Access & Integration Program Briefing

Executive Committee

11/5/2020

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Why we are here

- Respond to recent Board discussion on access and parking
- Summarize existing policy direction
- Provide an overview of Access & Integration Program activities
- Preview next steps on parking management

Existing Policy Direction

System Access Policy (2013)

- Goals
- Strategies
- Parking Management
    - M2013-59 – permit program pilot
    - M2015-83/84 – authorize HOV permits
    - R2018-27 – authorize SOV permits

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Existing Policy Direction

Sound Transit 3 System Plan (2016)

- Robust, dedicated funding for access
- Ongoing planning that responds to evolving needs
- Investment levels based on station type and location
- Facilitate bus-rail integration with partner services
- Identified a new approach for parking and joint development, and recommitted to expectation of reasonable fees for parking

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Existing Policy Direction

Parking Starting Points for ST3 Capital Projects

- Treat **parking as a service** to provide riders rather than a fixed capital asset to deliver
- Optimize parking to the local land use context and vision
- Clear, early, and transparent engagement with project partners
- Proactively pursue and cultivate joint development opportunities that also deliver transit parking
- A single-purpose parking facility remains an option, but is not the first option, for Sound Transit to deliver

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Existing Policy Direction

ST2 Projects Did Not Have ST3 Policy Direction and Funding

- ST2 light rail projects in construction all include parking garages
- ST2 Sounder parking investments identified in Kent, Auburn, Sumner, Puyallup, Tacoma Dome, South Tacoma, and Lakewood
- Land use was considered in site selection
- Environmental review did not consider joint development
- Joint development can be considered as South Tacoma & Lakewood start alternatives development

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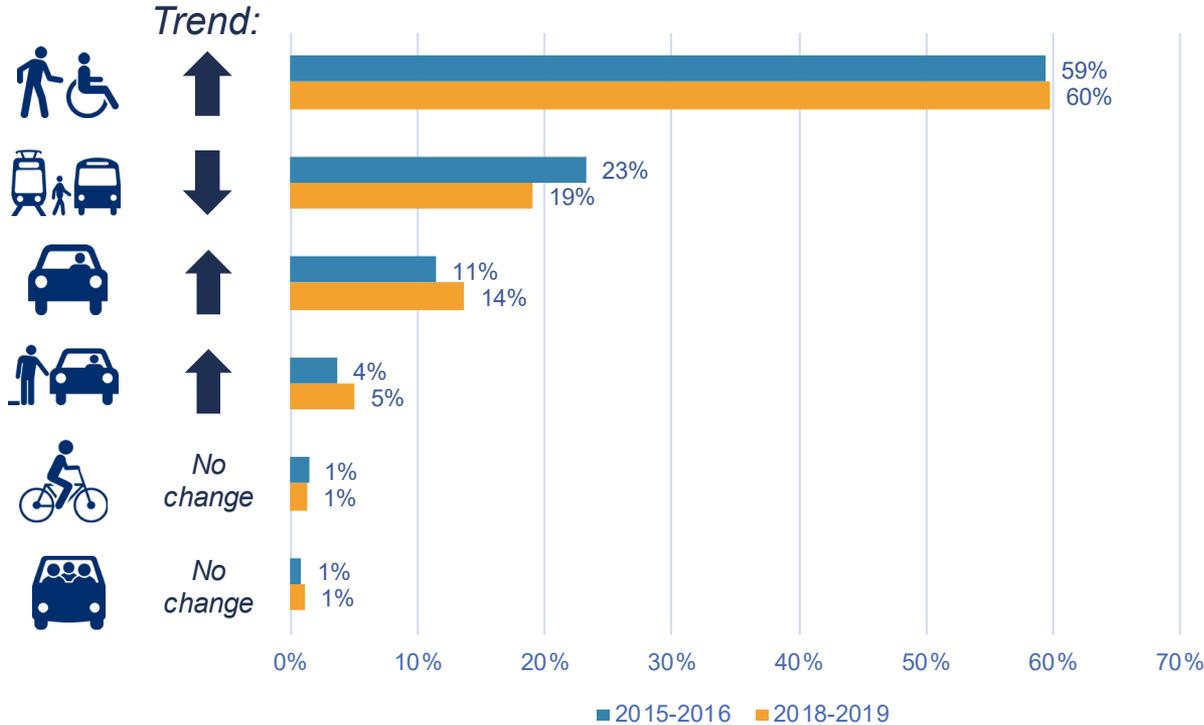# *Access & Integration Program Overview*

Access & Existing System Performance

Improving Access for Current Passengers

- Understanding impacts of COVID-19
- Measuring performance & gaps at different scales
- Installing on-demand bicycle lockers at existing facilities
- Increasing use of micromobility to access the system
- Continuing and building on parking management direction

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Access & Existing System Performance

Mode of Access/Egress

Trend:

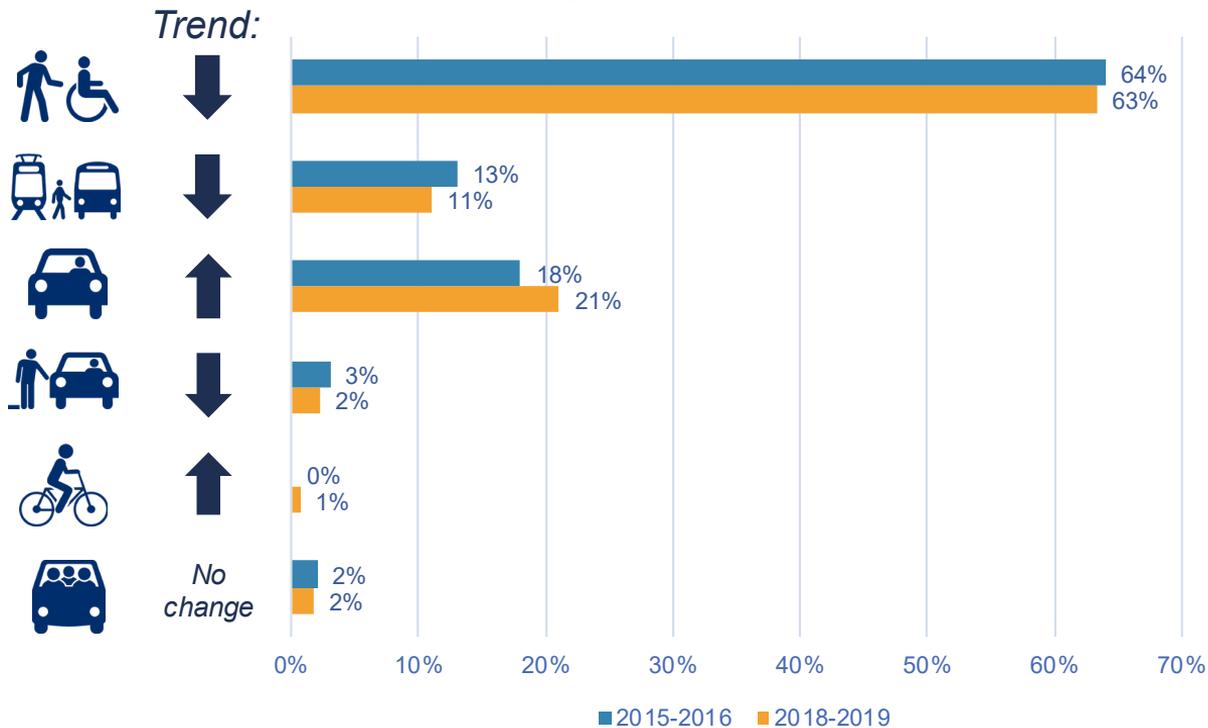| Mode	2015-2016	2018-2019
Walk/wheelchair (↑)	59%	60%
Transit (↓)	23%	19%
Drive (↑)	11%	14%
Drop-off (↑)	4%	5%
Bike (No change)	1%	1%
Vanpool (No change)	1%	1%

■ 2015-2016 ■ 2018-2019

ST Express

Annual Ridership:
2015   18.31 million
2018   18.19 million

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Access & Existing System Performance

Mode of Access/Egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↓	64%	63%
Transit	↓	13%	11%
Drive (car)	↑	18%	21%
Drop-off	↓	3%	2%
Bike	↑	0%	1%
Other	No change	2%	2%

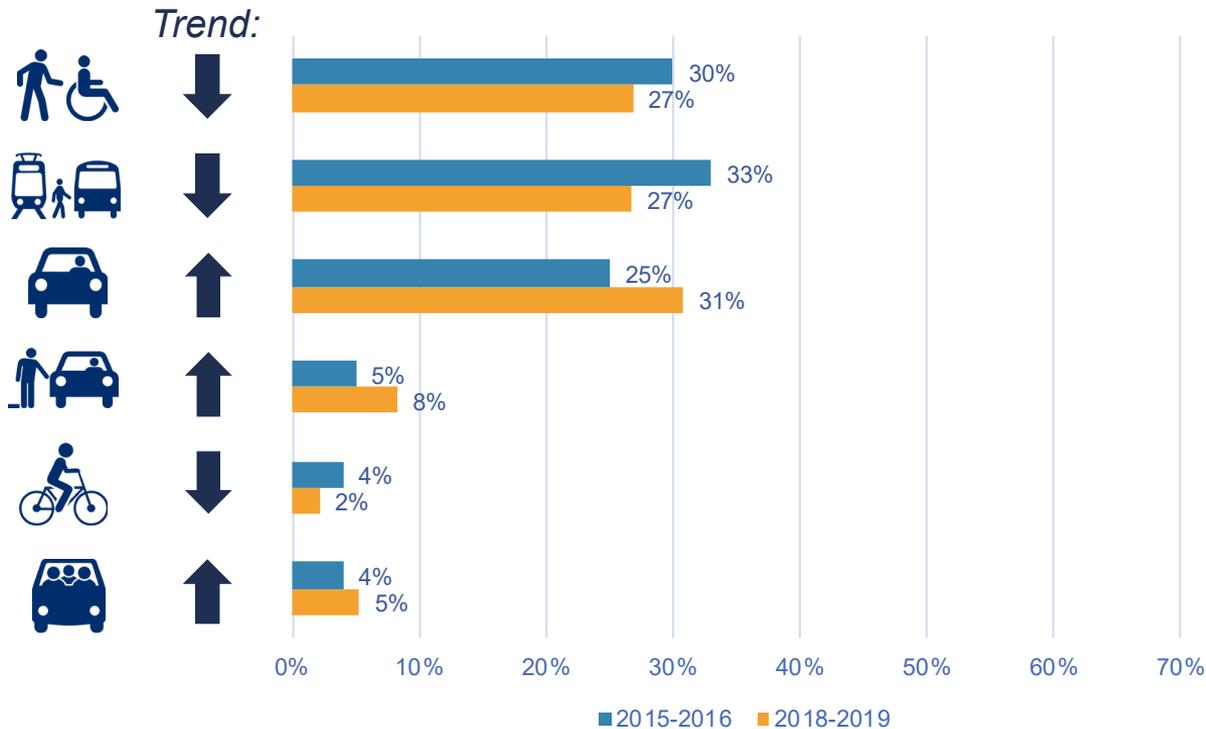Legend: ■ 2015-2016 ■ 2018-2019

Tacoma Link

Annual Ridership:
2015   0.98 million
2018   0.90 million

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Access & Existing System Performance

Mode of Access/Egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↓	30%	27%
Transit/bus	↓	33%	27%
Drive alone	↑	25%	31%
Drop-off	↑	5%	8%
Bike	↓	4%	2%
Carpool	↑	4%	5%

■ 2015-2016 ■ 2018-2019

Sounder

Annual Ridership:
2015   3.81 million
2018   4.65 million

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Access & Existing System Performance

Mode of Access/Egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↑	60%	65%
Transfer	↓	23%	17%
Drive	↓	8%	7%
Drop-off	↑	6%	7%
Bike	↑	1%	3%
Carpool	↓	2%	1%

■ 2015-2016 ■ 2018-2019
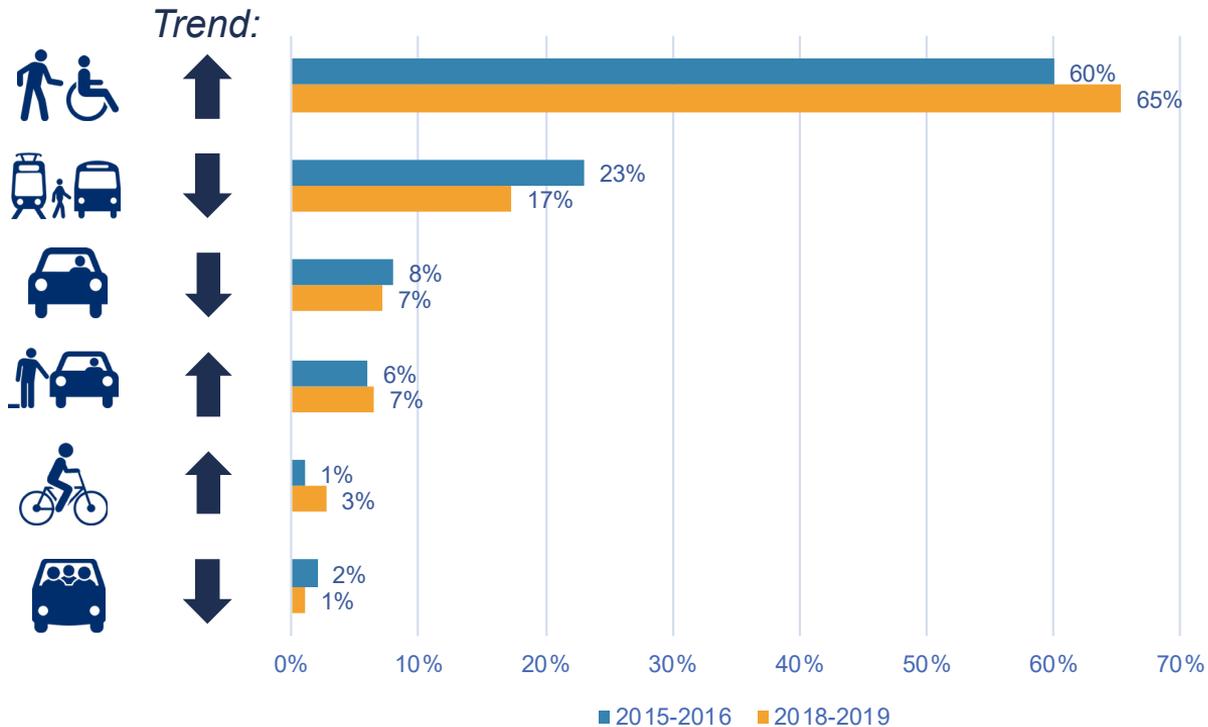
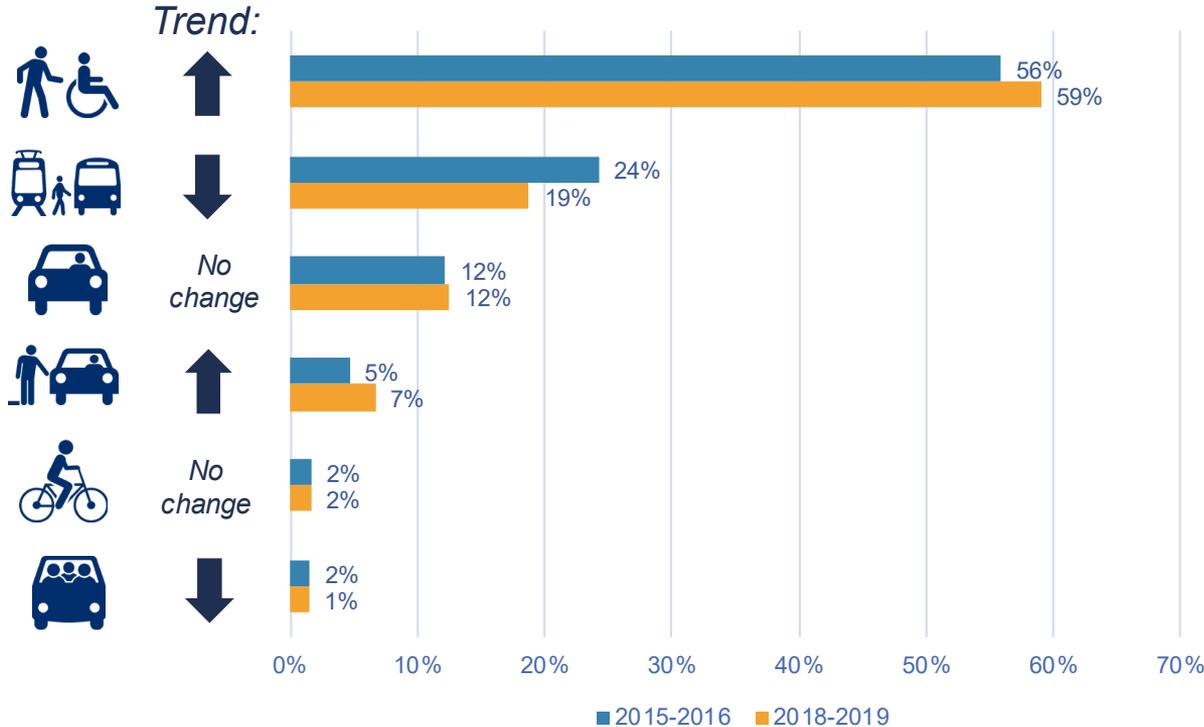## Link

Annual Ridership:
2015   11.71 million
2018   24.42 million

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Access & Existing System Performance

Mode of Access/Egress

Trend:

Mode	Trend	2015-2016	2018-2019
Walk/wheelchair	↑	56%	59%
Rail/bus	↓	24%	19%
Car	No change	12%	12%
Drop-off	↑	5%	7%
Bike	No change	2%	2%
Vanpool	↓	2%	1%

■ 2015-2016 ■ 2018-2019

System

Annual Ridership:
2015   34.81 million
2018   48.15 million

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Access & System Expansion

Improving Access for Future Passengers

- Leading access & integration work in capital project development
- Contributing to creation of Station Experience Design Manual
- Oversight of bus-rail integration, especially near service start
- Supporting pursuit of parking & joint development opportunities
- Developing access planning & investment guidelines

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Access & System Expansion

Guidelines for Access through Project Life Cycle

VOTER APPROVAL 2016 — **PLANNING** — PUBLIC INVOLVEMENT — **DESIGN** — PUBLIC INVOLVEMENT — **CONSTRUCTION** — PUBLIC INVOLVEMENT — START OF SERVICE

- **Planning.** *Earlier coordination to define gaps, needs, and opportunities.*
- **Design.** *Continued coordination in service of refining decisions made in planning phase and limiting major changes.*
- **Construction.** *Coordinated implementation of access improvements and bus-rail integration initiation.*

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Access Funding Resources

Improving Access with Dedicated Funding

- Station Access Allowances
  - ➤ Nonmotorized access allowance ($229M in 2014$)
  - ➤ Bus-rail integration allowance ($30M in 2014$)
- System Access Fund
  - ➤ M2019-97 awarding first round in September 2019 ($40.6M)

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Access Funding Resources

Nonmotorized Access Allowance Approach

- Administer funding across project corridor
- Support for improvements outside project and construction footprint
- Encourage cost sharing to leverage allowance funding
- Preference that allowance investments be designed and delivered by third parties
- Manage a collaborative process to identify, evaluate, prioritize, and recommend improvements for allowance funding

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Access Funding Resources

Bus-Rail Integration Allowance Approach

- Targeted to stations with large volume of transfer activity
- Intended to support investments for passenger convenience or operational needs (e.g. bus layover)
- Much more likely that Sound Transit will deliver these investments through main capital project
- Given partner capacity, seek cost sharing to leverage allowance funding
- Leverage existing System Expansion Transit Integration Agreements to identify highest value investments

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Access Funding Resources

System Access Fund: 2019 Call for Projects Summary

- Motion M2019-97 awarded $40.6M across the district
  - ➢ *Snohomish: $8.5M to 6 jurisdictions*
  - ➢ *North King: $7.1M to 3 jurisdictions*
  - ➢ *East King: $8.7M to 7 jurisdictions*
  - ➢ *South King: $7.6M to 7 jurisdictions*
  - ➢ *Pierce: $8.7M to 6 jurisdictions*
- 27 jurisdictions and 30 total awards

Access Funding Resources

System Access Fund: 2019 Call for Projects Update

- 16 funding agreements executed, committing $19.6M
  - ➢ *Snohomish: 3 funding agreements committing $3.6M*
  - ➢ *North King: 3 funding agreements committing $7M*
  - ➢ *East King: 3 funding agreements committing $3.3M*
  - ➢ *South King: 2 funding agreements committing $650K*
  - ➢ *Pierce: 5 funding agreements committing $5M*
- 5 funding agreements in process, totaling $10M

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Next Steps

Future Board Engagement

- Next steps for parking management
  - ➢ January 2021 – overview & equitable engagement approach
  - ➢ Spring 2021 – contract for vendor
  - ➢ Fall 2021 – program design (including daily fees) and timing for fully managed parking

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Thank you.

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