

## APPENDIX E

### Consistency with other Plans

## APPENDIX E

### CONSISTENCY OF THE SIX-YEAR PLAN WITH OTHER PLANS

<b>Consistency with Metro Comprehensive Plan Policies— Long Range Policy Framework</b>	
<b>Metro Comprehensive Plan Policies</b>	<b>Metro Six-Year Plan</b>
<b><i>Policy Coordination</i></b>	
<p><b>3.1.1: Growth Management.</b> Support local and regional growth management plans and policies. Within each subarea, focus new and existing services and facilities to support targeted land use concentrations identified in local comprehensive and regional plans and within the urbanized growth area of King County.</p> <p>Work with local jurisdictions to meet the goals and requirements related to transit services and facilities that are contained in the Growth Management Act, the Countywide Planning Policies and the Multi-County Planning Policies.</p>	<p>The Six-Year Plan (SYP) proposes to focus new and existing service resources on activity centers to support local and regional growth management plans. The service recommendations are designed to target land use concentrations.</p>
<p><b>3.1.2: Transportation Demand Management.</b> Within subareas, give priority (such as a larger share of that subarea’s service subsidy, earlier implementation of service improvements, capital improvements, or technical assistance) to areas or employers implementing effective demand management programs (such as ride-matching, subscription buses, or incentive programs) or HOV-supportive land use actions (such as increased density or transit-oriented design policies). Collaborate with jurisdictions and other affected parties to implement service and facilities in conjunction with these programs. Work with local jurisdictions to establish evaluation criteria for determining priorities.</p>	<p>The SYP is consistent with this policy.</p>
<p><b>3.1.3: Commute Trip Reduction.</b> Work with employers to ensure that viable, non-SOV commute options exist for employees in order to achieve reductions in SOV use.</p>	<p>Employment concentrations are the primary targets of service design in the SYP.</p>
<p><b>3.1.4: Regional Transit Project.</b> Fulfill local transit agency responsibilities as defined in the Regional Transit System Plan.</p>	<p>The SYP is consistent with this policy.</p>
<b><i>Service and Capital Development</i></b>	
<p><b>3.2.1: Service Concept.</b> Work collaboratively with governments and communities to implement a locally based, regionally linked network of public transportation services and facilities addressing regional, inter-community, and local service needs. Actively develop, implement and promote non-conventional public transportation options as part of that system.</p>	<p>. The SYP is consistent with this policy.</p>
<p><b>3.2.2: Mobility.</b> Provide mobility for persons who, by choice, disability, or circumstance rely on public transportation as their primary means of travel.</p>	<p>SYP service recommendations improve the quality of public transportation services and are therefore consistent.</p>
<p><b>3.2.3: Service Quality.</b> Regularly review customer satisfaction with the public transportation system. Design and operate service and facilities to meet both existing and future customer needs and improve satisfaction where needed.</p>	<p>SYP service recommendations would improve service frequency, directness, span of service, and connectivity.</p>

**Appendix E (continued)**

<b>Metro Comprehensive Plan Policies</b>	<b>Metro Six-Year Plan</b>
<p><b>3.2.4: System Integration and Access.</b> Plan, design, and implement a system of services and facilities that support integration of regional and local services, and that facilitate access to the system for pedestrians, bicycles, transit collection/distribution services, and persons with disabilities, thereby providing a viable alternative to auto usage.</p>	<p>The SYP is consistent with this policy.</p>
<p><b>3.2.5: Environmental Protection.</b> Support preservation of environmental quality with service and capital investments resulting in fewer detrimental impacts on air and water quality, noise reduction and better regional mobility.</p>	<p>The SYP is expected to attract increased ridership. Hybrid coaches are projected to emit less pollution than diesel buses but more pollution than electric trolley buses.</p>
<p><b>3.2.6: Service and Facility Development and Implementation Guidelines.</b> Establish service and facility development guidelines to ensure the effectiveness and efficiency of the system, and address public transportation's role in growth management. These guidelines shall be used to allocate and implement service changes and capital improvements during the six-year planning and annual service investment processes. These guidelines will include, but not be limited, to:</p> <ul style="list-style-type: none"> <li>• descriptions of the conditions under which different types of services and facilities are appropriate;</li> <li>• basic and enhanced transit level-of-service targets;</li> <li>• facility access requirements, including non-motorized access;</li> <li>• mode split goals; and</li> <li>• performance measures.</li> </ul> <p>These guidelines also will include evaluation criteria for allocating services and facilities including, but not limited to, consideration of:</p> <ul style="list-style-type: none"> <li>• demand management programs and</li> <li>• HOV supportive land use actions, such as parking supply reductions and transit-friendly design standards.</li> </ul> <p>It is understood that the Regional Transit Committee of the Metropolitan King County Council will be responsible for reviewing the proposed guidelines and criteria.</p>	<p>The SYP proposed targets to evaluate progress toward the implementation of the plan and describes a process for phasing service and capital improvements.</p>
<p><b>Local Jurisdiction and Community Involvement</b></p>	
<p><b>3.3.1: Planning.</b> Ensure a balance between local and regional service needs by involving members of the community, local jurisdictions, and the regional transit authority (where applicable) in the planning, review and implementation of services and facilities. Within each subarea, collaborate with members of the community, employers, and staff and elected officials of local jurisdictions to collectively develop service and capital development priorities to be included in transit planning efforts including, but not limited to, the six-year plans and annual service change and capital investment programs.</p>	<p>The SYP and related service implementations were developed through a collaborative process with local jurisdictions, subarea groups (Eastside Transportation Program [ETP], South County Area Transportation Board [SCATBd], and the SeaShore Transportation Forum), ad-hoc citizen panels, the King County Transit Advisory and Accessible Services Committees, and the general public.</p>
<p><b>3.3.2: Role of the Public in Planning.</b> Develop and implement an open public involvement program designed to obtain input from the public for transit service and facility planning. This process should focus on achieving successful and productive public participation in transit service and facility planning efforts.</p>	<p>The public involvement process for the SYP included a needs assessment, active involvement of a citizens advisory group, community presentations, sounding boards, and public meetings.</p>

## Appendix E (continued)

Metro Comprehensive Plan Policies	Metro Six-Year Plan
<p><b>3.3.3: Role of Local Jurisdictions in Planning.</b> Establish a collaborative planning process with local jurisdictions to address local service and facility needs. Metro staff will work with local jurisdictions' staff and elected officials to ensure input into the guidelines for service and facility development, and into the plans for service and facilities within each jurisdiction. Local jurisdictions will have the opportunity to propose local transit service and facility plans to Metro, and to review and comment on the transit service and facility plans being considered by Metro. Adopted service plans should reflect the needs of local jurisdictions. It is understood that the Regional Transit Committee of the Metropolitan King County Council will be responsible for reviewing the proposed guidelines and plans for local transit services and facilities, and will provide recommendations to the Metropolitan King County Council, to ensure consistency and coordination among local service and facility plans and with countywide and regional plans.</p>	<p>The process for developing the SYP has featured monthly meetings with staff groups, and regular meetings with groups of elected officials (ETP, SCATBd, and SeaShore).</p>
<p><b>3.3.4: Implementation.</b> Work with local jurisdictions to expedite review and development of service and capital facility improvements.</p>	<p>The SYP is consistent with this policy.</p>
<p><b>Financial</b></p>	
<p><b>3.4.1: Operating Subsidy Allocation.</b> Allocate new service subsidy resources to each subarea within King County in proportion to the projected population of that subarea, as represented by adopted Puget Sound Regional Council (PSRC) population forecasts for the year 2000: West subarea—34 %; East subarea—30%; South subarea—36%. The percent distribution will be updated to reflect changes in the PSRC General Assembly.</p>	<p>The SYP amends the allocation policy. Service recommendations in the SYP are projected to result in the following resource allocation: East subarea-40%; Seattle/North King County (formerly referred to as West) subarea-20%; South subarea-40%.</p>
<p><b>3.4.2: Transportation System Management (TSM) Capital Allocation.</b> Implement a public transportation capital development program to: construct and purchase basic system infrastructure (e.g., operating bases); facilitate the provision of regional services (e.g., park-and-ride lots); and enhance the provision of local services (e.g., transit corridor improvements, bicycle and pedestrian access improvements). Through the six-year planning process, develop evaluation criteria to allocate TSM resources among subareas and competing projects. These criteria will include, but not be limited to, HOV-supportive policies in local and regional comprehensive plans, local support, and performance indicators.</p>	<p>The SYP contains a recommended capital program.</p>
<p><b>3.4.3: OR/OE Ratios.</b> Establish, and review annually, targets for system-wide and subarea operating-revenue-to-operating expense (OR/OE) ratios, and (OR/OE) for each type of public transportation service.</p>	<p>The SYP continues an evaluation of performance that is consistent with this policy.</p>
<p><b>3.4.4: Multi-Year Financial Planning.</b> Maintain a multi-year financial plan and cashflow projection of six years or more, estimating service growth, operating expenses, capital requirements, reserves and debt service.</p>	<p>The SYP budget assumptions and phasing process are consistent with this policy.</p>
<p><b>3.4.5: Partnerships.</b> Maximize the effectiveness of local public transportation funds by pursuing joint financing of service and capital development opportunities with other public agencies and with private interests.</p>	<p>The planning process for the SYP has included CTR employers and TMAs; pursuit of partnerships is identified as one of the strategies of the plan.</p>

## Appendix E (continued)

Countywide Planning Policies	Metro Six-Year Plan
<p><b>FW-18.</b> The land use pattern shall be supported by a balanced transportation system which provides for a variety of mobility options. This system shall be cooperatively planned, financed, and constructed. Mobility options shall include a High Capacity Transit system which links the urban centers and is supported by an extensive High Occupancy Vehicle system, local community transit system for circulation within the centers and to the non-center urban areas, and non-motorized travel options.</p>	<p>The Six-Year Plan (SYP) has been cooperatively planned; the Sound Move system proposed by the Regional Transit Authority (RTA), now Sound Transit, was adopted in November 1996. ST planning and implementation continue. SYP proposes continued integration with ST and more efficient use of freeway HOV lanes, better access to transit facilities for pedestrians and cyclists.</p>
<p><b>FW-19.</b> All jurisdictions in the county, in cooperation with Metro, the Metropolitan Planning Organization, and the State, shall develop a balanced transportation system and coordinated financing strategies and land use plan which implement regional mobility and reinforce the county wide vision. Vision 2020 Regional Growth Strategies shall be recognized as the framework for creating a regional system of Centers linked by High Capacity Transit and an interconnected system of freeway High Occupancy Vehicle (HOV) lanes, and supported by a transit system.</p>	<p>ST and Metro services connect the regional centers.</p>
<p><b>FW-20.</b> In recognition of the fact that King County is the regional freight distribution hub and a major international trade gateway, and that freight transportation is one of the state's most important basic sector economic activities, goods mobility by modes shall be included as a component of comprehensive plans.</p>	<p>Not applicable.</p>
<p><b>FW-21.</b> Infrastructure planning and financing shall be coordinated among jurisdictions to direct and prioritize countywide facility improvements to implement the countywide vision and land use plans.</p>	<p>In progress.</p>
<p><b>FW-22.</b> Where appropriate, King County and its cities shall adopt a clear definition of level-of-service and concurrency requirements and establish a consistent process for implementing concurrency, including accountability for impacts for adjacent jurisdictions.</p>	<p>LOS guidelines were adopted in the Long-Range Policy Framework (LRPF).</p>
<p><b>FW-23.</b> Each jurisdiction shall identify the facilities needed to ensure that services are provided consistent with the community's adopted service levels. Timelines for the construction of the needed facilities shall be identified.</p>	<p>Needed capital improvements are identified.</p>
<p><b>FW-32.</b> Public capital facilities of countywide or statewide nature shall be sited to support the countywide land use pattern, support economic activities, mitigate environmental impacts, provide amenities or incentives, and minimize public costs. Amenities or incentives shall be provided to neighborhoods/jurisdictions in which facilities are sited. Facilities must be prioritized, coordinated, planned, and sited through an interjurisdictional process established by the GMPC or its successor.</p>	<p>Not applicable.</p>
<p><b>LU-10.</b> The Rural Area shall have low densities which can be sustained by minimal infrastructure improvements, such as septic systems and rural roads. King County, cities adjacent to Rural Areas, and other agencies providing services to Rural Areas, shall adopt standards for facilities and services in Rural Areas that protect basic public health and safety, and enhance the environment, but urban facilities and services should not be provided to Rural Areas. Utilities, roads, and other infrastructure improvements may only be extended through rural areas to serve existing urban areas.</p>	<p>Only slight improvements in service are proposed for rural municipalities.</p>

<b>Appendix E (continued)</b>	
<b>Countywide Planning Policies</b>	<b>Metro Six-Year Plan</b>
<p><b>LU-11.</b> Comprehensive plans covering nearby Urban Areas shall consider the potential impacts of urban development on the adjacent Rural Area. Development in Urban Areas shall not significantly increase peak flows or pollution in Rural Area streams. Urban-generated traffic should not cause rural roads to be upgraded to urban standards. Where a rural arterial must be upgraded to accommodate urban-generated traffic, it should include features such as screening and limited access within the Rural Area to lessen the road's impact on surrounding rural lands, including pressure to convert them to higher-intensity uses. Funding for such improvements should be primarily the responsibility of the benefiting jurisdiction.</p>	Not applicable.
<p><b>LU-19.</b> Rural level standards for streets should be refined to minimize clearing and grading, and avoid conflicts with the natural landscape. Pavement width should be no wider than needed to meet safety considerations and accommodate designated bicycle/ pedestrian routes.</p>	Not applicable.
<p><b>LU-25.</b> King County, in collaboration with affected governments, agencies and citizens shall prepare the following products:</p> <ul style="list-style-type: none"> <li>a. A manual on rural infrastructure design (including an examination of alternative sewage treatment technologies), fire/wildfire protection, and service standards;</li> <li>b. Recommended revisions to King County's land development regulations to address issues such as incentives for reconsolidation of nonconforming and unbuildable lots, application of current regulations if discretionary extensions of preliminary plat approvals are allowed, and subdivision site design to minimize conflict with nearby farming and forestry activities;</li> <li>c. A strategy to persuade the banking industry and its regulators to revise lending criteria to remove obstacles to affordable housing on large lots, and to invest in environmentally sound land management practices; and</li> <li>d. A strategy to persuade the federal and state governments to devise domestic water quality standards and monitoring requirements that protect the environment and public health at a reasonable cost so as to avoid financial pressure to convert Rural Areas to higher densities.</li> </ul>	Not applicable.
<p><b>LU-64.</b> All activity Areas that achieve sufficient employment and household densities should receive frequent peak hour transit service. Activity Areas may contain a high-capacity transit station or transit hub in the activity area:</p> <ul style="list-style-type: none"> <li>a. Is on an HCT corridor, or can serve as a transit hub;</li> <li>b. Has pedestrian, bicycle, and transit-supportive site planning, building design and road design regulations; and</li> <li>c. Has parking regulations to encourage transit use.</li> </ul>	The SYP is consistent with this policy.
<p><b>LU-72.</b> All jurisdictions shall establish mechanisms to encourage transit use. Examples of potential mechanisms include a charge for SOV parking and/or a limit on the number of parking spaces for single occupancy vehicles within each existing business/office park. Bicycle and pedestrian supportive design should be encouraged.</p>	Service and capital improvements recommended in the SYP complement these mechanisms and are dependent on strong land use commitments by local jurisdictions.

**Appendix E (continued)**

<b>Countywide Planning Policies</b>	<b>Metro Six-Year Plan</b>
<p><b>T-1.</b> The countywide transportation system shall promote the mobility of people and goods and shall be a multi-modal system based on regional priorities consistent with adopted land use plans. The transportation system shall include the following:</p> <ul style="list-style-type: none"> <li>a. An aggressive transit system, including High Capacity Transit;</li> <li>b. High Occupancy Vehicle facilities;</li> <li>c. Freight railroad networks;</li> <li>d. Marine transportation facilities and navigable waterways;</li> <li>e. Airports;</li> <li>f. Transportation Demand Management actions;</li> <li>g. Non-motorized facilities; and</li> <li>h. Freeways, highways, and arterials.</li> </ul>	<p>The SYP is consistent with this policy.</p>
<p><b>T-2.</b> King County, its cities, adjacent counties, Metro, and the Washington State Department of Transportation (WSDOT) shall support the continuous, comprehensive and cooperative transportation planning process conducted by the Puget Sound Regional Council (PSRC) pursuant to its Metropolitan Planning Organization (MPO) designation. The primary forum for the development of regional transportation systems plans and strategies shall be the PSRC, as the MPO.</p>	<p>Not applicable.</p>
<p><b>T-3.</b> The annual update and approval of the six-year Transportation Improvement Program (TIP) by the PSRC should be the primary tool for prioritizing regional transportation improvements and programming regional transportation revenues.</p>	<p>Not applicable.</p>
<p><b>T-4.</b> The GMPC or its successor shall have the ongoing responsibility for the following:</p> <ul style="list-style-type: none"> <li>a. Developing and maintaining coordinated level-of-service standards and a concurrency system for countywide transit routes and arterial streets, including state facilities;</li> <li>b. Developing regionally consistent policies for implementing countywide Transportation Demand Management actions and the Commute Trip Reduction Act including, but not limited to, parking policies, with an examination of price as a determinant of demand; and</li> <li>c. Developing and recommending transportation financing strategies, including recommendations for prioritizing capacity improvements eligible to receive federal funds available to the region under the Inter-modal Surface Transportation Efficiency Act (ISTEA).</li> </ul>	<p>The LRPF calls for Metro to work with local jurisdictions to implement consistent parking policies that support the Commute Trip Reduction Act.</p>
<p><b>T-5.</b> Each Urban Center will be providing for a minimum of 15,000 jobs and should be served by High Capacity Transit (HCT). Each Manufacturing Center containing a minimum of 15,000 jobs and having sufficient employment densities to support HCT should be served by HCT. All jurisdictions that would be served by HCT shall plan for needed HCT rights-of-way, stations and station supportive transportation facilities and land uses in their comprehensive plans. The land use and transportation elements of comprehensive plans shall incorporate a component to reflect future improvement needs for High Capacity Transit. Interim regional transit service should be provided to centers until the center is served by HCT. If voters do not approve HCT local option taxes, jurisdictions shall address this implication in the reassessment phase.</p>	<p>Not applicable.</p>

## Appendix E (continued)

Countywide Planning Policies	Metro Six-Year Plan
<p><b>T-6.</b> WSDOT should assign a high priority to completion of the core HOV lanes in the central Puget Sound region. King County, its cities, and Metro Council representatives on the Transportation Policy and Executive Boards of the Puget Sound Regional Council (PSRC) shall make completion of this system a high priority in programming the federal funds available to the region.</p>	<p>The SYP supports this priority.</p>
<p><b>T-7.</b> The transportation element of Comprehensive Plans shall include pedestrian and bicycle travel as part of the transportation system and be developed on a coordinated, regional basis. The bicycle and pedestrian element shall be a part of the funding component of the capital improvement program.</p>	<p>Improved pedestrian and bicycle facilities will be included in all passenger facilities prioritized by the SYP. The SYP proposes a capital program to improve nonmotorized access to transit facilities.</p>
<p><b>T-8.</b> In order to maintain regional mobility, a balanced multi-modal transportation system shall be planned that includes freeway, highway, and arterial improvements by making existing roads more efficient. These improvement should help alleviate traffic congestion problems, enhance HOV and transit operations, and provide access to new desired growth areas, as identified in adopted land use plans. General capacity improvements promoting only Single Occupant Vehicle traffic shall be a lower priority. Transportation plans should consider the following mobility options/needs:</p> <ul style="list-style-type: none"> <li>a. Arterial HOV treatments,</li> <li>b. Driveway access management for principal arterials within the Urban Growth Area; and</li> <li>c. Improvements needed for access to manufacturing and industrial centers, marine and air terminals.</li> </ul>	<p>The SYP proposes an increased commitment to transit speed and reliability improvements.</p>
<p><b>T-9.</b> Level-of-service standards shall be used as a “tool” to evaluate concurrency for long-range transportation planning, development review and programming of transportation investments.</p>	<p>Level-of-service standards for roadways are not applicable.</p>
<p><b>T-10.</b> Each local jurisdiction shall establish mode-split goals of non-SOV travel to all significant employment centers to reflect that center’s contribution to the solution of the regions transportation problem. Mode-split goals will vary according to development densities, access to transit service and other alternative travel modes and levels of congestion. Comprehensive plans shall demonstrate what transportation system improvements, demand management and land use strategies will be implemented to achieve these mode-split goals. These local goals shall be coordinated to achieve county and regional goals.</p>	<p>Not applicable, though the improved network recommended in the SYP may make attainment of goals more likely.</p>
<p><b>T-11.</b> Elements to be considered in the level-of-service standard are mobility options that encourage the use of transit, other high occupancy vehicles, demand management actions, access to transit, and non-motorized modes of travel. These standards shall be consistent with the requirements of the Commute Trip Reduction Act.</p>	<p>Level-of-service standards for roadways are not applicable.</p>
<p><b>T-12.</b> Mode split goals and measures of mobility for transit, ride-sharing and non-motorized travel shall be established by local jurisdictions and Metro.</p>	<p>The SYP proposes benchmarks to evaluate progress in meeting the plan’s objectives.</p>



## Appendix E (continued)

Countywide Planning Policies	Metro Six-Year Plan
<p><b>T-13.</b> Level-of-service standards shall vary by differing levels of development patterns and growth management objectives. Lower arterial standards, tolerating more congestion, shall be established for urban centers. Transit LOS standards may focus on higher service levels in and between centers and decrease as population and employment densities decrease.</p>	<p>The service recommendations of the SYP are consistent with this policy.</p>
<p><b>T-14.</b> Metro should develop transit level-of-service standards which provide the county and cities with realistic service expectations to support adopted land uses and desired growth management objectives. These standards should consider that route spacing and frequency standards are necessary for differing service conditions including:</p> <ul style="list-style-type: none"> <li>a. Service between designated centers served by High Capacity Transit;</li> <li>b. Service between designated centers not served by High Capacity Transit; and</li> <li>c. Service to areas outside centers.</li> </ul>	<p>Level-of-service standards for roadways are not applicable; however, model public transportation service level guidelines exist and can be found in the Transit Capacity and Quality of Service Manual.</p>
<p><b>T-15.</b> Local governments shall work together to reassess regional land use and transportation elements if transportation adequacy and concurrency cannot be met. Should funding fall short for transportation improvements or strategies needed to accommodate growth, the following actions should be considered:</p> <ul style="list-style-type: none"> <li>a. Adjust land use and level-of-service standards to better achieve mobility and the regional vision;</li> <li>b. Make full use of all feasible local option transportation revenues authorized but not yet implemented; and</li> <li>c. Work with WSDOT, Metro, and the private sector to seek additional state transportation revenues and local options to make system improvements necessary to accommodate projected employment and population growth.</li> </ul>	<p>The SYP calls for Metro to work with local jurisdictions to find alternative sources of revenue to fund transportation improvements.</p>
<p><b>T-16.</b> Transportation elements of Comprehensive Plans shall reflect the preservation and maintenance of transportation facilities as a high priority to avoid costly replacements and to meet public safety objectives in a cost-effective manner.</p>	<p>The SYP utilizes existing fleet and capital facilities more intensively. The capital plan emphasizes maintenance of existing infrastructure.</p>
<p><b>T-17.</b> Developer impact fees shall be structured to ensure that new development contributes its fair share of the resources needed to mitigate the impact on the transportation system. Adjoining jurisdictions shall execute interlocal portion of the improvement attributable to correcting existing deficiencies.</p>	<p>Not applicable.</p>
<p><b>T-18.</b> Existing local option transportation funding shall be applied within King County as follows:</p> <ul style="list-style-type: none"> <li>a. Employee tax base—reserved for city street utility development;</li> <li>b. Commercial parking tax—defer action, pending development of a regional TDM strategy;</li> <li>c. HOV acceleration financing—defer until after High Capacity Transit vote; and</li> <li>d. Local option gas tax—consider as potential source to address transportation “concurrency” needs of county and cities only after vote on High Capacity Transit.</li> </ul>	<p>.</p> <p>Legislature may provide new regional transportation districts this authority State may fund completion of I-5 South HOV lanes. King County has this authority.</p>

<p><b>T-19.</b> Regional revenues (such as Inter-modal Surface Transportation Efficiency Act funds) which provide discretion should be used to address regional mobility projects and strategies, including such strategies as creating centers or enhancing transit/HOV mode split.</p>	<p>Not applicable.</p>
<p><b>T-20.</b> Consistent with the countywide vision, local governments shall coordinate with the State on land use and transportation systems and strategies which affect state facilities and programs.</p>	<p>Not applicable.</p>
<p><b>T-21.</b> State capital improvement decisions and policy actions shall be consistent with regional and countywide goals and plans. The State shall ensure its transportation capital improvement decisions and programs support the adopted land use plans and transportation actions.</p>	<p>Not applicable.</p>
<p><b>T-22.</b> The State and local governments shall use the same capital programming and budgeting time frame that all local governments and the county use, a minimum of six years, for making capital decisions and for concurrency management.</p>	<p>The time frame of the SYP is consistent with this policy.</p>
<p><b>T-23.</b> King County, the cities, the Puget Sound Regional Council, the State, Metro, and other transportation providers shall identify significant regional and/or countywide land acquisition needs for transportation and establish a process for prioritizing and siting the location of transportation facilities.</p>	<p>The SYP recommends a capital improvement program and proposes a process to phase and prioritize facility improvements.</p>

<b>Appendix E (continued)</b>	
<b>Multicounty Transportation Policies</b>	<b>Metro Six-Year Plan</b>
<b><i>Optimize and Manage the Use of Transportation Facilities and Services</i></b>	
<p><b>RT-8.1.</b> Develop and maintain efficient, balanced, multi-modal transportation systems which provide connections between urban centers and link centers with surrounding communities by:</p> <ul style="list-style-type: none"> <li>a. Offering a variety of options to single-occupant vehicle travel;</li> <li>b. Facilitating convenient connections and transfers between travel modes;</li> <li>c. Promoting transportation and land use improvements that support localized trip-making between and within communities;</li> <li>d. Supporting the efficient movement of freight and goods.</li> </ul>	<ul style="list-style-type: none"> <li>a. The Six-Year Plan (SYP) would improve the fixed-route transit network, flexible local service, and vanpool program; and it would offer a variety of new service initiatives.</li> <li>b. Service frequency, system connectivity, and passenger facilities would also be improved by the SYP recommendations.</li> <li>c. The SYP would increase the investment in local services.</li> <li>d. Not applicable.</li> </ul>
<p><b>RT-8.2.</b> Promote convenient intermodal connections between all elements of the regional transit system (bus, rail, ferry, air) to achieve a seamless travel network which incorporates easy bike and pedestrian access.</p>	<p>Integration with ST regional services and better connections with ferries and Sea-Tac International Airport, and improved pedestrian and bicyclist access are components of the SYP.</p>
<p><b>RT-8.3.</b> Maintain and preserve the existing urban and rural transportation systems in a safe and usable state. Give high priority to preservation and rehabilitation projects which increase effective multimodal and intermodal accessibility, and serve to enhance historic, scenic, recreational, and/or cultural resources.</p>	<p>Metro's capital program includes funds for maintenance and replacement of transit facilities.</p>
<p><b>RT-8.4.</b> Maximize multimodal access to marine ferry routes through:</p> <ul style="list-style-type: none"> <li>a. Coordinated connections to land-based transit service;</li> <li>b. Safe and convenient bicycle and pedestrian linkages;</li> <li>c. Preferential access for high occupancy vehicles, and freight and goods movement on designated routes.</li> </ul>	<p>The SYP service recommendations include better service frequencies to the Washington State Ferry terminals at Fauntleroy and downtown Seattle.</p>
<p><b>RT-8.6.</b> Promote efficient multimodal access to interregional transportation facilities such as airports, seaports, and intercity rail stations.</p>	<p>The SYP recommends increased service.</p>
<p><b>RT-8.8.</b> Support transportation system management activities, such as ramp metering, signalization improvements, and transit priority treatments, to achieve maximum efficiency of the current system without adding major new infrastructure.</p>	<p>The SYP proposes increased emphasis on the transit speed and reliability improvement program.</p>

## Appendix E (continued)

Multicounty Transportation Policies	Metro Six-Year Plan
<b><i>Manage Travel Demand Addressing Traffic Congestion and Environmental Objectives</i></b>	
<b>RT-8.11.</b> Promote demand management and education programs that shift travel demand to non-single occupant vehicle travel modes and to off-peak travel periods, and reduce the need for new capital investments in surface, marine and air transportation.	The SYP would increase the supply of non-SOV options for peak period travel, including that to major employment centers. The increased service would support existing demand management and education programs in shifting travel demand away from the SOV.
<b>RT-8.12.</b> Support transportation system management programs, services, and facility enhancements which improve transit's ability to compete with single-occupant vehicle travel times.	The SYP would provide capital improvements to improve transfer facilities, transit speed and reliability, and utilization of existing capital facilities to improve speed and coverage of transit trips.
<b>RT-8.13.</b> Regional, major corridor, and urban center goals should be established reflecting regional policy intent to achieve increased proportional travel by transit, high-occupancy vehicle, and nonmotorized travel modes to achieve reduced dependence on single-occupant vehicle travel, with the greatest proportional increases in urban centers. Such goals should be set for 5- to 10-year periods and periodically updated in consultation with local jurisdictions, transit agencies, and WSDOT.	The SYP would increase service between urban centers and in major corridors, supporting goals to increase proportional travel by transit.
<b>RT-8.14.</b> Emphasize transportation investments that provide alternatives to single-occupant vehicle travel to and within urban centers and along corridors connecting centers.	The SYP proposes transit investments in urban centers and along corridors connecting centers to enhance transit as an alternative to SOV travel.
<b><i>Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns</i></b>	
<b>RT-8.17.</b> Integrate land use and transportation solutions that offer the best opportunity to reduce air pollution, conserve energy, and protect the natural environment.	The SYP focuses service improvements on urban centers and allows consideration of improvements to the electric trolley bus system. Hybrid coaches are projected to emit less pollution than diesel buses but more pollution than electric trolley buses.
<b>RT-8.18.</b> Investments in transportation facilities and services should support compact, pedestrian-oriented land use development throughout urban communities, and encourage growth in centers.	Service and capital improvements would promote use of transit to compact, pedestrian-oriented areas, increasing the demand for and use of pedestrian facilities and reducing the need for SOV trips to these areas.
<b>RT-8.19.</b> Promote transportation improvements that support the redevelopment of lower-density, auto-dominated arterials to become more pedestrian and transit compatible urban transportation corridors.	Capital improvements would make targeted auto-dominated arterials more pedestrian-friendly. Increases in service frequency and reliability along lower density auto-dominated arterials would support non-SOV trips to these areas, increasing demand for and use of pedestrian facilities.
<b>RT-8.20.</b> Encourage a mix of land uses and densities at major transit access points to meet passenger needs and offer an opportunity to reduce vehicle trips.	Development of transit hubs and an economic development program would encourage pedestrian-oriented mixed-use development at major transit access points.
<b>RT-8.21.</b> Promote the development of local street patterns and pedestrian routes that provide access to transit service within convenient walking distance of homes, jobs, schools, stores, and other activity areas.	The network design of the SYP service recommendations focuses on serving areas with concentrations of commercial uses and multifamily housing.

## Appendix E (continued)

Multicounty Transportation Policies	Metro Six-Year Plan
<b><i>Focus Transportation Investments Supporting Transit and Pedestrian-Oriented Land Use Patterns (continued)</i></b>	
<p><b>RT-8.22.</b> Support the establishment of high capacity transit stations that advance regional growth objectives by:</p> <ul style="list-style-type: none"> <li>a. Maximizing opportunities to walk, bike or take short trips to access regional transit stations;</li> <li>b. Providing direct, frequent and convenient regional transit service between urban centers; and</li> <li>c. Providing system access to urban areas in a manner that does not induce development in rural areas.</li> </ul>	<ul style="list-style-type: none"> <li>a. The SYP proposes nonmotorized access improvements in areas in and around park-and-ride lots, transit hubs, and other Metro facilities.</li> <li>b. Between ST and Metro, all designated urban centers are served by frequent service.</li> <li>c. The SYP focuses on transit service improvements in developed areas and areas designated for development.</li> </ul>
<b><i>Expand Transportation Capacity Offering Greater Mobility Options</i></b>	
<p><b>RT-8.28.</b> Support the design and development of components of the regional high-occupancy vehicle (HOV) system which improve transit access and travel time relative to single-occupant vehicle travel.</p>	<p>The SYP proposes a renewed regional effort to identify and evaluate potential projects to enhance bus-only and HOV facilities.</p>
<p><b>RT-8.29.</b> Promote and support the development of arterial HOV lanes and other transit priority treatments in urban areas to facilitate reliable transit and HOV operations.</p>	<p>The SYP proposes increased emphasis on the transit speed and reliability program.</p>
<p><b>RT-8.32.</b> Ensure adequate capacity to serve cross-sound travel demands that focuses on foot-passenger travel and freight and goods movement. Promote convenient connections for foot-passengers to the regional transit network.</p>	<p>Service frequency would be improved at the ferry terminal in downtown Seattle.</p>
<p><b>RT-8.33.</b> Develop a regionally coordinated network of facilities for pedestrians and bicycles which provides effective local mobility, accessibility to transit and ferry services and connections to and between centers.</p>	<p>The SYP proposes nonmotorized access improvements in areas in and around park-and-ride lots, transit hubs, and other Metro facilities.</p>
<p><b>RT-8.36.</b> Transportation investments in major facilities and services should maximize transportation system continuity and be phased to support regional economic development and growth management objectives.</p>	<p>Proposed investments would improve transit system connectivity as well as connections with other modes. Transit investments would be phased with regional growth.</p>
<p><b>RT-8.37.</b> Improve intermodal connections between high capacity transit stations, (including ferry terminals, rail stations, and bus centers), major transfer points, and the communities they serve, primarily through more frequent and convenient transit service.</p>	<p>The SYP proposes more frequent and convenient transit service, facility improvements at major transfer points, and increased service to ferry terminals and transit hubs.</p>
<p><b>RT-8.38.</b> Support opportunities to redevelop the road system as multi-modal public facilities which accommodate the needs of pedestrians, cyclists, transit, high occupancy vehicles, automobiles, and trucks.</p>	<p>The SYP proposes investments in transit and HOV capital improvements along roadways as well as pedestrian and bicycle improvements to improve access to transit.</p>
<p><b>RT-8.39.</b> Develop a high-capacity transit system along congested corridors that connects urban centers with frequent service sufficient to serve both community and regional needs.</p>	<p>In the absence of a high-capacity system, the SYP proposes direct, frequent all-day express service between most urban centers.</p>