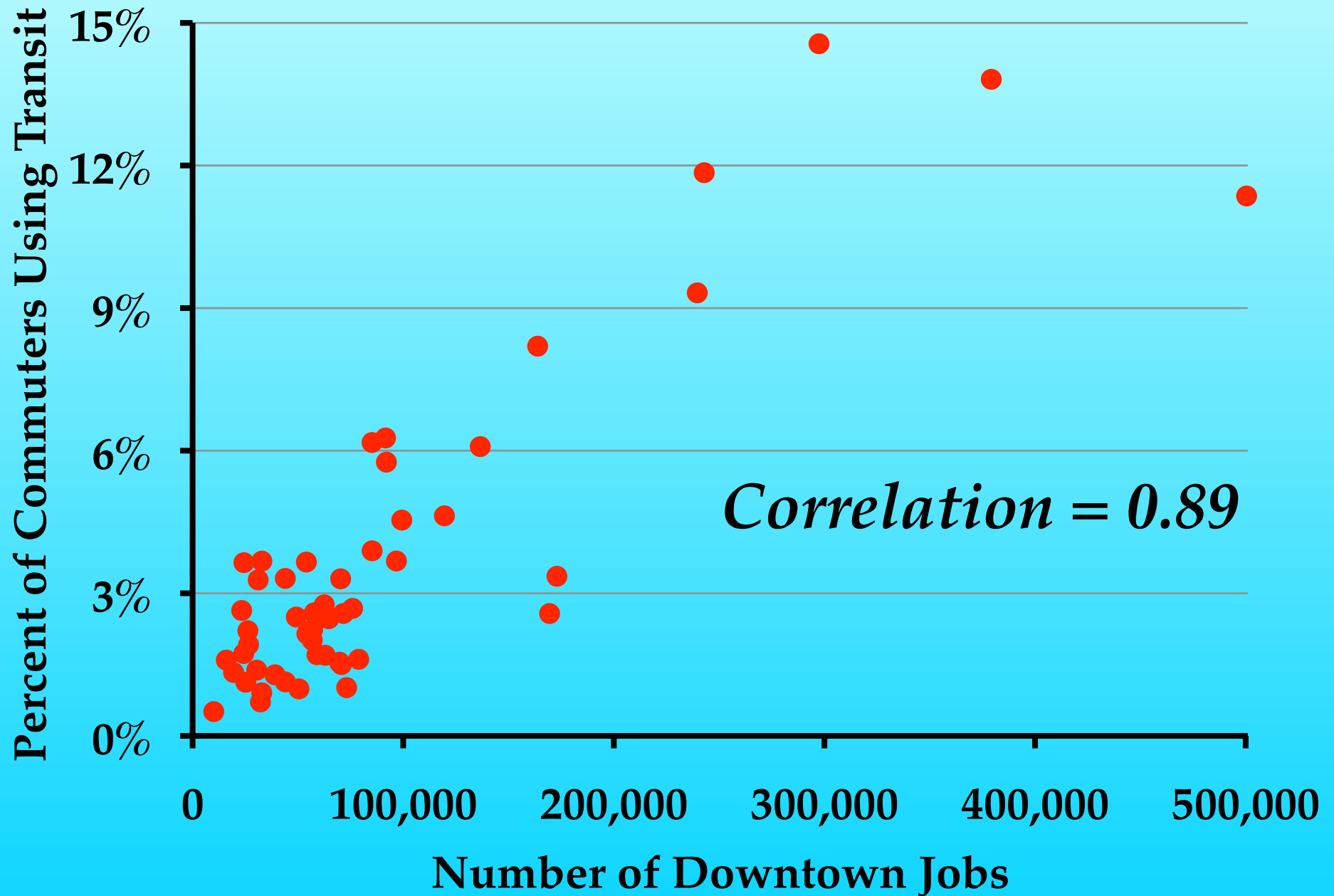
# Metro-Area Transit Share vs. CBD Jobs



*Source: 2006 American Community Survey*



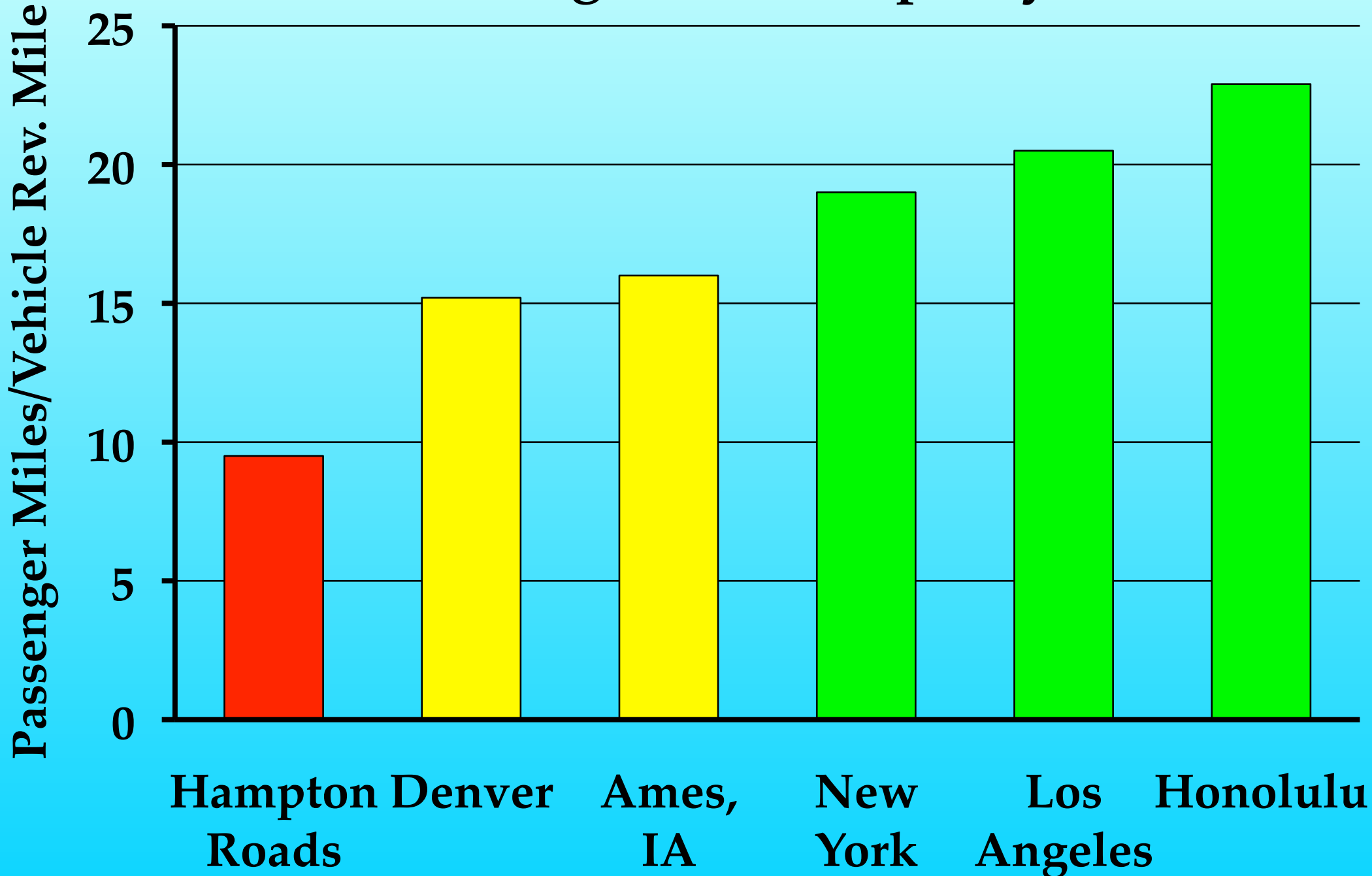
# Metro-Area Transit Share vs. CBD Jobs



*Correlation = 0.89*

*Source: 2006 American Community Survey*

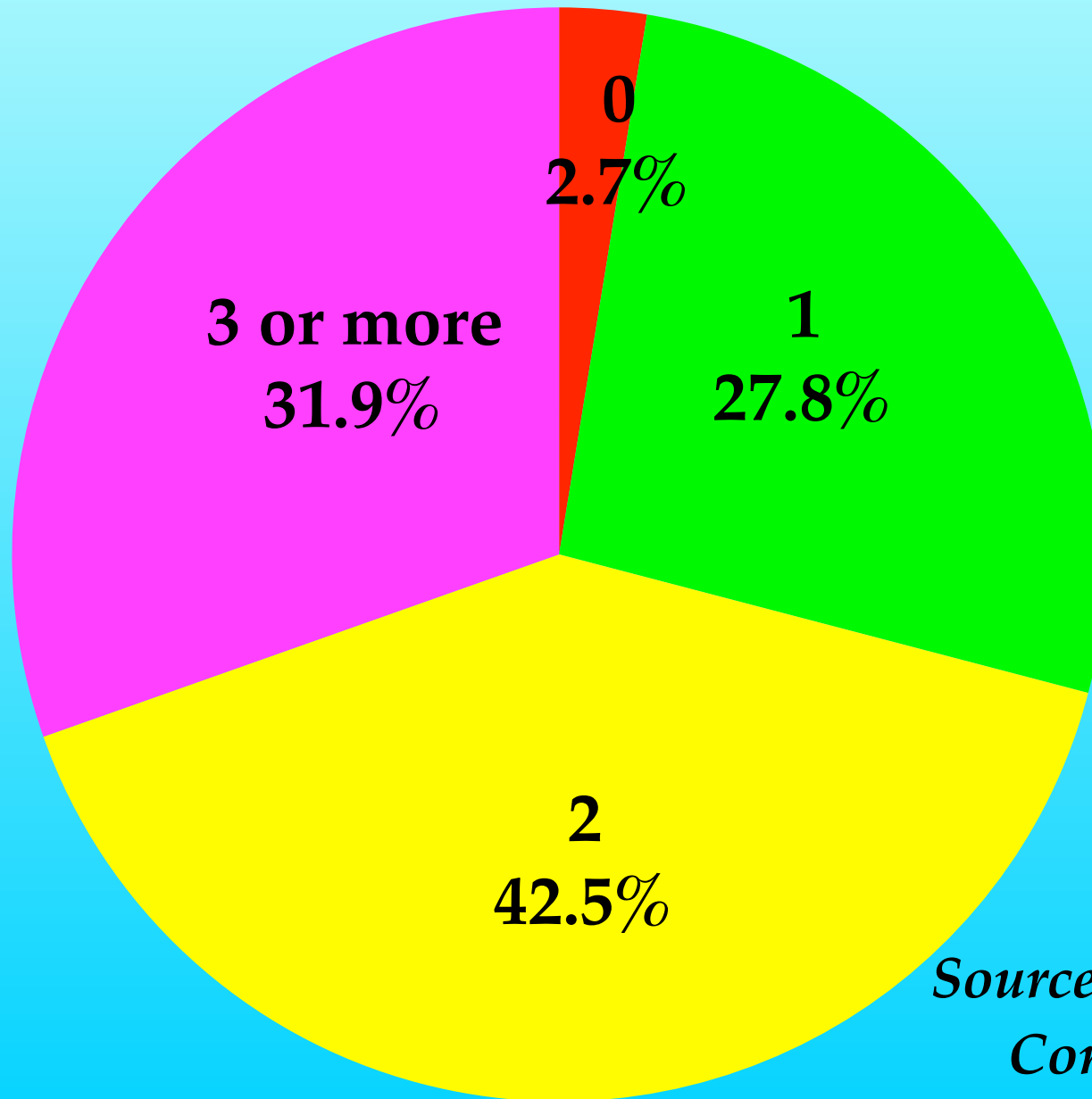
# 2012 Average Bus Occupancy Rates



*Source: National Transit Database*

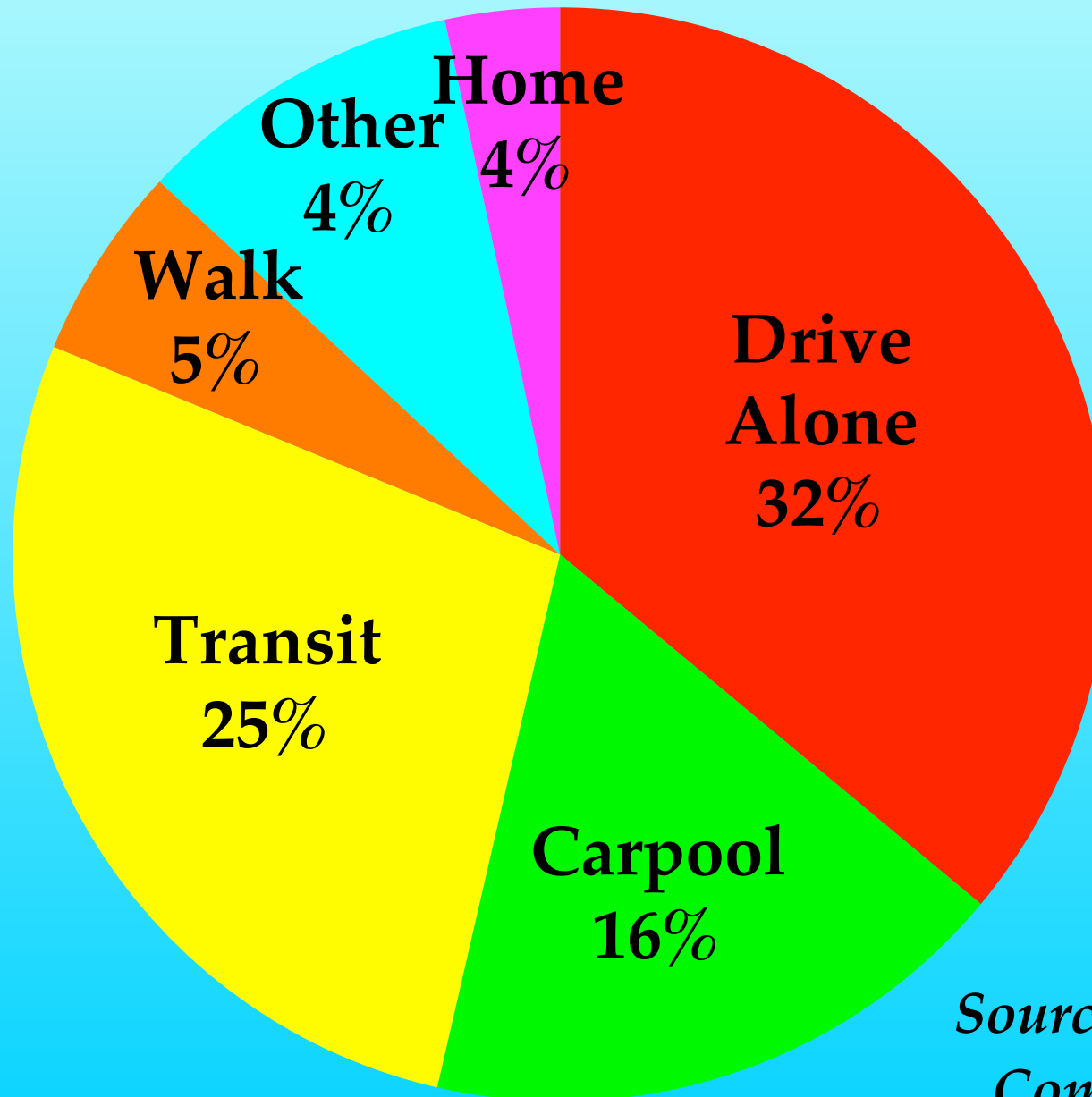


# 2013 Virginia Beach-Norfolk Workers: Number of Vehicles in Household



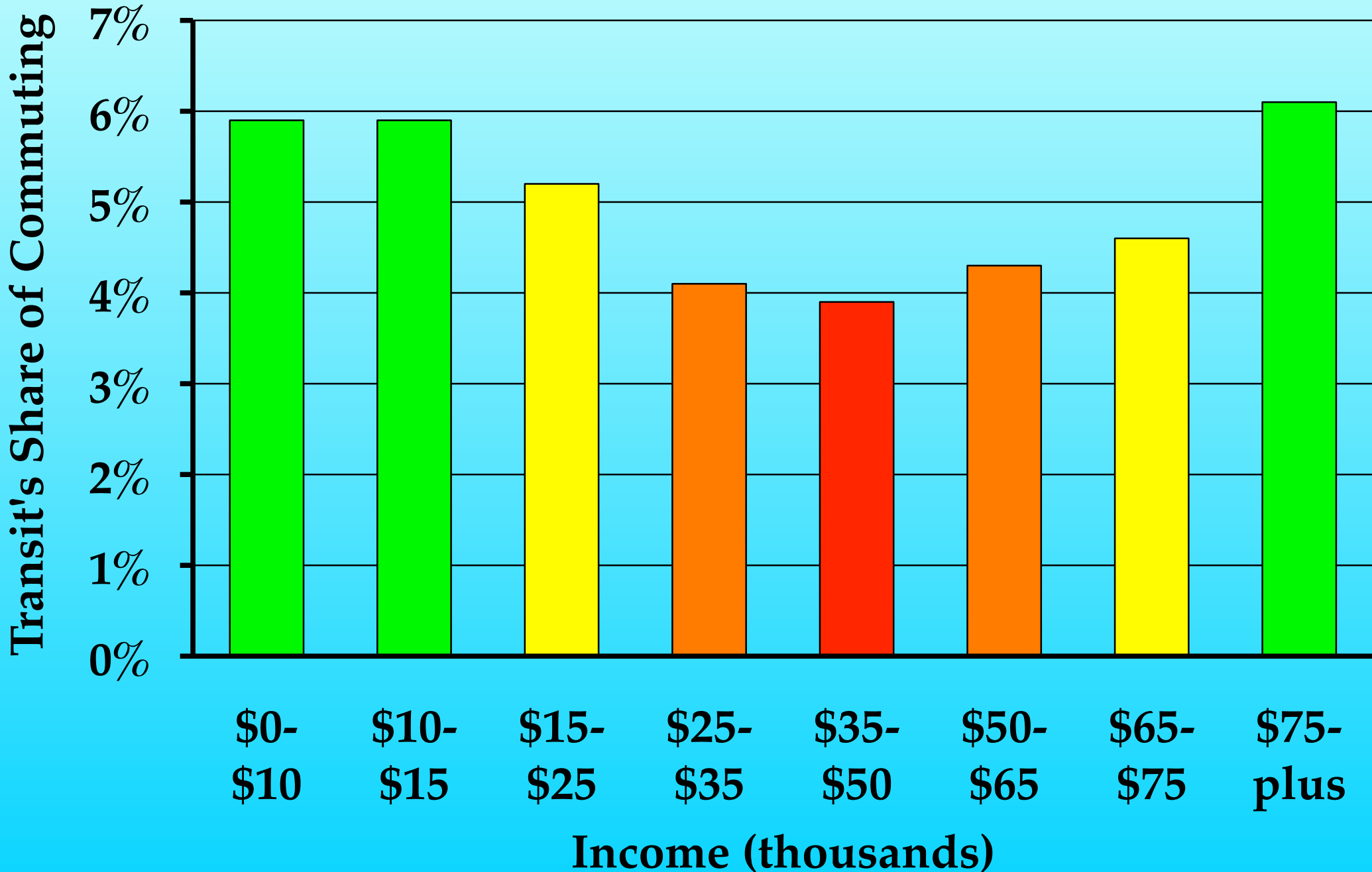
*Source: 2013 American  
Community Survey*

# How Virginia Beach-Norfolk Workers With No Vehicles Commute to Work



*Source: 2013 American Community Survey*

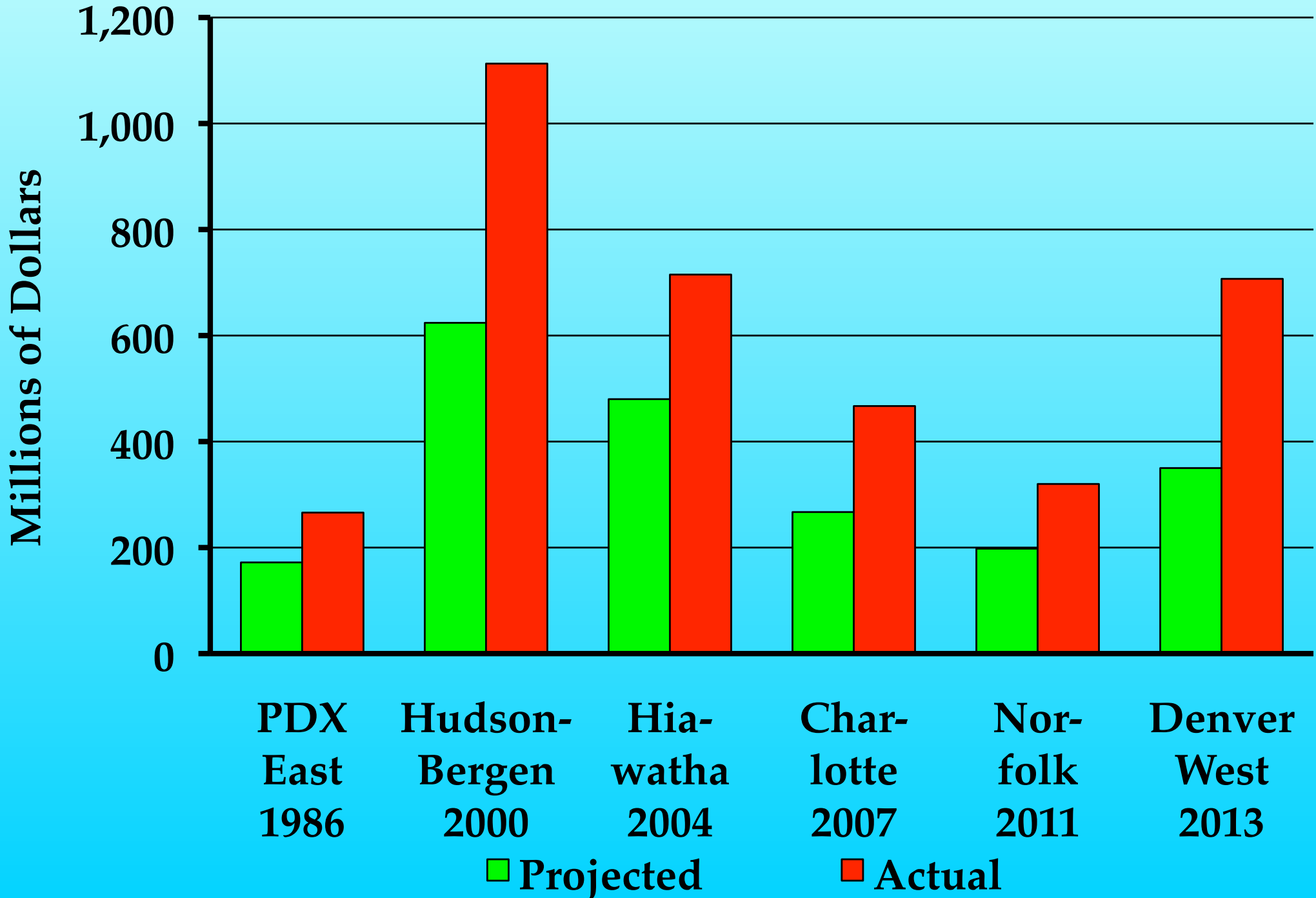
# Transit Commuting by Income



*Source: Census Bureau*



# Lie # 3: "It Will 'Only' Cost \$327 Million"



**PARSONS**  
**BRINCKERHOFF**

**HDR**

**HNTB**

**SIEMENS**

# 2010

## National State of Good Repair Assessment



Federal Transit Administration

June 2010

Federal Transit Administration

June 2010



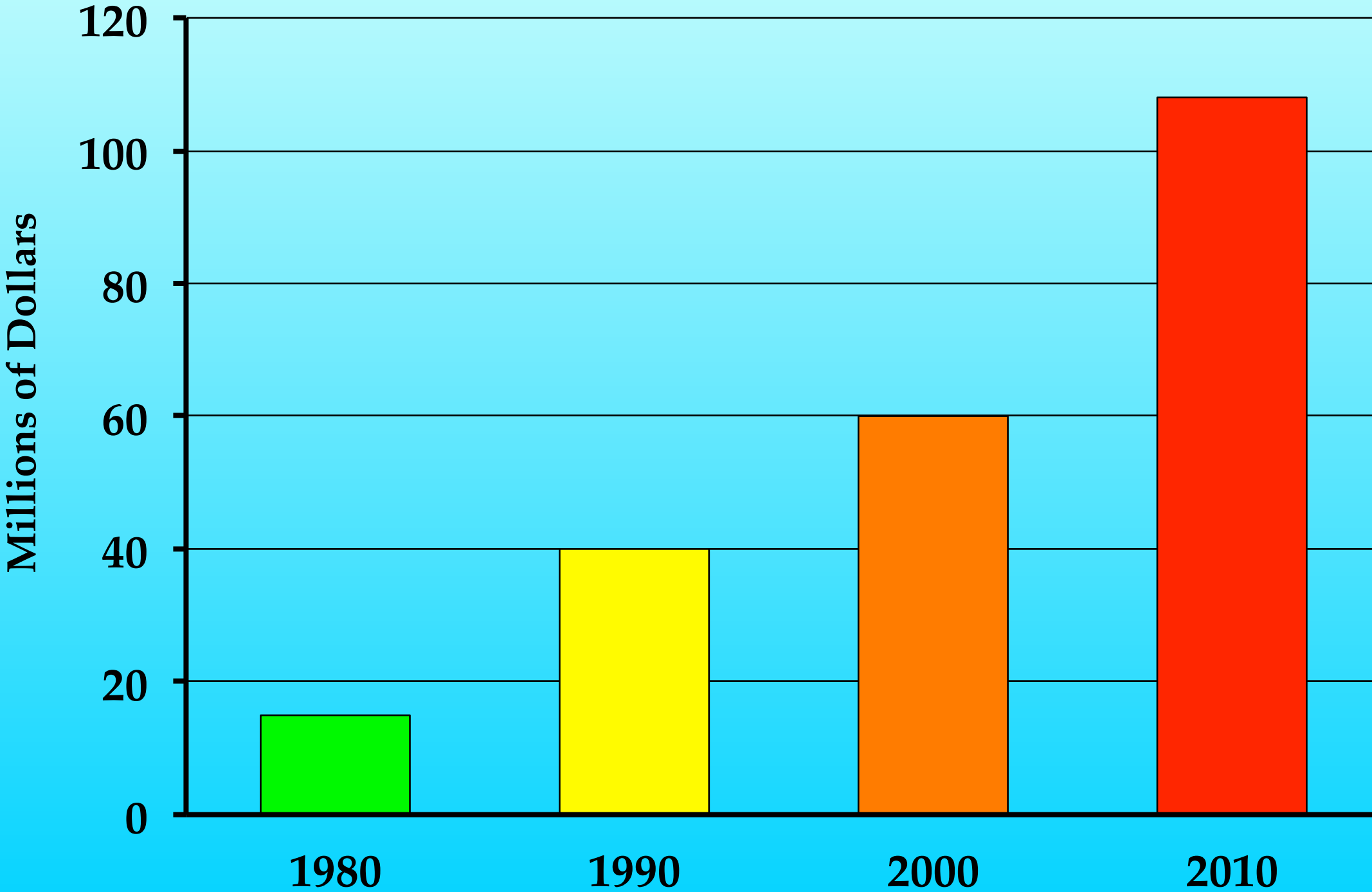
# Formula Funds



# Competitive Grants

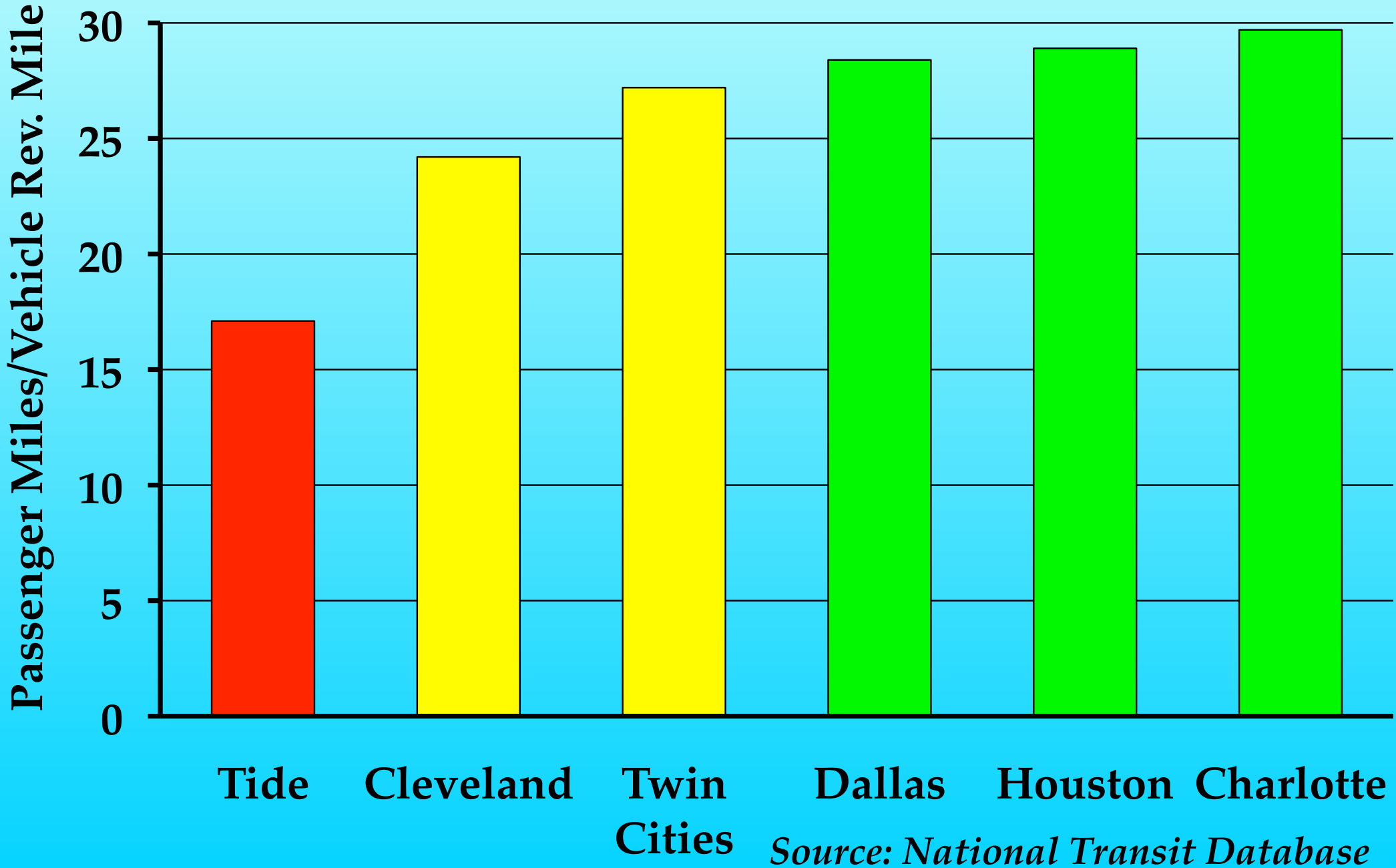


# Average Light-Rail Cost Per Mile



# Lie # 4: "Light Rail Attracts New Riders"

## 2012 Average Light Rail Occupancy Rates







[Hampton Roads Transit](#) > [Articles](#) > [Norfolk's light rail exceeds expectations](#)

## **Norfolk's light rail exceeds expectations**

Nearly four weeks into the Tide's tenure in Norfolk, the light rail has been a major success.

Ridership is actually exceeding expectations with an average of more than 5,600 people per day.

"I love riding the tide. I think it's very convenient as far as transportation and it saves me on gas since I'm a college student," said one of the passengers.

The reality of the light rail ridership has nearly doubled what was expected.

## **Norfolk LRT**

**Norfolk, Virginia**  
(November 2003)

### **Description**

Hampton Roads Transit (HRT) proposes to construct a 7.4-mile light rail transit (LRT) line in the city of Norfolk that is intended to serve as the initial segment of a regional LRT system. The project alignment begins on the west at the Eastern Virginia Medical Center, moves eastward in dedicated LRT in-street right-of-way through downtown Norfolk to Norfolk State University, and continues along an existing Norfolk Southern Railroad right-of-way generally paralleling I-264 to the eastern terminus at Newtown Road. The project includes 11 stations and construction of a new vehicle maintenance and storage facility.

Right-of-way and geographical constraints limit fixed guideway alternatives that could be developed in the most heavily traveled corridor in the Hampton Roads region, which continues through Virginia Beach to the Atlantic Ocean. The Norfolk Southern Railroad alignment offers the only feasible non-roadway alternative to improve mobility and capacity in the corridor due to the intricacy of the regional transportation system that includes waterway traversals. The proposed Norfolk LRT is intended to: improve mobility, access, and transit service reliability for area commuters; provide intermodal connections between automobiles, buses and ferry services; expand and improve transportation choices for corridor residents; improve reverse commute options; enhance alternative transportation services for low-income households; and support redevelopment and revitalization efforts and the growth of tourism in Norfolk.

## Summary Description

**Proposed Project:** Light Rail Transit  
7.4 Miles, 11 Stations

**Total Capital Cost (\$YOE):** \$198.5 Million

**Section 5309 New Starts Share (\$YOE):** \$94.6 Million (48%)

**Annual Operating Cost (2021 \$YOE):** \$9.2 Million

**Ridership Forecast (2021):** 10,500 Average Weekday Boardings

4,000 Daily

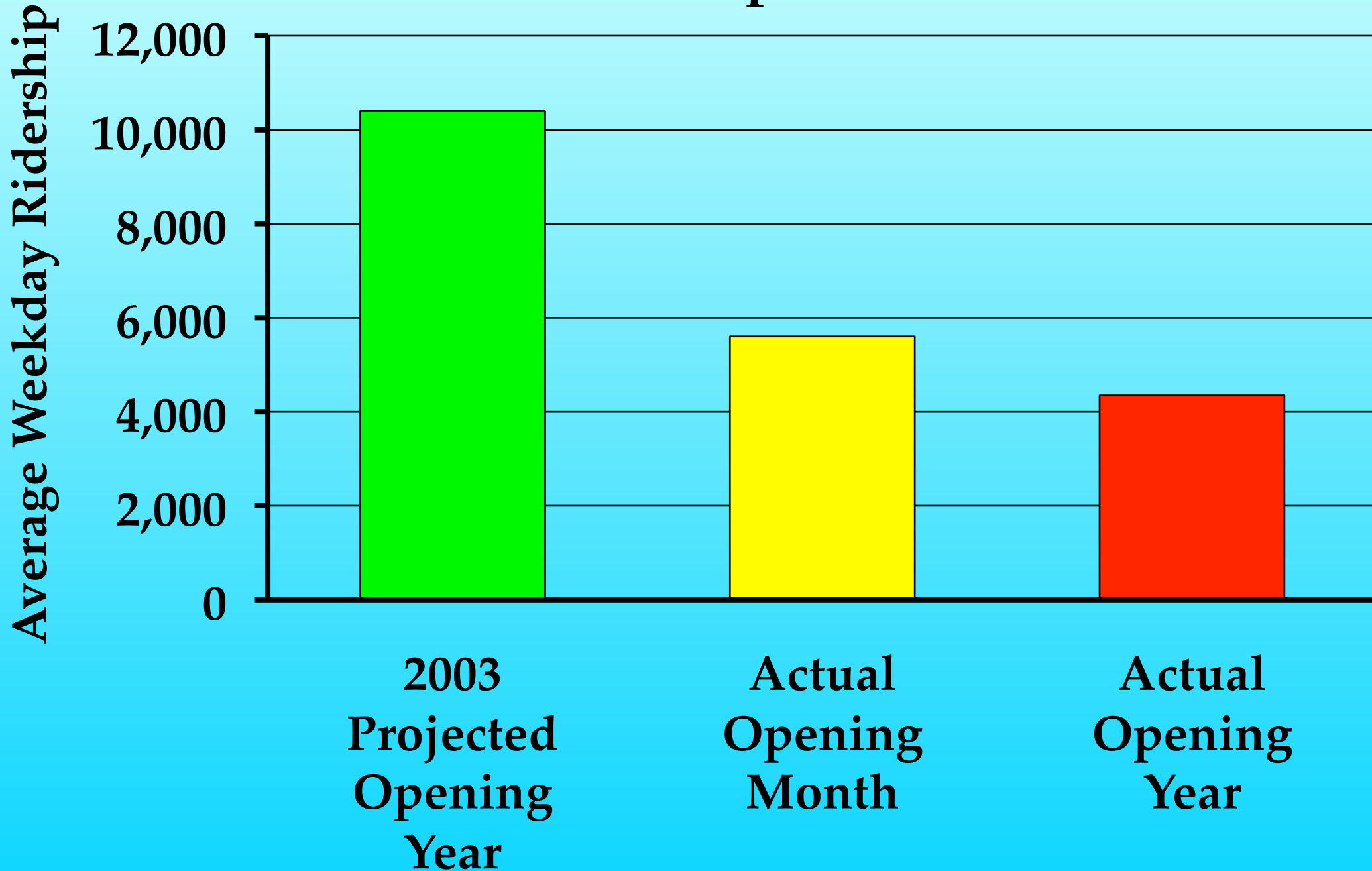
**Opening Year Ridership Forecast (2005):** 10,400 Average Weekday Boardings

**FY 2005 Finance Rating:** Meets FTA

**FY 2005 Project Justification Rating:** Not Rated

**FY 2005 Overall Project Rating:** Not Rated

# Exceeds Expectations?



*Source: 2005 New Starts Report, 2012 National Transit Database*



# Lie # 5: "Light Rail Will Reduce Congestion"

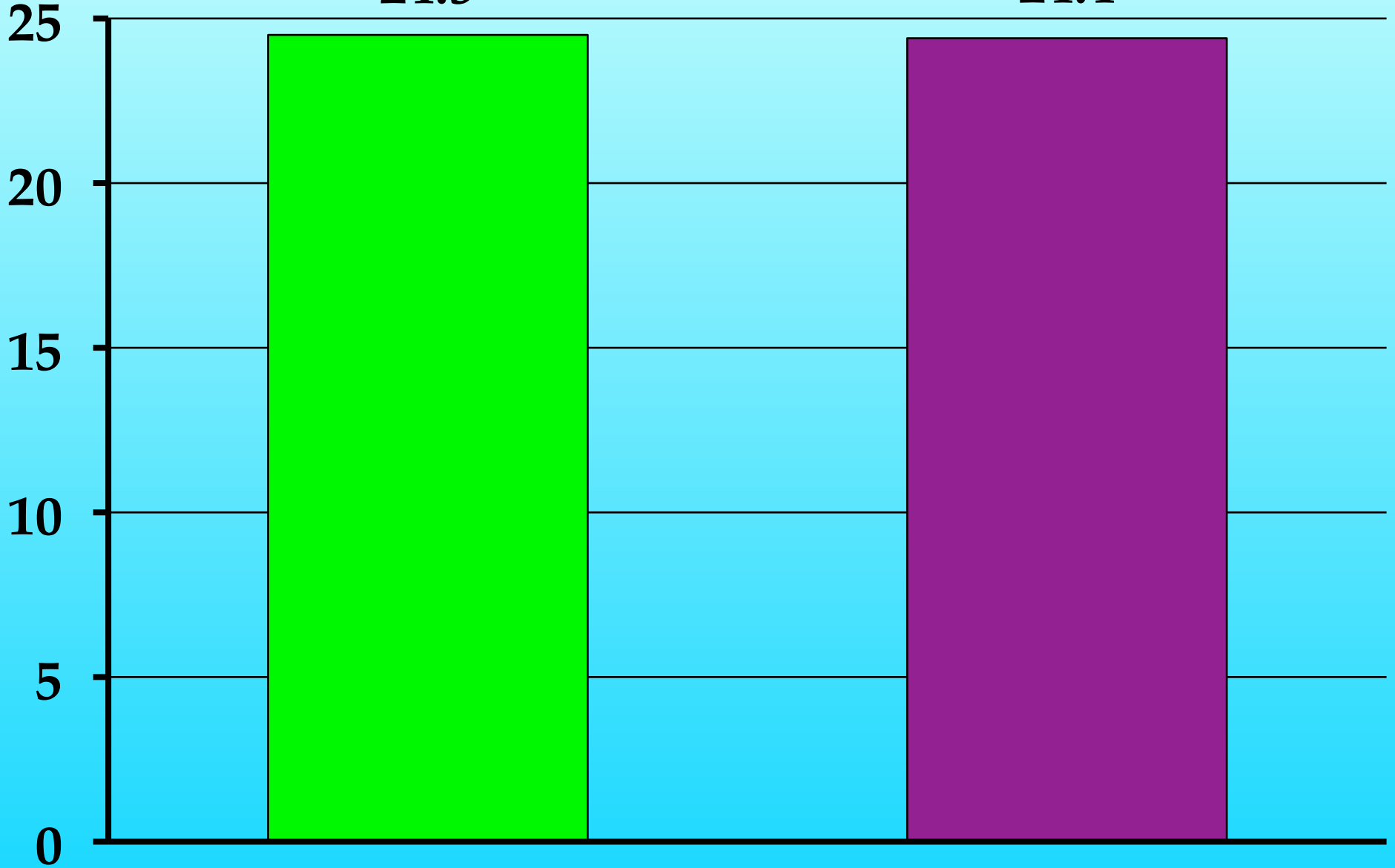


# 13 Million Hours Wasted Per Year

24.5

24.4

Average Vehicle Speed MPH

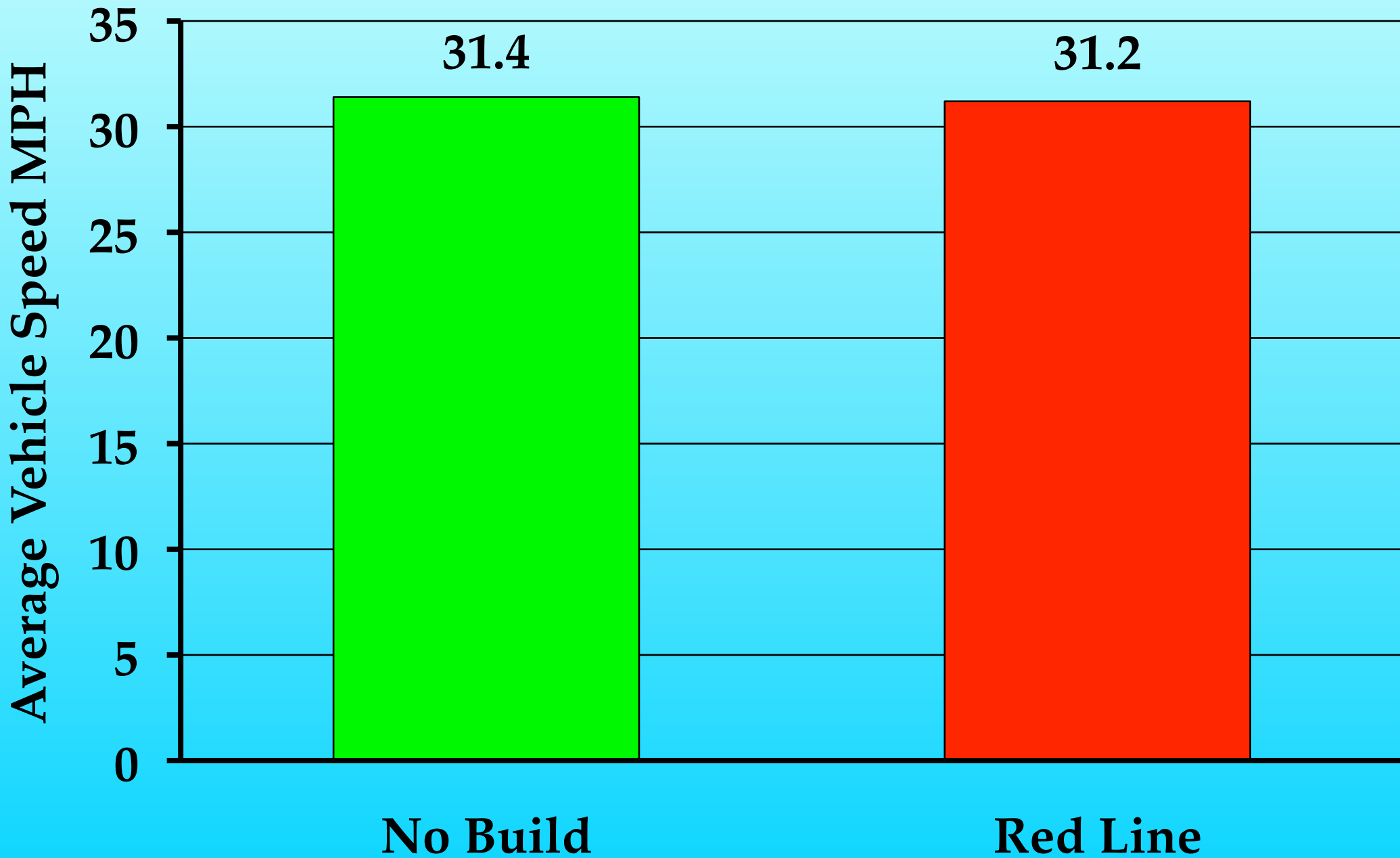


No Build

Purple Line

*Source: Purple Line DEIS*

# 320,000 Hours Wasted Per Year



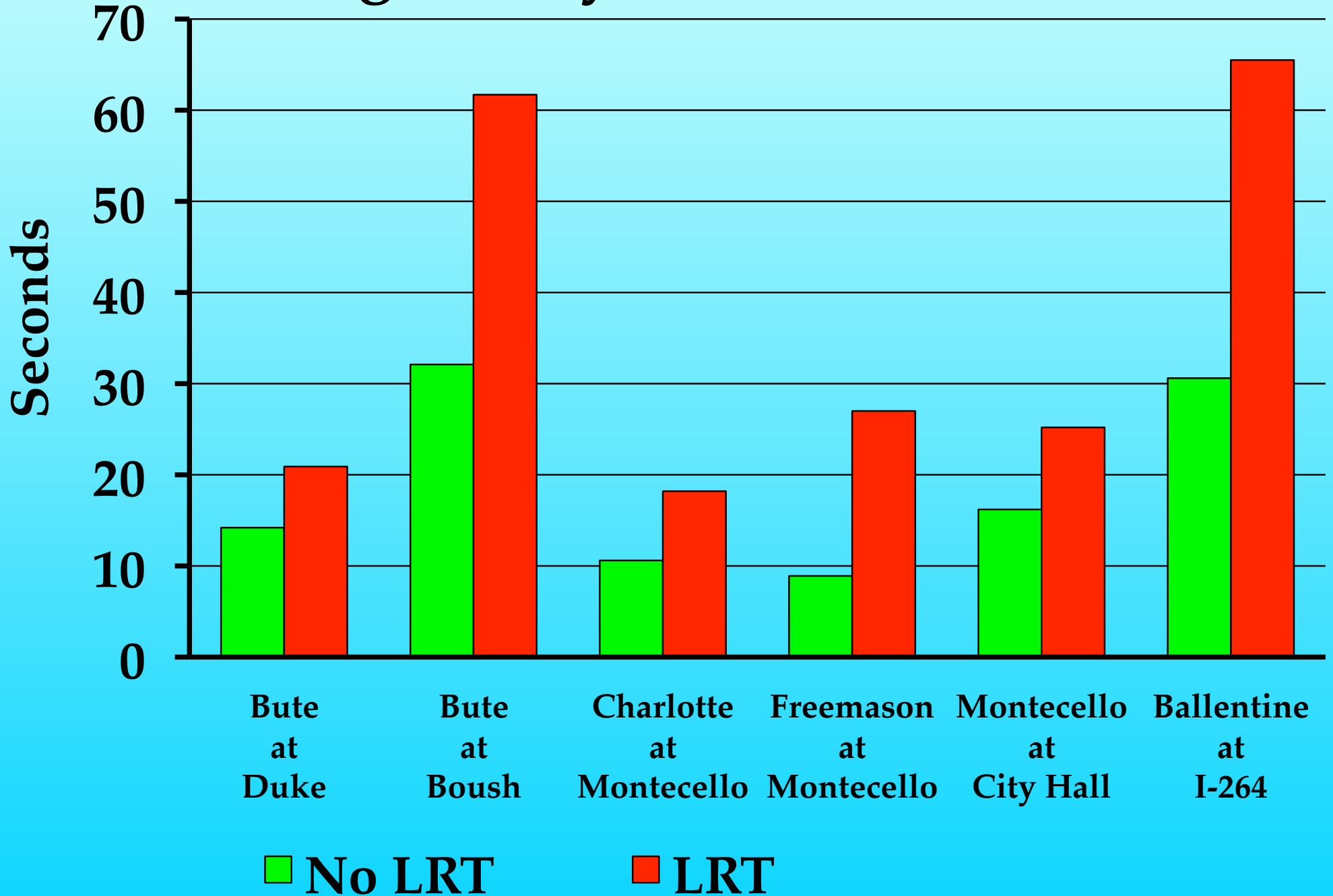
*Source: Red Line DEIS*





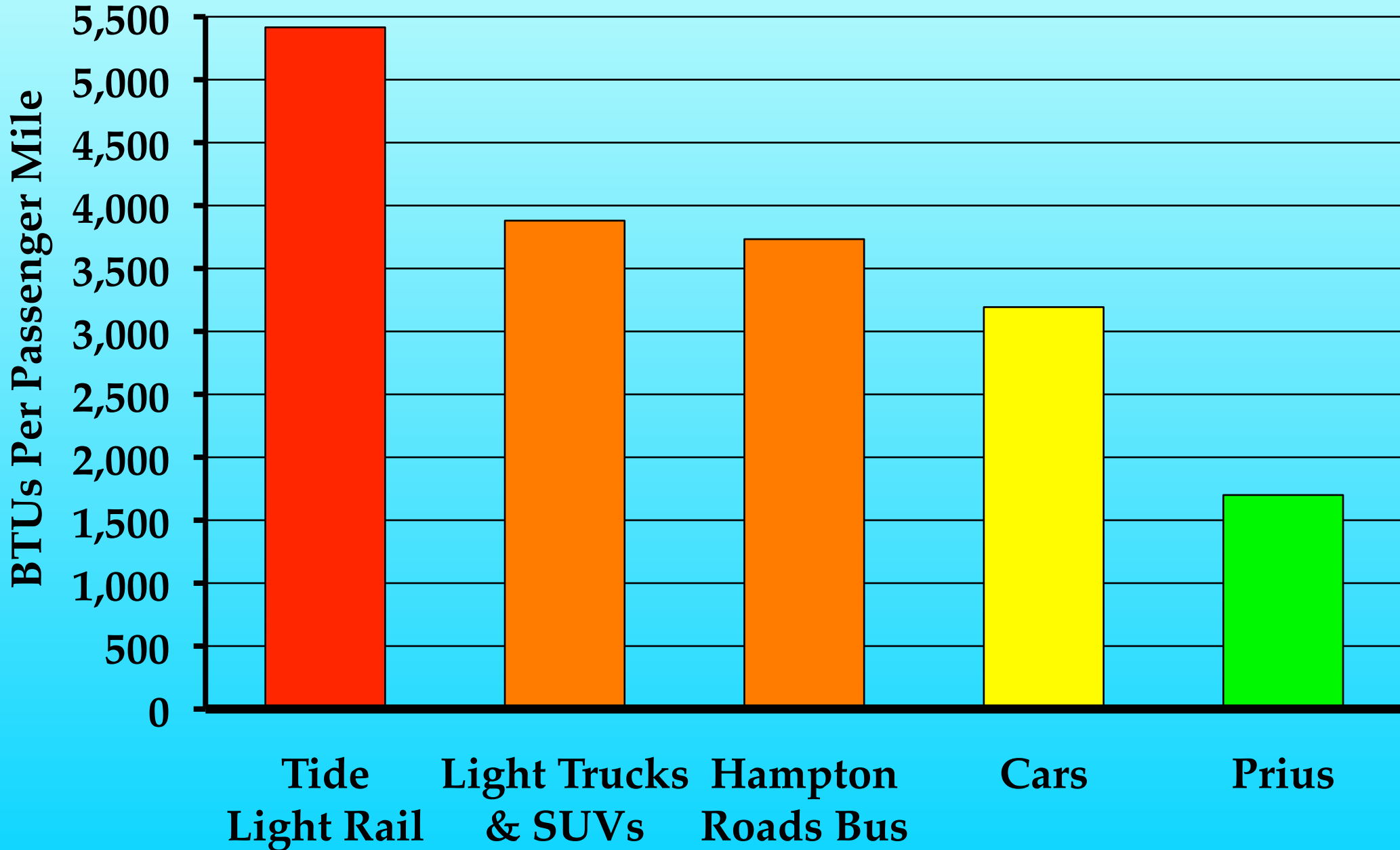


# Average Delay Without and With LRT



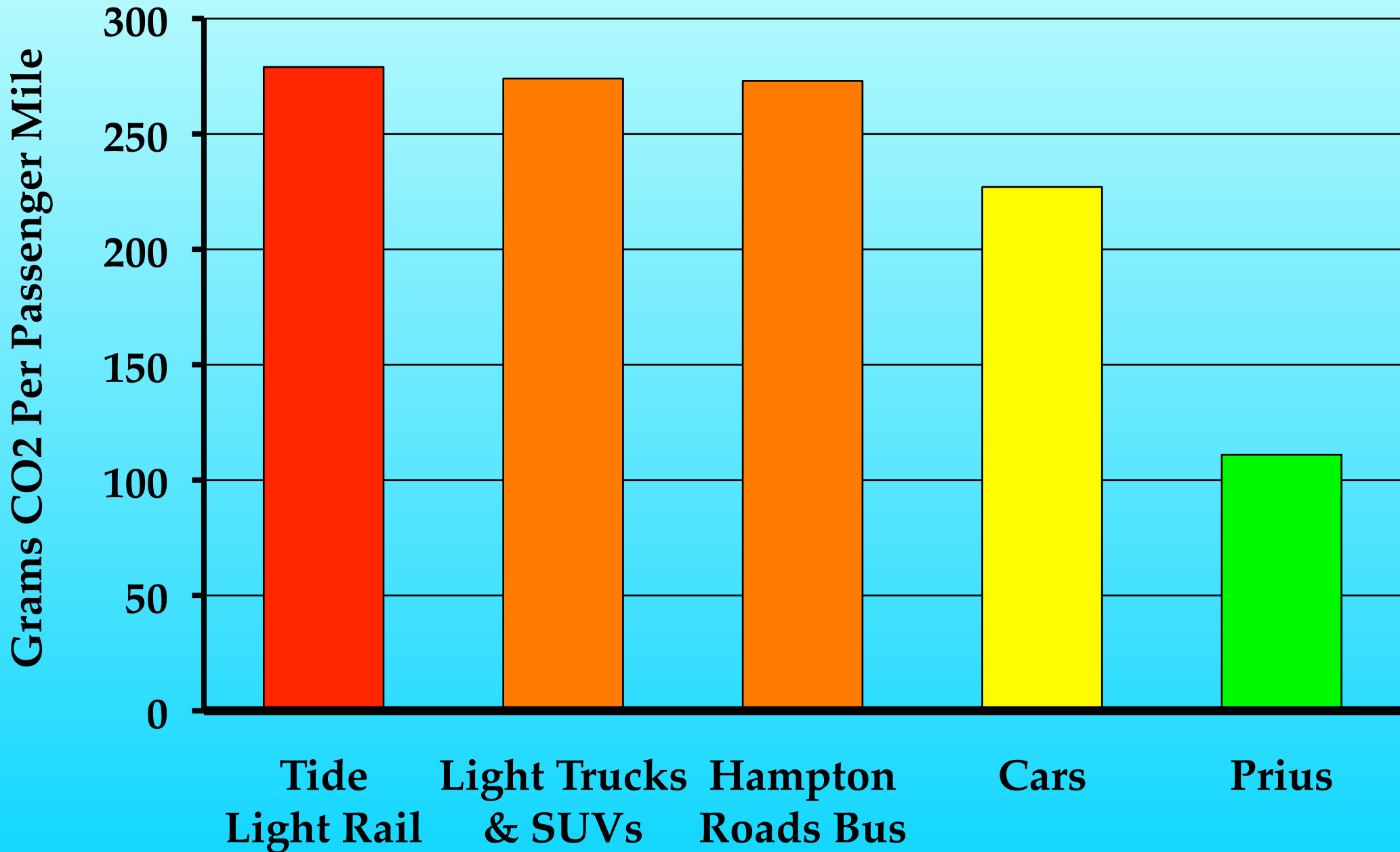
*Source: Norfolk LRT Final EIS*

# Lie # 6: "Light Rail Will Save Energy"



*Source: National Transit Database, Transportation Energy Data Book*

# Greenhouse Gas Emissions in 2012



*Source: National Transit Database, Transportation Energy Data Book*





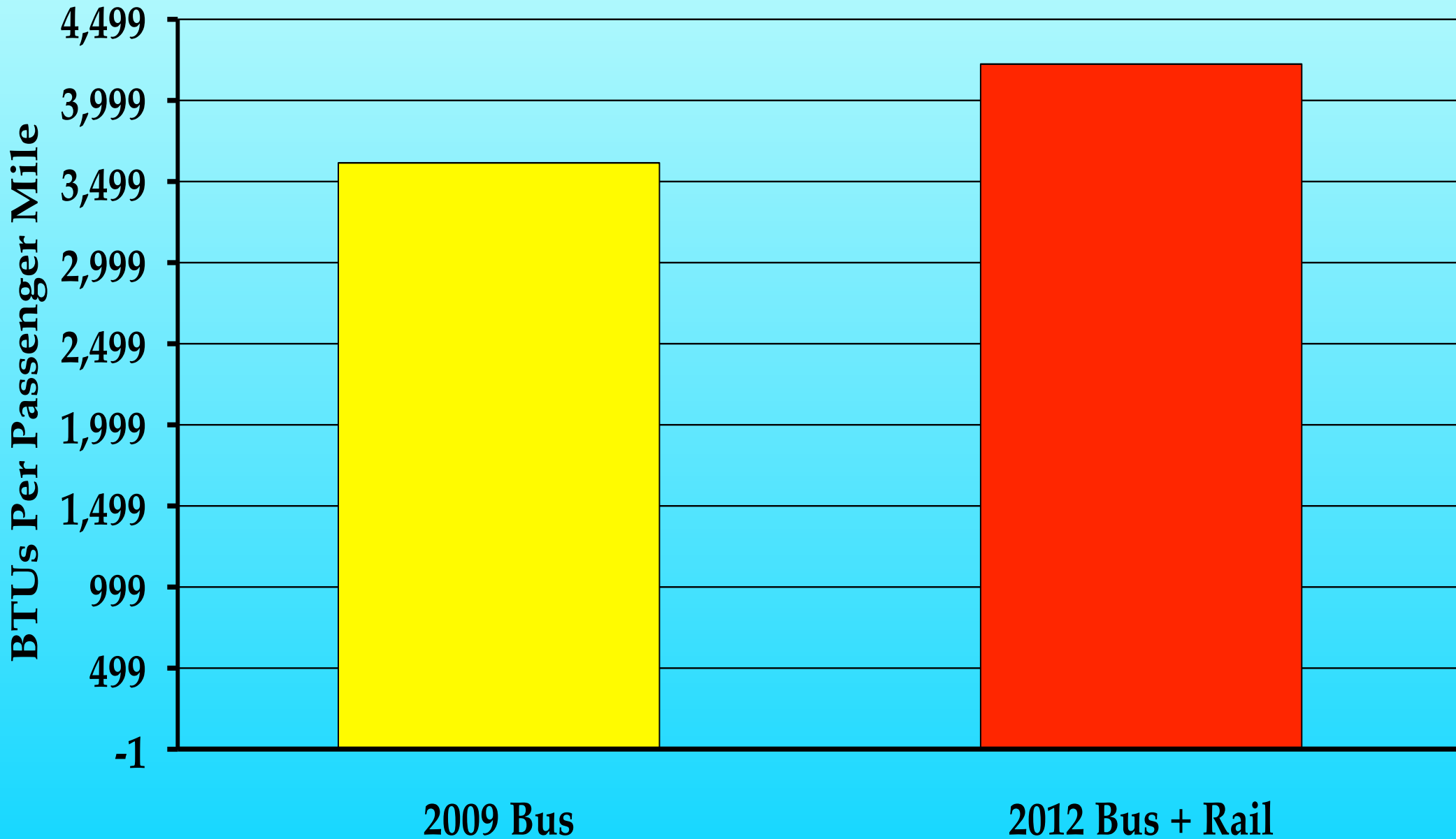


people make the difference

Local

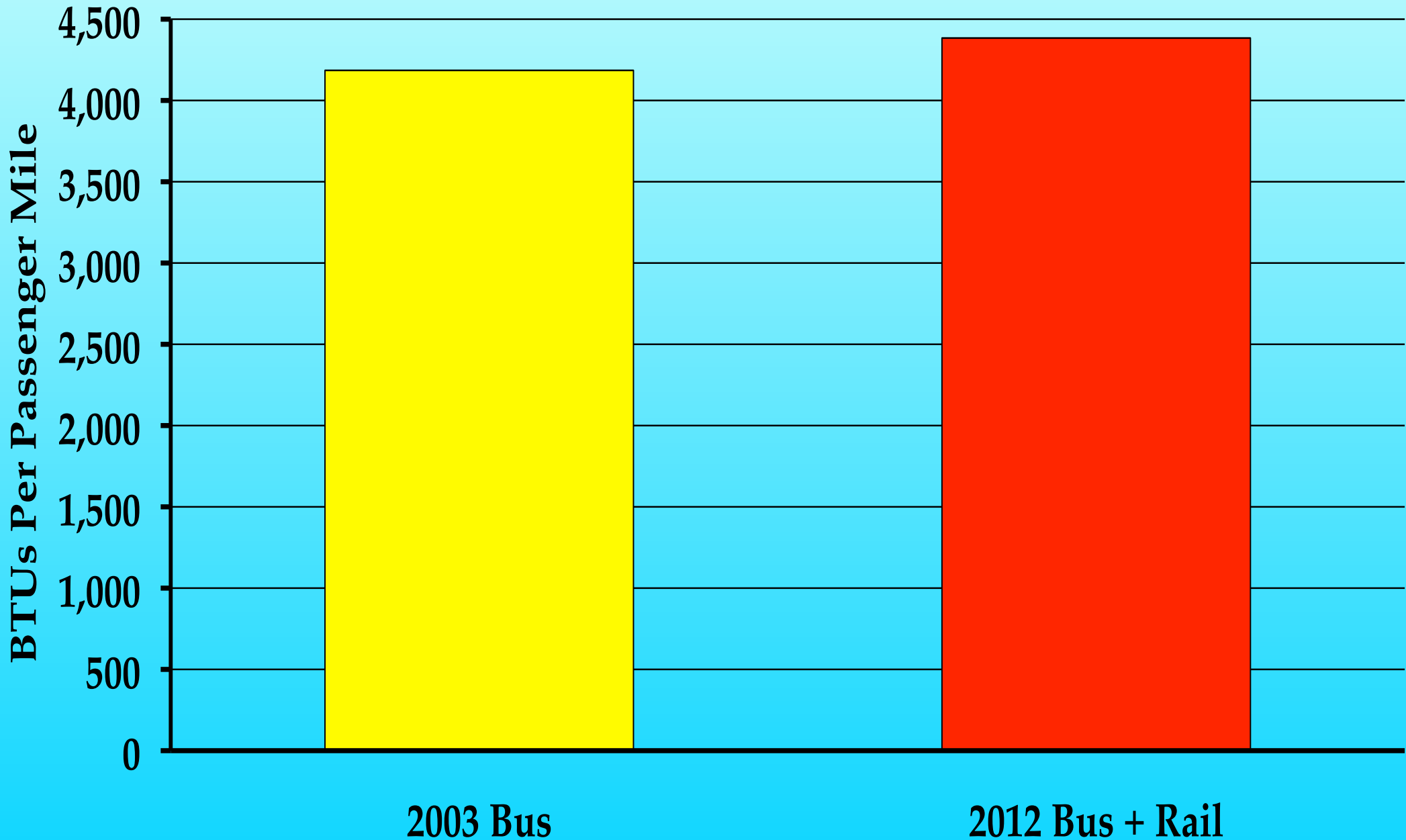
M9004

# Austin Transit Energy Efficiency Before and After Rail



*Source: National Transit Database*

# Houston Transit Energy Efficiency Before and After Rail



*Source: National Transit Database*





**Lie # 7: "Light Rail Stimulates  
Development"**









**“We have not seen any of the kind of development—of a mid-rise, higher-density, mixed-use, mixed-income type—that we would’ve liked to have seen” along the MAX line.**

*—Mike Saba, Portland City Planner, 1996*

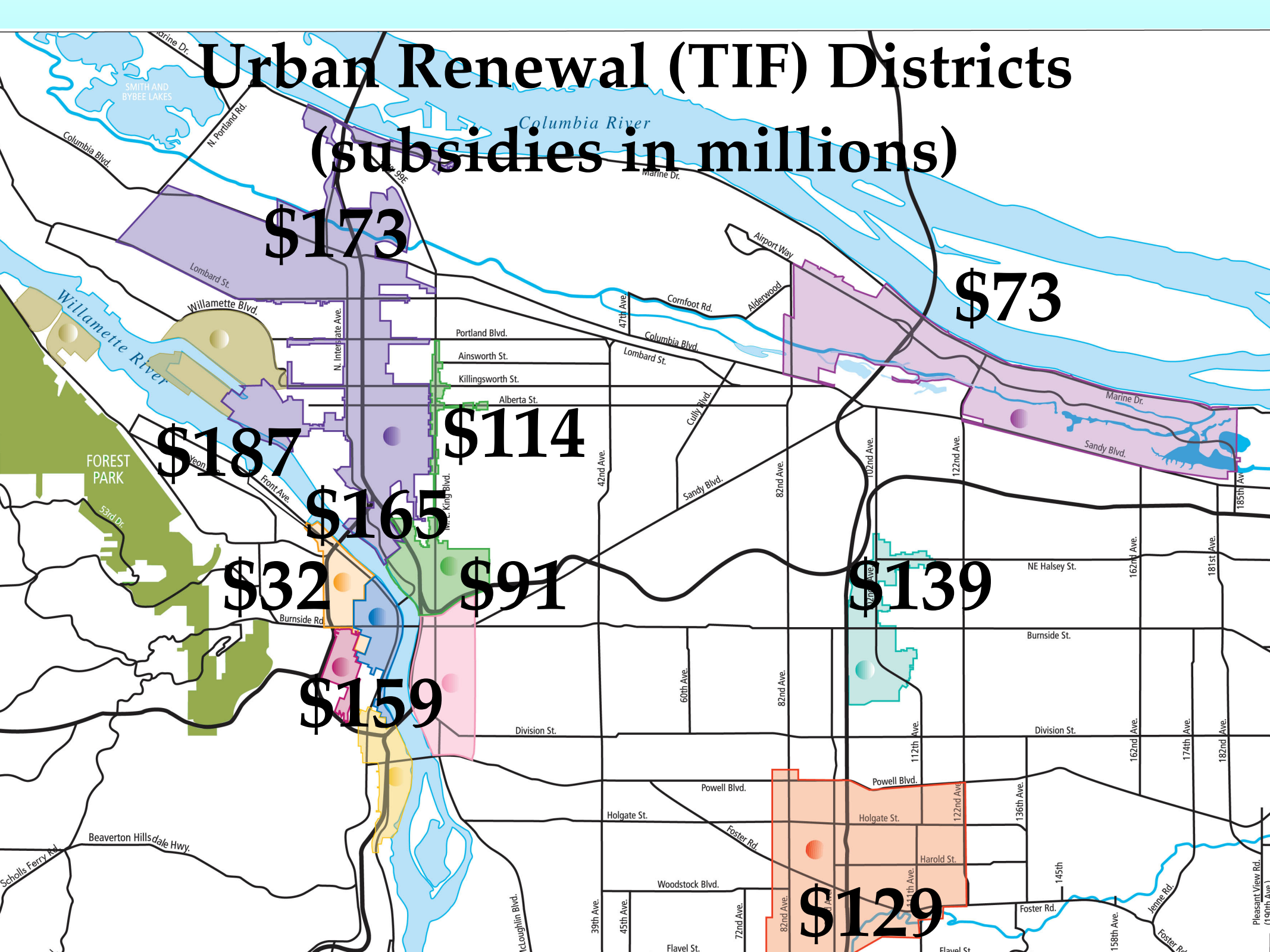
**“We are in the hottest real estate market in the country,” yet “most of those sites [along the light-rail line] are still vacant.”**

*— Charles Hales, City Commissioner, 1996*

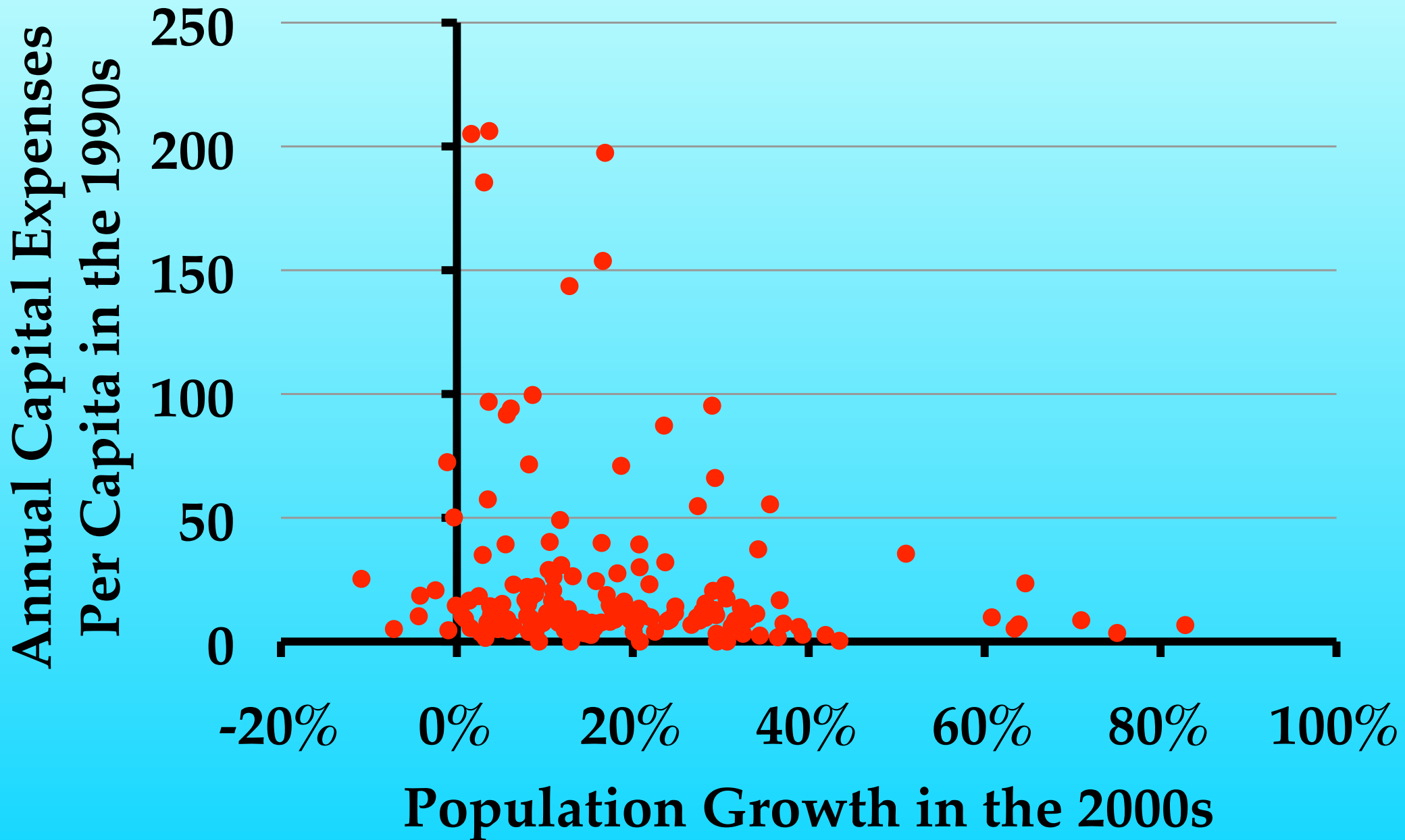




# Urban Renewal (TIF) Districts (subsidiaries in millions)



# Transit Spending and Urban Growth



Source: National Transit Database, Census of





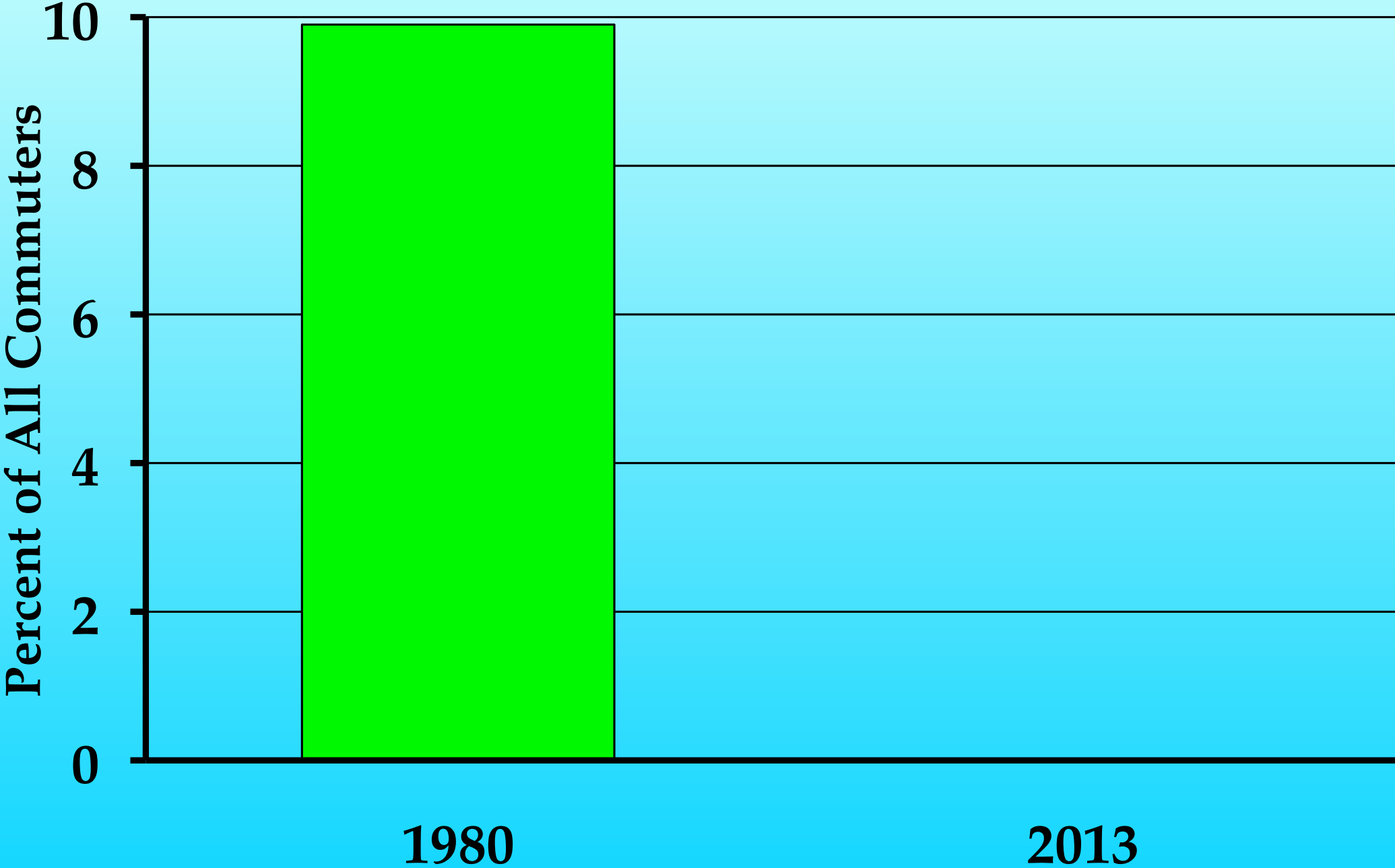
**Lie # 8: “Light Rail Is Good for Transit Riders”**







# Portland-Area Transit Commuters



*Source: Census Bureau*



310

City Center



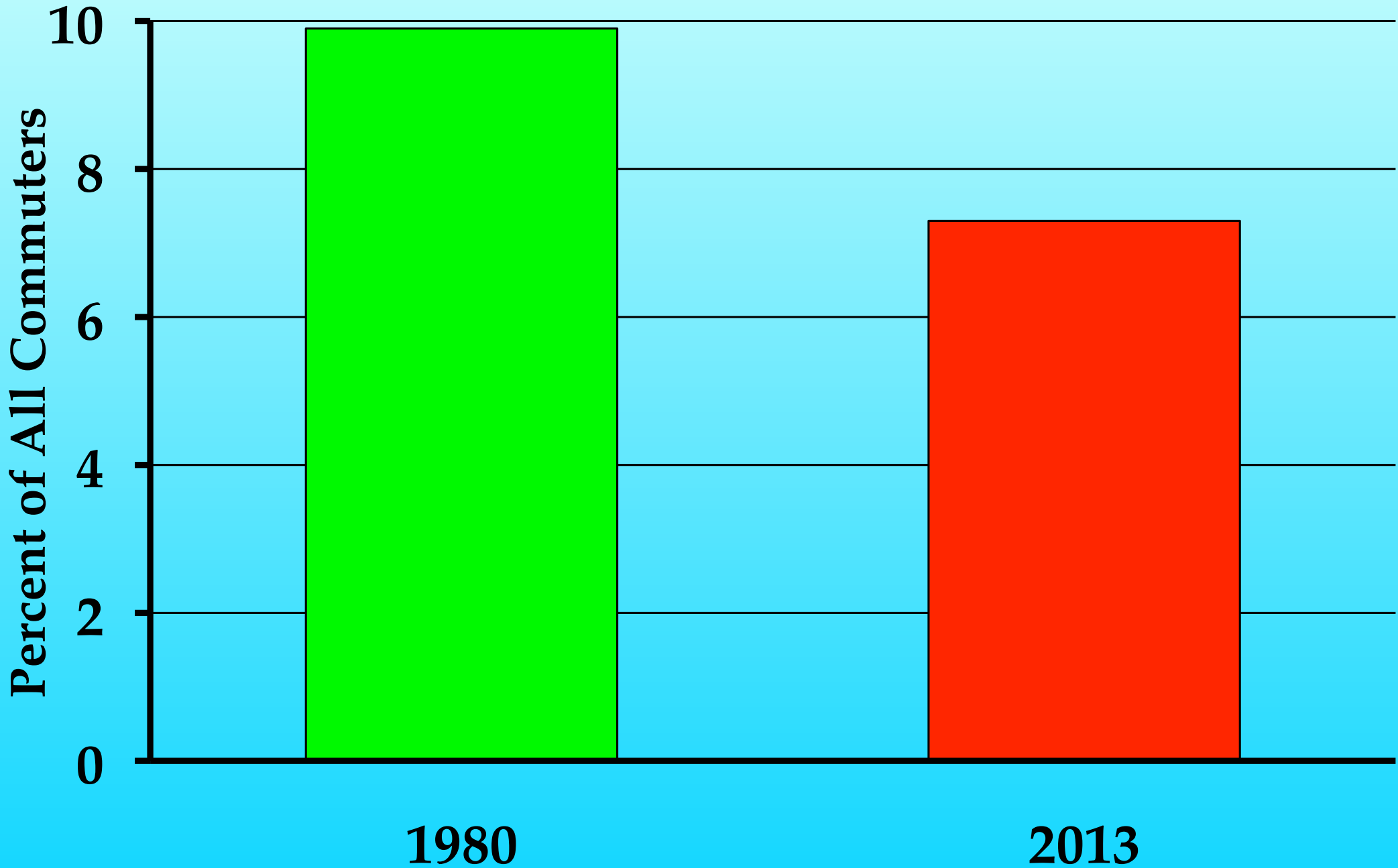
TRIMET

Albina  
Mississippi  
City Center





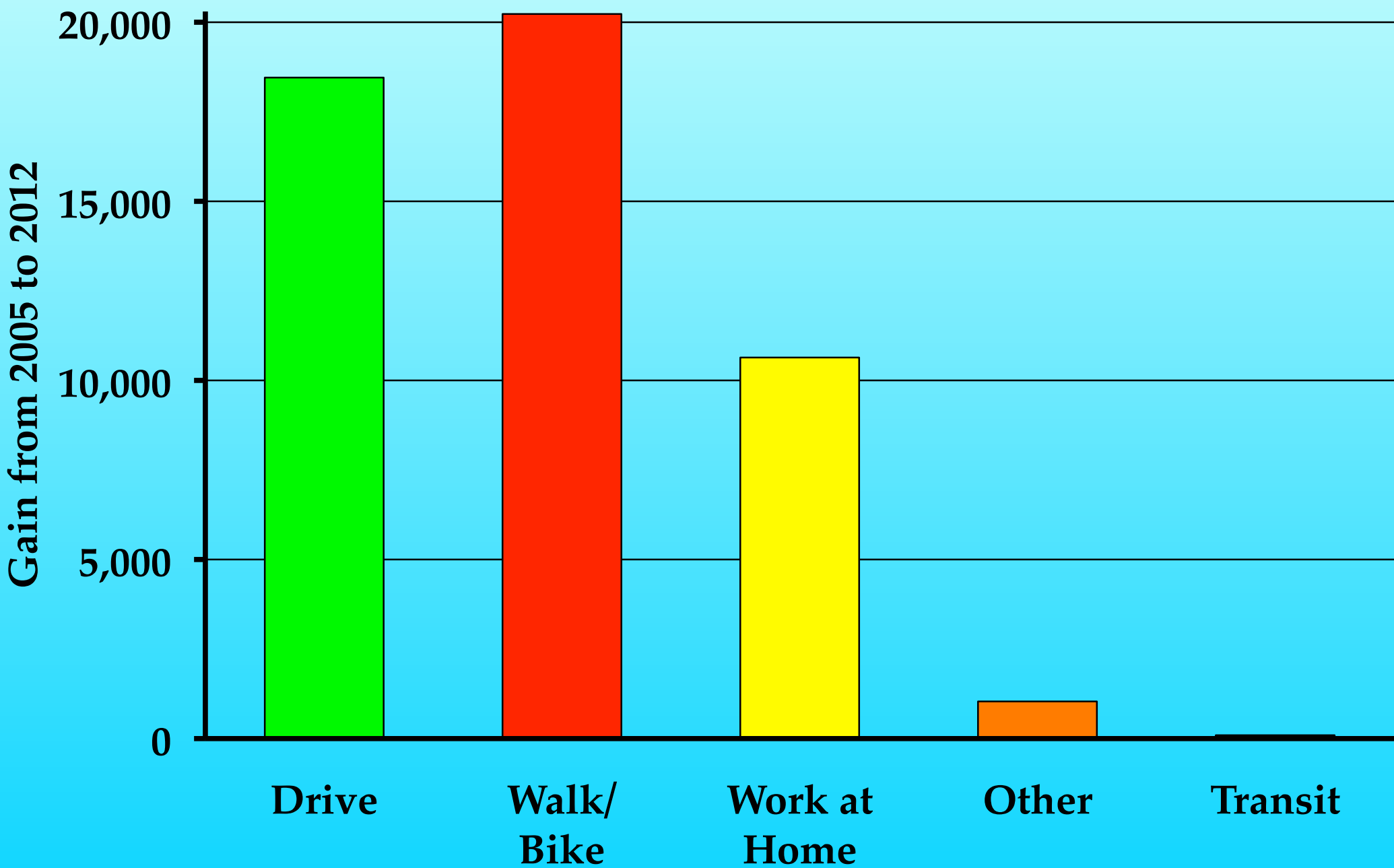
# Portland-Area Transit Commuters



*Source: Census Bureau*



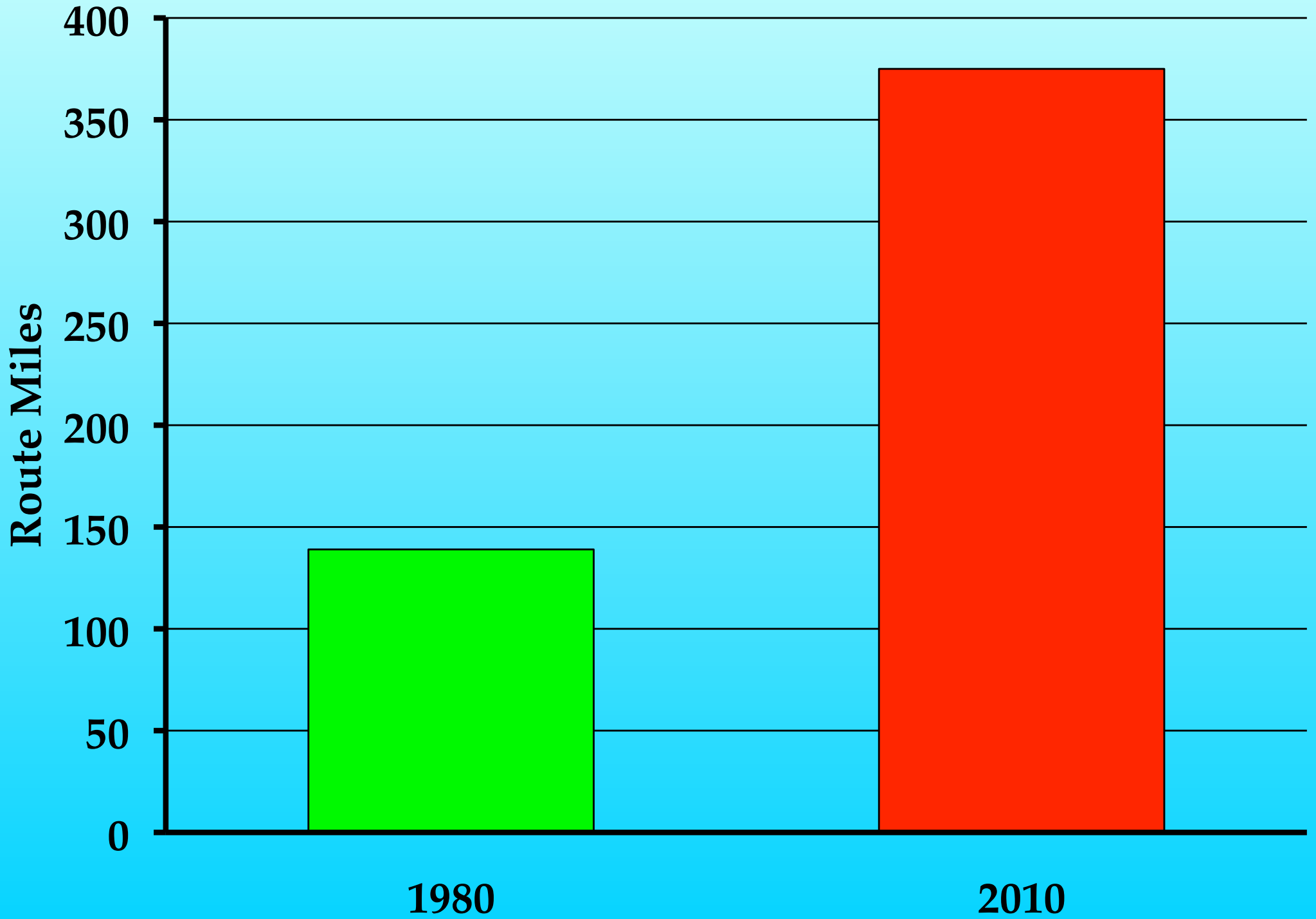
# How New Portland Workers Commute



*Source: Census Bureau American Community Survey*



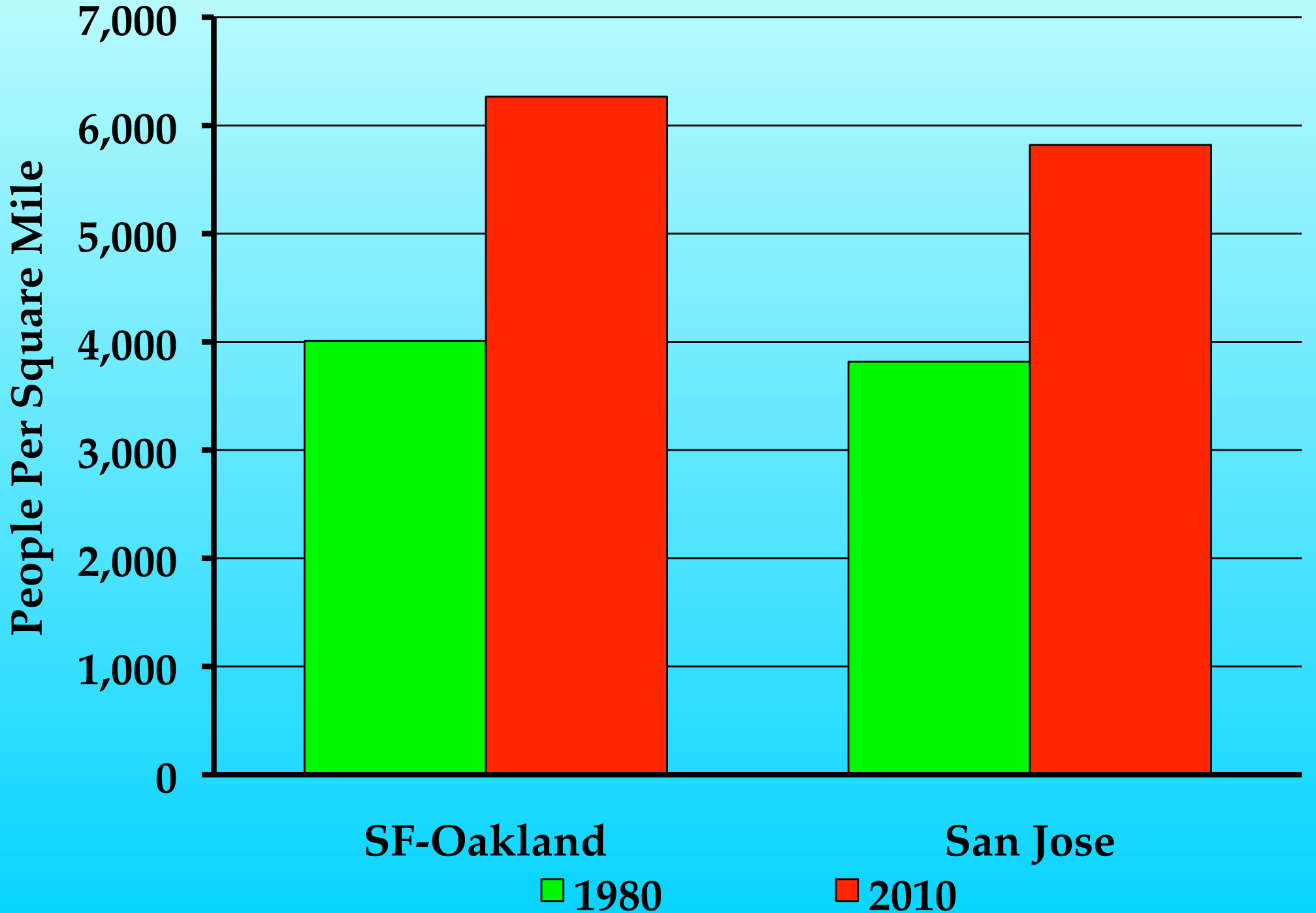
# Bay Area Rail Transit



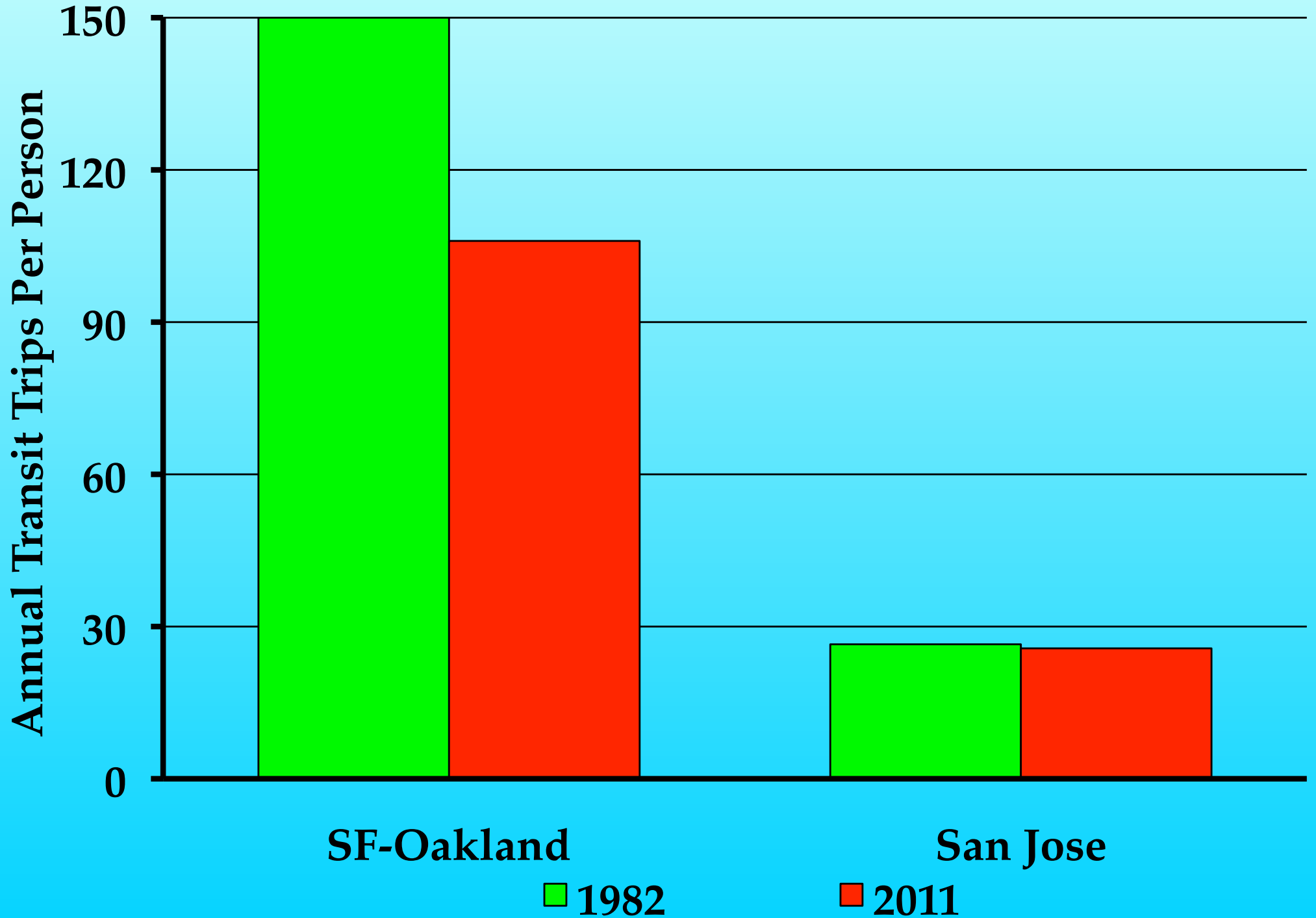




# Population Densities

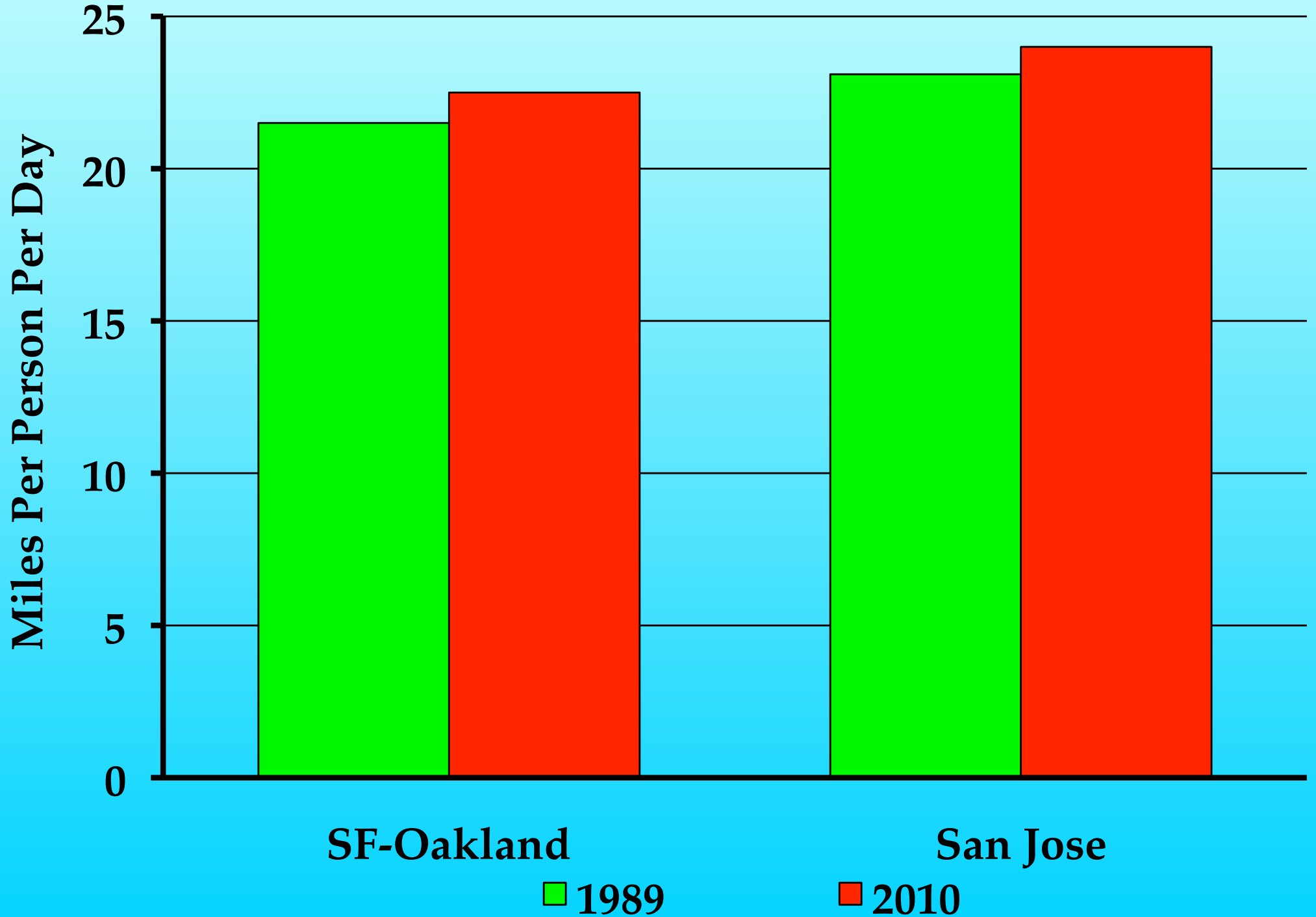


# SF-Oakland-San Jose Transit Use





# Per Capita Driving





Northbound

Northbound

Los Angeles

M Transit Mall Station

M

126

126B

122





SINDICATO DE PASAJEROS

BUS RIDERS UNION



# Lie # 10: Light Rail Is Cost-Effective

“(A) IN GENERAL.—A new fixed guideway capital project may advance to the engineering phase upon completion of activities required under the National Environmental Policy Act of 1969 (42 U.S.C. 4321 et seq.), as demonstrated by a record of decision with respect to the project, a finding that the project has no significant impact, or a determination that the project is categorically excluded, only if the Secretary determines that the project—

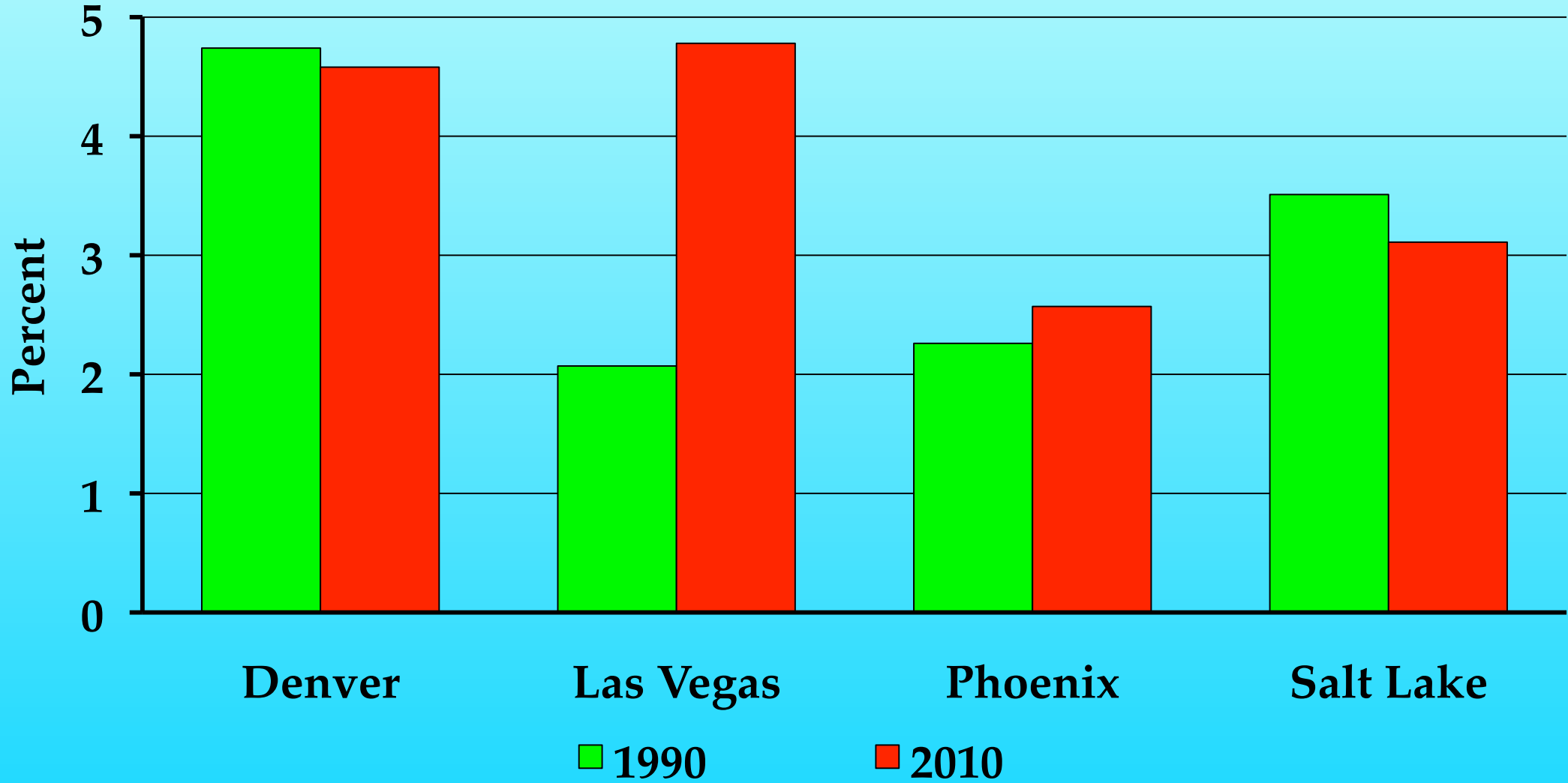
“(iii) is justified based on a comprehensive review of the project’s mobility improvements, the project’s environmental benefits, congestion relief associated with the project, economic development effects associated with the project, policies and land use patterns of the project that support public transportation, and the project’s **cost-effectiveness** as measured by cost per rider;







# Transit's Share of Commuters in 1990 and 2010



*Source: Census Bureau*



Hampton Jitney

101

Hampton Jitney

HOT TACOS

Hampton Jitney









Dunwoody or Warner Center

10290-101

M











# Lie # 10: "Light Rail Is Modern Transportation"







Google

self-driving car

GMC

NO PARKING  
ANYTIME





**capacities**

**2. Universal**

**mobility**

**3. Increased**

**speeds**

**4. Safety**

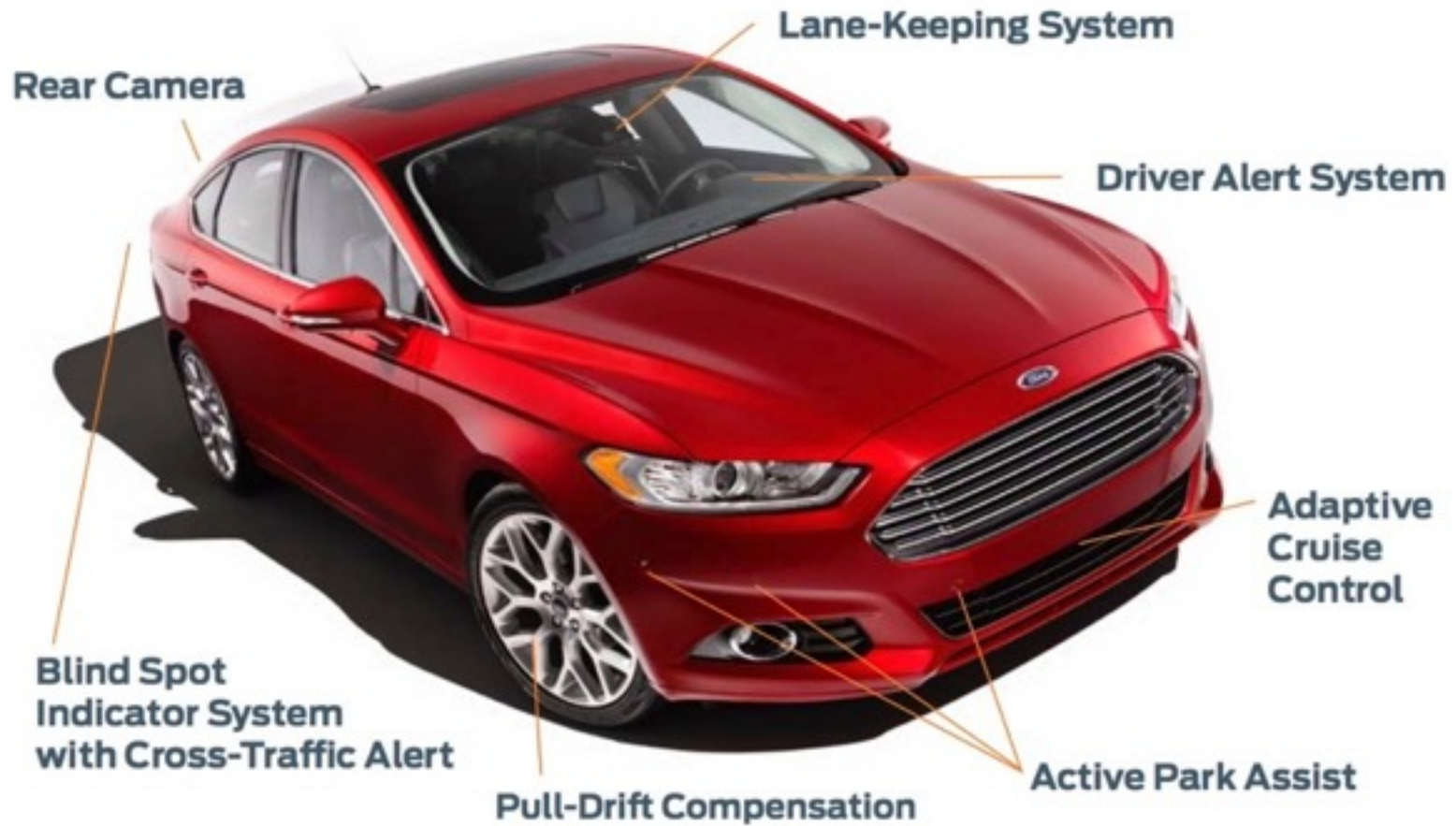
**5. Cost**







## 2013 Ford Fusion: Driver-Assist Technologies









# Policy Analysis

No. 727

June 19, 2013

## *“Paint Is Cheaper Than Rails” Why Congress Should Abolish New Starts*

by Randal O’Toole

### **Executive Summary**

The New Starts program has proven a failure and gives transit agencies incentives to build overly costly systems. Congress created the program in 1991, directing the Federal Transit Administration to ensure each grant be “justified based on a comprehensive review of its mobility improvements, environmental benefits, cost effectiveness, and operating efficiencies.” In 2012, Congress added “congestion relief” and “economic development effects” to this list

more air pollution than the cars they take off the road. Other plans do not account for increasing automobile energy efficiencies or the effects of congestion on energy consumption and air pollution.

- The Bush administration attempted to use the cost-effectiveness requirement to place an upper limit on project costs, but the transit lobby has persuaded the Obama administration and Congress to effectively

**For more information:**

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**cato.org**

**ti.org/antiplanner**

**americandreamcoalition.org**

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