

15-year mass transit expansion package

This 15-year concept includes a targeted set of rail extensions and new bus service across the Central Puget Sound region that would be delivered step-by-step between 2009 and 2023.

In response to travel demands, market needs and public input, Sound Transit has developed a concept plan that delivers expanded transit services to the region in a short timeframe. It builds upon two options released for public review by the Sound Transit Board in April 2008, and reflects public input to those initial proposals. This 15-year concept extends light rail north to Lynnwood in Snohomish County, south to Federal Way's South 272nd Street, and east to Redmond's Overlake Transit Center. This package would be funded by a sales tax increase of five-tenths of one percent (0.5%).

LINK LIGHT RAIL

Expands the Link light rail line that opens for service in 2009 by 34 miles:

- North from the University of Washington to Northgate, Shoreline and Lynnwood
- East from downtown Seattle across Interstate 90 to Mercer Island, Bellevue, Overlake Hospital and Redmond's Overlake Transit Center
- South from Sea-Tac Airport to Highline Community College and Federal Way at South 272nd Street
- Link connector service serving Seattle's International District, First Hill and Capitol Hill

Expands light rail with a partnership to extend Tacoma Link beyond the downtown area.

SOUNDER COMMUTER RAIL

Increases Tacoma-Seattle Sounder commuter rail service by adding new daily trips and by increasing platform lengths to accommodate longer trains. This substantially increases service to meet strong rider demand in the corridor, providing reliable and congestion-free travel as population growth continues to worsen roadway congestion. Includes two provisional rail stations at Broad Street and Ballard that can be implemented subject to the availability of additional funds.

Contingent upon negotiations with BNSF Railway.

ST EXPRESS REGIONAL BUSES

Expands regional express bus routes serving the region's busiest housing and job corridors; more buses will be in service quickly to provide near-term relief while capital projects are under construction. ST Express buses operate from early morning to late at night, traveling on existing freeway HOV lanes. The draft plan boosts service with:

- Increased service in key corridors by about 15 percent, with reinvestment of existing services as rail services come on line
- New Bus Rapid Transit service on SR 520 to coincide with bridge replacement and tolling.



MAP IS NOT TO SCALE • JULY 2008

LINK LIGHT RAIL FEATURES

In addition to extending the Central Link light rail line with 34 miles of new light rail, the package supports moving forward rapidly with further extensions to Tacoma and Redmond in a future phase by funding environmental review, preliminary engineering and early right-of-way purchases. The package also includes planning for a future extension to Everett.

Fast, frequent service

Environmentally friendly electric light rail trains operate in their own right-of-way, providing fast, reliable service that isn't delayed by congestion. Trains will run 20 hours per day and every few minutes during rush hours.

Ample room to grow

System capacity can be expanded to meet long-term needs from continued population growth by running trains as often as every four minutes with up to four cars, each train carrying up to 800 riders, for an hourly capacity of up to 12,000 riders in each direction. Stations will act as hubs where riders transfer from buses onto congestion-free light rail service.

Sample light rail travel times

Microsoft to downtown Bellevue:	11 min.
Northgate to downtown Seattle:	15 min.
Bellevue to Qwest Field:	20 min.
Lynnwood to UW:	21 min.
Lynnwood to downtown Seattle:	28 min.
UW to downtown Bellevue:	30 min.
Highline C.C. to Safeco Field:	37 min.

IMPROVED STATION ACCESS

Provides funds that will allow more people to access regional transit services at key locations. Access improvements in Auburn, Edmonds, Kent, Lakewood, Mukilteo, Puyallup, South Tacoma, Sumner, Tacoma and Tukwila will be tailored to the needs of each location and may include:

- Expanded parking
- Pedestrian improvements at or near stations
- Additional bus/transfer facilities for improved feeder service to stations
- Bicycle access and storage at stations
- New and expanded drop-off areas to encourage ridesharing

EASTSIDE PASSENGER RAIL PARTNERSHIP

Provides funds for a potential capital contribution to a partnership for Eastside passenger rail operation on freight right-of-way there. Sound Transit and the Puget Sound Regional Council are currently evaluating the potential benefits of passenger rail operation on this corridor.

PARTNERSHIP PROJECTS TO IMPROVE MOBILITY

Contributes funds to complete projects in conjunction with other parties that will improve access to transit and travel times:

- Tacoma Link extension
- Bothell transit center/parking garage
- Burien parking garage

RESPONDING TO REGIONAL GROWTH

Continued growth in the region's population and employment puts increasing pressure on our transportation system. The draft plan responds with targeted investments that provide new and expanded transit options to improve near-term and future mobility for people who live and work here.

Estimated growth by 2030	Population	Employment
Bellevue	+24%	+39%
Burien/Tukwila/Renton	+16%	+34%
Capitol Hill/Queen Anne	+20%	+23%
Downtown Seattle	+79%	+24%
Everett	+25%	+38%
Federal Way/Auburn	+17%	+33%
Kent	+35%	+30%
Lynnwood/Edmonds	+34%	+50%
North Seattle	+13%	+29%
Redmond/Kirkland	+26%	+40%
South Seattle	+7%	+29%
Tacoma	+18%	+28%

[Summary Needs Assessment, Parsons Brinckerhoff for Sound Transit, January 2008]

PROTECTING OUR ENVIRONMENT

With transportation the region's largest contributor to greenhouse gas emissions, one of the most important things people can do to reduce their carbon footprints is to use public transit. This package would bring about 147,000 more daily riders to regional transit services in 2030, increasing ridership by more than 20% over what it would be without transit system expansion.

RIDERSHIP

This draft plan takes thousands more cars off roads, with expanded train and bus services moving people through the region's most congested corridors.

2030 Estimated Daily Ridership

Service	Without Plan	With Plan
Link light rail	124,000	286,000
ST Express buses	52,000	48,000
Sounder commuter rail	19,000	24,000
Total	195,000	358,000

Figures reflect near-term demand. Actual long-term system capacity will be much higher. Figures are preliminary and subject to refinement.

PLANNING FOR THE FUTURE

Funds several studies of future expansions: extensions of light rail from Lynnwood to Everett, the UW to Ballard, Ballard to downtown Seattle, West Seattle and Burien, and Burien to Renton; and future high capacity transit services to Issaquah via I-90, along the I-405 corridor, and from the UW across SR 520 to Redmond.

PAYING FOR EXPANDED SERVICES

- 5/10 of one percent sales tax increase, or five cents for every \$10 retail purchase
- Typical new cost per adult is \$69 annually
- Continuation of existing *Sound Move* taxes (0.4% sales tax and 0.3% vehicle license tax)

COSTS	2007 dollars	Year of expenditure*
Capital costs	\$9.1 billion	\$13.5 billion
Operating & maintenance (2008-2023)	\$1.2 billion	\$1.8 billion

Cost estimates as of 7/21/08, subject to revision.

*includes inflation