

A low-angle shot of a Sound Transit train, showing its white upper body and blue lower body with stylized mountain graphics. The train is moving along a track with a glass and steel structure overhead. The text "Updating Sound Transit's Long-Range Plan" is overlaid in white on a dark blue horizontal band.

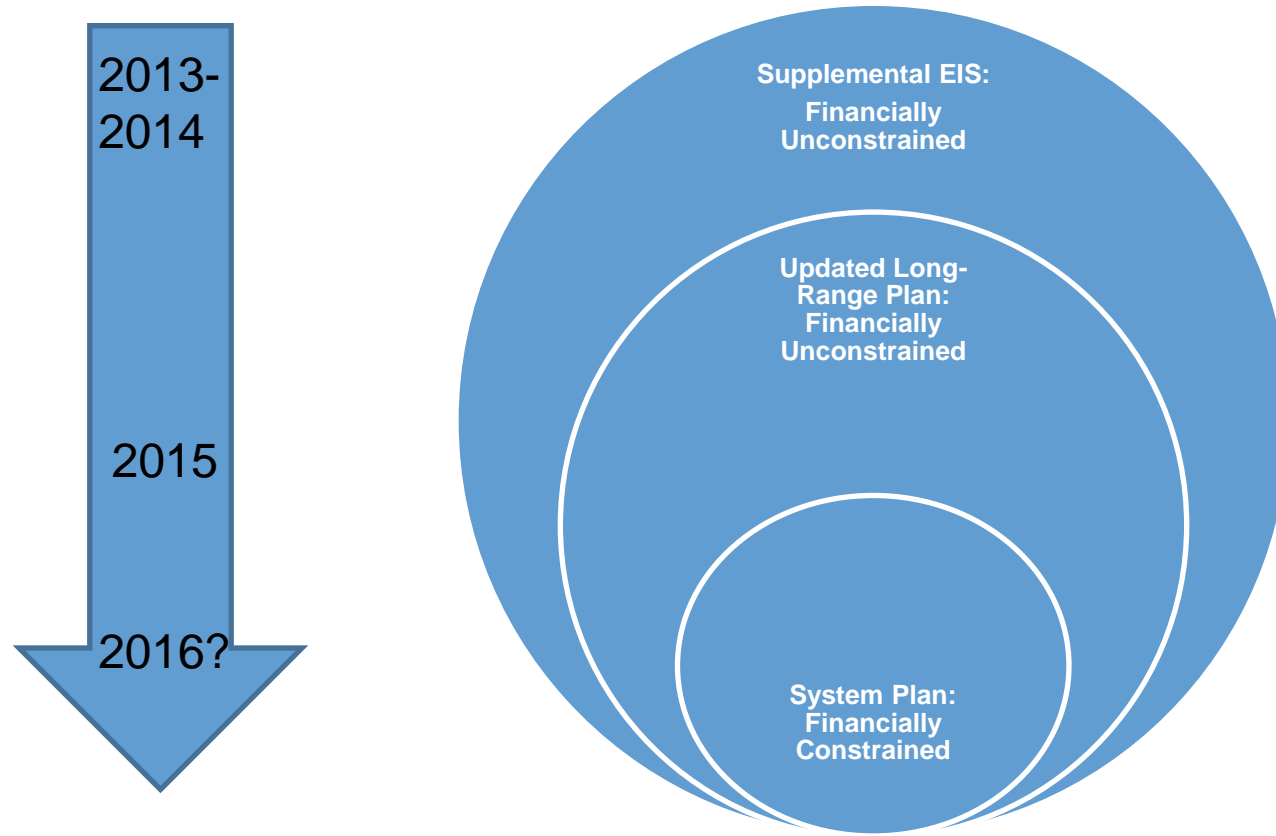
Updating Sound Transit's Long-Range Plan

 **SOUNDTRANSIT**

Terminology

- **High-Capacity Transportation System:** " Means a system of public transportation services within an urbanized region operating principally on exclusive rights-of-way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways." **RCW 81.104.015**
- **Long-Range Plan:** The Long-Range Plan (LRP) is the Board-adopted vision for what a regional HCT system is, and how it should serve the region in the long term. It is **financially unconstrained**, and provides the **source material** for developing next set of capital investments to expand the existing system.
- **System Plan:** The system plan identifies the **next increment of HCT expansion** beyond the existing ST2 system. Sound Transit has had two HCT System Plans to date: Sound Move and Sound Transit 2. Adopting a third System Plan is the final decision the Board would make prior to calling an election; as such, it would be the subject of a future ballot measure.

Long-Range Planning and System Development Process



ST Role & Context

- Connects regional centers with high capacity transit
- Operates light rail, commuter rail, and regional express bus service in three counties

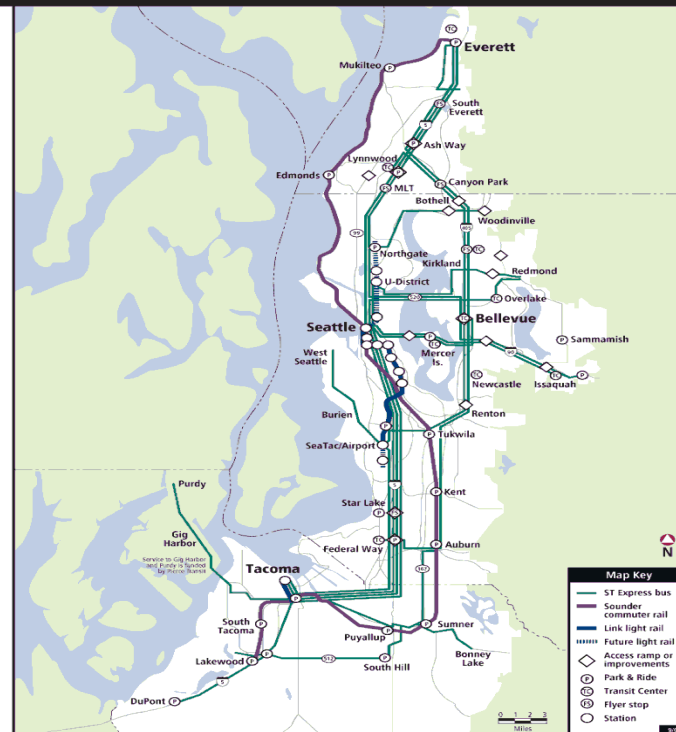


Flickr User Oran Viriyincy

Sound Move

- Approved by voters in 1996
- 17 miles of light rail
- Commuter rail
- Regional express bus

SOUND MOVE THE REGIONAL TRANSIT SYSTEM PLAN



SOUNDTRANSIT
RIDE THE WAVE

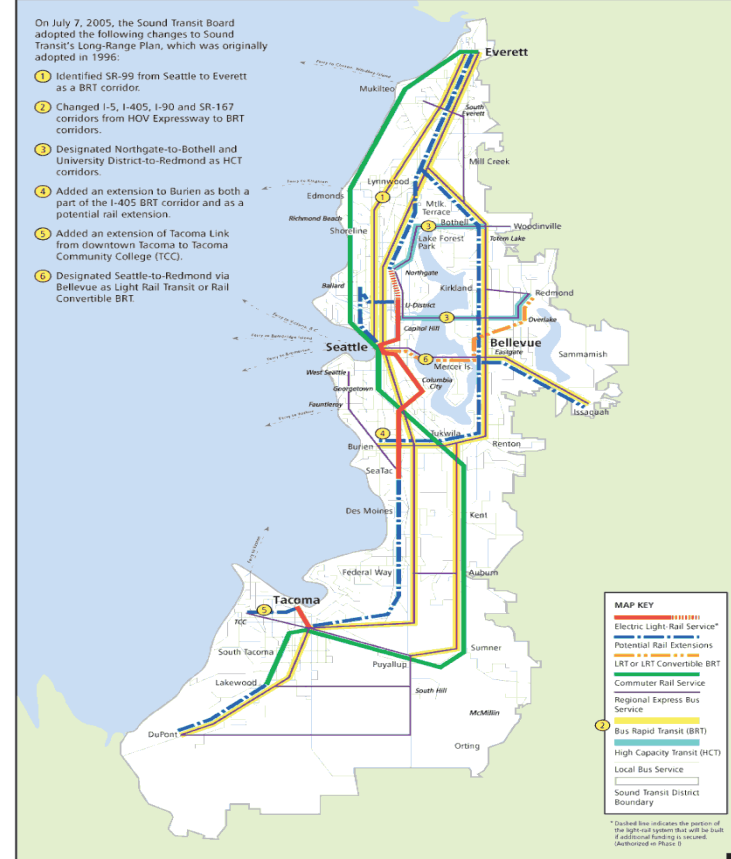
2005 Long-Range Plan Update

2005 LONG-RANGE PLAN



On July 7, 2005, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996:

- 1 Identified SR-99 from Seattle to Everett as a BRT corridor.
- 2 Changed I-5, I-405, I-90 and SR-167 corridors from HOV Expressway to BRT corridors.
- 3 Designated Northgate-to-Bothell and University District-to-Redmond as HCT corridors.
- 4 Added an extension to Burien as both a part of the I-405 BRT corridor and as a potential rail extension.
- 5 Added an extension of Tacoma Link from downtown Tacoma to Tacoma Community College (TCC).
- 6 Designated Seattle-to-Redmond via Bellevue as Light Rail Transit or Rail Convertible BRT.



Sound Transit 2

- Approved by voters in 2008
- 36 miles of light rail extensions to north, east, and south
- Funding for high capacity transit corridor studies for nine future corridors



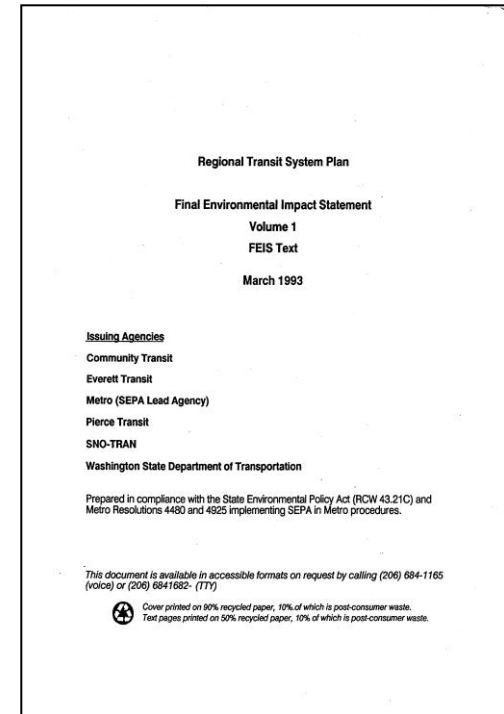
Why Update the LRP?

- Incorporate PSRC'S 2040 population and employment growth forecasts
- Make consistent with updated local/regional plans
- Address long-term mobility needs after ST2 built

Demographic	Year 2010 (in millions)	Year 2040 (in millions)	Forecasted growth 2010-2040
Households	1.13	1.63	44%
Population	2.81	3.77	34%
Employment	1.55	2.52	62%

SEPA for the Long-Range Plan

- Washington State Environmental Policy Act requires environmental review prior to adopting a plan (WAC 197-11)
- Non-project proposals
- Analysis at a level of detail appropriate to the scope of the plan
- 1993, 2005, 2014



Process to update the plan

Scoping

Oct. 25-Nov. 25, 2013

Public Involvement

Identify alternatives to study

Dec. 2013

Draft SEIS development

Jan.-June 2014

Draft SEIS comment period

Jun.-Jul. 2014

Public Involvement

Final SEIS development

Sep.-Nov. 2014

Adoption of the updated LRP

Dec. 2014



Regional Transit Long-Range Plan Update

Draft Supplemental
Environmental Impact Statement

June 2014

 SOUNDTRANSIT



Regional Transit Long-Range Plan Update

Final Supplemental
Environmental Impact Statement

November 2014

 SOUNDTRANSIT

Scoping Outreach

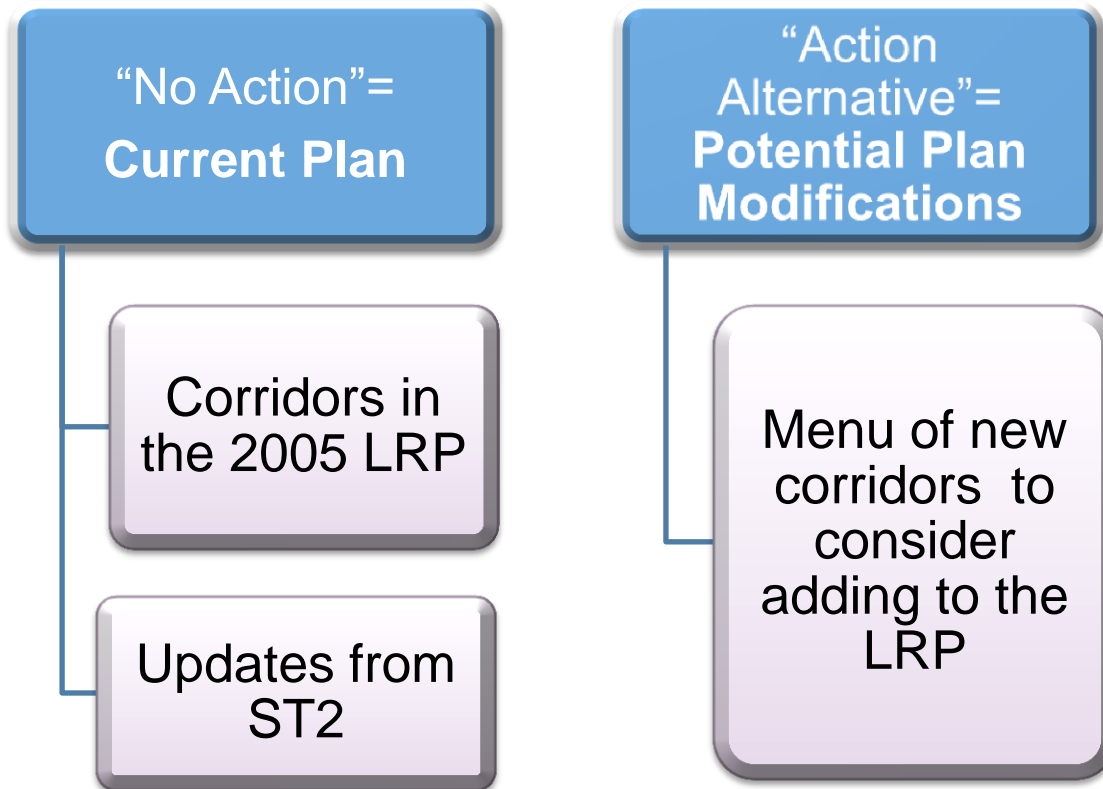
- Public:
 - **6 public scoping meetings** (Nov 2013) – 263 attendees
 - Emails to Sound Transit contacts (**16,000**) and mailer to households in district (**930,000**), on-line survey, advertising, media coverage
 - **Over 500 comments** via meetings, email, and letters and over **11,200 on-line surveys**, including **4,500 additional** written comments
- Agency/Jurisdiction:
 - Held a **jurisdiction/agency scoping meeting**
 - Letter to all jurisdictions/agencies to solicit input
 - Briefings across region (cities, stakeholders)
 - Received written comments from **33 cities and agencies** and **13 stakeholder organizations**



Screening Criteria

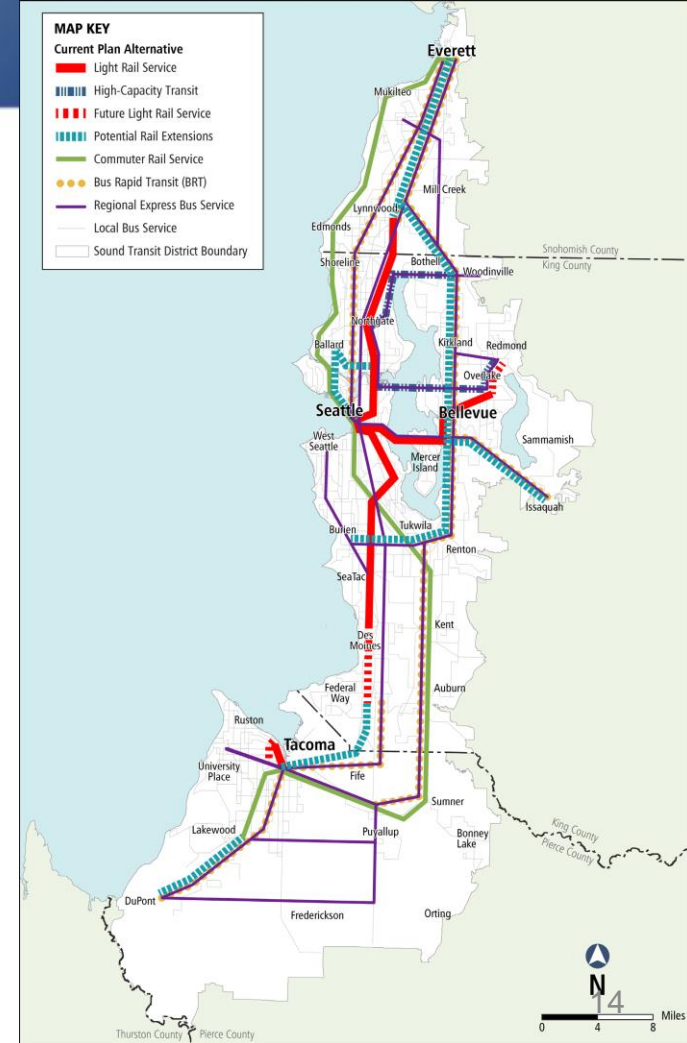
- Does the proposed project/service meet the statutory definition of High Capacity Transit (HCT) or necessary supporting facility or service?
- Does the proposed project/service provide public transportation services to regional growth centers and help facilitate an integrated system of transit services?
- Is the proposed project/service consistent with earlier decisions or actions made as part of *Sound Move* or ST2 and/or duplicate service?
- Is the proposed project/service within the Sound Transit district or does it represent a reasonable next step for extending HCT service or connecting to the regional HCT system?

LRP Alternatives for Study in the SEIS



Current Plan (No-Action): 2005 LRP with ST2 Updates

- Potential rail in Interstate corridors and to Ballard and the University District
- BRT in Interstate and State Hwy Corridors
- ST2-related updates
 - Decisions on East Link, Lynnwood Link, Federal Way Link Extension, Tacoma Link Extension



Current Plan (No-Action): 2005 LRP with ST2 Updates

- Environmental analysis focused on corridors that are not:
 - in operation
 - under construction
 - in project-level NEPA reviews



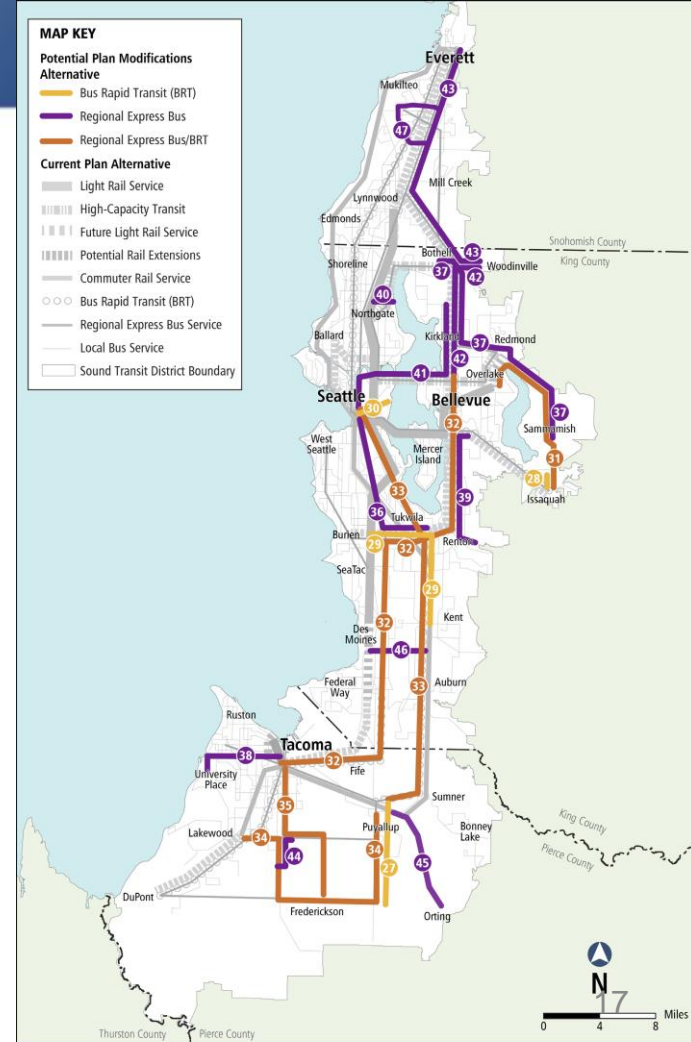
Potential Plan Modifications: New LRT, HCT, and Commuter Rail Corridors

- Corridors:
 - Studied in SEIS **in addition to** (not in place of) corridors already included in the Current Plan
 - Potential modifications for Board to consider when updating the LRP



Plan Modifications Alternative: Bus Rapid Transit and ST Express Bus

- Corridors:
 - Studied in SEIS **in addition to** (not in place of) corridors already included in the Current Plan
 - Potential modifications for Board to consider when updating the LRP



Elements examined in the SEIS

- Transportation/Transit
- Air quality/greenhouse gases
- Ecosystems
- Water quality
- Geology and Earth
- Noise and vibration
- Visual quality
- Land use
- Energy
- Environmental health
- Public services and utilities
- Environmental justice
- Historic and cultural
- Parks and recreation
- Cumulative impacts

Environmental Analysis

- Relative concentration of resources within study areas for each corridor:
 - Regional Express Bus – existing roadways
 - BRT – 200-foot study area (+1 lane/direction)
 - Commuter Rail – 200-foot study area along existing tracks
 - Light Rail – 1-mile study area



Note: The BRT study corridor widths are not shown to scale.

Source: Sound Transit 2013

Key Findings (Current Plan)

- Current LRP very robust:
 - Major corridors provided with HCT service options
 - **Most ridership gains within Current Plan**

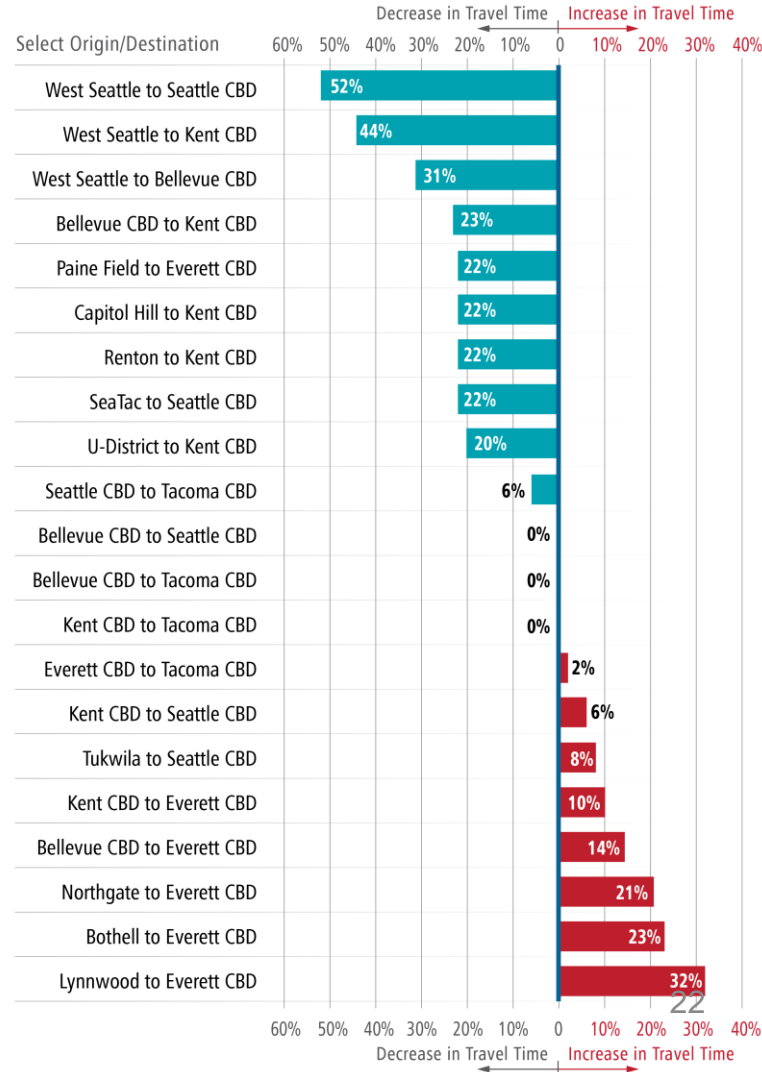


Key Findings (Potential Plan Modifications)

- Highest transit ridership increase:
 - LRT/HCT to West Seattle
- Low to Moderate transit ridership increases:
 - LRT along SR 167
 - LRT from N. Kirkland to Bothell to Northgate
 - Additional rail (LRT and commuter rail) south of Tacoma
- Other transit ridership findings:
 - LRT/BRT from Seattle to Edmonds via Ballard/SR 99 shifts ridership patterns

Key Findings (Potential Plan Mods), Cont.

- Transit travel time decreases:
 - Greatest decrease to/from W. Seattle
 - Travel time also decreases to/from Kent
- Transit travel time increases:
 - Transit to/from Everett (due to LRT route from Lynnwood to Everett to serve SW Everett Industrial Center)



Key Dates

- **June 13 - July 28:** Draft SEIS public comment period
 - **June 25:** Interagency coordination group meeting
 - **June 26:** Board briefing
 - **July 8- 17:** Open house/public hearings
- **July 31:** Board Workshop 1
- **August - November 2014:** Complete Final SEIS
- **October 30:** Board Workshop 2

NOVEMBER 26 – Final Supplemental EIS issued

DECEMBER 18

- Board adoption of updated LRP with amendments
- Awarded System Planning contract option

JANUARY: Began system planning



LRP Update

Summary of Text Amendments

- Included evaluation criteria used in development of ST2
- Support:
 - Place-making, health, access, and regional integration goals
 - Strengthening land use and transit connections
 - Maintaining speed and reliability on HOV/managed lanes for transit
 - Efficient, high-frequency, and accessible transit service to low-income and minority populations
- Project cost estimates developed during system planning should include funding for access, Transit Oriented Development (TOD) planning, and sustainability
- Establish an Innovation Fund

Summary of Text Amendments

- Prioritizing Link service on the spine and corridors that offer the highest ridership potential
- Recommendations for:
 - Advancing environmental work on HCT study corridors based on available funding
 - Exploring options to address significant regional facilities
 - Clarifying that deferred infill stations in Sound Move and ST2 can be part of a future system plan
- Incorporated additional language from TOD policy, including that Sound Transit will:
 - Foster relationships with jurisdictions, regional agencies, private developers, local residents, businesses, community groups and other stakeholders to facilitate TOD
 - Encourage creation of housing options, including market-rate and affordable units

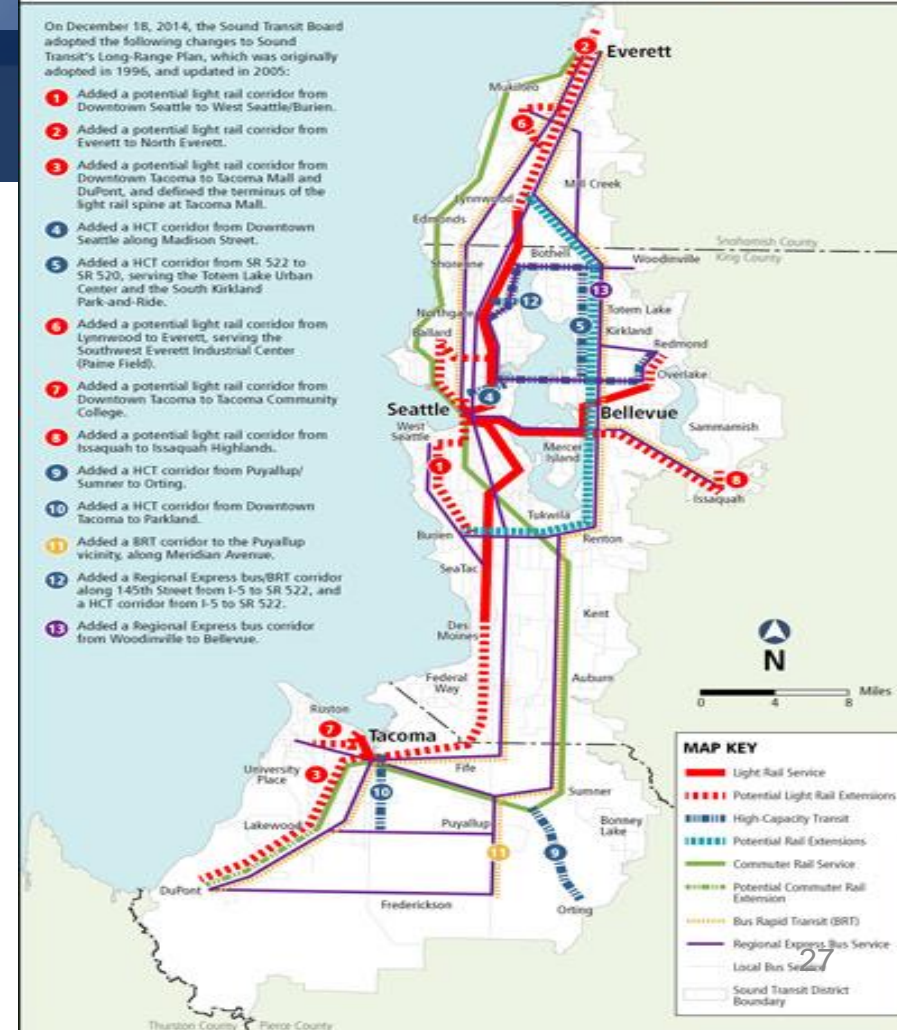
2014 Long-Range Plan Update

- Financially unconstrained plan
- Added new HCT corridors to regional long-term transit vision and textual changes to the plan

2014 LONG-RANGE PLAN

On December 18, 2014, the Sound Transit Board adopted the following changes to Sound Transit's Long-Range Plan, which was originally adopted in 1996, and updated in 2005:

- 1 Added a potential light rail corridor from Downtown Seattle to West Seattle/Burien.
- 2 Added a potential light rail corridor from Everett to North Everett.
- 3 Added a potential light rail corridor from Downtown Tacoma to Tacoma Mall and DuPont, and defined the terminus of the light rail spine at Tacoma Mall.
- 4 Added a HCT corridor from Downtown Seattle along Madison Street.
- 5 Added a HCT corridor from SR 522 to SR 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride.
- 6 Added a potential light rail corridor from Lynnwood to Everett, serving the Southwest Everett Industrial Center (Paine Field).
- 7 Added a potential light rail corridor from Downtown Tacoma to Tacoma Community College.
- 8 Added a potential light rail corridor from Issaquah to Issaquah Highlands.
- 9 Added a HCT corridor from Puyallup/Sumner to Orting.
- 10 Added a HCT corridor from Downtown Tacoma to Parkland.
- 11 Added a BRT corridor to the Puyallup vicinity, along Meridian Avenue.
- 12 Added a Regional Express bus/BRT corridor along 145th Street from I-5 to SR 522, and a HCT corridor from I-5 to SR 522.
- 13 Added a Regional Express bus corridor from Woodinville to Bellevue.



Long-Range Plan compared to System Plan

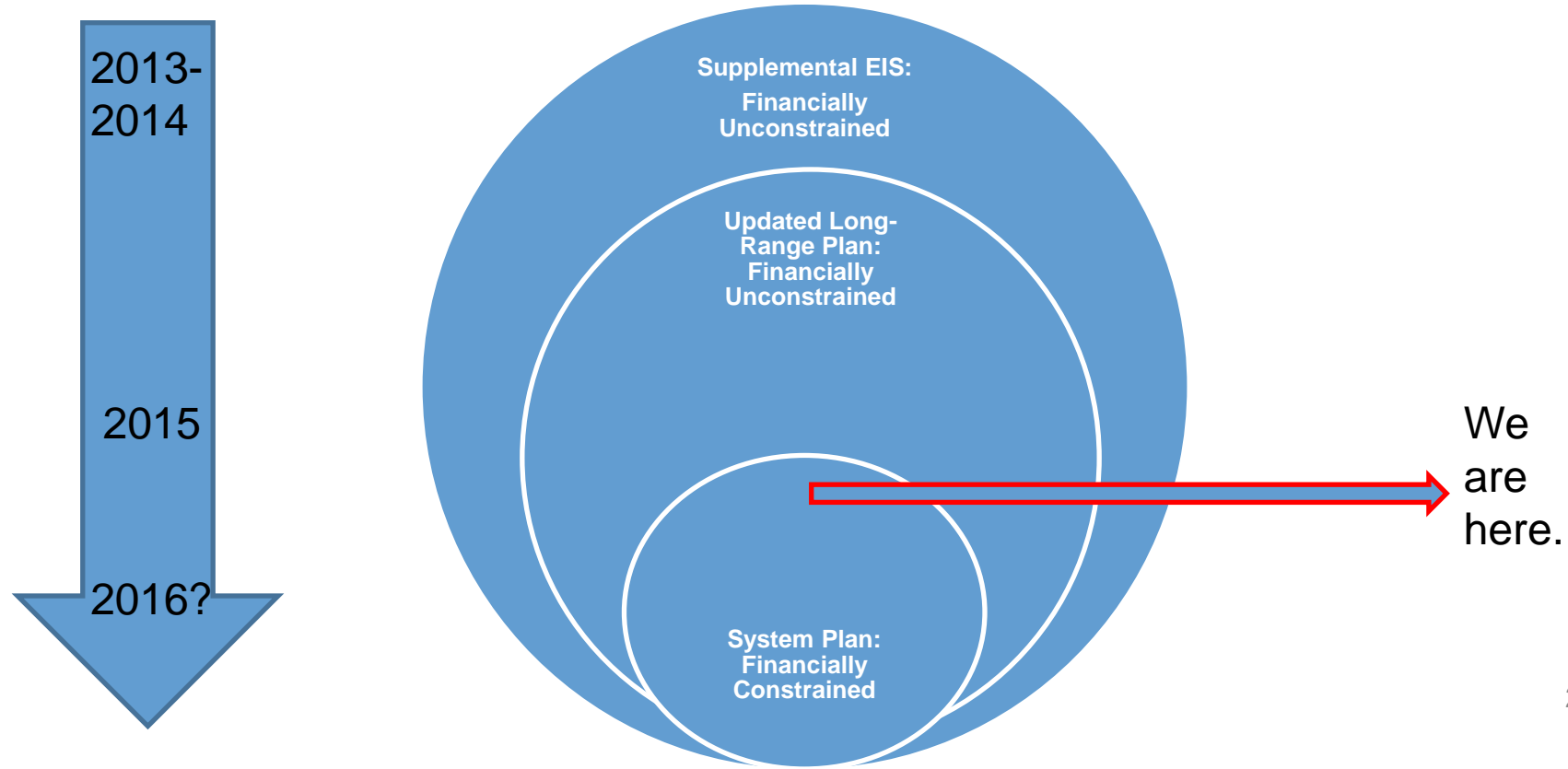
Long-Range Plan

- Sound Transit's "vision" for high-capacity transit in the region
- Unconstrained by budget and schedule
- Last updated by the Board in 2014

System Plan

- Plan for the next phase of Sound Transit's high capacity transit system (like *Sound Move* and ST2)
- Developed by evaluating system plan alternatives
- Fiscally constrained over a specific time horizon

Long-Range Planning and System Development Process





LRP Alternatives

- **Action Alternative: Categories (with Examples)**
 - New or modified HCT corridors
 - Emphasized corridors already in the LRP, covered by High Capacity Transit studies underway, providing improved connections between urban centers or existing transit centers/stations
 - Specific projects
 - Access improvements, parking improvements and/or garages
 - Transit service expansion/improvements (e.g. Express bus improvements, Direct access ramps, new stations/transit centers)
 - In-fill stations for Link and Sounder
 - Policies and Programs:
 - Program for station access improvements
 - Transit-oriented development/economic development
 - Specific funding programs (service improvements, access)
 - Potential services beyond District boundaries

Examples of LRP Alternatives Suggestions Not Advanced

- Services/projects that do not meet the definition of HCT
 - Allow trucks to use HOV lanes
 - Local services
 - Computer piloted automobiles
- Services/projects that do not connect regional centers and create an integrated system of transit services
 - Neighborhood-based circulators
- Does the service/project require Sound Transit to reconsider earlier decisions or actions made as part of *Sound Move* or ST2 or and/or duplicate service?
 - Changing Sounder North to Light Rail
 - Non-HCT Modes: Ziplines or Gondolas
 - Ferry service from Everett to Seattle
- Services/projects that are not within the Sound Transit district or represent a reasonable next step for extending HCT service or connecting to the regional HCT system.
 - Example: Vancouver, Portland

Potential Light Rail Amendment

Amendment No.

Corridor

Description

M2

2

Downtown Seattle to West Seattle/Burien



Potential Light Rail Amendment

Amendment No.	Corridor	Description
M3	4	Everett to North Everett



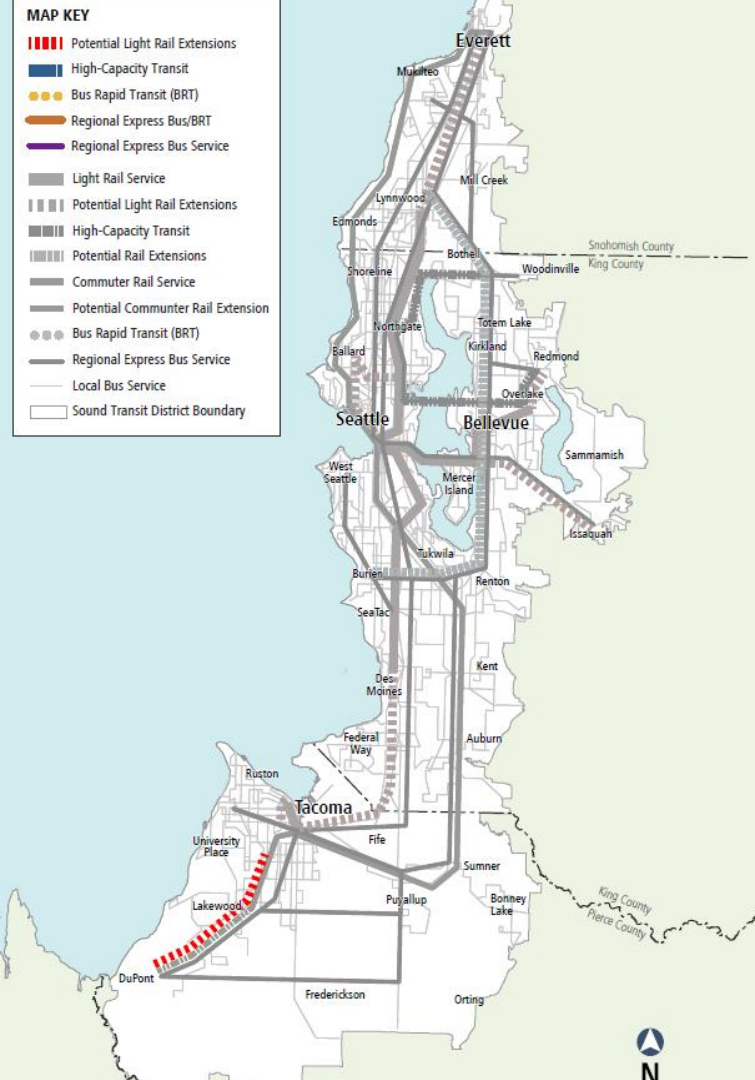
Potential Light Rail Amendment

Amendment No.	Corridor	Description
M4	6	Downtown Tacoma to Tacoma Mall



Potential Light Rail Amendment

Amendment No.	Corridor	Description
M29	6	Tacoma Mall to DuPont



Potential Light Rail Amendment

Amendment No.	Corridor	Description
M8	13	Lynnwood to Everett, serving SW Everett Industrial Center (Paine Field)



Potential Light Rail Amendment

Amendment No.	Corridor	Description
M10	15	Downtown Tacoma to Tacoma Community College



Potential Light Rail Amendment

Amendment No.	Corridor	Description
M12	18	Issaquah to Issaquah Highlands



Potential HCT Amendment

Amendment No.	Corridor	Description
M5	8	Downtown Seattle along Madison Street



Potential HCT Amendment

Amendment No.	Corridor	Description
M7	10	State Route 522 to State Route 520 via Totem Lake Urban Center & South Kirkland Park-and-Ride



Potential HCT Amendment

Amendment No.	Corridor	Description
M13	19	Puyallup/Sumner to Orting



Potential HCT Amendment

Amendment No.	Corridor	Description
M15	22	Downtown Tacoma to Parkland



Potential HCT Amendment

Amendment No.	Corridor	Description
M16	24	Downtown Seattle to Edmonds via Ballard and Shoreline Community College



Potential HCT Amendment

Amendment No.	Corridor	Description
M26	40	From I-5 to SR 522, along NE 145 th Street



Potential BRT Amendment

Amendment No.	Corridor	Description
M17	27	Puyallup, along Meridian Avenue



Potential Regional Express Bus Amendment

Amendment No.	Corridor	Description
M28	42	Woodinville to Bellevue

