



System Access Program Assumptions









System Access Fund

- Allocated based on an evaluation of needs of customers using ST existing & planned bus and rail stations <u>and</u> connectivity with other modes
- Includes:
 - safe sidewalks
 - protected bike lanes
 - shared use paths
 - improved bus-rail integration
 - new pick-up/drop-off areas
- Funding partnerships encouraged
- \$100M (2014\$) allocated equally across all 5 subareas

Station Access Allowance

- Additional access improvements outside footprint of ST3 light rail and BRT stations
- Create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places
- Allowance amount based on station type
- \$270M (2014\$) for ST3 stations



How does ST3 address parking?

- New parking facilities included in ST3:
 - up to 9,695 new parking stalls (a net increase of up to 8,235 stalls)
 - plus additional south Sounder parking stalls yet to be determined
- ☐ In planning for new parking:
 - Look at opportunities for leased or shared parking and parking built in conjunction with new TOD projects
- □ Parking management to increase availability and reliability of access





Startup activities underway



- Determine how to manage System Access Fund
- Establish Sound Transit Interdepartmental Team
- Establish Interagency Advisory Group
- Develop Outreach and Community Engagement Plan
- Identify Stakeholders



System Access Fund Schedule

Framing the System Access Program Q2 – Q4 2017

Develop System Access Fund Q1 2018 Begin Implementation of System Access Fund Q2 2018

Initiate Projects

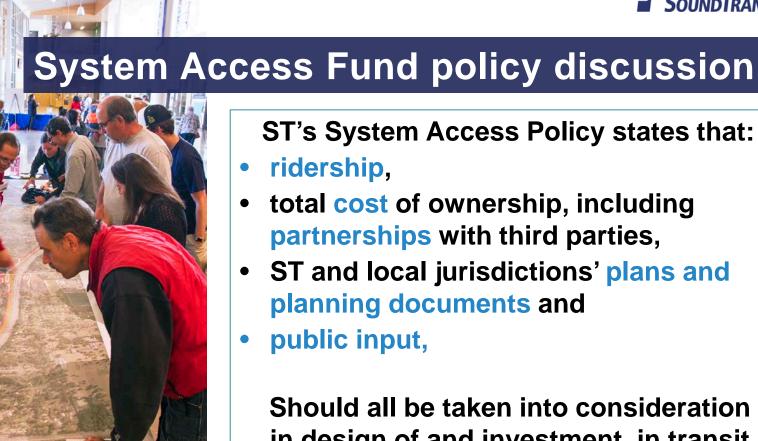
Policy Review and Update

- Establish fund management
- Establish governance structure
- Interdepartmental and Interagency Advisory Teams
- Develop Outreach and Engagement Plan
- Identify Stakeholders

- Define evaluation criteria and selection process
- Mode of Access Data Collection
- Implement Outreach and Engagement Plan

- Call for potential projects
- Evaluation and selection of projects
- Negotiate funding agreements





ST's System Access Policy states that:

- ridership,
- total cost of ownership, including partnerships with third parties,
- ST and local jurisdictions' plans and planning documents and
- public input,

Should all be taken into consideration in design of and investment in transit facilities and access infrastructure.





- What criteria should we use to evaluate potential access projects?
 - needs of customers using Sound Transit's existing and planned bus and rail stations
 - connectivity with other modes
 - Other criteria?
- Partner with other jurisdictions and other stakeholders to leverage grants and matching funds. Projects that leverage funds through funding partnerships will receive strong consideration.
- What process should we follow for funding access projects?
- Set aside funding for projects originating within ST?

