



Sound Transit Expert Review Panel

November 10, 2015



Toll Assumptions in Sound Transit Modeling

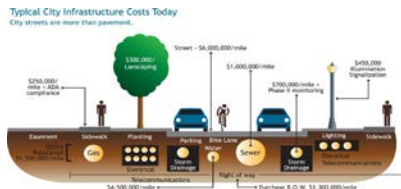
In the Sound Transit 3 Expert Review Panel letter from August 2015, the ERP suggested that the toll inputs used in ridership forecasts should be reviewed.

The toll assumptions in the modeling:

- Are based on Transportation 2040, the region's adopted Long Range Transportation Plan.
- Toll all lanes of the limited-access network with a higher toll rate for peak direction travel.

Transportation 2040

Investments to support a growing region = \$173.6 B



Counties
\$14.6B



Cities
\$35.3B



Local Transit
\$46.8B



Sound Transit
\$32.4B



State Ferries
\$8.2B



State Highways
\$29.2B



Other Regional
\$7.2B



Tolls help Finance the “Funding Gap”

The funding gap is approximately **\$36 B** and filling the “gap” in T2040 assumed a variety of financial sources including:

- Fares
- License & Weight Fees
- Market Based pricing of highway lanes with a focus on balancing system delay

These assumptions were made to finance the plan – and could be re-evaluated in the 2018 Update to T2040.



Transportation Futures Task Force

Problem Statement

Investments in the transportation system are not keeping up with the needs of a growing region and its environment.

Traditional funding sources are no longer capable of maintaining or improving mobility for a growing region.

Charge

Recommend a strategy to provide an equitable, financially sustainable, and environmentally responsible regional transportation system that works for people, economic development, and quality of life.



Transportation Futures: Scenarios

1. Transportation 2040 Plan
2. Flat-Rate Pay Per Mile Charge
3. Peak/Off Peak Pay Per Mile Charge
4. Major Emissions Fee
5. Mixed Sources

Toll Assumptions for Sound Transit System Plan



T2040 assumes a market-based mechanism that would charge travel in the peak periods at a higher increment than the off peak periods. That assumption is not likely to change in future updates, but:

- The toll rate is a technical input that can change.
- A peak/off peak pay per mile rate can generate funding similar to T2040 and would provide a conservative estimate for longer distance transit ridership estimates in the ST3 Ridership forecasts.



Questions on PSRC population & job projections

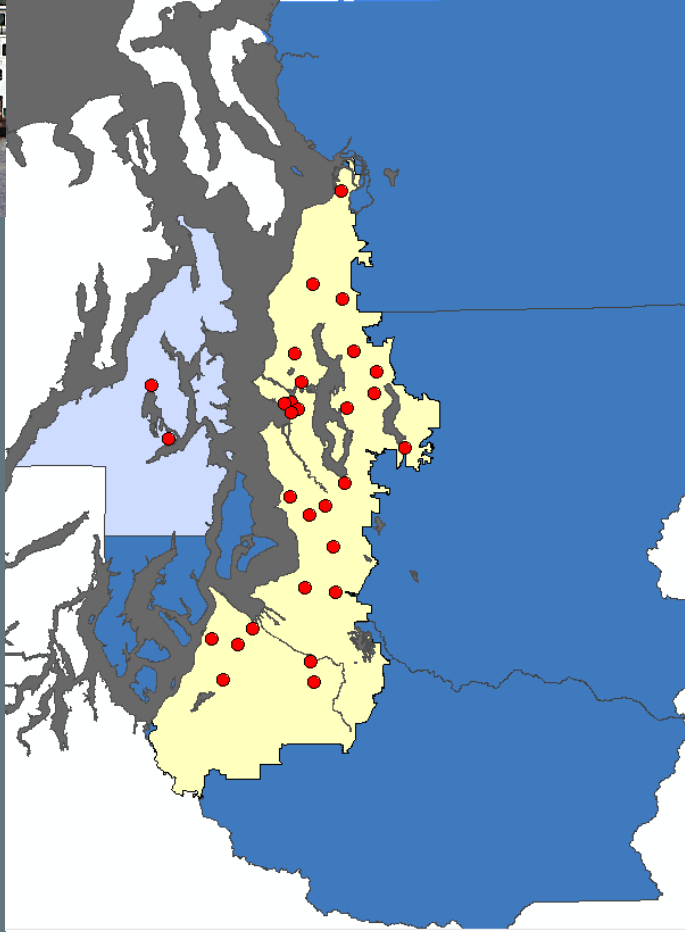
Ratio of jobs to population (% of population working)

- Current ratio is high (0.54) versus national average of 0.465.
- Ratio rises to 0.675 in the future.
- Given this ratio, are the jobs or population projections reasonable?

Additional details / context from PSRC

- Clarify analysis geographies
- Definition of Total Employment
- Prior trends versus projections

Geography – Region, Three-County, Service Area



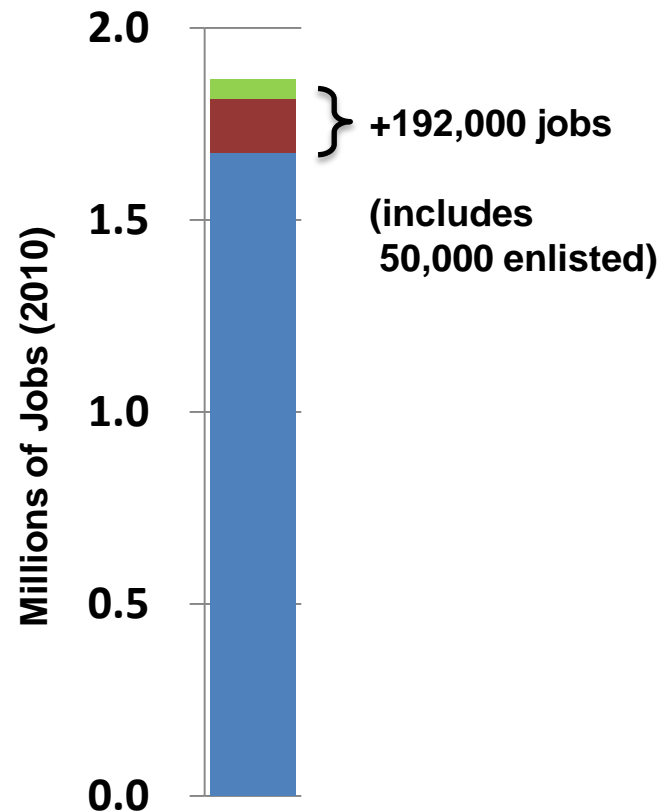
- PSRC plans for the four-county region.
- ST operates in King – Pierce – Snohomish.
- ST Service Area is a subset of those three counties.
- Every Regional Growth Center in King – Pierce – Snohomish is located in the ST Service Area.



Jobs – what comprises “Total Employment”?

PSRC includes more than just Wage & Salary (W&S) jobs

- Start with Covered jobs
- Non-covered jobs estimated from other sources (CES, CPS, Census)
- Add enlisted personnel (on-base and on vessels homeported in region)





Regional Job/Population Ratios

Current levels are consistent with prior trends and comparable to the national average

- Regional W&S-based ratios range from 0.47 to 0.53

Year	Region (W&S Jobs)
2000	0.531
2010	0.474
2014	0.501



Regional Job/Population Ratios

Current levels are consistent with prior trends and comparable to the national average

- Regional W&S-based ratios range from 0.47 to 0.53
- ST Service Area ratios reflect high concentration of jobs found in Regional Growth Centers
- Despite strong job growth from 2010 – 2014, Year 2000 jobs/population ratio was higher than both years

Year	Region (W&S Jobs)	Region (Total Emp)	Sound Transit Service Area
2000	0.531	0.575	0.665
2010	0.474	0.505	0.586
2014	0.501	0.537	0.621



Current versus future year totals

Future year jobs/population levels reflect focusing growth in the Regional Growth Centers

- 2040 ratios also compare to prior trends.
- Forecast focuses job growth in centers.

Year	Region (Total Employment)	Sound Transit Service Area
2000	0.575	0.665
2010	0.505	0.586
2014	0.537	0.621
2040 (ST/LUT)	0.586	0.686



Land Use Vision dataset

PSRC is replacing the Land Use Targets (LUT) with the Land Use Vision (LUV)

Land Use Targets

- Policy-directed forecast dataset
- Reflects what we're planning for
- 2006/07 macro and OFM forecasts
- 2030, 2031, 2035 horizons
- Used to create land use inputs for 2014 T2040 update

Land Use Vision

- Policy-directed forecast dataset
- Reflects what we're planning for
- 2015 macro forecast
- 2040 horizon
- Land use inputs for 2018 T2040 update



Land Use Vision – What is the same?

- Policy-based forecast product
 - Growth focused in metro + core cities, centers
- Respects and reflects adopted regional and local policy
 - VISION Regional Growth Strategy
 - Adopted local growth targets
 - Future land use
- Used in PSRC modeling



Land Use Vision – What is different?

- Uses latest regional forecast assumptions
 - LUT based on pre-recession forecasts
 - New forecasts are similar (83,000 fewer people & 38,000 more jobs)
- Extends to 2040, with interim years of data
 - LUT had an extrapolated 2035 horizon
- UrbanSim used to allocate growth
 - LUT was a spreadsheet model with hard weights



Summary

ST Service Area contains a high concentration of the regional job base.

When comparing Jobs to Population, existing and forecast levels are not out of line with prior trends.

New PSRC policy-driven forecast product (Land Use Vision) maintains consistency with prior version.