

# 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



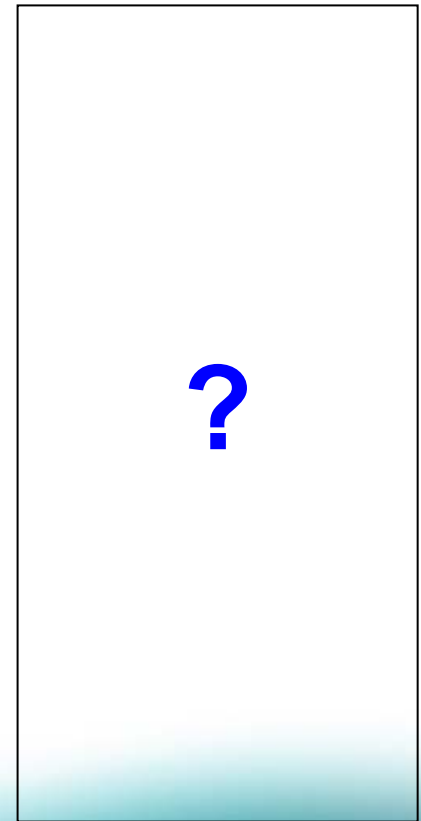
**Long Range Plan**



**Sound Move**



**2007 ST2**



**ST2 Update**

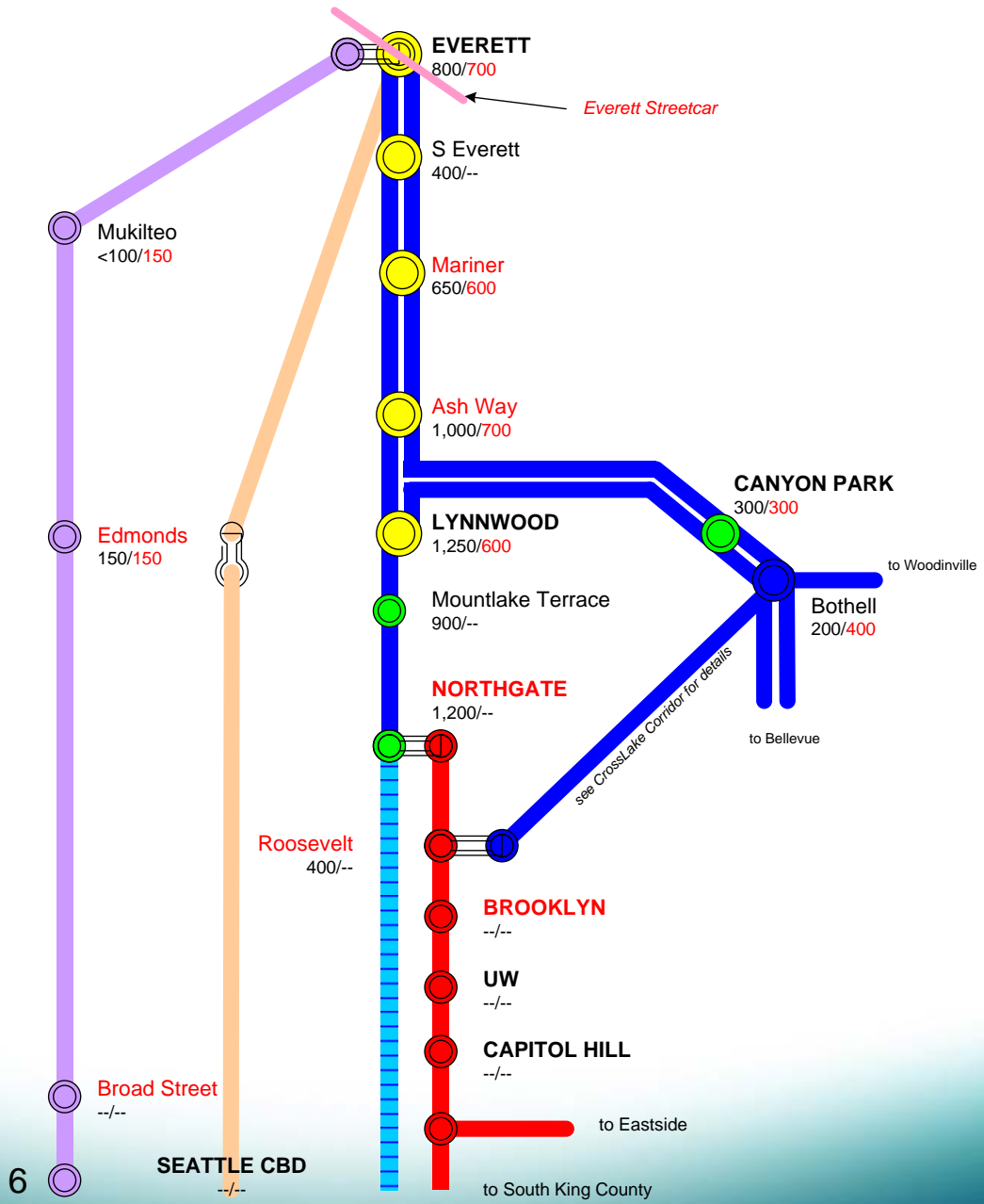
# Approach & Assumptions

- 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



- Light rail & station
- BRT & station
- BRT – peak only
- Commuter rail & station
- Arterial BRT by CT & Metro
- EVERETT** Designated urban center
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- xx/yy Existing/new or expanded parking
- Red text = potential new ST2 investment



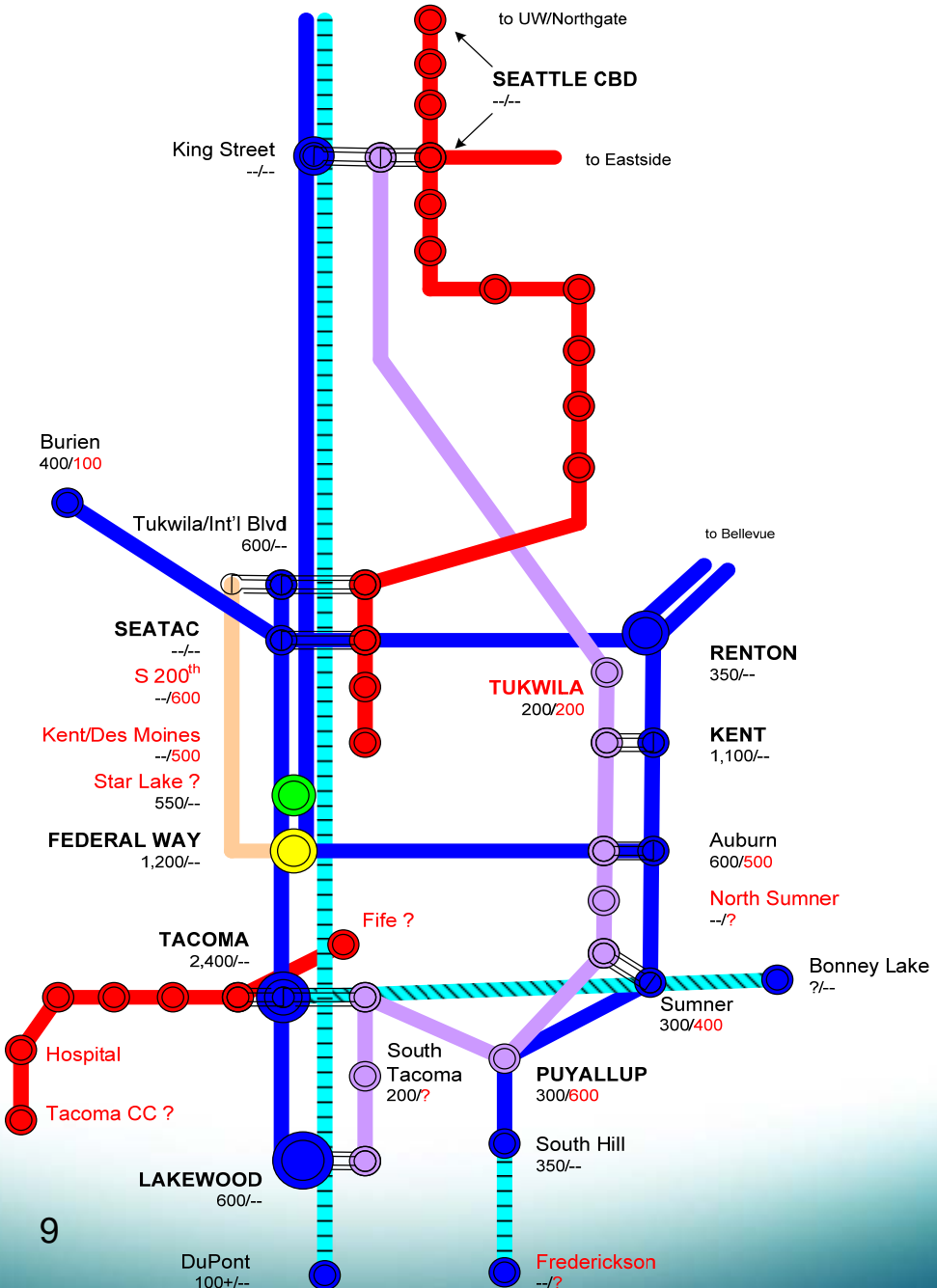
# ST2 Update Preliminary Seattle Service Concept

-  Light rail & station
-  All day BRT & station
-  Streetcar
-  Commuter rail & station
-  Arterial BRT by Metro
- NORTHGATE**  Designated urban center
-  BRT station w/ HOV DA Ramps
-  BRT freeway station
-  Potential future station
-  Intermodal transfer
- xx/yy 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

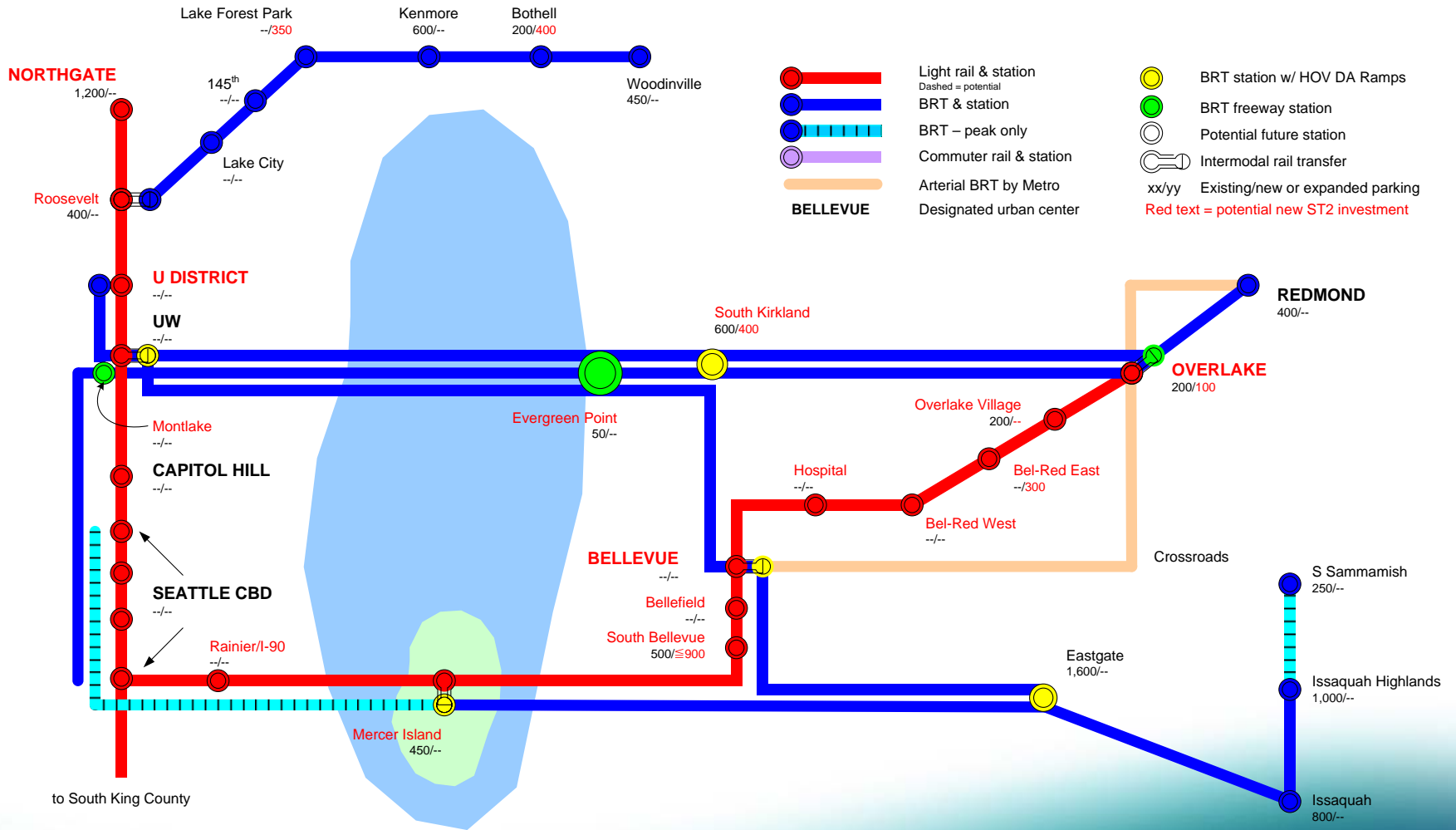


- Light rail & station
- BRT & station
- BRT - peak only
- Commuter rail & station
- Arterial BRT by Metro
- TACOMA**
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- xx/yy Existing/new or expanded parking
- Red text = potential new ST2 investment

# 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 Cross-Lake Corridor Service Concept



# 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
- BELLEVUE
- BRT station w/ HOV DA Ramps
- BRT freeway station
- Potential future station
- Intermodal transfer
- xx/yy 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)

	Current Taxes		Additional Max. Capacity	
Sales Tax	0.4%	\$299	0.5%	\$373
MVET	0.3%	\$78	NA	
Rental Car Tax	0.8%	\$2	1.9%	\$4
Employee Tax	NA		\$2.5 per head	\$35

# ST2 Sales Tax Revenues 2009-2020

(\$ m. YOY)

Subareas	0.1%	0.2%	0.3%	0.4%	0.5%
Snohomish	143	286	429	571	714
North King	300	601	902	1,203	1,503
South King	211	421	632	843	1,053
East King	296	592	887	1,183	1,479
Pierce	195	391	587	782	978
<b>Totals</b>	<b>1,146</b>	<b>2,291</b>	<b>3,437</b>	<b>4,583</b>	<b>5,728</b>

# 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