

2021 Sound Transit Update

Responding to the pandemic and economic recession

Auburn Transportation Advisory Board

July 7, 2021



Agenda

- System Expansion & the **Auburn Parking and Access Improvements Project**
- Discuss the **2021 realignment process** to adjust project plans and schedules

Powering Progress



ST3 – A Regional Investment

252-mile network across the Puget Sound

- 91 miles of commuter rail
- 116 miles of light rail
- 45 miles of bus rapid transit



Auburn Parking & Access Improvements

- Subject to Sound Transit's Board Realignment Process
- September 2020: ST Board adopted **Motion 2020-55** on near-term realignment actions
 - Authorized execution of DBPM consultant contract for Sumner, Kent and Auburn garages with focus on cost savings alternatives
- ST Board adopts realignment plan(s) in July 2021

Ridership changes & service levels



Ridership & service changes

- Ridership has been down 70-80%, particularly on commuter-heavy routes, but is beginning to return.
- Northgate Link Extension opens October 2.
- Some express bus routes suspended until more workers return to offices.
- Normal passenger capacity has resumed for all Sound Transit services (masks required).



Current service levels

- **Souder** – 9 Souder South roundtrips, 2 Souder North roundtrips.
- **Link** – 8 minute peak, 10 minute midday, 15 minute evenings.
- **Tacoma Link** – full service.
- **ST Express** – some routes at full service, some partial, others suspended due to reduced demand.

Realigning expansion plans



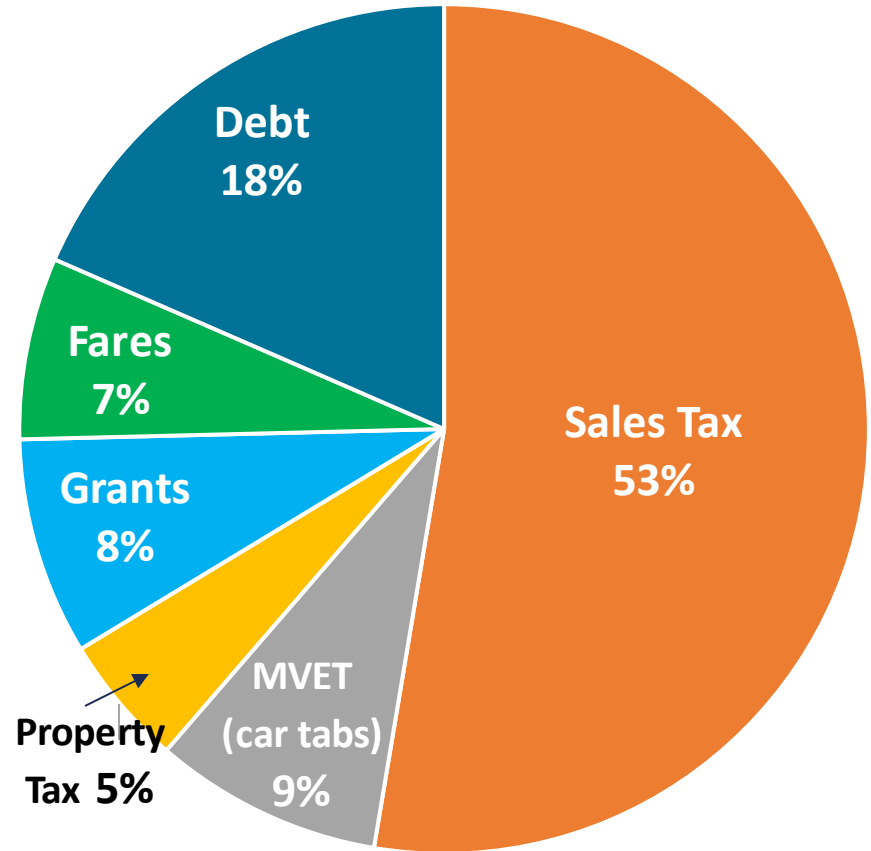
What is realignment?

A required response to estimated shortfalls

- The Board responds to estimated affordability gaps by 'realigning' the financial plan to balance costs and revenue.
- Options include cutting costs, raising new revenues, and/or delaying or phasing projects.

Revenue sources

- Tax revenues fund 66%.
- Debt funds 18%.
- Grants fund 8%.
- Fares fund 7%.



Financial Challenges

25-year ST3 program runs 2016-2041

The Sound Transit Board is required to maintain an affordable financial plan, defined as have sufficient projected funds to cover projected expenditures through 2041.

Current estimated affordability gap of \$7.9 billion mainly driven by

- **Lower tax revenues:** The COVID recession will reduce long term revenue by an estimated \$1.5 billion.
- **Higher cost estimates:** Net impact of \$6.4 billion through 2041 (with higher grants and bonds)

Realignment tools available to Sound Transit

- **Cutting costs** through reduced project scope, suspending or canceling projects, etc.
- **Raising new revenues** through issuing higher debt or seeking additional state or federal funding.
- **Delaying or phasing projects** to spread costs over time and keep total agency debt within current legal limits.

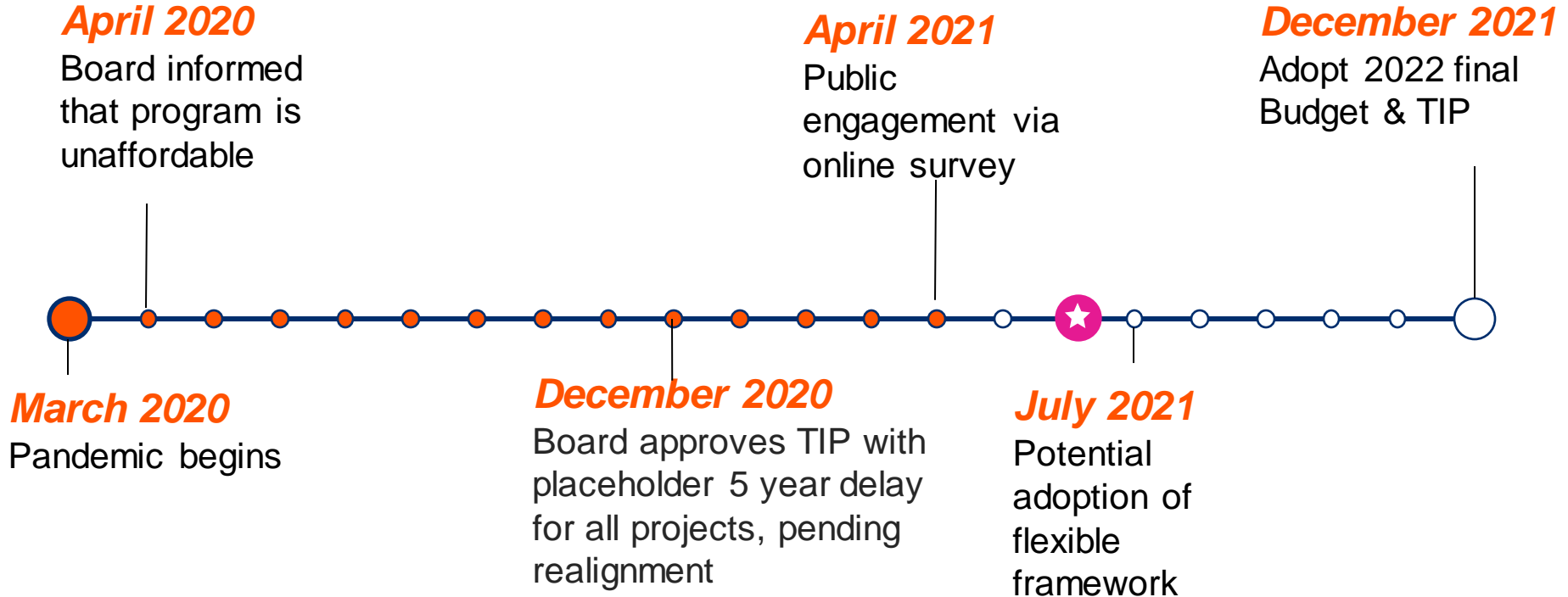
Board criteria for re-evaluating projects

Criterion	Concept
Ridership potential	How many daily riders is the project projected to serve?
Socio-economic equity	How well does the project expand mobility for transit-dependent, low-income, and/or diverse populations?
Connecting centers	Does the project connect designated regional centers?
Tenure	How long have voters been waiting for the project?
Outside funding	Are other funding sources available, secured or at risk?
Completing the spine	Does the project advance development of the regional HCT spine?
Advancing logically beyond the spine	Is the project a 'logical next step' beyond the spine and within financial capacity?
Phasing compatibility (constructability)	Can the project be constructed and opened for service in increments?

Chair's proposed realignment scenario

	Tier 1 ≤ 2 years delay	Tier 2 ≤ 6 years delay	Tier 3 ≤ 9 years delay	Tier 4 10+ years delay
System	Bus Base North (2025) OMF South (2029) OMF North (2035)	2 nd DSTT (2038)	Souder Maintenance Base (2034)	ST2 Bus Base (2045) Bus-on-Shoulder (2045)
North	Lynnwood-SW Everett NP (2038)	SW Everett-Everett NP (2042)		Edmonds & Mukilteo (2034) Everett Link Parking (2046)
East	405 Stride S. NP (2026) 522 Stride NP (2026)	405 Stride N. NP (2027) S. Kirk.-Issaquah (2045)		522 Stride parking (2034) 405 Stride parking (2034) N Sammamish P&R (2045)
Central	Alaska Jct.-SODO (2032)	SODO-Smith Cove (2038) Smith Cove-Ballard (2040) NE 130 th (2037) Graham St. (2037)		RapidRide C/D (2045)
South	Kent, Auburn, Sumner (2025) T-Dome Link NP (2032) Lakewood, S Tacoma (2032) TCC Tacoma Link (2041)	Boeing Access (2037)	Souder platforms & access (2036) Souder trips (2045) DuPont Sndr (2045)	T-Dome Link Parking (2040) SR-162 (2045)

Realignment timeline overview



Next Steps

Next steps

Anticipated realignment work through July

Ongoing public engagement

- July 8** System Expansion Committee meeting
Amendments due
- July 15** Finance and Audit Committee meeting
Discuss resolution with focus on finances
- July 22** Board Meeting – Consider action

Thank you.



 [soundtransit.org](https://www.soundtransit.org)

