
System Plan Development (ST3)
Conformity with Puget Sound Regional Council (PSRC) Plans

PSRC Conformity Report



SOUND TRANSIT

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Seattle, WA 98104-2826

August 2016

Table of Contents

1	Introduction-----	1
1.1	Historical Overview -----	1
1.2	VISION 2040 and Transportation 2040 Plan Conformity -----	2
1.3	Senate Bill 5987 Transit-Oriented Development (TOD) Requirements-----	2
1.4	Benefit-Cost Analysis (BCA)-----	3
1.5	Purpose and Intent of Technical Memorandum-----	3
2	Conclusions -----	4

Appendix A: VISION 2040 and Transportation 2040 Plan Conformity

Appendix B: SB 5987 TOD Requirements

Appendix C: Benefit-Cost Analysis

Acronyms and Abbreviations

BCA	Benefit-Cost Analysis
BMPs	Best Management Practices
FTA	Federal Transit Administration
GTC	Growing Transit Communities
HCT	high-capacity transportation
NEPA	National Environmental Policy Act
PSRC	Puget Sound Regional Council
RCW	Revised Code of Washington
SB	Senate Bill
ST3	Sound Transit 3
TOD	transit-oriented development
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

1 Introduction

1.1 Historical Overview

The development of high-capacity transportation (HCT) systems within the central Puget Sound region has been guided over the years by federal and state legislation, as well as by state, regional, and local plans and policies. The purposes of these overarching directives are to build an integrated HCT system that increases the people-carrying capacity of the region's most congested travel corridors, support the region's growth management policies, ensure a vital economy, and protect the region's environment.

Beginning in 1990, the Washington State Legislature began adopting legislation pertinent to the development of HCT systems to be deployed in the state's major urban areas. The primary references can be found under Chapter 81.104 Revised Code of Washington (RCW), also known as the HCT Systems Act. Under RCW 81.104.010, the purpose of the HCT legislation is defined as follows:

“Increasing congestion on Washington's roadways calls for identification and implementation of high capacity transportation system alternatives. The legislature believes that local jurisdictions should coordinate and be responsible for high capacity transportation policy development, program planning, and implementation.”

The Legislature defined a HCT system in RCW 81.104.015 (2) as:

“a system of public transportation services within an urbanized region operating principally on exclusive rights of way, and the supporting services and facilities necessary to implement such a system, including interim express services and high occupancy vehicle lanes, which taken as a whole, provides a substantially higher level of passenger capacity, speed, and service frequency than traditional public transportation systems operating principally in general purpose roadways.”

With approval of Resolution R2016-16 on June 23, 2016, the Sound Transit Board adopted the Sound Transit 3 Regional Transit System Plan (ST3) for the Central Puget Sound Region. As listed below, the Board approved the ST3 plan narrative, system map, and a set of related appendices as part of Resolution R2016-16:

- Sound Transit 3, The Regional Transit System Plan for Central Puget Sound ([ST3 Plan narrative and system map](#))
- Appendix A: Detailed Description of Facilities and Estimated Costs
- Appendix B: Financial Policies
- Appendix C: Benefits, Costs, Revenues, Capacity, Reliability, and Performance Characteristics by Mode
- Appendix D: Social, Economic and Environmental Impacts, and Integration with Regional Land Use

1.2 VISION 2040 and Transportation 2040 Plan Conformity

With the encouragement and authorization to designated local agencies to prepare plans for the development of HCT systems, the Legislature also required conformance with the applicable regional long-range transportation plan (RCW 81.104.040).

Sound Transit's HCT implementation program, which includes the system plan, project plans, and financing plan, is required to be in conformance with the regional transportation planning organization's adopted long-range transportation plan (RCW 81.104.040). The HCT implementation program must also be consistent with RCW 81.104.080, which states: "Where applicable, regional transportation plans and local comprehensive plans shall address the relationship between urban growth and an effective high capacity transportation system plan, and provide for cooperation between local jurisdictions and transit agencies." The Puget Sound Regional Council (PSRC) is the designated regional transportation, growth management, and economic planning organization for the central Puget Sound region. Its adopted long-range transportation plan is Transportation 2040, and the regional urban growth management plan is VISION 2040.

For the third phase capital program—ST3—Sound Transit prepared the same technical analysis as was prepared for *Sound Move* and ST2 and worked to ensure that the ST3 plan complies with the system planning elements in Chapters 81.104 and 81.112 RCW as explained below.

1.3 Senate Bill 5987 Transit-Oriented Development (TOD) Requirements

A new section, RCW 81.112.350, of the Sound Transit enabling legislation was enacted by the 2015 State Legislature as part of Senate Bill (SB) 5987. This section directs Sound Transit to develop and seek voter approval for a system plan that includes "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."

The PSRC is the applicable regional transportation planning organization within the Sound Transit service area, and it adopted the Growing Transit Communities (GTC) Strategy in 2013 to implement the region's adopted growth plan, VISION 2040. Sound Transit has joined other local and regional government agencies in signing a non-binding compact to support the implementation of the GTC strategy.

Among other things, RCW 81.112.350 requires the following, if the system plan is approved by voters:

- A \$20-million Sound Transit contribution to a revolving local fund to support development of affordable housing opportunities related to equitable TOD
- Special rules for the disposal or transfer of surplus property, including that Sound Transit first offer at least 80 percent of surplus TOD properties suitable for development as housing to local governments, housing authorities, or non-profit developers
- Special rules for TOD units to be constructed, including that at least 80 percent of constructed units be affordable to those earning no more than 80 percent of area median income

Under certain conditions, the legislation also authorizes Sound Transit to offer a TOD property for transfer with no cost, where allowed under law and applicable regulations, if the system plan is approved by voters.

1.4 Benefit-Cost Analysis (BCA)

Sound Transit, by incorporating an appropriate benefit-cost analysis (BCA) in ST3, will be credited by the PSRC for accomplishing that task when it is needed for project approval in Transportation 2040. The BCA requirement is typically required of projects defined as Transportation 2040 Regional Capacity projects seeking approval by PSRC's Executive Board prior to implementation. Projects included in the ST3 system plan will receive this credit at the system plan level through the conformity process.

1.5 Purpose and Intent of Technical Memorandum

This technical memorandum addresses state reporting requirements for conformity of the Sound Transit 3 System Plan with the long-range transportation and land use plans of the PSRC. This memorandum also addresses the BCA of the ST3 System Plan.

The approach for evaluating ST3 System Plan conformity focuses on a high-level, policy-based review that incorporates a system-level evaluation of ST3 investments as part of the PSRC conformity finding. This ST3 PSRC Conformity Report covers three topic areas, which are addressed in the three appendices to this report, as described below:

- | | |
|-------------|--|
| Appendix A. | VISION 2040 and Transportation 2040 Plan Conformity: Sound Transit has completed the Transit Plan Reporting Tool developed by PSRC that identifies key VISION 2040 and Transportation 2040 policies related to ST3, consistent with Chapter 81.104 RCW. This tool includes a checklist (Part I) and responses to specific questions (Part II). |
| Appendix B. | SB 5987 TOD Requirements: SB 5987 requires that ST3 include a TOD element consistent with the PSRC's GTC plan. Sound Transit completed the PSRC-developed Partner Implementation Status Report (included in this conformity report) to address this requirement. |
| Appendix C. | Benefit-Cost Analysis: The BCA is needed for project approval in Transportation 2040. Projects included in ST3 will receive this credit at the system plan level through this conformity process. |

2 Conclusions

As this report and its appendices illustrate, ST3 conforms with the PSRC land use and regional growth plan VISION 2040 and with the PSRC transportation plan Transportation 2040. ST3 also is consistent with the PSRC's GTC plan. Finally, the PSRC has reviewed the methodology for a BCA of ST3 and found the methodology to be consistent with industry standards.

Implementation of ST3 over the next 25 years will expand regional HCT services that conform to and support the region's adopted growth and transportation goals and objectives.

Appendix A: VISION 2040 and Transportation 2040 Plan Conformity

Sound Transit completed this reporting tool to address conformity with regional and local growth management planning goals, including key transportation policy objectives.

PSRC REPORTING TOOL – TRANSIT PLAN

This reporting tool focuses on issues related to integrating transit planning with regional and local growth management planning goals, including key transportation policy objectives. In the first space below, please provide a **brief description** of what materials are being submitted. Then proceed with completing the **two parts** of the reporting tool itself:

Part I - Checklist: This lists key provisions that should be addressed in a transit plan.

Part II- Submittal Form Questions: Brief responses that explain how the transit plan being submitted addresses VISION 2040.

DESCRIPTION OF SUBMITTED MATERIALS

Explain the nature of the plan materials being submitted for review. For example, is this a full plan update or a limited set of revisions?

EXPLAIN HERE:

This submittal is for the Sound Transit 3 System Plan (ST3), a full plan update to a previously adopted plan. ST3, adopted by the Sound Transit Board on June 23, 2016, was developed after the adoption of an update to Sound Transit's Regional Transit Long-Range Plan in December 2014.

Sound Transit's Regional Transit Long-Range Vision was adopted in 1996, followed in the same year by adoption of the Ten-Year Regional Transit System Plan (Sound Move). In 2005, an updated, fiscally unconstrained, Regional Transit Long-Range Plan was adopted, and in 2008 voters approved funding to support the Sound Transit 2 System Plan (ST2), a set of investments included within the 2005 Regional Transit Long-Range Plan. ST2 is now being implemented. The 2014 Regional Transit Long-Range Plan, also fiscally unconstrained, served as the foundation for identifying a fiscally constrained set of projects (ST3) that will be submitted to voters in November 2016 for financing approval.

Using the checklist below, please indicate the VISION 2040 provisions that the transit plan addresses. If there are certain VISION 2040 issues that are not addressed in the transit plan, please provide an explanation of these in PART II of the reporting tool (questions).

PSRC REPORTING TOOL PART I: CHECKLIST

VISION 2040 Statement

- ☒ A statement of how the transit agency's plan supports the multicounty planning policies adopted in VISION 2040

Sustainability and the Environment

- ☑ Describe environmental and sustainable development practices in the planning, design of facilities, and operation of transit – including protection of critical areas and habitat, state-of-the art water treatment, and limiting exposure to air pollution. (MPP-En-1 through 25)

Housing and Economy

- ☑ Demonstrate how investments and service are targeted to advance regional and local housing objectives (MPP-H-6)
- ☑ Address the safe and reliable movement of people, goods, services, and information in a manner that supports economic development. (MPP-T-13; MPP-Ec-6)

Development Patterns and Land use Assumptions

- ☑ State how the transit plan advances both regional and local growth management planning goals and objectives, including VISION 2040 (MPP-G-1)
- ☑ Cite how residential and employment allocations in VISION 2040's Regional Growth Strategy, and local growth targets are used in the development of the transit plan (VISION 2040 Regional Growth Strategy)
- ☑ Demonstrate how investments support the development of regionally designated centers (MPP-DP-7, 10, 13; MPP-H-6; MPP-T-12)
- ☐ Demonstrate how transit service in rural areas is at rural service levels and focuses on connecting cities and towns in the rural area. (MPP-DP-17)
- ☑ Identify the guidelines and practices used to ensure that facilities and services are designed to fit in the context of the communities in which they are located (MPP-T-20, 21)

Transportation 2040 and Transportation

Maintenance, Management and Safety – including Demand Management

- ☑ Address planning efforts to develop a cleaner and more sustainable transportation system, including the reduction of greenhouse gas emissions (MPP-T -5 through 7; MPP-En-21, 23)
- ☑ Incorporate environmental factors into transportation decision-making, including attention to human health and safety (MPP-En-2, 6; MPP-DP-44)
- ☑ Identify reliable and predictable revenues for maintaining and preserving the system (MPP-G-4, 5)
- ☑ Identify strategies and programs to protect transportation facilities against disasters, as well as emergency response programs (MPP-T-8)

Supporting the Growth Strategy

- ☑ Prioritize investments in regional centers, including investments that help to support housing in centers (MPP-DP-7, 10, 13; MPP-H-6; MPP-T-12)
- ☑ Ensure that concentrations of joint and mixed use developments are served by regular transit (MPP-T-10, 11)
- ☑ Work with jurisdictions to develop full standards for transportation facilities to serve all users (i.e., “complete streets”); improve local street design to improve environment for walking, biking, and using transit (MPP-T-14, 15)

Greater Options and Mobility – including Nonmotorized Planning

- ☑ Work with jurisdictions to increase the proportion of trips made by alternatives to driving alone (MPP-T-23, 24)

- ☑ Improve multimodal connections for access to centers from adjacent neighborhoods and districts (MPP-T-9; MPP-DP-14)
- ☑ Ensure mobility for people with special needs (MPP-T-25)
- ☑ Coordinate planning for rail and high-capacity transit (MPP-T-29)

Investments and Finance

- ☑ Develop a multiyear financing plan that describes revenue sources and describes a method for prioritizing investments (see GMA, Transportation 2040)

Linking Land Use and Transportation

- ☑ Address the physical design guidelines in Transportation 2040 in planning and decision-making, especially as they pertain to transit (Transportation 2040 Physical Design Guidelines)

Service and Facility Needs – including Level-of-Service Standards and Concurrency

- ☑ Develop inventories and needs assessments that are coordinated with local jurisdictions (see GMA)
- ☑ Work with regional and local growth management planning objectives to establish level-of-service standards or performance measures RCW 30.70A.070(6)(a)(iii)(B)
- ☑ Provide guidance to all jurisdictions in the agency’s service area regarding reference transit service standards in local comprehensive plans RCW 30.70A.070(6)(a)(iii)(B)
- ☑ Work with jurisdictions to develop multimodal approaches to concurrency (MPP-DP-54 through 56)

Intergovernmental Coordination

- ☑ Demonstrate that the agency’s planning has been coordinated with local jurisdictions, other transit agencies, regional planning, and state agencies (MPP-G-1; MPP-T-9)
- ☑ At locations in the region where service is provided by two or more transit agencies, make every effort to ensure that facility design, equipment, and service provision is fully compatible (MPP-T-32)

In the spaces provided below, please describe provisions in the transit plan with brief summaries – you may supplement your summary descriptions with citations or references to specific provisions in the plan. If there are certain issues that are not addressed, please explain why.

PSRC REPORTING TOOL PART II: QUESTIONS

Sustainability and the Environment

(MPP-En-1 through 25; MPP-DP-29 through 32, 43 through 47; MPP-PS-1, 3, 23, 24)

Explain how the plan maintains or improves the environment and promotes sustainability, including:

- Facilities design and operations
- Air quality and climate (including clean transportation and reduced greenhouse gas emissions)
- Water quality
- Human health and well-being

EXPLAIN HERE:

In the Puget Sound Region, transportation is the largest source of the air pollution that causes climate change. Transit helps to lower pollution by providing a reliable alternative to congested highways, reducing the number of vehicles on the road, and supporting community development that reinforces smart regional land use and growth management goals. Transit, including electric-powered light rail, also strengthens our region's public health by reducing the harmful pollutants that cause serious respiratory illnesses such as asthma.

Sound Transit has an adopted sustainability plan (2015 Sustainability Plan Update) that addresses long-term investments and choices that help keep the region's environment, communities, and economy healthy. Sound Transit's sustainability goals, as well as environmental compliance, is managed via the implementation of the agency's Environmental and Sustainability Management System, which is internationally certified to the ISO 14001 standard and is one of only a few programs in the nation to receive the American Public Transportation Association's "platinum" level recognition.

A supplemental EIS was prepared for the 2014 Long-Range Plan. Since all ST3 projects are a subset of the Long-Range Plan, the potential environmental impacts of the proposed ST3 plan are within the range of the impacts and alternatives evaluated in that EIS. When planning and implementing new service, the agency follows local, state, and federal environmental review processes and complies with environmental regulatory requirements during construction, maintenance, and operations.

Facilities Design and Operations

ST3 incorporates appropriate sustainable design and infrastructure approaches in order to meet agency sustainability goals and evolving national standards. ST3 projects will incorporate sustainable design and infrastructure measures that are currently required as part of the agency's design criteria. Measures that ST3 projects will evaluate include green building and infrastructure certification standards (examples may include Sustainable Site Initiative, LEED, ENVISION, etc.), alternative energy generation as appropriate, advanced low impact development techniques, the use of green materials, and sustainable construction approaches. Also included are innovative features and approaches that reach beyond current requirements but that are consistent with industry best practices. To that end, green building and infrastructure features are included at the project level in cost estimates and system-wide efficiency initiatives are included in agency administrative costs. Sound Transit also has an adopted Green Procurement and Utilization Policy and ensures that agency facilities are properly maintained to reduce costs and improve their long-term durability. Priorities include increasing fleet fuel efficiency and reducing vehicle pollution, optimizing facility energy efficiency, and clean energy generation.

Air Quality and Climate

ST3 is expected to reduce greenhouse gas emissions in 2040 as compared to ST2 buildout conditions in 2040. By providing an alternative to driving, the ST3 Plan is expected to reduce regional vehicle miles traveled and thus overall pollutant emissions. Efficient operating practices at existing and new

facilities would also reduce energy use and emissions. Sound Transit Sustainability policies and plans contemplate that under ST3 the agency will:

- Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the Sound Transit 3 System Plan.
- Procure and manage fleets that demonstrate increasing fuel efficiency and reduced air pollution emissions, including alternative fuels and low-and no-emission vehicles;
- Work to maximize energy efficiency and make the agency's electricity use carbon-neutral via onsite renewable energy implementation and other strategies.

Water Quality

ST3 will site facilities to avoid or minimize the filling of wetlands, streams, and floodplains to the extent practical, and best management practices (BMPs) will be implemented in accordance with regulations and permit conditions. Low impact development to improve water quality is a preferred method for mitigating storm-water impacts and will be implemented where appropriate and practical. Consistent with Sound Transit's Environmental Policy and Sustainability Plan, the agency strives not only to meet environmental regulations but also to work towards environmental restoration, pollution prevention and resource conservation. During construction, all applicable requirements for managing runoff, limiting erosion, preventing spills, and phasing activities to fall within required construction windows will be addressed. Water quality impacts associated with in-water or over-water work will also be minimized through BMPs.

Human Health and Well-being

Cleaner air, reductions in greenhouse gases, and cleaner water are all associated with transportation modes that favor transit, walking, and biking over single-occupant auto travel. In addition to reducing negative environmental impacts, an increase in the number of trips on transit is also associated with positive outcomes for human health. Regular physical activity can reduce risk factors for several chronic conditions, including heart disease, obesity, cancer, anxiety and depression. The increased physical activity of many of those who walk and bike to and from transit stops and stations will meet all or most of the recommended daily activity level for optimum health.

Development and Growth

(MPP-DP-1 through 13, 33-42; MPP-H-6; MPP-T-9)

Explain how the plan takes steps to accommodate residential and job growth, including:

- Regional and local growth management planning objectives and targets
- Promoting centers and compact urban development (including density, redevelopment and infill, design)

EXPLAIN HERE:

Regional and Local Growth Management Planning Objectives and Targets

Sound Transit's mission to plan, build, and operate the regional transit system is key to sensible growth in the central Puget Sound region and the achievement of the land use elements of Vision 2040 and the aggressive transit strategy of Transportation 2040. By developing and operating the regional transit system, Sound Transit provides the additional capacity to move people in major corridors and, in the heart of dense urban centers, that capacity is required to achieve targets for regional growth and its concentration within urban centers. ST3 will continue to expand the transit

infrastructure that supports local jurisdictions in meeting their planned land use and density goals and accommodates population and employment growth within planned centers and growth areas.

Promoting Centers and Compact Urban Development

Transit of all kinds, and high-capacity transportation (HCT) in particular, supports centers and compact urban development by moving more people during peak periods in less physical space than is possible with cars. Well-connected transit also reduces the need for land-intensive parking lots. As described above, without Sound Transit's HCT investments, the central Puget Sound region would be unable to achieve the centers-based compact urban development that is key to Vision 2040.

Compact development increases the attractiveness of places for people on foot and on bike, and further supports non-motorized travel by "extending the distance" people walk or bike when they have the opportunity to make a portion of their trip on transit.

In addition to extending HCT to new corridors and centers, the projects in ST3 will be actively planned, designed, and built in close coordination with each jurisdiction served by the projects to develop the mixed-use walkable centers with complete streets needed to support a concentration of jobs and housing.

Sound Transit will consider future development opportunities during the conceptual station planning and design for ST3 projects, evaluating how to integrate transit-oriented development (TOD) with the project. For federally assisted properties, Federal Transit Administration (FTA) policy encourages a forward-looking approach to determine if joint development can occur through the selection of right-of-way, station design, and the creation of partnerships with existing property owners. FTA-approved joint development may also occur following completion of the project if new federal funding is used to create revenue for the transit agency, to stimulate private investment, and to facilitate local economic development that contributes to transit ridership.

ST3 will enhance Sound Transit's approach to ensuring customer access to stations. The plan includes funding at each station for improved access to the system tailored to the geography, local needs, land use, and population and employment density surrounding each transit station.

ST3 projects will include improvements within the proximity of each station for safe and easy transit, pedestrian, and bicycle access. Sound Transit may partner with local jurisdictions to extend pedestrian and bicycle improvements beyond the footprint of the station. ST3 also includes a System Access Fund that will provide improved access to existing stations. At stations serving less dense suburban areas, park-and-ride facilities enable people to drive less by using transit for much of their trip.

This topic is covered in more detail in "GTC Strategy – Partner Implementation Status Report," included in Appendix B: SB 5987 TOD Requirements.

Transportation

MPP-DP-7, 10, 13, 40, 43, 54 through 56; MPP-H-6, MPP-Ec-6; MPP-T-1 through 33)

Explain how the plan addresses regional transportation policies and objectives, including:

- Clean transportation
- System maintenance and preservation
- Prioritize investments in centers
- Development complete streets and improve street design for walking, biking, and transit
- Increase the proportion of trips made by alternatives to driving alone
- Develop a multiyear financing plan

- Develop inventory and needs assessments coordinated with local jurisdictions
- Use regional and local growth management planning objectives to establish level-of-service standards or performance standards – and provide guidance to jurisdictions regarding transit service standards in local plans
- Demonstrate coordination with local jurisdictions, other transit providers, and regional and state agencies

EXPLAIN HERE:

Clean Transportation

High-capacity transit is clean transportation on many levels. Relative to equivalent travel by private auto, Sound Transit’s investments save fuel and reduce greenhouse gas emissions. ST3 will continue to reduce criteria pollutant and greenhouse gas emissions as compared to ST2 buildout. Potential localized air quality effects are not expected to exceed air quality standards.

System Maintenance and Preservation

The agency’s facilities and operating stock are designed, built, purchased, and maintained to operate as reliably and cleanly as possible, and in a manner that reduces costs and improves their long-term durability. Sound Transit evaluates purchases on a total cost of ownership basis, and ST3 includes rehabilitation and replacement funds.

Prioritize Investments in Centers

Consistent with RCW 81.104.080, ST3’s implementation program for an HCT system favors cities and counties with supportive land use plans and designation as regional growth centers and manufacturing and industrial centers (refer to the previous section, “Development and Growth” for additional discussion).

Complete Streets and Street Design for Walking, Biking, and Transit

The development of Complete Streets and walkable, bikeable communities that are fostered and supported by Sound Transit’s investments is described in the previous section, “Development and Growth.”

Alternatives to Driving Alone

ST3 expands the region’s alternatives to driving alone by extending light rail to Everett, Tacoma, and Redmond; by adding new lines to West Seattle, South Lake Union, and Ballard; and adding a new Eastside line linking Kirkland, Bellevue, Eastgate, and Issaquah. It also provides bus rapid transit service in the I-405, SR 518, and SR 522 corridors; extends Sounder Commuter Rail; extends light rail in Tacoma; and improves existing or already funded services. With ST3 built out, Sound Transit expects to carry more than half a million riders a day.

Multi-year Financing Plan

ST3’s financing plan covers the 25-year period of 2017-2041, funding a \$54 billion set of investments through new voter-approved tax sources—including sales taxes, the motor vehicle excise tax, and property taxes—as well as through federal grants, bonds, fares, existing taxes, and miscellaneous revenues. Sound Transit anticipated that the district’s voters will be asked to approve new taxes to support the program in November 2016.

Service and Performance Standards

Sound Transit maintains service and performance standards for all of its services, and it constantly monitors bus, light rail, and commuter rail operations against these standards. In addition to design standards (e.g., service span and headways), performance measures address elements such as on-time performance, passenger load factors, subsidy per boarding, customer complaints, and preventable accidents. Within the limitations of budget and other resources, Sound Transit can adjust service on an as-needed basis, and it prepares and implements Annual Service Improvement Plans for each calendar year.

Coordination with Jurisdictions, Transit Providers, and Agencies, including Inventories and Needs Assessments

Sound Transit plans and coordinates its investments and services with local jurisdictions, the district's other transit operators, WSDOT, and PSRC to ensure that transit provides good connections region-wide and avoids duplicative services (refer also to the "Regional and Local Growth Management Planning Objectives and Targets" section under "Development and Growth" above.)

Benefits of regional mobility extend far beyond the immediate neighborhoods of transit stations. Sound Transit actively collaborates with local jurisdictions and its transit partners to coordinate inventories and needs assessments and to develop plans that use the collective resources efficiently and effectively to operate an integrated system across all modes in order to provide reliable connections for riders and the jurisdictions where they travel. The region's bus network supports the rail system while extending the reach and intensity of transit services throughout most of the region.

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 media. By further integrating the planning and operations of local and regional transit agencies, Sound Transit creates efficiencies as new lines open, and it provides innovative services that better serve the needs of a growing region. ST3 will contribute to a higher degree of transit system integration in both the near- and long-term that will help to maximize the performance of all transit modes for the public; it will achieve a higher level of efficiency in the delivery of transit service and infrastructure; and it will provide a higher quality, more seamless experience for transit customers.

Other Topics

Explain any other provisions in the transit plan of regional interest or significance, as well as any unique topics or issues.

EXPLAIN HERE:

Reference Documents

- [Sound Transit Regional Transit Long-Range Plan](#) (December 18, 2014)
- [Sound Transit 3 System Plan](#) (including map and appendices) (June 23, 2016)
- [Sound Transit Sustainability Plan](#) – 2015 Update
- [Sound Transit Sustainability Plan Progress Report](#)
- [Sound Transit Executive Order No. 1 Establishing a Sustainability Initiative for Sound Transit](#)
- [Sound Transit Board Resolution No. R2007-12 Sustainability Initiative](#)
- [Sound Transit Transit-Oriented Development Strategic Plan](#)

- [Sound Transit Board Resolution No. R2012-24 Transit-Oriented Development Policy](#)
- [Regional Transit Long-Range Plan Final Supplemental Environmental Impact Statement, Chapter 4, Environmental Impacts and Mitigation](#) (November 2014)
- [Regional Transit Long-Range Plan Final Supplemental Environmental Impact Statement, Appendix F Consistency with Land Use Plans, Policies, and Legislation](#) (November 2014)
- [Regional Transit Long-Range Plan Update Issue Paper on Regional Land Use and Transit Planning](#)
- [Sound Transit 2016 Service Delivery Plan Draft](#) (October 2015)
- [Sound Transit Service Delivery Report](#) (multiple months and years)

Appendix B: SB 5987 TOD Requirements

Sound Transit completed this status report to address conformity with the Growing Transit Communities program.



Growing Transit Communities Strategy

Partner Implementation Status Report

Transit Agency
Template

Jurisdiction/Organization/Agency: Sound Transit

Date: August 3, 2016

Contact Name: Karen Kitsis

Contact Email: Karen.kitsis@soundtransit.org

Contact Phone Number: 206-398-5191



Foundation Strategies

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 1: Establish a Regional Program to Support Thriving and Equitable Transit Communities

Relevant for ALL Implementation Approaches

1.08	[Transit Agencies] Participate as a member of a regional TOD implementation program advisory committee.		X		
1.09	[Transit Agencies] Continue to strengthen agency partnerships, policies, programs, and plans to support thriving and equitable transit communities.		X		



Strategy 2: Build Partnerships and Promote Collaboration

Relevant for ALL Implementation Approaches

2.05	[Transit Agencies] Continue and seek ways to improve collaboration with local governments, PSRC, and other transit agencies around transit system planning, development, and operations.		X		
2.06	[Transit Agencies] Explore options for public-private partnerships that result in development on available agency-owned properties, including options that encourage housing density and affordability in transit communities.			X	



Foundation Strategies

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 3: Engage Effectively with Community Stakeholders

Relevant for ALL Implementation Approaches

3.05	[Transit Agencies] Continue to develop and apply equitable community engagement strategies early and before decisions are made.		X		
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Strategy 4: Build Capacity for Community Engagement

Relevant for ALL Implementation Approaches

The GTC Strategy did not identify discreet actions for transit agencies to further this strategy; however, there may still be important roles for transit agencies in building capacity community engagement. Please describe any such roles your agency plays here.



Strategy 5: Evaluate and Monitor Impacts and Outcomes

Relevant for ALL Implementation Approaches

5.07	[Transit Agencies] Monitor outcomes of transit investments and TOD-related programs, including transit system use and performance, and contribute relevant data to regional transit community monitoring.		X		
5.08	[Transit Agencies] Evaluate social equity impacts when considering new or updated policies and programs, consistent with applicable state and federal laws.	X			



Additional Actions and Notes

Strategy 1

Sound Transit is a full partner in the region's program to support thriving and equitable transit communities. Sound Transit's transit-oriented development ([TOD](#)) policy, adopted by the Board of Directors in 2012, includes among its goals: support implementation of state, regional, and local growth plans, policies, and strategies; and foster relationships with local jurisdictions, regional agencies, private developers, local residents, businesses, community groups, and other stakeholders to facilitate TOD. Sound Transit is represented on the Regional TOD Advisory Committee.

Strategy 2

Through ST3 projects, Sound Transit will continue to build partnerships and promote collaboration with jurisdictions, public entities, and the region's other transit agencies. The agency is working to engage these partners in early planning processes as evidenced in the partnerships established during the Kent-Des Moines Station Stakeholder Workshops, discussed in Strategies 6 and 23.

Sound Transit is pursuing concrete strategies for public-private partnerships that result in development on agency-owned properties and encourage housing density and affordability in transit communities. The strategies respond to Washington State legislation, as do Sound Transit's procedures for evaluating and monitoring impacts and outcomes, all of which also respond to federal



Foundation Strategies

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

laws. This is discussed in detail in the additional notes on *Strategies to Provide Housing Choices*, below.

Strategies 3 and 4

Sound Transit is committed to community engagement and has a robust community outreach and government relations department that continually seeks new and innovative ways to engage stakeholders. TOD program staff has also shown their commitment to the community process in the work done with stakeholders in developing the TOD components of ST3. Through partnerships with local organizations, ST3 projects will continue to apply equitable community engagement strategies early and throughout the program. The Agency is also working with community engagement experts around specific TOD sites with the goal of developing a program-wide engagement strategy.

ST3 is based on extensive public input. An online survey generated nearly 35,000 responses and more than 1,200 people attended seven open houses held across the region. The agency received a total of 2,320 written comments from individuals and more than 90 letters from jurisdictions and organizations. A variety of organizations shared priorities with Board members and staff on topics such as land use, TOD, affordable housing, bicycle, pedestrian, and other access modes, workforce development, and social equity. These comments influenced development of ST3.

Sound Transit has worked with organizations that received grants from Growing Transit Communities (GTC) Partnership's Equity Network Grant Program, most recently the Lynnwood Link Extension Project. In that case, grant recipients, Futurewise and Senior Services, hosted outreach events to inform their constituents of [Shoreline's subarea planning](#) and proposed zoning changes in support of a light rail station. Sound Transit participated in these events and coordinated with City staff.

Strategy 5

Sound Transit currently monitors the outcomes of transit investments and tracks ridership statistics and on-time performance data. The [TOD program portfolio](#) is continually updated as Sound Transit acquires real property for new transit projects. Sound Transit staff is now developing evaluation measures and methodology to monitor these programs.



Strategies to Attract Growth

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 6: Conduct Station Area Planning

Relevant for ALL Implementation Approaches, but particularly important for: **4 Transform and Diversify**, **5 Stimulate Demand**, **6 Build Urban Places**, and **7 Enhance Community**



Strategies to Attract Growth

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

- | | | | | | |
|------|---|---|---|--|--|
| 6.07 | [Transit Agencies] Participate in local station area planning as an active partner with local jurisdictions and other public agencies and in conjunction with ongoing transit service planning. | | X | | |
| 6.08 | [Transit Agencies] Contribute agency resources, where feasible and appropriate, to station area planning efforts. | | X | | |
| 6.09 | [Transit Agencies] Implement a TOD strategy that addresses long-range system expansion and service provision, station design and access, property disposition, partnerships with other agencies and local government, and transit-supportive uses and densities. | X | | | |



Strategy 7: Use Land Efficiently in Transit Communities

Relevant for **ALL** Implementation Approaches, but particularly important for: **1** Protect and Grow, **2** Expand Housing Choices, **4** Transform and Diversify, and **6** Build Urban Places

- | | | | | | |
|------|---|--|---|---|--|
| 7.06 | [Transit Agencies] Collaborate with regional and local governments to develop guidance for transit supportive densities. Continue efforts to align transit service and local land use decisions, such as through implementation of the Transit Service Overlay Zone concept. | | X | | |
| 7.07 | [Transit Agencies] Conduct analyses of TOD potential for properties under consideration for agency acquisition within transit communities. | | X | | |
| 7.08 | [Transit Agencies] Adopt land disposition policies and procedures that leverage agency property assets in order to encourage transit supportive densities and affordability in transit communities. | | | X | |
| 7.09 | [Transit Agencies] Identify agency owned opportunity sites for joint development and land assembly in transit communities. | | | X | |



Strategy 8: Locate, Design, and Provide Access to Transit Stations to Support TOD

Relevant for **ALL** Implementation Approaches, but particularly important for: **3** Improve Access, **4** Transform and Diversify, **6** Build Urban Places, **7** Enhance Community, and **8** Preserve and Connect

- | | | | | | |
|------|---|--|---|--|--|
| 8.02 | [Transit Agencies] Strengthen criteria for selecting transit alignments and station locations to include TOD potential alongside other criteria such as environmental impacts, costs, and ridership potential. TOD potential should reflect both existing and planned uses and densities within transit station areas. | | X | | |
| 8.03 | [Transit Agencies] Design and develop stations to include joint development, where feasible, with market rate and affordable residential, commercial, or civic and other public uses. | | X | | |
| 8.04 | [Transit Agencies] Design stations to provide multimodal access to transit, including on foot, bicycle, and via connections with other transit services. | | X | | |
| 8.05 | [Transit Agencies] Implement transit access and parking management strategies that support and encourage access via multiple modes of travel to | | X | | |



Strategies to Attract Growth

		Status:	Complete	In progress/ Ongoing	Being considered	No action	Not applicable
the transit system, and that provide alternatives to automobile travel through approaches, such as: transit service connections to surrounding neighborhoods, bicycle and pedestrian connections, and demand management strategies (e.g., parking fees).							
8.06	[Transit Agencies] Where parking at transit stations is needed, support TOD potential through tools such as parking structure siting and design that complements walkable and active streets and public spaces, interim parking strategies including facilities that can be redeveloped with residential or commercial uses in the future, and shared parking with nearby uses.			X			
8.07	[Transit Agencies] Coordinate planning and capital investment activities with those of other public agencies, including other transit agencies, local governments, and state agencies such as WSDOT.			X			



Strategy 9: Adopt Innovative Parking Policies

Relevant for **ALL** Implementation Approaches, but particularly important for: **1 Protect and Grow**, **2 Expand Housing Choices**, **4 Transform and Diversify**, and **6 Build Urban Places**

9.04	[Transit Agencies] Work with local governments and other transit agencies to coordinate implementation of access plans for transit stations and parking management strategies for station areas.			X			
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Strategy 10: Invest in Infrastructure and Public Realm Improvements

Relevant for **ALL** Implementation Approaches, but particularly important for: **1 Protect and Grow**, **3 Improve Access**, **4 Transform and Diversify**, **5 Stimulate Demand**, **6 Build Urban Places**, **7 Enhance Community**, and **8 Preserve and Connect**

10.05	[Transit Agencies] Collaborate with local governments, transit providers, and other public agencies to evaluate transit access and connectivity needs early in the planning and design process and to identify and fund station area infrastructure improvements.			X			
10.06	[Transit Agencies] Design transit facilities to connect to and complement adjacent land uses and public realm infrastructure			X			



Additional Actions and Notes

Strategy 6

Sound Transit participates and supports local station area planning in a number of ways.

The [Transit-Oriented Development Strategic Plan](#) directs Sound Transit to assess TOD-supportive existing conditions, non-motorized station access, transit-supportive plans and policies, and potential development opportunities, refining the analysis at each project stage.

Sound Transit's support takes many forms, from providing technical assistance and assisting local jurisdictions with workshops and presentations, to helping jurisdictions create plans, policies, and



Strategies to Attract Growth

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

incentives to promote compact, mixed-use development and a mix of affordable and market-rate housing.

ST3 specifically includes station area planning support by Sound Transit for each project, which is accomplished through partnerships to ensure that each station area plan supports the city's vision and Sound Transit's mission. Common to all projects where there is TOD potential, [ST3 project elements](#) and costs include items such as community and agency station-area TOD planning, and corridor and station area market studies.

Recent examples of implementation of this strategy are Sound Transit's coordination and participation with local jurisdictions on station area planning activities, including Shoreline's NE 145th Street Station and [NE 185th Street Station Subarea Plans](#) and the [Kent/Des Moines Station Stakeholder Planning Process](#). Similar processes were recently employed in the proposed Federal Way and South 272nd Street station areas.

Strategy 7

Sound Transit currently collaborates with local jurisdictions to align station locations with existing and proposed land uses and densities, and to balance the need to serve current development as well as the changing development patterns anticipated when high-capacity transportation (HCT) service begins and/or expands. Within ST3, there is no plan for the Agency to develop agency-wide specific guidance for transit-supportive densities or Transit Service Overlay Zones; however, Sound Transit will work with each jurisdiction to achieve individual local and appropriate planning goals.

Analysis for TOD potential begins in early project phases and continues through construction, as directed in Sound Transit's TOD Policy. To develop ST3, projects were evaluated for TOD potential on an individual station basis, taking into consideration existing zoning composition, plans and policies, station area character, population and employment, and market potential.

This type of analysis will continue to be updated and refined as ST3 is implemented. An example of how Sound Transit incorporates an assessment of TOD potential during early design is the work recently completed for the [Federal Way Link Extension Project](#). A detailed assessment of development potential around stations was conducted, including market support analysis. ST3 will also continue to assess how and where to best support affordable housing during implementation. See Strategy 16 for more information.

The [Transit Oriented Development Strategic Plan](#) includes surplus property disposition planning and implementation activities that Sound Transit conducts on a project-specific basis, including guidance for how the agency disposes of property and how partnerships can be formed for joint development projects. If federal funding is involved, Sound Transit will continue to include the Federal Transit Administration's Joint Development methodology for evaluating and advancing potential TOD projects.

Strategy 8

Sound Transit's core responsibility—building and operating a HCT system that delivers fast, frequent



Strategies to Attract Growth

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

transit service connecting the region's urban centers—is integral to the ability to develop TOD within these centers throughout the region. Thus, connection to these urban centers (based on Puget Sound Regional Council (PSRC) designations) has been a key criterion for evaluating potential projects. Within this framework, Sound Transit is continually refining how to most appropriately and effectively assess projects' TOD potential. This is evident in the evolution of ST2 projects – specifically the [Lynnwood Link Extension](#) and the Federal Way Link Extension, described in Strategy 7. The Agency will continue to refine the methodology for evaluation criteria for all ST3 projects.

During the development of ST3, [land use and development potential for proposed ST3 projects](#) was evaluated against a set of measures, including the number of PSRC-designated regional growth and manufacturing/industrial centers served; two measures relating to non-motorized access; and three measures relating to land use and development/TOD potential. These measures are intended to ensure that proposed projects consider the effects of local plans and policies, market conditions, compatible zoning, and population and employment densities that would support an HCT station location. Additionally, [non-motorized access for ST3 projects](#) was evaluated against a set of measures that considered the connectivity of the street system, identified barriers, and station typologies.

Each ST3 project includes an [access allowance](#) for additional pedestrian and bicycle access investments outside the footprint of the station based on the potential of these investments to increase ridership. Specific improvements will be identified during the planning phase for individual projects and other criteria will be used to determine improvements such as cost, public input and support, and consistency with local plans and policies. ST3 also includes a [System Access Program](#) that would fund additional access improvements for Sound Transit stations and facilities, including non-motorized access, bicycle parking and facilities, bus transit access, and expanded drop-off/pick-up, as needed.

Transit access plans and capital investments are developed in coordination with Sound Transit's partners, including other transit agencies, local governments, and state agencies.

Strategy 9

[Sound Transit's System Access Policy](#) acknowledges the need for the agency to consider innovative parking management tools such as designated parking for high-occupancy vehicles and vanpool vehicles, designated parking for transit parking permit holders, parking validation systems, parking fees, and parking management technology.

Sound Transit continues to evaluate parking management strategies through [pilot programs](#) and will continue this effort throughout ST3. Additionally, ST3 includes an [Innovation and Technology Fund](#) that could support investigation of new ways to manage parking. At some station locations, interim parking may be an appropriate solution to meet the current parking demand, which could change as the area redevelops.

Strategy 10

An objective of the [2014 Sound Transit Regional Long-Range Plan](#) (LRP) is to create a sustainable regional transit system that provides community, social, economic, and environmental benefits; and to support vibrant, walkable communities and place-making around HCT stations. All of the



Strategies to Attract Growth

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

“Strategies to Attract Growth” work together to help achieve this LRP objective, and Sound Transit will continue to work with local partners to evaluate transit access and connectivity. In addition to working with local cities, ST3 projects will include coordination with King County Metro, Pierce Transit, and Community Transit to determine programming needs early in the design process. A recent successful example of this coordination is the Federal Way Link Extension Project where intensive workshops with King County Metro and the affected cities are resulting in cohesive multi-modal transit centers that are fulfilling the vision and local planning objectives of the cities, including design of a new street grid at the Federal Way Transit Center.



Strategies to Provide Housing Choices

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 11: Assess Housing Needs

Relevant for ALL Implementation Approaches, except ⑧ **Preserve and Connect**

- 11.07 **[Transit Agencies]** Review and use available data on housing needs, including local housing needs assessments, in station area planning and TOD policy implementation. Incorporate results of housing needs assessments in TOD-related decisions, including the acquisition and disposition of properties.

X



Strategy 12: Minimize Displacement through Affordable Housing Preservation and Replacement

Relevant for ALL Implementation Approaches, but particularly important for: ① **Protect and Grow**, ② **Expand Housing Choices**, ⑤ **Stimulate Demand**, and ⑦ **Enhance Community**

- 12.04 **[Transit Agencies]** Minimize the displacement of affordable housing. Where displacement occurs, assist where feasible in replacement of those units.

X



Strategy 13: Increase Housing Resources for Transit-Dependent Populations

Relevant for ALL Implementation Approaches, but particularly important for: ① **Protect and Grow**, ② **Expand Housing Choices**, ③ **Improve Access**, and ④ **Transform and Diversify**

The GTC Strategy did not identify discreet actions for transit agencies to further this strategy; however, there may still be important roles for transit agencies in increasing housing resources for transit-dependent populations. Please describe any such roles your agency plays here.



Strategies to Provide Housing Choices

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 14: Implement a TOD Property Acquisition Fund

Relevant for **ALL** Implementation Approaches, but particularly important for: **1** Protect and Grow, **3** Improve Access, **4** Transform and Diversify, and **6** Build Urban Places

- 14.03 **[Transit Agencies]** Explore options to contribute to public sector catalyst investments in a TOD property acquisition fund.

X



Strategy 15: Expand Value Capture Financing as a Tool for Infrastructure and Affordable Housing

Relevant for **ALL** Implementation Approaches, but particularly important for: **1** Protect and Grow, **3** Improve Access, **4** Transform and Diversify, and **6** Build Urban Places

- 15.04 **[Transit Agencies]** Support the development and use of value capture financing tools in order to increase transit ridership potential through new development.

X



Strategy 16: Make Surplus Lands Available for Affordable Housing

Relevant for **ALL** Implementation Approaches, but particularly important for: **1** Protect and Grow, **2** Expand Housing Choices, **3** Improve Access, **4** Transform and Diversify, and **6** Build Urban Places

- 16.03 **[Transit Agencies]** Develop policies and best practices related to the disposition of properties that support affordable housing production on surplus sites.

X

- 16.04 **[Transit Agencies]** Conduct analysis of TOD potential for properties that are considered for acquisition (See Strategy 7.7).

X



Strategy 17: Leverage Market Value through Incentives for Affordability

Relevant for **ALL** Implementation Approaches, but particularly important for: **2** Expand Housing Choices, **3** Improve Access, **4** Transform and Diversify, and **6** Build Urban Places

The GTC Strategy did not identify discreet actions for transit agencies to further this strategy; however, there may still be important roles for transit agencies in leveraging market value through incentives for affordability. Please describe any such roles your agency plays here.



Strategy 18: Implement Recommendations of Regional Fair Housing Assessment

Relevant for **ALL** Implementation Approaches

- 18.02 **[Transit Agencies]** Participate in the development of the FHEA and consider its final implementation recommendations during project planning and development.

X



Strategies to Provide Housing Choices

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Additional Actions and Notes

Strategies 11-18

Transit-Oriented Development (TOD)

Transit-oriented development is a programmatic component of ST3 that guides capital project development and the disposition of surplus property.

Background

The [Sound Transit TOD Program Strategic Plan](#), completed in 2010 and updated most recently in 2014, introduced the adopted policy framework for the TOD work program within the larger context of Sound Transit's mission: implementation of regional high-capacity transit as defined in Sound Move (1996) and ST2 (2008).

Sound Transit's [Transit-Oriented Development Policy](#) was adopted in December 2012 through Resolution R2012-24 and provides the policy foundation for how the agency approaches the integration of transit infrastructure and local and regional land use development. The policy defines TOD as:

...“a land development pattern that integrates transit and land use by promoting transit ridership while supporting community land use and development visions. TOD typically consists of public and private development projects that create dense, pedestrian-oriented environments with a mix of land uses and activities at and around transit facilities. The design, configuration, and mix of buildings and activities around the transit facility, as well as the location and design of the transit facility, should encourage people to use transit and foster a healthy, livable environment.” (Sound Transit Resolution R2012-24)

The TOD Policy guides the agency to work toward the following goals:

- + Increase the value and effectiveness of transit by increasing transit ridership
- + Support economic development efforts
- + Further implement state, regional, and local growth plans, policies, and strategies
- + Foster relationships with regional and local stakeholders
- + Encourage creation of housing options, including market-rate and affordable units
- + Advance related Sound Transit plans and policies, with an emphasis on the agency's Sustainability Plan
- + Protect and enhance Sound Transit's assets and investments

Sound Transit updated its strategic plan in 2014 to align its implementation strategies with the adopted TOD Policy.

As described in Section 1.3 of this report, a new section, RCW 81.112.350, of the Sound Transit enabling legislation was enacted by the 2015 State Legislature (SB 5987), and it directs the agency to include “a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income



Strategies to Provide Housing Choices

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

communities consistent with TOD plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries.” The legislation would take effect with voter approval of ST3.

The PSRC is the applicable regional transportation planning organization within the Sound Transit service area. PSRC adopted the Growing Transit Communities Strategy in 2013 to implement the region’s adopted growth plan, VISION 2040. Sound Transit has joined other local and regional government agencies in signing a non-binding compact to support implementation of the strategy.

The GTC Strategy encourages equitable transit communities. A transit community is the approximately one-half-mile area around a high-capacity transit station, while equitable transit communities are described as the following:

“Equitable transit communities are mixed-use, transit-served neighborhoods that provide housing and transportation choices and greater social and economic opportunity for current and future residents. Although generally defined by a half-mile walking distance around high-capacity transit stations, they exist within the context of larger neighborhoods with existing residents and businesses.

“These communities promote local community and economic development by providing housing types at a range of densities and affordability levels, commercial and retail spaces, community services, and other amenities that are integrated into safe, walkable neighborhoods.” (PSRC GTCS)

The Sound Transit TOD Policy and Strategic Plan, the Puget Sound Regional Council’s Growing Transit Communities Strategy, and RCW 81.112.350 provide the primary policy guidance for how Sound Transit will incorporate and advance TOD during ST3 implementation.

TOD Components within ST3

Transit Planning and Transit Project Development

Sound Transit will analyze and incorporate, where applicable, TOD throughout the transit planning and design process. TOD will be studied and considered in the alternatives analysis, conceptual station design, and preliminary engineering processes.

Where possible, station layouts will be optimized for TOD on Agency-owned and adjacent properties, taking into account the space needs of vital transit-supportive facilities and services as well as local community development plans and priorities.

Sound Transit will work in partnership with local jurisdictions, where appropriate, on station area planning, zoning, and/or other opportunities to leverage the transit investment to support local and regional growth plans.

Surplus Property

Sound Transit will incorporate TOD considerations during its land acquisition process. Sound Transit will consider acquisition strategies that meet its on-going and construction property needs and



Strategies to Provide Housing Choices

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

facilitate affordable housing in station areas, consistent with state law.

ST3 provides funding for TOD analysis and support beyond the early project development phase of transit capital development. The program will fund due diligence, community engagement, and planning activities required to prepare suitable TOD surplus properties or air rights for sale, lease, or transfer.

RCW 81.112.350 requires that, if ST3 is approved by voters, Sound Transit first offer at least 80 percent of surplus TOD properties suitable for development as housing to local governments, housing authorities, or non-profit developers, from which Sound Transit shall require that at least 80 percent of constructed units be affordable to those earning no more than 80 percent of area median income. The legislation authorizes Sound Transit to offer the property for no cost, where allowed under law and applicable regulations, in certain conditions.

With voter approval of ST3, Sound Transit will advance equitable TOD projects on surplus property, air rights, and joint development sites by the following:

- + Working with local governments, housing authorities, non-profit developers, and others to inclusively plan for mixed-use, mixed-income transit communities consistent with the Growing Transit Communities Strategy
- + First offering surplus properties suitable for housing to local governments, housing authorities, and non-profit developers to develop affordable housing, as required in statute
- + Consider making property available for reduced or no cost, if and where authorized, to qualified entities to support affordable housing creation

Affordable Housing Funding

With voter approval of ST3, Sound Transit's TOD program will contribute \$20 million to a regional revolving loan fund to support affordable housing creation in areas served by Sound Transit, as required under RCW 81.112.350.



Strategies to Increase Access to Opportunity

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable



Strategy 19: Assess Community Needs

Relevant for ALL Implementation Approaches, but particularly important for: **1** Protect and Grow, **5** Stimulate Demand, **6** Build Urban Places, and **7** Enhance Community

19.05	[Transit Agencies] Consider community needs assessments and opportunity mapping analyses in transit system development and long-range planning processes.			X	
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Strategy 20: Invest in Environmental and Public Health

Relevant for ALL Implementation Approaches, but particularly important for: **1** Protect and Grow, **5** Stimulate Demand, **6** Build Urban Places, and **7** Enhance Community

20.03	[Transit Agencies] Encourage bicycling and walking by strengthening policies to encourage and fund safe non-motorized access to transit. (See Strategy 22)		X		
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Strategy 21: Invest in Economic Vitality and Opportunity

Relevant for ALL Implementation Approaches, but particularly important for: **1** Protect and Grow, **4** Transform and Diversify, **5** Stimulate Demand, **6** Build Urban Places, and **7** Enhance Community

21.08	[Transit Agencies] Work with local jurisdictions, as part of required environmental review processes, to identify business types or districts within transit communities that may be affected by transit investments.		X		
21.09	[Transit Agencies] Develop and maintain policies to encourage local hiring and outreach to women and minority-owned businesses in bidding processes.		X		
21.10	[Transit Agencies] Use a range of locally appropriate and effective tools to promote small business retention in impacted business districts.		X		



Strategy 22: Invest in Equitable Mobility Options

Relevant for ALL Implementation Approaches, but particularly important for: **1** Protect and Grow, **3** Improve Access, **5** Stimulate Demand, **6** Build Urban Places, **7** Enhance Community, and **8** Preserve and Connect

22.03	[Transit Agencies] Develop and maintain transit fares and programs, including the Regional Reduced Fare Permit, that provide affordable access to residents at all income levels.		X		
22.04	[Transit Agencies] Adopt programs and practices that make transit more legible, accessible, and usable to culturally and linguistically diverse communities.		X		
22.05	[Transit Agencies] Improve transit access for transit dependent populations, where funding permits and where supported by land uses, including frequent all-day service, bus service to fill service gaps that may be created between rail transit stops, and expanded local transit access to regional high-capacity transit.		X		



Strategies to Increase Access to Opportunity

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

- 22.06 [Transit Agencies] Use opportunity mapping, or similar analyses, in transit service planning to provide enhanced transit connectivity between communities with good access to opportunity and residents of communities with limited access to opportunity.

X



Strategy 23: Invest in Equitable Access to High Quality Education

Relevant for ALL Implementation Approaches, but particularly important for: **1 Protect and Grow**, **5 Stimulate Demand**, **6 Build Urban Places**, and **7 Enhance Community**

- 23.03 [Transit Agencies] Consider the unique mobility needs of both students and staff at educational facilities.

X



Strategy 24: Invest in Public Safety in Transit Communities

Relevant for ALL Implementation Approaches, but particularly important for: **1 Protect and Grow**, **5 Stimulate Demand**, **6 Build Urban Places**, and **7 Enhance Community**

- 24.02 [Transit Agencies] Design transit stations as safe and inviting public spaces.

X

- 24.03 [Transit Agencies] Provide for community safety through effective transit system policing.

X

- 24.04 [Transit Agencies] Partner with community members and local public safety providers on facility design and transit security.

X



Additional Actions and Notes

Strategy 19

ST3 projects will continue to assess community needs similar to those undertaken for ST2, where station site and access planning included mapping and needs assessment beginning in the early planning phases. For ST3, Sound Transit will consider using the Regional Opportunity Mapping Tool developed by PSRC and the Kirwan Institute in collaboration with local governments and the Regional Equity Network.

Strategy 20

As described in Strategies 8 and 9, ST3 includes a focus on non-motorized access to stations, and the System Plan includes funding to plan for access improvements and to pay for them, particularly in partnership with local agencies.

Strategy 21

Sound Transit has an [Office of Small Business Development and Labor Compliance](#) that works to ensure that the businesses and workforce engaged in building regional transit represent the demographics of the region. This program will continue for ST3. The agency will also continue to [work with local businesses](#) to ease the impacts of system expansion as ST3 is implemented.



Strategies to Increase Access to Opportunity

Status:

Complete

In progress/
Ongoing

Being considered

No action

Not applicable

Strategy 22

In addition to providing a lower-cost alternative to car ownership and use by providing high-capacity transit connections to employment, educational, and commercial centers, Sound Transit is a partner in the [Orca Lift Reduced Fare Program](#), which provides reduced-fare Orca cards to qualifying households, thus reducing transportation-related household expenses for lower income families and individuals. Providing additional transit access to Sound Transit facilities for transit-dependent populations will be accomplished in partnership with other transit providers and local jurisdictions.

Sound Transit's station signage and wayfinding is designed to be legible and accessible to culturally and linguistically diverse communities, as well as to those with varying levels of mobility. ST3 projects will continue to use innovative communication tools, including art and pathways that can guide travelers by sight, feel, touch, or voice.

Strategy 23

As with Sound Transit's initial investments in Sound Move and ST2, ST3 is being planned to expand services to more of the region's colleges and universities, including Highline and Tacoma Colleges and University of Washington Bothell. Recently opened Link stations on Capitol Hill and at the University of Washington have been designed to provide convenient and safe pedestrian and bike connections to the campuses they serve. Students and faculty use transit differently than typical commuters—often traveling off-peak and during the evening—and personal safety and ease of station access are critical.

The Kent-Des Moines Station in Kent is located across SR 99 from Highline College. [Early planning](#) to connect the college to the station has resulted in a design for a strong pedestrian and bicycle connection along a new road. Highline College students were heavily involved in the series of stakeholder workshops conducted to help inform the station design.

Strategy 24

ST3 projects will continue Sound Transit's investment in public safety beginning with station siting and design, following Crime Prevention Through Environmental Design principles detailed in the Agency's Design Criteria Manual. Additionally, station design is coordinated with local law enforcement, and facilities are provided with camera surveillance systems at stations and on vehicles, as well as transit system police who are present at stations and in vehicles.

Appendix C: Benefit-Cost Analysis

The PSRC has reviewed the Sound Transit System Plan methodology for Benefit Cost Analysis and found that methodology to be appropriate.