

A low-angle shot of a white and teal Sound Transit train at a station platform. The train is moving from left to right. The platform has a glass and metal roof structure. The train's windows are visible, and the teal stripe runs along the side. The text "SOUND TRANSIT" is visible on the side of the train in the lower right.

Sound Transit 3:
Capital Committee
January 14, 2015

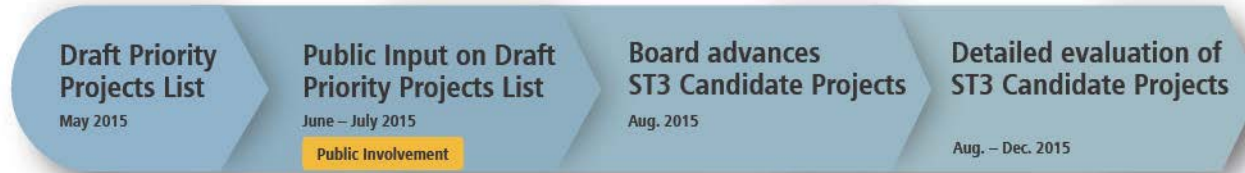
 **SOUND TRANSIT**

Agenda

- **Schedule**
- **Confirmation of Technical Evaluation Criteria**
- **Current Efforts**
- **Building the ST3 Finance Plan: Discussion of Important Elements**
- **Next Steps**

ST3 timeline

2015



2016



ST Board's Core Priorities for ST3

COMPLETING THE LINK
LIGHT RAIL SPINE



RIDERSHIP



INTEGRATION WITH OTHER
TRANSIT OPERATORS/
TRANSPORTATION SYSTEMS



MULTI-MODAL ACCESS



CONNECTING THE REGION'S
DESIGNATED CENTERS
WITH HCT



PROMOTING TRANSIT
SUPPORTIVE LAND USE
AND TOD










SOCIO-ECONOMIC
EQUITY







ADVANCING "LOGICAL
NEXT STEPS" PROJECTS
BEYOND THE SPINE; WITHIN
FINANCIAL CAPACITY



Overview of Technical Evaluation

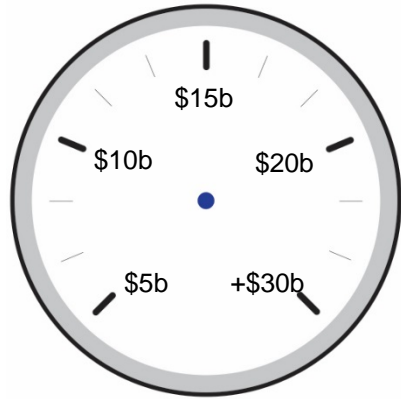
	Regional Light Rail Spine <i>Does project help complete regional light rail spine?</i>
	Ridership <i>2040 daily station boardings / 2040 daily project riders</i>
	Capital Cost <i>Cost in Millions of 2014 \$</i>
	Annual O&M Cost <i>Cost in Millions of 2014 \$</i>
	Travel Time <i>In-vehicle travel time along the project (segment)</i>
	Reliability <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>
	System Integration <i>Qualitative assessment of issues and effects related to connections to local bus service and potential future integration opportunities</i>

	Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes</i>
	Percent of Non-motorized Access <i>Percentage of daily boardings</i>
	Connections to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>
	Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i>
	<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>
	Socioeconomic Benefits <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>
	<i>2014 and 2040 population within 0.5 mile of potential stations</i>
	<i>2014 and 2040 employment within 0.5 mile of potential stations</i>

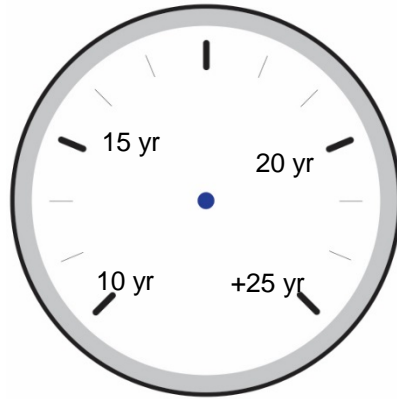
Current Efforts

- **Updating technical following direction at December 2015 Board Meeting**
 - **Scope, costs, and operations refinement**
- **Focus on draft plan will be system related elements**
 - **Ridership, Costs, and other evaluation measures**
- **Risk Assessment:**
 - **Part 1: Focus on programmatic and potential project risks (Early Feb.)**
 - **Part 2: Focus on system-wide elements (to be scheduled)**
- **Expert Review Panel Meeting: Feb. 8, 9**
 - **Continuing discussion of financial planning process and ridership forecasting**
 - **Conducting separate review of capital costs of ST3 Candidate Projects**

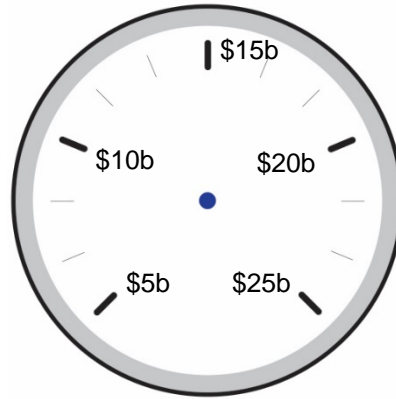
Building the ST3 Finance Plan



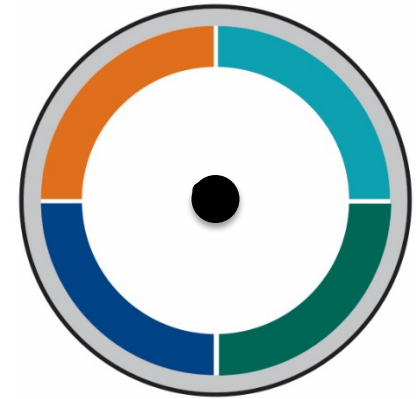
**Capital
Scope
(Cost)**



Time



Tax Level



Equity

Next Steps

- **January 21, 2016**
 - **Letter to jurisdictions/partners requesting acknowledgement of project scopes and comments requested**
- **March 2016: Draft System Plan**
- **April 2016: Public and Stakeholder Outreach**
- **June 2016: Potential adoption of Final System Plan**

Thank you.

