

1 **A Resolution In Support of Prioritizing**
2 **Improvements to the Sounder Rail Infrastructure**

3
4 **WHEREAS** the Seattle Metropolitan Area has more than half of the population of
5 Washington State, making mobility within said area critical for the entire state;

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7 **WHEREAS** in 2014 Sounder commuter rail served an average of 11,594 passengers per
8 day between Lakewood and Seattle;

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10 **WHEREAS** travel from Puyallup, Sumner, or Auburn to downtown Seattle is
11 respectively at least 21, 15, and 11 minutes faster by Sounder than by the express busses
12 that serve the same trip during off-peak times;

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14 **WHEREAS** travel from Kent to downtown Seattle is more than 30 minutes faster by
15 Sounder than by the King County Metro bus that serves the same trip;

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17 **WHEREAS** all trips on South Sounder, including from Lakewood or Tacoma to Seattle,
18 are more likely than the busses that serve the same trips to arrive on time;

19
20 **WHEREAS** Sound Transit has found that transit demand on the corridor served by
21 South Sounder warrants an additional trip, the first Sounder trip that is truly off-peak;

22
23 **WHEREAS** the majority of the Sound Transit board is committed to “completing the
24 spine”, by which they mean Link light rail that runs from Tacoma to Everett;

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26 **WHEREAS** such a light rail line, while improving mobility within the Pierce-South
27 King area, will not have travel times competitive with the existing express busses for
28 travel between Pierce County or South King County and Seattle;

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30 **WHEREAS** a proposal for Sounder infrastructure improvements has been developed
31 that would allow for increases in frequency and span-of-service and a significant
32 decrease to the already-low travel times;

33
34 **WHEREAS** the current list of candidate projects for the Sound Transit 3 ballot measure
35 (ST3) includes certain investments in Sounder service that would improve these
36 qualities; and

37
38 **WHEREAS** the intent of this resolution is to support Sound Transit, and not to facilitate
39 further traffic in coal and oil trains;

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41 **THEREFORE BE IT RESOLVED**, that the Washington State Democratic Central
42 Committee endorses making the necessary infrastructure investments to improve
43 frequency, travel times, and span-of-service for Sounder;
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45 **THEREFORE BE IT FURTHER RESOLVED** that the Washington State Democratic
46 Central Committee supports beginning these infrastructure investments with ST3 if
47 possible, and with the next state budget cycle if inclusion in ST3 is not possible;
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49 **THEREFORE BE IT FINALLY RESOLVED** that copies of the resolution shall be
50 transmitted to each member of the Sound Transit Board.
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53 Submitted by the 25th LD Democrats to the WSDCC. (Date Submitted 1/14/2015)

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55 Submitted by the Pierce County Democrats to the WSDCC. (Date Submitted 1/15/2015)

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57 The Resolutions Committee amended this resolution and recommended that it be
58 "PASSED" at its January 30, 2016 meeting in Lynnwood.

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60 The WSDCC "PASSED" this resolution at its January 30, 2016 meeting in Lynnwood.