

SOUND TRANSIT

RESOLUTION NO. R2007-01

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority relating to High Capacity Transportation System Planning, setting aside from further consideration the "Bus/Rail (Medium)" and "Rail Emphasis (Medium high)" options, modifying and renaming the "Rail Emphasis (High)" option to provide light rail service to east King County, extend light rail in the north and south corridors and implement other core projects, and directing staff to further refine and evaluate this "Sound Transit 2 Draft Package" and distribute it for public outreach and agency review.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is the designated provider of high-capacity transportation infrastructure and services to meet regional public transportation needs in the central Puget Sound area, and it possess all of the powers set forth in Chapters 81.104 and 81.112 RCW; and

WHEREAS, during the 2006 legislative session the Washington State Legislature found that investments in both transit and road improvements are necessary to relieve traffic congestion and improve mobility in the Puget Sound region, and it required that Sound Transit and the Regional Transportation Investment District submit to the voters transportation plans on the same ballot at the November 2007 election, pursuant to RCW 81.112.030 and RCW 36.120.170, LAWS of 2006, Chapter 311, sections 8 and 12; and

WHEREAS, the Executive Committee of the Sound Transit Board of Directors and the Executive Board of the Regional Transportation Investment District (RTID) have held joint meetings to integrate efforts for a joint ballot proposal, and the two entities have coordinated planning, financing, and implementation approaches for a joint Roads & Transit ballot proposal; and

WHEREAS, the transportation improvements under consideration by Sound Transit and RTID are naturally and necessarily related to a single regional transportation system, and the construction of road and transit projects as part of a comprehensive approach to transportation investments would help reduce transportation congestion, increase road capacity, promote safety, facilitate mobility and improve the health, safety, and welfare of the citizens of Washington State; and

WHEREAS, the history of Sound Transit's implementation of the 1996 Sound Move regional transit system plan, the agency's 2005 Regional Transit Long-Range plan, and the agency's ongoing "Sound Transit 2" (ST2) regional high capacity transportation system planning process are set forth in Sound Transit Resolution No. R2006-15 (July 13, 2006); and

WHEREAS, Resolution No. R2006-15 described the agency's high capacity transportation systems planning work to date, set aside several investment options from further consideration, and carried forward three capital investment scenarios for public and agency review: the "Bus/Rail (Medium)" scenario, the "Rail Emphasis (Medium high)" scenario and the "Rail Emphasis (High)" scenario; and

WHEREAS, major public and agency outreach efforts were undertaken during August, September, and October 2006, including a district-wide mailing, presentations to organizations and groups, newsletters, joint Roads & Transit open houses, newspaper advertising, and an interactive ST2 website; and

WHEREAS, staff reported to the Board at its October 26, 2006 meeting the results of the public involvement process, including an overview of comments received through public outreach. Staff also reported on the planning and financial assumptions underlying the investment scenarios, including the Service Enhancement Fund, administrative costs, and maintenance base cost allocations. The Expert Review Panel also reported to the Board its latest findings and letter report; and

WHEREAS, in November 2006, the investment options were updated to reflect certain cost escalation information, including commodity price increases, updated inflation forecasts, and conversion of project costs from 2005 to 2006 constant dollars, and this information was presented to both the Sound Transit Board and the RTID Executive Board; and

WHEREAS, the Board at its November 9, 2006 meeting directed staff to focus on evaluating the Rail Emphasis (Medium high) and Rail Emphasis (High) rail extension options while conducting no further work on the Bus/Rail (Medium) extension option; and

WHEREAS, at a workshop of the Board held on November 30, 2006, the results of a contingency risk assessment and information on options for accelerating certain ST2 projects was presented to the Board. The Board also reviewed the remaining options and gave direction to staff on the broad elements to be included in the Sound Transit 2 draft package, including sales and use tax rate, core projects, cost allocations, Service Enhancement Fund growth, planning, environmental and preliminary engineering studies, and right-of-way acquisition approach. The Board directed staff to conduct additional financial modeling to test the efficacy of changing the timing for the implementation of certain ST2 projects and to explore opportunities for extending light rail as far as possible in the south corridor and to Redmond in the east corridor; and

WHEREAS, the Board at its December 14, 2006 meeting continued its discussion of the potential Sound Transit 2 draft packages and expressed a consensus that the Rail Emphasis (Medium high) package should be set aside in favor of the Rail Emphasis (High) package, subject to certain modifications; and

WHEREAS, the Board directed staff to modify the Rail Emphasis (High) package to add support for the parking garage at the Burien transit center (Project ID. No. S15B) because of project savings elsewhere in the south corridor; and

WHEREAS, the Board also directed staff to evaluate and make other modifications to this potential Sound Transit 2 draft package, consistent with agency financial capacity and

financial assumptions, including extending light rail service to Lynnwood, Overlake Transit Center and the Port of Tacoma area; identifying possible light rail extensions to downtown Redmond and Tacoma; adding funding for planning studies, environmental review, preliminary engineering and right-of-way acquisition for these extensions, and adding similar planning or high-capacity transit studies in other areas; and

WHEREAS, the results of the Board's direction are reflected in the Sound Transit 2 Draft Package, attached as Exhibit A, which includes all of the Sound Transit 2 projects identified in Exhibit B ("Sound Transit 2 Draft Package Projects by Corridor"); and

WHEREAS, the proposed Sound Transit 2 Draft Package would expand the regional mass transit system by adding more light rail lines and enhancing commuter rail and express bus service between 2008 and 2027, and the results would almost double Sound Transit system ridership, provide fast, reliable connections to more places for more people, and cut through congestion in the region's most heavily traveled corridors; and

WHEREAS, the Board is interested in broadly distributing the Sound Transit 2 Draft Package for public outreach and agency review, so that public and agency comments may be received and considered by the Board before the Board adopts a Sound Transit 2 system and financing plan in the spring of 2007.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. The Bus/Rail (Medium) package, with a sales tax increase of 0.3%, and the Rail Emphasis (Medium high) package, with a sales tax increase of 0.4%, are hereby set aside from further consideration.

Section 2. The Rail Emphasis (High) package, with a sales tax increase of 0.5%, will be modified as described in Sections 3 and 4 below, will be renamed the "Sound Transit 2 Draft Package", and will be carried forward for further evaluation, refinement and public and agency comment.

Section 3. The Sound Transit 2 Draft Package includes the elements set out on the attached Exhibit A (“Sound Transit 2 Draft Package”) and all of the projects identified on the attached Exhibit B (“Sound Transit 2 Draft Package Projects by Corridor”).

Section 4. The Sound Transit 2 Draft Package map and project list include light rail expansions north from the University of Washington to Lynnwood, south from SeaTac to the Port of Tacoma area, and east as far as the Overlake Transit Center, via downtown Bellevue. These light rail expansions (and all of the other projects in the draft package) reflect the current limits of the agency’s financial capacity. That is, these projects reflect what is currently affordable with the proposed 0.5% sales tax increase, consistent with the agency’s existing financial policies and assumptions. The map and project list also identify possible light rail extensions from the Overlake Transit Center to downtown Redmond and from the Port of Tacoma area to downtown Tacoma. The Sound Transit 2 Draft Package includes funding for planning studies, environmental review, preliminary engineering, and right-of-way acquisition for the Everett, Redmond, and Tacoma light rail extensions, but no funds are included for constructing those extensions. It is the agency’s express goal to build the Redmond and Tacoma light rail extensions as part of the ST2 program, but accomplishing this goal is dependent on securing additional funds, achieving cost savings, or both. As the agency proceeds with the Sound Transit 2 Draft Package, the Board is committed to continuing to work to obtain the additional funding and/or achieve the project cost savings necessary to construct these light rail extensions.

Section 5. The Sound Transit 2 Draft Package will be distributed for public outreach and for agency review and comment. Sound Transit staff is directed to report public and agency comments back to the Board so that the Board may take them into account in preparing a system and financing plan for voter approval.

Section 6. Sound Transit staff is also directed to submit the Sound Transit 2 Draft Package to the Sound Transit Expert Review Panel, consistent with RCW 81.104.110, and to

the Puget Sound Regional Council, for a preliminary consistency and benefits review as prescribed by statute.

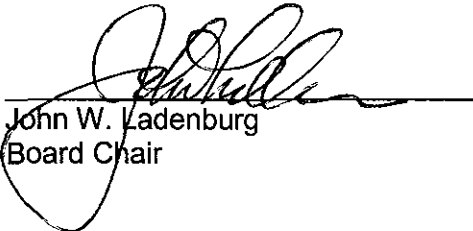
Section 7. Sound Transit staff is further directed to develop and then implement a program and schedule for preparing the Sound Transit 2 system plan and financing plan consistent with the requirements of the state High-Capacity Transportation Systems Act, Chapter 81.104 RCW, and the Regional Transit Authorities Act, Chapter 81.112 RCW. Board review and approval of the Sound Transit 2 system and financing plan is scheduled for April 2007. In late summer 2007, the Board will authorize a ballot measure to submit the Sound Transit 2 plan to the voters along with the Regional Transportation Investment District's plan as part of the Road & Transit joint ballot proposal for the November 2007 election.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 11, 2007.

ATTEST:



Marcia Walker
Board Administrator



John W. Ladenburg
Board Chair



SOUND TRANSIT 2 DRAFT PACKAGE

Sound Transit 2 would expand the regional mass transit system by adding more light rail lines and enhancing commuter rail and express bus service between 2008 and 2027. The result would almost double Sound Transit system ridership, provide fast, reliable connections to more places for more people, and cut through congestion in the region's most heavily traveled corridors.

DETAILS

- Expands light rail north from the University of Washington to Lynnwood, south from SeaTac to the Port of Tacoma area, and east as far as Overlake Transit Center, via downtown Bellevue.
- Identifies possible light rail extensions to downtown Redmond and downtown Tacoma by 2027 or thereafter, subject to securing additional funding or cost savings. Makes initial down payments on future extensions through planning, engineering and some real estate acquisition.
- Expands parking and enhances Sounder stations, increasing access to the regional transit system.
- Sets aside funding for future service enhancements to the existing ST Express bus network during light rail construction. As light rail expands, allows redeployment to corridors not served by rail.

BENEFITS

- Responds to the projected 1.2 million additional people living and working in the region by 2030.
- Provides fast, frequent and reliable light rail service free of delays from congestion and weather, with trains running 20 hours/day, every few minutes at peak time.
- Moves more people through the region's most congested corridors, taking cars off the road.
- Connects many of the region's major population and employment centers with fast, reliable rail service, including: Bellevue, Overlake, Lynnwood, Northgate, Capitol Hill, downtown Seattle, Sea-Tac Airport, Federal Way, and the Port of Tacoma.
- Provides rail extensions to Snohomish, Pierce and East King counties from the major light rail investments that North King County and South King County are making: almost 19 miles of light rail between the University of Washington and Sea-Tac Airport, an approximately \$4.2 billion investment.



continued on back

- Builds on experience—financial planning for draft package shaped by Sound Transit’s experience in delivering the initial regional system approved by voters in 1996; application of lessons learned provides a high level of confidence that proposed rail lines can be built with available funds.
- Reaches Northgate by 2018—other extensions would be phased through 2027. Additional project

implementation and financial planning work will continue through winter and spring 2007.

- Funds planning, environmental review, preliminary engineering, and some right-of-way acquisition for potential rail extensions to downtown Redmond and downtown Tacoma.
- Funds studies of additional future high capacity transit extensions.

ESTIMATED RIDERSHIP (2030)

SERVICE	ANNUAL		WEEKDAY	
	Without Package	With Package	Without Package	With Package
Central Link	37 million	90 million	120,000	294,000
Tacoma Link	1.1 million	1.2 million	3,800	4,000
Souder	4 million	5 million	16,000	19,000
ST Express	15 million	9 million	52,000	33,000
TOTAL SYSTEM RIDERSHIP	58 million	106 million	192,000	351,000

BY THE NUMBERS:

- 160,000** Additional riders on the Sound Transit system
- 12,000** New park-and-ride stalls
- 42-45** Miles of new Link light rail
- 20-22** New light rail stations
 - 9** Additional cities connected by light rail
 - 7** New/improved Souder stations
 - 2** New I-405 BRT enhancements
 - 1** Mile of new/improved Souder tracks
 - 1** New streetcar line

FINANCIAL AND SCHEDULE INFORMATION IS PRELIMINARY

All project cost, schedule and financial plan information presented here, online, and in other Sound Transit publications is preliminary and subject to change. Cost estimates and schedules will be under continual refinement through the spring of 2007. Cost estimates and inflation forecasts will be updated periodically to reflect the most current information available.

SAMPLE TRAVEL TIMES (APPROXIMATE)

- Overlake/Microsoft to downtown Bellevue: 10 minutes
- Lynnwood to downtown Seattle: 28 minutes
- SeaTac to the Port of Tacoma: 30 minutes
- University of Washington to downtown Bellevue: 30 minutes
- Downtown Bellevue to Qwest Field: 20 minutes

WHAT IT WILL COST

SALES TAX INCREASE: Five-tenths of one percent.

The estimated annual new cost per household is \$125 (2007 dollars), or 5 cents for every \$10 retail purchase.

From 2008-2027, the total program costs would be funded by an estimated \$7.4 billion (2006 dollars) in new tax collections in addition to existing taxes and bonding.

THE VALUE OF THE INVESTMENTS* (2006 DOLLARS)

Capital Costs	\$9.8 billion
Operating & Maintenance Costs	\$1.2–1.3 billion
TOTAL	\$11.0–11.1 billion

*These figures differ somewhat from previous ST2 materials due to inclusion of the Service Enhancement Fund and regional fund, and technical issues related to constant dollar conversions.

**Sound Transit
Resolution No. R2007-01
Exhibit B**

ST2 Draft Package Projects by Corridor

PROJECT ID	MODE	PROJECT DESCRIPTION
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NORTH CORRIDOR

N02	Link	Planning Study, Lynwood Transit Center - Everett Station
N06	Link	University of Washington Station - Northgate (Seattle)
N07a	Streetcar	Downtown Seattle - Capitol Hill via First Hill
N22	Sounder	Joint Development of a Parking Garage at Mukilteo Station
N23a	Sounder	New Permanent Station at Edmonds Crossing
N28	Link	Northgate - Jackson Park
N29	Link	Jackson Park - Shoreline
N30	Link	Shoreline - Mountlake Terrace
N31T2	Link	Mountlake Terrace - Lynnwood Transit Center (Terminal)
N37	Link	Environmental Review, PE, ROW Preservation, Lynnwood - Everett

EAST CORRIDOR

E01	Link	Seattle - Downtown Bellevue
E02	Link	Downtown Bellevue - Overlake Transit Center
E09	HCT	Planning Study on SR 520 in East King County
E20	Express Bus	Transit Center and Parking Garage in Bothell
E25b	Express Bus	N 8th Street Parking Garage in Renton
E28	Link	PE and ROW Preservation, Overlake Transit Center - Redmond
E30	HCT	Planning Study on I-90, South Bellevue - Issaquah

SOUTH CORRIDOR

S15b	Express Bus	Shared Funding for Parking Garage at Burien Transit Center
S17	Sounder	Permanent Station at Tukwila
S18b	Sounder	Parking Garage at Auburn Station (Alternative)
S20	Sounder	Parking Garage and Pedestrian Bridge at Sumner Station
S21	Sounder	Parking Garage and Pedestrian Bridge at Puyallup Station
S25	Sounder	Track and Structure Upgrade, Tacoma Dome Station - Reservation Junction
S27	Link	SeaTac Airport - S 200th St
S28	Link	S 200th St - Kent-Des Moines Rd via SR 99
S29a	Link	Kent-Des Moines Rd - S 272nd St via SR 99
S30	Link	S 272nd St - Federal Way Transit Center via SR 99
S40	Link	Federal Way Transit Center - S 348th St via I-5
S41T5	Link	S 348th St - Port of Tacoma via I-5 (Terminal)
S44	Link	PE and ROW Preservation, Port of Tacoma Station - Tacoma Dome Station

SYSTEMWIDE (Bus and LRT)

SYS-BUS	Express Bus	ST Express Maintenance and Operations Facilities and Fleet Expansion
SYS-LRT	Link	Maintenance Bases, Vehicles, and Operations for ST2 Expansion