REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 40

A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region adopting a Regional Transit System Master Plan, approving within said Plan a Phase 1 System Plan for initial implementation, and authorizing the Executive Director to transmit said Plan to the legislative authorities of participating counties for actions pursuant to RCW 81.112.030(6) and to the Puget Sound Regional Council for such reviews as may be required by law.

WHEREAS, on May 28, 1993, the Joint Regional Policy Committee ("JRPC") created pursuant to RCW 81.104.040 adopted a high capacity transportation plan for the Central Puget Sound region known as the Regional Transit System plan; and

WHEREAS, said plan culminated years of intensive planning and public involvement by the JRPC and local governments and transit agencies in an effort known as the Regional Transit Project; and

WHEREAS, an environmental impact statement prepared for the Regional Transit System plan to review the environmental impacts of alternatives identified in the plan was determined to be adequate by a hearing examiner in compliance with state environmental laws and regulations; and

WHEREAS, on September 17, 1993, the Regional Transit Authority ("RTA") was formally constituted pursuant to RCW 81.112.030 and, as directed by law, commenced steps toward review and implementation of the Regional Transit System plan; and

WHEREAS, the RTA has participated in or sponsored over 300 public hearings, meetings, forums and focus groups to discuss the Regional Transit System plan and service and facility alternatives within the plan; and

WHEREAS, as a result of such review and as provided by RCW 81.112.030(6), the RTA has determined that major modifications in the plan are necessary before an initial ballot

proposition is submitted to the voters to impose taxes necessary to implement a high capacity transportation system for the region; and

WHEREAS, the Board of the RTA has determined that it is in the best interests of the citizens of the region to adopt said modified plan as the Regional Transit System Master Plan for the RTA as substantially described on Exhibit A attached hereto; and

WHEREAS, the Board of the RTA has further determined that the Phase 1 System Plan, as described in Chapter 3 Section H of Exhibit A, should be the initial phase of said Master Plan to be implemented if voters approve the necessary tax support as provided by law; and

WHEREAS, such modifications have been reviewed with an expert review panel pursuant to RCW 81.104.110 and said panel has concluded that the technical reports and plan elements as modified utilize appropriate assumptions and that the cost and ridership results can serve as a satisfactory basis for the Board's decisions; and

WHEREAS, the Regional Transit System Master Plan and the Phase 1 System Plan alternatives identified for implementation are within the range of alternatives and impacts reviewed in the prior environmental impact statement for the Regional Transit System plan; and

WHEREAS, the Board of the RTA has considered the Regional Transit System Master Plan and the Phase 1 System components and their environmental impacts and has determined that such Plan is in the best interests of the citizens of the Central Puget Sound region and is capable of providing the high capacity transportation system contemplated by Chapters 81.104 and 81.112 RCW; and

WHEREAS, RCW 81.112.030(6) requires that said modified Plan be transmitted to the legislative authorities of the counties participating in the RTA for actions pursuant to said law; and

WHEREAS, the Puget Sound Regional Conference is also required to review said modified Plan pursuant to various laws and regulations;

NOW THEREFORE BE IT RESOLVED by the Board of the Regional Transit Authority as follows:

Section 1. The Board of the Regional Transit Authority hereby adopts the Regional Transit System Master Plan substantially as described on Exhibit A attached hereto, together with pertinent technical and environment documents, and further identifies the Phase 1 System Plan as described therein as the initial phase of the RTA's high capacity transportation plan to be implemented.

Section 2. The Board of the Regional Transit Authority hereby authorizes the Executive Director to transmit the Regional Transit System Master Plan to the legislative authorities of the RTA's participating counties for actions pursuant to RCW 81.112.030(6) and to the Puget Sound Regional Council for such reviews as may be required by law.

Section 3. The Board of the Regional Transit Authority further authorizes the Executive Director to take any actions necessary to implement the policies and determinations of the Board pursuant to this resolution.

ADOPTED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region at its meeting held on October 28, 1994.

By _____
Chair of the Board

ATTEST:

_____
Board Administrator

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Exhibit A

Walker

Regional Transit Authority

Regional Transit System Master Plan

REVISED DRAFT

October 27, 1994

REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT SYSTEM
MASTER PLAN

Revised Draft
October 27, 1994

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1. INTRODUCTION

Over the past five years, it has become increasingly apparent that growth of the Central Puget Sound Region represents a major challenge to all of us -- business, government and individual citizens. It will tax our ingenuity to provide homes and jobs for 1.5 million new people over the next 25 years in a region which is physically constrained by the attributes that make it such a desirable place to live; the water, mountains, glacial ridges and forests. Perhaps the toughest part of our challenge is to provide mobility for the people that also strengthens our economic competitiveness while preserving our quality of life.

In 1993 after years of intensive planning and public involvement, elected officials from Snohomish, Pierce and King counties adopted a Regional Transit System Plan ("Plan") to address the mobility needs of the region. The new Regional Transit Authority (RTA) now is required by law to consider that Plan, determine whether it should be modified and then take the steps required by law to place a proposition on the ballot authorizing implementation of the first phase, the Phase 1 System Plan. The Regional Transit System Plan as modified herein should be considered the general comprehensive system plan, the Regional Transit System Master Plan (Master Plan), for the RTA. The Phase 1 System Plan, as described in Chapter 3, section H, represents the initial phase of the Master Plan to be implemented if voters approve the necessary local tax support.

A. THE REGIONAL TRANSIT ~~RAIL~~ VISION

The fundamental conclusion of the Regional Transit Project and the adopted System Plan was that a combined rail and bus system, with rail transit as the key element in a high capacity transportation system for the three county area, is essential to this region's healthy growth. The Regional Transit Authority agrees with that conclusion and the reasons for that conclusion are clear:

- Current congestion levels are wasting an estimated $1.5 billion per year in lost fuel, time and extra insurance costs in this region, and a family earning an average income now spends more than 25 percent on transportation -- the second largest expenditure category after housing which is at 42 percent [1]. Without new capacity, average commute speeds during the PM peak period on highways will decline by 25 percent

[1] Based on Consumer Expenditure Report for this region 1991-92.

which results in a quadrupling of the hours of delay [2].

- Our narrow and geographically constrained travel corridors must provide capacity to move many more people. Highway capacity increases of the magnitude that would be required are neither financially nor environmentally acceptable. ~~Rail transit in the heavy travel corridors will provide the additional capacity needed, while preserving some general purpose road space for goods movement and people who cannot use transit.~~

- Providing a transit system alternative in heavily travelled corridors addressing the mobility needs of people will prolong the capacity of our existing roadway network to address the economic needs of the region for the movement of goods, services and other business related activities.

- In spite of innovative efforts by Metro, Community Transit, Everett Transit and Pierce Transit to improve bus speed, reliability, and use of HOV lanes being steadily constructed by WSDOT, buses are on average 25 percent slower than 15 years ago because of traffic congestion. This not only means slower travel times for passengers, but has increased operating costs by 25 percent in constant dollars, because more buses are needed just to maintain the same schedules. It is clear that ~~buses alone~~ will ~~not~~ meet the need to achieve better land use transportation connections and greater regional mobility of people, goods and services. no single mode

- Rail transit in the heaviest travel corridors will help in the fight against congestion by providing a better choice to many commuters -- a predictable, reliable trip. At the same time, this more efficient transportation system will free up bus hours, allowing reallocation of buses to better serve local transit service needs, feed rail stations, and improve overall transit accessibility. Thus an integrated transit system, composed of commuter rail, light rail, regional and local buses, operating in seamless, coordinated service becomes possible. This type of system provides greater flexibility for people who would like to invest in one home and neighborhood instead of moving every time a job change occurs. The public transportation network will get them to jobs reliably, whether those jobs are downtown or elsewhere.

- The region's growth plan, Vision 2020, calls for concentrating much of the new growth in multiple urban centers, connected by transit. The integrated bus-rail network just

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[2] Based on PSRC May 1994 Baseline/Framework Report

described is central to the workability of that growth plan.

- Without a transit system of this quality, the region's ability to remain economically competitive, with the muscle and sinew needed to enter the 21st century, is in doubt. The congestion which would make commuting to jobs so difficult would also choke our arteries for goods movement, crippling our ports and their ability to be part of the growing Pacific Rim mega-market.

~~The Master Plan calls for both commuter rail, operated on existing freight and passenger railroad tracks and serving longer distance commuter trips; and light rail transit, constructed on new trackage in the heaviest travel corridors, serving short and medium distance trips.~~

~~Light rail has the virtue of flexibility. It can be constructed on fully grade separated rights-of-way where necessary, for physical reasons, traffic reasons or capacity reasons. However, at those many locations where grade separation is not required, it can be constructed to provide a high service level at a fraction of the cost. This flexibility is the reason that more than 80% of the new rail systems begun in the U.S. and abroad during the past 20 years have been light rail.~~

The purpose of the system is to provide long-term mobility options for the people of the Puget Sound region. These options would increase the person carrying capacity of the region's heavily used transportation corridors, support growth management policies, limit sprawl and provide the mobility needed for a vital economy. The proposed system to provide these mobility options is a network of public transit technologies including light rail, commuter rail, regional trunk bus, and the integration of services with the local transit operators.

The rail components of this Master Plan constitute the requirement for a high-capacity transportation system that operates within an urbanized region operating principally on exclusive rights-of-way, in accordance with RCW 81.104.015. This high-capacity system will include elements of full grade separation as well as elements utilizing exclusive lanes in street rights-of-way, with intersections controlled by traffic lights pre-empted by or prioritized for light rail trains. In addition, the Master Plan also includes 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 in general purpose roadways. This Regional Transit System Master Plan constitutes the "System Plan" called for in RCW 81.104.

The public transportation system called for in this Master Plan will also act as the high-capacity transit element for any state and regional transportation plans such as the Statewide Multimodal Transportation Plan and the updated Metropolitan Transportation Plan now being developed by the Puget Sound Regional Council.

B. ACHIEVING THE VISION

The RTA has adopted the following goals and objectives to help guide the development and implementation of the Master Plan.

GOALS

- **Ensure the ability to move around the region** - Provide reliable, convenient and safe public transportation services throughout the region and create a seamless system of transit services and integrated fare policies.

- **Preserve communities and open space** - Support communities' ability to develop in ways that preserve and enhance their livability, limit intrusion into rural areas, and is consistent with land use development in Vision 2020 and the Washington State Growth Management Act.

- **Improve the region's economic vitality** - Increase access to jobs, education and other community resources; enhance the regions ability to move goods and services related to business activities.

- **Preserve environmental quality** - Conserve land and energy resources, and contain air pollution growth.

PERFORMANCE OBJECTIVES

- **Mobility**
  - Increase the portion of regional trips by people using transit ~~and ridesharing~~.

- Support and foster the development of transportation demand management actions such as ridesharing, vanpooling and other commute trip reduction programs that compliment regional transit system.

- Maintain or increase market share of regional work trips, and trips serving principal centers.

- Increase public transportation ridership at a rate faster than the rate of population growth.

- Reduce average transit travel time.

- Increase transit speed and reliability.

- Improve transit access to jobs and other activities.

· **Cost and efficiency**

- Offer the most efficient and effective services and facilities possible within available resources.

· **Social, economic and environmental benefits**

- Help limit urban sprawl, maintain open space and protect natural resources.

- Support creation of pedestrian-friendly and transit-supportive communities.

- Increase transportation options that use less energy, consume less land resources and produce fewer air pollutants.

- Reduce the miles and hours travelled per day per person.

For Board Discussion

· **Equity**

- Provide services and facilities that benefit all socio-economic groups.

- Benefit transit corridors and counties ~~geographic areas~~ in proportion to the revenues they generate.

Replaced w/Barbara's language

· **Financial feasibility**

- Develop a system that is affordable to build, run and use.

- **Service Integration**

  - Develop a relationship with local public transportation providers (including the Washington State Ferry System) to insure a seamless service concept and an integrated fare structure.

C. ~~DEFINING THE VISION~~ MASTER PLAN ENVIRONMENTAL SCOPE

In March, 1993, a Final Environmental Impact Statement, prepared under the Washington State Environmental Policy Act, was issued, for the Regional Transit System Plan. The FEIS defined and evaluated different technologies, alignments and areas served in order to determine the benefits and impacts of different systems. Challenges to the FEIS were heard and rejected by an independent hearing examiner who determined that the document and its associated technical reports were "extensive and reasonably thorough" and "adequately supported by data and expert opinion."

The information gained during the environmental review process was then used in a comparison with the goals and objectives defined above, and it enabled local elected officials from the three county region to adopt a Regional Transit System Plan. The regional transit system described in this System Master Plan reflects the system defined as a part of the FEIS document.

The current decision-making process of the RTA Board relies on the FEIS. Decisions that fall outside of the scope of the FEIS will require additional environmental analysis prior to amending the Master Plan ~~final decision-making~~. All capital projects covered by this Master Plan will be subject to a full environmental review under the National Environmental Policy Act (NEPA) and/or the State Environmental Policy Act (SEPA). Such project-level environmental review must be completed prior to project construction and implementation.

Finally, the development of the Master Plan has been guided by legislation present at the time of adoption. Vision 2020, the Growth Management Act, Commute Trip Reduction, NEPA, and SEPA were primary considerations during the development of the plan. As part of the update process it will be necessary to monitor the development of the transit system in conjunction with current legislative policies.

2. THE REGIONAL TRANSIT SYSTEM

A. SERVICE AREA

The Regional Transit Authority's (RTA) boundary as shown on Map A defines the service area as required by state law. The RTA's boundary is used to:

- describe to the public anticipated high capacity transportation services in the form of a Regional Transit System
- establish representation on the RTA Board as prescribed by state law
- ~~authorize imposing local taxes~~ collect local taxes authorized by the voters to help finance the Regional Transit System
- demonstrate how regional high capacity transportation services and facilities can support growth management goals and adopted land-use plans.

In accordance with RCW 81.112.050, after voters within the authority boundaries have approved a system and financing plan, elections to add areas contiguous to the authority boundaries may be called by resolution of the Regional Transit Authority. Elections may be proposed after consultation with affected transit agencies and with the concurrence of the legislative authority of the city or town if the area is incorporated, or the concurrence of the county legislative authority if the area is unincorporated.

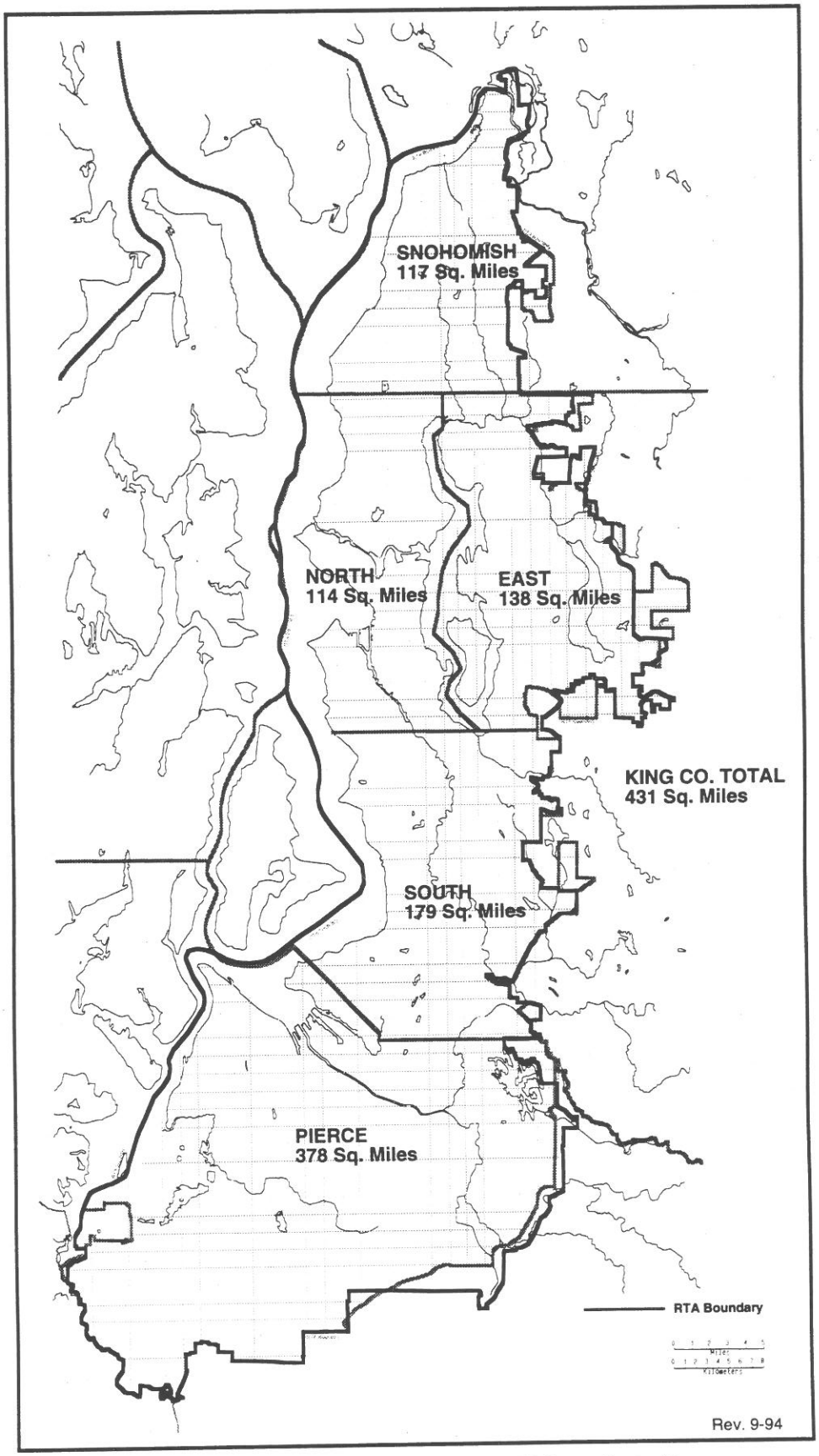
B. COMPREHENSIVE SYSTEM OF SERVICES

The Master Plan recommends new regional transit services and facilities. The Plan also supports significant local public transportation service and facility improvements.

The Master Plan focuses new transit service to support both existing and new development in centers designated for growth by regional and local land-use and growth management plans. The proposed facilities and services are intended to ease access to, and encourage use of, public transportation as an alternative to using cars.

The Master Plan includes a variety of services and technologies tailored to serve diverse mobility needs, consistent with regional and community plans. Local jurisdictions and citizens will be involved in planning, reviewing and implementing services and designing facilities to ensure a balance between local and regional needs.

The anticipated results are local and regional travel options for people who, by choice, age, physical circumstance or income, depend on transit as their primary travel means.



RTA Boundary District Coverage

Approximate Square Mileage (+- 5%)

The RTA, local public transportation agencies and local jurisdictions will regularly review the transportation market shares to primary activity centers within the region ~~each major public transportation destination's transit and ridesharing market share~~. The RTA will work with the various agencies to ~~will~~ develop action plans appropriate to each center ~~major market~~ focusing on increasing transit's market share to those centers ~~to increase transit and ridesharing market share within each county~~. Action plans will help achieve the Master Plan regional objectives.

The region has other high-priority transportation needs. This Master Plan is not a replacement for those needs nor does it make improving those needs unnecessary. It is intended to complement other transportation needs by improving mobility in this region.

C. REGIONAL BUS TRANSIT SERVICE

The region's success at improving mobility is dependent on its ability to create an integrated network of all public transportation services through a high capacity transportation system including (but not limited to) rail, regional trunk bus, local bus, carpools, vanpools and employer shuttles. Together, these services will improve the region's mobility by connecting neighborhoods to communities and communities to each other throughout the three-county region. The RTA does not propose being the operator of any bus services in the region; any such services proposed by the RTA would be provided through interlocal agreements with the local transit agencies within the RTA district.

1. Regional Trunk Bus Services

Regional trunk bus services are high-speed routes that operate in both directions of travel all day. These routes would operate primarily on existing, heavily traveled, State and Federal Interstate highway corridors in HOV lanes and on major arterials subject to transportation system management improvements necessary to maintain travel speeds and reliability consistent with the Master Plan. These corridors ~~which~~ would provide substantially higher levels of passenger capacity, speed and service frequency. The routes would be provided in corridors where rail is not envisaged in the future, or where rail will be built in future phases. Regional trunk bus routes will begin operating before the completion of the rail system and serve as interim express services.

For Board Discussion

motion: martha

To avoid duplication of service, when the rail system is extended ~~through areas~~ along corridors served by regional bus, ~~the bus will be deleted~~ the bus route may no longer be necessary for regional trip purposes in that corridor.

Issues: **The financing plan assumes Regional Trunk Bus is funded by a set amount/year.**
How do we decide where Regional Trunk Bus goes in the interim and the funding necessary to implement?
What is the policy for redistributing Regional Trunk Bus hours when identified routes do not meet performance objectives?

Criteria for regional trunk bus routes are as follows:

Route Selection:

- serve a major travel corridor in a direct, non-circuitous manner
- operate all day, every day
- operate frequently, generally with at least 15 minute, two-way service during the base period, but in no case with headways exceeding 30 minutes
- operate at reasonably high speeds, generally averaging 18 to 20 mph (with stops), utilizing HOV lanes and other preferential treatments such as signal pre-emption, as available
- stop relatively infrequently, averaging 1/2 to 1 mile or more between stops

Service Attributes:

- connect two or more of the designated Vision 2020 Urban Centers
- provide interim trunk service in pre-rail corridors
- carry high ridership in non-rail corridors
- cross city or county boundaries, and carry a significant portion of inter-jurisdictional passengers
- provide primary connections with commuter rail, light rail, ferries, other regional trunk buses, and local service networks

As a link between the regional rail system and local bus service, the trunk bus system will play a key role in supporting the development and enhancement of both regional and local transit markets and connections to and between urban and regional activity centers.

The RTA will work in cooperation with the local transit agencies within the RTA district to develop performance criteria for regional trunk bus operations.

2. Local Transit Services

Local services are the link between neighborhoods and community centers, and will connect communities with the regional rail and trunk bus systems and vice versa.

For Board Discussion

As the regional transit ~~rail~~ system is built, the RTA will work with local transit providers ~~bus services replaced by rail can be redeployed by the local transit providers~~ to create a transit service network that serves ~~to serve~~ areas deficient in local bus service, to increase the frequency of service on existing local bus routes, or to serve as supportive feeder routes to the regional rail and trunk bus system.

Issue: How are local bus services redeployed as the system is built?

3. Coordination with Local Jurisdictions

The regional trunk bus system will be supportive of local and regional land use planning in that it will enhance the rail system's ability to link ~~regional~~ activity centers. The RTA and local transit providers will work with local jurisdictions to design and implement new public transportation investments in a way that is consistent with local land use and public transportation priorities. In addition, the RTA will work with local jurisdictions toward achieving transit-supportive land use plans and policies.

D. REGIONAL HIGH-OCCUPANCY-VEHICLE SYSTEM

The regional high-occupancy-vehicle (HOV) system is a critical element of the public transportation system. It provides a speed advantage to all HOVs and increases schedule reliability for transit. Rapid completion of the HOV system by the state will help transit and other HOVs achieve system plan market share objectives.

1. System completion

A high priority should be placed on completing the WSDOT core freeway HOV lane system by the year 2005 and on completing the Vision 2020 system after 2005 as generally shown on the HOV System Map (Map B). In addition, the RTA will work cooperatively with WSDOT regarding projects selected under the "New Partners" program that address transit access issues on missing links in the HOV core system such as SR 520 and the Tacoma Narrows Bridge.

2. Design standards

Features such as ramp meters and queue bypass lanes for high-occupancy vehicles should be included as standard freeway design. Where practical, "Intelligent Vehicle Highway Systems" features (such as electronic signs and braking systems) should be used to improve transit safety, reliability and speed.

3. Access

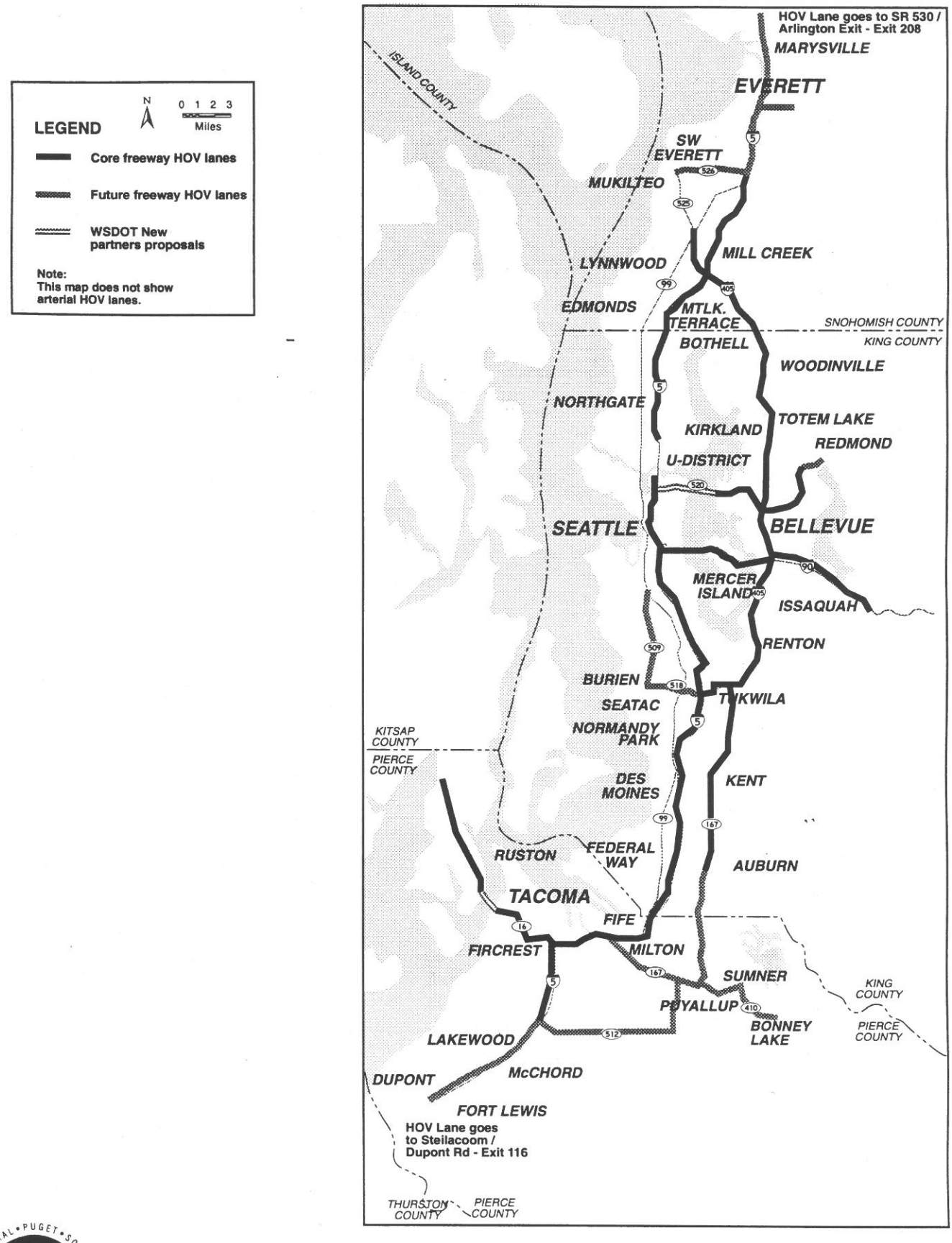
Appropriate bus and carpool access will be provided to freeway HOV lanes from adjacent communities and park-and-ride lots. HOV access improvements should have priority for locations where freeway capacity is constrained and rail transit lines are not recommended ~~until after 2015~~ as part of the RTA's Phase 1 System Plan.

4. New versus converted lanes

Generally, HOV lanes will be added to the existing general purpose traffic lanes. Where freeway capacity is sufficient to allow converting a general purpose lane to an HOV lane, such conversion will be pursued before capacity becomes a constraint in the corridor. Where capacity constraints do exist, converting general purpose lanes to HOV lanes on a case-by-case basis may be considered.

5. Vehicle occupancy standards

The minimum occupancy per vehicle for use of freeway HOV lanes should be based on maintaining 45 m.p.h. speeds in the HOV lane at least 90 percent of the time during peak-use hours.



Regional Transit Authority

RTP93-GG2001

MAP B
Regional Freeway HOV Lane System Plan

6. Incident management

The RTA will work with local public transportation agencies, WSDOT, the Washington State Patrol and local law enforcement officials to develop a comprehensive strategy for rapidly responding to traffic incidents that impede the flow on the region's principal highways and arterial, especially those affecting HOV lanes and other major transit routes.

7. Upgraded HOV segments

Where freeway capacity is constrained, and rail lines are not recommended in the current or proposed phase of construction, investments should be made in HOV facilities that ensure maximum bus speeds and reliability over the long term. Provisions will be made to develop left side HOV lanes with direct HOV access. Additional features may be considered including barrier separation to ensure maximum bus speeds and reliability.

8. Arterial HOV lane analysis

The potential for arterial HOV ~~lanes~~ improvements and HOV lanes or transitways on or adjacent to state routes such as SR-522 ~~requires analysis~~ will be pursued in cooperation with WSDOT to assure that regional travelsheds that will not be served by rail are a part of the regional strategy.

E. REGIONAL RAIL SYSTEM

1. Rail network and phasing

Map C and other discussion of alignments in this plan represent the regional rail system vision. The RTA will conduct an alternatives analysis-type process to identify specific rail alignments, including routes, grade/profile and station locations. This process will include extensive coordination with local jurisdictions, the public and other agencies.

Commuter Rail: The regional rail system vision includes commuter rail service between Tacoma/Lakewood, Seattle, and Everett **(and Renton)**, to begin initial operations within two years of locally committed funding. This service would operate on existing railroad rights-of-way initially using diesel powered locomotives and bi-level commuter cars.

The RTA will work with potential bidders, major private sector employers along the proposed route and federal, state and local agencies, to develop a funding package to implement the line. The RTA will also continue to work in a coalition with the Ports, WSDOT and other partners to seek additional state and federal funds for the project.

delete because it's covered in TDF

M/S/C/U

To support development of the commuter rail system, the following services and facilities will be developed:

- intra-county express and local feeder bus operations, provided by local transit operators, to connect commuter rail stations with centers and park and ride lots
- expedited right-of-way acquisition for, and construction of, transit rail stations and park-and-ride lots serving commuter rail
- expedited construction of pedestrian, bicycle, and motorized vehicle access improvements within a quarter mile radius of commuter rail stations.

Port Authorities MSCW. Miller

Commuter rail should be developed to be compatible with the multiple transportation uses for this corridor. ~~statewide passenger rail program and in a way that ensures continued freight train mobility~~. The Puget Sound Regional Council is currently developing a Metropolitan Transportation Plan which will address issues related to the effective and efficient movement of freight, goods and people throughout the region. The RTA will work in cooperation with PSRC, WSDOT, and affected railroad operators to develop a memorandum of understanding that describes how to manage the multiple uses of this railroad corridor. However, RTA funds will not be used for enhancing rail freight movements except as an incidental benefit of passenger operation or as required for necessary mitigation related to the implementation Commuter Rail service.

The RTA will also work with local jurisdictions, the railroads and WSDOT to improve rail operating speeds and address grade crossing issues that result from the implementation and potential upgrading of Commuter Rail service. The RTA shall consider factors such as surrounding land uses, public testimony, safety and accident data and freight mobility in recommending speed limit modifications.

motion to insert: Miller

m/s/p/u

For Board Discussion

Rail: The regional rail system also includes a new rail network for the year 2020 as shown on Map C, including the Phase 1 element discussed later in this Plan. Light rail called for in Phase 1 shall be completed prior to construction of other light rail segments included in the Master Plan. In subsequent phases of Plan implementation, priority shall be given to any remaining segments that would link the four major centers - Everett, Seattle, Tacoma and Bellevue (including segments to Redmond and Totem Lake) ~~- shall be connected with rail before construction of other rail segments~~.

2. Potential rail extensions

The RTA may consider rail extensions beyond the regional rail system vision if 1) funding for the rail system vision has been committed, 2) other segments are requested to be considered as a part of sub-regional equity, or 3) a segment completes an important regional link. The RTA may also evaluate technology upgrades as appropriate. ~~Rail extensions can be considered after completion of the appropriate environmental review process~~.

The following potential extensions ~~are a part of~~ have already been covered by the Master Plan environmental documentation:

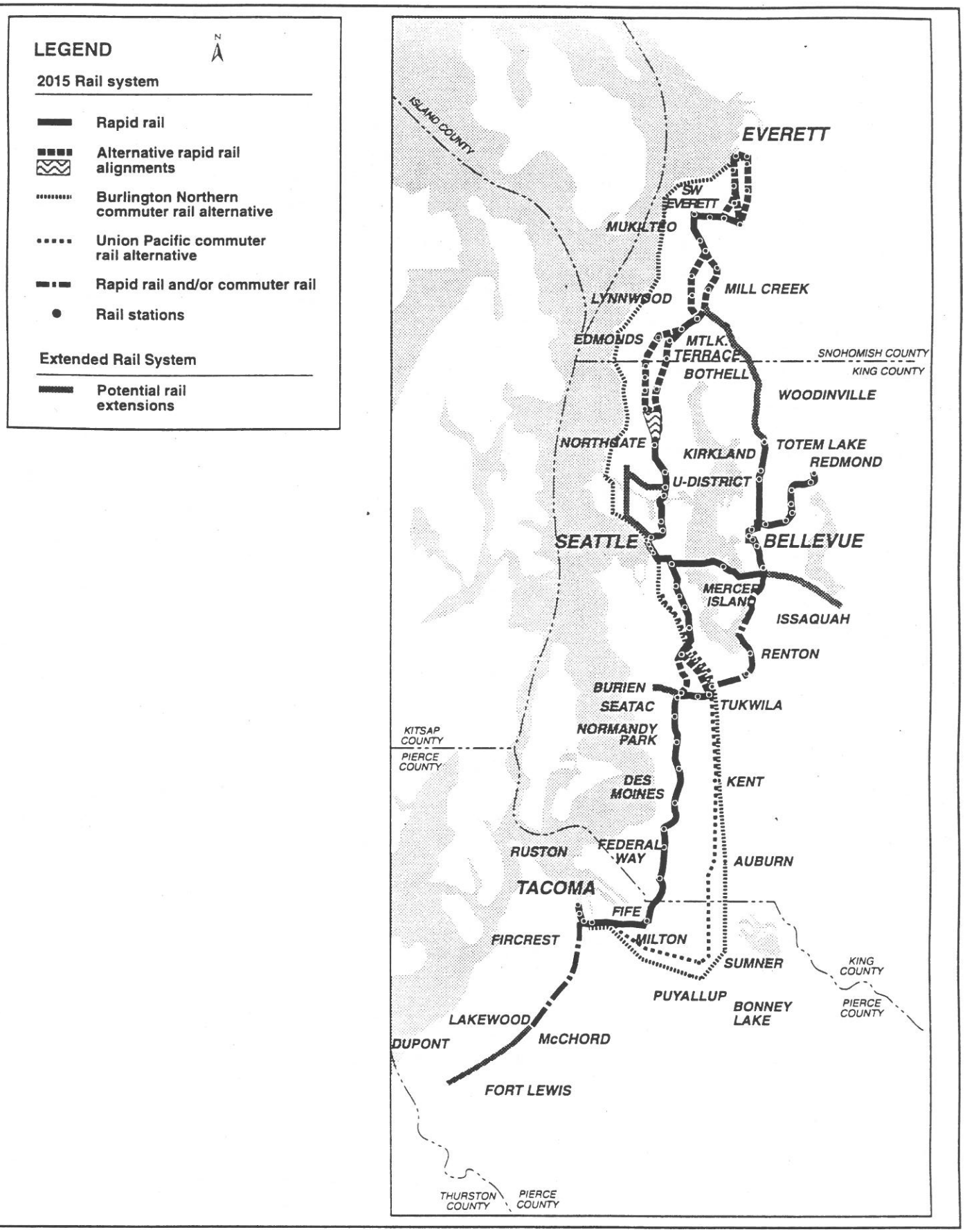
- **Lakewood/McChord south to Fort Lewis/Dupont**
- **I-405 north between Totem Lake and ~~Swamp~~ Creek** 164th SW
- ~~**I-405 south between I-90 and north Renton**~~ (completion)
- **I-90 east of I-405 to Issaquah** northward
- **downtown Seattle to Ballard to the University District.**
- ~~Extension of BRT from~~ 164th SW/to ~~Everett~~ Everett CBD

Other potential extensions would require appropriate system level environmental review prior to inclusion in the Master Plan as specified in Chapter 3, section G, Plan Review and Update Process.

~~The RTA will fund regional express bus services in these corridors to support local land-use plans and develop regional public transportation markets.~~

~~The RTA may decide to evaluate other extensions or technology upgrades besides those listed above~~.

Issue: What is the process for implementation of the regional transit vision.



CENTRAL • PUGET • SOUND
Regional Transit Authority

RTP93FF2000

MAP C
Regional Rail System

3. Reserve right-of-way

The RTA will develop an aggressive right-of-way preservation program in each participating county to secure the maximum number of sites for potential rail stations, alignments, operating facilities and other facilities needed for the full bus and rail system. Right-of-way will be secured through option or purchase or will be preserved by using local land-use zoning and permitting where allowed by law.

The RTA will work with WSDOT and other responsible jurisdictions early during project development to identify areas of right-of-way constraint and multiple proposed transportation improvements. Regional transit proposals in these corridors will require careful design consideration and coordination to accommodate the RTA's plans and other proposed transportation improvements.

Station site acquisition should be consistent with local jurisdictions' comprehensive plans. Where appropriate, the RTA working with local transit operators, will use acquired sites for interim and supporting bus service and facilities before rail operation. Where appropriate, the RTA will jointly fund building these interim facilities with local transit operators, the state, local jurisdictions and local business.

To improve the usefulness of station sites purchased in advance of rail construction, local transit operators will regularly evaluate the possibility of establishing service patterns similar to envisioned rail service. With RTA help, local public transportation agencies will design transit facilities and infrastructure to allow for expanded bus service and/or conversion to rail service.

4. Characteristics

The regional rail system technologies will generally have the following design and performance characteristics to achieve the system objectives to the greatest extent feasible.

Light Rail

Martha: 25-35 at least (Locke) MSC U

maximum speed	55-65 m.p.h.
average speed	~~20~~-35 m.p.h.
frequency	2 to 15 min. daytime
power source	electricity
train capacity	4-6 car train, at 125/car, or 500-750 passengers
facility capacity	22,000 per hour, per direction
service capacity	6,000-11,000 per hour, per direction
station spacing	1 to 2 miles on average, closer in high transit volume areas

MS/C Yes 17 No 6 4 (Macken, Miller, Botkelman, Davidson)

right-of-way	Exclusive grade-separated and surface alignments, separated from parallel traffic flows, with prioritized signaling at grade crossings and intersections.
alignments	Connect directly to centers and maximize pedestrian and transit access.

Commuter rail

maximum speed	79 m.p.h.
average speed	35 m.p.h.
frequency	Peak: 30 minute frequencies becoming more frequent as ridership warrants & then add Miller amendment Off-peak: 60 minute policy headways.
power source	Initially diesel/electric, with ability to convert to alternative fuels or all-electric in future
train capacity	3 to 10 car trains with capacity for 450 to 1,500 passengers
peak hour, peak direction capacity	6,000 max.
station spacing	About 4 to 5 miles, closer in high employment centers
right-of-way	railroad tracks shared with freight, signalized grade crossings
implementation	Phased implementation of service and related capital investments will be developed in conjunction with a procurement process and negotiated agreement

These characteristics are based on current rail technologies. The RTA will evaluate emerging rail technologies as part of the development of each phasing package.

5. Alignment and station locations

Final alignment and station location and design will be determined on a segment by segment basis following the Federal Highway and Transit Administration's Major Investment Study process. This process will include detailed planning, community involvement and environmental review. The process will assure compatibility with the community and appropriate levels and combination of pedestrian, bicycle, bus and park-and-ride access. The analysis and environmental review of station locations and alignments will be conducted with local jurisdictions and other agencies. Funding will be provided as appropriate to support technical and community participation in the siting, design and community integration of facilities and services.

F. SYSTEM INTEGRATION AND ACCESS

The following elements describe how the Transit Service, Regional HOV System and Regional Rail System will be integrated and how access to the system will be provided to create a seamless regional transit system.

SYSTEM ACCESS

Convenient, safe access to the transit system will be provided for pedestrians, bicyclists, people with disabilities, and other public transportation service users through transit facility design and transit services promotion. The following facilities are considered part of the transit system.

1. Rail stations

Local public transportation agencies, communities and local governments will work together to site and design rail stations and plan areas around those rail stations to ensure consistency with local growth management plans and community objectives.

a. Station areas - Within one-half mile of the rail stations, appropriate transit, pedestrian, and bicycle improvements will be made. Approximate rail station locations are shown on Map C.
b. Land use consistency - Funds will be provided to help local jurisdictions and communities plan the areas surrounding rail stations.
c. Design elements - Flexibility will be encouraged in transit facility design to increase the station's compatibility with the surrounding community while providing the following standard features for transit customers:
   - route and schedule information
   - consistent signs
   - security and safety standards
   - conveniences appropriate to location and scale
   - pedestrian-friendly design and access for people with disabilities
   - bicycle access and storage
   - convenient taxi access.

2. Park-and-ride lots

The Master Plan anticipates adding park-and-ride lot capacity to maximize performance of the transit system and convenience to its customers. Generally, the need for, and capacity of park-and-ride lots depends on the ability of the RTA, local transportation agencies and local jurisdictions to achieve the following objectives:

- maximize HOV access to transit

- develop land-use patterns that support transit, including transit and pedestrian-friendly, mixed-use development around transit stations
- encourage joint use and development of park-and-ride lot sites
- convert park-and-ride lots to transit- and pedestrian-friendly land uses over time
- demonstrate, through analysis, that means other than park-and-ride lots are as efficient and effective in achieving forecast ridership levels, with fewer environmental impacts.

If general purpose governments and transportation agencies are successful in achieving these objectives, transportation agencies can expect to reduce their investment in park-and-ride lots.

The need for, and capacity of, park-and-ride lots will be determined at specific implementation points through analysis of alternative approaches to maximizing transit system ridership while minimizing community and environmental impacts. The analysis shall occur during project-level planning and design phases.

During the six-year plan update process the use, joint use and development <u>of</u> park-and-ride lots ~~conversion and alternatives to park and ride lots~~ shall be assessed in light of regional <u>growth management</u> ~~land use~~, air quality, and transit performance objectives.

3. Transit priority

Provide preferential access and layover space for transit vehicles at park-and-ride lots and rail stations appropriate to the facility's location and scale. The RTA will work with local public transportation agencies and local jurisdictions to implement improvements that significantly improve transit's speed and reliability. Improvements could include integrated signal systems and automated vehicle identification systems.

4. Transit corridors

The RTA will work with local transit agencies, jurisdictions and communities to combine frequent, reliable transit service with pedestrian-oriented improvements, <u>and to provide consistency with local plans</u>.

a. Locations - Support and encourage clustered, pedestrian-oriented communities on major arterial in areas of mixed-use and transit-supportive development.
b. Physical improvements - Make improvements which increase the security, convenience, reliability, capacity, speed and environmental compatibility of transit services with communities.
c. Community rail service - Evaluate, and implement where appropriate, surface light rail and/or other technologies in transit corridors and urban centers where high

ridership, congestion levels and/or land-use plans warrant this level of investment.

d. Funding - Provide funding to support planning and developing pedestrian-oriented and passenger access improvements on major transit streets, particularly in mixed-use and neighborhood commercial areas. Give top priority to projects with the highest pedestrian or passenger volumes, and in those areas where partnerships with the local community have been established.

5. Transit Hubs and Multi-Modal Centers

Create secure passenger waiting areas, transit information and pedestrian and bicycle facilities at key locations, particularly where major bus, rail and ferry corridors cross. Focus transit services to support neighborhood commercial areas and incorporate joint development opportunities where possible.

6. Bicycles

Provide for the storage and use of bicycles to, on and around the regional transit system.

a. Bicycles on transit vehicles - Provide for bicycle transport on buses and rail vehicles, consistent with maintaining operating safety, service quality, and passenger comfort.
b. Bicycle access to transit - Provide safe and convenient bicycle access within at least one quarter of a mile of rail stations and park-and-ride lots.
c. Bicycle storage - Provide weather-protected storage for bicycles at rail stations and park-and-ride lots.
d. Bicycle safety - Where practical, include improvements for safe bicycle travel on arterial as part of HOV investments and within rail corridors.

7. Collection and distribution systems

Opportunities will be pursued with private developers and local jurisdictions to jointly develop and run systems such as peoplemovers or shuttles, thereby expanding transit station service areas.

SYSTEM INTEGRATION

The following techniques will be pursued in order to provide a more seamless public transportation system and integrate that system with surrounding land uses.

1. Fare Integration

The key to a seamless public transit system is the development of a uniform fare policy among the local and regional transit authorities. This would allow customers to travel on

any and all modes within the transit system using a single fare structure ~~only one fare plan~~. Such a fare system can only result if all public transportation services are integrated into one network serving the region.

The RTA will work in collaboration with public transportation ~~transit~~ providers (including the Washington State Ferry System) to develop a mutually agreeable integrated fare policy for the entire public transit service network. The policy will be reviewed and renewed with each Master Plan update.

2. Integration between transportation modes

Provide easy access between buses, rail, ferries, carpools, vanpools, shuttles, circulators, intercity rail lines, taxis and airports, by coordinating facility design, simplifying service connections and using common fare and transfer policies. In addition, the RTA and local transit operators will review the rail, regional bus, and feeder system network to ensure that all services continue to be integrated and that parallel, competing services are avoided, consistent with state law.

3. Joint development

Opportunities will be pursued with private developers, local governments, property owners, major institutions, and businesses to jointly develop transit facilities and their surrounding areas as appropriate to support increased transit use and community, economic, social and cultural objectives.

4. Security and comfort

Safety features and security services will provide personal safety and security for people using public transportation services and facilities. Investments will also be made in features and services that make the system comfortable and attractive to use.

G. TRANSIT DEVELOPMENT FUND

The purpose of this fund is to provide for a variety of capital and service improvements that support the regional trunk bus, commuter rail and light rail elements of the proposed transit system. This fund would provide direct and indirect support to the subregions of the RTA district for developing transit services and facilities tailored to the specific needs of communities to the extent they support and are necessary to implement the RTA's high capacity transportation system.

1. Allowed Improvements

- Intermodal connections and facilities
- Improved feeder ~~or cross-town bus~~ services, including demonstration projects
- Local rail and other transit development projects
- Supporting bus capital facilities (such as transit centers, maintenance bases) that serve regional needs
- Transit system and demand management (TSM/TDM) projects, including transit-only priority treatments
- Joint development and station area capital improvement projects
- Station area planning, preliminary engineering, environmental review and advanced land acquisition for phase 2 development
- ~~Transit-only~~ HOV improvements that primarily benefit transit riders, such as ~~transit-only~~ access ramps, on Interstate highways
- Planning and environmental studies of subregional rail and bus transit development programs not covered by the Master Plan or EIS (such as: feasibility studies of community rail lines, rail extension proposals, planning for conversion of bus facilities to rail facilities, planning for right-of-way acquisition, and environmental studies required prior to amending the RTA Master Plan.

Davidson amendment

~~The Fund may not be used for:~~

~~- Non-transit-exclusive HOV lanes on Interstate highways.~~

2. Conditions and ~~criteria~~ Priorities for Fund Use

The following conditions and priorities, in the order listed, shall be used by the RTA Board to determine which projects and/or services will be financed from the Fund:

A. Conditions

1. The proposed project or service will support the regional transit service and must be consistent with the RTA's adopted Master Plan. Projects or services that are competitive to, detract from, or negatively impact ridership from, projects or services of the RTA shall

not be approved.

2. Ridership on regional trunk rail and bus service depends upon local transit operators maintaining recaptured bus hours (those transit hours on routes that are replaced in whole or part by rail or regional bus services) within a subregion. Requests for feeder services above current levels in a given subregion will be considered by the RTA for funding.

B. Priorities

For Board Discussion

1. The ~~next~~ priority shall be facilities and/or services linking centers as defined in each county's revised comprehensive plans. Projects in this and other categories may be proposed by two adjacent transit authorities or two adjacent subregions.

Issues: What type of centers?
Are those centers defined in the county's or city's comprehensive plans or both?

2. All projects within individual jurisdictions shall be prioritized based on the extent to which the local jurisdiction affected by the investment has:

- adopted a comprehensive plan with transit supportive land use plans that conforms with the proposed project;
- taken actions that reduce the supply of and/or increase the cost of parking;
- taken actions that provide priority treatment for transit vehicles on congested streets or at intersections;
- adopted policies or programs that will promote non-motorized modes of transportation;
- taken transit supportive land use actions, especially around planned or anticipated transit stations.

3. All proposals for transit services by local transit agencies must include evidence that the transit operator(s) have taken steps to enhance the integration of the local transit system into the regional service and fare structure envisioned by the RTA Master Plan, such as participation in a regional fare integration program, reorientation of local feeder service and the avoidance of parallel and competitive services.

4. All other criteria being equal, proposals that include a "local share" shall be given a higher priority.

Mechanism for distributing the Fund

The RTA Board, in Resolution #28, stated that "Variable distribution for the purposes of assuring subregional equity shall be the primary policy guiding the distribution of the Fund." Consistent with the intent of that Resolution, the following mechanism has been developed for distributing the Fund on an annual basis:

1. One-third of the Fund shall be distributed among the five subregions of the RTA based on the population within the subregion. Based on the projected capital and operating costs of the commuter and light rail components of the Phase 1 Program, and on the local revenues and other capital contributions derived from the five subregions within the RTA boundaries, the remaining two-thirds of the Fund shall be distributed to each of the five subregions in a manner that reflects cumulative equity of all local revenues and total expenditures.

2. A committee composed of the RTA Board members and the Executive Director(s) of the local transit agencies representing a given subregion shall propose to the RTA Board the project(s) that would use the funds for the following RTA fiscal year. For projects that require multi-year funding, the proposal would need to state over how many years funds would be requested. All proposals must include responses as to how the proposal meets the Criteria for Use of the Fund stated above.

3. The RTA Board, after receiving and considering public comment, shall then make the annual allocation of the Fund to specific projects as part of its annual budget process and six year capital plan.

4. For purposes of Fund distribution, the five subregions within the RTA boundaries are as follows:

- Snohomish County;
- The City of Seattle and north King County west of the City of Bothell;
- East King County, from the City of Bothell to the northern city limits of Renton;
- South King County, including the City of Renton;
- Pierce County.

H. TRANSIT SUPPORTIVE DEVELOPMENTS

The RTA's high capacity transit system would be enhanced by the development of policies and services by other local jurisdictions, agencies and private developers. The following are just some examples.

1. Transportation demand management

To achieve the full benefits of the Master Plan requires extensive efforts by local public transportation agencies, the Regional Transit Authority, the Puget Sound Regional Council, the Washington State Department of Transportation, local governments and the private sector. The agencies will promote public transportation use and other options that reduce the number of single-occupant-vehicle miles traveled per person.

a. Partnerships to encourage public transportation use - The RTA will cooperate with other public transportation agencies to work with employers and local jurisdictions to match high quality transit services with economic incentives to use transit and promote ridesharing and other options to reduce commute trips.

   Agencies will take specific actions with employers and local jurisdictions to achieve state mandates to reduce drive-alone commute trips to sites of 100+ employees 15 percent by 1995, 25 percent by 1997, and 35 percent by 1999, as identified in the state Commute Trip Reduction law.

b. Parking policies - The RTA will cooperate with other public transportation agencies to work with regional and local jurisdictions to develop parking policies that encourage transit use over auto use, and reduce growth in per person vehicle trips, especially in urban centers.

c. Congestion pricing - The potential for, and the policy implications of, charging fees for using roadways as a means to allocate transportation resources should be explored to reduce growth in traffic congestion and associated environmental impacts, and help pay for new public transportation facilities or services, including HOV facilities.

d. Priority investments - As an incentive to encourage people to use alternatives to driving alone by creating transit- and pedestrian-friendly communities, the RTA and local public transportation agencies will adopt policies ~~directing~~ that <u>focus improvements in</u> jurisdictions within each county with the highest level of transit- and pedestrian-friendly land use and transportation plans and regulations be given priority for regional and local RTA funds. Priorities will be based on the extent to which local jurisdictions:

   - take actions that reduce the supply of and/or increase the cost of parking
   - take actions that provide priority treatment for HOVs
   - adopt policies or programs that will give preference to non-motorized modes of transportation
   - take land-use actions that result in increased population or employment densities.

2. Innovation and emerging technology

To maximize opportunities for meeting short- and long-term transportation needs, the RTA will encourage the consideration of new ideas and service and technology innovations.

a. Service innovation - Emerging innovations in transit service will be ~~monitored~~ evaluated and new ideas to improve cost-effectiveness and/or responsiveness to people's needs will be tested (e.g. non-motorized transportation options, demand-responsive public transportation services, and privately financed and operated services).

b. Vehicle innovation - Emerging technology innovations will be ~~monitored~~ evaluated (alternative fuels and propulsion systems, quieter equipment, lightweight vehicles, energy efficiency and comfort features) and new ideas to improve cost-effectiveness, reduce adverse environmental impacts and increase rider comfort will be tested (refer to Potential rail extensions and rail characteristics sections of this Plan).

c. Privately supported services - The RTA will work with local public transportation agencies and the private sector to encourage privately supported or operated services that extend the market area of the public transportation system in areas where population or employment densities are low or geographically isolated or where ridership can be increased by public/private partnerships.

d. Ferries - The RTA will work with WSDOT, local public transportation agencies and the private sector to explore using ferries to supplement public transportation services.

3. SYSTEM IMPLEMENTATION

The Regional Transit System Master Plan will be implemented in stages over the next decades. Local jurisdictions and agencies will have continuing responsibilities for implementing portions of the system. The next planning and development stages will require further integration of the system and land-use development at the regional, corridor and community levels. Public and private sector involvement was important in developing the Master Plan and will become increasingly important during each phase of system implementation.

A. IMPLEMENTATION RESPONSIBILITY

The Master Plan recommends the following general responsibilities for implementing elements of the system plan:

- Puget Sound Regional Council (PSRC) and County GMA Plans - The PSRC's Regional Transportation Plan and GMA plans of counties participating in the RTA ~~shall~~ should be appropriately amended to reflect the adopted system plan. The PSRC and each participating County GMA program shall assure that programming to fund major transportation service and facility decisions is consistent with regional and local transportation, growth management and land-use plans.

- Local jurisdictions - Develop and implement local land-use and transportation plans and regulations required to support regional and county plans and the system plan. Also develop and implement processes for timely approval of transit facilities and TSM capital projects in support of interim bus service expansion and long-term rail service within the respective jurisdictions.

- Local public transportation agencies - Provide community feeder and regional bus services, and plan, design, build, own and operate bus and community rail facilities.

- Washington State Department of Transportation - Primary responsibility to plan, design, finance, build and operate the state freeway ~~and state route~~ HOV core lane system.

- Regional Transit Authority (RTA) - Obtain funding to implement the Master Plan. This will include a local tax increase proposal for voter approval within the RTA's boundaries. The RTA will impose and collect voter approved local-option taxes, allocate funds for elements of the system plan as established in Chapter IV. of this plan (including allocations to the local public transportation agencies). The RTA will also plan, design, finance, build, own (or lease) and operate the regional rail system element; and finance the regional trunk bus system. The implementation of the RTA's capital and service programs shall support growth management strategies and plans conducive to the effective

performance of the Regional Transit System.

B. PHASED MASTER PLAN IMPLEMENTATION

The Master Plan will be implemented in successive phases. The following elements should be considered during the implementation of the Master Plan and the development of each phasing package.

1. Contents of each Phase

System service development - Each phase will identify rail and bus improvements related to the extension of the RTA's high capacity transportation system consistent with the Master Plan. These extensions will include any Regional Memorandum of Understanding (MOU) commitments made during the previous phase of development. Each Phase shall contain a statement of how that phase relates to implementation of the full Master Plan. It shall also address how the system can be upgraded in the future, should capacity constraints warrant.

Next Phase Development - Identification of segments to be included in the next phase of development and the adoption of new Regional MOU agreements will be considered with each phase. For the areas identified for the next phase of construction, the following activities are to be instituted as quickly as possible once funding is secured:

- station area planning, engineering and public involvement sufficient to identify rail alignment and station locations
- right-of-way acquisition for rail stations
- station, pedestrian and bicycle access and other facility construction to support rail that can be used, in the interim, for regional trunk bus operations.

HOV Facility Identification - The proposal must also include an update regarding HOV system development and identification of needs related to the extended system.

Quantitative and Qualitative Analysis - Prior to submitting each phase before the voters, estimated costs, ridership, and system social, economic and environmental impacts will be evaluated as may be required by law.

Public Involvement - Each phase will contain a summary of the public involvement process. It will also contain a summary of what input was gained and how it shaped the phase being considered.

Financial Assessment - The Financing Plan will contain an assessment of each phase that meets the requirements of state law and includes a description of how the tax revenues will be distributed among the various transit categories. This assessment will also include costs associated with the operations and maintenance of the entire constructed system. It will also identify how each phase addresses equity.

For Board Discussion

MSCW (on Equity page)

Issue: How are cost overruns and their impact on successive phases addressed? (see also page 4-3 of Financing Plan)

C. PUBLIC INVOLVEMENT

Citizens' involvement was crucial to the development of the initial Regional Transit System Plan and will be integral to its implementation. The ideas and collaboration of the Puget Sound community's diverse interests will be essential to implement the many new services and facilities proposed for improving regional mobility. The ideas of citizens and interest groups will be sought at all planning levels (regional, corridor and community). Input will also be sought during all phases of implementation while planning new bus routes, during detailed planning and design phases, and while building facilities and operating new services.

1. Principles

The RTA will work with local public transportation agencies, local jurisdictions and relevant agencies, to establish an open process with ample opportunities to inform and involve the community. Citizens and groups will have extensive opportunities to interact with, and receive a response from, appointed and elected officials on issues of interest or concern. Efforts will be made to ensure that:

- citizens have access to the planning process
- citizens' input is actively sought at all stages of planning and development
- a representative cross-section of interests is engaged
- all programs and activities are publicized and the proceedings and records available for public review
- citizens have opportunities to affect decisions before they are finalized
- citizens' inquiries, suggestions and ideas are answered or accounted for in the decision-making process.

The RTA will work with local public transportation agencies to bring citizens directly into the decision-making process. Innovative ways should be actively explored to empower and

share decision making responsibilities with citizens in planning new local services and facilities. This could include sharing the responsibility for allocating new service hours and making financial trade-offs between amenities and community mitigation with citizens. For example, in planning transit facilities, citizens could be involved in choosing whether more amenities are incorporated directly into the facility versus funding community enhancements (e.g., community centers, parks, etc.).

2. Local, state and federal requirements

To help ensure that regional and local transportation and land-use plans are coordinated, links between all levels of government will be essential. To structure the public involvement process, the RTA may establish partnerships with state and local agencies and jurisdictions through interlocal agreements.

Because the project will receive both state and federal funding, the RTA and local public transportation agencies will be required to comply with all legal guidelines for public participation set forth in the National Environmental Policy Act (NEPA) of 1969 and the State Environmental Policy Act (SEPA). Both NEPA and SEPA call for the preparation of an environmental impact statement (EIS) for all projects for which there are potential adverse impacts (NEPA guidelines will be applied only on those rail segments and facilities receiving federal funding or requiring Federal permits). A separate environmental review will be prepared for specific projects as they develop and will include an active citizen involvement component.

The RTA will go beyond state and federal requirements for public involvement. Extensive formal and informal opportunities for focused public involvement will also be provided.

3. Regional-level involvement

For issues of interest region wide, the RTA will provide the public with regular information through a variety of means about the Regional Transit System Master Plan, how it is being implemented, links to other regional issues and opportunities for public involvement.
The RTA will develop mechanisms for involving citizens on a region wide basis. For example, the RTA could institute a citizen's advisory committee made up of citizens from throughout the tri-county region, to advise board members on issues and to keep them informed of citizens' concerns. Committee members could communicate RTA issues and decisions back to their local communities, providing a link between local and regional planning efforts.

4. Corridor-level involvement

The RTA will form partnerships with local jurisdictions and local public transportation agencies through interlocal agreements to develop mechanisms for involving citizens,

businesses and interest groups in corridor issues and decisions. Corridor-level discussions and decisions focus on rail alignments, station locations, support facilities, feeder bus and local access issues and integration with local land-use plans.

Public involvement activities could include roundtable discussions, focus groups and public meetings focusing on how transit alternatives relate to specific issues such as economic vitality, neighborhood character or environmental protection. Corridor citizen committees could be formed to provide a regular, ongoing forum for discussing technical and non-technical issues. Other activities and efforts could include workshops, speakers bureaus, satellite project offices and newsletters.

5. Community-level involvement

Interlocal agreements may form partnerships between the RTA, local jurisdictions and local public transportation agencies to develop a coordinated and meaningful community-level public involvement process. It is essential that this effort builds upon and integrates with local jurisdictions' comprehensive plans being developed in compliance with the state's Growth Management Act.

Community-level public involvement activities will focus on proposed new local services and support facilities (new bus routes, dial-a-ride services, transit centers, park-and-ride lots, etc.) and station-area planning issues (rail station siting and design, construction mitigation, plans for joint or adjacent development, etc.). Discussions will also focus on how to maximize access to transit for bicyclists, pedestrians and persons with disabilities.

Public involvement activities at this level could include "town meetings," citizen advisory committees, roundtables, meetings with community organizations, surveys, interviews, small group discussions, workshops and newsletters.

D. FRAMEWORK FOR INTEGRATING REGIONAL TRANSIT SYSTEM AND LAND-USE

Transit supportive land use planning is critically important to the success of the regional transit system's bus and rail elements. Transit system and local growth management plans are designed to be consistent with each other and meet GMA concurrency guidelines. Implementation schedules also require ~~concurrence~~ cooperation of local jurisdictions. Implementation of service and capital facilities is subject to available revenues and local jurisdictions' implementation of the GMA. Since local jurisdictions have direct land use authority, partnerships must be established to ensure that land use planning efforts and investments in transit service are mutually supportive.

A clearly defined process for coordinating land use planning and regional transit

development should be jointly developed by the RTA, Puget Sound Regional Council, WSDOT, counties, local public transportation agencies, and local jurisdictions within the three-county area.

The following three-level structure - Regional, Corridor, and Community - is recommended as a framework in developing this process.

1. Regional-level coordination

The VISION 2020 growth and transportation strategy has served as the broad regional framework in developing the regional transit system plan. Regional guidance will need to continue to ensure that future transit decisions, such as specific station locations and alignments, and future local development decisions, such as station area land uses and densities, are consistent with VISION 2020 and other regional plans.

Coordination on the regional level will permit local jurisdictions, WSDOT, Puget Sound Regional Council, local transit operators, and the public to work with the RTA to:

- develop a process to preserve right-of-way for building regional transit facilities
- establish transit service standards and transit-supportive guidelines for regionally designated centers
- establish regionally consistent policies for land uses and densities commensurate with the level and type of transit station investment
- monitor the development of the regional transit system and land-use policies to ensure the regional growth and transportation strategy is achieved.

For Board Discussion

MSCW

The RTA shall, in cooperation with the Puget Sound Regional Council and local jurisdictions, assess each phase in relation to the affected local jurisdictions' progress in meeting the Vision 2020 growth management objectives.

Minimum development standards should be prepared for each type of center served by a transit station to assure regional consistency commensurate with the investment in each station. Such development standards should include pedestrian- and transit-friendly design standards, zoning provisions, access and circulation in and around station areas; and consider at least the following:

- station area land uses
- minimum development densities
- parking policies
- non-motorized access
- motorized access (with HOV priority)

2. Corridor-level coordination

Corridor-level coordination will be important as the RTA and local jurisdictions work on the more detailed aspects of implementing the regional transit system. Planning will be focused along specific segments of each corridor to evaluate potential transit alignments, station locations, and other transit-related facilities based on guidance established through regional-level coordination. The RTA will enter into interlocal agreements with jurisdictions within each corridor and will provide funding to support corridor-level planning and coordination.

Corridor-level coordination will provide the RTA the opportunity to work closely with counties, local jurisdictions, local communities, public transportation agencies and the state to:

- jointly determine the location of rail stations and the specific alignments that link rail stations
- establish how priority investments in transit facilities can support jurisdictions that adopt transit-supportive land-use policies
- define the role of each station based on both local plans and goals and the requirements of regional growth management goals and the regional transit system
- determine the appropriate supporting facilities and services for each station based on its defined role within the corridor.

Corridor-level coordination will ensure that the transit services and local impacts of those services are distributed in a way that is acceptable to the communities along regional transit corridors.

3. Community-level coordination

Building on regional and corridor-level coordination efforts, community-level planning will enable local jurisdictions to establish an ongoing working relationship with the RTA and local public transportation agencies to:

- evaluate station facility plans for compatibility with local plans to ensure that the station "fits" within the local community
- balance local land use and transportation planning needs with the regional transit responsibilities of the RTA

- involve local government and citizens in designing rail stations that make attractive and functional additions to the surrounding community
- pursue joint development opportunities at transit facilities and in surrounding areas as appropriate to support increased transit use and community objectives.

The RTA will work with local jurisdictions to develop interlocal agreements for station area planning, station siting, and facility design.

Recognizing that different types of station facility are appropriate to different types of station areas, the RTA will work with local jurisdictions and local transit operators to develop a set of minimum development standards for each type of station facility. These minimum standards will include pedestrian- and transit-friendly design standards, zoning provisions, access and circulation in and around station areas; and should consider at least:

- desired joint development opportunities and densities within station right-of-way
- urban design
- parking policies
- non-motorized access
- motorized access (with HOV priority)
- projected ridership volumes.

These standards will be used by the RTA to assist it in defining the characteristics of each station and in establishing any financial support it might provide to local jurisdictions for station area improvements.

F. PRIVATE SECTOR PARTICIPATION

To attract private sector participation in developing the transit system, transit trips need to be competitive with, or more comfortable and convenient than, car trips. Transit should include all of the factors which make it easy for customers to have access to goods, services and employment opportunities, including quality service, comfortable facilities and efficiency. Transit facilities should be integrated with the services that people wish to have access to so that customers are offered convenient and efficient trips.
To make this possible, the RTA will actively encourage private sector participation by:

- exploring public/private partnerships for all programs
- creating business and customer advisory panels during all planning phases to help identify and develop the tools necessary for increasing public/private cooperation and creating partnerships in transit-friendly developments
- creating a variety of business opportunities for public/private partnership by developing and operating the RTA's high capacity transportation system as a "total trip system". These opportunities will attract a larger transit market share, provide

revenues for the RTA, generate profits for participating businesses and increase the tax base.

G. PLAN REVIEW AND UPDATE PROCESS

The RTA shall at a minimum prepare a six-year plan and review the Master Plan every two years. The Master Plan will be updated with each adopted Phase of implementation. The six-year plan shall describe:

- projects to be funded
- how projects implement the system plan, including how they help meet system goals and objectives (i.e. ridership projections, capital investment priorities and equity considerations)
- how projects conform with the system plan implementation schedule
- a public and local jurisdiction involvement program
- budget
- financing plan
- consistency with the Regional Transportation Plan, Commute Trip Reduction Act and Growth Management Act
- significant changes from previous plan updates
- Transportation Demand Management (TDM) initiatives status and recommendations.

In preparing and updating the plan, the RTA shall examine regional conditions such as implementation of GMA land-use plans, air quality conformity, progress toward commute trip reduction objectives, overall transportation system coordination and any new conditions or regulations.

Prior to submitting the six-year plan to the state, the RTA shall submit the plan for review and comment by each participating county council and local jurisdictions within the RTA district. The RTA may enlist the assistance of an expert review panel, a technical advisory committee and/or a citizens advisory committee in preparing the six-year plan reviews.

State law provides that "major decisions" require a favorable vote of two-thirds of the entire membership of the RTA voting members. Major decisions include at least the following:

- Master Plan adoption and amendments
- system phasing decisions
- annual budget adoption
- annexation authorization
- board composition modification

- executive director selection
- memoranda of understanding addressing any of the points listed above

H. CURRENT PHASE OF IMPLEMENTATION

Phase 1 description to be inserted here

4. THE FINANCING PLAN

A. FINANCIAL STRATEGY

The RTA, working in collaboration with the legislature and the Governor's office, will develop a financing plan that advances the vision of the RTA's high capacity transportation system. The Financing Plan will contain two parts. The first part will describe constructing, operating and maintaining the current system and phase of the system under discussion. The second will describe what taxing authority is remaining and assess the ability to implement the remaining elements of the Master Plan vision.

Prior to submitting a ballot proposal on the Phase 1 System Plan to the voters, the RTA will submit the modified plan to the Councils of King, Pierce and Snohomish Counties. The Phase 1 System Plan will include a detailed financing plan which shall be considered a major modification as that term is used in RCW 81.112.030 (6) as amended. The county councils shall have 45 days from receipt of the Phase 1 System Plan to decide whether the county should continue to participate in the RTA. During the 45-day confirmation consideration period, the participating county councils ~~should have extensive~~ are encouraged to consult with cities and public transportation agencies and should work with the RTA. ~~to resolve any outstanding issues to the satisfaction of the participating county councils and the RTA.~~ After reaching agreement on the financing plan, the RTA shall put that portion of the financing plan that is a local responsibility to a public vote in 1995.

Locke Nathan MSCA

For Board Discussion

After reaching agreement on any system phase subsequent to the Phase 1 System Plan, the RTA will develop a financing plan for any and all subsequent phases. For each phase subsequent to Phase 1, the RTA shall put that portion of the financing plan that requires additional local taxes to a public vote as required by law.

Issue: **Need to address multiple/phased construction and public vote process.**

delete

1. Funding sources

The RTA will pursue funding for the Master Plan from the following sources:

- new local tax revenues which may include a sales tax increase, a motor vehicle excise tax increase and, **if authorized by the state legislature, ~~a tax on fuel~~**
- state funds
- federal grants
- joint development and private sector involvement
- fares.

The RTA will determine the appropriate combination of funding sources and levels and develop proposals accordingly. The RTA will also determine appropriate financing mechanisms including long- and short-term bond financing, in accordance with state law.

For Board Discussion

The RTA will seek legislative authority to impose a local sales tax on fuel as a major revenue source for implementation of high capacity transit.

Issue: How should the issue of pursuing taxes on fuel be addressed?

2. Equitable expenditures of rail funds

All RTA proposals to the voters will proceed only after an ~~public~~ evaluation of revenues generated,benefits received and the timing of such benefits for ~~by~~ each corridors and county. ~~and the timing of these benefits~~. Each proposed phase of the Master Plan shall include an equity analysis of ~~the distribution of funds~~ both the proposed phase ~~individually~~ and ~~in~~ a combination of the proposed phase with earlier phases.

B. DISTRIBUTION OF ~~LOCAL TAXES~~ REVENUES

1. RTA Regional Trunk Bus

The revenues collected for the RTA regional trunk bus routes and services will be used to provide regional connections to the rail system and to serve regionally significant transit markets and trips in corridors not served by rail. Distribution of these revenues will be in compliance with RTA policies for the regional trunk bus routes.

2. The Fund

Revenues collected for the Fund and RTA regional trunk bus routes and services will be distributed to local transit agencies in accordance with the RTA's criteria for disbursement of revenues reserved for the Fund and pursuant to service contracts between the agencies and the RTA. RTA policy requires that the primary criterion for distribution be the use of

the Fund and to achieve a balance between revenues generated and benefits received by county and subarea.

Local transit agencies and RTA agreements will cover topics such as: allocating revenues for regional trunk bus service, TSM capital investments, an integrated local/regional fare system, rail system-related capital programs, and integration of all regional system components. The agreements will provide for a review of bus and rail service patterns and levels prior to initial operation of all rail segments.

Local transit agencies will submit six-year plans (updated every 2 years) to the RTA estimating the dollar value of projects, programs and services to be paid for by the Fund. The local transit agencies will submit annual grant requests to the RTA for activities they propose to be supported by the Fund.

For each system phase subsequent to Phase 1, the RTA shall re-evaluate the past effectiveness of use of Fund revenues and continuing needs throughout the region. Following the review, the RTA may elect to modify the Fund and its uses.

3. Regional Rail System

4.589

The capital cost of the rail system identified in the RTA Master Plan is estimated at $??? billion ($1995). For the Phase 1 System Plan and any subsequent ballot proposal, the RTA will identify the minimum portion of local taxes that will permanently be allocated to build and operate the regional rail system (including debt service on rail construction related bonds). In any year that the grant requests against the Fund for projects or programs that satisfy the RTA's distribution criteria total less than the dollar value available to the Fund in that year, the RTA may elect to reallocate the surplus revenues to the rail construction program.

The RTA may use rail system revenues for mitigation and betterment measures directly related to the measurable impacts of rail system construction or operations. Rail system revenues may also be used for public art affiliated with the rail facilities.

For Board Discussion

Same language as in implementation - MSC

Issue: Should a policy addressing cost overruns and unanticipated revenue reductions be included?

C. FARE POLICIES

To attain eligibility for receipt of Fund revenues, the local transit operators will join the RTA in establishing the following fare policies:

Gregg motion: MSCU at least 40%

- **Subsidy ratio** - Establish a target farebox recovery ratio ~~of XX%~~ for Phase 1 of the rail system, ~~XX%~~ for subsequent phases and ~~XX%~~ for the Master Plan five years after completion. and ## establish target farebox for subsequent
- **Regional Fare structure** - Adopt a regional fare structure primarily based on distance traveled on the region's public transit services, and valid for all carriers in a given area.
- **Regional Revenue transfer system** - Include a revenue sharing agreement through which all operators are reimbursed their share of revenues earned for transporting regional passengers.

D. FREEWAY HOV SYSTEM FINANCING

1. Federal and state funds for HOV system

The RTA will recommend to WSDOT and the Puget Sound Regional Council programming and prioritizing of adequate state and federal funds to complete the WSDOT core freeway HOV lane system that compliments the RTA's Phase 1 System Plan operations and subsequent phases of the Master Plan, and benefits bus transit service as shown on the HOV System Map (Map B).

The RTA's support for the HOV system is tied directly to WSDOT's policy to maintain speeds of 45 m.p.h. at least 90 percent of the time during peak hours ~~the degree to which the criteria for the system's use (2+, 3+, etc.) is maintained at a sufficiently high level~~ to ensure a significant speed advantage to bus riders over the single occupant vehicle.

2. Support fuel tax increase for HOV system

To maximize the local option taxes available to support the RTA's Master Plan, the RTA will support state legislative action which provides additional state funds from fuel taxes or other state sources which, when combined with federal funds, are adequate to complete the core freeway HOV lane system illustrated on Map B by 2005 and the remaining freeway HOV lanes after 2005.

The RTA's support for these funding sources is tied directly to the degree that criteria for the HOV system's use is maintained at a sufficiently high level to ensure a significant speed advantage to bus riders and is consistent with WSDOT's policy on speed and reliability standards.

3. Regional contribution to the HOV system

Through the Fund, the RTA may contribute to ~~transit-exclusive~~ special HOV lane access improvements, and other transit-~~exclusive~~ projects supporting the State's HOV lane program.

Funding of these types of improvements would be subject to funding criteria identified for distribution of Transit Development funds.

The RTA contribution to such projects ~~will also~~ is tied to the degree the improvement primarily benefits transit riders. ~~ensures a significant speed advantage to bus riders accessing the RTA's high capacity transportation system. The quantity of riders benefiting from the improvement will be an important criteria in the RTA's determination to participate in projects of this nature. In addition, these projects must be related to bus services that complement, and do not compete with, any regional high capacity transportation services as specified by state law.~~

E. FINANCIAL CAPACITY ANALYSIS

Phase 1

Phase 1 Financial Plan to be inserted here

Master Plan

Master Plan Financial discussion to be inserted here