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
North Corridor
Service Development Plan

[Diagram showing the North Corridor Service Development Plan with various locations and symbolic representations for different types of transportation investments.]
South Corridor Service Development Plan
Project Delivery w/ 2008 or 2010 Vote

• Link Light Rail
  – Northgate, S 200th, and Bellevue delivered 2020 or 2022
• Sounder
  – 8-car train platform extensions delivered 2015 or 2017
  – Expanded train trips delivered 2015 or 2017
  – All access improvements delivered 2 years later under 2010 vote
• ST Express
  – All system access (parking or other) improvements delivered 2 years later under 2010 vote
  – Major service expansion delivered 2014 or 2016
<table>
<thead>
<tr>
<th>Routes</th>
<th>2009-2014 (Pre Base Expansion)</th>
<th>2015-2020 (Post Base Expansion)</th>
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<tbody>
<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>
<td>Route 510, Everett -- Seattle BRT</td>
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<tr>
<td>Route 513, Everett – Seattle</td>
<td>Add trips to expand peak period</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 532, Everett – Bellevue</td>
<td>Improve peak period service to every 15 minutes</td>
<td>Route 535, Lynnwood -- Bellevue</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>
<td>Route 540, Kirkland – U District</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>
<td>Restructure to peak &amp; midday only; reinvest hours in new Route 542</td>
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<tr>
<td>Route 592, Lakewood – Seattle</td>
<td>Improve evening/weekend service to every 30 min</td>
<td>Route 542 (NEW), Redmond – U District</td>
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<tr>
<td>Route 593, South Tacoma – Seattle</td>
<td>Improve peak service to every 8 minutes; extend to new Lakewood Station</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 594, Tacoma – Seattle BRT</td>
<td>Operate interim service until Sounder is extended</td>
<td>Route 554, Issaquah – Seattle</td>
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<tr>
<td>Route 597, Federal Way – Seattle</td>
<td>Improve midday &amp; Sat service to every 15 minutes</td>
<td>Extend 15 minute midday service to Issaquah; improve evening service to every 30 minutes</td>
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<tr>
<td>Route 598, Lakewood – Tacoma</td>
<td>Serve Federal Way TC; extend to Lakewood Station</td>
<td>Route 566 (NEW), Redmond – Bellevue BRT</td>
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<tr>
<td>Route 599, Lakewood – Tacoma</td>
<td>Operate interim service until Sounder is extended</td>
<td>Implement new BRT route every 15 minutes all day long and every 30 minutes evenings and weekends</td>
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**South** |                                |                                  |
| Route 574, Lakewood – SeaTac       | Improve morning to every 30 min or better & afternoon to every 15-20 min | Routes 564/565, South Hill/Federal Way – Bellevue |
| Route 592, Lakewood – Seattle      | Improve evening/weekend service to every 30 min | Eliminate Bellevue-Overlake segment in response to new Route 566 |
| Route 593, South Tacoma – Seattle  | Improve peak service to every 8 minutes; extend to new Lakewood Station | Improve peak period service to < 10 minutes from Kent north; improve evening service to every 30 minutes |
| Route 594, Tacoma – Seattle BRT    | Operate interim service until Sounder is extended | Route 574, Lakewood – SeaTac |
| Route 597, Federal Way – Seattle   | Improve midday & Sat service to every 15 minutes | Improve peak period service to every 15 minutes |
| Route 598, Lakewood – Tacoma       | Serve Federal Way TC; extend to Lakewood Station | Route 577, Federal Way – Seattle |
| Route 599, Lakewood – Tacoma       | Operate interim service until Sounder is extended | Improve peak period service to at least every 15 minutes |
| Route 586, Tacoma – U District     | Eliminate route in response to light rail extension to UW | Route 586, Tacoma – U District |
| Routes 590-594, Pierce County – Seattle | Reduce trips in response to increased Sounder service | Reduce trips in response to increased Sounder service |
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
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.
# ST / WSDOT Cross Lake Activity

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<th>Activity</th>
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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