ST2 UPDATE

Preliminary Corridor Service Concepts

Board Workshop
January 31, 2008
Follow-up Demand Questions

- Last week’s ST2 Update presentation included partial needs assessment information
- Final Needs Assessment document now complete
  - Includes travel demand (all day person trip demand) for 2006 and 2030 (20 super districts + 27 urban centers)
  - Supports transit investment concepts under review
  - Quantifies total travel demand between zones and centers
  - Next step is to identify a transit network to capture the transit trips
System is Evolving

Long Range Plan  Sound Move  2007 ST2  ST2 Update
Approach & Assumptions

- Presentation today represents a starting point, not the draft plan
- Capitalize on Sound Move investments and conform with ST LRP
- ST LRP, ST2 Plan and any ST2 amendments will be consistent with Destination 2030
- Less cost and faster delivery than Roads & Transit – investments not as comprehensive
- Addresses ST service structure only
  - Demonstrate synergy with Metro RapidRide and CT Swift investments
- BRT proposals rely on state HOV lanes for performance reliability
- Don’t yet know what is affordable
  - Project scope, costs and financial model are being updated
North Corridor Options

• Respond to strong ridership demand in I-5 North corridor
  – Extend light rail from UW to Northgate
  – Build out I-5 BRT system
• Improve Sounder North access and parking
• Enhance I-405 BRT system
• Enhance urban center connections to regional system
  – First Hill and Everett connectors
ST2 Update Preliminary North Corridor Service Concept

- **EVERETT**: Light rail & station
- **BRT & station**: BRT & station
- **BRT – peak only**: BRT – peak only
- **Commuter rail & station**: Commuter rail & station
- **Arterial BRT by CT & Metro**: Arterial BRT by CT & Metro
- **Designated urban center**: Designated urban center
- **BRT station w/ HOV DA Ramps**: BRT station w/ HOV DA Ramps
- **BRT freeway station**: BRT freeway station
- **Potential future station**: Potential future station
- **Intermodal transfer**: Intermodal transfer
- **xx/yy**: Existing/new or expanded parking

Red text = potential new ST2 investment
ST2 Update Preliminary Seattle Service Concept

- Light rail & station
- All day BRT & station
- Streetcar
- Commuter rail & station
- Arterial BRT by Metro
- Designated urban center
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- Existing/new or expanded parking

Red text = potential new ST2 investment
South Corridor Options

- Respond to strong and growing ridership demand along Sounder South corridor
  - Increase service (subject to BNSF agreement)
  - Expand parking and station access
- Increase ridership and utility of light rail by extending to Kent-Des Moines
- Enhance BRT system along I-5 South corridor
- Expand service in existing and new markets in Pierce County
ST2 Update Preliminary South Corridor Service Concept

- Light rail & station
- BRT & station
- BRT – peak only
- Commuter rail & station
- Arterial BRT by Metro
- Designated urban center

- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- Existing/new or expanded parking

Red text = potential new ST2 investment
Cross-Lake & East Corridor Options

- Respond to strong cross-lake ridership
  - Extend light rail from Seattle to Bellevue & Overlake
  - Further develop BRT along SR 520
- Respond to growing north-south travel within the Eastside
  - Enhance I-405 BRT system
  - Evaluate BNSF corridor demand, options, costs
- Improve SR 522 arterial BRT system
ST2 Update Preliminary
East Corridor Service Concept

- Light rail & station
- Dashed = potential
- BRT & station
- BRT – peak only
- Potential DMU & station
- Arterial BRT by Metro
- Designated urban centre
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- Existing/new or expanded parking
- Red text = potential new ST2 investment
ST2 UPDATE

ST2 Finances

Board Workshop
January 31, 2008
What We Heard Re: Finances

• Roads and Transit package too big
  ➢ Provide options to board for smaller investments size and reduced duration

• Sales tax
  ➢ No other significant local taxes currently authorized
  ➢ Evaluating public-private partnerships (PPP) to enhance tax revenues

• Accountability measures
  ➢ Sound Move has strong accountability measures
  ➢ Provide options to board to enhance

• Confusion in public on total size of package
  ➢ Develop strategy to communicate fair accounting of full costs of program
## ST Tax Capacity

### Estimated 2009 Revenue ($M YOE)

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<thead>
<tr>
<th></th>
<th>Current Taxes</th>
<th>Additional Max. Capacity</th>
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<tbody>
<tr>
<td>Sales Tax</td>
<td>0.4%</td>
<td>0.5%</td>
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<tr>
<td>MVET</td>
<td>0.3%</td>
<td>NA</td>
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<tr>
<td>Rental Car Tax</td>
<td>0.8%</td>
<td>1.9%</td>
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<tr>
<td>Employee Tax</td>
<td>NA</td>
<td>$2.5 per head</td>
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</table>

- **Sales Tax**: $299
- **MVET**: $78
- **Rental Car Tax**: $2
- **Employee Tax**: $35
## ST2 Sales Tax Revenues 2009-2020

($ m. YOE)

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<th>Subareas</th>
<th>0.1%</th>
<th>0.2%</th>
<th>0.3%</th>
<th>0.4%</th>
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<td>North King</td>
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<td>902</td>
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<td>East King</td>
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<td>391</td>
<td>587</td>
<td>782</td>
<td>978</td>
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<td>Totals</td>
<td>1,146</td>
<td>2,291</td>
<td>3,437</td>
<td>4,583</td>
<td>5,728</td>
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Other ST 2 Resources

• Sound Move capacity
• Federal Funds
• Farebox
• Public private partnerships
Financial Planning Assumptions

• Retain key prior financial planning assumptions
  – Bonding
  – Federal Funds
  – Fare box, ridership

• Continuing to evaluate structures to maximize revenues
  – Efficient, flexible subarea structure
  – Public Private Partnership
Key Work Items

- Test affordability
- Evaluation and review of O&M costs
- Return with options to board on tax rates
- Review prior ST2 financial policy changes
- Provide accountability options to board
- Expert Review Panel