

## DRAFT LANGUAGE FOR ST3

### SUSTAINABILITY

Sound Transit's mission to build, operate and expand regional transit is essential to central Puget Sound's sustainable future. The agency 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 ST3 expansion projects create 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.

Operating sustainability is about efficiency; expanding the regional mass transit system is good for the region's environment and communities, and increases the value of Sound Transit services to the public. Under ST3, the agency will implement the goals articulated in the agency's 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:

- Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the ST3 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;
- Implement green building and infrastructure designs and meet third party green building and infrastructure standards, where eligible;
- Plan, design and construct a transit system that is resilient to the long-term impacts of climate change and other natural hazards; and
- Pursue innovative sustainability features and approaches over the duration of the ST3 plan as industry best practices and national standards continue to evolve.

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### INNOVATION FUND

Transit, like all other industries, is in a constant state of development and change. While light rail, commuter rail and BRT are the most efficient ways to move the largest number of people around our region, the region needs to continue investing in technologies and innovations to make them even more effective, efficient and convenient for more and more people. As new transportation technologies and approaches develop Sound Transit will work to integrate them with high-capacity transit services and facilities to create a robust and reliable, yet adaptable, network of regional mobility options.

ST3's Innovation 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; and
- Maximize the ability of future transportation technologies such as driverless cars to complement and expand the reach of high-capacity transit.

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### TRANSIT-ORIENTED DEVELOPMENT (TOD)

Development around transit investments represents a significant opportunity to shape communities that attract jobs and housing opportunities affordable at a range of incomes, and improves equitable access to opportunities for current and future residents. Under ST3, 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*, and will engage fully and meaningfully in future applicable Puget Sound Regional Council policies and plans. 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:

- + Working with local governments, housing authorities, non-profit developers, and others to inclusively plan for and deliver mixed-use, mixed-income transit communities, consistent with the *Growing Transit Communities Strategy* and other applicable regional plans and policies;
- + Incorporating TOD considerations during land acquisition to ensure that, where possible, property that may later become surplus is supportive of its reuse for TOD;
- + 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;
- + Contributing \$20 million to a regional revolving loan fund to support affordable housing creation; and
- + Funding TOD activities in each capital project to ensure adequate consideration and planning for development have occurred as a part of each capital project.

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### SYSTEM ACCESS

To serve the region's 3.7 million future residents, the Sound Transit Board of Directors has made multimodal access a core priority for ST3. People will access the 112 miles of light rail, Sounder commuter rail north and south, and hundreds of thousands of annual ST Express Bus service hours, access to Sound Transit stations 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 for many potential riders who would like to take advantage of the high capacity transit system.

With ST3, Sound Transit will be a nationwide leader among transit agencies by combining robust, dedicated funding for access to the regional system, with ongoing planning that responds to evolving needs. The access investments included in the ST3 plan are based on those investments conforming with surrounding land uses, and the investments levels are calibrated depending on the type and location of the station. Some stations are located in urban areas where pedestrian and bicycle access is highlighted. Other stations are located in suburban areas where travel by car is more common. Likewise, some stations serve as system hub locations, where the transfer environment between bus and rail is emphasized. The ST3 Draft 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:

- **ST3 System Access Fund:** The \$100 million ST3 System Access Fund would evaluate needs of customers using all Sound Transit bus and rail stations and 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. Sound Transit will partner with cities and other Sound Transit stakeholders to leverage grants and matching funds and create the best 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.
- **Bus-rail integration:** Integration with other transit services is a core priority for the region. To facilitate convenient passenger transfers between modes, ST3 includes up to \$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 and BRT corridors, there will be more opportunities to create convenient transfers for bus riders. As transfers to Sound Transit services become more common, these bus-rail integration facilities will improve riders' experience and make the most efficient use of the region's transit services.
- **Access beyond the station:** Sound Transit projects have always included access elements at each station to provide better connections for pedestrians, people riding and parking bicycles, paratransit vehicles, and connecting transit. In addition to these investments, and the Access Fund, every new ST3 station has an Access Allowance based on the type of station (i.e., suburban, urban) of up to \$4.5 million per station. In total, ST3 includes \$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:** The ST3 Plan includes funds 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 with 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 ST3, 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 once they realize parking is full. Consistent with Board-adopted policy that anticipates charging for parking, charging a reasonable price for parking will help pay for new access infrastructure and will allow Sound Transit to invest in additional local access improvements.