



Sound Transit

Central Puget Sound Regional System Planning





Who is Sound Transit?

- Regional high capacity transit provider for three county Central Puget Sound region
- ST Regional Express – 19 routes in operation
- Link Light Rail – 18.9 miles under construction
- Sounder Commuter Rail – 73.5 miles in operation

Timeline – How did we get here?

- 1995 – Voters rejected light rail focused plan
- 1996 – Voters approved multi-modal *Sound Move* plan
- 2001 – LRT scaled back 6.3 miles (25%) with new cost estimates
- 2006 – Legislature blocked ST's transit only ballot measure
- 2007 – State legislature directed combined "Roads & Transit" measure
- 2007 – 20-year LRT and highway measure rejected by 56%
- 2008 – ST Board places new 15-year transit only multi-modal plan on ballot

2007 Roads & Transit Plan

- 50 miles of new light rail
- New HOV and transit access lanes
- Thousands of park-and-ride spaces
- Bike lanes and sidewalk connections
- Major freight route and highway improvements



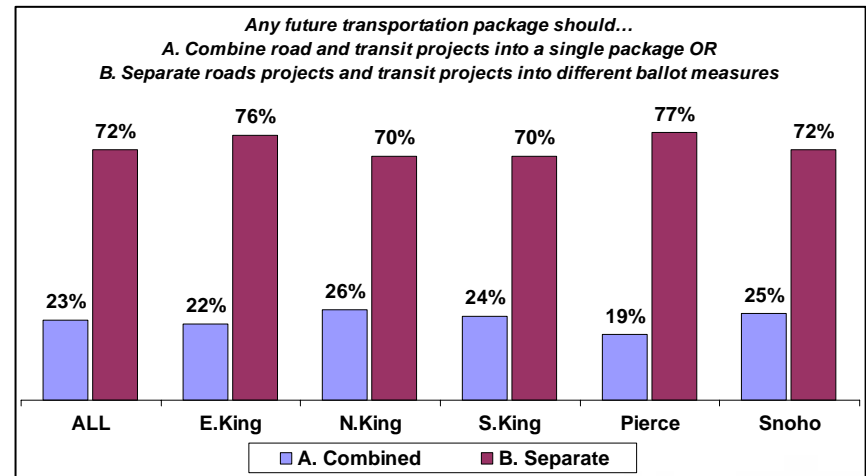
Key Questions in wake of Roads & Transit

- What happened in the polling booth?
 - Reassess our approach and thinking
- When do we go back to voters?
 - Reaffirm our commitment to regional mobility
- What do we take back to voters?
 - Reconstruct a new plan based on what we've learned



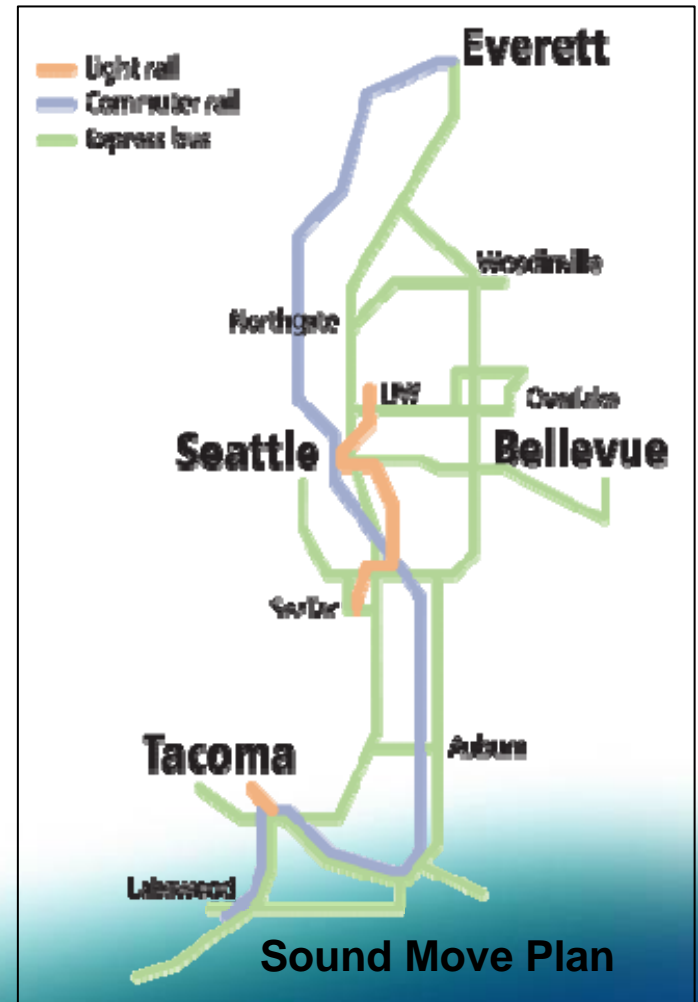
2007 Roads & Transit recovery

- Roads & Transit lessons
 - Transportation is the number one problem in the region
 - Ballot measure was too big, costly and confusing
 - Voters prefer separate, more incremental packages
 - Voters seek stronger accountability measures
 - Transit investments remain popular
- ST began planning new voter ask in December 2007



Why even think about a new plan?

- Current systems are at or beyond capacity
- Measurable need exists for addressing current and future transportation system demands
- Regional population and employment growth is significant
- Maintaining economic vibrancy in a sustainable manner is important
- Consequences of inaction include deterioration in mobility, environmental quality, and economic opportunity
- HCT investment provides efficient, sustainable, and reliable transportation system expansion



How do we begin to right the course?

- Change the transportation conversation – how we think about it and how we talk about it, in terms of:
 - Expanding regional mobility through operational and capacity improvements;
 - A critical link in achieving environmental quality objectives; and
 - Helping sustain and shape future economic development opportunities in the region.

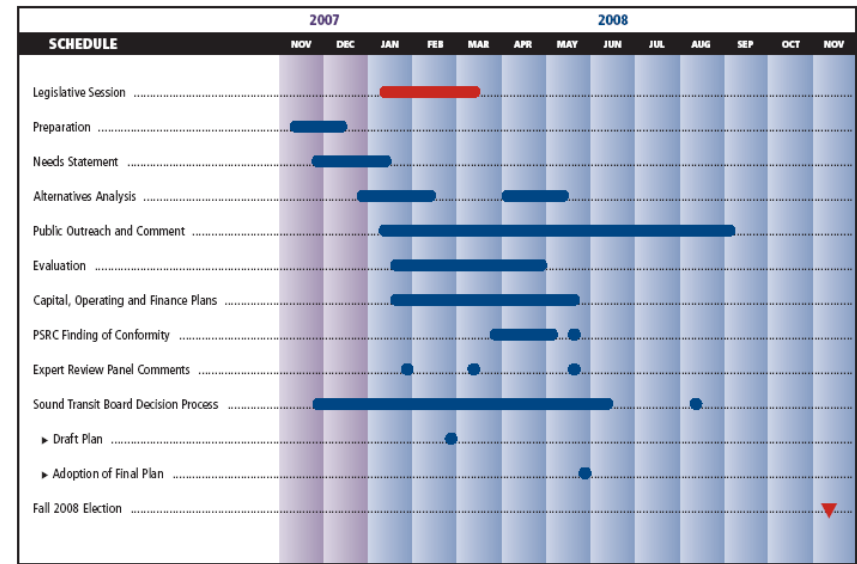


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New ST2 Plan

What are the key considerations for moving forward?

- Serve today's needs while maintaining focus on serving tomorrow's demand
- Provide for continued operation & maintenance, service growth and ability to evolve as system matures
- Update regional Needs Assessment to guide investment in highest need corridors
- Conduct system-wide GHG and Sustainability Assessment
- Articulate customer-focused and outcome-based performance measures
 - System PMs focus on regional benefits
 - Corridor PMs focus on serving discrete travel markets



2008 plan snapshot

- Balanced 15 year package of multi-modal transit investments
 - 17% increase in ST Express regional bus service next year
 - 25% increase in ST Express fleet for growth beyond 2009
 - 65% increase in Sounder south line capacity within 5 years
 - 36 miles of light rail to Lynnwood, Redmond, and edge of Federal Way between 2020 and 2023



New plan components

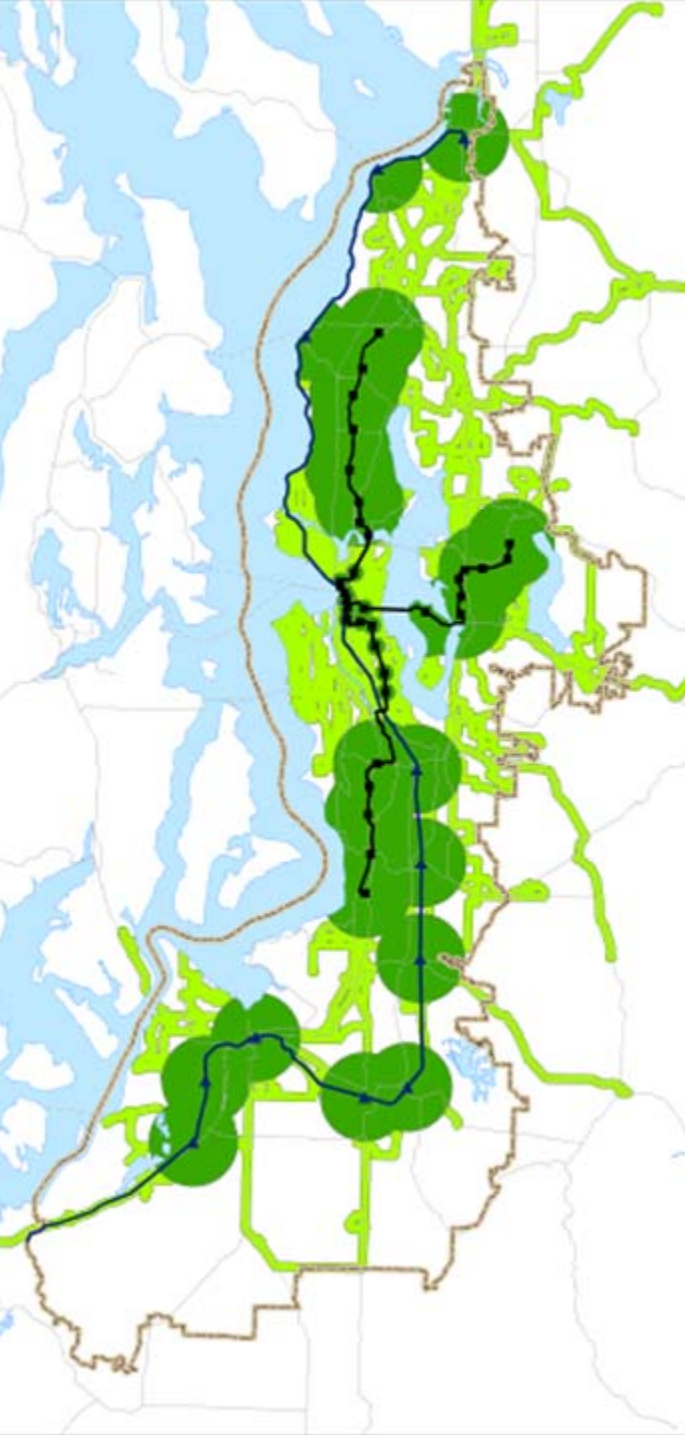
- Added flexibility for station access
 - Shifts focus from automobile storage at stations to consideration of alternatives means of access
- System Access Program (SAP)
 - Provides ability to rapidly respond to changing market dynamics and facilitates integration of transit system with community fabric
- Eastside BNSF Corridor
 - Partnership opportunity for passenger rail
- Sounder Expansion (Lakewood to Seattle)
 - Provide 4 new round trips per day
 - Extend train length from 7 to 8 cars
- Bus Rapid Transit in SR 520 corridor



How are the investments funded?

- \$17.8 billion in YOE dollars for 2009-2023
 - Continuation of existing taxes
 - 0.4% sales tax
 - 0.3% vehicle license tax (expires by law in 2028)
 - 0.5% sales tax increase (5¢ per \$10 purchase)
 - 5% federal participation assumption (no state participation)
 - Farebox and other sources
- Typical new cost per adult - \$69 annually





Summary plan performance

- 358,000 daily riders in 2030 – 80% increase over the no-build
- Offers convenient system access to...
 - 70% of residential population
 - 85% of employment population
- Reduces greenhouse gases by up to 180,000 metric tons CO₂e per year
- Connects major urban centers
- Significantly increases mode share to major employment centers
- Generates 2.7 benefit-cost ratio
- Creates 69,000 jobs across the economy