

ST2 Update

Draft Near-term Transit Investment Plan

March 27, 2008

Objectives

- Present Draft ST near-term transit investment plan
- Present ST Express Service Plan Component
- Discuss plan features
- Review financial plan
- Review Board planning schedule

Primary Features

- ST Express service expansion
- Sounder service expansion
- Incremental LRT extensions
- Greater emphasis on system/station access
- Plan parameters
 - 12-year implementation
 - 4/10ths sales tax

ST Express Service Plan

	2009-2014 (Pre Base Expansion)	2015-2020 (Post Base Expansion)
North	<p>Route 510, Everett – Seattle Improve peak period service to every 15 minutes</p> <p>Route 513, Everett – Seattle Add trips to expand peak period</p> <p>Route 532, Everett – Bellevue Improve peak period service to every 15 minutes</p>	<p>Route 510, Everett -- Seattle BRT Improve service to BRT levels -- every 15 minutes all day long and every 30 minutes evenings and weekends – and serve all Snohomish County I-5 stations</p> <p>Route 535, Lynnwood -- Bellevue Improve peak period service to every 20 minutes and Saturday service to every 30 minutes</p>
East	<p>Route 550, Bellevue – Seattle BRT Improve Saturday service to 15 minutes</p>	<p>Route 540, Kirkland – U District Restructure to peak & midday only; reinvest hours in new Route 542</p> <p>Route 542 (NEW), Redmond – U District Implement new route serving the SR-520 corridor, beginning with 30 minute service all day weekdays and weekends.</p> <p>Route 554, Issaquah – Seattle Extend 15 minute midday service to Issaquah; improve evening service to every 30 minutes</p> <p>Route 566 (NEW), Redmond – Bellevue BRT Implement new BRT route every 15 minutes all day long and every 30 minutes evenings and weekends</p>
South	<p>Route 574, Lakewood -- SeaTac Improve morning to every 30 min or better & afternoon to every 15-20 min Improve evening/weekend service to every 30 min</p> <p>Route 592, Lakewood – Seattle Improve peak service to every 8 minutes; extend to new Lakewood Station</p> <p>Route 593, South Tacoma – Seattle Operate interim service until Sounder is extended</p> <p>Route 594, Tacoma – Seattle BRT Improve midday & Sat service to every 15 minutes Serve Federal Way TC; extend to Lakewood Station</p> <p>Route 599, Lakewood – Tacoma Operate interim service until Sounder is extended</p>	<p>Routes 564/565, South Hill/Federal Way – Bellevue Eliminate Bellevue-Overlake segment in response to new Route 566 Improve peak period service to < 10 minutes from Kent north; improve evening service to every 30 minutes</p> <p>Route 574, Lakewood – SeaTac Improve peak period service to every 15 minutes</p> <p>Route 577, Federal Way – Seattle Improve peak period service to at least every 15 minutes</p> <p>Route 586, Tacoma – U District Eliminate route in response to light rail extension to UW</p> <p>Routes 590-594, Pierce County – Seattle Reduce trips in response to increased Sounder service</p>

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Rail Service Assumptions

- Sounder Expansion
 - Allocation of up to 12 additional trains on south line
 - Expansion from 7 to 8-car trains
 - Additional peak and off-peak trips to be negotiated with BNSF
 - New Broad Street Station
- Light Rail Expansions
 - North extension to Northgate
 - South extension to South 200th
 - East extension to Bellevue

Added Flexibility for Station Access

- Several ST2 projects scoped & budgeted as new/expanded parking facilities
- Optimal customer access could mean using project budgets for:
 - Pedestrian improvements at or near stations
 - Additional bus/transfer facilities for improved feeder service to stations
 - Bicycle access and storage at or near stations
 - New/expanded drop-off areas to encourage ride sharing
 - Off-site/satellite parking along existing routes to improve feeder service
- Not to exceed the Board-adopted project budget
- Access and demand studies conducted with local jurisdictions
- ST Board action required to change project scope

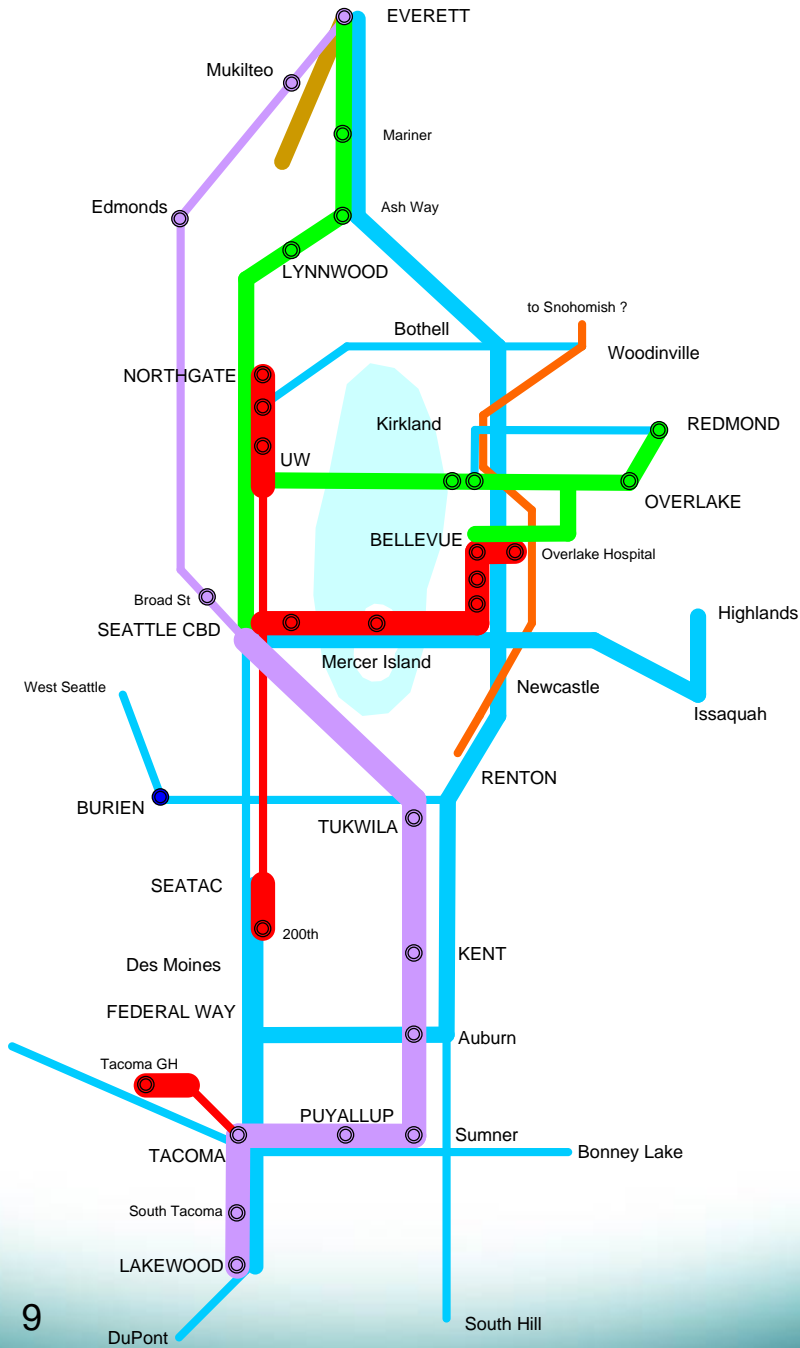
System Access Program (SAP)














- Regional program providing flexibility in response to changing market dynamics (~ \$5m/yr)
- Intended to leverage existing investments and provide partnership incentives for station access, customer amenity, and information enhancements
- Potential uses include:
 - Improved pedestrian or bicycle access
 - Connectivity to regional trail system
 - Matching funds for local jurisdiction's investments
 - Added bus bay capacity to facilitate expanded feeder service
 - Expanded kiss-&-ride facilities

Eastside BNSF Passenger Rail Partnership

- Purpose: Market test to determine long-term potential for passenger rail service in the corridor
- Feasibility study to be conducted in cooperation with PSRC immediately to inform the Board on potential benefits
- Financial contribution to recoverable capital elements (real estate, vehicles, etc.)
- Service evaluation period could last 3-5 years; specific time period to be negotiated with demonstration partner(s)
- Partner(s) must show financial capacity to indemnify ST of liability or financial risk of public dollars

System-wide Service Development Plan



-  Link light rail – existing service
-  Link light rail – extension and new service
-  Link light rail – new or improved station
-  Sounder commuter rail – improved service
-  Sounder commuter rail – existing service
-  Sounder commuter – new or improved station
-  ST BRT – improved service
-  ST BRT – new or improved station
-  ST Express bus – improved service
-  ST Express bus – existing service
-  ST Express bus – new or improved facility
-  BNSF Woodinville subdivision partnership
-  Arterial transit lane improvement

Plan Evaluation/Policy Considerations

- Plan evaluation will focus on⁽¹⁾:
 - Mobility Improvements
 - Ridership, Vehicle Miles Traveled (VMT) reduction, Travel time savings, reduction in auto use
 - Environmental Benefits
 - Air quality/GHG performance
 - Support and reinforce land use and growth management plan compatibility
 - Economic Benefits
 - Benefit-cost analysis; leveraging Sound Move and local transit agency investments
 - Returning benefits in balance with subarea population, employment and mobility needs
- Policy review will be conducted to inform final plan action, and will include, among other policies:
 - Alignment of ST2 update plan investments with ST Sustainability objectives

Note:

(1) These performance/evaluation measures are only a representative sample of intended plan review and evaluation outputs.

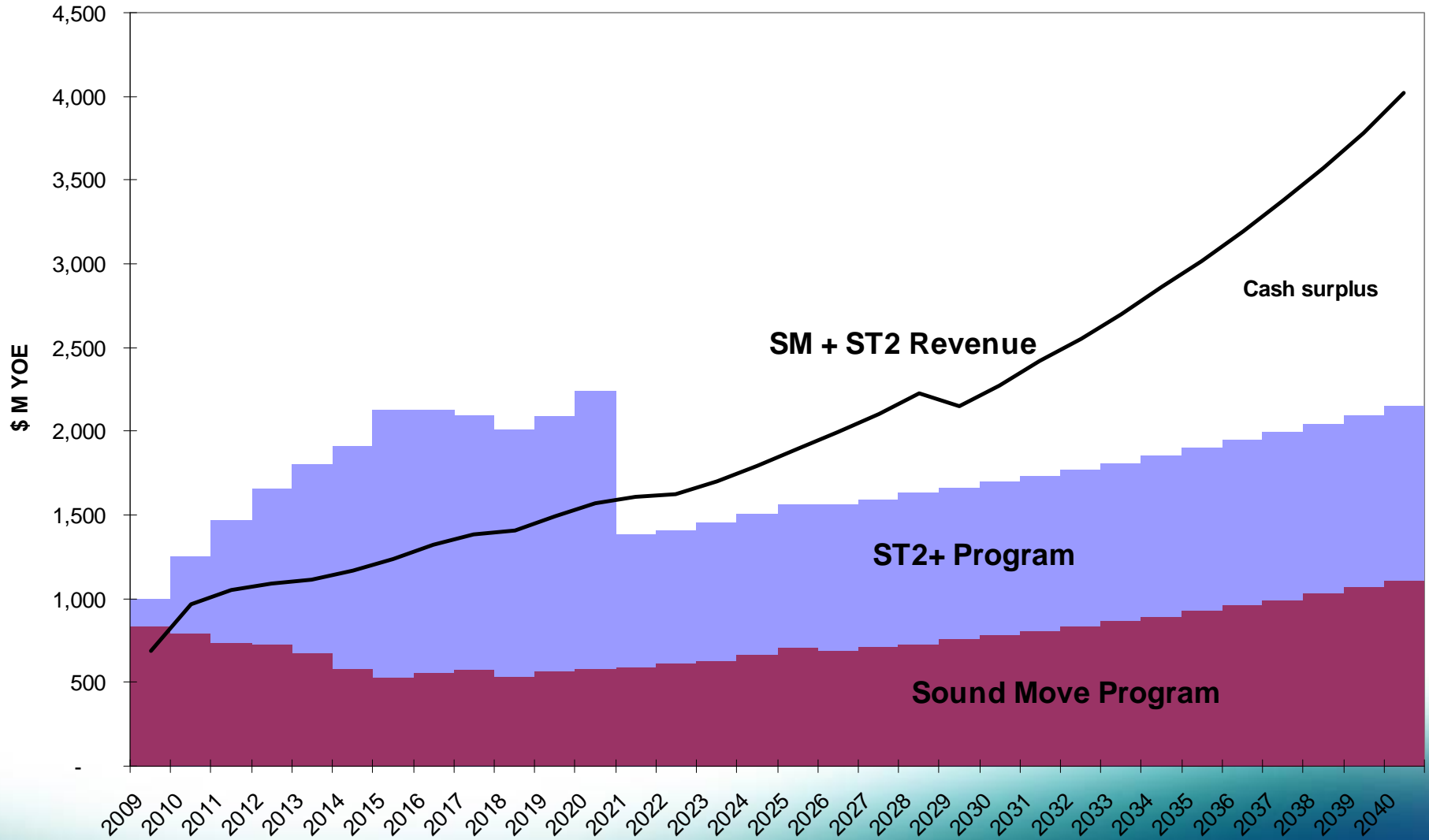
ST2 Update

Finance Plan

ST 2020 Financial Planning Assumptions

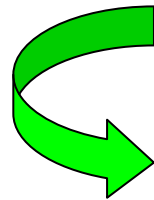
- Retain key prior financial planning assumptions
 - Bonding (30-year term, 6%, 5-yr interest only)
 - Debt Service Coverage Ratio – 1.5x for Agency
- Tax Revenue Growth (avg. annual thru 2030)
 - Sales Tax – 5.0%
 - MVET – 4.8%
 - Car Rental – 0.2%
- Federal Grants
 - 3rd FFGA of \$600M
- Cost Inflation
 - CPI (engineering & vehicles) – 3.4%
 - BCI (construction) – 3.6%
 - ROWI (right of way) – 4.6%
- Updating costs to 2007\$ and include all updated finance data since summer 2007.
 - Focus on YOES

ST Finances Through 2040

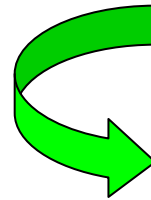


Improve Transparency & Clarify of ST2 Program Costs

**Already Approved Program
(Sound Move Taxes)**



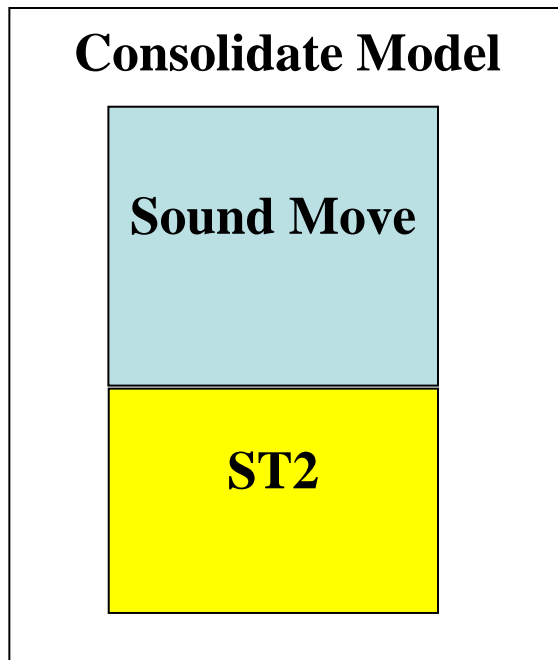
**ST2 Proposed Taxes & Programs
(SM Surplus + ST2 Taxes)**



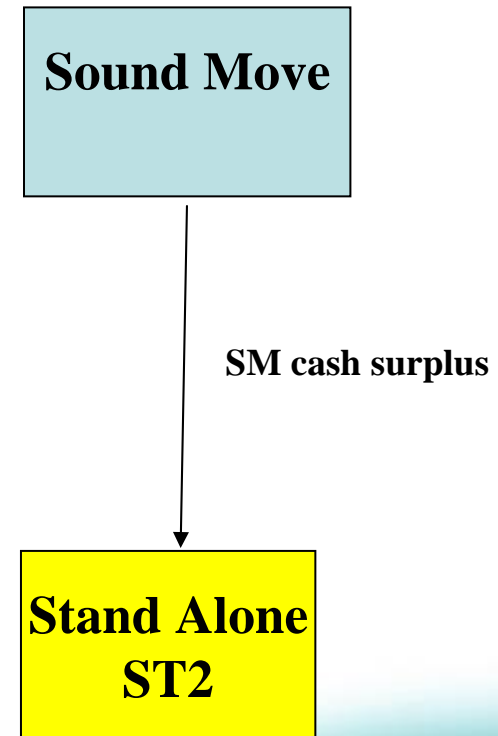
**Future ST3 Taxes & Programs
(ST2 Surplus + ST3 Taxes if any)**

Potential New Financial Planning Approach

Prop 1 Approach



Alternative ST2+ Approach

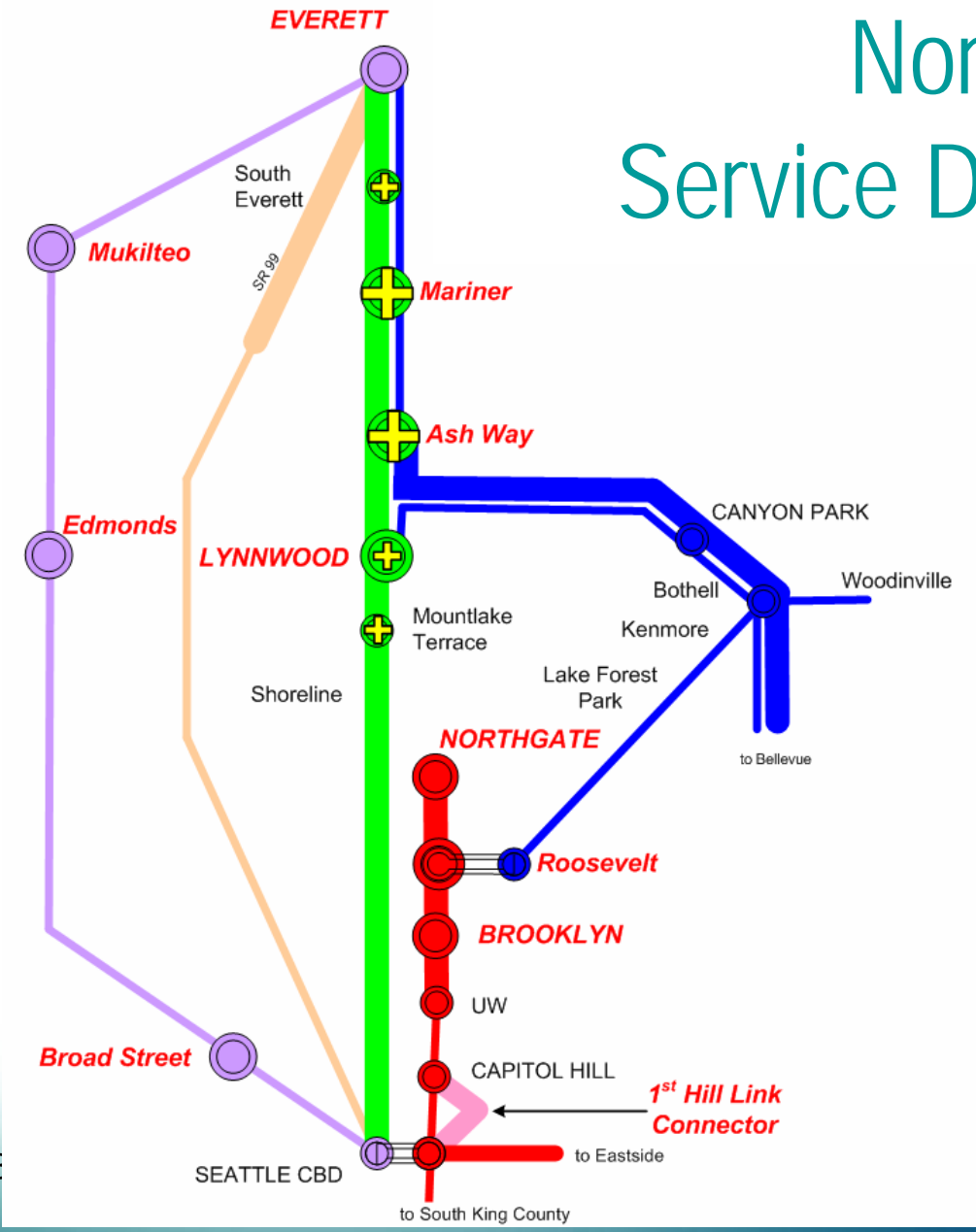


Board Planning Schedule

- April 3rd Executive Committee
 - Draft plan discussion
 - Distribute draft plan to Board
- April 10th Board Meeting
 - Board action to distribute draft plan for agency and public review
- April-June Activity
 - Public review of draft plan
 - Draft plan performance evaluation
 - Draft plan refinements
 - Stakeholder briefings
 - ERP briefings and review
 - Benefit Cost Analysis
 - PSRC Conformity review
- June Board Meetings
 - Propose amendments to draft plan
- July Board Meetings
 - Board action on Plan resolution
 - Board action on resolution calling for election

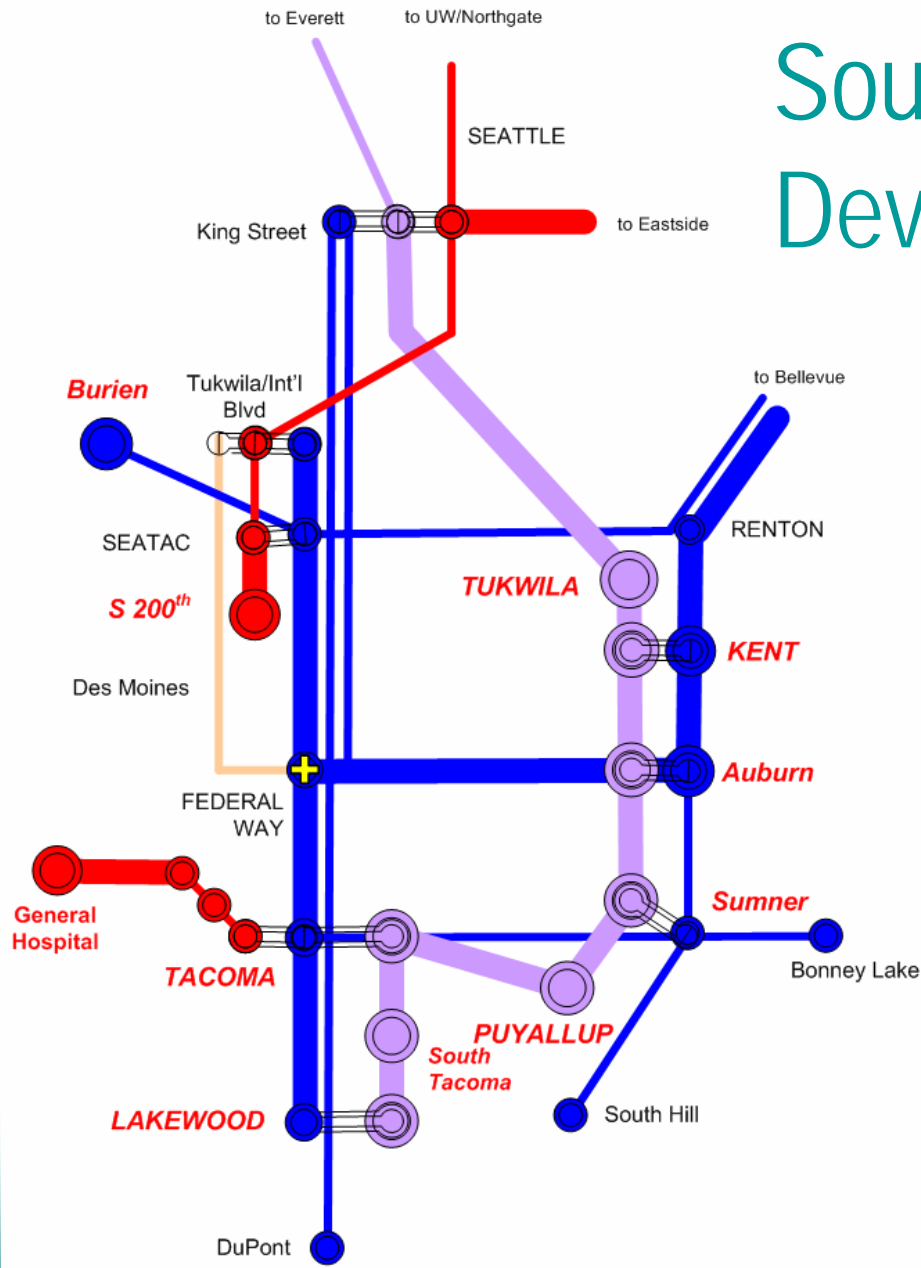
Discussion/Questions?

North Corridor Service Development Plan



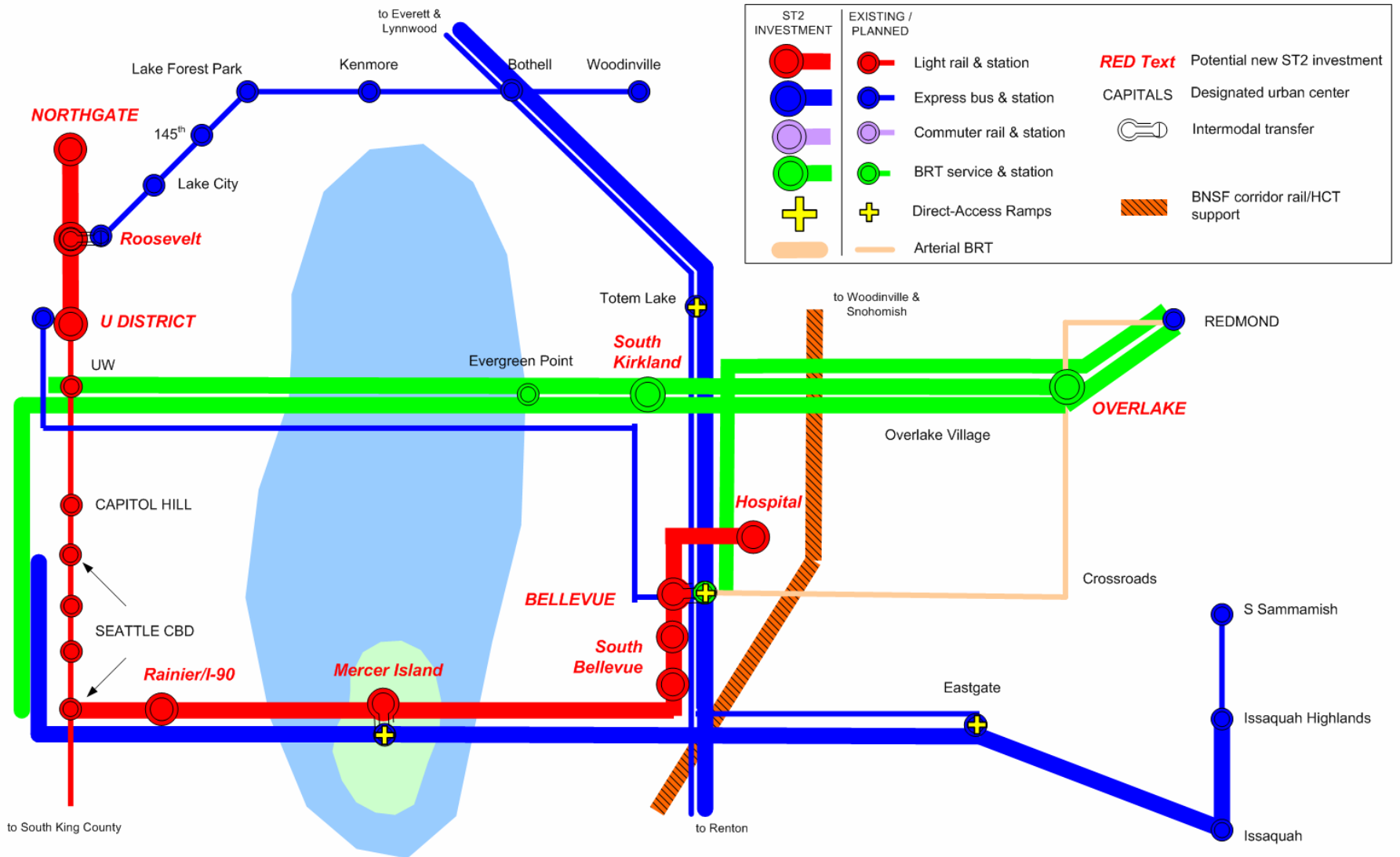
ST2 INVESTMENT	EXISTING / PLANNED
	Light rail & station
	Express bus & station
	BRT service & station
	Commuter rail & station
	Direct-Access Ramps
	Arterial BRT
RED Text	Potential new ST2 investment
CAPITALS	Designated urban center
	Intermodal transfer

South Corridor Service Development Plan



ST2 INVESTMENT	EXISTING / PLANNED
	Light rail & station
	Express bus & station
	BRT service & station
	Commuter rail & station
	Direct-Access Ramps
	Arterial BRT
RED Text	Potential new ST2 investment
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East Corridor Service Development Plan



ST / WSDOT Cross Lake Activity

Activity	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20
Potential ST2 Update Vote													
I-90													
I-90 HOV Lanes (R-8A) Open													
I-90 Center Roadway MOA													
Increased ST Express Service													
LRT Bellevue													
SR 520													
SR 520 UPA - Metro, Tolling, Tech													
Increased ST Express Service													
SR 520 Bridge Opening													
SR 520 BRT Implementation													