



**Developing Sound Transit's New System Plan:
– May 2015**

SOUNDTRANSIT

- Schedule Overview
- Conceptual Scenarios Summary
- Draft Priority Projects List Development
- Upcoming Outreach
- Next Steps

System Plan (ST3) Timeline:

2015

**Draft Priority
Projects List**

May 2015

**Public Input on Draft
Priority Projects List**

June – July 2015

Public Involvement



**Board Advances
Priority Projects List**

Aug. 2015

**Detailed Testing and
Evaluation of Priority
Projects List**

Aug. – Dec. 2015

2016

**Draft System Plan
and Public Involvement**

Jan – Mar. 2016

Public Involvement

**Final System
Plan Development**

Apr.– May 2016

Adopt System Plan

June 2016

**Possible Public Vote
on System Plan**

Nov. 2016

Conceptual System Expansion Scenarios

Summary

- 
- Incremental Expansion - Using Existing Revenue Authority
 - 1: Low Cost - Minor Progress Toward Completing Spine
 - 2a: Medium Cost - Some Progress Toward Completing Spine, Modest Additional Corridors
 - 2b: Medium Cost - Progress Toward Completing Spine, No Additional Corridors
 - 3a: Modest Spine Extension, Emphasis on Additional Corridors
 - 3b: Less Spine, More Additional Corridors
 - 3c: Most of Spine, Some Additional Corridors
 - 3d: Maximized Spine, Limited Additional Corridors
 - 4: Maximized Spine, Additional Corridor Investments

Conceptual System Expansion Scenarios:

General Evaluation Results

- Not surprisingly --- Scenarios based on higher funding levels perform better against the Core Priorities
 - Higher funding levels complete more HCT miles
 - More progress on the Spine
 - More designated centers are reached
 - More major HCT stations creating greater opportunity for significant integration with transit partners
- A system that completes Everett-to-Tacoma-to-Redmond HCT will:
 - attract 400K to 500K boardings per day
 - connect 1 million people within a mile of stations, and
 - more than a million jobs
- Compared to a completed ST2, a completed HCT Spine will connect about 50% more minority and low income people (within 1 mile of stations)

Conceptual System Expansion Scenarios:

Specific Evaluation Results

- Scenario 4 - Maximized Spine, Additional Corridor Investments performed (or tied) best on 9 of 11 evaluation measures:
 - Boardings, high and low estimate
 - New centers connected
 - Population and Employment within a mile of stations
 - Minority and Low Income population within a mile of stations
 - Opportunities for transit integration & access by walking
- Scenarios 3a - 3d deliver significant mobility benefits
 - Completing the Spine increases performance
 - HCT connections from Ballard to West Seattle increase ridership
- Scenarios 2a and 2b (medium cost) perform in scale to their cost and miles of HCT

Draft Priority Projects List Development

- Drawn from hundreds of projects/corridors included in the 2014 Long-Range Plan, deferred capital projects, and ST2 HCT Corridor Studies
- Responding to Chair's direction
- Sets the **beginning** for developing a financially constrained System Plan and potential ballot measure
- Includes representative projects and corridors
 - Specific alignments, station locations, access improvements, and other design decisions occur later during project development/ full environmental review process
- Templates will be completed for each project with forecasted ridership range, conceptual cost ranges and other criteria based on the Core Priorities once final list is advanced

Draft Priority Projects List Categories

- **Deferred Projects**
 - Capital projects that were voter-approved in Sound Move and ST2 but were deferred due to funding limitations. These projects, depending on schedules, could be prioritized by the Board and funded out of existing tax levels.
- **Enhancements Supporting the Existing System**
 - Projects that can provide opportunities for improved or additional service along the existing ST HCT system
- **Corridors from ST2 High-Capacity Transit Studies:**
 - Both the LRT Spine and additional corridors
- **System-wide programs and studies from the 2014 Long-Range Plan (LRP)**
 - Programs to fund system-wide enhancements and 2014 LRP listed studies
- **Supporting System Expansion**
 - Facilities and services to support the ST HCT system as it expands

Draft Priority Projects List

- **Deferred Projects**

- Capital projects that were voter-approved but were deferred due to funding limitations. These projects, depending on schedules, could be prioritized by the Board and funded out of existing tax levels.

Project Number	Corridor or Representative Project
RA-1	Renton HOV Direct Access/N 8 th
RA-2	South Sounder Train Platforms (to 8 Car)
RA-3	Auburn Sounder Station access improvements
RA-4	Kent Sounder Station access improvements
RA-5	Edmonds Permanent Station
RA-6	Light Rail Extension from Kent/Des Moines to Redondo/Star Lake (272 nd)

Draft Priority Projects List

- **Enhancements Supporting the Existing System**

- Projects that can provide opportunities for improved or additional service along the existing ST HCT system (Sound Move and ST2)

Project Number	Corridor or Representative Project
ES-1	Infill Light Rail Station: Boeing Access Rd.
ES-2	Infill Light Rail Station: Graham St.
ES-3	Infill Sounder Station: Boeing Access Rd.
ES-4	Infill Light Rail Station: 130 th (Lynnwood Link)
ES-5	Infill Light Rail Station: 220th (Lynnwood Link)
ES-6	ST Express interim supporting bus service, including capital and operating elements
ES-7	Light Rail station and platform expansion to accommodate higher passenger volumes (example- Westlake Station)
ES-8	Examine options and improvements within Transit Tunnel (International District to Northgate) to increase service frequency
ES-9	Additional South Sounder service
ES-10	Additional South Sounder platform extensions (Beyond 8-car extension included in RA-2)
ES-11	Placeholder for other projects necessary to keep system in a state of good repair and enhance system performance and ridership could also be included. Project list is under development and review by Sound Transit staff.

Draft Priority Projects List

- **Corridors from ST2 High-Capacity Transit Studies:**
 - LRT Spine (from Everett to Tacoma and to Downtown Redmond)

Project Number	Corridor or Representative Project
SP-1	Light Rail extension from Everett Station to North Everett
SP-2a	Light Rail extension from Lynnwood Transit Center to Everett Station via Southwest Everett Industrial Center (Paine Field)
SP-2b	Light Rail extension from Lynnwood Transit Center to Everett Station via I-5 and SR 99/Evergreen Way
SP-2c	Light Rail extension from Lynnwood Transit Center to Everett Station via I-5
SP-3	Light Rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond (Per the Record of Decision)
SP-4	Light Rail extension from Redondo/Star Lake Light Rail station to Federal Way Transit Center per the environmental process under way
SP-5a	Light Rail extension from Federal Way Transit Center to Tacoma Dome station via I-5
SP-5b	Light Rail extension from Federal Way Transit Center to Tacoma Dome station via 99
SP-6	Light Rail extension from Tacoma Dome station to Tacoma Mall

Draft Priority Projects List

- **Corridors from ST2 High-Capacity Transit Studies:**
 - Additional Corridors

Project Number	Corridor or Representative Project
AC-1a	Light Rail from Downtown Seattle to the Market Street vicinity in Ballard, primarily at-grade along Elliott and 15th Avenue
AC-1b	Light Rail from Downtown Seattle to the Market Street vicinity in Ballard, primarily elevated along Elliott and 15th Avenue with tunnel options into Downtown Seattle
AC-1c	Light Rail from Downtown Seattle to the Market Street vicinity in Ballard, primarily elevated/tunnel options
AC-1d	Light Rail from Downtown Seattle to Market Street in Ballard, primarily at-grade along Westlake
AC-2a	Light Rail from Downtown Seattle to the Alaska Junction vicinity in West Seattle, primarily elevated
AC-2b	Light Rail from Downtown Seattle to the Alaska Junction vicinity in West Seattle, primarily at-grade
AC-2c	Light Rail from Downtown Seattle on Central Link to Delridge/White Center
AC-3a	New Downtown Seattle Light Rail Tunnel Connection
AC-3b	New Downtown Seattle Light Rail Surface Connection: At-grade
AC-4	Light Rail from Ballard to University District
AC-5	I-405: Bus Rapid Transit from Lynnwood to SeaTac in HOV/managed lanes where available
AC-6	Light Rail from Totem Lake to Issaquah via Bellevue
AC-7	Madison St. Bus Rapid Transit
AC-8	Tacoma Link extension to Tacoma Community College

Draft Priority Projects List

- **System-wide programs and studies from the 2014 Long-Range Plan**

Project Number	Corridor or Representative Project
PR-1	System Access Program: Program to fund research, analysis and implementation of facilities for one or more modes, including pedestrians, bicyclists, transit and private vehicles, to improve access to the HCT system.
PR-2	Innovation & Technology Program: Program to fund research, analysis and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service and enhance regional mobility outside of new investments in large capital projects.
PR-3	TOD Program: Program to fund planning and due diligence of transit-supportive land use activities
PR-4	Issaquah Highlands to Overlake via Sammamish, Redmond HCT Study
PR-5	HCT Study to examine access and connection on NE 145th from State Route 522 to Link Light Rail
PR-6	Northern Lake Washington HCT Crossing Study
PR-7	Agency wide capital and operating costs for insurance, reserves, and agency administration

Draft Priority Projects List

- **Supporting System Expansion**
 - Facilities and services to support the ST HCT system as it expands

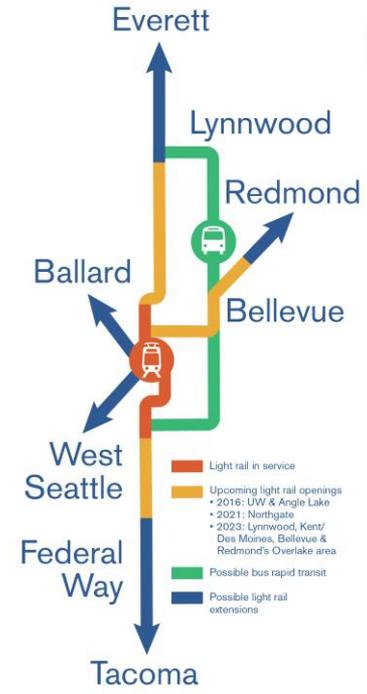
Project Number	Corridor or Representative Project
SE-1	Vehicle purchases to support system expansion
SE-2	Maintenance and storage facilities for Bus, Light Rail, and Sounder services as needed to support system expansion
SE-3	ST4 Planning

Public involvement

Public involvement campaign
June 4 – July 8

- Public meetings June 16-25
- Online survey

WHERE WILL SOUND TRANSIT TAKE YOU TOMORROW?



RELIEF FROM GRIDLOCK
Which mass transit projects should be studied as candidates for a public vote as soon as November 2016? Projects being considered so far include but are not limited to extending Link light rail to Everett, Tacoma, Redmond, Ballard and West Seattle, as well as adding bus rapid transit along I-405 and other rail and bus improvements. In the future, light rail stations can serve as transit hubs where local buses seamlessly connect riders from across the region to congestion-free service.



KEEPING OUR GROWING REGION MOVING
Between 2010 and 2014 congestion delays on I-5 nearly doubled, and the region's population is growing. Within 25 years 74% more people are expected to call Everett home. Tacoma's population is expected to grow by 60%, Bellevue's by 33% and Seattle's by 28%. How will we get around our region with nearly a million new neighbors?

Mass transit offers major relief for our most congested corridors, helping riders and drivers alike. A light rail line can move up to 12,000 people per hour in each direction, compared to 700 cars per hour in a congested freeway lane.

Source: Puget Sound Regional Council



Public meetings

- **Seattle (Evening)** —5:30-7:30 p.m. June 16 at Union Station *
- **Everett**— 5:30-7:30 p.m. June 18 at Everett Station
- **Redmond**—5:30-7:30 p.m. June 23 at Redmond Marriot *
- **Tacoma**—5:30-7:30 p.m. June 24 at Greater Tacoma Convention & Trade Center
- **Seattle (Daytime)** —11:30 a.m. – 1:30 p.m. June 25 at Union Station *
- **Federal Way** –5:30-7:30 p.m. June 25 at King County Aquatic Center *

* Co-located with King County Metro Transit Long-Range Plan meetings



Awareness and involvement toolbox

- Direct mail
- Direct e-mail
- New ST3 website
 - Online survey
 - Interactive map and project list
 - System expansion benefits
 - ST's track record
 - Blog-like feature
- Social media
 - Twitter
 - Facebook
- Advertising

SOUND TRANSIT 3

SURVEY

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Where will Sound Transit take you tomorrow? On June 4, 2015, Sound Transit Board of Directors released a draft list of priority transit projects for public feedback. With public feedback, an updated list of projects will be considered as final candidates to be studied for potential inclusion in a future Sound Transit 3 ballot measure that could be voted on as soon as November 2016. The following questions address the draft priority projects. You can also explore these [projects](#).

Want to learn more about where the list came from? [Click here](#).

1. Please let us know the zip code where you live:

2. Sound Transit operates in King, Pierce and Snohomish counties, and divides service and project delivery into five subareas. Please look at the map below, and indicate which subarea you live in.

- Snohomish
- North King
- East King
- South King
- Pierce
- I live outside of the Sound Transit district



Next Steps

- Jurisdictional input on Draft Priority Projects List
 - Extensive communications and outreach
 - Meetings with staff, elected officials and stakeholders
 - Request for letters from jurisdictions by July 15
- July 23: Public input presented to Sound Transit Board
- August 27: Update Priority Projects List based on public and jurisdictional input
- Fall/Winter: Evaluate projects and create templates



The image features a close-up, low-angle shot of a white and blue Sound Transit train. The train's body is decorated with large, stylized wave patterns in shades of light blue and teal. A dark grey horizontal band is superimposed over the center of the image, containing the Sound Transit logo (a stylized 'S' and 'T' in a square) and the text 'SOUNDTRANSIT' in a bold, white, sans-serif font. Below the main text, the slogan 'RIDE THE WAVE' is written in a smaller, white, sans-serif font. The background shows a clear blue sky and the top of some green trees.

SOUNDTRANSIT
RIDE THE WAVE