



Proposed Boardmember amendments to the Draft Sound Transit 3 (ST3) Plan presented at the June 2, 2016 Board meeting.

## Proposed Amendments

No.	Page No.	ST3 Plan Amendment	Board Sponsor
1	Page 6	<p><u>North Corridor</u></p> <p>Sound Transit 3 extends light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. The line is scheduled to open in 2036 and includes six stations serving the areas of West Alderwood Mall, Ash Way, <del>128<sup>th</sup> Street SW (Mariner)</del>, Southwest Everett Industrial Center, SR 526 near Evergreen Way and the area at the existing Everett Station. Additional parking will be provided at <del>s 128<sup>th</sup> Street SW (Mariner)</del> and Everett stations. A light rail operations and maintenance facility will be located in the north corridor. A seventh station, Airport Rd/SR 99 is a provisional station that will be built if <del>additional</del> funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan. <u>Sound Transit may cost share with Snohomish County, cities, transit and state agencies to provide access improvements to station areas for BRT planned by ST's partners such as signal improvements, bus access/egress, and bus/rail integration facilities, and nonmotorized access.</u></p>	Boardmember Somers
2	Page 9	<p><b>Souder Commuter Rail</b></p> <p>Sound Transit 3 includes funding to extend Souder commuter rail service during peak hours from Lakewood to new stations at Tillicum and DuPont, increasing access near Joint Base Lewis-McChord. Parking will be provided at both of these stations.</p> <p>The Souder south line capital improvement program will help meet growing demand for service by increasing system capacity and enhancing service. This program will include expanding platforms to accommodate up to 10-car trains, allowing Sound Transit to run longer trains and carry more riders. Access elements include improvements for pedestrians, bicyclists, buses and private vehicles, prioritized under Sound Transit's System Access Policy. In addition, <u>depending on affordability and cost-effectiveness</u>, track and signal upgrades and other related infrastructure will provide capacity for additional trips. Sound Transit will negotiate with Burlington Northern Santa Fe and affected organizations for additional trips to serve growing ridership along the Souder south line, within available financial resources. <u>Consistent with the financial policies, available financial resources remaining after funding cost-effective additional train trips will be reallocated to pay for other capital and/or service improvements that are deemed to best provide additional frequent and reliable high-capacity transit service in the same corridor or subareas.</u></p> <p>New parking and other access improvements are included at the Souder north line's Edmonds and Mukilteo stations.</p>	Boardmember McCarthy

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3	Page 10-12	<b>System Access</b> <p data-bbox="347 201 1274 441">To serve the region’s 3.7 million future residents, the Sound Transit Board of Directors has made multimodal access a priority for Sound Transit 3. People will access the 116 miles of light rail, Sounder commuter rail stations north and south, and hundreds of thousands of annual ST Express Bus service hours, by walking, biking, parking, transferring from partner transit services, or using pick-up and drop-off areas. The ability to access stations should not be a barrier to riding the high capacity transit system.</p> <p data-bbox="347 483 1295 898">With this plan, Sound Transit will combine robust, dedicated funding for access to the regional system, with ongoing planning that responds to evolving needs. The access investments included in the Sound Transit 3 plan are based on those investments conforming to surrounding land uses, and the investments levels are based on the station type and location. Some stations are located in urban areas where pedestrian and bicycle access is <del>needed</del><u>emphasized</u>. Other stations are located in suburban areas where travel by car is more common. Likewise, some stations are system hubs, where improvements to improve bus and rail transfers are <u>emphasized</u><del>needed</del>. The Sound Transit 3 plan responds to the need for safe and convenient access to existing and future Sound Transit stations by providing dedicated funding to access bus and rail stations, including resources to facilitate integration with partner services:</p> <p data-bbox="347 936 492 961"><u>Project-level</u></p> <ul data-bbox="396 1003 1295 1911" style="list-style-type: none"> <li data-bbox="396 1003 1295 1470">• Bus-rail integration allowances: Integration with other transit services is a priority for the region. <u>Sound Transit will work closely with local transit agencies to clarify roles and responsibilities for funding future transit integration improvements. Sound Transit will also work closely early in the planning process with local transit agencies and jurisdictions to integrate station plans with transit service and related land use plans.</u> To facilitate convenient passenger transfers between modes, the cost estimates for the light rail projects described in the Sound Transit 3 plan include <u>approximately \$100 million (\$2014)</u> in integration allowances to build off-street facilities at key stations for buses to lay over and maintain consistent schedules. As Sound Transit expands <u>commuter rail</u>, light rail, Bus Rapid Transit, and express bus corridors, there will be more opportunities to create convenient transfers for bus riders.</li> <li data-bbox="396 1516 1295 1911">• Access Allowance: Also included in the cost estimates for the light rail and bus rapid transit projects, each new Sound Transit 3 station has an Access Allowance based on the type of station (i.e., suburban, urban) of up to \$4.5 million (<u>\$2014</u>). In total, the cost estimates include <u>approximately \$270 million (\$2014)</u> in new Access Allowances for station areas that create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses, and community gathering places. <u>Sound Transit will, where possible and appropriate, improve pedestrian and bicycle access to new and existing Sound Transit facilities by designing facilities that meet adopted wayfinding, lighting, safety design and disability access standards, consistent with FTA guidance.</u></li> </ul>	Boardmembers Balducci, Johnson, McDermott and Somers

- Parking access: Where identified in the project descriptions, funds are included for additional parking for transit riders. Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects. Sound Transit has conducted pilot programs to provide reserved permitted parking spaces for a small fee and real-time information about the availability of open parking spaces at some lots and is planning to launch a more widespread permit parking program when the facility at Angle Lake opens in 2016. In Sound Transit 3, the agency will manage ST3 parking projects to increase the availability and reliability of access for riders.~~work to make these options available throughout the region so that more people can predictably find a parking space rather than drive to work when they realize parking is full.~~ This is consistent with Board-adopted policy that anticipates charging a reasonable price-fees for parking, which may vary by location, facility, size and/or occupancy in order to manage demand. Discounted rates may be determined for low-income permits, in coordination with policies within regional reduced fare transit programs.~~that will help pay for new access infrastructure and enable Sound Transit to invest in additional local access improvements.~~ Revenue derived from parking fees over and above the amounts assumed in the ST3 financial plan will be directed to the ST3 System Access Fund to further improve station access and safety, including bicycle and pedestrian access improvements.

System-wide

- Sound Transit 3 System Access Fund: The System Access Fund provides an additional \$100 million (\$2014) allocated equally among Sound Transit’s five sub-areas that would fund projects such as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more people can use Sound Transit services. Funds will be allocated based on an evaluation of the needs of customers using Sound Transit existing and planned bus and rail stations and connectivity with other modes. Sound Transit will partner with cities, counties, transit and state agencies and other Sound Transit stakeholders to leverage grants and matching funds and create the best access solutions for each station. Projects that leverage funds through funding partnerships will receive strong consideration. The System Access Fund includes funding to survey riders and conduct studies that prioritize the most beneficial projects, whether retrofitting stations to accommodate growth or enhancing connections to neighborhoods.

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4	Page 12-13	<b>Transit-Oriented Development (TOD)</b> <p data-bbox="347 205 1292 1176">           Development around transit investments represents a significant opportunity both to shape communities that attract jobs and housing opportunities affordable at a range of incomes, <u>increase transit ridership</u>, and improve equitable access to opportunities for current and future residents. <u>Construction for ST3 will take place during a period of dramatic regional growth, especially among transit-dependent communities.</u> Under this plan, Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities <u>adjacent to Sound Transit stations that are consistent with transit-oriented development plans developed with the community input</u> by the regional transportation planning organization within Sound Transit’s boundaries. <u>The necessary board policy changes for implementation must be completed within 18 months of voter approval of this system plan. Sound Transit will use</u>, such <u>plans</u> as the 2013 <i>Growing Transit Communities Strategy</i>, <u>to inform the content and implementation of its TOD strategy.</u> The plan allocates funds to support collaborative planning for TOD at the transit capital project development stage, as well as for planning and pre-development activities on agency-owned properties that may be developed as TOD. <u>Sound Transit will pursue and implement land disposition and development strategies that reduce the cost of affordable housing development, increase transit ridership, and otherwise work to leverage and increase the impact of other state, federal, and local affordable housing funders, and are consistent with retention of federal grant funds where appropriate.</u> <u>Sound Transit’s policies</u> <del>Sound Transit</del> will specifically promote equitable TOD by:         </p> <p data-bbox="347 1213 496 1243"><u>Project-level</u></p> <ul data-bbox="444 1281 1292 1428" style="list-style-type: none"> <li>• TOD allowance: The cost estimates for the projects described in the Sound Transit 3 plan Section estimates include project allowances to fund appropriate TOD planning activities for each location expected to have surplus property.</li> </ul> <p data-bbox="347 1474 496 1503"><u>System-wide</u></p> <ul data-bbox="444 1541 1292 1843" style="list-style-type: none"> <li>• TOD Fund: The Sound Transit 3 plan includes a TOD fund of \$20 million (<u>\$2014</u>) to incorporate TOD considerations during land acquisition to ensure that, where possible, property that may later become surplus is supportive of its reuse for TOD;</li> <li>• <u>Coordinating with the local land use authority so that TOD activity on Sound Transit property considers and is consistent with local land use plans, policies and goals and the local community’s established vision for growth.</u></li> </ul>	Boardmembers McDermott, Balducci, Johnson, McCarthy, Moss and Upthegrove; Chair Constantine

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		<ul style="list-style-type: none"> <li>• Working with local governments, housing authorities, non-profit developers, <u>community organizations</u> and others to <del>inclusively plan</del> <u>implement a regional equitable transit-oriented development strategy for diverse, mixed-use, mixed-income transit communities, as required under RCW 81.112.350, consistent with adopted applicable regional and local plans and policies and the <i>Growing Transit Communities Strategy</i>.</u></li> <li>• <u>Incorporating TOD objectives adopted by the Sound Transit Board as part of the selection criteria during land acquisition to ensure that, where possible, property that is necessary to construct or operate the transit facility, but that may later become surplus is supportive of its reuse for TOD;</u></li> <li>• <u>Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform alignment and station location decision in order to support development of mixed-income, mixed-use communities around transit stations;</u></li> <li>• <u>Offering <del>First offering</del> surplus properties that it deems are suitable for housing for either transfer at no cost, sale, or long-term lease first to local governments, housing authorities, and non-profit developers to develop affordable housing as provided in statute regardless of acquisition date, in accordance with RCW 81.112.350;</u></li> <li>• <u>Seeking input through public engagement that informs, involves, and empowers people, and communities. Inviting people to play an active role in shaping the development process of surplus property in the community;</u></li> <li>• <u>Developing policies that evaluate proposals to develop surplus property. The evaluation criteria may consider whether the development plan includes space for small businesses or other uses that comprise a diverse, vibrant, mixed use, mixed-income TOD. The developer selection criteria may also consider the types of business and whether jobs proposed for the development to pay prevailing wages to the extent consistent with law and the retention of federal grant funds, where appropriate;</u></li> <li>• <u>Contributing \$20 million (dollars in year of expenditure) to a regional revolving loan fund to support affordable housing creation;</u></li> <li>• <u>Funding TOD activities in each capital project to ensure adequate consideration and planning for development have occurred as a part of each capital project;</u></li> <li>• <u>Updating policies to require TOD potential and opportunities to be analyzed and incorporated consistent with law and grant requirements, throughout the planning and design process; and</u></li> <li>• <u>Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties. This includes planning for station areas designed to evolve over time as the communities we serve mature and transition from auto-dependent to multimodal station access.</u></li> </ul>	

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5	Page D11 of Appendix D	<p data-bbox="347 138 821 174"><b>Transit-Oriented Development</b></p> <p data-bbox="347 216 1276 327">Transit-oriented development focuses development growth within one-half mile of transit stations. Concentrating growth in station areas creates multiple regional benefits, including but not limited to:</p> <ul data-bbox="396 369 1094 596" style="list-style-type: none"> <li data-bbox="396 369 1057 396">+ Increased tax base in communities served by transit</li> <li data-bbox="396 407 753 434">+ Increased transit ridership</li> <li data-bbox="396 445 1008 472">+ Increased regional access to goods and services</li> <li data-bbox="396 483 1094 510">+ Opportunities for less automobile-dependent lifestyles</li> <li data-bbox="396 520 878 548">+ <a href="#">Improved access to housing and jobs</a></li> <li data-bbox="396 558 1094 585">+ Emphasis on pedestrian infrastructure in station areas.</li> </ul>	Boardmembers McDermott, Balducci, Johnson, McCarthy and Upthegrove; Chair Constantine

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6	Page D12 of Appendix D	<p><b>Transit planning and transit project development</b></p> <p>Consistent with the 2015 amendments to the Sound Transit enabling legislation (RCW 81.112.350), Sound Transit will “implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with TOD plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries.” This strategy includes transit planning and project development.</p> <p>Sound Transit 3 distributes \$12 million (<del>\$2014</del>) among identified capital projects to support inclusive and collaborative planning for TOD during the transit project planning and development stages. These funds will be available for:</p> <ul style="list-style-type: none"> <li>• Considering TOD opportunities <u>during throughout</u> the alternatives analysis, conceptual station design and preliminary engineering processes.</li> <li>• Where appropriate during the property acquisition phase, considering TOD potential on property <u>that is necessary to construct or operate the transit facility, but</u> that may later become surplus to construction-related or ongoing transit operations to increase the likelihood that it is supportive of being used for TOD.</li> <li>• Sound Transit may evaluate alternative land development strategies that meet its on-going and construction property needs and facilitates <del>for</del> the realization of equitable transit oriented development in station areas.</li> <li>• <u>Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform alignment and station location decision in order to support development of mixed-income, mixed-use communities around transit stations.</u></li> <li>• Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties <u>in light of taking into account</u> the space needs of transit-supportive facilities and services as well as local community development plans and priorities. <u>This includes planning for station areas designed to evolve over time as the communities we serve mature and transition from auto-dependent to multimodal station access.</u></li> <li>• Working with local jurisdictions, <del>where appropriate</del>, on station area planning, zoning, and/or other opportunities to leverage the ST3 transit investment to support local and regional growth plans.</li> <li>1. <u>Seeking input through public engagement that informs, involves, and empowers people, and communities. Invite people to play an active role in shaping Sound Transit alignment and station design plans. Sound Transit will make efforts to include organizations and affordable housing developers who represent communities most at risk for displacement, including low-income communities, communities of color, and immigrants and refugees.</u></li> </ul>	Boardmembers McDermott, Balducci, Johnson, McCarthy and Upthegrove; Chair Constantine

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7	Page D13- D14 of Appendix D	<p data-bbox="347 138 1227 210">Sound Transit will advance equitable TOD projects on surplus property, air rights and joint development sites by:</p> <ul data-bbox="396 247 1292 1669" style="list-style-type: none"> <li data-bbox="396 247 1292 506">• Working with local governments, housing authorities, non-profit developers <u>community organizations</u> and others to <u>implement a regional equitable transit-oriented development strategy for <del>deliver</del>diverse</u>, mixed-use, mixed-income <del>transit</del> communities <u>as required under RCW 81.112.350</u>, consistent with the <i>Growing Transit Communities Strategy</i> <u>and other applicable regional and local plans and policies</u>.</li> <li data-bbox="396 520 1292 701">• Incorporating TOD <u>objectives adopted by the Sound Transit Board as part of the selection criteria</u><del>considerations</del> during land acquisition to ensure that, where possible, property <u>that is necessary to construct or operate the transit facility, but</u> that may later become surplus is supportive of its reuse for TOD.</li> <li data-bbox="396 716 1292 974">• <u>First offering surplus properties, consistent with RCW 81.112.350, Offering surplus properties</u> that <del>are it deems</del> suitable for housing <u>to be offered for either</u> <del>for</del> transfer at no cost, sale, or long-term lease <u>first</u> to local governments, housing authorities and non-profit developers to develop affordable housing, <u>regardless of acquisition date, in accordance with RCW 81.112.350</u><del>as provided in statute</del>.</li> <li data-bbox="396 989 1292 1247">• <u>Sound Transit will seek input through public engagement that informs, involves, and empowers people and communities. Invite people to play an active role in shaping criteria to govern the development of surplus property in the community. Sound Transit will make efforts to include organizations and affordable housing developers who represent communities most at risk for displacement, including low-income communities, communities of color, immigrants and refugees.</u></li> <li data-bbox="396 1262 1292 1549">• <u>Developing policies that evaluate proposals to develop surplus property. The evaluation criteria may consider whether the development plan includes space for small businesses or other uses that comprise a diverse, vibrant, mixed use, mixed-income TOD. The developer selection criteria may also consider the types of business and whether jobs proposed for the development to pay prevailing wages to the extent consistent with law and the retention of federal grant funds, where appropriate.</u></li> <li data-bbox="396 1564 1292 1669">• Funding TOD activities in <del>each</del> capital projects to ensure <del>adequate</del> <u>appropriate</u> consideration and planning for development have occurred <del>as a part of each capital project</del>.</li> </ul>	Boardmembers McDermott, Balducci, Johnson, McCarthy and Upthegrove; Chair Constantine

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8	Page 14	<b>Sustainability</b>	Boardmember Johnson
<p>Sound Transit’s mission to build, operate and expand regional transit is essential to central Puget Sound’s sustainable future. Sound Transit is committed to making long-term investments that improve the region’s economy, communities, and environment.</p>			
<p>For Sound Transit, sustainability is both about fulfilling the agency’s mission as a transit provider, as well as how that mission is accomplished. The proposed Sound Transit 3 expansion projects promote a sustainable central Puget Sound region by enabling more people to travel affordably and reliably throughout the area’s growing communities on environmentally-friendly buses and trains.</p>			
<p>Under this plan, Sound Transit will implement the goals articulated in its sustainability plans. Sustainability approaches will be integrated into all aspects of agency activities consistent with Board-adopted policy—from planning and design to construction and operations. Sound Transit’s ongoing sustainability efforts include its commitment to environmental stewardship.</p>			
<p>Sound Transit Sustainability policies and plans contemplate that the agency will:</p>			
<p><u>Project-level</u></p>			
<ul style="list-style-type: none"> <li>• Sustainability Allowance: The project cost estimates include allowances to implement green building and infrastructure designs and meet third-party green building and infrastructure standards, where applicable.</li> </ul>			
<p><u>System-wide</u></p>			
<ul style="list-style-type: none"> <li>• Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the Sound Transit 3 System Plan;</li> <li>• Procure and manage fleets that demonstrate increasing fuel efficiency <u>and reduced air pollution emissions</u>, including alternative fuels and low- and no-emission vehicles;</li> <li>• Work to <u>maximize energy efficiency and</u> make the agency’s electricity use carbon-neutral <del>and maximize energy efficiency</del> <u>via onsite renewable energy projects and other strategies</u>;</li> <li>• <u>Procure and utilize environmentally preferable products and services, where practical</u>;</li> <li>• Pursue innovative sustainability features and approaches over the duration of the Sound Transit 3 plan as industry best practices and national standards continue to evolve;</li> <li>• Plan, design and construct a transit system that is resilient to the long-term impacts of climate change and other natural hazards; and</li> <li>• Invest in technologies or services that can meet the agency’s sustainability goals and/or reduce long-term operating costs.</li> </ul>			

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9	Page 16-17	<p data-bbox="347 138 1263 201">Insert the following as the last three paragraphs under the <b>Project Delivery – Implementing the Plan</b> section:</p> <p data-bbox="347 233 683 260"><u>ST3 Construction Workforce</u></p> <p data-bbox="347 291 1289 617"><u>Implementing ST3 will require the support of tens of thousands of skilled construction workers each and every year of the 25 years. Sound Transit intends to include the delivery of major ST3 construction projects using the existing project labor agreement which may be amended from time to time. The agreement has provided both the building trades and the agency with the certainty of available highly skilled workers as well as apprenticeship opportunities. It has promoted fairness in employment and enhanced diversity in employment opportunities for disadvantaged workers while preventing strikes, lockouts, pickets and other job delays.</u></p> <p data-bbox="347 648 711 676"><u>Sound Transit Leased Property</u></p> <p data-bbox="347 707 1281 810"><u>It is the policy of the Sound Transit Board that development of property leased by the agency will occur consistent with agency labor standards for ST construction projects.</u></p> <p data-bbox="347 842 1213 945"><u>When Sound Transit leases property around stations for transit-oriented development, it will, consistent with law, include in its evaluation criteria whether a proposer can demonstrate:</u></p> <ul data-bbox="396 976 1284 1266" style="list-style-type: none"> <li data-bbox="396 976 1284 1039">• <u>Inclusion of all members of the workforce, including underrepresented groups, and workforce utilization goals</u></li> <li data-bbox="396 1066 1008 1094">• <u>Apprenticeship and work-training opportunities</u></li> <li data-bbox="396 1121 894 1148">• <u>Plans to keep workers safe at job sites</u></li> <li data-bbox="396 1176 899 1203">• <u>Area standards for wages and benefits</u></li> <li data-bbox="396 1230 1036 1257">• <u>Equivalent pay for equivalent work for all workers</u></li> </ul> <p data-bbox="347 1289 646 1316"><u>American Manufacturing</u></p> <p data-bbox="347 1348 1284 1451"><u>Sound Transit will, wherever possible and consistent with law, seek to increase the domestic content of agency procured products to generate American manufacturing jobs.</u></p>	Chair Constantine