

**Sound Transit 2
and A Better Transit Plan
for East King County**

Prepared by

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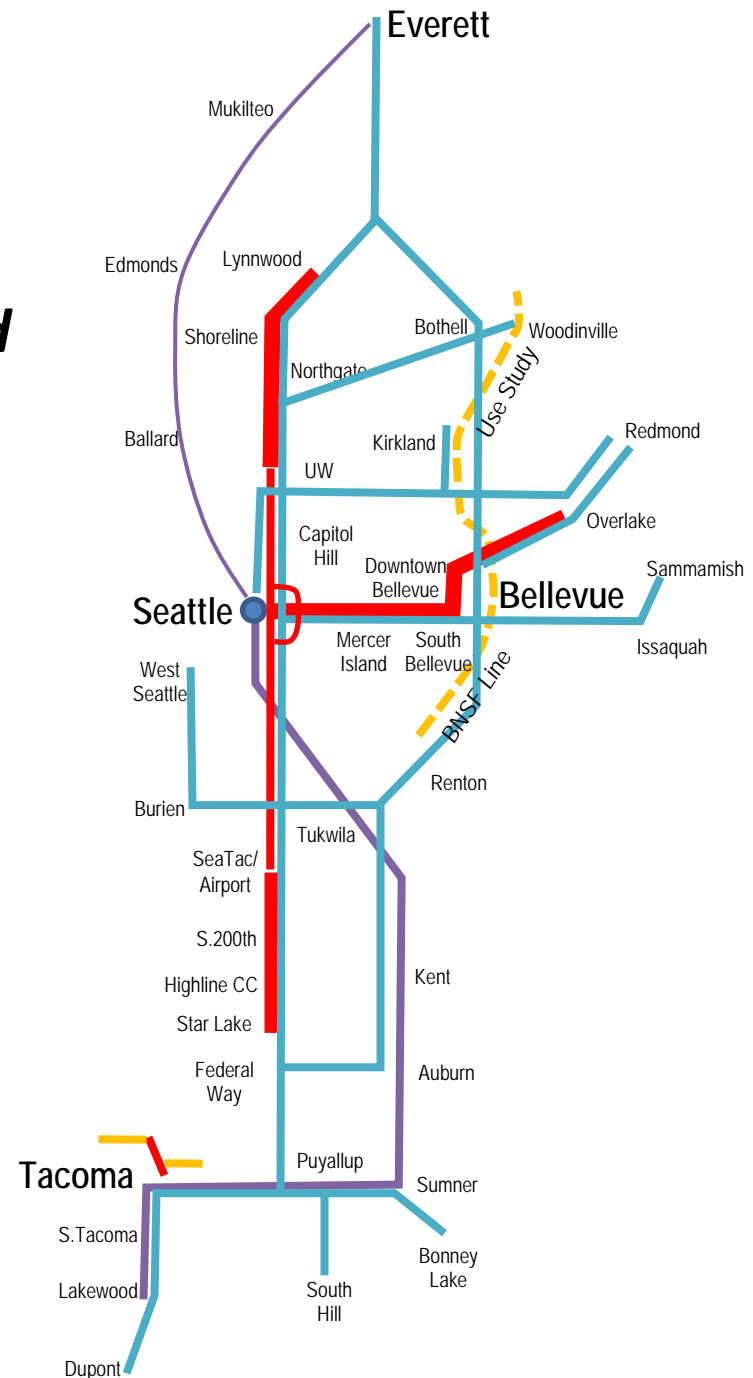
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Sound Transit ST2 Map

Remove the Already Committed *Sound Move* Elements:

- Central Link “Initial Segment”, UW Extension & Tacoma Link
- Sounder Commuter Rail
- Regional Express Bus Routes
- Goodbye Cities that Get Nothing New; but pay and pray for an ST3

What's Left is New With ST2



The ST2 Capital Program

- 34 Miles of Light Rail Extensions; and First Hill Streetcar – \$11.8 billion (88%) ST1 = \$4.2b
- Enhance Sounder South service and P&R capacity; study future options for BNSF ROW – \$1.1 billion (8%) ST1 = \$1.3b
- Complete Sound Move 2010 Regional Express Service Goals and Bus Bases – \$344 million (2.5%) ST1 = \$787m
- Systemwide Projects/Admin – \$214 million (1.5%) ST1 = \$238m
- **Total ST2 Capital Program – \$13.5 billion**
– all Downtown Seattle-centric ST1 = \$6.5b

What is Early Bus Service?

- ST2 Claims to deploy 100,000 hours of new REx service immediately on Existing REx Routes

- 2008 Revenue-hours of Bus Service:

Metro Transit	3,048,900
Community Transit	576,800
Pierce Transit	716,200
Sound Transit	<u>561,700</u>
Regional Totals	4,903,600

- Prop ST2 2009 Adds +100,000* +2.0%

- Prop KC Metro Adds +110,000 +2.2%

* Only brings REx service up to near frequency goals of *Sound Move*.

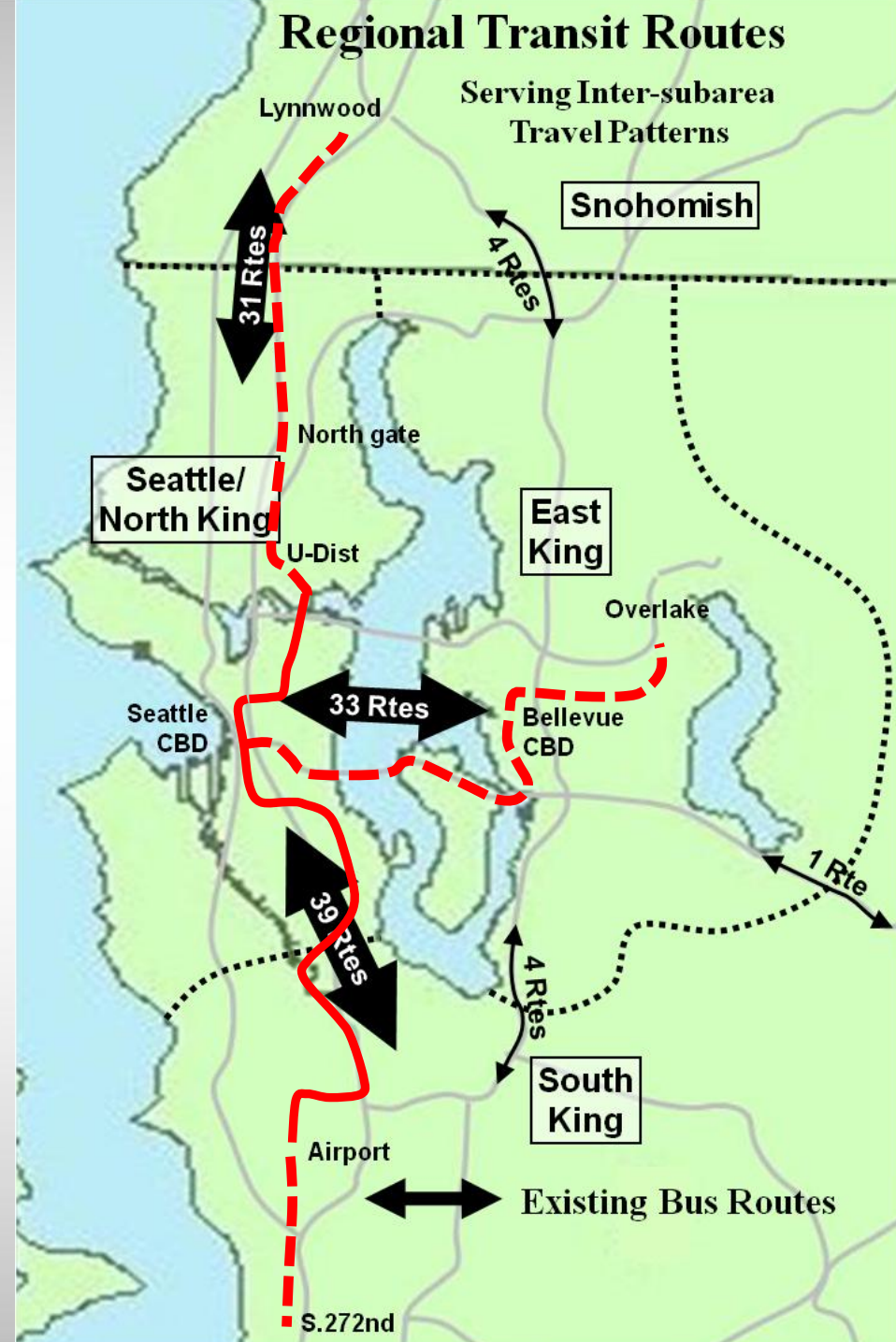
Regional Transit Service

↔ Existing Regional Bus Routes Providing Inter-subarea Service

— 18.6-mile Starter Rail Line – Cost \$4.2 billion

- - - ST2 34-mile Light Rail Extensions - \$11.8 billion

- LRT Merely duplicates Express Bus services in the already best-served Transit corridors
- ST2 provides NO NEW transit service alternatives to auto use
- It only offers Light Rail as an alternative to existing bus routes



ST2 Program Financial Plan

\$millions	2009-23 Cap Prog	2009-40 Tax Sunset ²	2009-40 No Sunset ³
Sources			
ST1 Tax Surplus	2,301	9,508	9,508
ST2 Tax Revenues	7,752	22,220	26,760
Bond Prin Balance	6,621	0	3,330
Federal Grants	895	1,565	1,565
Fares & Interest	362	2,124	1,967
Total Sources	17,931	35,417	43,130
Uses			
Capital Expense	13,418	13,480	13,480
O&M Costs	1,871	7,827	7,827
Bond Cost & Interest	1,935	6,267	7,231
Cap/Op/Bond Reserves	519	2,426	2,892
Total Uses	17,743	30,000	31,430
Overrun Buffer¹/ST3⁴	188	5,417	11,700

¹ Cash available for ST2 Cost Overruns ⁴And/or Divertible to an ST3 program.

² Sound Transit “Promises” to end the ST2 Tax after 2037.

³ Assuming No Tax Sunset or Roll back.

Regional Transit Ridership

<u>Daily</u>	Existing	2030 <u>w/o ST2</u>	2030 <u>with ST2</u>	2030 <u>Change</u>
Transit Trips		482,000	544,000	+62,000
Transit Boardings		661,000	808,000	+147,000
Transfer Rate	1.29	1.37	1.49	2.37

Source: Sound Transit 2, Appendix C, July 24, 2008; Table 2.

Total Daily Trips		14,914,000	14,914,000	
% Transit Share	3.0%	3.2%	3.6%	-0.4%
Auto Trips		10,440,000	10,395,000	-45,000

Source: PSRC for King, Pierce and Snohomish region.

<u>PM Peak Hour</u>	Existing	2030 <u>w/o ST2</u>	2030 <u>with ST2</u>	2030 <u>Change</u>
Transit Trips		71,300	79,600	+8,300
Transit Boardings		95,800	116,200	+20,400
% of Daily	15.0%	14.8%	14.5%	LRT = 13%

Beware of “Boardings” Estimates

Transit Mode Shares

	2006	2030	2030	% of Reg
<u>Total PersonTrips</u>	<u>Existing</u>	<u>w/o ST2</u>	<u>With ST2</u>	<u>Pop+Empl</u>
Seattle CBD	23%	24%	27%	3%
Bal Seattle/N.King	7%	8%	10%	19%
Balance of Region	1%	1%	1%	78%
Total 3-Cnty Region	3%	3%	4%	100%
<u>Home-Work Trips</u>				<u>% of Empl</u>
Seattle CBD	40%	45%	55%	7%
Bal Seattle/N.King	15%	16%	19%	23%
Balance of Region	2%	3%	3%	70%
Total 3-Cnty Region	7%	8%	9%	100%

Note: Only about half of PM peak period trips are Home-Work trips.

Cost of ST2 for East King

\$millions	2009-23 Cap Prog	2009-40 Tax Sunset ¹	2009-40 No Sunset ²
Sources			
ST1 Tax Surplus	1,271	3,929	3,929
ST2 Tax Revenues	2,045	5,788	6,952
Bond Prin Balance	2,843	0	1,431
Federal Grants	203	371	371
Fares & Interest	39	397	397
Total Sources	6,401	10,485	13,080
Uses			
Capital - Rail (97%)	4,568	4,568	4,568
Capital - Reg Exp (3%)	119	119	119
O&M Costs	196	1,525	1,525
Bond Cost & Interest	828	2,342	3,106
Reserves & Systemwide	521	1,161	1,362
Total Uses	6,232	9,715	10,680
Overrun Buffer /ST3	169	770	2,400

¹ Sound Transit "Promises" to end the ST2 Tax after 2037.

² Keep ST2 tax running for an ST3 program; extend bond payment full 30-yr term.

Just One Part of Transit Needs?

- When asked about the unserved transit needs of the Eastside, Mayor Degginger's answer:
 - “This is just one element of transit improvement needs for the Eastside”
- For \$10 billion and a 0.5% sales tax increase
 - Should this be the first step?
 - It will use all of the 0.9% ST sales tax out thru 2023 to build a rail line to downtown Seattle
 - If cost overruns, it will use all tax out thru 2040
- **Do we wait until 2024 for the next step?**

A Better Transit Plan For East King County



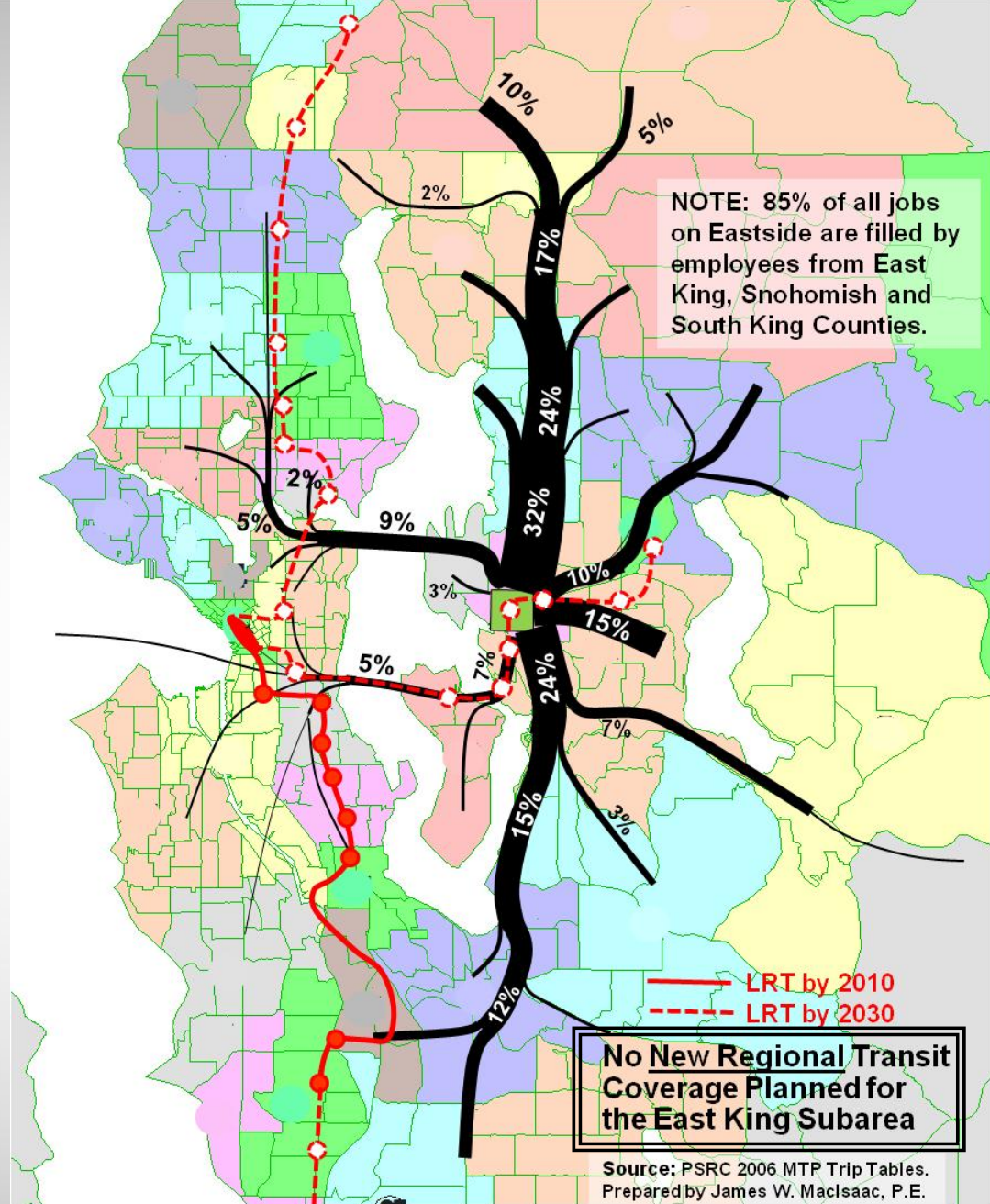
**Proposed by the
Eastside Transportation Association**

September 15, 2008

2030 Eastside Job Access Patterns

- < 15% come from Seattle
- > 15% come from Snoh Co
- > 15% come from S.King Co
- 50-55% come from within East King (Metro's Job?)

The Existing and Proposed ST2 LRT System does not fit the vast majority of Eastside regional job access patterns



2030 Home-Work Person Trips To DOWNTOWN BELLEVUE

Rapidly Developing Areas Of the East King Commuter shed

- SR-9 Corridor: Lake Stevens to Granite Falls
- SR-527 Corridor: Silver Lake; Mill Creek Eastward
- SR-2 Corridor from Monroe to Goldbar
- Northeast Redmond/Novelty Road Corridor
- Issaquah-Fall City Road Corridor/Issaquah Highlands
- I-90 East: West Tiger Mtn/Snoqualmie Ridge/North Bend
- Newcastle/Renton Highlands
- Far East Kent/Covington
- Sumner/Bonney Lake
- Pierce Co South Hill

No Reasonable Transit Alternatives to Eastside Jobs

North-South Rapid Bus System Concept

- BRT Top Transit Priority in the Adopted I-405 Corridor Program
- 10 New BRT Routes Proposed
- Branching to the Developing Areas of Snoh, East King and South King Counties
- Five additional HOV lane direct access systems
- **Can be Implemented in 5 years or less**



BRT Program Cost and Finance

- 10 Routes @ \$10 million = \$100 million
- 12 BRT Stations @ \$10 million = \$120 million
- 5 HOV Lane Access Ramp Systems and P&R Lot Enhancements = \$780 million
- **Total Capital Cost thru 2013 = \$1 Billion**

- **Financing – No ST Tax Increase**
 - **Use ST1 Tax Surplus**
thru 2023 = \$1.2 billion
thru 2040 = \$3.9 billion
 - **Bond to complete by 2013**

Why Not Proposed Previously?

- BRT in the I-405 Corridor adopted five years ago
- WSDOT has carried out preliminary studies
- Sound Transit and the PSRC have refused to develop and evaluate an optimum All-Bus Regional Transit System Alternative
- The only partial attempt by Sound Transit in 2005 forced BRT to emulate fixed light rail
 - All routes oriented to downtown Seattle
 - All bus routes begin and end at BRT stations
 - All Bus runs stop at all stations; no bus/bus bypass
 - BRT route access via park-ride and feeder bus
- Even so, trans-lake patronage = that for LRT

Downtown Bellevue Transit Needs

- The Bellevue Downtown Implementation Plan calls for a 40% Transit mode share by 2030
- By 2030 DT Bellevue is predicted to host 78,000 jobs and a resident population of 18,000
- By 2030 Downtown Bellevue will generate:
 - 652,000 person trips
 - 428,300 auto trips
- The LRT Line is predicted to serve 13,400 boardings and alightings by 2030, including transfers from all feeder buses
- **This is less than a 2% transit share**; just a small dent in downtown Bellevue transit share needs by 2030
- The LRT line only serves two CBD access corridors

A Central Bellevue Bus Tunnel

- To vastly increase transit service and capacity, build an exclusive BRT tunnel
- Elevated from S. Bellevue BRT convergence point to Bellefield station
- Tunnel under 108th Ave to NE 12th Street with two major stations
- Serves “Regional” transit from six freeway corridors
- **Separates “Regional” transit from local transit in downtown Bellevue**



Pride of the Nation

- Bellevue/Eastside is seeking transit pride for a major suburban city and adjacent cities
- A BRT tunnel like Seattle once boasted gained national attention and promotion – sadly given away to LRT
- A combined BRT system with exclusive guideway through central Bellevue would become a model for suburban cities
- Washington D.C. is searching for more cost effective transit solutions. If properly promoted this could achieve majority federal grant funding.
- The BRT system can be easily enhanced to better serve Kirkland, Redmond, Issaquah and other Eastside cities

BRT Guideway Cost and Funding

- This BRT guideway concept from S.Bellevue to I-405 at NE 12th could be constructed for about \$1 billion
- Further expense may be encumbered with connections into I-405 north and SR-520
- If 80% federal funding could be achieved as a national model project, it could perhaps be achieved by 2030 without a Sound Transit tax increase – use of Sound Move tax surplus
- If an ST2/Prop 1 tax increase is approved, the Eastside BRT system and central Bellevue busway could be achieved without a need for major bonding

Vanpools/Jitneys/“Connections”

- New Major focus on Vanpools (per prior presentation)
- A Transit Trip has three elements:
 - Home to transit access point
(e.g., Walk, kiss-ride, park-ride)
 - The Transit Trip(s)
 - Transit egress point to destination –
the major shortfall of suburban transit
- Jitney services between BRT stations and other employment centers in Bellevue, Bothell, Kirkland, Redmond, Issaquah, Sammamish, Renton, etc.
- And/or Employer sponsored “Connections”, like Microsoft has deployed

If Prop 1 Fails Again

- Sound Transit will likely come back in 2010 with another ST2 proposal
- We should press for a BRT system alternative for the Eastside
- The ETA strongly seeks your support for independent analysis of this Regional Transit system proposal for the Eastside
- Both Sound Transit and the PSRC MUST evaluate an optimized bus transit system alternative for East King County
- A system that responds to Eastside job access needs from all of the growing Eastside commuter shed
- We simply cannot fund more transit service to central Seattle that has been funded and best-served for the past century
- **We must pursue a transit system that serves the future needs of East King County!**

Contact Information

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