SOUND TRANSIT
STAFF REPORT

MOTION NO. M2005-48

Draft Updated Regional Transit Long-Range Plan for Public and Agency Review

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board	4/28/2005	Discussion/Possible Action	**Paul Matsuoka, Policy and Planning Officer** Sheila Dezarn, Policy and Planning Manager	(206) 398-5070 (206) 398-5071

ACTION

Direct staff to update the agency's Regional Transit Long-Range Plan and issue a draft plan for public and agency review, consistent with the amendments approved by the Board. The Board is expected to adopt a final Regional Transit Long-Range Plan in summer of 2005, following the issuance of the Final Supplemental Environmental Impact Statement and public and agency review of the draft plan.

KEY FEATURES

Based on Board direction, the draft updated plan will:

- Include housekeeping amendments and other changes to make the plan conform with current agency terminology, practice and procedure.
- Reflect changes to the Regional Transit Long-Range Plan Map and related text.
- Include policy amendments to the Regional Transit Long-Range Plan.

BACKGROUND

Sound Transit is the designated provider of high-capacity transit infrastructure and services to meet public transportation and mobility needs in the Central Puget Sound Region, as established by the State High Capacity Transportation Systems Act (Chapter 81.104 RCW). The Sound Transit District includes much of the urbanized portions of Pierce, King, and Snohomish Counties, and it encompasses four of the state's largest population and employment centers: Seattle, Everett, Bellevue, and Tacoma.

Sound Transit's Regional Transit Long-Range Vision (now Plan) was adopted by the Board of Directors in 1996 to guide the agency's high-capacity transit (HCT) system development decisions. It describes the approach for developing the HCT system over time, in a series of implementation phases. With voter financing approval in 1996, Sound Transit began building Sound Move, the first phase program of light rail, commuter rail, and regional express bus facilities and services. Sound Move is addressing many regional mobility needs, and it will continue providing benefits in years to come. However, Sound Move was meant to be the first phase and was never intended to be the entire regional transit investment.

Sound Transit is updating its Long-Range Plan to make it consistent with updated local and regional plans, and to identify projects and establish Sound Transit's priorities for the next phase of HCT improvements. HCT, as part of an integrated transportation system, supports a long-standing strategy to focus growth in urban areas connected by high-quality transportation. In 1990, the Puget Sound Regional Council (PSRC) defined this strategy in VISION 2020, linking long-range land use and transportation plans throughout the urban Puget Sound region. In 1995, VISION 2020 was updated to meet the state's Growth Management Act requirements and since that time the region has repeatedly affirmed this strategy in its adopted regional, county, and city comprehensive plans. The PSRC's latest metropolitan transportation plan, Destination 2030, calls for the region's HCT system to continue to develop and expand, together with all forms of transportation.

Sound Transit's decision-making process for this Long-Range Plan update has two major components: the planning component and the environmental review component. The planning component is reflected in the proposed revisions to the Long-Range Plan, including a series of issue papers published in March and April 2005. The environmental review component is reflected in a Supplemental Environmental Impact Statement (SEIS), which evaluates environmental impacts of the updated Long-Range Plan and Options, as well as potential mitigation measures. A draft SEIS was issued for public review and comment in December 2004 and the final SEIS will be issued in June 2005.

The Board has received the draft SEIS and is taking a preliminary planning step with this motion. The Board will adopt the final updated Regional Transit Long-Range Plan after receiving public and agency input and comments on the draft plan; after weighing and balancing alternatives in light of those comments; after considering the environmental review contained in the final SEIS; and after considering public and agency comments on the SEIS. Final Board action and approval of the Regional Transit Long-Range Plan is expected in the summer of 2005, including decisions on preferred technologies for certain corridors.

Sound Transit's updated Long-Range Plan will then provide the basis for defining the next phase of Sound Transit projects (Sound Transit 2). As occurred with funding for Sound Move in 1996, voters will have the opportunity to approve funding for Sound Transit 2 projects. After funding is approved, project-level planning and environmental review will be prepared, as appropriate.

LEGAL REVIEW

4/25/05

SOUND TRANSIT

MOTION NO. M2005-48

A motion of the Board of the Central Puget Sound Regional Transit Authority directing staff to update the Regional Transit Long-Range Plan and issue a draft for public and agency review, consistent with the amendments approved by the Board and attached as exhibits hereto.

Background:

Sound Transit is updating its 1996 Long-Range Plan for high-capacity transit (HCT), which includes light rail, commuter rail, bus rapid transit, and supportive transit facilities and services within the Sound Transit district boundaries. Sound Transit is updating its Long-Range Plan to make it consistent with updated local and regional plans, and to identify projects and establish Sound Transit's priorities for the next phase of HCT improvements.

Sound Transit's decision-making process for this Long-Range Plan update has two major components: the planning component and the environmental review component. The planning component is reflected in the proposed revisions to the Long-Range Plan, including a series of issue papers published in March and April 2005. The environmental review component is reflected in a Supplemental Environmental Impact Statement (SEIS), which evaluates environmental impacts of the updated Long-Range Plan and Options, as well as potential mitigation measures. A draft SEIS was issued for public review and comment in December 2004, and the final SEIS will be issued in June 2005.

The Board has received the draft SEIS and is taking a preliminary planning step with this motion. The Board will adopt the final updated Regional Transit Long-Range Plan after receiving public and agency input and comments on the draft plan; after weighing and balancing alternatives in light of those comments; after considering the environmental review contained in the final SEIS; and after considering public and agency comments on the SEIS. Final Board action and approval of the Regional Transit Long-Range Plan is expected in the summer of 2005.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that staff update the Regional Transit Long-Range Plan and issue a draft for public and agency review, consistent with the amendments approved by the Board as follows:

1) Housekeeping amendments: Housekeeping amendments to the 1996 Long-Range Vision (now Plan), attached as Exhibit A;

2) General Amendments: Amendments as approved by the Board, based on the attached exhibit;

3) Long-Range Plan Map Amendments: Map amendments and associated text amendments to the Long-Range Plan, as approved by the Board, based on the attached exhibit;

4) Policy Amendments: Amendments to policies contained in the Long-Range Plan, as approved by the Board, based on the attached exhibit;

5) Final Review: Prior to circulating the draft Long-Range Plan for public and agency review, the CEO and Board Chair shall review the draft plan to ensure that it is consistent with this Board direction.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 28, 2005.

John W. Ladenburg
Board Chair

ATTEST:

Marcia Walker
Board Administrator

The Regional Transit Long-Range ~~Vision~~Plan

As updated and adopted ~~adopted May 31, 1996~~ (insert Date)

Contents

Introduction

If you've lived in the Central Puget Sound region for any length of time, you've probably used the phrase, "I remember when..." many times when talking about how the region has grown and changed over the years. And with another 1.~~4~~ 2 million people living here ~~in another 25 years~~by 2030, you'll probably be using that phrase quite a few more times.

Our region's growth is the by-product of a strong, healthy and competitive economy in a region often cited as one of the most livable in the country. Unfortunately, growth and growing pains go hand-in-hand. In addition to being one of the most livable places in the country, the Puget Sound region also has some of the worst traffic. Some of the physical attributes of our region that make it such a desirable place to live — the water, hills and mountains — also create natural barriers to expanding our transportation system. One of the toughest challenges ahead of us is keeping our economy — and the growing number of people in the Puget Sound region — moving over the next quarter of a century.

The Regional Transit Authority

The region has both local and regional transportation needs. Local transit agencies focus on local needs. But until 1993, there was no single agency with the responsibility — or with the authority — to deal with regional public transit needs. It was then that the Central Puget Sound Regional Transit Authority (~~RTA~~Sound Transit (ST)) was created to take on the challenge of regional mobility and develop and deliver a high-capacity transportation (HCT) system to the citizens of urban King, Pierce and Snohomish counties as part of the region's overall long-range transportation plan.

High-capacity transportation simply refers to a transit system that carries large numbers of people faster and more frequently than a basic, conventional local transit system. To do this, the type of transit used in the system (express buses, rail or both) usually need to run in their own rights-of-way, separated from general traffic (and general traffic jams).

The plan and the vision

Building on years of intensive planning and public involvement, ~~the RTA~~ST has crafted ~~a new~~an updated proposal for an HCT system~~:~~. ~~*Sound Move* — the Ten-Year Regional Transit System Plan. It is the "System Plan" the RTA is required by state law to prepare. *Sound Move* can only be implemented if voters approve an increase in local taxes to fund the system.~~

Sound Move implements the first phase of ~~the RTA's Regional Transit~~ ST's Long-Range ~~Vision~~plan described in this document. Think of the long-range ~~vision~~ plan as the map for reaching the region's transportation goals. The long-range ~~vision~~ plan describes an HCT system that will be included as the HCT component of any state and regional long-range transportation plans. The long-range ~~vision~~plan provides the long-range goals, policies and strategies that guide development of the regional transit system during each implementation phase.

Long-range ~~vision~~plan goals and objectives

The long-range ~~vision~~plan's goals and objectives are:

Goals

- Provide a public transportation system that ensures long-term mobility for the citizens of the Puget Sound region for generations to come.

  — —Provide reliable, convenient and safe public transportation services throughout the region and create an integrated system of transit services and fares.

- Preserve communities and open space

  — —Support communities' ability to develop — consistent with state and regional laws and growth management policies — in ways that keep our neighborhoods livable and protect our natural resources and open space.

- Contribute to the region's economic vitality

  — Increase access to jobs, education and other community resources; enhance the region's ability to move goods and services.

- Preserve our environment

  — Conserve land and energy resources, and control air pollution.

Objectives

- Keep the region moving

  — —Increase the percentage of people using public transportation throughout the region for all trips, not just trips to work.

  — —Increase the percentage of people using transit for their trips to work and the percentage using transit to reach major regional employment centers.

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  — —Increase public transportation ridership at a rate faster than the population is growing.

  — —Reduce the average time it takes to make a trip by transit.

  — Increase transit speeds and improve the reliability of transit service.

— Make it easier to use transit to reach jobs, schools , medical facilities, recreation and shopping throughout the region.

— —Support ridesharing, vanpooling and other commute trip reduction programs that complement the regional transit system.

- Offer cost-effective and efficient transportation solutions

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

- Create a regional transit system that provides social, economic and environmental benefits

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

— Support creation of communities that are easy to reach and use on foot, by bicycle, on transit and by people with disabilities.

— —Increase transportation options that use less energy, consume less land resources and produce less pollution.

- Develop equitable transportation solutions

— —Offer transit services that benefit subareas within the region in proportion to the revenues they generate.

- Create a financially feasible system

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

- Offer regional services that work well with other transportation services

Work with local public transportation providers and the state Transportation Department to coordinate services and develop a single-fare ~~structure~~card.

The regional transit ~~vision~~plan

State law charges ~~the RTA~~ST with planning, building and operating a high-capacity transportation (HCT) system for the Central Puget Sound region. ~~The RTA~~ST's ~~vision~~plan for the region's HCT system — and an essential tool for the region's healthy growth — is a combined rail and regional express bus system.

That vision is to expand the capacity of our region's major transportation corridors by adding new high-capacity transportation services and facilities. In addition to increasing the people-carrying capacity of the region's most heavily used transportation corridors, the system would

also support growth management policies, limit sprawl and provide the mobility needed for a vital economy.

The long-range ~~vision~~plan includes a mix of transportation improvements — ~~high-occupancy-vehicle expressway~~bus rapid transit, regional express bus routes, commuter rail and light rail. The ~~vision~~plan includes community "gateways" — connections in urban and suburban areas for communities to connect to the rest of the region. The long-range ~~vision~~plan also includes the supporting services and facilities needed to put such a system in place.

Environmental analysis for the regional transit system

In March, 1993, ~~the RTA issued~~ a final environmental impact statement for the regional transit system plan was issued. The final EIS defined and evaluated different technologies, route alignments and areas served in order to determine the benefits and impacts of different transit systems.

In (add date), 2005 a final Supplemental EIS was issued, which updated the 1993 EIS and brought it up to current conditions.
~~The RTA~~ST Board's decision-making process relies in part on the final SEIS. The regional transit system described in this long-range ~~vision~~plan reflects the program defined in the final SEIS. Decisions that fall outside of the scope of the final SEIS will require additional environmental analysis.

All capital projects covered by this long-range ~~vision~~plan will be subject to a full environmental review meeting state and federal requirements. Such project-level environmental review, including extensive public involvement, must be completed before project construction and implementation.

Long-range ~~vision~~plan development has been guided by legislation in place at the time the document was adopted. Regional and statewide transportation and growth management plans also played a major role in how this vision was developed. ~~The RTA~~ST will continue to use current legislative policies to monitor the development of the transit system.

(Placeholder for map w/subareas)

The Regional Transit District

The ~~RTA~~ST District boundary is shown on the ~~RTA~~ST District map. It defines the service area as required by state law. The ~~RTA~~ST District currently includes the most congested "urban" areas of King, Pierce and Snohomish counties.

The ~~RTA~~ST District boundary lines generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act. The urban growth boundaries guide how and where growth will take place in each county. The ~~RTA~~ST District boundary was adjusted in some places in consideration of voter precinct boundaries, city limit lines, and geography.

The ~~RTA~~ST boundary:

- shows the area where high-capacity transportation (HCT) services will be added to our transportation system
- establishes representation on the ~~RTA~~ST Board as prescribed by state law
- shows the area in which local taxes authorized by voters to help finance the Regional Transit System will be collected
- demonstrates how regional services and facilities can support growth management goals and adopted land-use plans.

~~-~~For planning and budgeting purposes ~~the RTA~~ST has divided the district into five geographic subareas. The system components in ~~Sound Move~~the plan address unique needs in each of these areas. The local tax revenues generated in each of these areas will be spent on the investments that benefit those areas.

Annexing new areas and extending ~~RTA~~ST services

Annexations

According to state law, after voters within the district boundaries have approved a ballot proposition authorizing local taxes to support ~~the ten-year system plan~~implementation phases of the plan, the ~~RTA~~ST Board may approve resolutions calling for elections to annex areas outside, but adjacent to, the ~~RTA~~ST District. An annexation may require adoption of a revised long-range ~~vision~~plan.

The following legal requirements are required to annex areas into the ~~RTA~~ST District:

- **Board membership** — If the ~~RTA~~ST District changes, a change in the make-up of the ~~RTA~~ST Board membership may be required. Board membership must be "representative" of the proportion of the population from each county that falls within the ~~RTA~~ST District.
- **Areas that may be annexed** — Areas that would benefit from ~~RTA~~ST services may be annexed into the ~~RTA~~ST District. Services or projects proposed must be consistent with the central Puget Sound region's Metropolitan Transportation ~~Plan~~plan.
- **Adoption by ~~RTA~~ST Board and City/County councils** — The ~~RTA~~ST Board may call for annexation elections after consulting with any affected transit agencies and with the approval of the legislative authority of the city or town (if the area is incorporated) or with the approval of the area's county council (if it is unincorporated).

- **Tax vote by area citizens** —Citizens in areas to be annexed are permitted to vote on annexation and imposition of taxes at rates already imposed within the ~~RTA~~ST District boundaries.

Because ~~the RTA~~ST encourages areas to annex into the district as early as possible to expand access to regional transit system benefits, the authority will include the following policies in annexation agreements:

- ~~the RTA~~ST will not attempt to recover the capital costs from annexed areas of facilities put in place before the annexations

- ~~the RTA~~ST commits that, when annexed, the taxes from areas joining the ~~RTA~~ST District will be used only for specific facilities and services for up to 5 years as described in an interlocal agreement with that area. After 5 years, the tax revenues from an annexing area would be combined with funds from the appropriate subarea.

Extending ~~RTA~~ST services beyond district boundaries

~~The RTA~~ST will commit to extending new services beyond its boundaries to make connections to significant regional destinations contingent on agreements with local government agencies. Such service extensions would be implemented at a mutually agreeable cost.

This option would permit areas outside of the ~~RTA~~ST District to function as part of the regional system. Extending ~~RTA~~ST services outside of its district would require agreements with the affected local transit agency or other appropriate government agencies.

~~The RTA~~ST will enter into agreements with agencies beyond the district boundary to integrate fares. This will allow flexible transfers between various transit operators and prevent citizens who live outside the district from being penalized for making regional trips via transit instead of an automobile.

The Regional Transit System

A network of services

The goal of the long-range vision is to improve the way we, as a region, move. In turn, the vision aims at maintaining our region's economic strength locally and globally. It looks to creating a comprehensive, regional high-capacity travel network. Whether people are traveling to work, school, recreational opportunities or shopping, the goal is to provide more options — dependable alternatives for getting around in our communities and the region.

One of the most important features of the long-range vision is creation of a network of frequent, convenient and dependable services that can be used with a single ticket (see the Regional Transit System Long-Range ~~Vision~~plan map). The services within that network are tailored to the unique needs of the diverse subareas within our region.

In developing a comprehensive transportation plan, planners look at the main travel corridors or routes that people use to go from one point in the region to another. For example, Interstate 405 is a major north-south travel corridor in the region. The long-range ~~vision~~plan expands on existing travel corridors and creates new high-capacity transportation corridors linking our economic centers and communities.

The regional transit system will be the tie that binds the region together, connecting the communities of the Central Puget Sound region in a way that supports local land-use plans, joins economic centers and expands local transit services. By providing direct connections to many destinations, the long-range ~~vision~~plan will help reorient local services to meet more community needs.

The long-range ~~vision~~plan will be brought into focus in several phases:

- **Phase I** *(Sound Move)* — do more with what we have; build on existing facilities and begin building new high-capacity travel corridors.

- **ST2** — Build upon the facilities and services of Sound Move and extend the Regional Transit network into more communities.

- **Future phases** — expand and complete the high-capacity travel corridors; balance the blend of transportation services offered within the regional transit network and increase the service and hours of operation.

(Placeholder for LRP map graphic)

Building blocks of the long-range ~~vision~~plan

The regional transit system includes regional services such as ~~HOV Expressways~~bus rapid transit, regional express buses, commuter rail, and light rail that are integrated with local services such as local bus, carpools and vanpools. The regional system also includes community connections (transit stations, park-and-ride lots, transit centers and rail stations).

Although rail may be the future phase technology used in some corridors where additional HCT investments are en~~vision~~visioned~~ed beyond *Sound Move*~~, other HCT components of the regional transit system (~~HOV Expressway~~bus rapid transit, regional bus service, additional community connections) may be expanded as well. Final decisions about the best mix of technologies in future phases will be made based on performance of *Sound Move* investments, public votes, evolving technologies, environmental analysis, actual population and employment growth, changing development trends and future transportation priorities of the ~~RTA~~ST District's subareas.

~~**High-occupancy vehicle Expressway**~~ **Bus Rapid Transit**

The long-range ~~vision~~plan includes completing ~~an HOV Expressway made up of all of the~~ the core HOV lanes planned by the state Transportation Department and ~~RTA~~ST-funded direct access ramps.

The ~~HOV~~ HOV/BRT system~~Expressway~~ will be developed through a partnership between ~~the RTA~~ST and the state Transportation Department. It expands and improves upon a network that the region has already begun, creating a permanent part of our regional transit system. The ~~HOV Expressway~~HOV/BRT system includes the state's program to fill the gaps and extend the existing HOV-lane system to create a continuous inside-lane HOV network. ~~The RTA~~ST will fund special access ramps to make it easier for transit and carpools to reach and use the HOV ~~Expressway~~lane system. Traffic flow will also improve in general purpose lanes since buses and carpools will no longer have to weave through several lanes of traffic to reach the HOV lanes.

The HOV/BRT systems ~~Expressways~~ create~~s~~ new links between suburban centers serving our region's fastest growing areas with fast efficient transportation options.
~~A single HOV lane carries the same number of people as three general traffic lanes.~~

The ~~RTA~~ST Board views completion of the state's freeway HOV lane "core system" in the Puget Sound region as an important priority. However, ~~the RTA~~ST assumes the state will complete construction of the core HOV lane system in accordance with its freeway HOV policy.

If the state does not fulfill its funding obligation, the ~~RTA~~ST Board will conduct an open and public process to determine whether ~~RTA~~ST funding is available (e.g. from savings realized in other program elements) and should be used to help complete the core HOV lane system.

~~Regional~~ ST Express Buses

The long-range ~~vision~~plan includes a regional network of express buses operating on freeways and major arterials. Many of the new regional express bus routes will take advantage of the improved speed and reliability the ~~HOV Expressway~~HOV/BRT systems will offer. The new high-speed regional express bus routes will offer frequent, two-way service throughout the day in the region's most congested corridors. The regional express buses will run every 15 minutes in major corridors during rush hours and every 15-30 minutes at other times. The regional express buses will serve major regional centers and destinations and provide connections to other transportation components of the regional transit system.

~~The RTA~~ST does not propose directly operating any bus services in the region. Bus services proposed by ~~the RTA~~ST would be provided primarily through interlocal agreements or grants with the local transit agencies within the ~~RTA~~ST District.

Sounder Commuter rail

The long-range ~~vision~~plan includes two-way commuter rail service on existing tracks all-day and everyday ~~between Lakewood, Tacoma, Seattle and Everett~~. Commuter rail will offer a fast, dependable and easy-to-use commute option, linking major destinations in Snohomish, Pierce and King ~~counties~~Counties.

Commuter rail builds on a railroad network already in place, increasing the transportation system's people-moving capacity. By making track and signal improvements necessary for commuter rail, ~~the RTA~~ST improves the capacity of those lines for other passenger and freight trains as well. Commuter rail will share several stations with Amtrak and the state's expanded intercity rail service between Portland and Vancouver, B.C., creating opportunities for interstate as well as local connections.

The ~~RTA~~ST will develop a partnership with ~~the Union Pacific and~~ Burlington Northern Santa Fe railroad~~s~~; the ports of Seattle, Tacoma and Everett; and the state Transportation Department to implement the commuter rail system. Track and signal improvements, grade separation at major crossings and improvements required to operate commuter rail and the state's intercity rail program will also benefit freight train traffic and support our region's economic growth.

~~Electric~~ Link light-rail

The long-range ~~vision~~plan includes electric light-rail lines linking the four major regional centers — Everett, Seattle, Tacoma and Bellevue. Electric light rail is a cost-effective way to serve the core of the regional system where transit ridership is the highest~~ (a two-way light rail line can carry the same number of people as 12 freeway lanes)~~. This new transportation link provides a stepping stone for expansion well into the ~~next~~ 21st century.
~~*Sound Move* includes a light-rail line between the University District, Capitol Hill, First Hill, downtown Seattle, the Rainier Valley area and SeaTac (S. 200th Street). If additional funding is available, the RTA will also extend the light-rail line to Roosevelt and Northgate during the Sound Move ten-year implementation period. *Sound Move* also includes light-rail service connecting downtown Tacoma with the regional transit terminal near the Tacoma Dome.~~

Future HCT corridors

Factors that will determine what additional HCT investments will be made in future phases — including future rail extensions — include evolving technologies, environmental analysis, actual population growth and employment, changing development trends and future transportation priorities of the ~~RTA~~ST District's subareas.

Before additional light-rail segments are considered, *Sound ~~Move~~* ~~lines must be substantially completed and~~ voters must approve funding for any additional capital investments beyond ~~Phase I~~the current phase.
~~Possible light-rail line extensions already covered by environmental studies include:~~
- ~~North University District to downtown Everett~~
- ~~SeaTac (S. 200th Street) south to Fort Lewis/DuPont~~
- ~~I-405 between 164th S.W. (Swamp Creek) and Sea-Tac Airport~~
- ~~I-90 between downtown Seattle and Issaquah~~
- ~~Downtown Seattle to downtown Bellevue and downtown Redmond~~
- ~~Downtown Seattle to Ballard to the University District~~

~~HCT improvements not listed above would need appropriate environmental review before being included in the long-range vision.~~

Gateways to the region — community connections

Combined, new regional high-capacity transportation corridors and services will link our economic centers and provide new connections for local communities. The long-range ~~vision~~plan includes creating many new "gateways" from communities to the region and from the region to communities. Those gateways include transit stations, park-and-ride lots, transit centers and rail stations that create community connections where people can reach their destination on foot, by bicycle, or by accessing other transportation services.

New park-and-ride lot capacity improvements will be prioritized at locations where HOV direct access and regional bus service increases demand and where no surplus capacity exists. Criteria used to guide park-and-ride lot investments include: HOV direct access, adequate regional and/or local bus service levels and achieving standards for current and projected use.

The community connections will, of course, also be readily accessible by all types of public transit. ~~The RTA~~ST will work with local public transit agencies and local jurisdictions to make it easier for transit to reach and use the community gateways with improvements such as integrated signal systems and automated vehicle identification systems.

~~The RTA~~ST is also committed to supporting other, non-motorized means of transportation such as bicycles. The long-range ~~vision~~plan provides space for bicycles on buses and trains as well as safe bicycle storage at transit stations. The ~~vision~~plan also includes, where practical, improvements for safe bicycle travel as part of HOV improvements and within rail corridors.

Working together — a coordinated system of services

By coordinating with local transit and other transportation services, the long-range ~~vision~~plan will make it convenient and easy to move around the region. Crucial to the ~~vision~~plan and the entire regional transportation system are the mechanisms that make different transportation components work together to create an efficient network connecting the entire region. These mechanisms include:

- coordinating local and regional transit schedules, tying services together and creating important regionwide connections
- building transit centers, park-and-ride lots and stations where different types of transportation come together to make connections simple and efficient
- ~~_____~~ developing a uniform pass or ticket that can be used on local buses, regional express buses and trains, making transfers easy.

Facilities that fit with the community they serve

The long-range ~~vision~~plan will create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers.
~~The RTA~~ST will work with local public transportation agencies, communities and local governments to place and design transit facilities that fit with local community plans.
This will include making improvements within one-half mile of each station for safe, easy transit, pedestrian and bicycle access.
Transit facility designs will be flexible, allowing each station to reflect and fit into the community it serves while providing standard features for transit customers such as:

- security and safety design standards
- consistent route and schedule information
- easy-to-read and consistent signs
- pedestrian-friendly design and full access for people with disabilities
- bicycle access and secure storage
- transit-friendly access to allow smooth transfers from one type of public transportation to another (i.e. bus to rail, or bus to bus).
- convenient taxi access

Encouraging policies that support transit

~~The RTA~~ST's long-range ~~vision~~plan includes encouraging local jurisdictions, agencies and private developers to develop policies and services that encourage and support transit and transit facilities. This could include:

- Encouraging pedestrian-oriented communities, especially along major arterials in areas with mixed residential and commercial developments easily served by transit.
- Launching joint efforts among ~~the RTA~~ST, local transit agencies, jurisdictions and communities to combine frequent, reliable transit service with improvements for pedestrians.
- Looking for opportunities between private developers and local jurisdictions to jointly develop and run peoplemover, shuttle or circulator systems that would expand the scope of transit station service areas.

Coordinated routes and schedules

Simple and coordinated connections are necessary between all parts of the regional transportation network — buses, rail, ferries, carpools, vanpools, shuttles, circulators, intercity rail lines, taxis, airports, bicycles and pedestrians. These simple and coordinated connections can be achieved by sharing stations, simplifying transfer policies and using common fare ~~structures~~cards.

-An important part of integrating these services is providing stations or transit centers where many transportation services come together, making transfers and connections convenient and expanding the scope of the entire transportation system.

A one-ticket ride

Since high-capacity transit is just one part of the overall regional transportation system, it is important that it work well with services already being provided or planned at the local and statewide level. One way to make sure HCT provides a smooth connection with other services in the region is to develop a uniform, single-ticket fare system among local and regional transit providers. This will allow customers to use a single ticket or pass to travel on any and all of the types of transit within the region (i.e. local bus, regional bus, light rail, commuter rail and ferries). ~~The RTA~~ST will work with public transportation providers in the region to develop an integrated fare ~~policy~~ payment system for the entire public transit service network.

Transportation Demand Management (TDM)

Achieving the full benefits of the long-range ~~vision~~plan will require extensive efforts by local, regional and statewide- agencies and the private sector to promote using public transportation and other options that reduce the number of miles traveled in single-occupant vehicles.

~~The RTA~~ST will cooperate with other public transportation agencies working 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 drive-alone commute trips.

~~Innovation fund~~Research & Technology fund

Since we live in an age of continual change, the long-range ~~vision~~plan provides flexibility to consider new ideas, services and technology innovations.

~~The RTA~~ST will evaluate and fund innovative ways to provide transit service, reduce dependency on single-occupancy vehicles, improve public transportation's cost-effectiveness, and better respond to customer needs. In particular, ~~The~~RTA~~ST~~ will evaluate technological innovations that focus on customer service and customer security improvements.~~(alternative fuels and propulsion systems, quieter equipment, lighter vehicles, energy efficient engines, and ways to improve passenger comfort) and ways to reduce impacts on the environment. The RTAST will also explore incentives and programs to encourage people to use regional transit more .~~

~~The RTA will work with the community and the private sector to take part in a demonstration of personal rapid transit (PRT) or other technologies. PRT is an experimental type of automated transit consisting of small cars running on a guideway carrying two to six passengers per car. The demonstration could show how PRT or other new technologies could be appropriate investments in future transit system phases.~~

Bringing the vision into focus

Regional relationships

The long-range ~~vision~~plan will be implemented in phases. In addition to ~~the RTA~~ST, many different local jurisdictions and agencies will be responsible for putting portions of the regional transportation system in place. The next planning and development stages will require integration of the system and land-use development at the regional, local and community levels. The public and private sectors played an important role in developing the long-range vision and will continue to be important during each phase of system implementation.

The long-range ~~vision~~plan recommends the following general responsibilities for putting the regional transit system in place:

- **Puget Sound Regional Council (PSRC) and County Growth Management Act (GMA) ~~Plan~~Plans** — The PSRC's ~~Regional~~ Metropolitan Transportation ~~Plan~~plan and the GMA plans of counties taking part in ~~the RTA~~ST should be amended to reflect the adopted regional transit system long-range ~~vision~~plan. The PSRC and each participating County GMA program should 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** — Local jurisdictions should develop land-use and transportation plans and regulations that support regional and county plans and the long-range ~~vision~~plan. Jurisdictions should also develop processes for timely approval of transit facilities and Transportation Systems Management (TSM) capital projects to support interim bus service expansion and long-term HCT service within the respective jurisdictions.
- **Public transit agencies** — Local transit agencies will provide community and local bus services integrated with the regional transit system. These agencies should plan, design, build, own and operate local bus facilities.

- **Washington State Department of Transportation** — The state Transportation Department's primary responsibility is to plan, design, build and operate the state core freeway HOV system, including freeway to freeway HOV connections, and connections to the ferry system. ~~The RTA~~ST may help fund selected parts of the HOV system within ~~the RTA~~ST's District. The state Transportation Department is also responsible for intercity rail and freight mobility in the region.

- **~~The RTA~~ST** — ~~The RTA~~ST will obtain funding to put in place the long-range ~~vision~~plan and coordinate its development with other transportation investments to improve mobility in the region (including intercity rail and freight movement improvements). Funding will include ~~a~~ local tax ~~increase~~ proposals for voter approval as necessary to fund improvements within the ~~RTA~~ST District. ~~The RTA~~ST will impose and collect voter approved local-option taxes and allocate funds for elements of the plan. ~~The RTA~~ST will also be responsible for implementing the regional rail system component and financing the regional express bus system and portions of the HOV/BRT ~~Expressway~~ system. Implementing ~~the RTA~~ST's capital and service programs will support growth management strategies and plans that complement the regional transit system.

Right-of-way preservation

~~The RTA~~ ST will develop a right-of-way preservation program in each participating county to set aside sites for potential rail or regional express bus stations, route alignments, operating facilities and other facilities needed for the long-range system. Right-of-way will either be optioned, bought or preserved by using local land-use zoning and permitting when allowed by law.

~~The RTA~~ST will work with the state Transportation Department and other responsible agencies while developing projects to pinpoint areas where right-of-way is limited and many different transportation improvements are proposed. Regional transit proposals in these corridors will require careful design and coordination to accommodate ~~the RTA's~~ST's plans along with other proposed transportation improvements.

Property for stations will be acquired in ways consistent with local jurisdictions' comprehensive plans. In some cases, ~~the RTA~~ST will work with local transit operators to acquire property that will be used for interim bus services and facilities that may be converted to rail. When appropriate, ~~the RTA~~ST will jointly fund interim facilities with local transit operators, the state, local jurisdictions and local businesses.

~~The RTA~~ST will work with local transit operators to evaluate bus service that mirrors rail service patterns to sites purchased in advance that eventually may be served by rail. The RTA will help local transit agencies design transit facilities and infrastructure to allow for expanded bus service or conversion to rail service.

Reviewing and updating the long-range ~~vision~~plan

The long-range ~~vision~~plan will be updated with each development phase. ~~of the RTA's system plan.~~

Each development phase will describe:

- projects to be funded
- how projects contribute to putting the long-range ~~vision~~plan in place and meeting system goals and objectives

- how projects conform with the long-range ~~vision~~plan
- a public and local jurisdiction involvement program
- a budget and financing plan including an equity review
- how the plan is consistent with local and regional transportation and growth management plans
- significant changes from previous plans.

In preparing and updating the ~~system~~ plan, the ~~RTA~~ST will look at the status of growth management and land-use plans; air quality goals and conditions; status of the state's commute trip reduction objectives; overall transportation system coordination and any new conditions or regulations.

Before adopting each ~~system plan~~phase, ~~the RTA~~ST will evaluate estimated costs, ridership, and system level social, economic and environmental impacts. This information will be made available to the public for use in the decision making process.

~~The RTA~~ST will also publish a summary of the public involvement process and a summary of public comments and how they shaped the plan being considered.
Each ~~system~~ phase of the plan will also contain a financial plan including a description of how the tax revenues will be distributed to pay for different transit components. This assessment will also include operating and maintenance costs for the entire system once it is complete.

~~The RTA~~ST may enlist the help of an expert review panel, a technical advisory committee and/or a citizens ~~advisory committee~~oversight panel to review successive ~~system plans~~phases and long-range ~~vision~~plan developments. This information and feedback would be used by the ~~RTA~~ST Board to help make decisions regarding plan changes.

State law requires that "major decisions" of ~~the RTA~~ST require a favorable vote of two-thirds of the entire ~~RTA~~ST Board. Major decisions include:

- adopting or amending the long-range ~~vision~~plan
- making system plan ~~implementation~~ phasing decisions
- adopting annual budgets
- authorizing annexations
- changing the composition of the board
- selecting an executive director.

Long-range ~~vision~~plan funding

~~RTA~~ST taxing authority

State law allows ~~the RTA~~ST to ask voters in the Central Puget Sound region to increase their local taxes to pay for a regional transit system. The law allows ~~the RTA~~ST to ask voters within the ~~RTA~~ST District for up to a 9/10 of one percent sales tax, ~~8/10 of one percent motor vehicle excise (license tab) tax,~~ and an employer tax of $2 per employee. The law also allows ~~the RTA~~ST to issue outstanding municipal bonds equal to up to 1.5 percent of the assessed property value within the ~~RTA~~ST District.

~~The financial plan assumes the local funding for *Sound Move* at a much lower level than state law allows. Funds will come from a 4/10 of one percent increase in sales tax and a 3/10 of one percent increase in the license tab tax to be collected within the RTA District. Funding of Sound Move also includes about $1,052 million in long-term bonds. The RTA is asking voters for less than 40 percent of its local taxing authority and bonding capacity to fund Sound Move.~~
The financial policies adopted for *Sound Move* require that any second phase capital program which continues local taxes for financing will require voter approval within the ~~RTA~~ST District. If voters decide not to extend the system, ~~the RTA~~ST will roll back the tax rate to a level sufficient to pay off the outstanding bonds and operate and maintain the investments made as part of Sound Move.

Future financial capacity

In planning for future transit system phases, ~~the RTA~~ST will revisit the funding sources and assumptions developed for ~~*Sound Mov*~~this plan~~e~~ to determine whether they are applicable to future phases.

A cash flow model — consistent with the financial capacity analysis ~~for *Sound Move*~~for ST — will be used to determine the financial feasibility for each subsequent phase. This analysis will examine possible financing methods and identify appropriate funding levels from available revenue sources.

SOUND TRANSIT

Exhibit B – Long Range Plan General Amendments

(Note: Page numbers refer to the page on which text appears in the "red-lined" version of the Regional Transit Long-Range Plan provided in March 31, 2005 Workshop notebook.

Amendment No. B-1 **Page 2**
Board Member : Larry Phillips

Introduction section, replace as follows:

Introduction

We live in a thriving and picturesque region of towering evergreens, glistening bodies of water and hills where millions of people are drawn to live, work and play. The central Puget Sound region is considered one of the most livable regions in the country. As fortunate as we are to live in such beautiful surroundings, and to have a healthy and competitive economy, these very attributes also combine to make it challenging to travel easily around the region. With more people living here and more job opportunities to choose from all throughout the region, our roadways have grown ever more congested. And our region's most scenic physical attributes – the water, hills and mountains – create natural barriers to expanding our transportation system. So one of the toughest challenges we face is keeping our region moving.

In the early 1990's, state and regional leaders acknowledged that the Puget Sound region could not simply pave its way out of traffic jams. They concluded that – if our region was to remain livable – we needed to create more transportation choices for the people who live and work here. As part of an overall regional growth, transportation and economic development strategy, Sound Transit was created to plan and implement a regional high capacity network to connect our region's urban centers.

In 1996, the citizens of this region voted to begin building that network. Since then, Sound Transit has been implementing a system of express buses, commuter rail and light rail to provide faster, more dependable ways to connect people with their jobs, homes, shopping hubs, sporting and cultural events, medical facilities, colleges and universities and more. This Long-Range Plan represents Sound Transit's vision of how that regional network will evolve over time and how it will serve generations to come.

~~**Introduction**~~

~~If you've lived in the Central Puget Sound region for any length of time, you've probably used the phrase, "I remember when..." many times when talking about how the region has grown and changed over the years. And with another 1.4 million people living here in another 25 years, you'll probably be using that phrase quite a few more times.~~

~~Our region's growth is the by-product of a strong, healthy and competitive economy in a region often cited as one of the most livable in the country. Unfortunately, growth and growing pains go hand-in-hand. In addition to being one of the most livable places in the country, the Puget Sound region also has some of the worst traffic. Some of the physical attributes of our region that make it such a desirable place to live — the water, hills and mountains — also create natural barriers to expanding our transportation system. One of the toughest challenges ahead of us is keeping our economy — and the growing number of people in the Puget Sound region~~

~~— moving over the next quarter of a century.~~

ST Staff Comments:

- Provides context to the Long-Range Plan
- Consistent with legislative charter and intent.

Amendment No. B-2 **Page 2**
Board Member : Larry Phillips

The Plan and the vision section – replace with new section entitled, **Purpose and intent,** as follows:

Purpose and intent

The Regional Transit Long-Range Plan represents Sound Transit's statement of goals, policies, and strategies to guide the long-term development of the regional high capacity transportation (HCT) system. It is based on years of intensive planning, environmental analysis, and public outreach. It represents a framework to guide how Sound Transit system would best address the region's mobility needs and support growth management objectives. The Long-Range Plan will be implemented in a series of phases and will be updated over time.

This Long-Range Plan updates and modifies an earlier plan adopted in 1996. In that same year, Sound Transit also adopted Sound Move -- Sound Transit's initial phase of regional HCT investments. Where the Long-Range Plan represents a broad regional framework for long-term investments, Sound Move represents a more detailed, project-specific set of investments that the voters approved funding for in 1996. Most Sound Move projects and services are being implemented and are successfully addressing many regional mobility needs.

Sound Transit will use this updated Long-Range Plan as the basis for developing the next phase of investments – Sound Transit 2 (ST2). As with Sound Move, ST2 will encompass a specific set of projects and services designed to build upon the first phase and to further expand mobility options for the citizens of the central Puget Sound region.

~~**The plan and the vision**~~

~~Building on years of intensive planning and public involvement, ST has crafted an updated proposal for an HCT system.~~

~~*Sound Move* implements the first phase of ST's Long-Range plan described in this document. Think of the long-range plan as the map for reaching the region's transportation goals. The long-range plan describes an HCT system that will be included as the HCT component of any state and regional long-range transportation plans. The long-range plan provides the long-range goals, policies and strategies that guide development of the regional transit system during each implementation phase.~~

ST Staff Comments:

- Provides context to Long-Range Plan
- Explains relationship between Long-Range Plan and phases of implementation.

Amendment No. B-3 **Page 4**
Board Member : Mark Olson

Objectives section - revise third bullet as follows:

- Create a regional transit system that provides community, social, economic, and environmental benefits.

ST Staff Comments:

- Consistent with ST policy.

Amendment No. B-4 **Page 6**
Board Member : Mark Olson

The Regional Transit District section – revise first bullet under **The ST boundary**, as follows:

- shows the area where high-capacity transportation (HCT) ~~services~~ system investments will be added to our transportation system

ST Staff Comments:

- Editorial

Amendment No. B-5 **Page 8**
Board Member : Mark Olson

Building blocks of the long range plan section – revise as follows:

The regional system also includes community connections (e.g. transit stations, park-and-ride lots, transit centers and rail stations).

ST Staff Comments:

- Editorial

Amendment No. B-6 **Page 10**
Board Member: Kevin Phelps

Sounder Commuter Rail subsection – add to last paragraph, first sentence, as follows:

ST will develop a partnership with the Union Pacific and Burlington Northern railroads; the ports of Seattle, Tacoma, and Everett; the City of Tacoma (Tacoma Rail); and the state Transportation Department to implement the commuter rail system.
amend the last paragraph, first sentence as follows:

ST Staff Comments:

- Factual change.

Amendment No. B-7 **Page 11**
Board Member : Mark Olson

Gateways to the region – community connections section – revise last sentence, first paragraph as follows:

Those gateways include, for example, transit stations, park-and-ride lots, transit centers and rail stations that create community connections where people can reach their destination on foot, by bicycle, or by accessing other transportation services."

ST Staff Comments:

- Editorial

Amendment No. B-8 **Page 13**
Board Member : Mark Olson

Coordinated route and schedules section – revise first paragraph, last sentence as follows:

These simple and coordinated connections can be achieved by sharing stations, simplifying transfer policies, and using common fare ~~cards~~media.

ST Staff Comments:

- Editorial

Amendment No. B-9	**Pages 15 and 5**
Board Member: Claudia Thomas	

Reviewing and updating the long-range plan section – move from page 15 to page 5 as follows:

Move the **Reviewing and updating the long-range plan** section from page 15 to page 5. Insert it following **The regional transit plan** section.

ST Staff Comments:

- Editorial

SOUND TRANSIT

Exhibit C – Long Range Plan Map-Related Text Amendments

(Note: Page numbers refer to the page on which text appears in the "red-lined" version of the Regional Transit Long-Range Plan provided in March 31, 2005 Workshop notebook.

Amendment No. C-1 **Page 7,8**
Board Member : Ron Sims

Bus Rapid Transit section, replace as follows:
The long-range plan includes ~~completing the core HOV lanes planned by the state Transportation Department and ST funded direct access ramps.~~ a regional bus network comprised of a spectrum of service types intended to provide commuting options not already available in the designated corridors. The spectrum includes several types of bus rapid transit (BRT) with varying levels of priority over other traffic, as well regional express bus routes operating with limited or no priority.

{Following sentence moved from section on ST Express} ST does not propose directly operating any bus services in the region. Bus services funded by Sound Transit would be provided primarily through interlocal agreements or direct operating grants with local transit agencies within the Sound Transit district. Sound Transit may develop partnerships with local transit agencies to fund capital costs of BRT routes that may be run as local transit agency services with local transit agency operating funding.

Sound Transit's BRT services differ by their operating environment and level of priority over other traffic. Arterial BRT operates predominantly along arterials with priority provided by semi-exclusive lanes and/or signal priority. HOV BRT operates predominately along limited access freeways on semi-exclusive HOV lanes and access facilities. Busway BRT operates predominantly on fully exclusive transitways with priority over other traffic at intersections. Rail-Convertible BRT operates like Busway BRT, but on transitway facilities that are constructed to be converted later to rail. ST BRT routes may operate through corridors that feature varying levels of priority treatment.

All BRT services that Sound Transit provides share these attributes:

1. Provide limited-stop service
2. Connect to at least one designated urban center in the Puget Sound Regional Council's adopted regional growth management and transportation strategy
3. Operate with priority over general purpose traffic over much of the route length
4. Operate frequently throughout the day, with a goal of at least 10 minute peak and 15 minute midday service levels
5. Operate in both directions throughout the day.

In addition, supporting technologies and enhancements to increase customer convenience such as rapid or off-vehicle fare collection, low-floor buses, raised curbs and level platforms, and real time schedule and arrival information can be offered.

BRT routes will serve and connect major regional centers and destinations and be integrated with other local and regional transit services. The BRT system creates new links between suburban centers serving our region's fastest growing areas with fast efficient transportation options.

BRT can be operated in a variety of rights-of-way to provide fast and reliable service at the lowest cost, appropriate to transit demand and corridor conditions, including:

- **Busway BRT**. Busways are dedicated roadways for transit only, providing complete separation from traffic, and priority over other traffic at intersections. Busway BRT routes will offer high-speed, frequent two-way service throughout the day in the region's most congested corridors, operating in rights-of-way that are protected from general-purpose traffic congestion. These services will be characterized by infrequent stops, and stations that have customer amenities similar to rail systems. Where practicable, busways should be built to accommodate future conversion to LRT.

- **HOV BRT.** ST may operate BRT in HOV lanes managed to maintain fast and reliable travel times needed for bus rapid transit. The HOV BRT system will be developed through a partnership between ST and WSDOT to complete the State's Core HOV network and adapt it to meet the needs of high capacity transit service. Direct access ramps, in-line stations and access facilities will allow buses to use HOV lanes and make intermediate stops without crossing traffic lanes, benefiting both transit and general purpose traffic. HOV BRT services can also include customer convenience features and amenities as well as transit priority measures. The reliability of HOV BRT services will depend in large part on the development of a continuous HOV lane network and on effective management of the HOV lane system by WSDOT to meet adopted HOV speed and reliability policies.

- **Arterial BRT.** Arterial BRT can operate effectively in an arterial environment using bus lanes and/or a variety of localized transit priority treatments such as signal synchronization, queue jumps and business access/transit lanes. The level of customer amenities and transit priority is less than with the other BRT types, as is the corresponding investment in right of way and construction costs. The reliability and speed of the service is also not as high as with the other types. Most arterial BRT services in the region will be operated as local transit agency services.

{Following paragraphs moved to separate section titled HOV System} ~~The HOV/BRT system will be developed through a partnership between ST and the state Transportation Department. It expands and improves upon a network that the region has already begun, the state's program to fill the gaps and extend the existing HOV lane system to create a continuous inside lane HOV network. ST will fund special access ramps to make it easier for transit and carpools to reach and use the HOV lane system. Traffic flow will also improve in general purpose lanes since buses and carpools will no longer have to weave through several lanes of traffic to reach the HOV lanes.~~

~~The HOV/BRT systems creates new links between suburban centers serving our region's fastest growing areas with fast efficient transportation options.~~

~~The ST Board views completion of the state's freeway HOV lane "core system" in the Puget Sound region as an important priority. However, ST assumes the state will complete construction of the core HOV lane system in accordance with its freeway HOV policy.~~

~~If the state does not fulfill its funding obligation, the ST Board will conduct an open and public process to determine whether ST funding is available) e.g. from savings realized in other program elements) and should be used to help complete the core HOV lane systems.~~

ST Staff Comments:

- Editorial
- Reference freeway-to-freeway HOV connections as WSDOT responsibility

Amendment No. C-2 **Page 7,8**
Board Member : Ron Sims

HOV System, ~~**Bus Rapid Transit,**~~ replace as follows:

~~The long range plan includes completing the core HOV lanes planned by the state Transportation Department and ST fund direct access ramps.~~

The HOV system~~/BRT system will be developed through a partnerships between ST and the state Transportation Department. It~~ expands and improves upon a network that the region has already begun, creating a permanent part of our regional transit system. Thise ~~HOV/BRT system~~ includes the state's program to fill the gaps and extend the existing HOV-lane system to create a continuous inside-lane HOV network. ST will fund special access ramps to make it easier for transit and carpools to reach and use the HOV lane system. Traffic flow will also improve in general purpose lanes since buses and carpools will no longer have to weave through several lanes of traffic to reach the HOV lanes

~~The HOV/BRT systems creates new links between suburban centers servicng our region's fastest growing area with fast efficient transportation options.~~

The ST Board views completion of the state's freeway HOV lane "core system" in the Puget Sound region as an important priority. However, ST assumes the state will complete construction of the core HOV lane system in accordance with its freeway HOV policy.

If the state does not fulfill its funding obligation, the ST Board will conduct an open and public process to determine whether ST funding is available ~~(e.g. from savings realized in other program elements)~~ and should be used to help complete the core HOV lane system.

ST Staff Comments:

- Editorial
- See freeway-to-freeway HOV connections

ST Express section, replace as follows:

ST Express bus service may be provided to connect centers where demand is not sufficient to justify BRT service, or where needed as supporting services to HCT investments. ~~The long range plan includes a regional network of express buses operating on freeways and major arterials. Many of the new regional express bus routes will take advantage of the improved speed and reliability the HOV/BRT systems will offer. The new high speed regional express bus routes will offer frequent, two-way service throughout the day in the region's most congested corridors. The regional express bus will run every 15 minutes in major corridors during rush hours and every 15-30 minutes at other times.~~ ~~The regional express~~ ST Express buses will serve important ~~major regional centers and~~ destinations and provide connection to other transportation components of the regional transit system. ST Express routes are an investment in corridors where BRT investment may be warranted in the future. These routes may be operated with lower frequency and shorter span of service than BRT service, with a more modest investment in facilities.

{Following sentence moved to BRT section (and amended)} ~~ST does not propose directly operating any bus services in the region. Bus services proposed by ST would be provided primarily through interlocal agreements or grants with the local transit agencies within the ST District.~~

ST Staff Comments:

- Editorial
- Most services of this nature should be provided by local transit agencies

Amendment No. C-4 **Page 9**
Board Member: Ron Sims

HCT corridors, replace as follows:

HCT corridors may be candidates for LRT, Commuter Rail or BRT service in the future. The final selection of a transit technology will be made based on a detailed corridor study that will examine a full range of technology options. Factors that will determine what additional HCT investments will be made in future phases including future rail extensions include an assessment of evolving technologies, environmental analysis, actual population growth and employment, changing development trends and future transportation priorities of the ST District's subareas. To the extent possible, initial investments in HCT corridors should preserve the option of implementing a range of HCT options in the future.

Appropriate environmental reviews must be completed ~~Before additional light rail segments are considered, Sound~~ and voters must approve funding for any additional capital investments beyond the current phase.

ST Staff Comments:

- Editorial

Amendment No. C-5 **Page 9**
Board Member: Ron Sims

Link light-rail section, replace as follows:

Light rail transit (LRT) is included in the ~~The long range~~ plan to connect and serve ~~includes electric light rail lines linking~~ the four major regional centers – Everett, Seattle, Tacoma and Bellevue. LRT is the highest capacity mode included in the plan, and ~~Electric light rail~~ is a cost-effective way to serve the core of the regional system where transit ridership is the highest. ~~This new transportation link provides a stepping stone for expansion well into the 21st century.~~

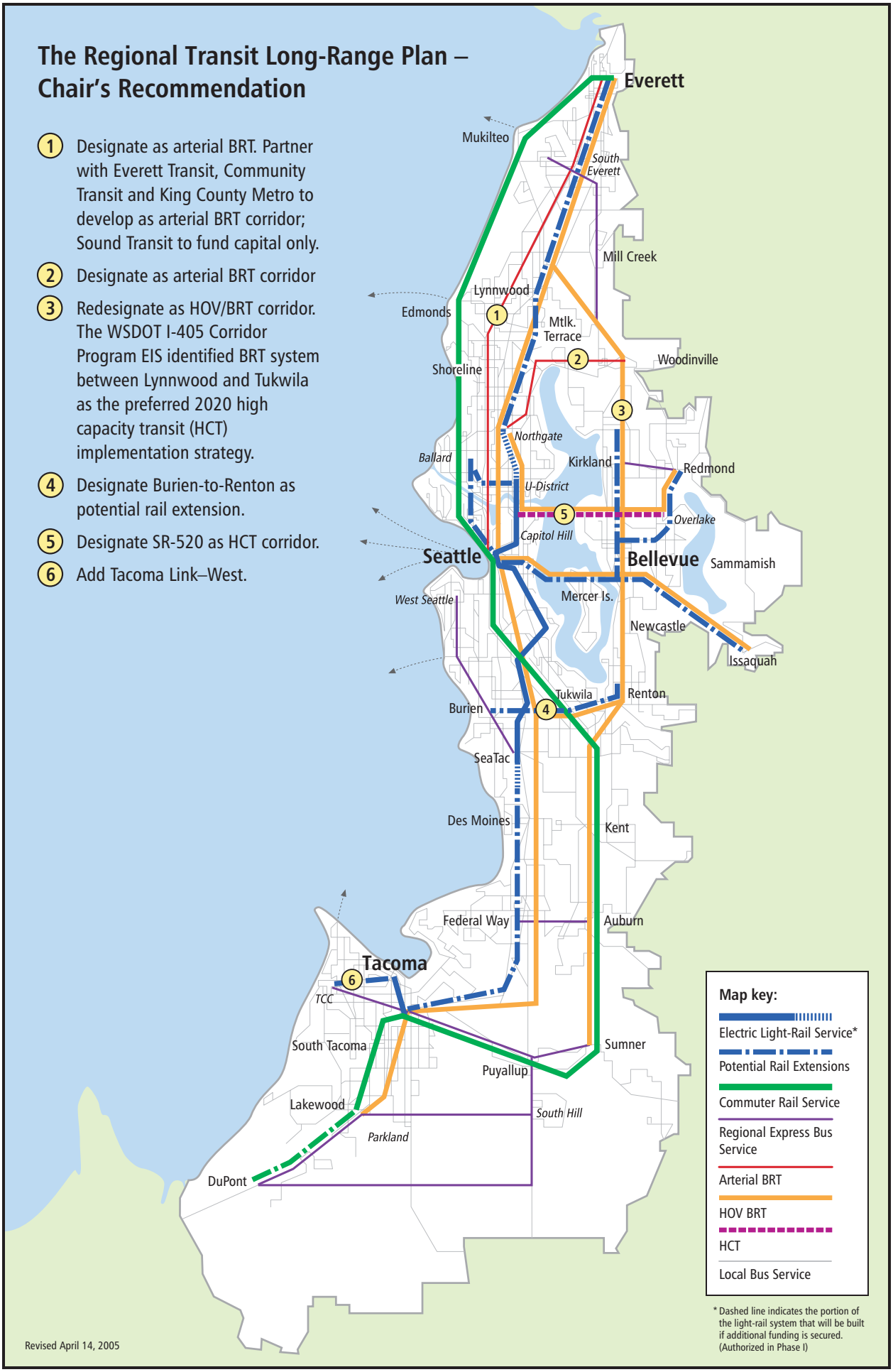
LRT is provided primarily in separated rights-of-way, enabling fast and reliable service. It includes a number of supporting technologies and enhancements, such as off-vehicle fare collection and real time arrival information that increase customer convenience and satisfaction. It also includes supporting access facilities for pedestrians, bicycles, local buses and, in some cases, park-and-rides.

ST Staff Comments:

- Editorial

The Regional Transit Long-Range Plan – Chair's Recommendation

1. Designate as arterial BRT. Partner with Everett Transit, Community Transit and King County Metro to develop as arterial BRT corridor; Sound Transit to fund capital only.
2. Designate as arterial BRT corridor
3. Redesignate as HOV/BRT corridor. The WSDOT I-405 Corridor Program EIS identified BRT system between Lynnwood and Tukwila as the preferred 2020 high capacity transit (HCT) implementation strategy.
4. Designate Burien-to-Renton as potential rail extension.
5. Designate SR-520 as HCT corridor.
6. Add Tacoma Link–West.



* Dashed line indicates the portion of the light-rail system that will be built if additional funding is secured. (Authorized in Phase I)

Revised April 14, 2005

SOUND TRANSIT

Exhibit D – Long Range Plan Map Amendments

M1
Board Member: John Ladenburg

Amend the LRP map to designate SR 99 (Everett-to-Seattle) as Arterial BRT, with ST to fund capital only.

See also: No. **M14**

M2
Board Member: John Ladenburg

Amend the LRP map to designate the corridor generally following SR-522 between Northgate, Lake City and the University of Washington Bothell campus as Arterial BRT.

See also: No. **M7**

M3
Board Member: John Ladenburg

Amend the LRP map to re-designate I 405 (Lynnwood-to-Tukwila) as a HOV/BRT corridor and delete the designation as Potential Rail Extension.

See also: No. **M12**

M4
Board Member: John Ladenburg

Amend the LRP map to designate the Burien-to-Renton corridor as a Potential Rail Extension.

See also: No. **M15**

M5
Board Member: John Ladenburg

Amend the LRP map to designate SR 520 corridor (Redmond-to-Seattle) as HCT.

See also: No. **M13**

M6
Board Member: John Ladenburg

Amend the LRP map to designate the Tacoma Link Extension-West corridor as Electric Light Rail Service.

M7
Board Members: Jack Crawford, Connie Marshall, Ron Sims

Designate the corridor generally following SR-522 between Northgate, Lake City and the University of Washington Bothell campus for high capacity transit.

See also: No. **M2**

M8
Board Members: Fred Butler, Connie Marshall

Add a ST Express bus route connecting Bellevue and Redmond/Overlake to Issaquah via Sammamish and related capital facilities.

M9
Board Member: Connie Marshall

Amend the LRP map to add a Regional Express bus route connecting Redmond and Totem Lake, and related capital facilities.

M10
Board Member: Dave Enslow

Add a "Potential Rail Extension" on existing private rail line, from ST's Tacoma-to-Seattle Sounder line to either McMillin or Orting, via a track connection between the Puyallup and Sumner stations.

M11
Board Member: Mark Olson

Amend the "Potential Rail Extension" alignment north of Lynnwood as follows:

Northwest to Paine Field along the SR 525 corridor, east from Paine Field to I-5 along SR 526 corridor, continue north to Downtown Everett along the I-5/Evergreen Way corridors.

M12
Board Members: Connie Marshall, Ron Sims

Amend the LRP map to re-designate the I 405 corridor (Lynnwood-to-Tukwila) as HOV/BRT and maintain the designation as Potential Rail Extension.

See also: No. **M3**

M13
Board Member: Ron Sims

Amend the LRP map to designate SR 520 corridor (Redmond-to-Seattle) as HCT only, deleting any reference to BRT.

See also: No. **M5**

M14
Board Member: Ron Sims

Amend the LRP map to designate SR 99 (Everett-to-Seattle) as HCT.

See also: No. **M1**

Map Amendment No. M15
Board Member: Ron Sims

Amend the LRP map to re-designate the segment connecting Burien to Central Link as a BRT and a Potential Rail Extension Corridor.

See also: No. **M4**

Map Amendment No. M16
Board Member: Ron Sims

Amend the LRP map to eliminate the distinction between the Arterial BRT and the HOV Expressway and HOV/BRT designations on the map. Label each of these corridors as BRT and then determine the appropriate level of investment through the more detailed planning process involved in development of future phases.

SOUND TRANSIT

Exhibit E – Long Range Plan Policy Amendments

(Note: Page numbers refer to the page on which text appears in the "red-lined" version of the Regional Transit Long-Range Plan provided in March 31, 2005 Workshop notebook.

Amendment No. E-1
Board Member : Connie Marshall

Add language **throughout Plan** supporting and linking regional growth centers:

Page 2, The Regional Transit Authority, second paragraph, first sentence: After "people" insert the phrase, "between regional growth centers."

Page 3, Goals and Objectives, first goal, first sub-bullet point: Delete "throughout the region" and replace with, "between regional growth centers."

Page 4, The regional transit Plan, second paragraph, first sentence: After the word "facilities" add the phrase, "that link regional growth centers."

Page 8, A network of services, fourth paragraph, first sentence: After the phrase "that supports" insert the phrase, "regional growth strategies."

ST Staff Comments:

- Consistent with legislative charter.
- Strengthens ties to PSRC's regional plans.

Amendment No. E-2 **Page 2**
Board Member : Mark Olson

The Regional Transit Authority section, revise second paragraph, first sentence as follows:

High-capacity transportation simply refers to a transit system, including the necessary infrastructure and supporting service, that carries large numbers of people faster and more frequently than a basic, conventional local transit system.

ST Staff Comments

- Consistent with legislative charter.

Amendment No. E-3 **Page 3**
Board Member : Mark Olson

Goals section – revise first goal as follows:

Provide a public transportation system that helps ensures long-term mobility, connectivity, and convenience for the citizens of the Puget Sound region for generations to come."

ST Staff Comments:

None

Amendment No. E-4 **Page 3**
Board Member : Mark Olson

Goals section **-** add fifth goal, as follows:

- Strengthen communities' use of the regional transit network

  Support the development, or redevelopment, of areas within a ¼ miles radius around transit stations and centers, and park-and-ride lots with a mix of transit-oriented activities at a pedestrian scale and orientation to enhance current and future transit use.

ST Staff Comments:

- Consistent with ST policy
- Could result in upward pressure on budget, if "support" means funding.

Amendment No. E-5 **Page 4**
Board Member : Mark Olson

Objectives section - replace fourth objective as follows:

Develop a high capacity transportation system in subareas within the region in proportion to the revenues they generate.

~~•Develop equitable transportation solutions~~

~~Offer transit services that benefit subareas within the region in proportion to the revenues they generate.~~

ST Staff Comments:

Inconsistent with ST policy.

Amendment No. E-6 **Page 4**
Board Member : Mark Olson

The regional transit plan section - revise the second paragraph, second sentence as follows:

In addition to increasing the people-carrying capacity of the region's most heavily used transportation corridors, the system would also support growth management policies, help limit sprawl and provide the connection, convenience, and ~~the~~ mobility needed for a vital economy."

ST Staff Comments:

None

Amendment No. E-7 **Page 6**
Board Member : Mark Olson

The Regional Transit District section – revise final paragraph, last sentence as follows:

The local tax revenues generated in each of these areas will be spent on investments ~~that benefit~~ within those areas."

ST Staff Comments:

- Inconsistent with current ST policy.

Amendment No. E-8 **Pages 6 and 7**
Board Member : Julia Patterson

Annexing new areas and extending ST services section - last bullet, revise language as follows:

ST commits that, when annexed, the taxes from areas joining the ST District will be used only for specific facilities and services for up to ~~5~~ 3 years as described in an interlocal agreement with that area. After ~~5~~ 3 years, the tax revenues from an annexing area would be combined with funds from the appropriate subarea.

ST Staff Comments:

- Will make future annexations more difficult to achieve.

Amendment No. E-9 **Page 7, 8**
Board Member : Aaron Reardon

A network of services section – after fourth paragraph insert paragraph as follows:

The Regional Transit Long-Range Plan map depicts Sound Transit's envisioned network of services when the regional transit system is complete. The map shows what is already built and operating, as well as what types of regional services should be provided in what locations in the future. The lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments. Those choices will be refined during system plan development and determined during project-level planning.

ST Staff Comments:

- Consistent with current ST practice.
- Future preliminary engineering work will evaluate routes within a broad swath, not just one specific alignment.

Amendment No. E-10 **Page 9**
Board Member : Richard McIver

Bus Rapid Transit, delete the final paragraph.

~~If the state does not fulfill its funding obligation, the ST Board will conduct an open and public process to determine whether ST funding is available (e.g., from savings realized in other program elements) and should be used to help complete the core HOV lane system.~~

ST Staff Comments:

- Clarifies ST policy.
- Removes a potential funding tool.

Amendment No. E-11 **Page 9**
Board Member: Dave Enslow

ST Express Buses subsection - replace second paragraph as follows:

ST Express Bus services would be provided primarily through interagency agreements or grants with the local transit agencies within the ST District. ST may consider operating its own ST Express Bus services in the future, either through direct operation or through competitive contract.
~~ST does not propose directly operating any bus services in the region. Bus services proposed by ST would be provided primarily through interlocal agreements or grants with the local transit agencies within the ST District.~~

ST Staff Comments:

- Responds to the Citizen Oversight Committee's 8-year report regarding operational costs.
- Provides ST with additional to explore.

Amendment No. E-12 **Page 9**
Board Member : Connie Marshall

ST Express Bus section, add new section as follows:

Future REX Extensions

The Regional Express routes will continue to connect the region's urban and activity centers as part of a regionally coordinated network of services including REX routes that build upon those services deployed as part of Sound Move (Phase 1). Services for future consideration in the East Subarea shall include connections serving Totem Lake in Kirkland to downtown Redmond and routes that better link downtown Bellevue, Issaquah, Sammamish and Redmond

ST Staff Comments:

None

Amendment No. E-13 **Page 9**
Board Member : Mark Olson

Sounder Commuter Rail section – revise first paragraph, first sentence as follows:

The long-range plan includes two-way commuter rail service on existing tracks ~~all-day and everyday~~.

ST Staff Comments:

- Recognizes costs to gain access to active freight rail lines and is more realistic as to future service.

Amendment No. E-14 **Page 10**
Board Member : Kevin Phelps

Link light Rail section – add the following final sentence, first paragraph, as follows:

For purposes of determining projects to be included in its Long-Range plan, Sound Transit defines light rail transit as electric rail service that is characterized, at a minimum, by separated and protected right of way and traffic signal preemption or priority.

ST Staff Comments:

- Provides minimum threshold for future ST light rail service.

Amendment No. E-15 **Page 10**
Board Member : Larry Phillips

Link light Rail section - add as a second paragraph, as follows:

Throughout the phased implementation of the all-day, frequent, and fast high capacity transit system, Sound Transit will prioritize its light rail investment funds for the completion of the Everett-Seattle-Tacoma Link light rail system and the HCT system directly connecting Bellevue with that north-south rail spine.

ST Staff Comments:

- Recognizes and prioritizes connecting the four major urban growth centers of the region.

Amendment No. E-16 **Page 10**
Board Member : Mark Olson

Link light-rail section - add as final sentence as follows:

Economic impacts upon the development of PSRC designated Urban Centers, future community and employment centers, and local activity centers shall be added to the criteria for determining the routing for future Light Rail Transit (LRT).

ST Staff comments:

- Consistent with legislative charter.

Amendment No. E-17 **Page 10**
Board Member: Connie Marshall, Fred Butler, Jack Crawford

Future HCT corridors, add as final paragraph as follows:

The Amendment to the 1976 Memorandum Agreement for I-90 shall be incorporated into the Long-Range Plan by reference. The Amendment specifies that Alternative R-8A, HOV lanes on the outer roadways of I-90, is the first step toward the ultimate configuration of I-90 with high capacity transit in the center roadway. The Amendment identifies the principles that must guide future development of the I-90 corridor between Bellevue and Seattle, including identifying and satisfactorily addressing the loss of mobility to and from Mercer Island. (Amendment to the 1976 Memorandum Agreement for I-90, approved August 2004.)

ST Staff Comment:

- Consistent with amendment to 1976 MOA already approved by the ST Board.

Amendment No. E-18 **Page 11**
Board Member : Mark Olson

Working together - a coordinated system of services - revise first bullet, as follows:

coordinating local and regional transit ~~schedules~~ services, tying services together and creating important region-wide connections for services Sound Transit either operates directly or through contract

ST Staff Comments:

- Editorial

Amendment No. E-19 **Page 11**
Board Member : Mark Olson

Working together - a coordinated system of services – revise third bullet, as follows:

- developing ~~a~~ uniform ~~pass or ticket~~ fare media that can be used on ST and regional partner services ~~local buses, regional express buses and trains,~~ making transfers between services less difficult~~easy~~.

ST Staff Comments:

- Editorial

Amendment No. E-20 **Page 11**
Board Member : Ron Sims

Working together - a coordinated system of services section - add fourth bullet, as follows:

- planning jointly for bus-related facilities that will be used by multiple agencies.

ST Staff Comments:

- Recognizes current practices.

Amendment No. E-21 **Pages 11, 12**
Board Member : Mark Olson

Facilities that fit with the community they serve section – revise second paragraph, as follows:

ST will work with local public transportation agencies, communities, and local governments to place and design transit facilities that fit with local community plans. This will include making improvements within ~~one-half~~ one-quarter mile radius of each station for safe and~~,~~ easy transit, pedestrian, and bicycle access. Sound Transit will only build such facilities in coordination with the local jurisdiction(s).

ST Staff Comments:

- Reduces budget pressure and area for improvements
- Recognizes current practices of coordination with jurisdictions.

Amendment No. E-22 **Pages 11, 12**
Board Member: Jack Crawford

Facilities that fit with the community they serve section – revise second and third paragraphs, as follows:

The long-range vision will create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers. Facilities Sound Transit will provide as standard features of stations intended to easily fit with and improve local community plans, include improvements to access by bus, bicycles and walking, inter-modal transfer facilities and bus layover space. Transit facility designs will be flexible, allowing each station to reflect and fit into the community it serves while providing standard features for transit customers and ensuring smooth transfers from one type of public transportation to another.

Recognizing the mutual benefits of the transportation investments being made by Sound Transit, local public transportation agencies, communities and local governments will work with Sound Transit and contribute toward the costs of betterments over and above standard facility designs.

ST Staff Comments:

- Will require ST to develop "standard facility" designs.
- Explicitly asks partners to contribute to betterments.
- Makes geographic area definition more flexible, to be examined case by case.

Amendment No. E-23 **Page 12**
Board Member: Aaron Reardon

Encouraging policies that support transit section - add fourth and fifth bullets as follows:

- Promote community design that provides convenient access to transit systems.
    a. Improve transit connections, particularly between local transit and regional transit systems.
    b. Encourage development of convenient and safe sidewalks, street crossings, bicycle and pedestrian facilities to serve local and regional transit facilities.
    c. Promote pedestrian and bicycle connections between regional transit facilities and nearby neighborhoods.

- Promote transit-oriented development investments around regional transit facilities:
    a. Provide conveniently located pedestrian-oriented businesses and services around regional transit facilities.
    b. Provide building design and placement, street improvements, parking standards, and other measures that encourage pedestrian access and use of local and regional transit.

ST Staff Comments:

None

Amendment No. E-24 **Page 13**
Board Member: Dave Enslow

Coordinated routes and schedules section – add as final paragraph as follows:

"In some areas, access to the regional HCT system may be constrained by lack of park and ride capacity and/or limited connecting bus service. In such cases, Sound Transit will work with community and partner transit agencies to evaluate ways to increase system access, drawing upon a large menu of potential options including leased or joint-use parking, dedicated feeder buses, enhanced local bus service, VanShare services, and employer shuttles. A system access fund will be established for each subarea to support these services where they are needed."

ST Staff Comments:

- Adds tools for specific locations with inadequate P/R, but with insufficient revenues to expand parking.
- Some tools are, arguably, local agency responsibilities, but short-term, interim funding by ST may be necessary.
- "Will" could be changed to "may" so subareas not wanting such a fund can opt not to create the fund.

Amendment No. E-25 **Page 13**
Board Member : Mark Olson

A one-ticket ride section – revise third sentence as follows:

This will allow customers to use a single ticket or pass to travel on any and all of the types of transit within the region (~~i.e.~~e.g. local bus, regional bus, light rail, commuter rail, ~~and~~ ferries and potentially monorail and streetcar).

ST Staff Comments:

- Smart Card consortium does not yet include monorail or streetcar agencies.
- Adding agencies is a negotiated process that, while desirable, has not happened yet.

Amendment No. E-26 **Page 13**
Board Member: Ron Sims

Transportation Demand Management (TDM) section – revise second paragraph as follows:

ST will participate as a funding partner for market development programs, and cooperate with other public transportation agencies working 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 drive-alone commute trips.

ST Staff Comments:

- May result in upward budget pressure for ST.

Amendment No. E-27 **Page 13**
Board Member: Ron Sims

Research & Technology fund section – revise second paragraph, second sentence as follows:

In particular, ST will evaluate technological innovations that focus on transit speed and reliability, customer service and customer security improvements.

ST Staff Comments:

- Consistent with current practice.

Amendment No. E-28 **Page 14**
Board Member: Aaron Reardon

Regional relationships section, **Local jurisdictions** subsection, revise as follows:

Local jurisdictions — Local jurisdictions should develop land-use and transportation plans and regulations that support transit-oriented development, regional and county plans and the long-range plan. Examples of supportive actions include building sidewalks to transit facilities, and changing zoning to encourage development of urban centers. Jurisdictions should also develop processes for timely approval of transit facilities and Transportation Systems Management (TSM) capital projects to support interim bus service expansion and long-term HCT service within the respective jurisdictions.

ST Staff Comments:

None

Amendment No. E-29 **Page 15**
Board Member : Dave Enslow

Right-of-way preservation section – replace first paragraph as follows:

To protect against the permanent loss of valuable and irreplaceable transportation rights of way, corridors, and facilities sites, ST will develop a right of way preservation program to identify and potentially purchase such properties as they become available or they are placed at risk of development for non-transportation uses. The objective of the right of way preservation program will be to set aside at-risk properties for potential rail or regional express bus stations, route alignments, operating facilities and other facilities needed for the full implementation of the Long-Range Plan, and to do so early and at reasonable cost. Under the program, properties may be optioned, purchased, leased, or otherwise preserved as needed, subject to the availability of funds.

~~ST will develop a right-of-way preservation program in each participating county to set aside sites for potential rail or regional express bus stations, route alignments, operating facilities and other facilities needed for the long-range system. Right-of-way will either be optioned, bought or preserved by using local land-use zoning and permitting when allowed by law.~~

ST Staff Comments:

- Better expresses the purpose of the right-of-way program than existing language.

Amendment No. E-30
Board Member : Julia Patterson

[This language has been approved by Board member Paterson, but still need to identify where this would go.]

BRT consists of frequent bus service that is afforded priority over general traffic across a substantial portion of the trip. Priority can be achieved through a combination of dedicated bus ways, signal synchronization, queue jumps, direct access ramps or other technology that increases the speed and reliability of the trip. BRT service should also include supporting technologies and enhancements to increase customer convenience such as rapid and convenient fare collection, low floor busses, raised curbs and level platforms and real time schedule and arrival information.

ST Staff Comments:

- Contains many elements of other proposed amendments, but is less comprehensive.