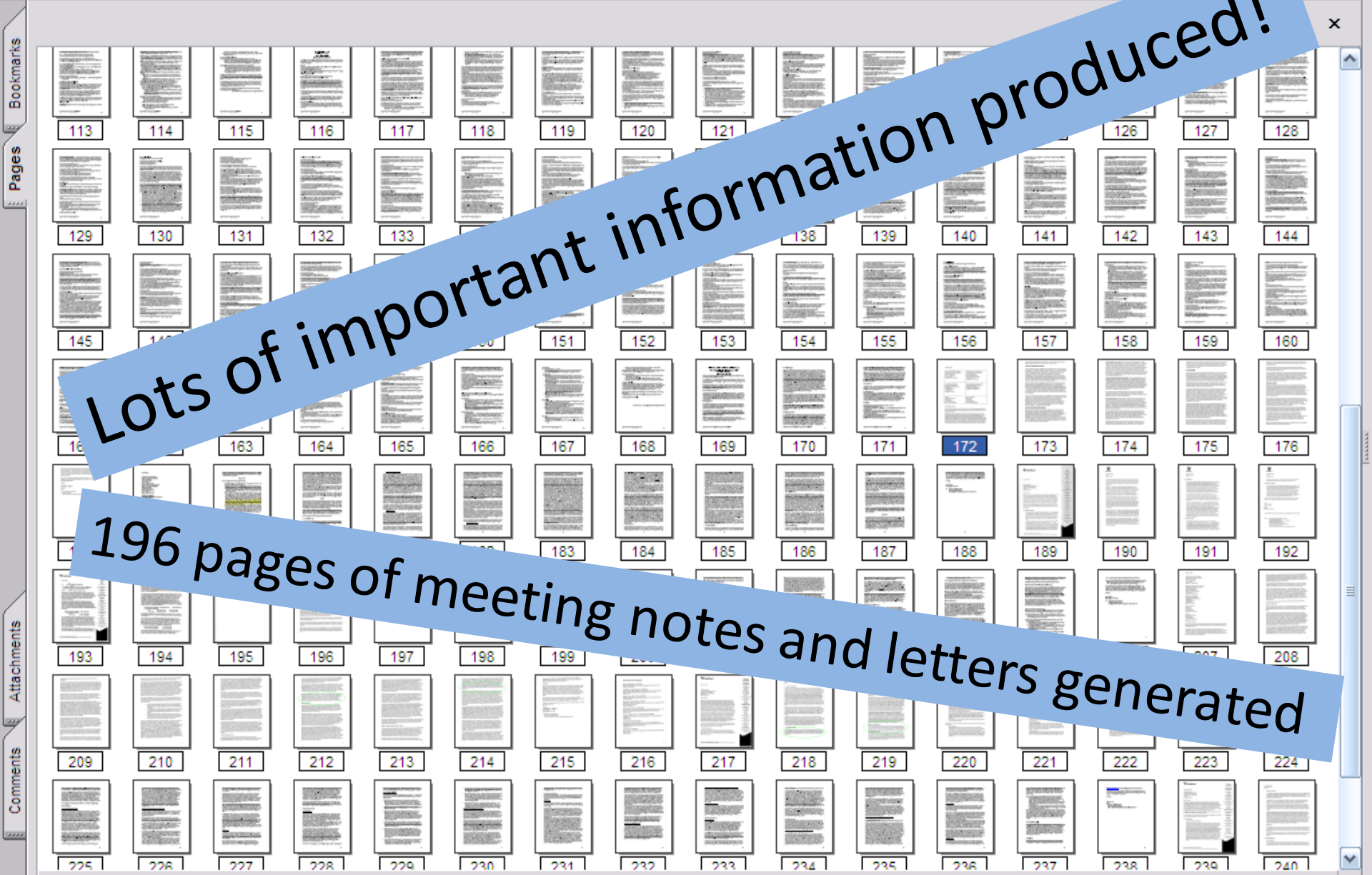


Sound Transit Phase 2
Expert Review Panel (ERP2):

Evaluation of Accomplishments
and
Suggestions for the Near Future

By John Niles, Technical Chairman
Coalition for Effective Transportation Alternatives
April 5, 2007



Lots of important information produced!

196 pages of meeting notes and letters generated

What has ERP2 written so far on the 6-mile Seattle Subway Tunnel?

"... ridership forecasts [for ST2] **assume** that light rail transit will extend to Northgate. ... Sound Transit also hopes to take light rail to the University District in its first phase of construction, **if sufficient funding is available**. Both of these are critical elements of a rail ridership forecast. ... The Panel has no way of judging whether the **Northgate assumption**, which is found in the region's transit plan, is reasonable given that it **depends on funding availability**. However, it does seem likely that this **assumption** has an important effect on light rail ridership forecasts."

Has ERP2
said enough
about the
highest
source of risk
and
uncertainty
in the entire
ST2 Plan?



ST2

Supposedly
part of
phase one
(?), but
constructed
in phase 2.

Clear, forceful conclusions on the six-mile tunnel by earlier Expert Review Panels

“The Panel concluded that the **construction cost estimate for the tunnel was conservative** and adequate to cover much higher costs than we would expect to be incurred based on the experience of other tunnel projects in Seattle.” --- ERP1 in 1996

“**No further study of the LPA/Capitol Hill route.** We believe the objective of the study of alternative routes to the north must be to construct a light rail line within available revenues. **The deep tunnel LPA [Locally Preferred Alternative],** with its costly stations and remaining uncertainty about the cost of tunneling under Portage Bay, **is not likely to be affordable....”**

--- Link Project Review Committee in 2001

CETA urges ERP2
to speak clearly and conclusively,
as the first Sound Transit ERP did in 1996,
and as Link PRC did in 2001

Topics for ERP2 independent review

- "detailed evaluation of the do nothing and **low capital options** ... that maximizes the current system."
- "reports describing the analysis and assumptions for the estimation of capital costs, **operating and maintenance costs**, methods for travel forecasting, a financial plan and an evaluation methodology."
- "**phasing of investments**; capital and operating costs and expected revenues; cost- effectiveness represented by a total cost per system rider and new rider estimate; estimated ridership and the cost of service for each individual high capacity line; and identification of the operating revenue to operating expense ratio."
- "relationship between the high capacity transportation system plan and adopted land use plans."
- "assessment of social, economic, and **environmental impacts**."
- "**mobility characteristics of the system presented**, including but not limited to: qualitative description of system/service philosophy and impacts; qualitative system reliability; travel time and number of transfers between selected residential, employment, and activity centers; and system and activity center mode splits."
- Carry out its duties "until the date on which an election is held** to consider the high capacity transportation system and financing plans." That date is now expected to be November 6, 2007.

Source: RCW 81.104.100 and RCW 81.104.110

CETA urges ERP2 to address the following questions:

What is the relationship of the ST2 November tax vote to the construction of University Link?

“...an interim terminus on University property is not an acceptable solution to the University of Washington or the University district transportation needs. We have also noted that using any station on UW property for system wide spoils removal is also not acceptable. Managing such large amounts of dirt next to a regional medical center or in the middle of a student housing corridor, would adversely impact the University and its community.”

Letter from University of Washington to Sound Transit, January 30, 2004.

What legitimate, reasonable low-cost capital alternatives were evaluated and published for the markets served by Link from Seattle to Northgate?



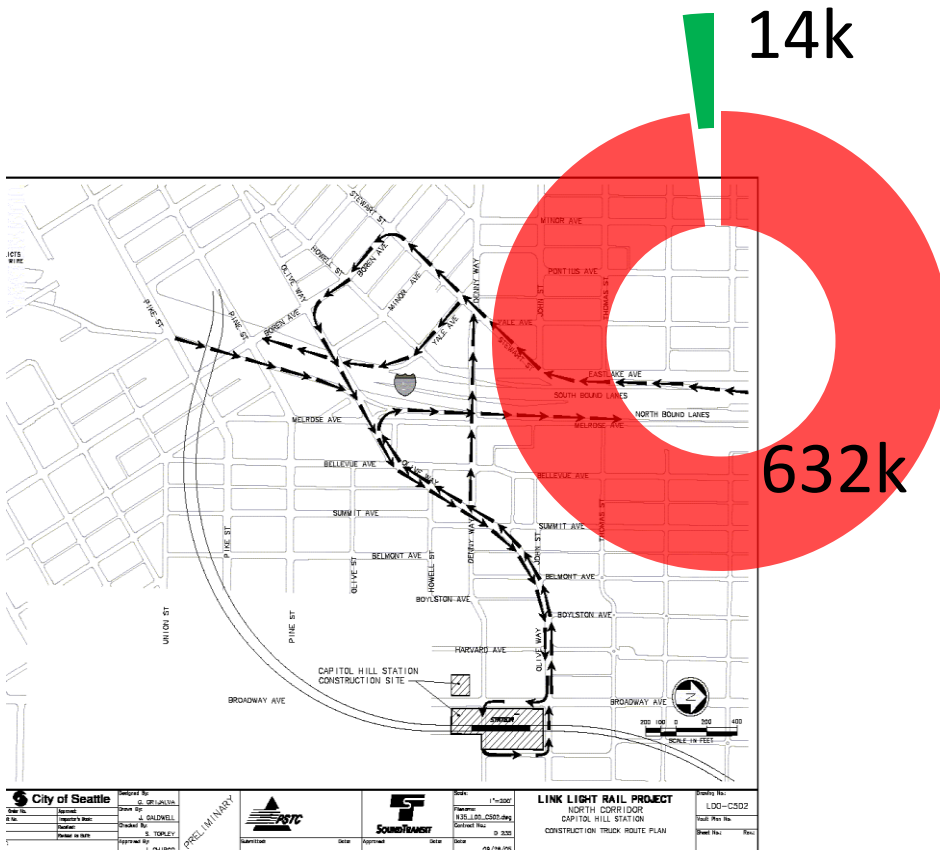
Map from King County Metro Transit Now Plan

What does progress to date on the 1-mile Beacon Hill tunnel tell about the cost and construction schedule for the 6-mile North Link tunnel?



Photo of Beacon Hill Tunnel under construction by Sound Transit Photographer in Residence Peter deLory

What are the climate change implications in constructing the Seattle Subway Tunnel?



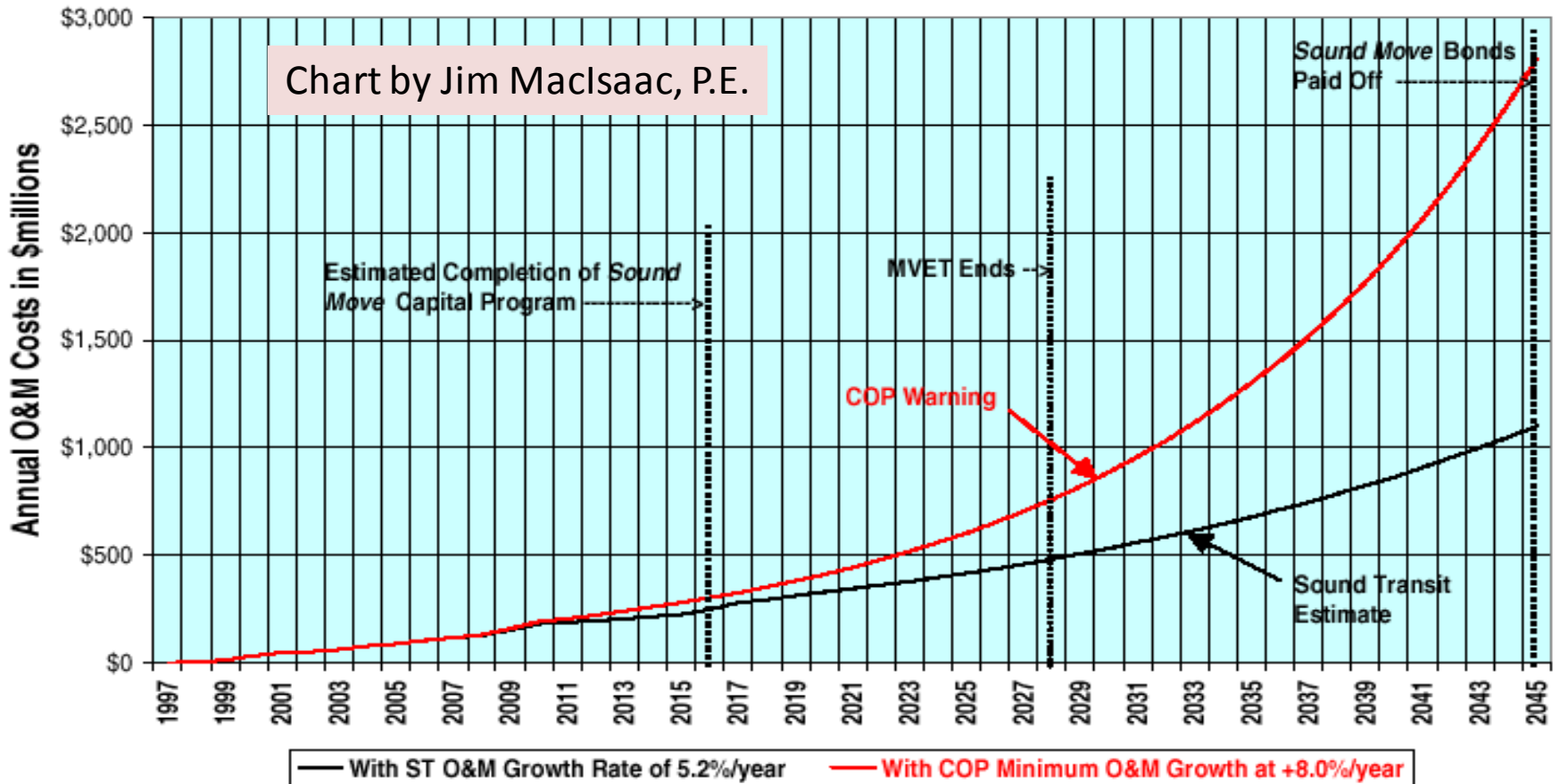
- CO2 of North Link Construction (7 years) - 632k metric tons
- Annual CO2 reduction during operations - 14k metric tons

Source: North Link Record of Decision

What is the full 20-year cost of ST2, and what is the reasonableness of assumptions in light of experience?

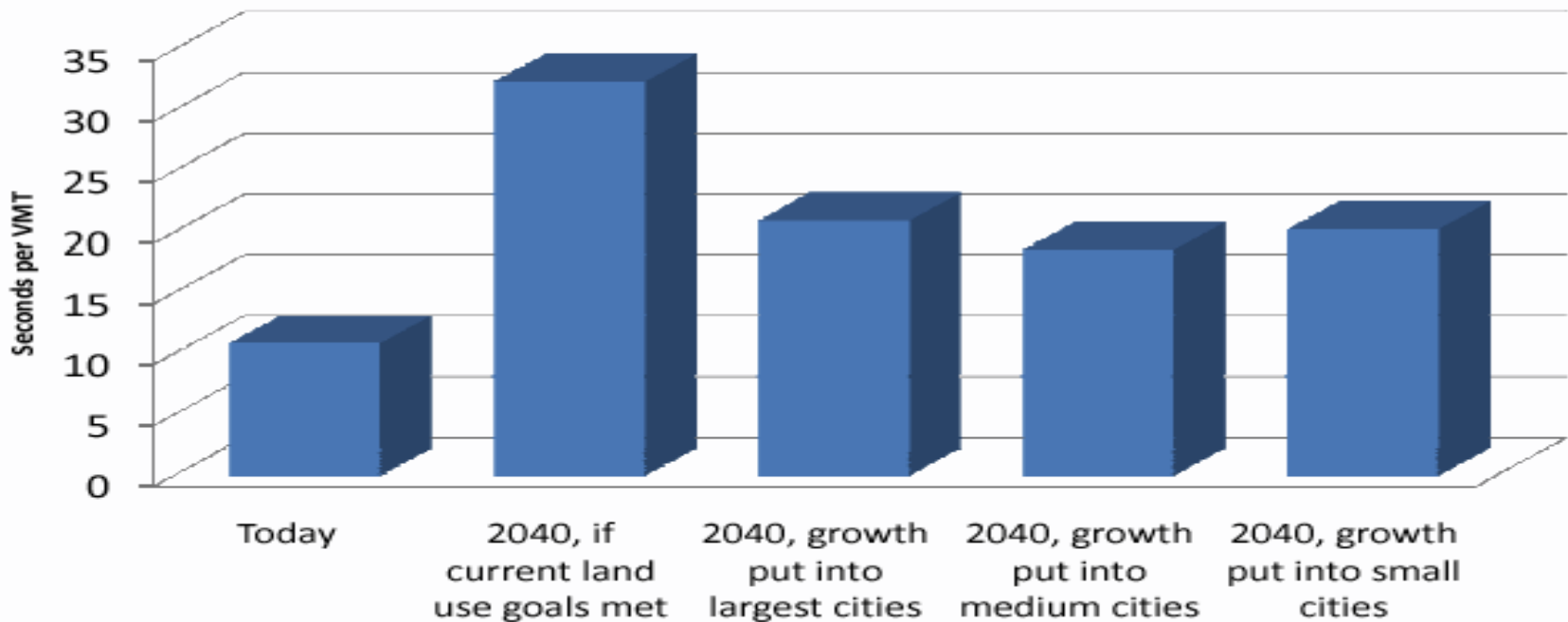
Sound Move Financial Plan - O&M Costs

Sensitivity Test of O&M Cost Growth Rate



What is the forecast change in traffic congestion in key highway corridors, such as I-90, I-5, and SR 520?

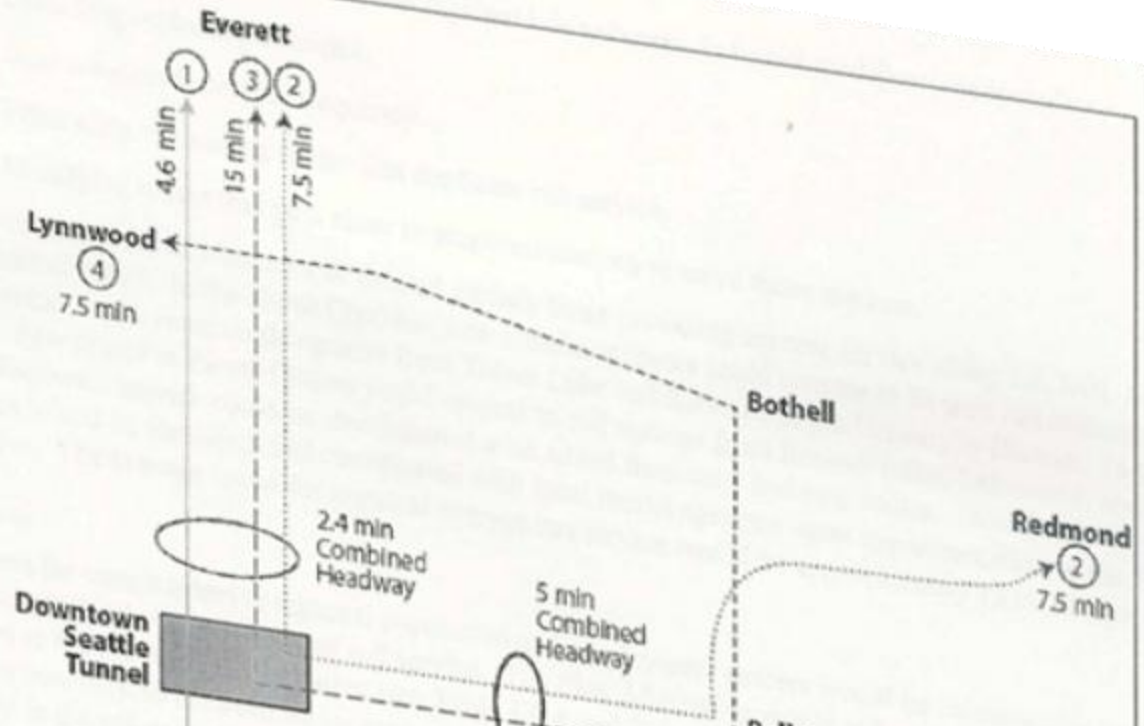
Puget Sound Regional Traffic Congestion Forecast With Full Implementation of Sound Transit Rail Expansion Plans



Source data from PSRC Vision 2020 Update draft EIS

What is the new time line for completing the adopted 125-mile HCT system plan given the scope/budget for the 46 mile ST2 light rail plan?

Figure 4.9-10 2030 Conceptual Rail Service Plan



"In reality, implementation is expected to extend beyond 2030." -- ST Long Range Plan EIS, 2005

LEGEND

Route #

Terminal

Final comment on scale of the issue

"I am not going to mince words," King County Councilwoman Julia Patterson told participants at an open house on regional transportation at Highline Community College last week. "This would be the largest investment of tax revenue in the past 50 years." -- reported in *Federal Way News*, March 27, 2006

CETA estimates the Sound Transit Phase 2 portion of the tax package to which Councilor Patterson refers is \$25 billion over 20 years in YOES including bond interest and administration. The RTID roads portion on the same terms is \$14 billion, for a November regional transportation package of \$39 billion.

Thank you, and please,
per RCW requirement,
continue monitoring and reporting
through November 6, 2007
election day.