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## **SOUND TRANSIT HCT PLANNING: LONG RANGE UPDATE/SUPPLEMENTAL EIS AND PHASE 2 PLAN (ST2)**

Parsons Brinckerhoff (PB) served as the prime consultant for Sound Transit, responsible for leading a complex planning process to support the adoption of a long-range plan (LRP) and ST2 to implement the next phase of regional high-capacity transit investments.

For the first stage of the project, which focused on the LRP, PB prepared a supplemental programmatic EIS, evaluated HCT technologies and corridors, and developed numerous technical issue papers on a range of system and technical issues.

Together, these analyses supported the agency's deliberations and decisions regarding the long-term evolution of the regional high capacity transit system. With the LRP as a base, PB then conducted a systematic process of project definition, cost estimation, ridership forecasting, project evaluation, risk analysis, and financial analysis for approximately 100 proposed projects.

The high visibility of this planning process also called for an extensive cost validation process. PB applied robust risk identification and modeling technique typically used for complex engineering design projects, which were critical to increasing the comfort level of the ST Board and the public with the cost estimates.



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One unique aspect of the planning process was the way that financial modeling was integrated into the overall planning process.

PB modified ST's financial model and conducted a series of work sessions to test a wide variety of project combinations and phasing options in real-time.

This allowed ST to clearly understand the implications and tradeoffs associated with different time horizons for the plan, different tax rates and various options for how to phase in multiple projects.

Throughout the process, all of PB's planning methodologies and work products were reviewed by a legislatively mandated Expert Review Panel appointed by the Governor.

The PB Team worked with ST staff to develop a financially viable group of projects that was adopted by the ST Board. Part of PB's success was the highly collaborative process developed to ensure coordination between PB and ST.

In November 2008, the ST2 measure was approved at the ballot by a margin of over 60%.