Sound Transit 3:

A Mass Transit Guide

The Regional Transit System Plan for Central Puget Sound

DRAFT

DRAFT

June 1, 2016

Table of Contents

SOUND TRANSIT 3: INTRODUCTION 4
SOUND TRANSIT 3: BUILDING ON SUCCESS 5
THE SOUND TRANSIT 3 PLAN 6
Link Light Rail 6
North Corridor 6
Central Corridor 6
East Corridor 7
South Corridor 7
Bus Rapid Transit (BRT) 7
ST Express Bus Service 8
Sounder Commuter Rail 9
Planning for the Future 9
System Access 10
Project-level 10
System-wide 11
Transit-Oriented Development (TOD) 12
Project-level 12
System-wide 12
Innovation 12
System-wide 13
Sustainability 13
Project-level 14
System-wide 14
PUTTING THE SYSTEM IN PLACE 15
Project Delivery – Implementing the Plan 15
Early Deliverables 15
Delivering Light Rail, Sounder, and ST Express Bus 15
Schedule Accountability Tools 16
THE SOUND TRANSIT DISTRICT 17

DRAFT

Annexations 17
Extending service outside the Sound Transit boundaries 17
BENEFITS OF THE PLAN 18
PAYING FOR THE SYSTEM 19

DRAFT

SOUND TRANSIT 3: INTRODUCTION

The Sound Transit 3 System Plan will improve and expand the regional mass transit system by connecting the major cities in King, Pierce and Snohomish counties with light rail, Bus Rapid Transit (BRT), express bus, and commuter rail.

Sound Transit's mission is to plan, build and operate mass transit service throughout central Puget Sound. The initial phase of the regional mass transit system, called Sound Move, was approved by voters in 1996. The second phase, Sound Transit 2, was approved in 2008. Under these plans, the regional light rail system will more than double in length from just over 20 miles today to over 50 miles by 2023. Service is also increasing on the 83-mile Sounder commuter-rail line from Everett to Lakewood, and ST Express buses continue to serve major highways in the region.

Even with these improvements, transportation continues to be one of the area's biggest challenges with approximately 800,000 more people expected to call this region home in the next 25 years. By 2040 the region will also support 800,000 new jobs. In the past year alone, the region's population grew by 52,000 people - making daily commutes longer and more congested.

In response, Sound Transit 3 provides the next phase of high-capacity transit improvements for central Puget Sound. With this plan, the light rail system will more than double again to 116 miles with over 70 stations. Light rail will expand north to Everett, south to Federal Way and Tacoma, east to downtown Redmond, south Kirkland, and Issaquah, and west to Ballard and West Seattle. Sound Transit 3 will also invest in Bus Rapid Transit (BRT) in two corridors: connecting Lynnwood to Burien via I-405 and SR 518 to serve Eastside cities as well as Tukwila and Burien; and on SR 522 between Woodinville and Shoreline, connecting to Link light rail via Northeast 145th Street. The plan also includes a program to improve bus speed and reliability in specific corridors. Finally, the plan will expand Sounder commuter rail, including an extension to serve Joint Base Lewis-McChord and DuPont.

The Sound Transit 3 plan was developed through an open public process over a three-year period. During that time, Sound Transit coordinated closely with cities and counties, the state of Washington, the Puget Sound Regional Council (PSRC), and local transit agencies. In addition, Sound Transit received tens of thousands of public comments that helped shape the plan.

SOUND TRANSIT 3: BUILDING ON SUCCESS

The new investments proposed in the Sound Transit 3 plan will build on Sound Move and Sound Transit 2, creating more connections to more places for more people. When complete, the system will connect 16 cities with light rail, 30 cities with Bus Rapid Transit/ST Express bus and 12 cities with commuter rail across Pierce, King and Snohomish counties.

The Sound Transit 3 plan is consistent with established regional land use and transportation plans. The PSRC developed and adopted VISION 2040 as the region's strategy for directing growth in an environmentally responsible way, while fostering economic development and providing efficient transportation. The PSRC also adopted Transportation 2040 as the region's comprehensive long-range regional transportation plan. Grounded in VISION 2040's growth management and transportation policies, Transportation 2040 provides a multimodal plan for investing in roads, ferries, transit and freight mobility through the year 2040. The Sound Transit 3 Plan builds on and is consistent with these regional plans.

As the Regional Transit Authority, Sound Transit is responsible for regional high-capacity transit system planning in the context of Transportation 2040. Sound Transit updated its Regional Transit Long-Range Plan in 2014. Sound Transit 3 is the next phase of high-capacity transit improvements for central Puget Sound.

DRAFT

THE SOUND TRANSIT 3 PLAN

Link Light Rail

Sound Transit launched Link light rail as part of Sound Move and is expanding Link under the voter-approved Sound Transit 2 plan. New light rail service opened to Capitol Hill and the University of Washington in March 2016, increasing ridership on the existing system. Also in 2016 Sound Transit will begin service to Angle Lake, 1.6 miles south of Sea-Tac Airport, adding a major new transit hub in South King County.

By 2021, Link will open new service to the University District, Roosevelt and Northgate. Two years later in 2023, Link will reach Shoreline, Mountlake Terrace, Lynnwood, Mercer Island, Bellevue, and Overlake — nearly doubling the light rail system to over 50 miles.
Sound Transit 3 will deliver major projects in steady succession, adding over 60 miles of new light rail serving 37 new stations, four expanded stations and two provisional stations. The provisional stations will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan.

North Corridor

Sound Transit 3 extends light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. The line is scheduled to open in 2036 and includes six stations serving the areas of West Alderwood Mall, Ash Way, 128th Street SW (Mariner), Southwest Everett Industrial Center, SR 526 near Evergreen Way and the area at the existing Everett Station. Additional parking will be provided at s 128th Street SW (Mariner) and Everett stations. A light rail operations and maintenance facility will be located in the north corridor. A seventh station, Airport Rd/SR 99 is a provisional station that will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan.

Central Corridor

Sound Transit 3 adds two light-rail extensions in Seattle. The first extends light rail from downtown Seattle to West Seattle with stations serving the sports stadiums, SODO, Delridge, Avalon and Alaska Junction. In addition, light rail extends to Ballard with a new subway through downtown Seattle and South Lake Union with stations serving the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Connections to the existing Forest Street operations and maintenance facility will be built to service vehicles operating in this corridor. Three infill stations will be added serving Northeast 130th Street, South Graham Street and Boeing Access Road near I-5, with parking provided at the Boeing Access Road station.

East Corridor

Sound Transit 3 extends light rail throughout the Eastside, connecting Redmond, Bellevue, south Kirkland and Issaquah to each other and to the rest of the regional system. Eastside investments include two stations serving southeast Redmond and downtown Redmond along with a new light rail line from south Kirkland to Issaquah via Bellevue. Four stations are included on the latter light rail extension serving south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah. A fifth station, the Lakemont provisional station, will be built if additional funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not current assumed in the financial plan. Additional parking will be provided at the southeast Redmond, south Kirkland, and central Issaquah stations.

South Corridor

Sound Transit 3 extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272nd and the Federal Way Transit Center. From there, light rail will continue south to Pierce County, with stations in south Federal Way, Fife, east Tacoma and at the Tacoma Dome A light-rail operations and maintenance will be built in the south corridor. Sound Transit 3 also includes an expansion of Tacoma Link to Tacoma Community College, with six stations.

Bus Rapid Transit (BRT)

Sound Transit 3 will add Bus Rapid Transit in two corridors either in principally exclusive right-of-way or in managed toll lanes that provide substantially equivalent speed and reliability at speeds equal to or better than uncongested highway speeds. In addition to higher speeds, Bus Rapid Transit riders gain the advantage of reliability and frequent service: every 10 minutes in the peak periods and every 15 minutes during off-peak hours of operation.

Sound Transit 3 will establish BRT service on the I-405 corridor from the Lynnwood Transit Center to the Tukwila International Boulevard light rail station, and from there via SR 518 to the Burien Transit Center. Bus Rapid Transit will operate in the Express Toll lanes between Totem Lake and Bellevue Transit Center and from the Bellevue Transit Center to south Renton. Vehicle access to the express toll lanes is limited and managed by Washington State Department Of Transportation (WSDOT) to ensure that BRT service can operate at 45 miles per hour or greater at least 90 percent of the time during the peak hour commute. On SR 518, BRT will operate on principally exclusive right-of-way between Tukwila International Boulevard Station and the Burien Transit Center.

New inline freeway stations which allow buses to stop within the freeway right-of-way to pick up/unload riders will be built at Northeast 85th Street in central Kirkland and Northeast NE

44th Street in Renton. Additionally, a new transit center and parking garage will be built in south Renton. Bus Rapid Transit service will also connect with existing freeway stops and transit centers in Lynnwood, Canyon Park, in the vicinity of UW Bothell, Brickyard Park-and-Ride, Totem Lake, downtown Bellevue, Tukwila International Boulevard Station and Burien Transit Center. Parking will be added at Totem Lake, Northeast 44th Street and south Renton, and Sound Transit will coordinate with third parties regarding potential transit-oriented development opportunities. New bus-only lanes will be added on Northeast 85th Street between Northeast 6th Street and I-405 in Kirkland. Sound Transit will coordinate with WSDOT regarding implementation of the I-405 Master Plan, including additional capital projects to improve bus speed and reliability for high-capacity transit service, should funding become available.

Bus Rapid Transit service that uses Business Access Transit (BAT) lanes on SR 522 will connect riders with the Link light rail station in Shoreline at I-5 and Northeast 145th Street, as well as I-405 BRT service near University of Washington Bothell. This project will also include capital improvements on Northeast 145th Street at intersections. Additional parking will be provided in Lake Forest Park, Kenmore, and Bothell. This will improve transit options for residents of Shoreline, Lake Forest Park, Kenmore, Bothell and Woodinville areas.

ST Express Bus Service

Sound Transit's regional express bus system, which led the nation in number of commuter bus boardings for 2015, will continue building ridership in heavily-travelled corridors not served by rail and Bus Rapid Transit. Sound Transit 3 maintains interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs.

Sound Transit 3 includes funding for capital improvements for interim express bus service to improve bus speed and reliability. This includes funding for capital investments for traffic signal and bus priority improvements on facilities used by Metro's RapidRide C and D lines to move more people more efficiently through the heavily congested Ballard and West Seattle corridors while light rail is under design and construction. Sound Transit 3 will also contribute to the Madison Street BRT in Seattle and provide investments for capital improvements to bus connections from east Pierce County to the Sumner Sounder station and along Pacific Avenue/SR 7 in Pierce County. Sound Transit 3 will also include frequent ST Express bus service between Lakewood and the Tacoma Dome. Also, a park and ride facility will be built in north Sammamish.

The Bus-on-Shoulder program provides opportunities for buses to use shoulders on freeway and state highways during periods of congestion in general traffic and/or HOV lanes. This program requires coordination and further study with transit partners, WSDOT and the Federal Highway Administration to determine specific potential locations. Freeways that could

be included in the program are I-5, I-405, SR 167, I-90 and SR 518. Improvements will include capital infrastructure to enable the overall Bus-on-Shoulder program to operate efficiently.

Sound Transit works closely with transit and transportation partners, including Community Transit, Pierce Transit, Everett Transit, City of Seattle, King County Metro and WSDOT to extend the benefits of rail and Bus Rapid Transit services to more communities throughout the region by enabling our transit partners to redeploy bus hours in corridors as they become part of the regional high-capacity transit network through light rail transit and BRT projects. As rail corridors are built and extended, Sound Transit bus service funding for those corridors will be reallocated to operating costs for light rail services.

Sounder Commuter Rail

Sound Transit 3 includes funding to extend Sounder commuter rail service during peak hours from Lakewood to new stations at Tillicum and DuPont, increasing access near Joint Base Lewis-McChord. Parking will be provided at both of these stations.

The Sounder south line capital improvement program will help meet growing demand for service by increasing system capacity and enhancing service. This program will include expanding platforms to accommodate up to 10-car trains, allowing Sound Transit to run longer trains and carry more riders. Access elements include improvements for pedestrians, bicyclists, buses and private vehicles, prioritized under Sound Transit's System Access Policy. In addition, track and signal upgrades and other related infrastructure will provide capacity for additional trips. Sound Transit will negotiate with Burlington Northern Santa Fe and affected organizations for additional trips to serve growing ridership along the Sounder south line, within available financial resources.

New parking and other access improvements are included at the Sounder north line's Edmonds and Mukilteo stations.

Planning for the Future

The plan includes studies to continue planning beyond Sound Transit 3 to expand the regional high-capacity transit system even farther, consistent with the regional transit system envisioned in Sound Transit's Long-Range Plan. Additional investments must be approved by voters. Sound Transit 3 includes a series of high-capacity transit planning studies that will help narrow the range of alternatives, evaluate potential routes and station locations, inform local comprehensive planning, prepare for environmental review and engineering, and position the Sound Transit Board to evaluate options to inform future updates to the Long-Range Plan.

High-capacity transit (HCT) studies in the Sound Transit 3 plan include connecting West Seattle to Burien and onto Renton via Tukwila; light rail connections across northern Lake Washington between SR 522 and SR 520, including connections between Ballard to the University of Washington and to the Eastside; commuter rail to Orting; HCT extension from Tacoma Dome to Tacoma Mall, and connections from Everett to North Everett. The Sound Transit 3 Plan also

includes an environmental study examining multiple options to determine the mode and alignment for a HCT route from Bothell to Bellevue, and planning for a future system expansion to continue implementing Sound Transit's Long-Range Plan.

PROGRAMS AND POLICIES

In addition to the projects described above, Sound Transit 3 also includes a series of programs and policies that will work together to provide a high-capacity transit system that:

- is accessible by walking, biking, transferring from other transit services, vehicle drop-off and pick-up, and parking;
- supports transit-oriented development;
- improves the system through innovation and technology;
- is sustainable.

These elements are provided at the individual project level and system-wide.

System Access

To serve the region's 3.7 million future residents, the Sound Transit Board of Directors has made multimodal access as a priority for Sound Transit 3. People will access the 116 miles of light rail, Sounder commuter rail stations north and south, and hundreds of thousands of annual ST Express Bus service hours, by walking, biking, parking, transferring from partner transit services, or using pick-up and drop-off areas. The ability to access stations should not be a barrier to riding the high capacity transit system.

With this plan, Sound Transit will combine robust, dedicated funding for access to the regional system, with ongoing planning that responds to evolving needs. The access investments included in the Sound Transit 3 plan are based on those investments conforming to surrounding land uses, and the investments levels are based on the station type and location. Some stations are located in urban areas where pedestrian and bicycle access is needed. Other stations are located in suburban areas where travel by car is more common. Likewise, some stations are system hubs, where improvements to improve bus and rail transfers are emphasized. The Sound Transit 3 plan responds to the need for safe and convenient access to existing and future Sound Transit stations by providing dedicated funding to access bus and rail stations, including resources to facilitate integration with partner services:

<u>Project-level</u>

- Bus-rail integration allowances: Integration with other transit services is a priority for the region. To facilitate convenient passenger transfers between modes, the cost estimates for the light rail projects described in the Sound Transit 3 plan include $100 million in integration allowances to build off-street facilities at key stations for buses to

lay over and maintain consistent schedules. As Sound Transit expands light rail, Bus Rapid Transit, and express bus corridors, there will be more opportunities to create convenient transfers for bus riders.

- Access Allowance: Also included in the cost estimates for the light rail and bus rapid transit projects, each new Sound Transit 3 station has an Access Allowance based on the type of station (i.e., suburban, urban) of up to $4.5 million. In total, the cost estimates include $270 million in new Access Allowances for station areas that create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses, and community gathering places.

- Parking access: Where identified in the project descriptions, funds are included for additional parking for transit riders. Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses. Sound Transit has conducted pilot programs to provide reserved parking spaces for a small fee and real-time information about the availability of open parking spaces at some lots. In Sound Transit 3, the agency will work to make these options available throughout the region so that more people can predictably find a parking space rather than drive to work when they realize parking is full. This is consistent with Board-adopted policy that anticipates charging a reasonable price for parking that will help pay for new access infrastructure and enable Sound Transit to invest in additional local access improvements.

<u>System-wide</u>

- Sound Transit 3 System Access Fund: The System Access Fund provides an additional $100 million allocated equally among Sound Transit's five sub-areas that would fund projects such as safe sidewalks and protected bike lanes, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services. Funds will be allocated based on an evaluation of the needs of customers using Sound Transit existing and planned bus and rail stations. Sound Transit will partner with cities and other Sound Transit stakeholders to leverage grants and matching funds and create the best access solutions for each station. The System Access Fund includes funding to survey riders and conduct studies that prioritize the most beneficial projects, whether retrofitting stations to accommodate growth or enhancing connections to neighborhoods.

Transit-Oriented Development (TOD)

Development around transit investments represents a significant opportunity both to shape communities that attract jobs and housing opportunities affordable at a range of incomes, and to improve equitable access to opportunities for current and future residents. Under this plan, Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with transit-oriented development plans developed with community input by the regional transportation planning organization within Sound Transit's boundaries, such as the 2013 *Growing Transit Communities Strategy.* The plan allocates funds to support collaborative planning for TOD at the transit capital project development stage, as well as for planning and pre-development activities on agency-owned properties that may be developed as TOD. Sound Transit will specifically promote equitable TOD by:

Project-level

- TOD allowance: The cost estimates for the projects described in the Sound Transit 3 plan Section estimates include project allowances to fund appropriate TOD planning activities for each location expected to have surplus property.

System-wide

- TOD Fund: The Sound Transit 3 plan includes a TOD fund of $20 million to incorporate TOD considerations during land acquisition to ensure that, where possible, property that may later become surplus is supportive of its reuse for TOD;
- Working with local governments, housing authorities, non-profit developers, and others to inclusively plan for mixed-use, mixed-income transit communities, consistent with the *Growing Transit Communities Strategy* and other applicable regional plans and policies;
- First offering surplus properties that are suitable for housing for transfer at no cost, sale, or long-term lease to local governments, housing authorities, and non-profit developers to develop affordable housing as provided in statute; and
- Contributing $20 million to a regional revolving loan fund to support affordable housing creation.

Innovation

Transit, like all other industries, is in a constant state of development and change. While light rail, commuter rail and BRT are efficient ways to move large numbers of people around our region, the region needs to continue investing in technologies and innovations to make transit even more effective, efficient and convenient for more people. As new transportation

technologies and approaches develop, Sound Transit will work to integrate them with its high-capacity transit services and facilities to create a robust and reliable, yet adaptable, network of regional mobility options.

System-wide

Sound Transit 3's Innovation and Technology Fund invests $75 million in research and development of programs and technologies to:

- Deliver real-time service availability and travel option information to customers where and when they need it;
- Ensure transit accessibility and ease of use for riders of all ages, abilities and income levels;
- Make fare payment fast and convenient;
- Understand and meet the needs of employers and bulk-purchasers of transportation services;
- Better manage vehicle and bicycle parking for transit customers;
- Identify ways of improving the connectivity between transit facilities and the communities they serve;
- Partner with other public and private mobility providers including ferry, local transit, bikeshare, carshare, rideshare, shuttle and mobility-on-demand services;
- Identify and adopt best and emerging practices to better serve customers and enhance the environmental, social equity and economic benefits of high capacity transit;
- Maximize the ability of future transportation technologies such as driverless cars to complement and expand the reach of high-capacity transit; and
- Evaluate and implement other technologies to improve rider experience and/or save operating costs.

Sustainability

Sound Transit's mission to build, operate and expand regional transit is essential to central Puget Sound's sustainable future. Sound Transit is committed to making long-term investments that improve the region's economy, communities, and environment.

For Sound Transit, sustainability is both about fulfilling the agency's mission as a transit provider, as well as how that mission is accomplished. The proposed Sound Transit 3 expansion projects promote a sustainable central Puget Sound region by enabling more people to travel affordably and reliably throughout the area's growing communities on environmentally-friendly buses and trains.

Under this plan, Sound Transit will implement the goals articulated in its sustainability plans. Sustainability approaches will be integrated into all aspects of agency activities consistent with

Board-adopted policy—from planning and design to construction and operations. Sound Transit's ongoing sustainability efforts include its commitment to environmental stewardship. Sound Transit Sustainability policies and plans contemplate that the agency will:

Project-level

- Sustainability Allowance: The project cost estimates include allowances to implement green building and infrastructure designs and meet third-party green building and infrastructure standards, where applicable.

System-wide

- Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the Sound Transit 3 System Plan;
- Procure and manage fleets that demonstrate increasing fuel efficiency, including alternative fuels and low- and no-emission vehicles;
- Work to make the agency's electricity use carbon-neutral and maximize energy efficiency;
- Pursue innovative sustainability features and approaches over the duration of the Sound Transit 3 plan as industry best practices and national standards continue to evolve;
- Plan, design and construct a transit system that is resilient to the long-term impacts of climate change and other natural hazards; and
- Invest in technologies or services that can meet the agency's sustainability goals and/or reduce long-term operating costs.

DRAFT

PUTTING THE SYSTEM IN PLACE

Project Delivery – Implementing the Plan

Based on public feedback throughout the development of the Sound Transit 3 plan, Sound Transit has been asked to identify ways to deliver projects faster. Major capital projects must go through multiple phases before transit services can start, including planning, environmental review, preliminary engineering and final design, property acquisition, permitting, third-party agreements, construction and start-up/testing programs. In addition, to ensure accountability and transparency about project development and delivery, engaging the public and stakeholders throughout these phases is critical. Working closely with project delivery partners who have land use, permitting, oversight or regulatory authority is central to maintaining project schedules.

Early Deliverables

The schedule for the plan includes multiple projects that will be delivered early in Sound Transit 3. These early deliverable projects are anticipated to be completed by 2019 to 2025. These projects include bus-on-shoulder opportunities, contributions to bus speed and reliability improvements for RapidRide C and D and Madison Street Bus Rapid Transit in Seattle, Pacific Avenue/SR 7 in Pierce County, in east Pierce County, Lakewood to Tacoma Dome service, parking for north line Sounder at Edmonds and Mukilteo, and a park-and-ride facility in north Sammamish. Bus Rapid Transit on I-405 and SR 518, and on SR 522 and Northeast 145th Street are also included.

Delivering Light Rail, Sounder, and ST Express Bus

Link light rail from Kent/Des Moines to Federal Way is scheduled to open in 2024, and the scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time. Link light rail from Redmond Technology Center to downtown Redmond is scheduled to open in 2024. Further extension south from Federal Way to Tacoma and an extension between downtown Seattle to West Seattle are scheduled to open in 2030. Link Light rail north from Lynnwood to Everett via the Southwest Everett Industrial Center is scheduled to open in 2036. The plan anticipates a new extension between downtown Seattle and Ballard to open in 2035. Infill stations are slated to open in 2031 at Boeing Access Road, South Graham Street, and Northeast 130th Street. An extension of Tacoma Link to Tacoma Community College is scheduled for 2039, and a Link light rail line from south Kirkland to Issaquah is scheduled for 2041.

The extension of Sounder from Lakewood to DuPont is scheduled for 2036. The South Sounder Capital Improvements Program will provide funding for a series of improvements from 2024 to 2036.

ST Express Bus service will continue throughout the plan to provide interim service in future high-capacity transit corridors. Sound Transit will work closely with its transit partners to coordinate, integrate, and maximize bus service and restructure those services in response to new rail service.

Schedule Accountability Tools

To help maintain project delivery schedules, Sound Transit will work with project delivery partners to develop tools to provide clarity about project phasing requirements and schedules. Examples of these tools could include early agreements on permits needed for projects; establishment of project teams to obtain agreement on project scopes and schedules; or model term sheets to outline decisions related to the identification of preferred routing and profile choices.

Sound Transit will also seek to have third parties assign a single point of accountability for projects to ensure a streamlined and accountable process. Sound Transit will work with individual project partners to establish a common set of project goals based on the plan scope, schedule, and budget, and to identify the preferred project as early as possible in the environmental review process.

Sound Transit will ask local agencies to coordinate permit actions with federal, state and other agencies, including using the mitigation commitments described in the environmental documents and/or Record of Decision during permitting for mitigating potential environmental impacts of a project rather than using a city or county's authority to impose additional mitigation measures. Sound Transit will also seek code amendments and other agreements to facilitate the preparation, filing and diligent processing of any required permits, modifications, or renewals of permits, as soon as practicable, with the goal of receiving land use permit decisions within 120 days of submittal and other technical permit decisions sooner.

To further assist the region in meeting Sound Transit 3 delivery schedules, Sound Transit will work with project partners to develop and publish a master implementation schedule – a Schedule Dashboard – for all projects. This schedule will be reviewed and updated at regular intervals by the Board. Sound Transit staff will report schedule performance to the Sound Transit Board of Directors and the public, including factors contributing to schedule improvements or degradation.

THE SOUND TRANSIT DISTRICT

The Sound Transit District is more than 1,000 square miles with a population of over 2.8 million people. There are more than 50 cities in the district, which includes most of the urban areas of King, Pierce and Snohomish counties.

Sound Transit is governed by an 18-member Board of Directors made up of local elected officials including mayors, city council members, county executives and county council members from within the Sound Transit District, and the Secretary of the Washington State Department of Transportation.

Annexations

After voters within the district have approved a ballot proposition authorizing local taxes to support implementation of the Sound Transit 3 plan, the Sound Transit Board may approve resolutions calling for elections to annex areas outside, but adjacent to, the Sound Transit District.

The legal requirements to annex areas into the Sound Transit District include the following:

> *The Sound Transit Board may call for annexation elections after consulting with any affected transit agencies and with the approval of the legislative authority of the city or town (if the area is incorporated) or with the approval of the area's county council (if it is unincorporated).*
>
> *Citizens in areas to be annexed are provided an opportunity to vote on proposed annexation and imposition of taxes at rates already imposed within the Sound Transit District boundaries.*
>
> *If approved by the voters, changes to the Sound Transit District boundaries may require changes in the make-up of the Sound Transit Board membership. Board membership must be "representative" of the proportion of the population from each county that falls within the Sound Transit District.*

Extending service outside the Sound Transit boundaries

Sound Transit may extend new services beyond its boundaries to make connections to significant regional destinations and allow areas outside of the district to function as part of the regional system. Such service extension would require agreements with the affected local transit agency and/or other appropriate government agencies.

Sound Transit will enter into agreements with agencies beyond the district boundary to integrate fares. This will allow flexible transfers among various operators and prevent people who live outside the district form being penalized financially for making regional trips by transit instead of by automobile.

BENEFITS OF THE PLAN

The following benefits will be summarized below once the Sound Transit 3 System Plan project elements have been finalized. More detailed information will be able to be found in Appendices C and D to the plan once they are completed.

Transportation improvements are clearly linked to the growth, development, quality of life and economic vitality of our region. Sound Transit 3 proposes a range of transit improvements building on the investments Sound Transit has already made that serve increasing numbers of riders every year. These improvements include extending Link light rail to serve more of central Puget Sound's urban centers, along with improvements in Sounder commuter rail, enhancements to ST Express bus services and facilities and the development of Bus Rapid Transit. These improvements add major new capacity in the region's most congested corridors and help serve the transportation demands of the residents and businesses already here, as well as the 800,000 more people expected here in the next 25 years.

Transit investments create value within a community that goes beyond where or how many projects are built. Personal mobility, regional connections, the availability of transportation alternatives and impacts on growth patterns, quality of life and the economic well-being of the region are all measurable outcomes to be considered in deciding transit investments. The regional transit improvements included in Sound Transit 3 have many benefits for people throughout the Puget Sound region and will further the realization of the long-term growth management and quality of life goals embodied in the PSRC's Vision 2040 and Transportation 2040 plans, Sound Transit's Regional Transit Long-Range Plan and local land use plans and policies.

- Transit benefits
    - Transit ridership
    - Transit capacity
    - Travel time savings and reliability
    - Transit system accessibility
    - Activity center drive-alone travel reductions

- Environmental benefits:
    - Vehicle miles traveled (VMT) reduction
    - Fuel use
    - Greenhouse gas emission reduction

- Social benefits:
    - Access and mobility
    - Enhancing social equity
    - Improving public health

- Economic Benefits:
    - Reducing transportation costs and cost of delay
    - Supporting jobs and the regional economy
    - Creating jobs

PAYING FOR THE SYSTEM

The following items will be summarized below once the Sound Transit 3 System Plan project elements have been finalized and the financial plan completed. More detailed information will be able to be found in Appendices A and B once those are completed.

- Financial Plan framework
- Funding sources and uses
- Estimated Costs
- Risk Assessment
- Financial Policies

DRAFT

##