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

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**Long Range Plan**
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

Sound Move Plan
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.

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
• 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