

# Sounder South Capacity Expansion

What trade-offs do we expect if we...



...run more train trips each weekday?



...expand the time when trains run?



...run trains more frequently during the busiest times?



...add up to 3 more cars to each train?



Capacity and Ridership

- Increased capacity
- More riders
  - Bigger ridership increase if trains added during peak periods

- No change to overall capacity (unless combined with additional trips or longer trains)
- Midday or evening trains serve fewer riders than trains during peak periods

- No change to overall capacity (unless combined with additional trips or longer trains)
  - More capacity during the busiest times
  - Less capacity during off-peak times

- Increased capacity
- Less crowding during peak periods
- Opportunities for ridership growth



Costs

- Pay BNSF for additional trips
- Improvements to railroad infrastructure (tracks and signals) to offset train congestion
  - The more trains we add, the more improvements are needed
- Additional train cars, other equipment and storage space

- Pay BNSF for additional track time
- Improvements to railroad infrastructure (tracks and signals) to offset freight interference (heavier freight traffic outside existing service window):
  - The farther outside the existing window (e.g., late evening), the more improvements are needed

- Lower costs than other service changes

- Additional train cars, other equipment and storage space
- Potentially longer train platforms and other changes at stations to accommodate longer trains



Reliability

- Increased risk of freight conflict

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- Increased risk of multiple train delays: less recovery time between trains
- Potential delays due to constrained train movements at King Street Station

- Similar reliability to current operations