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

<table>
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<tr>
<th>Route</th>
<th>Description</th>
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<tr>
<td><strong>North</strong></td>
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<tr>
<td>Route 510, Everett – Seattle</td>
<td>Improve peak period service to every 15 minutes</td>
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<tr>
<td>Route 513, Everett – Seattle</td>
<td>Add trips to expand peak period</td>
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<tr>
<td>Route 532, Everett – Bellevue</td>
<td>Improve peak period service to every 15 minutes</td>
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<td><strong>East</strong></td>
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<tr>
<td>Route 550, Bellevue – Seattle BRT</td>
<td>Improve Saturday service to 15 minutes</td>
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<td><strong>South</strong></td>
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<tr>
<td>Route 574, Lakewood – SeaTac</td>
<td>Improve morning to every 30 min or better &amp; afternoon to every 15-20 min</td>
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<tr>
<td>Route 592, Lakewood – Seattle</td>
<td>Improve peak service to every 8 minutes; extend to new Lakewood Station</td>
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<td>Route 593, South Tacoma – Seattle</td>
<td>Operate interim service until Sounder is extended</td>
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<td>Route 594, Tacoma – Seattle BRT</td>
<td>Improve midday &amp; Sat service to every 15 minutes</td>
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<td>Route 599, Lakewood – Tacoma</td>
<td>Operate interim service until Sounder is extended</td>
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<tr>
<td>Route 510, Everett – Seattle BRT</td>
<td>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</td>
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<tr>
<td>Route 535, Lynnwood – Bellevue</td>
<td>Improve peak period service to every 20 minutes and Saturday service to every 30 minutes</td>
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<td>Route 540, Kirkland – U District</td>
<td>Restructure to peak &amp; midday only; reinvest hours in new Route 542</td>
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<tr>
<td>Route 542 (NEW), Redmond – U District</td>
<td>Implement new route serving the SR-520 corridor, beginning with 30 minute service all day weekdays and weekends.</td>
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<td>Route 554, Issaquah – Seattle</td>
<td>Extend 15 minute midday service to Issaquah; improve evening service to every 30 minutes</td>
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<tr>
<td>Route 566 (NEW), Redmond – Bellevue BRT</td>
<td>Implement new BRT route every 15 minutes all day long and every 30 minutes evenings and weekends</td>
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<td>Route 564/565, South Hill/Federal Way – Bellevue</td>
<td>Eliminate Bellevue-Overlake segment in response to new Route 566</td>
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<tr>
<td>Route 574, Lakewood – SeaTac</td>
<td>Improve peak period service to &lt; 10 minutes from Kent north; improve evening service to every 30 minutes</td>
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<td>Route 577, Federal Way – Seattle</td>
<td>Improve peak period service to at least every 15 minutes</td>
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<tr>
<td>Route 586, Tacoma – U District</td>
<td>Eliminate route in response to light rail extension to UW</td>
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<tr>
<td>Routes 590-594, Pierce County – Seattle</td>
<td>Reduce trips in response to increased Sounder service</td>
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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 YOE$
ST Finances Through 2040

- $M YOE


- SM + ST2 Revenue
- ST2+ Program
- Sound Move Program

Cash surplus
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

Consolidate Model

Sound Move

ST2

Alternative ST2+ Approach

Sound Move

SM cash surplus

Stand Alone ST2
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
East Corridor Service Development Plan
## ST / WSDOT Cross Lake Activity

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<td>SR 520 UPA - Metro, Tolling, Tech</td>
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