

Sound Transit 3

Agencies and Jurisdictions

Draft Priority Projects List Comments

Table of Contents

[City of Auburn](#)

[City of Bellevue](#)

[City of Bellevue Interest Statement](#)

[City of Bothell](#)

[City of Burien](#)

[City of Des Moines](#)

[City of Edmonds](#)

[City of Everett](#)

[City of Everett \(2\)](#)

[City of Fife](#)

[City of Issaquah](#)

[City of Kenmore](#)

[City of Kent](#)

[City of Kirkland](#)

[City of Kirkland \(2\)](#)

[City of Lake Forest Park](#)

[City of Lakewood](#)

[City of Lynnwood](#)

[City of Mountlake Terrace](#)

[City of Orting](#)

[City of Puyallup](#)

[City of Redmond](#)

[City of Renton](#)

[City of SeaTac](#)

[City of Seattle Department of Transportation](#)

[City of Shoreline](#)

[City of Sumner](#)

[City of Tukwila](#)

[City of University Place](#)

[City of Woodinville](#)

[Community Transit](#)

[East King County Cities](#)

[East King County Officials](#)

[King County Councilmember Rod Dembowski, District 1](#)

[Mountlake Terrace City Council](#)

[North King County Cities](#)

[Pierce Transit](#)

[Port of Seattle](#)

[Puget Sound Regional Council](#)

[Snohomish County](#)

[State Representative Mia Gregerson, 33rd Legislative District](#)

[Washington State Legislators: David Frockt, Jessyn Farrell and Gerry Pollet](#)

July 15, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

Dear Board Members:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Priority project list.

We are pleased to see that Auburn Station Access Improvements are listed on the Sound Transit 3 Draft Priority project list (item S-09). The Auburn Sounder Station has not had adequate parking for transit customers since the garage was built in 2003 and we are in desperate need of parking expansion for our Sound Transit commuters. We remain hopeful that our promised second Sound Transit parking garage will remain a priority of Sound Transit regardless of decisions on Sound Transit 3.

Currently, over 1,300 passengers board Sounder at the Auburn Station on a typical day while only 633 parking stalls are available at the Station. Auburn's parking garage is almost always full before less than half of the morning Sounder trains leave Auburn.

To mitigate this commuter parking shortage, the City of Auburn has continued investing our money at a cost of approximately \$300,000 annually since 2009 to fund Pierce Transit Route 497 in partnership with Pierce Transit and King County Metro transit - a transit route specifically designed to carry Sounder riders to and from the Lakeland Hills PUD neighborhood to the Auburn Sounder Station. Currently, Route 497 carries nearly 50,000 riders per year (during the weekday peak hours), reducing the demand for parking at the Auburn Sounder Station by up to 90 parking stalls a day. Based on Sound Transit's estimate of garage construction costs, these 90 stalls have a value of over \$4 million dollars.

Route 497 is exactly the kind of service that reduces the parking impact of Sounder, decreasing single occupant vehicle use and traffic congestion, while improving air quality. The service is also consistent with ideas about High Capacity Transit System Access expressed in Sound Transit's Long Range Plan and the City of Auburn's Comprehensive Transportation Plan.

Even with this effort and others we have attempted, the commuter parking shortage appears to be increasing and this is causing a great deal of ill will in our downtown core for the commuters that need the spaces and the businesses and neighborhoods that must deal daily with illegally parked commuter vehicles.

Additionally, Auburn is anticipating the Sounder train demand (and associated parking needs) to increase in conjunction with the 6,000 new residents coming to the city of Black Diamond and the expected relocation of Weyerhaeuser headquarters from Federal Way to Seattle that will also likely result in many of the 100 or more Weyerhaeuser employees living in the area to also use Sound Transit.

It is clear that increasing Auburn's commuter parking inventory and access to Auburn's Sound Transit commuter services is greatly needed in Auburn. The City of Auburn and its partner agencies are requesting that Sound Transit allocate the necessary funding to construct the second promised parking garage in downtown Auburn, that Sound Transit become a full financial partner for Route 497; and that Sound Transit, in conjunction with the City and other agencies, create and fund additional transit feeder services in our community as part of the ST 3 Station Access program. We look forward to partnering with Sound Transit in solving these issues in the near future before and during the ST 3 Plan.

Other projects or programs within the ST3 proposal that are of interest to Auburn are as follows:

1. S-06 "Expanded Sounder South Train Platforms to 8 cars" – Depending on the direction of the expansion there are logistical concerns with this expansion at the Auburn Station that would need to be evaluated;
2. S-08 "Additional South Sounder Service" – This would be supportable if the second Auburn Parking Garage is complete before the new service included in S-08 starts;
3. R-01 "ST Express Service" – the intent of this project is to expand the ST Express regional bus service to support high capacity transit. Auburn would like to see more detail about the routes and locations that this proposal would address in the South Sound;
4. R-07 "Transit Oriented Development Program" –Downtown Auburn is a designated Regional Center. Auburn is supportive of bringing additional capacity to the development and expansion of transit oriented development in the City and throughout the region.

If you have any questions or concerns regarding these comments, please contact, Kevin Snyder, Director of Community Development and Public Works at 253-326-0077 or ksnyder@auburnwa.gov.

Sincerely,



Nancy Backus
Mayor

cc: Auburn City Council
Kevin Snyder, AICP, Director of Community Development and Public Works
Ingrid Gaub, P.E., City Engineer/Assistant Director of Engineering Services
Pablo Para, P.E., PTOE, Transportation Manager
Joe Welsh, Transportation Planner



July 14, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: City of Bellevue Interest Statement on Sound Transit's Priority Project List for the Phase 3 (ST3) System Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) Priority Project List (List). The City of Bellevue has a significant interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region. Bellevue has been engaged throughout the Long Range Plan Update process and now the ST3 System Plan development. The attached "Interest Statement" and the specific projects listed in this letter reflect the City Council's highest priorities, in order. We strongly urge the Sound Transit Board to include these priorities in the ST3 System Plan.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial population and employment growth that is expected and to maintain the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The ST3 System Plan must recognize that high capacity transit (HCT) connections among and between Eastside cities are as vital to the overall regional network as cross-lake connections. It is also important that future expansion of the system recognize local land use and transportation plans and conscientiously balance those with regional priorities. Finally, it is also important to note that Bellevue's priorities and interests align with all eight *core priorities* identified by the Sound Transit Board for development of the ST3 System Plan.

Following is a list of the City's priority projects to accompany the priorities in the attached interest statement. These projects are essential to maximize the investments of ST2 and to serve the future growth of the Eastside and the region. The Bellevue City Council strongly urges the Sound Transit Board to include these projects in the priority project list for further analysis and evaluation and for inclusion in the ST3 System Plan.

- 1. Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision)**
- 2. Fully Implement I-405 BRT from SeaTac to Lynnwood Consistent with the I-405 Master Plan**

- Alternative routing for northbound I-405 BRT that exits at I-90 to Bellevue Way SE to serve South Bellevue Station, East Main Station, and Bellevue Downtown along arterial streets before returning to I-405 via the NE 6th St direct access ramp;
- Service improvements paired with I-405 BRT related capital projects;
- Freeway-to-Freeway HOV ramps between I-405 and SR-520—south leg to east leg—in East King;
- NE 6th Street Extension in Bellevue;
- Freeway-to-Freeway HOV ramps between I-405 and I-90 to and from Issaquah in East King;
- In-line BRT station at 112th Street SE and expansion of Newport Hills Park-and-Ride in Bellevue.

3. Strategically Implement System Access Improvements

- Include an elevated crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the Wilburton area on the south side of NE 8th Street. The crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street;
- Add park-and-ride capacity to the system, including new facilities for north Sammamish and Issaquah. Increase system connectivity for light rail, bus, and automobiles through consideration of additional parking in collaboration with Bellevue and the private sector in the area between the Wilburton Station and Downtown Bellevue, including the possibility of joint layover space for Metro and Sound Transit;
- Coordinate with Bellevue and King County to implement the three-party agreement for realignment of 120th Avenue NE to increase TOD potential at the OMSF site;
- Evaluate and implement emerging technologies that can be applied to improve access and increase use of the system.

4. Provide a High Level of Transit Connecting Eastside Cities

- Evaluate and implement cost-effective high capacity transit (e.g. light rail, bus rapid transit) connecting Kirkland to Bellevue to Issaquah;
 - Eastside Rail Corridor offers an opportunity for serving that segment from Kirkland to Bellevue;
 - Wilburton Station and the Bellevue College Connector to the I-90 corridor should be components of the Bellevue to Issaquah segment;
 - New stations constructed at Totem Lake, Kirkland Downtown, South Kirkland, Eastgate, and Issaquah.
- Increase Regional Express Bus Service, including all-day frequent service:
 - Between Redmond and Crossroads in Bellevue with stops at Redmond Transit Center, Redmond Technology Center, Overlake Park-and-Ride, Crossroads Shopping Center, and Bellevue Transit Center. Service improvement paired with NE 6th Street extension over I-405 to connect to Bellevue Downtown Transit Center;

- Between Kirkland and Factoria in Bellevue with stops at Kirkland Transit Center, Houghton Park-and-Ride, Redmond Technology Center, Eastgate Park-and-Ride, and Factoria Boulevard. Service paired with Bellevue College Connector;
- Between Eastgate and UW Station with stops at Bellevue College, Bellevue Transit Center, Yarrow Point Freeway Station, Evergreen Point Freeway Station, Montlake Interchange, and UW Station. Service improvement paired with Bellevue College Connector and NE 6th Street extension over I-405 to connect to Bellevue Transit Center;
- Between Issaquah and Mercer Island with stops at Issaquah Highlands Park-and-Ride, Issaquah Transit Center, Eastgate Freeway Station – and including an alternative routing with stops at South Bellevue Station, East Main Station, and Bellevue Transit Center. This service is paired with the new park-and-ride in Issaquah.

5. Implement a Highly Integrated System

- Develop integrated service plans with King County Metro consistent with Bellevue's *Transit Master Plan*;
- Improve system access through improved connections to stations (see priority 3 above).

6. Consider High Capacity Transit along the Eastside Rail Corridor

- Segment connecting Kirkland and Bellevue;
- Light rail or bus rapid transit;
- Preserve regional trail throughout the corridor.

7. Include the Bellevue College [Regional] Connector Project

- Between the intersection of 142nd Place SE and SE 36th Street on the south end and SE 24th Street and Kelsey Creek Road on the north end. The corridor spans the length of the 142nd Pl SE Bridge over I-90 from SE 36th St to SE 32nd Street, continues north along Snoqualmie River Road to its intersection with Kelsey Creek Road, and proceeds north to SE 24th Street;
- Snoqualmie River Road roadway surface reconstruction to support increases to frequent bus service, construct sidewalks and provide accessible bus stops and modify the 142nd Pl SE/SE 32nd St Intersection;
- Separated off-street path connecting 145th Pl SE bikes lanes to the Mountains to Sound Greenway Trail;
- Weather protection on 142nd Pl SE for people who use transit, walk, and bicycle;
- College Transit Center along the corridor;
- All-day frequent service with the increase in regional express bus service described above.

8. Support Transit-oriented Development (TOD) Consistent with Local Plans

- Make remnant properties available for TOD;

- Fund capital improvements to facilitate development and ridership;
- Support affordable housing as part of TOD consistent with the goals of the Growing Transit Communities Partnership.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. We would welcome the opportunity to provide information during the next phase of analyzing the priority projects and developing the draft ST3 System Plan. Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,



Claudia Balducci
Mayor

cc: Bellevue City Council
Brad Miyake, City Manager
Mike Harbour, Acting CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

Attachment:

- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan



**City of Bellevue Interest Statement
Concerning Sound Transit's Phase 3 (ST3) System Plan
July 13, 2015**

The City of Bellevue has long embraced and advocated for a multimodal approach to addressing local and regional transportation challenges. The network of highways, high-occupancy vehicle facilities, express and local bus service, regional trails and future light rail serving our region and the Eastside must work as a highly integrated system to serve the needs of the growing population and to sustain a healthy economy.

Looking at the expansion of the regional system beyond ST2 is timely now that East Link is progressing and will be operational by 2023. The planning and implementation of the ST3 System Plan will extend beyond the next 25 years. ST3 must be integrated with and support local and regional plans that have identified areas for significant growth over that time period. The City of Bellevue urges the Sound Transit Board to build on the implementation of ST2, especially East Link light rail, to make the most of those investments in keeping with the principles of subarea equity (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea). The following projects, in order of priority, are critical to developing a more extensive and efficient transportation system that better serves the current and future needs of Bellevue, the Eastside and the region:

- 1. Complete ST2 Light Rail to Downtown Redmond.** Bellevue strongly re-affirms its support for completing East Link light rail to Downtown Redmond as envisioned in ST2. This should be the first project designed and constructed in any ST3 funding package.
- 2. Fully Implement Bus Rapid Transit from SeaTac to Lynnwood Consistent with the I-405 Master Plan.** I-405 bus rapid transit has been partially implemented since the I-405 Master Plan was adopted in 2002. Fully implementing bus rapid transit along the entire I-405 corridor from SeaTac to Lynnwood, is an essential component for the Eastside and the region. High-quality bus rapid transit on I-405 is the north/south spine needed to connect Eastside cities with frequent, reliable transit and complement the east/west spine provided by East Link light rail.
- 3. Strategically Implement System Access Improvements.** In order to maximize the benefits of the system, it is critical that ST3 projects include an array of access improvements such as: expanded regional park-and-ride capacity; safe and accessible bike and pedestrian connections; and opportunities for transit-oriented development, including affordable housing, within walking distance of high capacity transit stations consistent with local plans. Sound Transit should coordinate with other transit providers and WSDOT to ensure the entire high capacity transit system has adequate and strategically placed park and ride lots at the outer edges of the region to intercept trips "upstream" in highly traveled corridors.

Sound Transit should evaluate new technologies that emerge over the life of the ST3 System Plan and implement those that can improve access and increase use of the system.

- 4. *Provide a High Level of Transit Connecting Eastside Cities.*** Cross-lake traffic represents only one portion of regional travel patterns. A growing proportion of trips are destined for or occurring among Eastside cities due to the growth in population and increased employment on the Eastside. One of the most important corridors to serve current and future growth is a high-capacity connection from Kirkland to Issaquah via Bellevue. Along with East Link and I-405 bus rapid transit, connecting the three regional growth centers along this corridor would add an important third high capacity transit spine to the Eastside network. Sound Transit should evaluate the cost-effectiveness of light rail, bus rapid transit, or a combination of modes that can cost-effectively connect Kirkland, Bellevue and Issaquah. The Eastside Rail Corridor offers an opportunity for serving that portion of the connection between Kirkland and Bellevue. The Bellevue College Connector should be a component of the Bellevue to Issaquah segment. Increased regional express bus service is integral to the success of ST3. Regional express service is necessary to supplement the high capacity transit component of the system and to provide interconnectivity among Eastside cities and the region.
- 5. *Implement a Highly Integrated System.*** One of the core priorities of the ST3 System Plan is system integration among transit providers. Bellevue's *Transit Master Plan*, Proposed Frequent Transit Network, is a critical component to improving future mobility for the Eastside. ST3 projects must be based on close coordination among local jurisdictions and transit providers to ensure a fully integrated, multi-modal approach to optimize the effectiveness of the regional network.
- 6. *Consider High Capacity Transit along the Eastside Rail Corridor.*** The Eastside Rail Corridor is a valuable regional and local asset that provides exciting opportunities for a combination of high capacity transit and regional trail facility in the same corridor connecting Kirkland and Bellevue, at a minimum, and potentially extending south to Renton and north to Woodinville. Bellevue strongly supports consideration of the corridor for high-capacity transit (i.e. light rail as well as bus rapid transit). It is important that planning for the corridor is consistent with Bellevue's 2013 Eastside Rail Corridor Interest Statement, particularly as it relates to long term implementation activities: *"Ensure affected local intersections and state highway interchanges along the corridor are carefully analyzed, planned and phased, especially where there are overlapping or competing interests for uses of the ERC right-of-way in highly constrained locations."*
- 7. *Include the Bellevue College [Regional] Connector in the Next Plan.*** Bellevue appreciates the Sound Transit Board's inclusion of the 142nd Place SE transit corridor serving Bellevue College's increasing student population in the *Long Range Plan Update*. Eighty percent of the trips coming to the college originate outside of Bellevue and improving this corridor will provide significant operational reliability and travel time savings for transit. The City urges that this project be a priority in the ST3 System Plan.

8. ***Support Transit-oriented Development (TOD) Consistent with Local Plans.*** Sound Transit should partner with cities to implement TOD around light rail stations, when consistent with local plans, through strategic use of remnant property and capital investments that facilitate TOD and ridership. TOD should include affordable housing consistent with the goals of the Growing Transit Communities Partnership.

Adopted July 13, 2015
Bellevue City Council

July 8, 2015

Sound Transit Board
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104



City of Bothell™

RE: City of Bothell Comments on Sound Transit 3 Draft Priority Projects List

Dear Sound Transit Board:

Thank you for this opportunity to comment on the Draft Priority Project List.

Bothell has invested heavily in transit improvements to create a transit and pedestrian-friendly downtown core. We have completed our \$100 million of public infrastructure improvements, which in turn has resulted in \$250 million of new private development underway or recently delivered. An additional \$400 million is anticipated to be completed. Historically, Bothell has been underserved by transit in comparison to surrounding communities. It is vital that future Sound Transit 3 (ST3) programs include funds to assist in the following critical elements which would fall under the PR-1 System Access Program of the draft list of projects:

- **A Park and Ride and Transit Center (including Transit Oriented Street)** to serve east-west transit routes along the 98th Avenue NE/NE 185th Street Corridor. The new park and ride facility would also free up space at the existing park and ride to better serve transit routes on I-405.
- **SR-522 BAT lanes** between Bothell and Kenmore via the SR-522, Stage 3 project. While supporting the region on the northern end of Lake Washington, it also serves to tie the UWB/C campus, downtown Bothell and the Canyon Park Regional Center to Seattle. It will also ultimately serve the NE 145th Street link to the I-5 Link Light Rail spine.
- **High Capacity Transit (HCT)** service from downtown Bothell to the Eastside via I-405 and to Seattle via SR-522 and the NE 145th Street connection to the future I-5 Link Light Rail Station

Regional light rail connectivity must also be a component of the solution to the region's rapidly increasing congestion. Bothell is located between the Eastside and the Link Light Rail Spine on I-5, guaranteeing that traffic will steadily increase. Students, staff, and faculty at the rapidly growing UWB/C campus must have regional access - critical for a commuter based institution. Light rail connectivity to the Canyon Park Regional Growth Center is also vital. This Regional Growth Center will be a central connection from

Public Works Department
9654 NE 182nd St.
Bothell, WA 98011
www.ci.bothell.wa.us

Snohomish County through the enhanced transit service from Community Transit's planned SWIFT II connection, scheduled to begin operation by 2017.

To complete the regional connection between the Eastside and I-5, and between King and Snohomish County, we urge Sound Transit to also consider funding the following Link Light Rail connections:

- Along I-405 from Lynnwood to the Canyon Park Regional Growth Center and to the UWB/C campuses, and
- Along I-405 from the Canyon Park Regional Growth Center to Bellevue and/or the east link spur to Redmond
- Consider studying a Link Light Rail connection between I-5 and I 405 through the SR-522 Corridor.

We understand the importance and necessity of increasing transit service through added HCT service connections in the above areas as the stepping stone towards long range Link Light Rail service. The City hopes that transit becomes an increasingly reliable and resourceful means of transportation for its residents and those employed here.

The continued growth of the region relies on mass transit options as a means of travel. We urge the Board to add the above requests to planning packages to ensure a balanced, workable system that can be supported regionally. Thank you for this opportunity to comment.

Sincerely,
City of Bothell



Honorable Joshua Freed
City of Bothell Mayor

cc: Sherman Goong, P.E., Transportation Planner
Kathy Leotta, Sound Transit Senior Transportation Planner



Burien

Washington, USA

City of Burien

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July 15, 2015

The Honorable Dow Constantine, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

RE: Sound Transit 3

Dear Executive Constantine and Board Members:

The Sound Transit 3 (ST 3) Plan offers an historic opportunity to improve key regional transportation infrastructure. The Board's selection of projects for the ballot will significantly affect Burien's future, and we appreciate this opportunity to provide input for this critical decision.

Perhaps nowhere stands better-poised to benefit from high capacity transit (HCT) improvements than does the City of Burien. Providing light rail, bus rapid transit and other HCT connections makes sound business sense, and will help implement our region's growth strategy. Projects that connect Burien meet or exceed Sound Transit's adopted criteria for investment, and will help meet our shared responsibility to serve one of King County's most diverse and underserved communities.

However, if the final Sound Transit 3 plan lacks projects connecting Burien with the region, we are concerned that our community's support is at serious risk.

In December 2014, Sound Transit adopted a Long Range System Plan (LRSP) that includes a light rail HCT loop directly linking Burien to Downtown Seattle two different ways: (1) Northward, via White Center and West Seattle; and (2) Eastward, via Tukwila and Renton. Following the LRSP, the Board directed Sound Transit staff to develop several expansion scenarios and an associated Priority Projects List (PPL) for the Sound Transit 3 Plan. We were surprised and highly disappointed not to see Sound Transit projects on the PPL that would connect Burien to the region with HCT.

The case for connecting to Burien is strong. In fact, HCT projects that connect Burien's nearly 50,000 residents and thousands of jobs meet or exceed every one of Sound Transit's six core priorities:

1. Connect the region's designated centers with HCT; Support transit-oriented development (TOD). Burien is a PSRC designated Regional Growth Center. Current construction activities and new permit applications indicate continued vigorous TOD growth in our urban core for the foreseeable future. Developers recently broke ground on two such mixed use and residential developments, new commercial retail and restaurants are opening, and Health and Wellness institutions like CHI Franciscan Highline Medical Center and NAVOS are expanding.

The Honorable Dow Constantine, Chair
Sound Transit Board
July 15, 2015
Page 2

2. Socio-economic equity. Burien is one of the most diverse communities in King County. Nearly half our residents identify as non-white and nearly one-fifth classify as low-income. A growing senior population also means that transit is becoming ever more important. Public infrastructure projects will leverage other private investments, and bring genuine positive benefits to a wide range of existing and future residents.
3. Integrate with other transit operators/transportation systems. In addition to Burien's proximity to Link light rail, our proximate location to Sea-Tac Airport allows connections that go far beyond the King County region. Strong connections to Metro and Rapid Ride systems exist today and demand for new and expanded service is growing.
4. Multi-modal access. In addition to our TOD success, Burien has worked to expand our pedestrian and bicycle route network. Special effort has gone into creating a walkable downtown core over the past decade. Such HCT transportation options can foster further growth, help promote human health and reduce carbon emissions.
5. Complete the Link light rail spine. With the existing line already only a ten minute trip from Burien's downtown core, building a rib on the spine to connect westward to Burien is amongst the most obvious ways to draw new ridership to the system.
6. Ridership. Already, ridership on existing Burien-to-Downtown-Seattle bus routes is over capacity at peak hours and Metro's Rapid Ride F Line is out-performing expectations. Healthy demand already exists from current Burien residents. Sound Transit 3 projects that connect Burien will be needed for planned future residents and jobs.

In sum, Burien strongly urges the Sound Transit Board to include HCT projects that will directly connect Burien to the region. We urge the Board to make revisions to the Sound Transit 3 Plan and project list placed before the voters accordingly. ***Without such projects, we are highly concerned that Burien's support for the Sound Transit 3 ballot measure is at serious risk.***

Thank you for your attention to this important matter. If you have questions or need more information, please contact Burien City Manager Kamuron Gurol at 206-248-5503 or kamurong@burienwa.gov.

Sincerely,



Lucy Krakowiak
Mayor

CC: Sound Transit Board
Burien City Council
Kamuron Gurol, City Manager

City of Des Moines



PLANNING, BUILDING AND PUBLIC WORKS
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July 10, 2015

Sound Transit Board
Attn: Sound Transit 3
401 S. Jackson St
Seattle, WA 98104-2826

The City of Des Moines is writing to provide input on the proposed Sound Transit 3 project list as requested by the Sound Transit Board.

We fully support first completing the voter-approved ST2 project extending light rail from the Kent/Des Moines station opening in 2023 to S. 272nd Street as the Board's top deferred project, preferably out of existing tax levels, as quickly as funds can be made available.

Then the light rail spine should be completed to Federal Way as quickly as possible along the FWLE alignment expected to be approved by the Sound Transit Board and Federal Transit Administration (FTA) in 2016. This is especially important to residents of the City of Des Moines, other FWLE corridor cities and Highline College, and other South King County residents because it improves access to jobs in the urban and job centers at Sea-Tac International Airport, Seattle, University of Washington and East King County to the north, but equally important, to job centers in Federal Way and further south to Tacoma and Pierce County. It will also help accelerate transit oriented development near the new light rail stations.

Extending the system south as fast as possible by using lower costing alignments and station locations should be relatively high on the Board's priority project list because of its service benefits to moderate and low-income residents, many of which are minority. This should be a higher priority than system expansion north or east or more slowly developing an enhanced system with more stations because of the demographic populations served. Such an approach would also be better supported by voters looking to make the most cost effective use of their tax dollars.

Concurrent with the physical extension of Federal Way Link, planning and environmental analysis of alternative alignments and station locations should be completed to extend South Corridor light rail to the Tacoma Dome Station and then further south to Tacoma Mall so that system extension south of Federal Way would be environmentally and FTA approved thereby

enabling construction as soon as funds became available and allowing cities along the corridor to do supportive land use planning.

Once link light rail is connected to Tacoma, infill light rail stations along the FWLE alignment and other enhancements supporting the existing system should be studied.

We acknowledge the need for supporting system expansion to support the ST HCT system as it expands, and request that we be fully included in the planning for support system facilities because of their potential impacts on our land uses. Early decisions reserving land for these uses will be important for the cities expected to host these facilities. The Board should also consider how potential host cities already support or are impacted by regional airports and other HCT facilities.

The City of Des Moines and its elected leaders remain fully committed to continue to work with Sound Transit staff and the Board to refine a Sound Transit 3 proposal that meets the needs of all affected agencies and the public we serve and one which voters will approve.

Very truly yours,



Daniel J. Brewer, PE, PTOE
Planning, Building & Public Works Director
City of Des Moines

Cc: Des Moines City Council
Tony Piasecki, City Manager



CITY OF EDMONDS

121 5th AVENUE NORTH • EDMONDS, WA 98020 • (425) 771-0220 • fax (425) 771-0221
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DEVELOPMENT SERVICES DEPARTMENT

DAVE EARLING
MAYOR

Kathy Leotta, Senior Transportation Planner
Planning and Project Development
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

July 17, 2015

Dear Ms. Leotta,

The City of Edmonds appreciates the work that Sound Transit is doing to plan for ST3, the next phase of developing a healthy regional transit system.

Mayor Dave Earling has asked me to provide you a letter expressing Edmonds' particular interest in ST3. We see key ST 3 projects for the Edmonds area as:

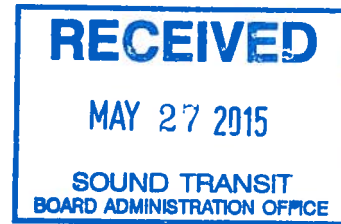
1. Continuing to "connect the spine" with light rail north to Everett and the other locations that have been identified
2. Completing a longer-term solution for the Sounder station at the Edmonds waterfront. (This project was deferred from ST2, due to the recession.)

We look forward to participating in the ST3 process. You are welcome to contact me at 425-771-0220 x-1216.

Thank you.

Sincerely,

Shane Hope
Development Services Director
City of Edmonds



OFFICE OF THE MAYOR
May 22, 2015

Ray Stephanson
Mayor

The Honorable Dow Constantine,
Chairman;
Sound Transit Board of Directors
c/o Board Administrator
Sound Transit
401 S Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board,

Thank you for the opportunity to respond to the Sound Transit light rail planning process and projected projects consideration. We wholly support the priority to complete the Everett-Tacoma spine and subsequent project investments.

Growth projections for the City of Everett take our community from 105,000 residents today to almost 170,000 in 2040. By 2035 the City is expected to grow from 95,000 to 140,000 employees, many of which will be located in the Paine Field aerospace/advanced manufacturing and industrial center of SW Everett. We cannot sustain that level of growth without the introduction of light rail into our transportation system.

City of Everett officials and Snohomish County business and community leaders have consistently urged Sound Transit to complete, as documented as far back as 1994, its light rail north-south system infrastructure from Everett to Tacoma. We expect ST3 to clearly reflect, **as its first priority**, Sound Transit's responsibility to finish the north-south spine as envisioned in your earliest long range planning documents.

The City of Everett has consistently urged that a light rail alignment from Lynnwood to Everett include the Paine Field/SW Everett industrial complex. It is our first priority and necessary to absorb the job growth anticipated in the coming decades. Southwest Everett is the largest manufacturing center in the State of Washington and one of the largest in the United States. Paine Field and the surrounding area have a job base capacity of over 100,000 and is currently at an estimated 55,000 workers.

The Puget Sound Regional Council Vision 2040 plan designates Downtown Everett as a Metropolitan Center and Southwest Everett as a Regional Manufacturing/Industrial Center. To quote the Puget Sound Regional Council web site: "Centers are the hallmark of VISION 2040 and its Regional Growth Strategy. Designated regional growth centers have been identified for housing and employment growth, as well as for regional funding. Regional manufacturing/industrial centers are locations for increased employment." Everett's comments are supported by and help to implement the Vision 2040 plan and the Growth Management Act. We believe growth should be focused consistent with the Regional Growth Strategy - Vision 2040. Vision 2040 informed us all of the direction of future growth and related needed public investments.

The City asks ST planning focus on the anticipated ridership growth in north Everett driven by Providence Regional Medical Center – Everett, Washington State University, Everett Community College and aerospace/advance manufacturing clusters in Marysville and Arlington. We strongly urge Sound Transit to extend light rail through the Everett Station multimodal facility to serve this burgeoning market.

Everett is willing to work with Sound Transit to locate a light rail maintenance facility to serve the light rail extension to Everett. The northern light rail route will need to have a maintenance facility to serve its needs.

As the northern terminus of the light rail system, we recognize a robust ridership is expected from outlying areas including Skagit County, Island County, north and east Snohomish County. To accommodate this influx of transit users - either Boeing bound or King County bound - we urge Sound Transit to construct a 1,000 space parking garage at Everett Station. The project is already 30 percent designed with federal and local funds and will accommodate the scores of commuters from outlying areas beyond the Sound Transit taxing district.

The City does not support and will oppose an alignment along SR99 Evergreen Way, as it is a fully developed long-standing commercial center, already accommodates the Community Transit *SWIFT* Bus Rapid Transit route with 10 – 12 minute frequency and likewise, is well-served by Everett Transit local service.

Moreover, the City of Everett does not support an I-5 alignment north of 128th Street. While I-5 may be the most direct route, city leaders find bypassing upwards of 55,000 employees in the Boeing/Paine Field industrial cluster ill-advised. The Boeing Company has shown considerable interest in a Paine Field light rail routing as a viable alternative to single occupant automobiles demanding acres of parking daily. An I-5 alignment north of SR-526 is acceptable.

To bring light rail service to the largest job center in the state clearly serves the broader regional, state and national interests so vital to Central Puget Sound and the State's economy.

We strongly believe alignment proposals to serve the Paine Field industrial area, downtown Everett, the north Everett College District and the outlying communities north and east of Everett is in the best interests of Sound Transit, the City and the region.

Sincerely,



Ray Stephanson
Mayor

C. Everett City Council
Economic Alliance Snohomish County



OFFICE OF THE MAYOR

July 13, 2015

Ray Stephanson
Mayor

Hon. Dow Constantine, Chairman
Sound Transit Board of Directors
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA

Dear Chairman Constantine,

This letter is a follow-up to the letter I sent dated May 26, 2015. Sound Transit has asked for feedback about the projects described in the draft priority projects list.

As stated in our May 26, 2015 letter, the City supports extending light rail from Lynnwood to Everett via the southwest Everett industrial center (Paine Field) (Project N-02a) and also extending it from Everett Station to North Everett (Project N-01). To supplement these conceptual project descriptions, I enclose a map that we are using in our comprehensive plan update to identify the conceptual alignment and potential station locations within the Everett planning area. This alignment was developed, in part, through cooperation with Sound Transit staff and its consultant team through a series of meetings and review of City plans and preferences.

The map shows an alignment that serves Paine Field, Boeing, Everett Station, and extends north to the college district in north Everett. The map includes an arrow to the north signifying the future potential for expansion of the RTA boundaries to include Marysville and other communities north of Everett beyond ST3. This map does not provide detail concerning specific projects such as light rail stations, access improvements, or transit-oriented redevelopment opportunities. However, it provides an early indication of the general location for future potential light rail alignments and station locations we believe are worthy of future study as Sound Transit advances its planning efforts to the next stage.

Please consider this information in your upcoming plans for ST3.

Sincerely,


Ray Stephanson
Mayor

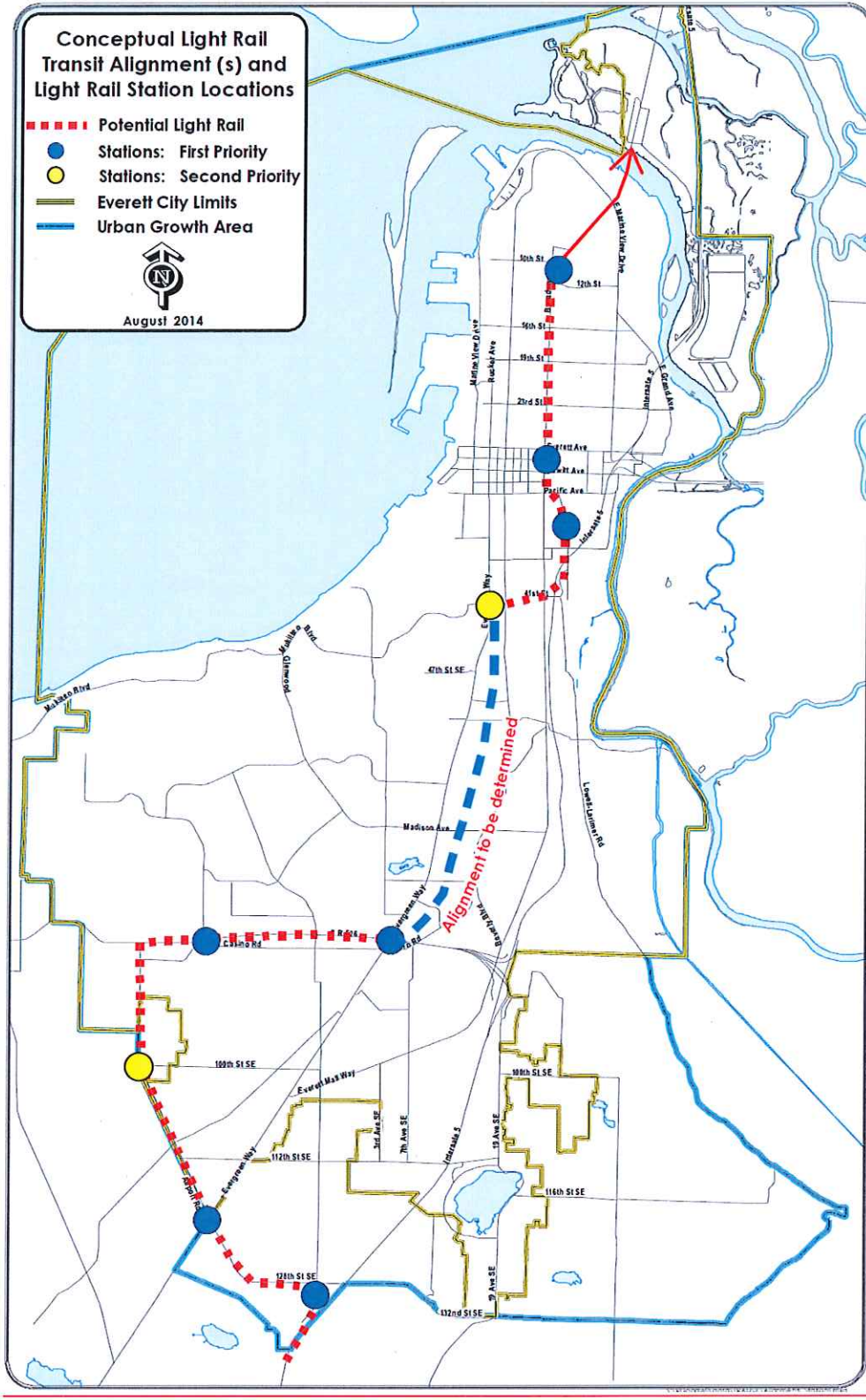
C. Everett City Council
ST Board Members John Lovick, Dave Earling, Paul Roberts

Conceptual Light Rail Transit Alignment (s) and Light Rail Station Locations

- ■ ■ ■ ■ Potential Light Rail
- Stations: First Priority
- Stations: Second Priority
- Everett City Limits
- Urban Growth Area



August 2014





July 21, 2015

Sound Transit Board
Union Station
401 South Jackson, St.
Seattle, WA 98104-2826

Honorable Sound Transit Board members,

Congratulations on successfully obtaining Legislative support to place the ST3 ballot measure before the voters in November 2016. This is an exciting opportunity and the City of Fife is ready, willing, and able to work shoulder to shoulder with the Transit Board to support the measure. The City of Fife requests that the Sound Transit Board include project S-04 in the ballot measure:

“That would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections.”

As we have discussed, this needed light rail project is consistent with our 2015 Comprehensive Plan calling for a new “Fife City Center.” Both the City’s Transportation Plan and draft City Center Subarea Plan have the light rail alignment generally following SR 99 (along the 15th Street E corridor) with the station likely being located east of 54th Avenue E. (See attached architect renderings). Our preference for this alignment is for a light rail station to maximize ridership and benefit the City. (A light rail station located along the I-5 corridor would minimize the station’s ridership.)

The Light Rail is also consistent with each of our 2015 Council goals to:

- Proactively promote the future of the City through completion of the City Center vision process and supporting documentation.
- Design and implement, with key stakeholders, a transportation system that brings people together and encourages people-oriented development while assuring the smooth flow of commerce by:
 - Assuring that transportation solutions consider long-term impacts on quality of life in a comprehensive manner.
 - Focusing capital expenditures on community connectivity, putting a priority on those projects which serve to fill the gaps in the network.
 - Identify and implement a cross railroad right-of-way connector solution.

- Foster a style of government that proactively engages the public; is transparent and easily accessible.
- Maintain and enhance levels of service through efficiencies and partnerships.
- Promote Intergovernmental Cooperation in Regional Planning and other areas of common interest.

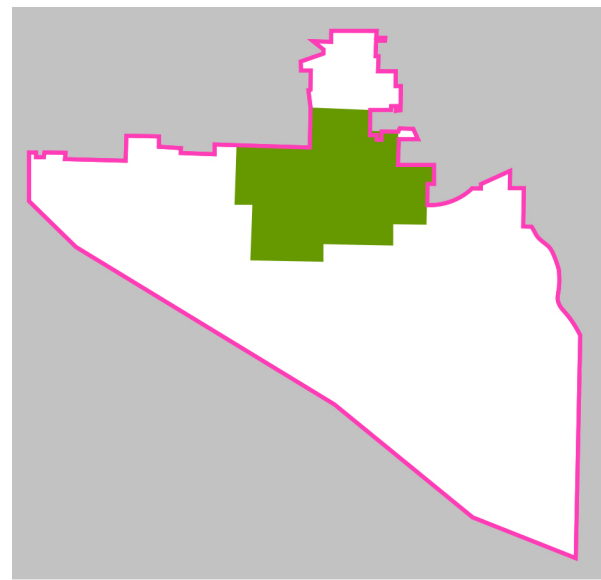
The City of Fife will also continue our work on the “City Center” project that will lead to a Planned Action SEPA EIS in conjunction with sub-area plans consistent with RCW 43.21C.031 and WAC 197-11-164 through 197-11-172.

Sincerely,

A handwritten signature in black ink, appearing to read "Tim Curtis". The signature is fluid and cursive, with a small heart-like flourish at the end of the last name.

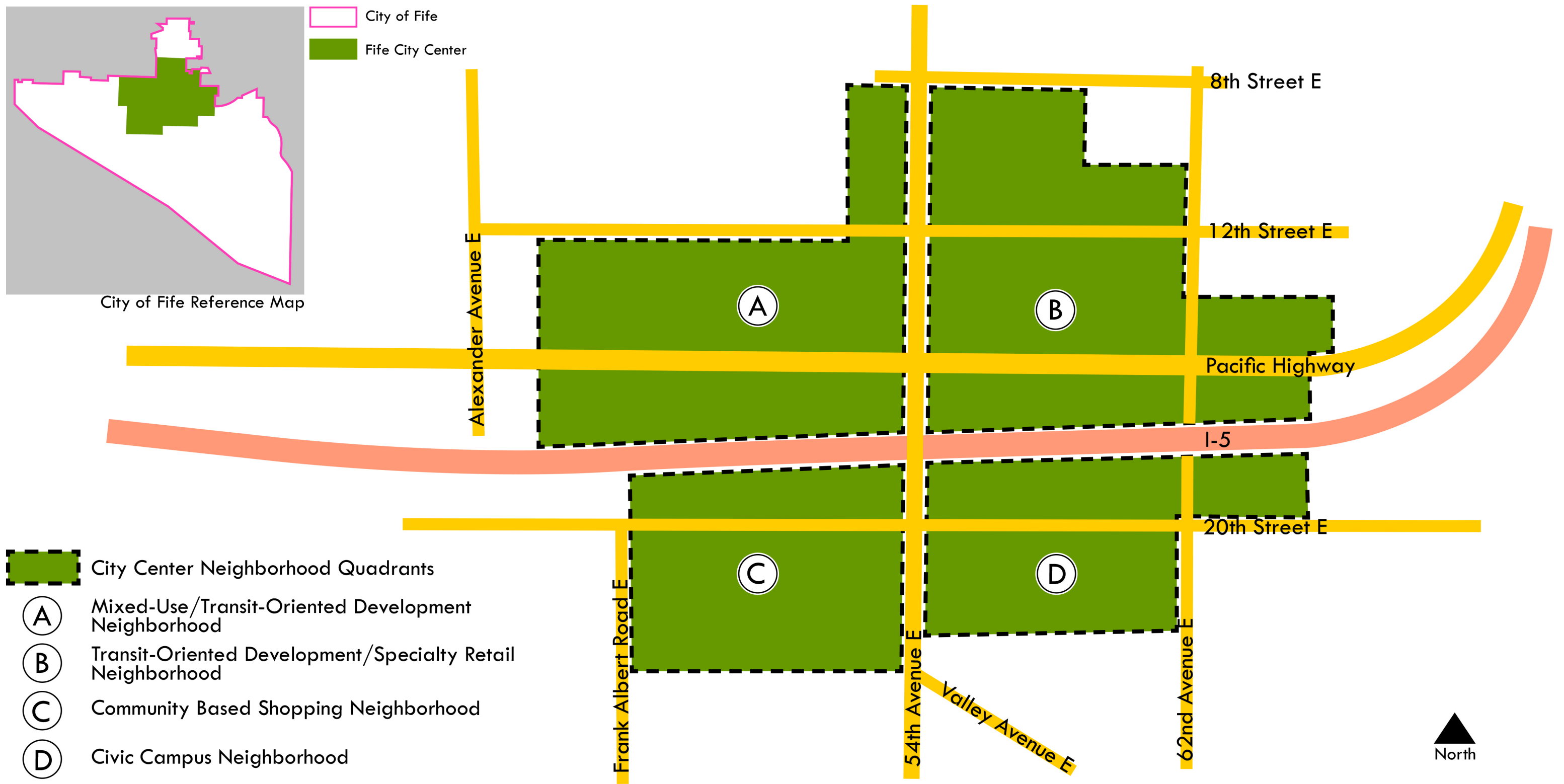
Tim Curtis
Mayor






Attachments; Fife City Center Area; KPG
Fife City Center – Transit Oriented Development; KPG
Figure 12 – Transit Service, Potential Rail Transit; FEHR/PEERS



City of Fife
Fife City Center

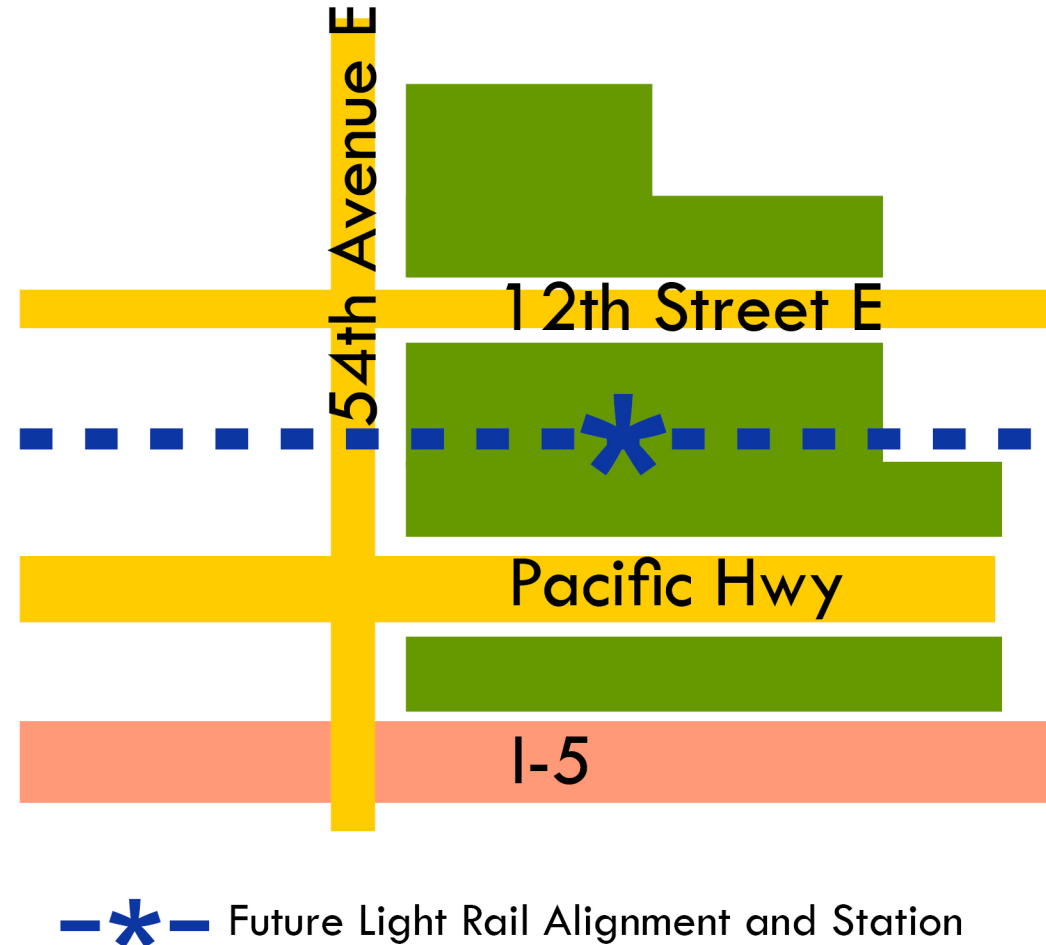
City of Fife Reference Map



-  City Center Neighborhood Quadrants
-  (A) Mixed-Use/Transit-Oriented Development Neighborhood
-  (B) Transit-Oriented Development/Specialty Retail Neighborhood
-  (C) Community Based Shopping Neighborhood
-  (D) Civic Campus Neighborhood



Transit-Oriented Development/Specialty Retail Neighborhood



- Neighborhood may be the location of a future light rail station
- Establish commercial and mixed use frontages oriented towards Pacific Highway E and 54th Avenue E
- Support pedestrian environment with open spaces, street trees and pedestrian connections

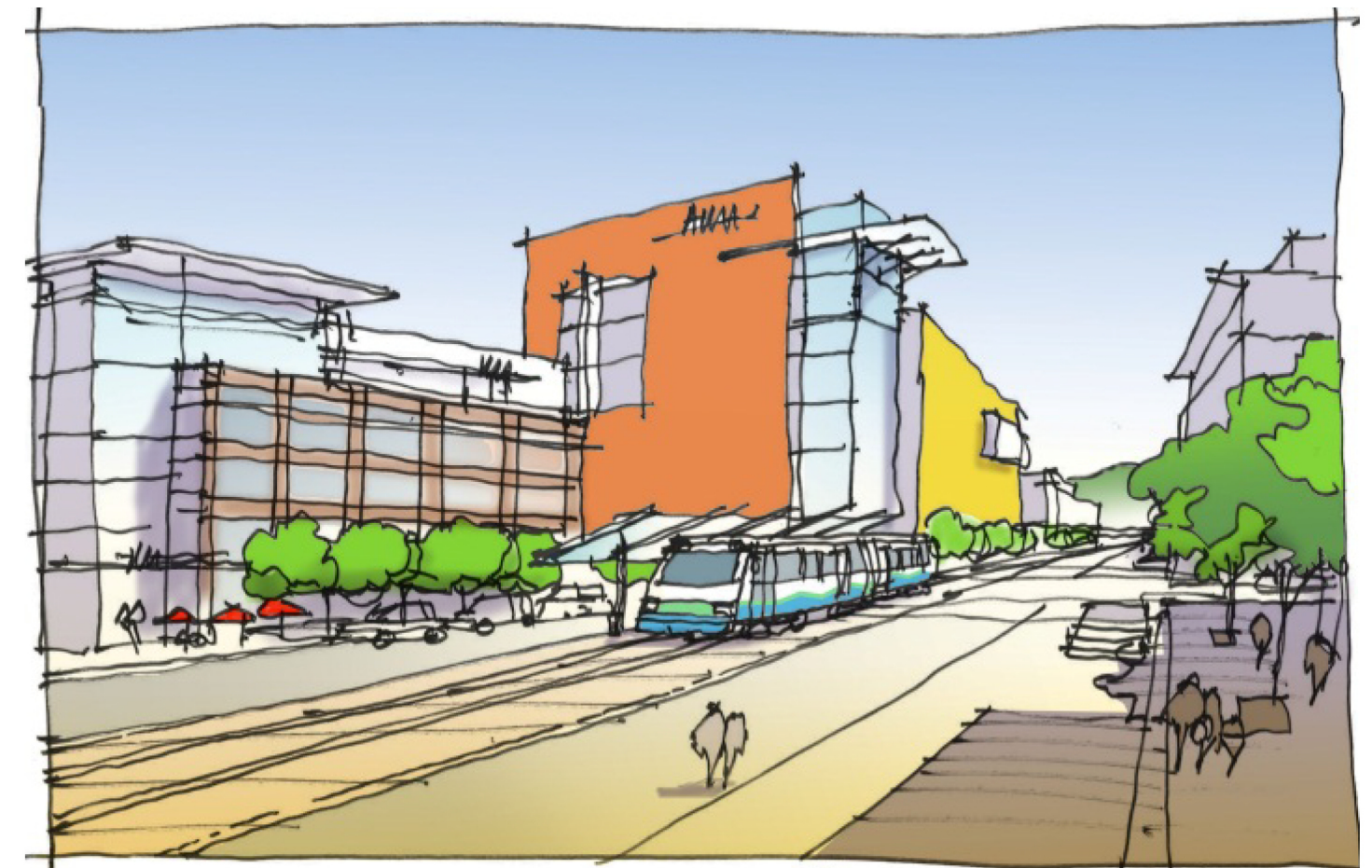


Figure 12

Transit Service

Reflects Pierce Transit service revisions to occur in February 2015





City Council

130 E. Sunset Way | P.O. Box 1307
Issaquah, WA 98027
425-837-3000

issaquahwa.gov

July 7, 2015

Chair Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and the Sound Transit Board:

Thank you for the opportunity to comment on Sound Transit's draft Priority Projects List for a potential ST3 ballot measure.

This is an exciting time for our region, as Sound Transit continues to shape the future of our transit system. We are very appreciative of your planning efforts.

First and foremost, we are excited to see the Kirkland-Bellevue-Issaquah light rail line on Sound Transit's draft Priority Projects List.

Now is the time to plan for future growth on the Eastside.

Issaquah recently adopted its Central Issaquah Plan, which will guide the long-term evolution of our 1,100-acre commercial core (along Interstate 90) from a collection of strip malls, parking lots and office buildings into a more sustainable urban area that will meet our community's needs for environmental protection, jobs, housing and rapid transit.

On June 25, 2015, the Puget Sound Regional Council's Executive Board approved Issaquah's application for a regional growth center designation in its central area. Issaquah is planning for up to 7,000 new housing units and 19,000 new jobs within the center by the year 2031.

Our vision for centralized growth is quickly becoming reality. Costco Wholesale – the nation's second largest retailer – recently signed an agreement that will add up to 1.5 million square feet to its international headquarters in Central Issaquah.

Besides the Central Issaquah Plan, dense, transit-oriented development is also planned for other parts of the City, including an extension of Swedish Hospital in the Issaquah Highlands urban village.

As we plan for this new future, we must also consider how transit will keep us moving and connected to the larger region.

Issaquah strongly advocates that the projects below be included in a ST3 package. Please note our list references Sound Transit's draft priority project numbers from your website.

- Light rail from Totem Lake to Issaquah via Bellevue (E-03). Include a Park and Ride in Issaquah.
- ST Express service (R-01). Include enhanced bus service along I-90 corridor (Issaquah to Bellevue/Mercer Island) and I-405 bus rapid transit.
- HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond (P-02).
- Light rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond - East Link (E-01). Include a Park and Ride in north Sammamish.
- Renton HOV direct access/N 8th (E-04).

With light rail reaching Redmond soon, now is time to connect the rest of the Eastside's designated centers – including Issaquah.

In the future, these centers will continue to be the Eastside's focus for dense, mixed-use development. They are also home to some of our state's largest employers.

A Totem Lake-Bellevue-Issaquah light rail route will support our region's long-term vision for growth – while also relieving traffic congestion.

Thank you for your hard work in developing a ST3 package. We look forward to working with you on this planning effort.

Sincerely,



Fred Butler
Mayor




Paul Winterstein
Council President



Stacy Goodman
Deputy Council President



Eileen Barber
Council Member



Joshua Schaer
Council Member



Tola Marts
Council Member



Mary Lou Pauly
Council Member

RESOLUTION NO. 2015-13

**A RESOLUTION OF THE CITY COUNCIL OF ISSAQUAH,
WASHINGTON PROVIDING INPUT TO THE SOUND
TRANSIT BOARD ON ST3**

WHEREAS, Sound Transit plans, builds and operates express bus, light rail and commuter train services; serving the urban areas of King, Pierce and Snohomish counties.

WHEREAS, Sound Transit is governed by an 18-member Board of Directors who are mostly local mayors and city and county council members.

WHEREAS, the City of Issaquah is strongly committed to supporting such improvements that provide regional transportation capacity to address existing and future growth in population, jobs, and travel demand; and

WHEREAS, Sound Transit has begun the process to shape a ballot measure that voters could consider as early as November 2016. This measure will build upon the existing mass transit system of light rail, commuter rail and bus services; and

WHEREAS, Sound Transit Board seeks community input on which projects to study as final candidates for an ST3 public vote, and

WHEREAS, the cities of Issaquah, Bellevue, Kirkland, Redmond and potentially other local municipalities, share interests in ST3 that:

- Fund Eastside needs
- Connect regional growth centers within the Eastside
- Connect the Eastside with the region
- Provide an integrated regional transit system with access enhancements
- Support system expansion

NOW, THEREFORE, BE IT RESOLVED that the City of Issaquah supports the attached Joint Interest Statement and City of Issaquah letter to the Sound Transit Board as substantially written.

PASSED by the City Council this 6th day of July, 2015.



PAUL WINTERSTEIN, COUNCIL PRESIDENT

APPROVED by the Mayor this 6th day of July, 2015.



FRED BUTLER, MAYOR

ATTEST:



CHRISTINE L. EGGERS, CITY CLERK

APPROVED AS TO FORM:



OFFICE OF THE CITY ATTORNEY

Resolution No. 2015-13
AB 7030



City Of Kenmore, Washington

RECEIVED
JUN 29 2015

BY: Board Administration

June 15, 2015

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Sound Transit Board:

We appreciate the opportunity to comment on the future Sound Transit 3 (ST3) ballot measure. With significant growth projected for the Central Puget Sound Region, we believe that Sound Transit has a critical role to play in reducing transportation congestion and contributing to the region's economic wellbeing. An ST3 ballot measure has great potential to further these goals.

In particular, we strongly advocate for ST3 projects along the State Route 522 Bothell Way and SR 523 NE 145th Street corridors.

Interstate 90 and State Route 520 are not the only cross-lake corridors—SR 522 along the North Shore of Lake Washington is also a heavily traveled cross-lake corridor with 40,000 to 50,000 vehicles per day. In addition, cumulative impacts from SR 520 bridge toll diversion and other regional decisions have negatively affected traffic flow, economic activity, and overall quality of life here in the north end of King County.

While there have been safety and aesthetic improvements to Bothell Way (SR 522) in recent years, it is still a very congested highway, and our local roads are also congested as a result. Adding more vehicle lanes to Bothell Way is no longer an option and would only result in more congestion in the long run.

Alternate forms of transportation, especially light rail, are the long term solutions to our congestion and mobility problems, and this is especially true here at the north end of Lake Washington, where we are seeing significant housing and job growth. As a result, we are advocating that the following three projects be included in the ST3 ballot measure:

- **Bus Rapid Transit (BRT) on NE 145th Street (SR 523).** With a new light rail station planned and funded for NE 145th Street in Shoreline at Interstate 5 (final design to begin later this year; completion anticipated in 2023), getting Northshore residents to that light rail station is going to be crucial. The NE 145th Light Rail Station's 500-car parking garage will handle only a fraction of the thousands of daily commuters that will descend upon that station. NE 145th Street will be a key spoke in conveying commuters to the Light Rail Station, and NE 145th Street in its current condition is inadequate. In partnership with our neighboring cities, including Shoreline, we should advocate for Bus

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Kenmore, WA 98028

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Fax: (425) 481-3236

cityhall@kenmorewa.gov

www.kenmorewa.gov

Rapid Transit lanes and facilities to be constructed on NE 145th from Bothell Way to the future Light Rail Station.

- **Bus Rapid Transit (BRT) and Ultimately Light Rail on SR 522.** We advocate for two ST3 projects that will connect the I-5 Light Rail System with UW Bothell and the I-405 corridor via the SR 522 corridor: 1) Construction and implementation of BRT on SR 522 Bothell Way; and 2) A Light Rail Study for Bothell Way, with the intention of funding Light Rail along the SR 522 Bothell Way corridor in a future funding package.
- **Structured Parking Along the Bothell Way Corridor.** Park & Rides along the Bothell Way corridor are often full to capacity, resulting in parking spillage into surrounding neighborhoods. Transit service providers have a responsibility to provide adequate parking for their customers and thereby reduce overflow and resulting negative effects on Kenmore residents and businesses. We recommend advocating for structured parking garages along SR 522 as part of ST3. One or more of these parking garages should be part of a mixed use development and thereby serve a dual purpose—transit parking by day and resident parking by night. As such, a public-private partnership could be arranged that would maximize value from both public and private dollars.

In November 2013, you received a similar joint letter (attached) from Kenmore and Bothell as part of our comments to Sound Transit's Long Range Plan update process. In December 2014, you received a joint letter (also attached) from the Mayors of Shoreline, Kenmore, and Bothell making the case for HCT facilities on SR 522 and 523. As in 2013 and 2014, the above projects and services are still a high priority for our communities, and we look forward to seeing them funded in ST3.

Again, thank you for the opportunity to comment, and we would be happy to meet with you to discuss further.

Sincerely,



David Baker, Mayor
City of Kenmore

cc: Kenmore City Council

Facts & Data to Support High Capacity Transit Through Kenmore

Kenmore is home to Bastyr University and a neighbor to UW Bothell and Cascadia College. UW Bothell is the fastest growing public university in the state of Washington. High capacity transit service along SR-522 would provide access to all three of these major educational institutions.

Kenmore is a transportation hub. A large Park and Ride (600+ cars) and two smaller Park and Rides already are located in Kenmore and are typically at capacity. Kenmore Air Harbor (international seaplane airport) is in Kenmore, close to SR-522. Also, a future passenger ferry terminal providing service from Kenmore to Seattle and/or the Eastside also is being discussed and has been in the City's plans for many years.

Kenmore is designated as a "Larger City" in Vision 2040—the regional growth plan. Larger Cities are slated to become "more important subregional job, service, cultural and housing centers over time. The Regional Growth Strategy envisions an expanding role in accommodating growth."

Kenmore's Downtown is centered around SR-522. With current plans, the City could accommodate nearly 5000 more housing units and 4000 more jobs in the future.

The Bothell/Kenmore corridor along SR-522 is poised to experience greater increases in population density. Kenmore recently increased residential densities along SR-522, including expected adoption of a Transit Oriented Development District this fall that would allow up to 120 dwelling units/acre along SR-522. Kenmore still has an active Lakepointe permit on the waterfront that could build up to 1200 new dwelling units with access to transit on SR-522.

There already is significant transit ridership along SR-522. Metro Route 372 from Woodinville to the University District along SR-522 carries more than 5,000 riders on a daily basis (data from Spring 2014). ST 522, the Sound Transit Express bus between Woodinville and Seattle along SR-522, had 385,873 boardings in the first quarter of 2015—an 18% increase from first quarter 2014. This was one of the highest growth rates of all ST Express routes. ST 522 showed the fifth highest number of boardings of all ST Express routes in the first quarter of 2015—behind only Everett-Lynnwood-Seattle, Redmond-Seattle, Bellevue-Seattle, and Lakewood/Tacoma-Seattle. The City has spent years improving SR-522 to facilitate transit service through the community and provide connecting pedestrian facilities.

97% of Kenmore residents work outside Kenmore—with one-third traveling to Downtown Seattle and the University District, and another large percentage commuting to the East Side (2013).

SR-522 in Kenmore has a higher volume of vehicle traffic than the Aurora Highway (SR-99) in the north end of King County. A WSDOT blog in 2013 noted that traffic volumes on SR-522 in Kenmore had increased approximately 9% as a result of the SR-520 tolling. Even higher post-tolling percentage increases have been seen on local arterials that feed onto SR-522. The City Council has asked the State for mitigation for tolling and has yet to receive any funds. High capacity transit would help offset the negative impact of increased automobile traffic through the community.



November 25, 2013

Sound Transit
Attn: James Irish, LRP Scoping
401 S. Jackson St.
Seattle, WA 98104

Re: Sound Transit Long Range Plan Scoping

Dear Mr. Irish:

As city managers of our two respective communities (Kenmore and Bothell) we would like to reinforce the importance of high capacity transit along SR-522. In particular, we hope that the SEIS for Sound Transit's Long Range Plan will reconfirm SR-522 as a high capacity transit corridor and look at the benefits of light rail and bus rapid transit in this corridor.

SR-522 connects UW Bothell and the main University of Washington campus, as well as Cascadia Community College and Bastyr University. Light rail and bus rapid transit linkages between these major institutions would benefit the entire region by reducing automobile traffic and providing an alternative to the ever-increasing congestion we see on our stretch of highway. SR-522 has become the third "cross-lake corridor" with the tolling of the 520 bridge—significantly impacting the transportation system at the north end of Lake Washington and reducing the livability of our communities. Light rail would offer environmental benefits to our citizens as well as to the greater Seattle area.

We look forward to a comprehensive analysis of high capacity transit in the SR-522 corridor in the SEIS—with a particular focus on light rail for the long term vision. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rob Karlinsky".

Rob Karlinsky
City Manager
rkarlinsky@kenmorewa.gov
P.O. Box 82607, Kenmore, WA 98028
(425) 398-8900

A handwritten signature in blue ink, appearing to read "Robert S. Stowe".

Robert S. Stowe
City Manager
bob.stowe@ci.bothell.wa.us
18305 101st Ave NE, Bothell, WA 98011
(425) 486-3256



SHORELINE
CITY COUNCIL

Shari Winstead
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Chris Roberts

Jesse Salomon

December 16, 2014

The Honorable Dow Constantine
Chair, Sound Transit Board
401 S Jackson Street
Seattle, WA 98104

Dear Chair Constantine,

This letter is our joint support with the cities of Kenmore and Bothell for Amendment M-26, amending the Long Range Plan at the December 19th Sound Transit Board Meeting, and also to support designating Highway 522 a light rail corridor. Amendment M-26 adds SR 523 (145th Street) from I-5 to SR 522 as a High Capacity Transit (HCT) Corridor. The existing long-range plan already identifies SR 522 as an HCT corridor, but not specifically a light rail corridor; however there is a gap in the current plan as this HCT corridor does not currently connect to the light rail spine. We feel that designating SR 523 from I-5 to SR 522 as an HCT corridor will provide this connection and is necessary to ensure that riders can connect to the light rail spine.

As you know, the NE 145th Street light rail station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. This segment of SR 523 serves as the link between the planned light rail station at NE 145th Street and I-5 and SR 522. Light rail service in Shoreline is scheduled to begin in 2023; connecting the two will provide a transit link for many north Lake Washington residents that are expected to access light rail at NE 145th Street.

Additionally, the City of Shoreline is working in partnership with Sound Transit, the City of Seattle, King County Metro, WSDOT and PSRC to identify needed changes along the corridor that will improve transit speed and reliability and is developing a plan with these partners to implement the improvements. Future funding could provide for capital improvements and greatly improved transit service on a significantly congested and underserved corridor.

We urge you and the Sound Transit Board support Amendment M-26 to add this corridor to the long-range plan to ensure the system truly allows communities to connect to the light rail spine.

Sincerely,

Shari Winstead, Mayor
City of Shoreline

David Baker, Mayor
City of Kenmore

Joshua Freed, Mayor
City of Bothell



City Of Kenmore, Washington

November 20, 2013

Sound Transit
Attn: James Irish, LRP Scoping
401 S. Jackson St.
Seattle, WA 98104

Re: Sound Transit Long Range Plan Scoping

Dear Mr. Irish:

As you scope the SEIS for Sound Transit's Long Range Plan, we hope that you will continue to consider SR-522 as a high capacity transit (HCT) corridor, with the long term vision of light rail connecting Seattle to Bothell through Kenmore. SR-522 is a key transportation link in the regional network, particularly given the tolling on SR-520 (and potentially on I-90) that continues to send more vehicle traffic around the north side of the lake through our community. The SR-522 corridor connects Bothell's regional growth center at Canyon Park to Seattle and supports Kenmore's growth as a PSRC-designated larger city. Alternatives to the single-occupant vehicle on this route would improve air quality and reduce climate change impacts.

Connections between UW Bothell (4,172 students), Cascadia Community College (4,754 students), Bastyr University (1,035 students), and the University of Washington main campus, make the SR-522 Corridor especially valuable. UW Bothell is the fastest growing public university in the state of Washington and is the largest branch campus in the state. A significant percentage of UW Bothell students come from Seattle (15%). Bastyr University in Kenmore operates a teaching clinic in the Wallingford area of Seattle. These connections and others like them would support increased ridership of high capacity transit along the SR-522 corridor. We advocate for a long term vision of light rail connecting the UW Seattle campus with the growing higher education campuses here in the north end.

Ninety-seven percent of Kenmore residents work outside Kenmore—with a one-third traveling to Downtown Seattle and the University District, and another large percentage commuting to Bothell. Likewise, those who work in Kenmore commute largely from Seattle (17%) and Bothell (6%). All of these commuters provide additional strong support for a high capacity transit corridor along SR-522 between Bothell, Kenmore and Seattle.

Kenmore Air—the largest seaplane operation in the country—is located in Kenmore, providing connections to the San Juan Islands and Canadian destinations. The City's Comprehensive Plan continues to support a passenger ferry from Kenmore to the University District. High capacity transit along SR-522 would only enhance these multimodal opportunities.

18120 68th Ave NE PO Box 82607 Kenmore, WA 98028

Office: (425) 398-8900 Fax: (425) 481-3236 cityhall@kenmorewa.gov www.kenmorewa.gov

Along with continuing support for the SR-522 high capacity transit route in the Long Range Plan, the City is interested in potential future station locations—specifically in the City of Kenmore. The City is working toward development of a vibrant downtown, has purchased property on SR-522 that could be considered for a future stop/station, and is focused on making the area pedestrian-oriented and transit-friendly. The City presently is preparing a Transit-Oriented District Overlay Zone that will encourage transit-supportive development within one-quarter mile of the SR-522 corridor. The large Park and Ride along SR-522 in Kenmore provides another opportunity for transit station consideration.

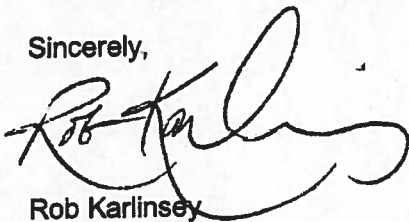
Outside of our city, connections to the light rail station at NE 145th Street and I-5 are important. We anticipate that Kenmore residents, students and workers will utilize this station. NE 145th Street already is congested during peak periods and additional traffic traveling to and from the light rail station will worsen this condition. The City of Kenmore would like to see improvements to NE 145th Street included as part of the Long Range Plan. In particular, the City supports completion of the business access and transit lanes from the I-5/NE 145th Street station to Bothell, bus service connections from SR-522 to the NE 145th Street light rail station, and mitigation of parking overflows in corridor cities.

In summary, we hope the following will be addressed through the Long Range Plan SEIS scoping process:

- Reconfirm SR-522 as a high priority corridor for HCT.
- Evaluate the impact of tolling on the transportation system and, in particular, the impacts of increased vehicular traffic on the SR-522 corridor and how that might be alleviated by HCT.
- Evaluate the demand for bus rapid transit (BRT) on the SR-522 corridor.
- Consider BRT as an interim solution, especially given existing infrastructure, until light rail becomes more feasible in the long term.
- Consider station locations in the Kenmore area.
- Address multimodal access to station locations.
- Address mitigation for overflow transit parking.
- Evaluate connections between Kenmore and other north lake cities and the NE 145th Street/I-5 light rail station.

If you have any questions about our comments, please do not hesitate to email or call. We look forward to working with you in this planning effort.

Sincerely,



Rob Karlinsey
City Manager
rkalinsey@kenmorewa.gov



City Of Kenmore, Washington

July 15, 2015

Dow Constantine, Chair
Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

Dear Chair Constantine and Members of the Sound Transit Board:

Thank you for allowing us this opportunity to submit our comments regarding the Sound Transit 3 ballot measure. We reiterate our position in advocating for the following three ST3 projects:

1. Construction of Bus Rapid Transit lanes and facilities along NE 145th St., between SR 522 and the future Shoreline light rail station
2. Construction of Bus Rapid Transit on SR 522 and completion of a light rail study for SR 522
3. Construction of structured parking garages along the SR 522 corridor

We previously submitted our comments and recommendations in a letter dated June 15, 2015 (included herein). In addition to our previous letter, this packet includes copies of letters from the following organizations and individuals that support one or more of our North Lake Washington corridor project requests:

- Cities of Bothell, Kenmore, Lake Forest Park, and Shoreline (joint letter)
- Councilmember Rod Dembowski, King County Council District 1
- Washington State 46th District Legislative Delegation
- 522 Transit Now! Citizen Coalition
- Greater Bothell Chamber of Commerce
- SeaShore Transportation Forum
- Bastyr University
- Cascadia College
- City of Bothell
- Rob Pickering, Owner of Snapdoodle Toys (on SR 522 in Kenmore)
- Douglas Nugent, Kenmore Resident

Also included in this packet are copies of two petitions supporting the 522 Transit Now! coalition and the three projects listed above—the first petition collected 187 hand-written

18120 68th Ave NE · PO Box 82607 · Kenmore, WA 98028

Office: (425) 398-8900 · Fax: (425) 481-3236 · cityhall@kenmorewa.gov
www.kenmorewa.gov

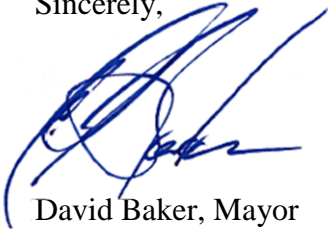
signatures, and the second has collected 166 signatures through an online petition site, for a total of 353 signatures so far. Although there is a possibility of duplicate signatures, these two petitions still show a broad level of support for our projects.

In addition, the 522 Transit Now! citizen coalition now has more than 30 members and a Facebook page (attached) with 135 likes! We are also seeing significant support for our ST3 projects on various social media platforms, including Twitter, Facebook, and Nextdoor.com.

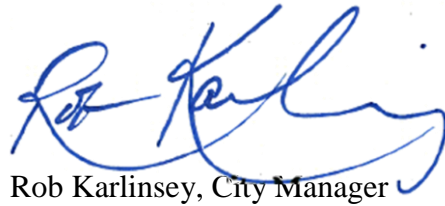
Please know that your decisions regarding ST3 projects are very important to us and to the residents, workers, businesses, and institutions in our North Lake Washington area.

We appreciate the important work done by the Sound Transit board, and we are grateful for this opportunity to comment. We are always happy to meet with you to discuss these important issues further.

Sincerely,



David Baker, Mayor
City of Kenmore



Rob Karlinsey, City Manager
City of Kenmore

cc: Kenmore City Council



OFFICE OF THE MAYOR

Suzette Cooke, Mayor
220 4th Avenue South
Kent, WA 98032
Fax: 253-856-6700

PHONE: 253-856-5700

July 15, 2015

Sound Transit
Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Re: City of Kent Comments Related to the Draft ST3 Priority Projects List

Dear Sound Transit Board Members:

Thank you for the opportunity to comment on the draft ST3 priority projects list. With the recent passage of a statewide transportation package, this is an exciting time to plan for the continued success of our region. The City of Kent is pleased to provide comments to the Sound Transit Board as you prepare to reach agreement on how and where our regional mass transit system should expand in preparation for an ST3 vote in November 2016.

As the sixth largest and one of the most culturally diverse cities in the State, Kent has a strong interest in the expansion of Link Light Rail, Sounder Rail and ST Express. Top priorities for Kent include the Sound Transit 2 (ST2) voter- approved projects deferred due to the Great Recession -- specifically Kent Transit Center access improvements, increased Sounder Rail service and the continuation of light rail beyond the Midway Subarea with a station located at S 272nd St. For example, ST2 included a new and much-needed multi-level 450 stall parking structure and connecting pedestrian bridge at Kent Sounder Station. On a typical weekday, existing parking near the Kent Sounder Station is full by 6:00 A.M.

The City is interested in parking management strategies currently being studied by the Board. Furthermore, the City is aware that a number of riders utilizing parking at the Kent Transit Center reside outside the Sound Transit District boundaries; this has created an equity issue for Kent taxpayers which may be partially addressed through parking management.

A light rail station located at S 272nd will serve an estimated 1,500 – 2,000 additional transit riders per day depending on the alignment and station location. Many of those additional transit riders live or work in Kent. The City also is supportive of expanding light rail throughout the region, most notably to Tacoma, to support all job centers along this southern corridor. Kent is encouraged by the integration efforts taking place between King County Metro and Sound Transit. Transit feeder service to the Kent Transit Center, Link Light Rail, Kent

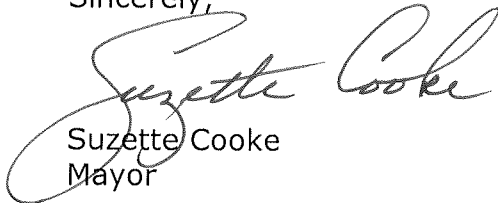
Manufacturing/Industrial Center and neighboring regional growth centers will be necessary to meet the region's transportation goals. The Kent Valley contains the fourth largest warehousing/distribution center in the United States. Light rail is just one piece of the puzzle in serving these areas. Expansion of the successful ST Express can help meet transit needs of workers in the Kent Valley.

The City is supportive of both operating and capital improvements that will expand Sounder service, including extending platforms to accommodate 8-car trains. Additional Sounder service, particularly during the mid-day, also is a high priority for Kent in order to serve shift work, transit-dependent households, and non-peak travel demands such as doctor appointments, access to human service agencies, and entertainment options. To help meet these demands, Kent supports more frequent Sounder service in both directions throughout the day.

The City encourages Sound Transit to invest in improvements near Link Light Rail and Sounder Stations that will increase Transit Oriented Development (TOD) potential, enhance safety, and improve parking, transit, pedestrian and bicycle access.

We look forward to continued collaboration with members of the Sound Transit Board as you develop a final ST3 project list in the coming months.

Sincerely,



Suzette Cooke
Mayor

June 9, 2015



Sound Transit Board Chair
King County Executive Dow Constantine
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: City of Kirkland's Comments on the Sound Transit 3 (ST3) Priority Project List

Dear Executive Constantine,

I am writing to you in your role as Chair of the Sound Transit Board, as well as in your role as King County Executive, providing regional leadership in transit planning. The City of Kirkland has been tracking the ST3 Long Range Plan updates process with interest and appreciates that Sound Transit staff has engaged the City of Kirkland and other stakeholders throughout the process. In December 2014 the Sound Transit Board adopted an updated Long Range Plan (LRP), which is a required element of Sound Transit's authorizing legislation.

I would like to take this opportunity to provide you with input on the ST3 Project Priority List (PPL). The LRP is a blueprint for the long-term vision of the region's High Capacity Transit (HCT) network. In and around Kirkland, the LRP identifies transit on the following corridors:

- **SR 520:** Regional express bus and/or HCT from the Seattle side of SR 520 to Redmond
- **I-405:** Regional express bus, bus rapid transit (BRT), and/or light rail (LRT)
- **Eastside Rail Corridor:** HCT from SR 522 to SR 520 serving the Totem Lake Urban Center and South Kirkland Park and Ride
- **SR 522:** Regional express bus and/or HCT from I-5/NE 145th Street to I-405

The LRP update leveraged corridor studies, which included studies of the Eastside Rail Corridor (LRT, BRT, and commuter rail), I-405 BRT, Kirkland-Bellevue-Issaquah (LRT and BRT), and University District-Kirkland-Redmond (LRT and BRT).

Currently the Sound Transit Board is developing a draft Priority Project List, which begins to narrow down the corridors and modes that will be considered for an updated System Plan. The System Plan could then be taken to the voters as an ST3 package in November 2016. A staff draft of the PPL was presented to the Sound Transit Executive Committee on May 7th and included completion of LRT to downtown Redmond, I-405 BRT and LRT from Totem Lake to Issaquah via the ERC and I-90.

Over the next months the City of Kirkland will engage with Sound Transit, as well as other Eastside cities, to suggest potential additions or changes to the PPL. Once the PPL has been developed, the City of Kirkland would like to actively work with Sound Transit to further refine projects on the PPL to ensure the best possible projects are considered for the System Plan.

The City of Kirkland eagerly looks forward to supporting an ST3 package that delivers improved transit service to the City's residents. Kirkland has long supported regional transit investments including Sound Move and ST2 because transit is key to the Kirkland's land use, economic development, livability, and

sustainability goals. Kirkland has a long tradition of investing in the quality of life of its communities, and a ST3 package that meaningfully advances HCT service through Kirkland would provide a much needed alternative to driving.

The City of Kirkland looks forward to increased transit oriented development (TOD), especially in the Totem Lake Urban Center where HCT investments could be a catalyst for development. Currently roughly one-third of Kirkland's employment is in Totem Lake and as the City grows, a greater share of housing and employment growth must occur in Totem Lake. By 2031 nearly half of Kirkland's employment is planned for the Totem Lake Urban Center.

ST3 Priority Project List Comments

City of Kirkland staff has synthesized its major comments on the PPL in the list below. This list does its best to present the City's priorities in a brief and simple way. City of Kirkland staff and I look forward to working directly with the Sound Transit Board and the Sound Transit staff to discuss these priorities. Kirkland staff will also be developing additional details to be presented at future points in the public process.

- **Identify the Financial Capacity of the Eastside.** The City would like to understand the financial capacity of the East Subarea under both the House and Senate proposals as this will influence the City's priorities moving forward. Kirkland understands there is a limit to the dollars that can be allocated to the eastside and will prioritize projects based on financial realities.
- **Advance ST2 Investments.** Deliver on investments and planning from Sound Move and ST2. Completing investments in I-405 BRT is a key priority of the City with improved access for Kirkland residents at NE 85th Street and the southern portion of the Totem Lake Urban Center. The extension of East Link to downtown Redmond should also be a strong priority, as should an HCT connection from Issaquah to Bellevue.
- **Connect Downtown Kirkland, Google, and the 6th Street corridor to regional transit service on I-405.** Downtown Kirkland is one of the densest and most established historic downtowns on the Eastside and development projects are underway that will bring thousands of new jobs and hundreds of new housing units to Downtown Kirkland and the 6th Street within the next five years. ST3 must provide a high-quality connection between these areas and regional transit service on I-405. Fixed guideway connections or people movers to the corridors are potential solutions. The City would like to work with Sound Transit to identify ways in which access to regional transit service can be accomplished.
- **Consider BRT as well as LRT along the Eastside Rail Corridor between Totem Lake, Bellevue and Issaquah.** The City would like to see both BRT and LRT included in the PPL, with one of these two HCT projects included in a final ST3 package. The potential revenue constraints to funding LRT along the ERC makes it prudent to keep lower cost options like BRT on the table. The city requests that Sound Transit work with the City to better develop these concepts including routing through Downtown Kirkland and the Totem Lake area.
- **Support TOD in the Totem Lake Urban Center.** The City sees Transit Oriented Developments (TOD) as essential for its continued growth and economic development, with the Totem Lake Urban Center at the heart of this goal. This includes both TOD on publically owned land, such as the Kingsgate P&R, but also TOD on privately owned land. Improved access to HCT, beyond that provided by the Totem Lake Freeway Station, could help catalyze development in the Totem

Lake area. Recommendations of the Growing Transit Communities partnership (of which Kirkland is a member) should guide these investments.

- **Provide additional detail for some projects on the priority project list.** It is hard for the City to respond to the bus based aspects of the PPL due to the lack of detail. Even with a build out of the HCT system a variety of Eastside corridors will still have Express Bus service. For example the City would like AC-5 (I-405 BRT) to be better defined in the PPL including capital investments and service patterns. Project ES-6 (ST Express service) is another project in which additional detail in the PPL is important for the City. The City will provide more detailed feedback on these projects at a later date.
- **Invest in an integrated transit network.** Much of the City's transit service is provided by King County Metro. As the region's HCT network grows, change to some of Kirkland's core routes, particularly the 255, could be made. The City requests that Sound Transit, Metro and other partners work together to better detail these potential changes and identify investments that can be made as part of ST3 to develop a seamless and integrated transit network in the future. Capital investments such as freeway stations, direct access ramps, transfer station improvements, and speed/reliability improvements should all be considered.

Sincerely,



Amy Walen
Mayor, City of Kirkland

cc: Sound Transit Board
King County Council
Bellevue City Council
Kirkland City Council



July 8, 2015

King County Executive Dow Constantine
Chair, Sound Transit Board of Directors
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: City of Kirkland's Comments on the ST3 Priority Project List – 2nd Letter with Details

Dear Executive Constantine,

I am writing to provide you, as Chair of the Sound Transit Board of Directors, with more input on the Sound Transit 3 (ST3) Priority Project List (PPL). As a follow-up to my June 9, 2015 letter, this letter is intended to provide you and the Board with a brief summary of the City of Kirkland's priorities, along with more detailed input on the PPL. Sound Transit staff advised City of Kirkland staff that this follow up letter, with more detail on concepts for specific projects, would be helpful to the Board in its review of the PPL.

First, I would like to thank you and the Board for providing the opportunity to comment on the list of priority projects that the Board will advance for further study. It is exciting to plan for projects that will eventually become part of the System Plan, and the City of Kirkland looks forward to a set of investments that will meet our city's needs and achieve the regional goals of Sound Transit's long-range planning efforts. The City would like to work collaboratively with Sound Transit to identify creative transit solutions where existing ideas don't fully address city goals. City of Kirkland staff and I understand the regional nature of Sound Transit's service and our goal is to ensure Kirkland's residents, employees, and visitors have access to that service. Our suggestions are not intended to prescribe specific project scopes; rather, our intent is to provide ideas for achieving outcomes that will meet our common goals.

I am optimistic that the final PPL will include projects in and around Kirkland, improving mobility to our residents, employees, and visitors, and inspiring Kirkland voters to support the upcoming ST3 ballot measure. In keeping with regional planning strategies, the City of Kirkland is planning for growth of nearly 8,400 new households and 22,000 new jobs over the next 20 years. Mobility provided by Sound Transit will play an important role in accommodating that growth.

Review of June 9th Letter

As a brief reminder, my June 9, 2015 letter (attached for your convenience) outlined our city's high-level goals for ST3. Below is a summary of those priorities:

- Delivering Sound Transit 2 (ST2) Commitments: Completing I-405 Bus Rapid Transit (BRT), with Kirkland access at NE 85th Street and the Totem Lake Urban Center, is a key priority for Kirkland. The extension of the East Link to Redmond and High Capacity Transit (HCT) connecting Issaquah and Bellevue are also high priorities for the Eastside.
- Connecting downtown Kirkland to regional transit service on I-405.
- Connecting Kirkland's major employment centers (such as Evergreen Hospital in the Totem Lake Urban Center, and Google on the 6th Street Corridor) to regional transit services on I-405.

- Considering Bus Rapid Transit (BRT) as well as light rail along the Cross Kirkland Corridor/Eastside Rail Corridor between Totem Lake and Bellevue, with a connection to Issaquah. At a minimum, BRT connecting these Eastside hubs should be added to the PPL.
- Supporting Transit-Oriented Development (TOD) in the Totem Lake Urban Center.
- Investing in an integrated transit network.
- Identifying the financial capacity of the Eastside Subarea.

In the following months, Sound Transit will be developing "project templates" that document the ridership, costs, and other performance measures of each project. Below are comments that Kirkland Transportation staff and I view as critical to the appropriate development of these project templates. Additionally, we have noted where details of some PPL projects should be enhanced or changed, and we would like to express our support for other projects as they have been proposed.

A number of community stakeholders have joined us in support of a future ST3 plan and we are pleased to attach their letters of emphasis and support. Also attached is a letter in support of project E-03 signed by state legislators from the 5th, 41st, 45th and the 48th Legislative Districts. Finally, Kirkland has worked closely with the cities of Bellevue, Redmond, Issaquah, Renton and Sammamish to identify common interests, which have been compiled into a Joint Interest Statement for ST3, which is also attached to this letter. We hope you find this joint statement of particular value given the broad support it represents.

Alignment of Goals

The Sound Transit Board established seven criteria, against which various system expansion scenarios were weighed to guide the formation of ST3. Kirkland's transit priorities and actions are in line with those criteria, as outlined below:

1. **Completing the Spine.** Kirkland supports investments in East Link as well as additional HCT corridors that complement the spine, such as I-405 BRT and HCT between Totem Lake, Downtown Kirkland, Downtown Bellevue and Issaquah.
2. **Ridership.** Currently 22 bus routes serve Kirkland, with a combined daily ridership of approximately 24,000 passengers. The Route 255 represents 26% of this ridership with routes 245, 532, and 535 representing an additional 30% of riders. Kirkland supports a ridership focused package that balances HCT investments to dense areas like Downtown Kirkland and Totem Lake, while also investing in high-ridership commuter-oriented ST Express service to Bellevue and Seattle.
3. **Designated Centers.** Kirkland's Totem Lake is one of five regional growth centers in the central Eastside. Totem Lake currently has one-third of Kirkland's employment and will grow to nearly one-half of all Kirkland employment by 2035. In addition to existing medical, educational and business centers, Totem Lake will see redevelopment of a major mall site. Another important consideration is a number of recent rezoning approvals that have significantly increased development capacity directly adjacent to the Cross Kirkland Corridor.
4. **Transit supportive land use.** According to King County Metro's Long-Range Public Transportation Plan, Kirkland is currently the 4th densest city in King County thanks to its dense

historic core and increasingly dense Totem Lake area. Employment densities in the 6th Street corridor, where Google is now doubling its footprint, is a growing transit market with transit-supportive land uses. Increased service and connectivity is critical to this area.

5. **Socio-economic equity.** Kirkland has aggressive policies and regulations for the creation of affordable housing. These policies have led to numerous new affordable housing units, including those at the South Kirkland Park and Ride. In 2014, Kirkland became a signatory to the Growing Transit Communities Pact.
6. **Additional transit integration.** Because King County Metro provides much of Kirkland's transit service, the City is keenly interested in working with Sound Transit to improve integration of the transit system. Kirkland's transit centers in downtown and Totem Lake were both funded through Sound Move and we look forward to building on those investments.
7. **Multi-modal access.** Kirkland has worked for decades to improve non-motorized travel conditions within the city including construction of an extensive bike lane network, high-visibility crosswalks, and safe routes to school investments. Many of Kirkland's bike lanes date back decades, and Kirkland is leading the way on enhanced crosswalks, using in-road flashing beacons for bicycle and pedestrian safety. In 2006, Kirkland became the first community in Washington State to adopt a complete streets ordinance. Multimodal access, and connectivity to non-motorized networks are essential elements of Kirkland's Transportation Master Plan.

Detailed Comments on the PPL

To add specificity to the high-level comments provided in my June 9 letter, below are more detailed comments on the draft PPL.

In general, Kirkland, like Sound Transit, is interested in connecting people with transit. In many cases, this might result in an expensive connection, bringing a transit line to a new station located off the main route and causing delays for passengers using the main line. Another option would be to instead build a more reasonably-priced connection to bring passengers to that main route, using a connector that does not slow the main system down with additional stops. It is this second concept that Kirkland is recommending in several cases. Sound Transit's street car connection to the Capitol Hill light rail station is an example of this concept in operation.

Request for a new project:

"AC-6 BRT": Add Bus Rapid Transit (BRT) from Kirkland (Totem Lake) to Issaquah via Bellevue to the PPL

Kirkland is strongly supportive of light rail between Totem Lake and Issaquah via Bellevue; however, the City wants to ensure other options are available when developing a System Plan, should light rail not move forward. A BRT version similar in alignment to the proposed light rail should be added to the PPL as an alternative.

- This project should be similar to alternative C2 from the South Transit [Kirkland-Bellevue-Issaquah Corridor Report](#). Project C2 consists of BRT from Totem Lake to Issaquah via the Cross Kirkland

Corridor, Downtown Bellevue, Richards Road and I-90. The alignment primarily consists of exclusive busway (with grade separation at key locations) or HOV lanes. (See Figure 1 below)

- Analysis of this project should assume that BRT service between Totem Lake and Seattle is also provided on this corridor because the major capital components (excluding buses) are included in project C2 as described above. Project B1a from the Sound Transit University District-Kirkland-Redmond Corridor Report, illustrates this overlap. Routing in Seattle should be determined at a later date. (See Figure 2 below)
- Working with Metro, Sound Transit should determine how this investment can be leveraged and integrated with other bus service. Areas of investigation should include:
 - How can bus service on I-405 and SR 520 be routed along this corridor to better serve Kirkland?
 - How can local and express routes use this corridor?
 - How can this investment fit into the broader eastside transit network? (e.g. Bellevue, Redmond, Issaquah, Seattle and Kirkland (BRISK) concept from Seattle Transit Blog)
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland, as well as two or three stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan, including a paved multiuse trail.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.

Comments about projects already on the PPL:

AC-5: I-405 Bus Rapid Transit from Lynnwood to SeaTac in HOV/managed lanes where available

Kirkland is supportive of this project contingent on a NE 85th Street station with high-quality connection to Downtown Kirkland and access improvements in Totem Lake. A station in the vicinity of NE 85th Street should be included in any I-405 BRT project template.

- Full direct access ramps to NE 85th Street, as assumed in alternative A2 of Sound Transit's I-405 Bus Rapid Transit Corridor Report, is a reasonable baseline assumption for this station. An inline station on I-405 should be studied as an alternative.
- Any station in this vicinity must have high-quality, fixed guideway (or functional equivalent) connection between the new station, Downtown Kirkland, the Cross Kirkland Corridor and the 6th Street corridor. For comparison purposes, a bus-based connection should also be explored, however any connection must be fast, frequent and reliable.
- Creativity should be used with regard to the routing and modal choices studied in the project template, so that the capital and service investments Sound Transit should make in order to

facilitate this connection, can be fully understood and evaluated.

- The First Hill Streetcar is a good example of a creative approach to improving access to regional transit. A similar approach could be used along NE 85th Street to connect the I-405 BRT with downtown Kirkland.
- This BRT route must do more than simply access the Totem Lake Urban Center at the NE 128th Street direct access ramp. Instead, there must be multiple stops in the Totem Lake Urban Center, including in the vicinity of NE 116th Street. Again, creativity should be used with regard to the routing and modal choices studied by Sound Transit in the project template, so that the capital and service investments of various connection alternatives can be fully understood and evaluated.
- The trunk and branch service pattern, with multiple routes combining on I-405 as they head towards Bellevue, is preferable because it would increase the frequency of buses passing through Kirkland and provide more routing flexibility. This project serves multiple Sound Transit subareas and thus the cost should be appropriately shared. In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.
- This project must access Downtown Bellevue and seamlessly connect with the wide range of transit service that is available there.
- Although planning efforts now focus on BRT, the City of Kirkland would like to better understand why Light Rail on I-405 has not been considered as an alternative to BRT on I-405.

AC-6: Light Rail from Totem Lake to Issaquah via Bellevue

Kirkland is strongly supportive of this project, with several changes to alignment and station locations:

- Rename this project to Light Rail from Kirkland (Totem Lake) to Issaquah via Bellevue. Using Kirkland in the title will help citizens better understand the nature of the project.
- The alignment should have a station in -- or high-quality connection to -- Downtown Kirkland, as well as two or three stations in Totem Lake.
- The "project template" should be consistent with the Cross Kirkland Corridor Master Plan including a paved multiuse trail.
- Kirkland encourages Sound Transit to study how access to Downtown Bellevue can be improved.
- In order to properly scope and evaluate this project, Kirkland staff should work in close coordination with ST and consultant staff on project template development and assumptions.
- Study the possibility of using streetcar technology or similar sized alternatives, rather than light rail technology for some connections, which could make it easier to serve downtown Kirkland.

ES-6: ST Express interim supporting bus service, including capital and operating elements

Kirkland is supportive of this project, including how access to service can be improved for Kirkland residents and employees. The addition of capital investments and more detailed discussion of ST Express service as an integrated part of the regional transit system is critical.

- ST Express bus service is a key part of the transit service provided by Sound Transit on the Eastside now and into the future. The City would like the words "interim supporting" to be removed from the project name to reflect this fact.
- This project should address current overcrowding issues on ST Express service along I-405 in the short-term through increased peak hour service or additional routes.
- Improve access to bus service on I-405 per City's comments on AC-5.
- Improve access to bus service on SR 520, as well as improve service across SR 520.
 - Include a full direct access ramp with bus stops at SR 520 and 108th Ave NE. This will allow passengers to access service on SR 520 from the South Kirkland Park and Ride, as well as local bus routes.
 - While the proposed changes to Route 540 makes service to UW more frequent and reliable in the morning (Houghton P&R has significant excess parking capacity while South Kirkland is over capacity making it difficult to find parking), this change makes it more difficult for Route 540 riders to get home during off-peak periods. The City would like Sound Transit to increase off-peak service for Route 540 to address this issue.
- Identify and make capital investments that support future bus-rail integration at UW Station.
- Evaluate the ST Express bus service changes that are necessary to serve future growth in the Totem Lake Urban Center, including connections to the growing employment center at South Lake Union.

PR-1: System Access Program to fund research, analysis and implementation of facilities for one or more modes, including pedestrians, bicyclists, transit and private vehicles, to improve access to the HCT system.

Kirkland is supportive of this program and would like to ensure specific details are included in the project template.

- Rename this project to "System Access and Integration Program." This change broadens the scope and brings it into alignment with current integration initiatives.
- Increased emphasis should be placed on rail-bus integration. For example, identification, planning, and implementation of mitigation measures, should removal of Route 255 from the Downtown Seattle Transit Tunnel be necessary.

- Sound Transit should work with cities to identify and fund pedestrian and bicycle access improvements up to ½ mile and 2 miles respectively from ST stations.
- Because more riders will be accessing Sound Transit service by bicycle, the extra demand must be quantified and capacity for carrying bicycles on Sound Transit must be set to meet the increased demand.
- Update station design standards with an emphasis on how to develop high-quality, seamless transfers between Light Rail and buses.
- This program should include both future HCT stations as well as existing HCT stations.

PR-3: Transit Oriented Development (TOD) Program to fund planning and due diligence of transit-supportive land use activities

Kirkland is supportive of this program, however a broader scope is desired, including both active participation and support of TOD planning and implementation. The City of Kirkland encourages Sound Transit to take the following steps:

- Partner with WSDOT and the City of Kirkland to develop TOD at the Kingsgate and Houghton park and rides with the goals of increasing ridership, increasing park and ride capacity and advancing socio-economic equity.
- Actively participate in and support City of Kirkland planning initiatives around existing and future HCT stations, including land use and transportation planning, especially in the Totem Lake area.
- Locate HCT stations in TOD supportive places.
- Work with The Village at Totem Lake LLC on how mall redevelopment and HCT investments can complement one another.

PR-6: Northern Lake Washington HCT Crossing Study

Kirkland would like the scope of this study expanded to include near- and mid-term investments that would improve cross-lake travel between Kirkland and Seattle. Investments could include improvements to existing bus service, new direct access ramps, HOV to HOV flyover ramps between SR 520 and I-405, etc.

PR-2: Innovation & Technology Program: Program to fund research, analysis and implementation of innovative best practices, partnerships, and technologies to increase ridership, improve service and enhance regional mobility outside of new investments in large capital projects.

Kirkland is very supportive of developing innovative ways in which technology can increase the use of transit. This includes tools such as Pronto Bike Share or real-time parking availability information at

Transit Centers and Park and Rides. Improvements to rider facilities such as improved lighting, shelters and next bus arrival information should also be included in this project.

SP-3: Light Rail extension from Overlake Transit Center to SE Redmond to Downtown Redmond (Per the Record of Decision)

This project is the final extension of the East Link spine and Kirkland is supportive of this project as a key ST3 priority.

Once again, I would like to thank you and the Sound Transit Board for the opportunity to comment. The City of Kirkland looks forward to continued collaboration between our organizations, particularly during this critical time when potential projects are being scoped and evaluated. Working together in partnership between Sound Transit, King County Metro Transit, and subarea cities, I believe we can create a project list that voters will support and which will meet our region's long-term public transportation needs.

Sincerely,



Amy Walen
Mayor, City of Kirkland

Enclosures: (18)

cc: Sound Transit Board of Directors
Claudia Balducci, Mayor, City of Bellevue
Bellevue City Council
Fred Butler, Mayor, City of Issaquah
Issaquah City Council
John Marchione, Mayor, City of Redmond
Redmond City Council
Ben Yazici, City Manager, City of Sammamish
Sammamish City Council
King County Council
Kirkland City Council
Kurt Triplett, City Manager, City of Kirkland
Kathy Brown, Public Works Director, City of Kirkland
David Godfrey, Transportation Manager, City of Kirkland
Lorrie McKay, Intergovernmental Relations Manager, City of Kirkland

Figure 1:

Exhibit ES-1: Level 2 Evaluation Alternatives

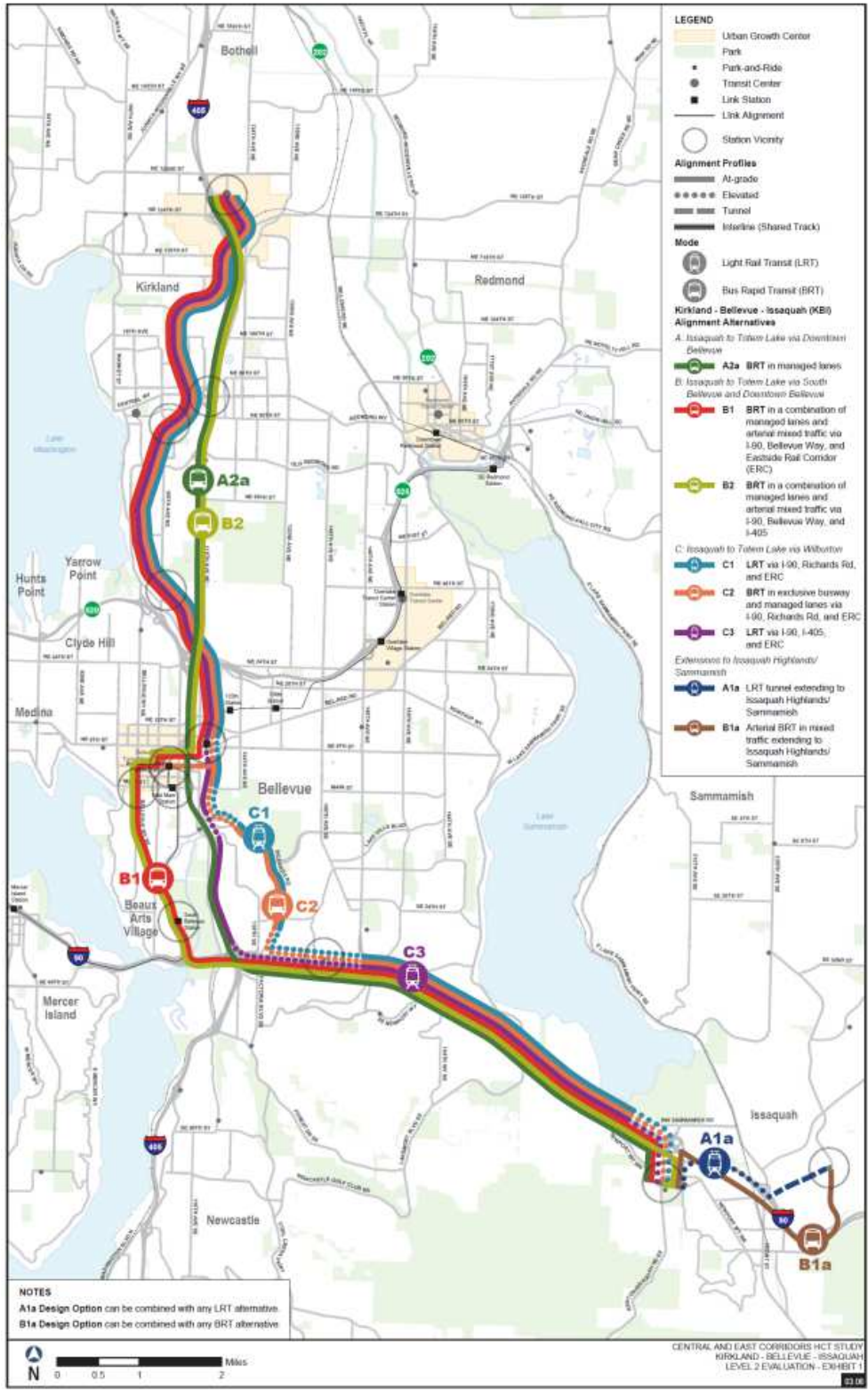
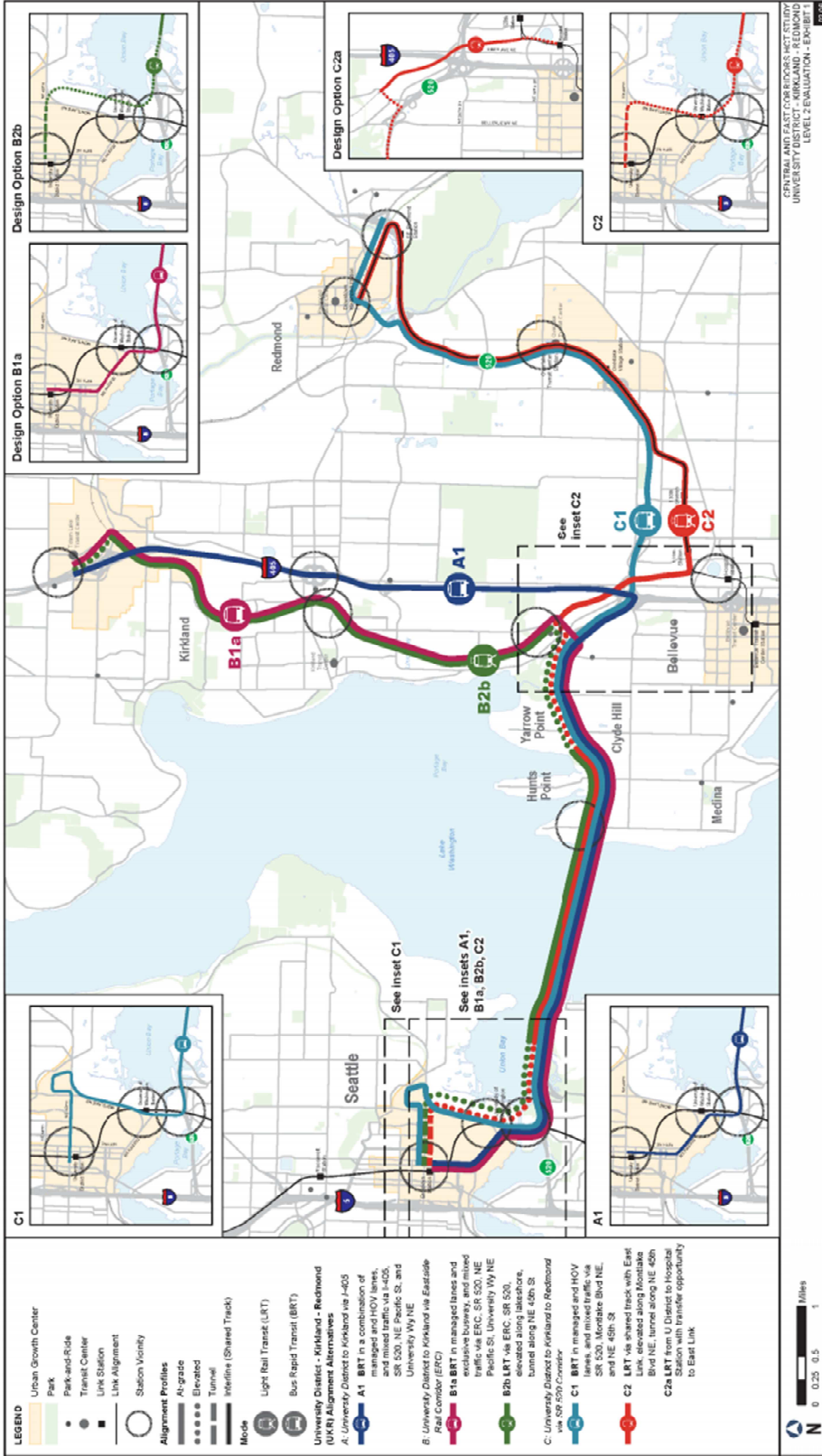


Figure 2:

Exhibit 4. Level 2 Alternatives



Mayor
Mary Jane Goss

17425 Ballinger Way NE
Lake Forest Park, WA 98155-5556
Telephone: 206-368-5440
Fax: 206-364-6521
E-mail: cityhall@ci.lake-forest-park.wa.us
www.cityoflfp.com



Councilmembers
Tom French
Jeff R. Johnson
Mark Phillips
E. John Resha III
Catherine Stanford
Hilda Thompson
John A. E. Wright

June 26, 2015

Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Public Agency Comments on ST3 Outreach Process

Chair Constantine and Sound Transit Board:

The City of Lake Forest Park submits the following comments on the Conceptual System Expansion Scenarios and draft project list. While concerned about the total cost of the third system expansion, it is clear that the options 3C and 4 will serve Lake Forest Park and the North Lake Washington cities the best. In particular, ST3 should include:

- Investment in a Park & Ride facility in Lake Forest Park and improvement of Park & Rides in the North Lake Washington Cities;
- Include steps of both study and implementation in high capacity transit to make both 145th Street NE and 185th Street NE stations accessible to Lake Forest Park users, and uniformly accessible to the Northshore and northeast service area via SR 522, SR 523 and SR 104.

In your proposed project list, three are pertinent to current and future mass transit in Lake Forest Park:

- PR 1: System Access Program: Program to fund research, analysis and implementation of facilities for one or more modes, including pedestrians, bicyclists, transit and private vehicles, to improve access to the HCT system;
- PR 5: HCT Study to examine access and connection on NE 145th from State Route 522 to Link Light Rail;
- PR 6: Northern Lake Washington HCT Crossing Study.

As described by Sound Transit planning staff in a recent presentation to the Lake Forest Park City Council, our finding is that each of these, as proposed, is insufficient in scope and/or funding to make mass transit more accessible to our citizens in the North Lake Washington area. Lake Forest Park currently has serious and significant barriers to transit. It is one of the most difficult "last mile" cities in your service area.

The very things that make Lake Forest Park desirable to current and prospective residents make it difficult to serve by transit. Except for the Burke-Gilman Trail, the city has difficult walking and bicycle access. Many of the streets are tree-lined country

lanes that radiate up ravines and waterways without curbs or shoulders. Natural features prevent gridded streets in over half of the community. One of the most congested surface corridors in the state, Bothell Way, at upwards of 50,000 vehicles a day, has resulted in limited access points. Even in gridded areas, this limits "as the crow flies" one-quarter and one-half mile walking access to bus stops. Parallel traverses are required to get to a street that crosses Bothell Way. Even when that is accessible, much of the population has significant and steep uphill climbs in one direction to or from the bus.

While there is good bus service on Bothell Way (SR 522) and there is some service on Ballinger Way (SR 104), Lake Forest Park has only one bus route that serves a neighborhood in the northwest portion of the city. This means a great many of our citizens try to drive and park to get on the bus. However, Lake Forest Park appears to be the only city (that is not a "Point City") bordering Lake Washington that does not have a park & ride. The city is substantially built-out, with little to no open space for a park & ride, and has one of the smallest percentages of commercially zoned land of any King County city. In short, it will take a private partner and structured parking to open up the system to more of Lake Forest Park. We believe that is possible, but not at the planned funding rate of PR1. For the present, our parking is limited to about 100 sneak & riders who park in retail lots and infiltrate neighborhoods.

What is good bus service today will be in question with a combined 11,000 daily boardings planned at the NE 145th Street and NE 185th Street stations and only a combined 1,000 parking spaces. We need effective transit service that keeps commuters north and east of Lake Forest Park on SR 522, SR 523 and SR 104. Without investing in access and high capacity transit so our citizens can use transit in higher numbers, your system will serve only pass-through commuters. Lake Forest Park residents are educated and savvy commuters. Given a better chance to access transit, they will.

There is no doubt that light rail will be used by our citizens. Unless you make the system more accessible, overall utilization will not increase. Making the system more accessible is the only way to achieve real gains in ridership.

We will end this message with a sincere challenge. We invite each Sound Transit Board member to come to Lake Forest Park and to review the access barriers before making final decisions. We would be happy to host and provide a tour.

Sincerely,



Mary Jane Goss
Mayor



Don Anderson
Mayor

July 14, 2015

Jason Whalen
Deputy Mayor

Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

Mary Moss
Councilmember

Dear Sound Transit Board of Directors:

Michael D. Brandstetter
Councilmember

I am writing this letter on behalf of the City of Lakewood regarding a proposed Sound Transit 3 (ST3) which would build upon the existing mass transit system of light rail, commuter rail and bus services, and identifies options for expanding and improving the overall system in Pierce County. Lakewood is home to nearly 60,000 residents and close to 4,000 businesses. Moreover, Lakewood is strategically located along the I-5 Corridor, and is the "host community" for Joint Base Lewis-McChord (JBLM). Local public transit options serve not only the City and JBLM, but also residents of Steilacoom, University Place, DuPont and unincorporated Pierce County. With the current strong economy, increasing population, and rising congestion, Lakewood strongly supports the efforts of Sound Transit to expand multimodal public transportation options in the Puget Sound.

Marie Barth
Councilmember

The initial work of the Seattle/King County Corridor has been completed. It is now the time to expand transportation projects elsewhere. With that in mind, the City of Lakewood requests that the Sound Transit Board include the following projects as part of the ST3 package to be presented to voters for consideration in November, 2016:

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

1. Extend the Sounder system from Lakewood Station to the City of DuPont and create a new Sounder Station located in the Tillicum neighborhood of Lakewood to serve both residents and members of JBLM and their families. The station should have the capacity to handle both trains and busses. Additionally, Amtrak will be using the rail line that extends through Tillicum starting in the latter part of 2016 and as Sounder and Amtrak rail activity expands along this line the new station should be built to handle increased capacity. The Tillicum Station has been slated for development within the City's Comprehensive Plan for many years with no objection from Sound Transit.

2. Extend the Sounder train hours of operation to better serve Lakewood and South Sound commuters. The expansion would significantly increase ridership and boost economic development. Sound Transit should tout the indirect economic benefits expanded service provides to many of the cities served by your agency.

3. Add Bus Rapid Transit (BRT), in lieu of, light rail from the Tacoma Dome Station South along South Tacoma Way to Pacific Highway South, terminating at the Tillicum Sounder Station. The proposal is a cost effective means to expand bus ridership for JBLM service members and their families. Further, South Tacoma Way is a main thoroughfare in

Tacoma, and Lakewood. Parts of South Tacoma Way in Lakewood alone move over 30,000 vehicles a day. With the level of activity, BRT it should be included in the Sound Transit long range plans. Without BRT, Sound Transit may be doing a disservice to many of its customers.

4. Modify the current agreement between Sound Transit and Lakewood whereby the City funds maintenance and security for the Lakewood Station. As part of a ST3 appropriation, Lakewood desires Sound Transit to cover annual facility costs. The current agreement has been in place since 2006. The City's ability to maintain the Station has become increasingly burdensome.

The proposed additions to ST3 are very much compatible with the Sound Transit priorities. It is my belief that these recommendations will:

- Expand the current system in a logical manner
- Further connect the region with High Capacity Transportation options
- Add socio-economic equity
- Combine/integrate operations with other transit operators (e.g. Amtrak)
- Increase multi-modal services
- Promote transit friendly land use and Transit Oriented Development
- Increase ridership
- Federal funding is available, especially in the case of BRT

For many years, Lakewood has been one of Sound Transit's strongest partners. Our working relationship is excellent, and no matter the outcome of any future election, that relationship will continue. The City's recommendations, combined with Sound Transit investments, provide economic opportunities, drives community growth and revitalization. To close, it is our hope that the Sound Transit Board will include our recommendations in the ST3 package.

Sincerely,



Mayor Don Anderson

CC:

Deputy Mayor Jason Whalen
Councilmember Marie Barth
Councilmember Paul Bocchi
Councilmember Mike Brandstetter
Councilmember Mary Moss
Councilmember John Simpson
City Manager John J. Caulfield

RECEIVED
JUN 08 2015

BY: Board Administration

June 4, 2015

Sound Transit Board
c/o Board Administrator
Union Station
401 S. Jackson St.
Seattle, WA 98104

RE: Draft Priority Projects List for ST3

Dear Sound Transit Board Members:

The City of Lynnwood has been a strong partner with Sound Transit on the Lynnwood Link Extension from before the vote on ST2 and through the project planning and environmental review. We are currently hard at work with your staff on final engineering and design. We look forward to continuing to work with you through the opening of service in 2023.

The Lynnwood community is excited to work with you in a similar manner on ST3. We have always believed that completion of the system to Everett and extensions on the Eastside and to Tacoma are vitally needed to serve the Central Puget Sound area.

As you work on approving the Draft Priority Projects list for ST3, the City would like you to consider the following:

- Lynnwood is planning for 3 additional stations in our community north of the current terminus. We envision stops at City Center and Alderwood being designed as “urban” stations. Little to no on-site parking would be needed or even desirable as the Lynnwood Regional Center will be built out to improve walkability, improve transit access and increase development densities. The third Lynnwood stop would be in the vicinity of the Ash Way Park-and-Ride which is located in an area planned for annexation into our City.
- We believe it is essential that the alignment be routed to serve the Paine Field area. There are several strong arguments for this alignment. This area is one of the largest concentrations of employment in Washington State, and it is imperative that our residents, some of whom fall into lower income strata, have improved access to these jobs; it appears that some level of passenger service may be operating from Paine Field during the planning horizon and our residents and business community will benefit from rapid access to flights originating from Paine Field; and the OMSF site eventually required to serve ST3 and the Paine Field area has long been thought to offer reasonable options for such a siting.

- The potential for extruding the line to Everett Community College and Providence Regional Medical Center would make an excellent terminus for ST3. Our residents would be able to access services in and around the hospital and access to ECC would be a positive result. Finally, this terminus appears to offer a much improved opportunity for intercepting intermodal trips from points north and east in Snohomish County.

Lynnwood looks forward to working closely with Sound Transit on these matters as ST3 moves forward.

On behalf of the City of Lynnwood, thank you for your consideration.

Sincerely,



Nicola Smith
Mayor

- c: Paul Roberts, Councilmember, City of Everett
Dave Earling, Mayor, City of Edmonds
John Lovick, Snohomish County Executive
Joni Earl, CEO, Sound Transit
Patrice Hardy, Government Relations Specialist, Sound Transit
Lynnwood City Council
Paul Krauss, Community Development Director
David Kleitsch, Economic Development Director

July 6, 2015

Sound Transit Board
c/o Sound Transit Administrator /Chair
401 S. Jackson Street
Seattle, WA 98104

**Re: Sound Transit 3 Draft Project Priority List
Comments and Recommendations from Mountlake Terrace**

Dear Sound Transit Board:

I am writing on behalf of the Mountlake Terrace City Council to express our support for select projects on the ST3 priority list. We appreciate the good work and progress that Sound Transit has completed to date on the ST2 project toward providing an efficient, cost effective light rail extension in the North Corridor.

As you consider the scope of the ST3 projects, we recommend that you proceed with the following projects, in order of priority, on your priority projects list.

1. N-05 Infill Light Rail Station: 220th Street (Lynnwood Link)

This project would fund the design and construction of an elevated station at I-5 and 220th Street SW along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the Lynnwood Link Extension design process. The 220th Street Infill site is located near an existing commercial, residential and light industrial area and the City of Mountlake Terrace's largest employer, Premera, located on 220th Street SW, west of the station. 220th Street SW is the shortest, most direct connection between the station's location at I-5, to Hwy 99 and the City of Edmonds. This station would provide substantial opportunities and benefits to Mountlake Terrace residents, employees, businesses, neighboring cities (such as Edmonds) by connecting them quickly with the North Corridor. A park and ride facility should be incorporated into the design and construction of this light rail station.

- 2. The City of Mountlake Terrace strongly recommends an additional candidate project for the priority list - a parking structure for the 236th Street aerial station.** A parking structure at 236th Street SW in Mountlake Terrace could be a separate project or funded in the **R-05 System Access Program (ped, bike and parking)** category.

We commend Sound Transit's decision to construct an aerial station above 236th Street SW on I-5 (the station is an ST2 project scheduled to open in 2023). It complements the ten years of planning and implementation that the City has undertaken to encourage redevelopment of the Town Center. It is also a great complement to a large-scale Gateway Village proposal for a high density mixed-use transit-oriented development (TOD) immediately south of and abutting the 236th Station.

The existing Mountlake Transit parking lot and garage is already at capacity. Additional parking is needed to encourage and support high volume ridership on the 236th light rail system. In addition to the nearby TOD activity, Lakeview Drive, from the I-5 overpass on 236th west to 228th Street SW is being reconstructed to include Lakeview Trail (a multi-modal trail for bicyclists and pedestrians between the Interurban Trail and I-5) and Edmonds is currently constructing a connector street from 228th to Hwy 99 (Edmonds). These two construction projects will direct connect Hwy 99 to I-5 at 236th. The traffic volume from Hwy 99 is expected to double. More bicyclists and pedestrian will have a safe route to the 236th Street Station. More commuters will access light rail at the 236th station. A new parking structure is essential to complement the 236th Street station.

3. R-07 Transit Oriented Development Program

Program to fund additional TOD analysis and support conducted as part of project development in accordance with the TOD Policy (Resolution No. R2012-14). Funding could be used for activities such as planning, detailed market studies, analysis of potential Agency TOD sites, and related activities necessary to bring surplus properties to the market, and both Community and Agency TOD development support.

4. N-02 options for Lynnwood Center Transit to Everett Station

An extension of the light rail system to Everett is an important regional investment in the mobility of people to jobs, goods and services.

5. R-01 ST Express Service

We support any project that would fund capital and operating improvements for ST Express regional bus service to the 220th Street SW infill station and the 236th Street stations. Express (and local commuter transit) bus service is essential to support the high-capacity transit extensions that are selected for the Sound Transit 3 measure.

Thank you for the high quality work and visioning completed to date on the North Corridor Transit Project. We are excited to continue working together to achieve an extended light rail system as soon as possible.

Sincerely,



Jerry Smith
Mayor, City of Mountlake Terrace

cc: Joni Earl, Sound Transit Chief Executive Officer
Ric.Ilgenfritz@SoundTransit.org
Kathy.Leotta@SoundTransit.org
Arlene Fisher, City Manager
Steve Osguthorpe, Community and Economic Development Director

City of Orting

110 Train St SE, P.O. Box 489, Orting, WA 98360-0489

Phone: (360) 893-2219

Fax: (360) 893-6809

6/29/15

Sound Transit


East Pierce County Cities ST3 Recommendation

401 S. Jackson St.

Seattle, WA 98104

The City of Orting supports a train station and transport from the McMillin Park of Industry area to either Sumner or Puyallup Sounder stations. Significant growth is expected to occur in east Pierce County including up to 10,000 new homes on the Bonney Lake Plateau, 4-5 thousand on South Hill and many more in Graham in the next 10-15 years. State highways SR410 and SR162 are already in gridlock condition. A station at McMillin on SR162 would provide a necessary component of transportation to meet the needs of these commuters. In addition the parking for train transportation in Puyallup and Sumner is already at maximum capacity and needs relief. I request that this station and train be added to the ST3 list of projects.

Sincerely,

 6/30/15
Joachim Pestinger, Mayor, Orting Date

“Small Town – Big View”



CITY OF PUYALLUP

City Manager's Office

Puyallup City Hall
333 S. Meridian
Puyallup WA 98371

July 14, 2015

Sound Transit
Attn: Sound Transit 3
401 South Jackson Street
Seattle, WA 98104

Re: City of Puyallup Comments – Sound Transit 3 Priority Project List

Sound Transit Board of Directors:

Thank you for the opportunity to provide comments on the Sound Transit 3 (ST3) draft list of priority projects that may be considered as part of a future ballot measure. Transportation options are a regional issue, and Puyallup appreciates the opportunity to comment on future project considerations.

As with most of the Puget Sound region, Puyallup is a growing city, anticipating 50,000 residents by 2030, with additional growth expected to occur in the surrounding urban areas. We also have two designated Regional Growth Centers (RGCs), with the Puyallup Sounder station being located within our Downtown RGC. As a result of this anticipated growth, the City's updated Transportation Element acknowledges that many north/south routes through the City will be at capacity in the near future, and other modes of transportation are necessary to accommodate the transportation impacts resulting from growth in the City and in surrounding jurisdictions.

We have reviewed the Sound Transit 3 draft list of priority projects and support a number of projects on this list that maintain and improve the existing Puyallup Sounder station. **Projects S-06, S-07, and S-08 (South Sounder platform extensions, additional South Sounder service)** provide expansions to both the capacity of current commuter rail service as well as future service frequency. The Puyallup station currently has the highest number of boardings for South Sound service and expansion of the existing service would be beneficial to our community.

Other projects on the draft list do not directly impact the Puyallup station but could substantially improve transportation options for South Sound residents. **Projects S-01 through S-05 (Federal Way Link, extension to Tacoma Mall)** each address a component of light rail extension from Kent/Des Moines south to the Tacoma Mall. Extension of this service would provide another necessary option linking Pierce County to King County.

Finally, we ask that you consider two additional projects to help improve options for Puyallup and other East Pierce County residents. The Sound Transit Long Range Plan project map (page 12) identifies projects 9 and 11 as potential bus rapid transit and high-capacity transit corridors.

We request that this ST3 package of projects also include corridor studies to assess the feasibility of those projects, which would connect communities to the south (i.e., Graham, Orting) with existing commuter rail connections in Puyallup or Sumner.

Puyallup supports a number of projects on this ST3 draft priority project list, and respectfully requests that Puyallup and other East Pierce County jurisdictions are directly benefitted by some of the projects on the final list. Again, thank you for the opportunity to comment on these potential projects and continue to invest in the transportation choices available in our community.

Sincerely,

A handwritten signature in blue ink, reading "Kevin J. Yamamoto". The signature is fluid and cursive, with a large, stylized initial "K" and "Y".

Kevin J. Yamamoto
City Manager

cc: Tom Utterback, City of Puyallup
Mark Palmer, City of Puyallup
Rob Andreotti, City of Puyallup
Katie Baker, City of Puyallup



July 8, 2015

Dow Constantine, Chair
Sound Transit Board of Directors
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

Subject: City of Redmond's Comments on the draft Priority Project List to be used in Development of the Sound Transit 3 System Plan

Dear Chair Constantine and Members of the Board,

On behalf of the City of Redmond, thank you for the opportunity to comment on the draft Priority Project List (PPL). The City has long supported establishing a regional high capacity transit (HCT) system. Much of the Eastside transit demand is for travel among Eastside urban centers, and Sound Transit 3 (ST3) must invest in projects and service to meet that travel demand, as well as connect the Eastside with the region. A regional HCT system is critical to support job and population growth by providing a safe and convenient way for people to get where they need to go.

The City's priority projects support connecting the urban centers in the Eastside and connecting the Eastside with the region. We respectfully submit our priority projects and request that these projects be included during the next phase of ST3 System Plan development (these projects are listed in priority order):

- 1. Complete the Link light rail spine to Downtown Redmond** – A primary goal of any ST3 package must be completing the East Link spine from Overlake to downtown Redmond early in the implementation of the ST3 package, since a Record of Decision has already been issued for this project. In order to maximize East Link ridership and benefit to the region, people must be able to safely and conveniently access these new stations. The following project elements must be included to provide seamless access to transit facilities and services:

Southeast (SE) Redmond station area

- 1,400 stall park and ride garage, as included in the East Link Record of Decision
- Direct access for transit and vehicular traffic to the park and ride from SR 520 and SR 202
- Pick-up and drop-off facilities and bus-shuttle-rail transit transfer facilities, including but not limited to layover, bus stops and other passenger facilities
- Grade separation of the East Lake Sammamish Trail through the SR 202/SR 520 Interchange and connection with the station and Redmond Central Connector Trail
- Direct pedestrian and bicycle access to Marymoor Park

Downtown Redmond station area

- Bus-rail transit transfer facilities at the station area, including but not limited to layover, bus stops and other passenger facilities that integrate transit operations in downtown Redmond
- Pedestrian and bicycle connections from the station to surrounding land uses
- Maintain the Redmond Central Connector Trail consistent with Sound Transit's easement in this corridor
- Accommodate the City's planned extension of 168th Ave NE between NE 76th St and Avondale Way across the light rail corridor
- Ensure that light rail crossings of all streets operate safely and efficiently

2. Provide enhanced Regional Express Service along SR 520 between Redmond and UW – In order to maximize the connectivity benefits of this regionally important corridor, ST3 must include the following:

- All-day frequent service connecting Redmond to the UW and Brooklyn light rail stations
- Facilities to improve bus-rail transit integration at UW Station
- Enhance the waiting environment at bus stops on SR 520 in the Overlake neighborhood by providing additional shelter and separation from traffic
- Enhance bus access between SR 520 and Downtown Redmond and Southeast Redmond to improve transit reliability and decrease travel times

Regional Express Service along SR 520 is the City's second highest priority and is not currently included in Sound Transit's draft PPL. The long standing success of Regional Express routes 545 and 542, WSDOT's ongoing investment in SR 520 transit infrastructure and the opportunity for Regional Express service to connect with two light rail lines require continued investment in this corridor.

3. Provide expanded Regional Express Bus Service in key corridors in East King County – ST3 must provide expanded Regional Express Bus Service and capital improvements, including speed and reliability improvements, to interconnect the Eastside and maximize access to the regional HCT system. Frequent transit service must be provided in key regional corridors identified in Sound Transit's Long Range Plan, with connections between:

- Downtown Redmond and downtown Kirkland
- Overlake and downtown Kirkland
- Downtown Redmond, Overlake and Eastgate

Service should be designed to provide center-to-center connections along each corridor, as well as provide significantly more convenient transfers to the regional HCT system.

4. Implement I-405 Bus Rapid Transit (BRT) including a connection at 85th Street and I-405 – BRT along I-405 from Lynnwood to SeaTac will provide a viable alternative travel option for trips within the Eastside and to other parts of the region, especially when combined with East Link and an integrated Sound Transit and Metro bus transit system. A transit connection at NE 85th St and I-405 will significantly expand access to I-405 BRT for

Redmond, Kirkland and east King County residents, as well as commuters from north King and Snohomish Counties who are traveling to jobs on the Eastside.

5. **Provide access to the regional transit system** – Implement non-motorized access improvements and increase park and ride capacity where appropriate, including a new park and ride east of Redmond in North Sammamish to serve residents of Sammamish and east King County. This park and ride must be served by Regional Express service to SE Redmond, the SR 520 corridor and the University of Washington.
6. **Support transit oriented development (TOD)** – Sound Transit should partner with the City in the vicinity of all Redmond Link stations to identify and implement TOD where appropriate, including the remnant property that will be available for redevelopment upon completion of construction at the Overlake Village station. The City of Redmond has invested heavily in TOD related planning and infrastructure, and looks forward to partnering with Sound Transit to create vibrant transit communities with jobs, housing, services, and cultural and recreational activities.
7. **Provide facilities and services to operate and maintain the regional transit system** – Any regional transit package must fully fund transit vehicles and services, maintenance and storage facilities, and system repairs and upgrades necessary to ensure that the regional transit system is successful and sustainable. Planning for these vehicles, facilities and services must be completed during the planning process for each project in the ST3 System Plan.
8. **Support planning for the next phase of Sound Transit investments** – ST3 should fund studies of future system expansion to lay the foundation for the next phase of regional transit investment. It is important that our region plan for the future and is prepared to address the challenges and opportunities that come with being a growing and vibrant region.
9. **Integrate Sound Transit and King County Metro service into a regional transit system that is seamless for the rider** – Sound Transit, King County Metro, and other local transit agencies must integrate transit service into one regional system. This regional transit system must allow people to seamlessly connect between light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.

Thank you for considering the City of Redmond's comments. Please contact Joel Pfundt at 425-556-2750 or jpfundt@redmond.gov if you have any questions or would like to discuss any of the City of Redmond's comments on the draft PPL.

Sincerely,


Hank Margeson
President
Redmond City Council

cc: Redmond City Council



July 14, 2015

The Honorable Dow Constantine
King County Executive
Sound Transit Chair
401 South Jackson Street
Seattle, WA 98104

RE: City of Renton Comments on Sound Transit ST 3 Draft Priority Project List

Dear Executive Constantine:

Thank you for the opportunity to comment on Sound Transit's draft priority list of projects to be considered for ST3. We have reviewed the draft project list and are very supportive of the following projects:

- E-04 - Renton HOV Direct Access/North 8th Street Ramp
- E-02 - I-405 BRT
- R-01 - ST Express Service
- R-05 - System Access Program for Parking, Pedestrian and Bicyclists
- R-07 - Transit Oriented Development (TOD)

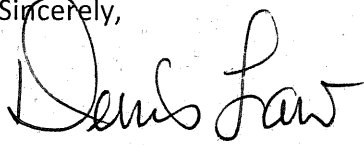
To be more specific about Renton's expectations for how the project and program improvements should be implemented within the city, we have included an aerial map showing approximate locations for parking garages/TOD, flyer stations, express bus service and regional trail improvements. Such improvements need to be included in ST3 to meet the regional growth expected within our city and gain voter approval from our residents.

Renton is a city of over 95,000 residents that consists of a regional urban center with a large employment base, including over 10,000 Boeing employees. Renton has experienced tremendous growth over the past two decades. As shown in the King County growth projections, Renton is planning for residential and employment growth at a level that is higher than any other core city in the region. We appreciate the recognition in the draft priority project list, which acknowledges a high increase in ridership potential for transit within our community. We have high expectations that Sound Transit (ST) will deliver the long-overdue capital project and transit service hour increases to meet those needs within our regional growth center.

We certainly appreciate the complexities of developing a final financially constrained list of projects to bring to the voters of our region in the fall of 2016. However, we request the final project list recognize that Renton has historically been an underserved area and that the next system plan includes long-overdue capital projects and service hour increases in the Renton area.

We look forward to the release of the project list from the Sound Transit Board in August.

Sincerely,



Denis Law
Mayor

Enclosure

DL:aa

cc: Renton City Councilmembers
Jay Covington, Chief Administrative Officer
Gregg Zimmerman, Public Works Administrator
Chip Vincent, Community and Economic Development Administrator
Terry Higashiyama, Community Services Administrator
Doug Jacobson, Deputy Public Works Administrator, Transportation
Leslie Betlach, Parks Planning/Natural Resources Director
Jim Seitz, Transportation Planning Supervisor





4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

July 8, 2015

Board Administrator
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

Subject: System Plan (ST3) Draft Priority Projects List

Dear Board of Directors:

The SeaTac City Council recently received a briefing on your long-range planning progress and appreciates the opportunity to provide input on the draft list of priority projects for Sound Transit's new system plan (ST3).

As you know, the City of SeaTac supported Sound Transit's Legislative request for authority to seek ST3 funding from voters. As a major Sound Transit hub with three light rail stations reaching into our community, we remain interested in the success of transit throughout our region.

As a major stakeholder in your system, we respectfully request that the Board consider the following SeaTac priority projects during your deliberations on ST3:

- **Expansion/addition of parking facilities at the Tukwila International Boulevard (TIB) Station.** We strongly believe the opening of Angle Lake Station will not result in any reduction in the need for additional parking at TIB. The impacts on our community of the "hide and ride" public are already considerable at the TIB Station, and will only continue to impact our neighborhoods. The station is a key component in the light rail transit spine and suffers from a lack of adequate parking. We request the addition of this item to your list of "Enhancements Supporting the Existing System."
- **Light Rail Redondo/Star Lake project and light rail extension from Kent/Des Moines to Tacoma Mall.** Our support of the Federal Way Link Extension as currently funded in ST2 also reflected our interest in the system developing south to Tacoma to better serve those wishing to visit or do business in our community. We request retention of these items in the "Realigned Projects" and "Corridors from ST2 High-Capacity Transit Studies" priority projects lists, respectively.
- **Express bus route from West Seattle to Burien connecting to routes serving Seattle-Tacoma International Airport.** This route is generally reflected in Project 13 in the 2014 Long-Range Plan. The north-south service provided by the light rail spine suffers from a lack of east-west connections. With traffic to Sea-Tac Airport projected to increase from the 37.5 million air passengers per year in 2014 to 66 million air passengers per year by 2034, a more robust circulation system that avoids state highways and city streets is of

Mayor
Mia Gregerson

Deputy Mayor
Tony Anderson

Councilmembers
Barry Ladenburg
Kathryn Campbell
Terry Anderson
Dave Bush
Pam Fernald

City Manager
Todd Cutts

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

paramount importance. We request that you include this element in the priority project list of “ST Express services to support the existing system.”

- **South King County High Capacity Transit (HCT) Corridor Study project to develop light rail from Downtown Seattle to West Seattle modified to extend to Burien and connect to the spine serving Sea-Tac Airport.** The original HCT study extended the corridor from Downtown Seattle to Burien but has since been truncated to terminate in West Seattle. As mentioned above, the phenomenal growth forecasted for Sea-Tac Airport requires forethought in developing an enhanced high capacity transit system with significant east-west corridors. We request the retention and modification of this project in the “Corridors from ST2 High-Capacity Transit Studies” priority projects list.
- **Infill light rail station at Boeing Access Road.** This multi-modal station project would connect heavy and light rail, facilitating the transfer of patrons between Link and Sounder systems and broadening the system’s connectivity and overall ridership opportunities. The project, originally approved by voters in 1996, can help capitalize on the area’s potential for significant employment growth and better utilize existing infrastructure investments. The station will also provide greater access to the Museum of Flight, one of the region’s premier tourist destinations. We request retention of this project in your list of “Enhancements Supporting the Existing System.”

The SeaTac City Council understands that projects included on the Board’s adopted ST3 priority lists will be subject to further evaluation to include costs, benefits and impacts to communities. We therefore retain our right to comment further as the projects develop and as the impacts and benefits to the City of SeaTac are studied further.

The SeaTac City Council values its long and productive relationship with Sound Transit through the development of the Tukwila International Boulevard Station, SeaTac/Airport Station, Angle Lake Station and, most recently, the environmental review for the Federal Way Link Extension. We look forward to learning the outcome of the Board’s deliberations on these important system expansions.

Sincerely,



Mia Gregerson
Mayor

c: SeaTac City Council
City Manager Todd Cutts
Asst. City Manager Gwen Voelpel
CED Director Joseph Scorcio



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Scott Kubly, Director

July 15, 2015

Sound Transit
Attention Kathy Leotta, ST3 Draft Priority Projects
Union Station
401 S. Jackson St.
Seattle, WA 98104

RE: ST3 Draft Priority Projects

Dear Ms. Leotta:

The City of Seattle is extremely supportive of future expansion of the regional transit system being developed in the ST3 system plan. We appreciate the opportunity to comment in detail on the Draft Priority Projects. This letter reflects coordinated comments from other city departments. You will find that these comments include specific corridor details and projects inquiries that will inform us about the impacts or trade-offs that these projects may have to the overall system plan and how they integrate with Seattle's transportation and land use plans.

First and foremost, the City of Seattle supports light rail connecting Ballard to Downtown to West Seattle. We believe that a new downtown tunnel is a key element of this corridor, and necessary for the future core capacity of the Puget Sound region. It is our assumption that this tunnel will be in the areas under 4th, 5th, or 6th Avenue, consistent with alternatives in the South King County High Capacity Transit Corridor Study. We do not support the at-grade alignment through downtown because of impacts to the downtown traffic and mobility and the inability to serve South Lake Union. The next four paragraphs provide further insight to develop and evaluate this priority project.

In the Ballard to Downtown segment of this corridor, we request Sound Transit analyze an alignment that includes a below grade station with pedestrian connections to the existing Westlake Station platforms, a station serving South Lake Union in the area of Westlake Ave N and Denny Way, a station at State Route 99 and Harrison Street, serving Uptown and the Seattle Center, a station in close proximity to the Elliott Trail bridge (near the future Expedia site), a station in the vicinity of 15th Avenue and Newton (near Whole Foods), a station in the vicinity of 15th Avenue and Dravus Street, a station in the vicinity of 15th Avenue and Market Street, and a station at 15th Avenue and 65th Street. We would also like to see an alternative with a terminus at 15th Avenue and Market Street and how these alternatives could interline with a future Ballard to University District alignment, for cost and ridership comparison.

In the Elliott/15th Avenue corridor, we request Sound Transit analyze surface running and elevated alternatives with an evaluation that highlights the trade-offs of ridership, travel time, private property

Seattle Municipal Tower
700 5th Avenue
Suite 3800
PO Box 34996
Seattle, Washington 98124-4996

Tel (206) 684-ROAD / (206) 684-5000
Fax: (206) 684-5180
Hearing Impaired use the Washington Relay Service (7-1-1)
www.seattle.gov/transportation

impacts, general traffic and freight mobility impacts and cost. In the surface alternative, include an analysis of left turn access points for large (WB-67) vehicles and how freight access to the Ballard/Interbay Industrial and Manufacturing Center would be maintained. Demonstrate how left turning movements and U-turn movements function at signalized intersections with light rail.

Seattle requests Sound Transit evaluate a multi-modal bridge structure that replaces the existing Ballard Bridge and includes light rail, general purpose lanes, and separated pedestrian and bicycle facilities. It is our goal to have no more than 4 general purpose lanes. Seattle also requests Sound Transit develop a bridge alternative or alternatives lower than the 70' height identified in the Ballard to Downtown High Capacity Transit Expansion Study. Key comparisons for this analysis are capital and operating costs, length of required bridge approaches and associated property and roadway network impacts, and the frequency of openings in the non-peak periods impacting transit and general purpose traffic travel time.

In the West Seattle segment of this corridor, we would like to see a phased approach with connections from Downtown to the West Seattle Junction funded in ST3 (since this segment appears to have the highest ridership) and extensions further south potentially funded in a future Sound Transit system plan. We request Sound Transit develop and evaluate surface, tunnel and elevated alignments, as well as, identify early implementation items that would benefit existing bus service prior to full light rail corridor implementation. Clearly identify any changes or impacts that modify operations of or overall mobility on the Spokane Street or West Seattle bridges. Evaluate early bridge implementation such as a bus ramp or transit lanes that can be converted to light rail in the future, a bus hub transfer facility in SODO, or other options to improve transit travel times and reliability for connections from West Seattle.

While the Ballard to Downtown corridor is a top priority, Seattle requests Sound Transit to further evaluate the Ballard to University District corridor assuming a tunnel configuration with pedestrian connections to the U District Station and considerations to extend the line to the east in the future.

Seattle requests Sound Transit provide a full evaluation of the Graham Street (Central Link) and 130th Street (Lynnwood Link) infill stations. Seattle's EIS for the Comprehensive Plan update includes two options with a new urban village around the 130th Station with zoning that would permit TOD and encourage higher ridership. For the Graham Street station, develop alternatives that compare the property impacts and costs of adjacent side platform and off-set side platform configurations. For the 130th Street station, work with Metro to identify new transit riders gained from an integrated bus feeder network. New bus riders gained from a revised bus feeder network were not included in the Lynnwood Link EIS, this underestimated station ridership potential.

Seattle requests Sound Transit to include Madison BRT in its list of draft priority projects, assuming a configuration with dedicated transit lanes and full featured BRT on the Madison corridor. Please coordinate this analysis with SDOT staff currently working on this project.

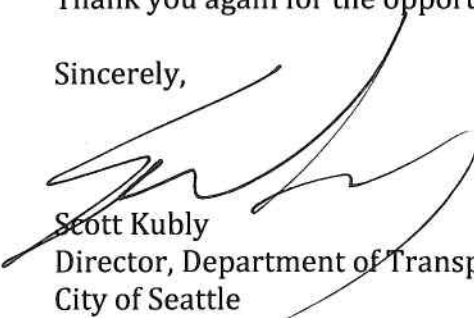
Seattle requests Sound Transit to identify how the proposed System Access Program and Transit Oriented Development Program can be applied to existing and future stations. Include incentives in these programs to leverage ST funds with local investments in light rail, BRT related projects, streetcar and other station access improvements.

The City of Seattle will continue to partner with Sound Transit on the implementation of the ST3 System Plan. Based upon supportive polling results suggesting a desire to implement regional transit sooner rather than later, Seattle request Sound Transit to develop, evaluate and recommend project development, permitting, construction, and funding methods and alternatives to accelerate the completion of ST3 funded projects.

We anticipate a successful partnership to expand the regional transit system, provide safe, efficient and sustainable transportation choices for or residents and regional riders. If you have any questions about these Draft Priority Projects, please don't hesitate to contact me or Michael James at michael.james2@seattle.gov or (206) 386-4012.

Thank you again for the opportunity to comment.

Sincerely,



Scott Kubly
Director, Department of Transportation
City of Seattle

CC: Andrew Glass Hastings
Barbara Gray
Jon Layzer
Paulo Nunes-Ueno
Bill Bryant
Hannah McIntosh
Diane Sugimura
Tom Hauger
Michael James



SHORELINE
CITY COUNCIL

Shari Winstead
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Chris Roberts

Jesse Salomon

May 28, 2015

The Honorable Dow Constantine
Chair, Sound Transit Board
401 S Jackson St.
Seattle, WA 98104

Dear Chair Constantine,

This letter is to request the addition of *High Capacity Transit Service* connecting the SR-523/145th Corridor with *High Capacity Transit Service* on the SR 522 corridor in the Sound Transit 3 Plan (ST3). While we greatly appreciate consideration of a study of the SR 523 corridor being included in Sound Transit's initial ST3 project list, the corridor must be improved well before a future ST4 plan, when items studied in ST3 may be funded, in order to make the currently planned system effective.

We are very excited about the Lynnwood Link Extension (LLE) stations opening in Shoreline in 2023; however there is still work to do to ensure that riders in North King County can access these stations. With planned ridership of over 6,000 boardings per day at the 145th Street Station, there must be robust, high capacity transit connecting to the station as the 500 stall parking garage cannot possibly handle that volume.

As you know, the 2014 update to Sound Transit's Long Range Plan included adding a BRT corridor to SR 523/145th Street, between I-5 and SR-522, and High Capacity Transit (HCT) from I-5 to SR-522. This recognizes that the NE 145th Street light rail station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. Connecting the SR 522 and SR 523 corridors with high capacity transit will provide a transit link for many north Lake Washington residents that are expecting to access light rail at the NE 145th Street.

Therefore, we request the addition of High Capacity Transit along SR-523 connecting to SR-522 and the 145th Light Rail Station in the ST3 plan, specifically service that provides at least 10 minute headways during peak hours and 15 minute headways all day long.

The North King County cities have identified the following as key issues for the Board to consider:

- Providing HCT on SR-522 and SR-523 increases the opportunity to link affordable housing in our communities with job centers via transit as the cost of housing continues to increase. We must provide diverse opportunities for people to live without cars and still be able to connect to the region through rapid, all day transit.
- This connection is a vital link to regional education and job centers, connecting University of Washington-Bothell/Cascadia Community College and Shoreline Community College with the main University of Washington campus.

- The ST Board recognized the importance of the 145th corridor by adding it HCT to connect to the SR-522 HCT corridor in the long-range plan in December, 2014
- ST has an obligation to support existing stations (145th LLE station) with transit and supporting infrastructure prior to addressing potential future stations
- 130th in Seattle is not identified as a HCT corridor in the ST long-range plan.
- While Shoreline currently has no official ownership of the 145th corridor, it is willing to address access problems – and is taking a leadership role in developing a solution to improve the corridor to ensure that the light rail line is successful.
- BRT connecting Shoreline and the communities of LFP, Kenmore and Bothell makes sense and is more logical than running that system down into Seattle.

Additionally, the City of Shoreline is working in partnership with Sound Transit, the cities of Seattle, Lake Forest Park and Kenmore, King County Metro, WSDOT and PSRC to identify needed changes along the SR-523 corridor that will improve transit speed and reliability and is developing a plan with these partners to implement the improvements. Future funding could provide for capital improvements and greatly improved transit service on a significantly congested and underserved corridor.

We urge you and the Sound Transit Board to add *HCT on SR 523* to the ST3 plan, to be studied over the next year, to ensure the system truly allows communities to connect to the light rail spine.

Sincerely,

A handwritten signature in cursive script that reads "Shari E. Winstead".

Shari Winstead, Mayor
City of Shoreline



CITY OF
SUMNER
WASHINGTON

1104 MAPLE STREET, SUMNER WA 98390

July 1, 2015

Sound Transit
East Pierce County Cities ST3 Recommendation
401 S. Jackson St.
Seattle, WA 98104

Please include a station and transport from the McMillan area in the ST3 package. This is a vital component for serving all of Eastern Pierce County, giving people in this area a compelling reason to support the ST3 package. If you see the 10,000 new homes going into Tehaleh on the Bonney Lake Plateau, combined with another 4-5,000 new homes on South Hill and more in the Graham area, you would agree that Eastern Pierce County has already become King County's affordable housing option. Families come out on a Saturday or Sunday, fall in love with the beautiful area, buy an affordable home, and intend to keep their jobs in Seattle or King County, failing to realize the traffic chokehold already on SR 162 and all our highways.

When we included improving access to Sumner in ST2, it was agreed with our council that Sumner would not be the sole parking solution for Orting, Bonney Lake, Buckley, etc. We agreed that future packages would build more satellite options to take the strain off Sumner. This is the fulfillment of that promise. Please include McMillan Station in ST3.

Sincerely,

Deputy Mayor Cindi Hochstatter

P.S. SR 162 is already a parking lot with more houses being built off it every day. Please include not only a McMillan Station but a plan to use the already existing, operational track that parallels SR 162 to use train service. This is an incredible asset to have still available, and the highway is already so far beyond capacity that a bus would only get stuck, even if it were to try to use the shoulder right-of-way.



City of Tukwila

6200 Southcenter Boulevard • Tukwila, Washington 98188

Jim Haggerton, Mayor

July 1, 2015

Sound Transit Board
c/o Board Administration
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Dear Board Members:

The City of Tukwila is pleased to provide Sound Transit comments on the Draft Priority Projects List as you shape the package for ST3. **Tukwila strongly supports the Infill Light Rail Station and Sounder Station at Boeing Access Road, as well as the I-405 BRT project linking SeaTac with Lynnwood via bus rapid transit.**

The Light Rail and Sounder stations at Boeing Access Road align with six out of seven of the core priorities Sound Transit identified for developing and evaluating the system plan:

- **Ridership** – The City of Tukwila and Sabey Corporation commissioned a ridership study for light rail at Boeing Access Road earlier this year. The results show that, if the station were open today, it would attract 1,400 riders per day. This exceeds ridership numbers at other existing stations today. In addition, the study showed that boardings could exceed 3,770 by 2035. Attached to this letter is the ridership analysis performed by Fehr & Peers earlier this year.
- **Connecting the region's designated centers with HCT; Supporting Land Use and TOD** – The Boeing Access Road site is adjacent to Tukwila's Manufacturing and Industrial Center (MIC), which currently hosts over 11,500 jobs and is projected to have as many as 24,500 by 2035. This large employment center has very little public transportation and employers in the area are eager for additional ways for their employees to go to and from work. The City recently lost nearly half of the Group Health employees currently located in the MIC to Renton because Group Health – and specifically their employees – wanted better access to transit. They will be moving into a site adjacent to the Tukwila Sounder Station in 2017.
- **Advancing "Logical Next Steps" projects beyond the Spine; within financial capacity** – Both the Light Rail and Sounder stations at Boeing Access Road have already been approved by the voters. Combined with the ridership numbers, the relatively low-cost of building an infill station vs. one that requires laying more track, constructing what was previously promised to the voters is a logical next step.
- **Socio-economic equity** – Tukwila's median income is 40% of King County's, and residents rely heavily on public transportation to get around. Residents who live in the Census tract around Boeing Access Road are 32% Asian, 16% Black, 10% Hispanic and 40% White and reflect Tukwila's overall diverse community. 50% of the households in Tukwila speak a language other than English at home, 62% are persons of color, and 36% are foreign born. The School District

reports a homeless rate among our students of 10%, and 25% of the City's residents live below the poverty line.

- *Integration with other transit operators/transportation systems* – Employers in the MIC are supportive of establishing a private shuttle service to maximize use of both stations, and would connect the Allentown residential neighborhood as well in this program.
- *Multi-modal access* – Construction of the Light Rail and Sounder stations at Boeing Access Road would develop the only multi-modal connection between light rail and commuter rail on the system. The Rapid Ride "A" Line, which currently terminates at the Tukwila International Boulevard Station, could be extended to Boeing Access Road, allowing for the only station with light rail, commuter rail and bus service.

The Boeing Access Road stations will benefit a wide and diverse group of users, including residents, employees and employers, but also a broader list of constituents that includes the students at Raisbeck Aviation High School and visitors to the Museum of Flight. In fact, the Museum's own analysis shows that if a light rail station were built at Boeing Access Road, their current attendance of 600,000 visitors per year would increase by 25%.

While the City has long been vocal about the infill Light Rail and Sounder stations, we are also very much in favor of the bus rapid transit project that would connect Lynnwood to SeaTac. This is a critical corridor and connecting the south, east and north via the east side of the lake via a BRT corridor will be a huge benefit for the region.

Tukwila strongly advocates for ensuring that this project connects with the Tukwila station to allow commuters seamless multi-modal connection from commuter rail to BRT. A natural commute for an employee living in south King County or north Pierce County and working in Redmond would be a first leg of the trip on commuter rail with a connection to BRT at the Tukwila station. The easier we can make it for people to use multiple modes of public transportation the better. In addition, because of the connectivity provided by the RapidRide F line, a BRT stop at the Tukwila station would allow people who live, work and play in Tukwila greater access to the eastside, as well as north King County.

The City of Tukwila is an eager supporter of ST3 and expanding transit service throughout the region. We strongly encourage you to ensure that these three projects remain in the package to go before the voters in the fall of 2016. Both my staff and I would be happy to answer any questions you may have.

Sincerely,



Jim Haggerton
Mayor



March 6, 2015

Bob Giberson
Public Works Director, City of Tukwila
6300 Southcenter Blvd, Suite 100
Tukwila, WA 98188

Subject: Boeing Access Road Infill Station Analysis

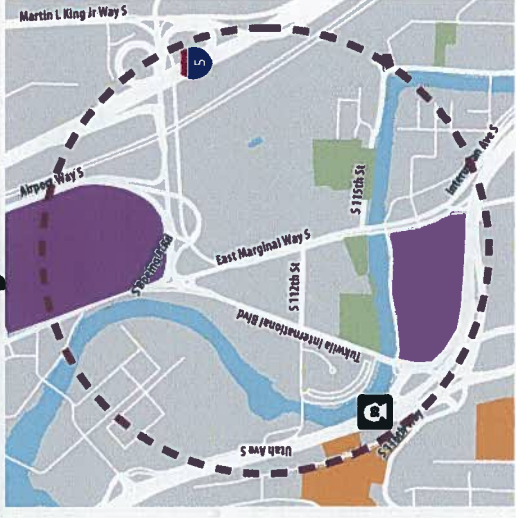
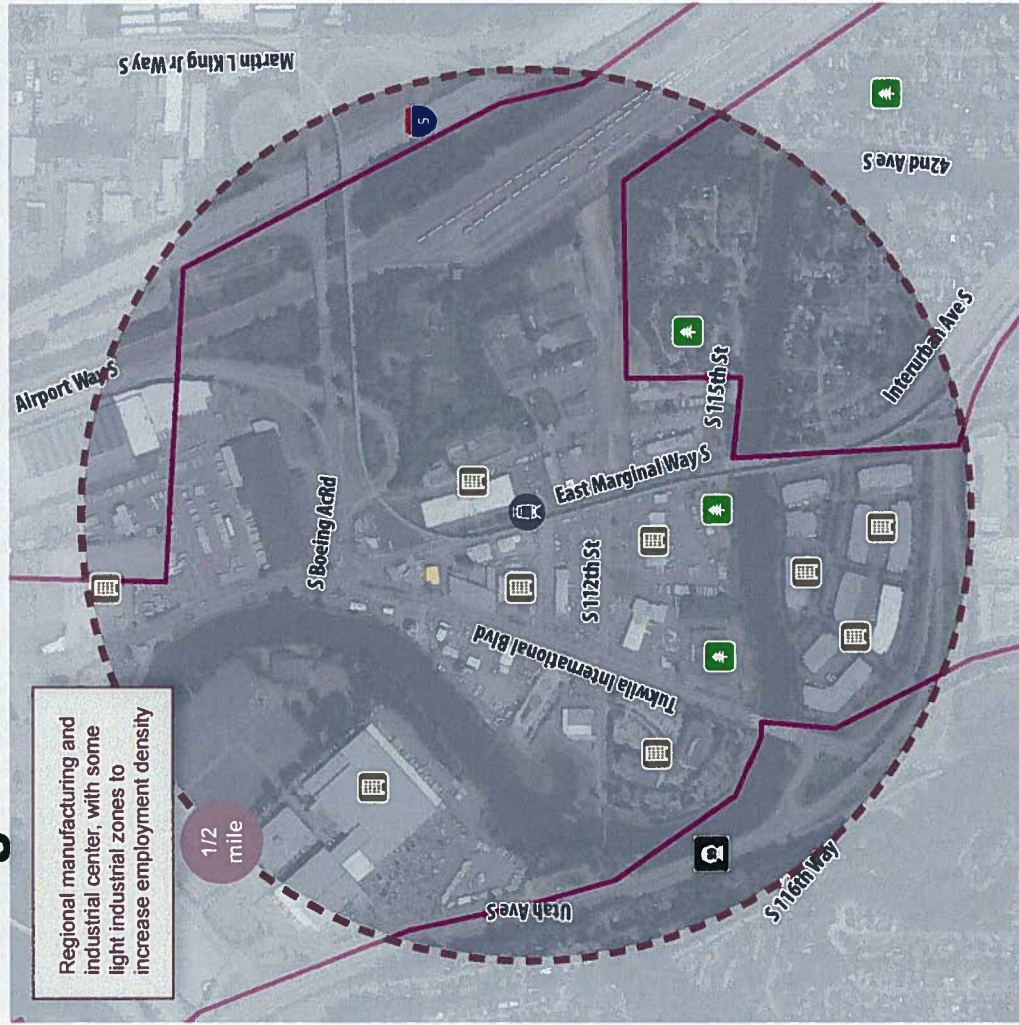
Dear Bob:

To better understand the ridership and mobility benefits of a Link Light Rail Station near Boeing Access Road and E. Marginal Way, Fehr & Peers performed a station area and ridership analysis. This station was part of the original Sound Move vote, but was deferred during the initial construction of Central Link. The station remains in Sound Transit's Long Range Plan as an "infill" station that could be constructed as the Link system matures. This analysis estimates station boardings under the following scenarios:

- 2015 Conditions – based on applying Fehr & Peers direct ridership forecasting tool to the new station
- 2020 Conditions – based on scaling the 2015 and 2035 results using the City of Tukwila's future land use assumptions around the station area
- 2035 PSRC – based on the Puget Sound Regional Council's Land Use Target forecasts (also used for all Sound Transit ridership modeling)
- 2035 Tukwila – based on the City of Tukwila's land use forecasts (used for the City's Comprehensive Plan Update)
- 2035 Sabey – City's travel model forecasts with the 10,000 new employees at the Sabey site located northeast of the Boeing Access Road/E Marginal Way intersection
- 2035 EcoNW – City's travel model forecast with EcoNW development forecasts of 2,500 employees at the Sabey site

The following pages summarize the station area and results. Overall, the analysis indicates that this station would have relatively high ridership under both current conditions and future conditions with additional employment in the area.

Boeing Access Road General Station Area Vicinity



Character: Manufacturing/industrial employment area with some existing office uses.

Key Opportunities:

- Link light rail already travels through the station area.
- The “Boeing Access Road Infill Station” is part of the current Long Range Plan for Sound Transit’s Link Light Rail system.
- Substantial opportunities for increased employment densities in the station area.
- Major opportunities for new development within station area.
- Employer community committed to funding shuttle service.
- Employment hub with 11,600 jobs within a mile today and may grow to 24,500 jobs by 2035.

Key Challenges:

- Limited existing streets and sidewalks. Difficult access for pedestrians and bikes to major employers from a potential station area.
- Only one access point across I-5 and it does not have pedestrian facilities.
- Duwamish River divides the station area and there is no public access across the Duwamish River northwest of Tukwila International Boulevard.
- Limited existing local bus service.
- Very limited residential uses allowed within the station area.

Ridership Generators





- General Link Light Rail Station Vicinity
- Social Services / Religious
- PSRC Regional Growth Center or Manufacturing and Industrial Center
- Park / Recreation
- Major Employment Site
- Station Vicinity

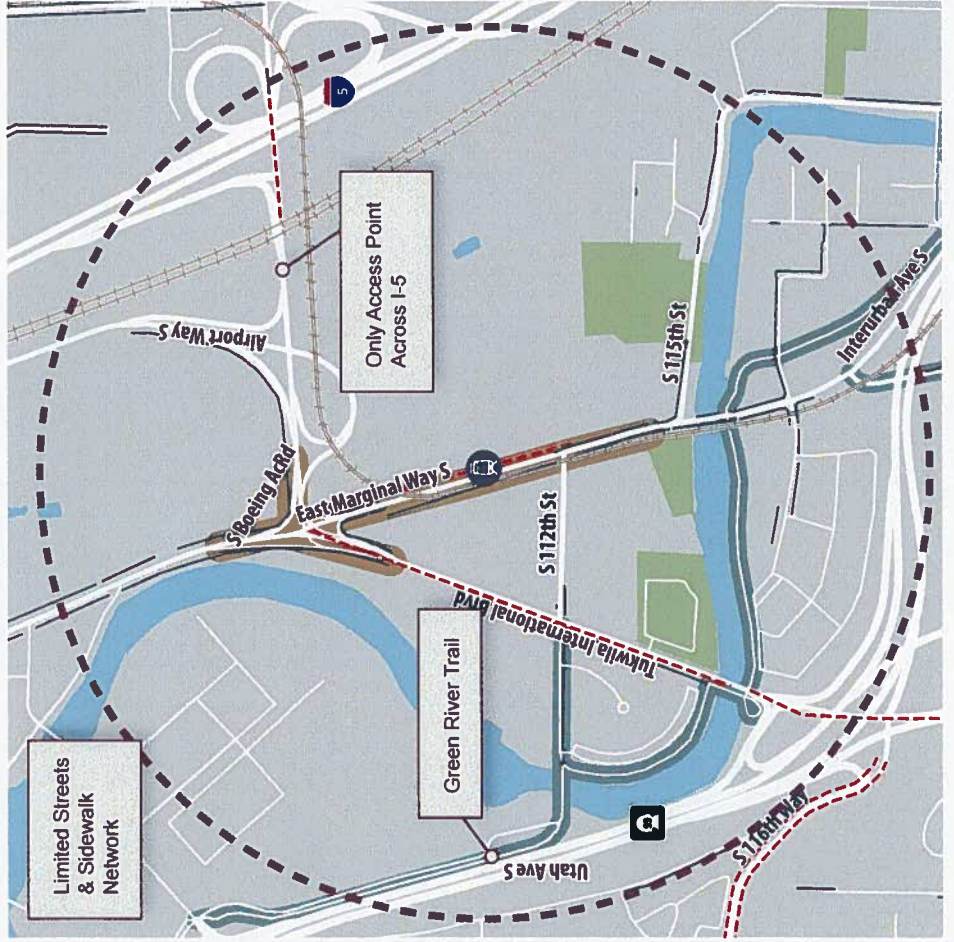
Urban form and land use pattern: Current uses are industrial, manufacturing, warehousing or vacant lands that occupy relatively large blocks of varying geometry. Relatively low intensity employment with surface parking. Some low density residential housing is on the western and southeastern edges of the study area. Major opportunities for higher-density employment in the Mixed-Use zoning (mixed offices/industrial) areas and greater intensity on the industrial properties.

Population, employment, and density: Low population density in both 2010 and 2035 due to almost no residential zoning. Low employment density in 2010 due to the mostly manufacturing/industrial land use. Substantial increase in employment density possible by 2035.

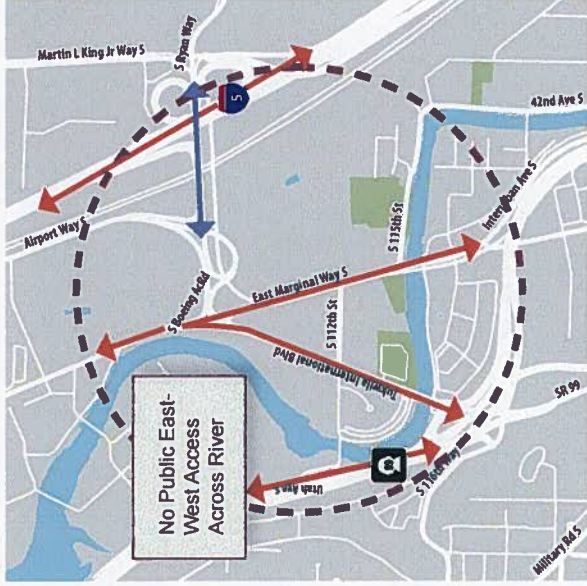
Boeing Access Road Connectivity






There are few streets, large parcels, wetlands, and basic pedestrian facilities in the station area. Block sizes are generally large and travel by bike or walking is not easy through the blocks. Natural features like the Duwamish River divides the area, while heavily travelled north-south roadways limit east-west access. There is no public vehicle access east-west across the river, however the Green River Trail bridge does allow pedestrians and bikes to cross at Tukwila International Boulevard. The only east-west access point across I-5 is Boeing Access Road, but there are no existing pedestrian facilities. While there are sidewalks along E. Marginal Way, the pedestrian environment is harsh due to the adjacent industrial uses.

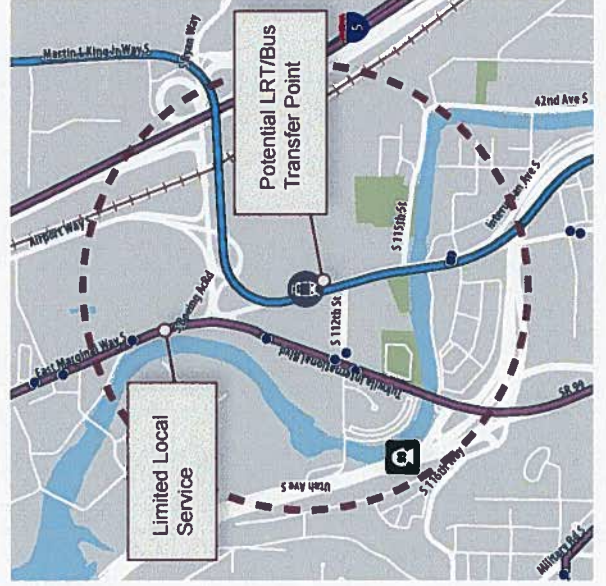
- Non-Motorized Network**
-  General Link Light Rail Station Vicinity
 -  Existing Bike Lane / Trail
 -  5-Minute Walk from Station
 -  Existing Sidewalk
 -  Future Sidewalk



- Roadway Access**
-  Major North / South Access
 -  Major East / West Access



- Transit Service**
-  Bus Stop
 -  General Link Light Rail Station Vicinity
 -  Local Bus Route
 -  Link Light Rail
 -  Sound Transit Commuter Rail



Boeing Access Road Land Use & Demographics

For this analysis, four 2035 land use scenarios were evaluated:

1. City of Tukwila forecasts prepared for Comprehensive Plan Update
2. Future employment forecasts prepared by the Sabey group
3. Future employment forecasts prepared by EcoNorthwest
4. PSRC forecasts used for regional planning

The four scenarios have varying amounts of employment growth by 2035, but little or no population growth as the station area continues to be a Manufacturing/Industrial Center. The employment totals include areas north of the station vicinity, as major employers just outside of the area could also use the potential HCT station.

Land Use within Station Area

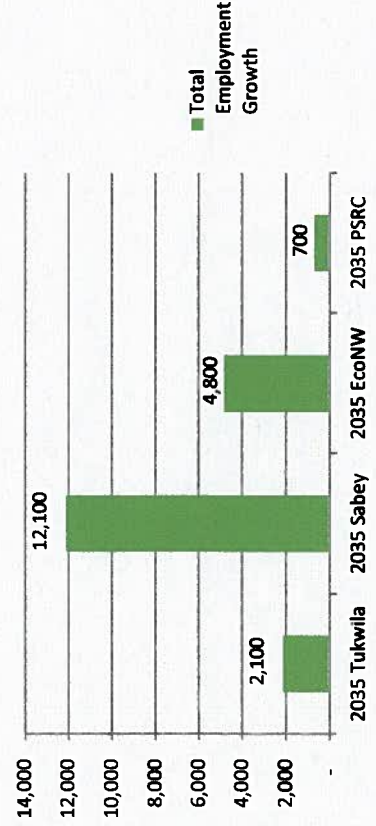
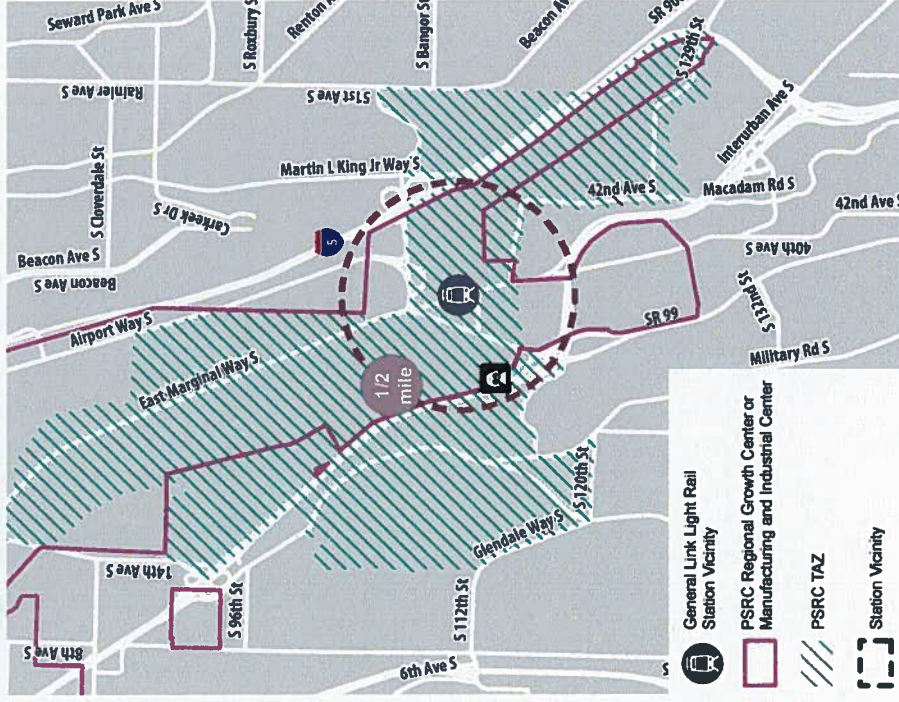
	2015	2035 Tukwila	2035 Sabey	2035 EconW	2035 PSRC
Total Employment	11,600	14,500	24,500	17,200	13,100

Potential Transit Ridership

	2015	2020	2035 Tukwila	2035 Sabey	2035 EconW	2035 PSRC
Daily Boardings	1,410	2,150	3,270	3,770	3,410	3,200
Change from 2035 PSRC	NA	NA	+70	+570	+210	0

Potential Daily Boardings

Potential station daily boardings would be driven by the employment uses in the area. An analysis of the transit models indicate that most station activity in the morning involves people departing the train and boarding in the afternoon. The results above show that even under 2015 and 2020 conditions, the station would have relatively high ridership. While there is wide variation in total employment forecasted under 2035 conditions, the daily boardings at the potential station do not vary as greatly. The travel model predicts that once a station is placed in the area, there will be a base amount of ridership attracted to the adjacent land uses (office, industrial, retail). As employment increases only a portion of the new trips (about 5 percent) attracted to the more intense development is expected to occur via Link Light Rail.



July 14, 2015

Kathy Leotta
Senior Transportation Planner
Planning and Project Development
Sound Transit

RE: Sound Transit 3 Draft Priority Projects List

Dear Ms. Leotta:

The City of University Place supports the following South Corridor projects: S-01 Kent/Des Moines to Redondo/Star Lake, S-02 Redondo/Star Lake to Federal Way, S-03 Federal Way to Tacoma Dome and S-11 Tacoma Link Extension to Tacoma Community College. These project would connect light rail to Tacoma and ultimately connect the University Place Regional Growth Center at Tacoma Community College with other growth and industrial/manufacturing centers in the region. The City encourages these projects be elevated or otherwise separated from vehicular traffic to maximize their efficiency in moving people throughout the region.

The City would also like to express support for R-07 Transit Oriented Development Program. The City is in the process of developing a subarea plan for the University Place Regional Growth Center and anticipates transit oriented development will be encouraged in the plan.

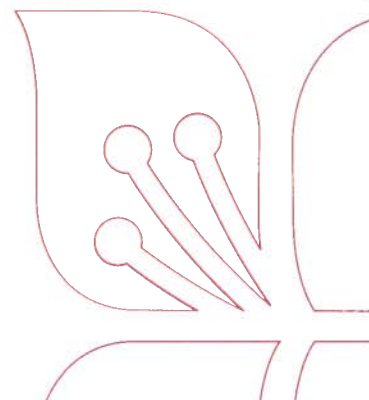
Should you have any questions regarding our support for these projects, please do not hesitate to contact David Swindale, Planning and Development Services Director, at (253) 460-2519.

Sincerely,



Denise McCluskey
Mayor

cc: Steve Sugg, City Manager
David Swindale, Planning & Development Services Dir.



July 9, 2015

RECEIVED
JUL 14 2015
BY: Board Admin



"Citizens, business and local government;
a community commitment to our future."

Sound Transit Board of Directors
401 South Jackson Street
Seattle, WA 98104

Re: Comments on Draft Priority Project List for Sound Transit 3

Honorable Board of Directors:

The City of Woodinville requests that the Sound Transit 3 (ST3) Projects List be amended to add High-Capacity Transit (HCT) along the I-405 Corridor, particularly on the portion north of Totem Lake to Woodinville.

In 2008 when voters approved Sound Transit 2, it included \$50 million to begin development of the Eastside Rail Corridor as a High Capacity Transit corridor. As you know, that project was never implemented, leaving unfilled commitments to voters. Meanwhile, these voters continue to pay additional transit taxes with no hope that one of the projects they were promised will ever be delivered.

The Eastside Rail Corridor continues to be one of the most viable mass transit projects in the region. The right-of-way is in public ownership; it would serve some of the fastest growing areas of the region, including two Urban Centers (Totem Lake and Canyon Park); it provides direct access to a major transportation hub connecting I-405, SR522, SR202, and SR9; and it establishes the groundwork for a direct transit connection between the overlooked eastside communities of King and Snohomish Counties.

Sound Transit needs to keep the promises it made to our voters by including in ST3, previously promised projects that were not completed or implemented, and giving them first priority for new funding and construction.

Thank you for your consideration. Please let us know if you have any questions or desire clarification about our request.

Sincerely,

CITY OF WOODINVILLE

Bernard W. Talmas
Mayor

cc: Woodinville City Council
Attachment: ST2 Eastside Rail Corridor Project Summary – Project E32b

Capital Contribution: Partnership for Passenger Rail on the BNSF Corridor (E. King County)

Project Number	E32b
Subarea	East King/ Snohomish
Primary Mode Impacted	TBD
Facility Type	TBD
Version Number	1.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Capital contribution to a potential passenger rail partnership on the Eastside BNSF corridor.

Project Purpose: Provide capital funding contribution to elements of a potential passenger rail partnership on the Eastside BNSF corridor to improve mobility and contribute to the regional transportation system

Cost
in Millions of 2007\$

Sound Transit Total Capital Funding Support	\$50.0
---	---------------

Contribution

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Dependent on	Port of Seattle acquisition of Eastside BNSF thru federal Rails to Trails process
Impacted by	Results of the feasibility study of passenger rail directed by state legislature
Impacted by	King County plan for adjacent trail
Impacted by	East Link light rail project potential easements/use of segments of the Eastside BNSF

Project Partners

Potential partnership could include a city, agency or entity formed to plan, develop, operate, manage passenger rail

Capital Contribution: Partnership for Passenger Rail on the BNSF Corridor (E. King County)

Long Description

This project includes a potential capital contribution of \$50 million to a partnership which would operate passenger rail on the Eastside BNSF corridor, subject to completion of a due diligence process and Board review and approval.

This capital contribution would be addressed by an agreement between Sound Transit and a potential partner or partners which would specify the terms of Sound Transit's contribution, the responsibilities of each partner and the terms and conditions of such a partnership.

Sound Transit would complete due diligence on a proposed partnership, evaluating the details of the proposed agreement, the proposed operation and management and would verify facts and financial information about the partner/partnership. The result of the due diligence process would be an assessment of the desirability, value, potential and identification of any risks associated with the partnership opportunity.

Information to be obtained from a potential partnership will include:

- defined service plan (segments, number of trips, stations, access)
- cost information (capital and operating)
- completion of required environmental approvals
- term of the agreement (minimum length of time/years) service would be provided
- financial information about partner (proven ability to fund passenger rail construction, operation and maintenance)

The scope of Sound Transit's contribution would be determined by the Board. Sound Transit's intent is to fund recoverable capital components of passenger rail operation such as vehicles, station property, etc, to minimize any potential loss to Sound Transit. The term of the passenger rail operation period could be three to five years. The period of operation would be determined through negotiation with the partners. The partner(s) must show financial capacity to indemnify Sound Transit of liability or financial risk of public dollars.

If a partnership opportunity does not arise by a specific date determined by the Sound Transit Board, or if potential partnerships do not meet Sound Transit's requirements, the Board may consider reallocation of the funds to projects or service that improve speed, reliability and access to transit in the I-405 corridor.

Exclusions:

Sound Transit funds cannot be used on projects or service that operates outside of Sound Transit's district. The segment of the Eastside BNSF between Woodinville and Snohomish is outside of the Sound Transit district.

This project does not include funds for operating passenger rail service.

Any annual or periodic operating and maintenance expenses for passenger rail on the Eastside BNSF corridor would be the responsibility of the partner.

Any necessary environmental approvals would be obtained by the partner, not by Sound Transit.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, implementation schedules, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership		
Capital Contribution	\$50.0	in Millions of 2007\$
Annual Operating Cost		
Travel Time & Reliability		
Connectivity & Integration		
Land Use & Development		
Customer Experience		
Risk Avoidance		

Capital Contribution: Partnership for Passenger Rail on the BNSF Corridor (E. King County)

Key Issues and Benefits

Issues:

- A feasibility analysis of passenger rail service on the Eastside BNSF is currently being completed by Sound Transit and the PSRC, as directed by the state legislature. The analysis will inform decisionmakers about whether passenger rail on the Eastside BNSF can be a meaningful component of the region's future transportation system.
- The feasibility analysis, to be completed by late 2008, includes evaluation of:
 - *Geographical extent of service
 - *Existing rail lines and planned usage
 - *Identification of potential station locations
 - *Ridership projections
 - *Cost for adjacent trail
 - *Identification of most beneficial, cost-effective sections
- Sound Transit funds cannot be expended on projects outside the Sound Transit district (between Woodinville and Snohomish).
- If a partnership opportunity on the Eastside BNSF corridor does not arise or is not determined to be feasible based on Sound Transit's due diligence process on a proposed partnership, the Board may consider allocation of the partnership funds to projects that improve transit speed, reliability and access in the I-405 corridor.

Benefits:

- Could contribute to Eastside mobility and to the regional transportation system

July 15, 2015

Sound Transit
c/o Ms. Kathy Leotta
401 S. Jackson Street
Seattle, WA 98104

RE: Sound Transit 3 Draft Priority Project List

Dear Ms. Leotta,

As Sound Transit considers projects for inclusion in ST3, Community Transit strongly encourages prioritizing completion of the light rail spine to Everett, with intermediate connections at major centers like 164th Street and 128th Street. This extension of the regional rail network will provide mobility for all communities in southwest Snohomish County.

Established transportation and land use plans along this future spine are oriented around Sound Transit's delivery of this service. Community Transit's Long Range Transit Plan, developed in collaboration with jurisdictions throughout Snohomish County, proposes a network of Swift bus rapid transit corridors that will connect centers throughout the urban growth area. This Swift network will also provide critical east-west high capacity transit to feed Link light rail at key locations like 196th Street, 164th Street and 128th Street. The capacity provided by Swift on these corridors is a fundamental component of Sound Transit's ridership modeling for Link in ST3 and represents the most cost-effective solution for delivering riders to rail stations.

In addition to completing the LRT spine, we encourage Sound Transit to prioritize station designs that will provide effective integration between bus and rail services. Community Transit and the communities we serve are investing heavily in development of the Swift network that will bring riders to Link. Ensuring that buses have a priority path to move through congested station areas will be critical to the success of Sound Transit's system.

Post-recession economic recovery, rapidly accelerating development and associated traffic congestion have highlighted the need for this Link extension. The clearest example of this in Snohomish County has been the recent transformation of land use along 164th Street and the area surrounding Ash Way park & ride. Thousands of new high-density residential units have been constructed within walking distance of this center. Many of these homes are being occupied by workers commuting to centers in King County, relying on proximity to transit in the I-5 corridor. Development on an equal scale is coming to the 128th Street corridor. Both Community Transit and Sound Transit commuter bus services have seen the impact of this new development in terms of more transit riders and dramatically increased traffic congestion and travel times on I-5.

Continued growth of the region's economy and mobility for residents of Puget Sound makes it imperative that ST3 connect 164th, 128th and downtown Everett in a way that is timely, cost-effective and provides for integration of LRT with local transit and land use. Community Transit looks forward to the next phase of regional rail development and is dedicated to achieving the best possible integration of regional service with the bus network in Snohomish County.

Sincerely,

A handwritten signature in blue ink that reads "Emmett Heath". The signature is fluid and cursive, with the first name "Emmett" being larger and more prominent than the last name "Heath".

Emmett Heath
Chief Executive Officer



Sound Transit Phase 3 (ST3) System Plan Joint Interest Statement Cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish July 14, 2015

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Sammamish share the following interests in the Sound Transit Phase 3 (ST3) System Plan. These shared interests are in addition to city-specific interest statements or comment letters that may be provided to Sound Transit.

Fund Eastside needs – ST3 must fully fund investments necessary to meet Eastside transit needs throughout the duration of the ST3 System Plan. The regional transit system must provide viable alternative travel options within the Eastside and connect the Eastside with the region.

Connect regional growth centers within the Eastside – Eastside cities have many common interests and goals and are interconnected both economically and geographically. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers. Much of the Eastside transit demand is for travel among Eastside centers and ST3 must invest in service to meet that travel demand.

- Complete the East Link spine to Downtown Redmond; this should be a primary goal of any ST3 package.
- Build light rail from Totem Lake to Issaquah via Bellevue to connect these Eastside regional growth centers with fast, frequent and reliable transit service; delivering this connection within the ST3 timeline is imperative. If light rail is beyond the financial capacity of the Eastside in ST3, then other HCT connections such as Bus Rapid Transit (BRT) should be implemented instead.
- Invest in High Capacity Transit (HCT) and additional Regional Express Service (REX) to ensure that people can travel within the Eastside and beyond.

Connect the Eastside with the region – ST3 should continue the legacy of strengthened connections between the Eastside and Snohomish County, South King County and Seattle.

- Implement high-quality BRT along I-405, consistent with but not limited to capital and operational investments identified in the I-405 Master Plan; improved access to I-405 BRT, including “last mile” connections and transit connections to activity centers must also be provided.
- Invest in enhanced and expanded Regional Express Service between Eastside cities and the region, including adding service to overcrowded and high ridership routes and implementing capital investments that improve the quality of these services including BRT type investments.

Provide an integrated regional transit system with access enhancements – Sound Transit, King County Metro, and cities must work together to develop a fully integrated regional transit system with enhanced access that supports local and regional plans.

- Integrate all Sound Transit and King County Metro transit service into a regional network that seamlessly connects light rail, bus rapid transit, regional express and local bus service regardless of which agency is providing the service.
- Invest in Transit Oriented Development (TOD) to support High Capacity Transit by becoming an early and active partner in TOD and participate in subarea planning as part of ST3.
- Fund non-motorized station access improvements, such as pedestrian and bicycle facilities, in ST3 and identify them early in project planning and design.
- Advance performance-based initiatives in ST3 that maximize the utilization of existing Park-and-Ride lots and provide increased capacity where appropriate.

Support system expansion – Provide operational services, capital improvements and future planning to support the expanded regional transit system.

- Provide facilities and services necessary to operate and maintain the expanded regional transit system, with facility and service planning completed early in the process.
- Lay the foundation for the next phase of regional transit investments by funding studies of future system upgrades and extensions as part of the ST3 System Plan.

Sound Transit Board Chair
King County Executive Dow Constantine
c/o Board Administrator
Sound Transit
401 S Jackson St.
Seattle, WA 98104

RE: Light Rail from Kirkland's Totem Lake to Issaquah via Bellevue

Dear Executive Constantine,

We write to you as a united and bipartisan community, representing Democratic and Republican lawmakers, businesses and more from East King County.

We are thrilled to welcome the East Link light rail extension to the Eastside within the next decade.

As you now focus on crafting a ST3 package for voters, it is critical that Sound Transit build upon those successes – and include the entire project, from design to construction, of adding light rail from Totem Lake in Kirkland to Issaquah via Bellevue.

This project is already included in your "draft priority projects" list as E-03.

The Eastside continues to grow at a rapid pace, and much of that growth will be targeted in our designated Regional Growth Centers for housing and employment: Redmond, Kirkland, Bellevue and soon, Issaquah's downtown.

Looking forward, these centers will continue to be the Eastside's focus for dense, mixed-use development. They are also home to some of our state's largest employers.

With Redmond's light rail connection in our near future, we must now focus on connecting the rest of the Eastside's centers. Sound Transit's proposed light rail line does just that.

A Totem Lake-Bellevue-Issaquah light rail route will support our region's long-term vision for growth, boost our economy, generate jobs and relieve traffic congestion.

Let's continue this exciting momentum – and keep the Eastside moving.

Sincerely,



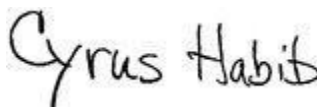
Senator Mark Mullet
5th Legislative District



Senator Steve Litzow
41st Legislative District



Senator Andy Hill
45th Legislative District



Senator Cyrus Habib
48th Legislative District



Representative Tana Senn
41st Legislative District



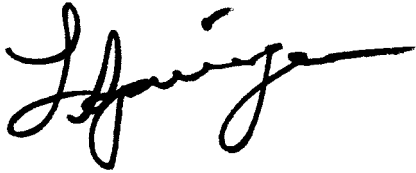
Councilmember Kathy Lambert
King County Council District 3



Representative Joan McBride
48th Legislative District



Mayor Amy Walen
City of Kirkland



Representative Larry Springer
45th Legislative District



Mayor Fred Butler
City of Issaquah



Representative Roger Goodman
45th Legislative District



King County

Rod Dembowski

Councilmember, District 1

Metropolitan King County Council

July 7, 2015

The Honorable Dow Constantine
Sound Transit Board Chair
401 S. Jackson Street
Seattle, WA 98104

Dear Chairman Constantine:

It is my privilege to represent the residents of King County Council District 1, which includes Bothell, Kenmore, northwest Kirkland, Lake Forest Park, northeast Seattle, Shoreline and Woodinville. I am writing today to advocate for high-capacity transit service projects and the necessary studies to meet the growing transportation needs of my constituents. SR 522, also known as Lake City Way and Bothell Way, serves as the key transportation corridor for north King County and a substantial part of northeast Seattle and south Snohomish County.

The corridor is increasingly gridlocked at peak commute times and important connectors to the corridor such as SR 523 (NE 145th St. in Seattle) and SR 104 (Ballinger Way in Lake Forest Park and Shoreline) are also mired in traffic. Congestion on SR 523 and SR 104 will only continue to increase once the Lynnwood Link Extension opens in 2023. The inclusion of projects aimed at improving transit access in this corridor as part of the Priority Project List for the Sound Transit 3 (ST3) plan would undoubtedly contribute to the region's current and projected economic growth and help reduce congestion in this vital corridor.

SR 522 is a heavily traveled cross-lake corridor, with 40,000 to 50,000 vehicles using it per day. The tolling of SR 520 across Lake Washington has led to an approximately 9% increase in traffic flow on SR 522. The downtown areas of Lake Forest Park, Kenmore and Bothell are centered on this corridor and are poised to experience a substantial increase in job growth and population density. This growth and the SR 520 toll diversion have made traffic congestion on SR 522 and local roads a serious problem, negatively affecting economic activity, the environment, and overall quality of life in north King County.

We need long term solutions to the congestion and mobility problems facing the region. Three projects in particular should be included in the ST3 ballot measure:

- **Bus Rapid Transit (BRT) and Ultimately Light Rail on SR 522.** Although BRT would be effective in the short term, a long term solution to reduce traffic congestion along the 522 corridor is necessary. A Light Rail study for Bothell Way, with the intention of funding Light Rail along the SR 522 - Bothell Way corridor in a future funding package, should be completed.
- **Structured Parking Along the Bothell Way Corridor.** The four park and rides located in Kenmore and Bothell are typically at or above capacity by 9 AM each day. Lake Forest Park suffers from a total lack of park and ride facilities. The inadequacy of the current park and rides result in parking spillage in surrounding neighborhoods and cities throughout the corridor. The spillage negatively affects local residents and businesses. This is also a serious barrier to accessing transit in the corridor. To better serve commuters and residents, additional structured parking garages should be built along SR 522.
- **Bus Rapid Transit on NE 145th Street (SR 523).** BRT would be an effective means to get Northshore residents to the Light Rail Station once it is complete. This station is poised to provide a quick, reliable connection for commuters. BRT on SR 523 should be added to maximize the potential of this station and help alleviate growing congestion.

The above projects remain a high priority for north King County. The increase in traffic congestion caused by the SR 520 tolling will only get worse as north King County and the surrounding region continue to grow. A long term solution is necessary. That is why we look forward to seeing these high-capacity transit projects funded in November of 2016.

In addition, the Burke-Gilman Trail (BGT) parallels SR 522. Sound Transit should encourage and fund connectivity to and from the BGT and its light rail, BRT, and parking facilities by providing necessary corridor connectivity infrastructure and bike-friendly facilities and transit options.

Thank you for your consideration. Should you have any questions or comments, please do not hesitate to contact me at (206) 477-1001 or Rod.Dembowski@kingcounty.gov.

Very Truly Yours,



Rod Dembowski
King County Councilmember, District 1

cc: Sound Transit Board of Directors
City of Bothell
City of Kenmore
City of Kirkland
City of Lake Forest Park
City of Seattle
City of Shoreline
City of Woodinville

July 6, 2015

Sound Transit Board
c/o Sound Transit Administrator /Chair
401 S. Jackson Street
Seattle, WA 98104

**Re: Sound Transit 3 Draft Project Priority List
Comments and Recommendations from Mountlake Terrace**

Dear Sound Transit Board:

I am writing on behalf of the Mountlake Terrace City Council to express our support for select projects on the ST3 priority list. We appreciate the good work and progress that Sound Transit has completed to date on the ST2 project toward providing an efficient, cost effective light rail extension in the North Corridor.

As you consider the scope of the ST3 projects, we recommend that you proceed with the following projects, in order of priority, on your priority projects list.

1. N-05 Infill Light Rail Station: 220th Street (Lynnwood Link)

This project would fund the design and construction of an elevated station at I-5 and 220th Street SW along the Lynnwood Link Extension corridor. The station was identified by the Sound Transit Board as a potential future station during the Lynnwood Link Extension design process. The 220th Street Infill site is located near an existing commercial, residential and light industrial area and the City of Mountlake Terrace's largest employer, Premera, located on 220th Street SW, west of the station. 220th Street SW is the shortest, most direct connection between the station's location at I-5, to Hwy 99 and the City of Edmonds. This station would provide substantial opportunities and benefits to Mountlake Terrace residents, employees, businesses, neighboring cities (such as Edmonds) by connecting them quickly with the North Corridor. A park and ride facility should be incorporated into the design and construction of this light rail station.

- 2. The City of Mountlake Terrace strongly recommends an additional candidate project for the priority list - a parking structure for the 236th Street aerial station.** A parking structure at 236th Street SW in Mountlake Terrace could be a separate project or funded in the **R-05 System Access Program (ped, bike and parking)** category.

We commend Sound Transit's decision to construct an aerial station above 236th Street SW on I-5 (the station is an ST2 project scheduled to open in 2023). It complements the ten years of planning and implementation that the City has undertaken to encourage redevelopment of the Town Center. It is also a great complement to a large-scale Gateway Village proposal for a high density mixed-use transit-oriented development (TOD) immediately south of and abutting the 236th Station.

The existing Mountlake Transit parking lot and garage is already at capacity. Additional parking is needed to encourage and support high volume ridership on the 236th light rail system. In addition to the nearby TOD activity, Lakeview Drive, from the I-5 overpass on 236th west to 228th Street SW is being reconstructed to include Lakeview Trail (a multi-modal trail for bicyclists and pedestrians between the Interurban Trail and I-5) and Edmonds is currently constructing a connector street from 228th to Hwy 99 (Edmonds). These two construction projects will direct connect Hwy 99 to I-5 at 236th. The traffic volume from Hwy 99 is expected to double. More bicyclists and pedestrian will have a safe route to the 236th Street Station. More commuters will access light rail at the 236th station. A new parking structure is essential to complement the 236th Street station.

3. R-07 Transit Oriented Development Program

Program to fund additional TOD analysis and support conducted as part of project development in accordance with the TOD Policy (Resolution No. R2012-14). Funding could be used for activities such as planning, detailed market studies, analysis of potential Agency TOD sites, and related activities necessary to bring surplus properties to the market, and both Community and Agency TOD development support.

4. N-02 options for Lynnwood Center Transit to Everett Station

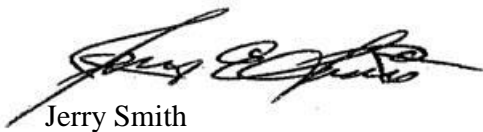
An extension of the light rail system to Everett is an important regional investment in the mobility of people to jobs, goods and services.

5. R-01 ST Express Service

We support any project that would fund capital and operating improvements for ST Express regional bus service to the 220th Street SW infill station and the 236th Street stations. Express (and local commuter transit) bus service is essential to support the high-capacity transit extensions that are selected for the Sound Transit 3 measure.

Thank you for the high quality work and visioning completed to date on the North Corridor Transit Project. We are excited to continue working together to achieve an extended light rail system as soon as possible.

Sincerely,



Jerry Smith
Mayor, City of Mountlake Terrace

cc: Joni Earl, Sound Transit Chief Executive Officer
Ric.Ilgenfritz@SoundTransit.org
Kathy.Leotta@SoundTransit.org
Arlene Fisher, City Manager
Steve Osguthorpe, Community and Economic Development Director



City of Bothell™



July 8, 2015

The Honorable Dow Constantine
Chair, Sound Transit Board
401 S Jackson Street
Seattle, WA 98104

Dear Chair Constantine,

This letter is to request the addition of *High Capacity Transit Service* connecting the SR-523/145th Corridor with *High Capacity Transit Service* on the SR-522 corridor in the Sound Transit 3 Plan (ST3) to be considered as part of the ST3 plan moving forward. While we greatly appreciate consideration of a study of the SR 523 corridor being included in Sound Transit's initial project list, the corridor must be improved well before a future ST4 plan in order to make the currently planned system effective.

We are very excited about the Lynnwood Link Extension (LLE) opening in 2023; however there is still work to do to ensure riders in North King County can access the LLE stations. With planned ridership of over 6,000 boardings per day at the 145th Street Station, there must be robust, high capacity transit connecting to the station. The 500 stall parking garage alone cannot possibly handle that volume.

As you know, SR-523 between I-5 and SR-522, and SR-522 from Lake Forest Park through Bothell are considered High Capacity Transit (HCT) Corridors in the long range plan, which recognizes that the NE 145th Street light rail station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. Light rail service in Shoreline is scheduled to begin in 2023; connecting the two will provide a transit link for many north Lake Washington residents that are expecting to access light rail at NE 145th Street.

Therefore, we request the addition of HCT and associated infrastructure along SR-522 connecting the Bothell, Kenmore and Lake Forest Park communities to SR-523 and the 145th Light Rail Station in the ST3 plan, specifically service that provides at least 10 minute headways during peak hours and 15 minute headways all day long. That, in concert with parking structures at town centers and completion of Business Access Transit lanes in Lake Forest Park, Kenmore and Bothell will allow transit to operate and maximize ridership for light rail.

The North King County Cities have identified the following as key issues for the Board to consider:

- Providing HCT on SR-522 and SR-523 increases the opportunity to link affordable housing in our communities with transit as the cost of housing continues to increase.

We must provide diverse opportunities for people to live without cars and still be able to connect to the region through rapid, all day transit.

- This connection is a vital link to regional education and job centers, connecting University of Washington-Bothell/Cascadia Community College and Shoreline Community College with the main University of Washington campus.
- The ST Board recognized the importance of the 145th corridor by adding it as an HCT to connect to the SR-522 HCT corridor in the long-range plan in December, 2014.
- ST has an obligation to support existing stations (145th LLE station) with transit and supporting infrastructure prior to addressing potential future stations.
- 130th Street in Seattle is not identified as an HCT in the long-range plan.
- The Bothell, Lake Forest Park, Kenmore areas have willingly contributed to two rounds of Sound Transit plans and have made substantial investments on the SR-522 corridor. Now that Lynnwood Link is moving forward, it is the appropriate time to link those communities to the Light Rail spine.
- While Shoreline currently has no official ownership of the 145th corridor, it is willing to tackle the access problems and is taking a leadership role in developing a solution to improve the corridor to ensure the light rail line is successful.
- BRT connecting Shoreline, Lake Forest Park, Kenmore and Bothell makes sense and is more logical than running that system down into Seattle

Additionally, the cities of Shoreline, Lake Forest Park and Kenmore are working in partnership with Sound Transit, Seattle, King County Metro, WSDOT and PSRC to identify needed changes along the SR-523 corridor that will improve transit speed and reliability and is developing a plan with these partners to implement the improvements. Future funding could provide for capital improvements and greatly improved transit service on a significantly congested and underserved corridor.

We urge you and the Sound Transit Board to add HCT on SR 523 and SR 522 and parking structures at town centers in Bothell, Kenmore and Lake Forest Park to the ST3 plan to ensure the system truly allows communities to connect to the light rail spine.

Sincerely,



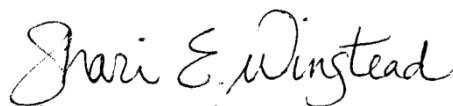
Joshua Fried, Mayor
City of Bothell



David Baker, Mayor
City of Kenmore



Mary Jane Goss, Mayor
City of Lake Forest Park



Shari Winstead, Mayor
City of Shoreline

July 15, 2015

Kathy Leotta, Senior Transportation Planner
Planning & Project Development, Sound Transit

Dear Ms. Leotta:

Pierce Transit has reviewed Sound Transit's draft South Corridor Priority Projects list under *Sound Transit 3* (ST3) and would like to submit our comments accordingly.

As a partnering agency also promoting multimodal transportation options in the South Sound, our agency recognizes the importance of providing local transit options within Pierce County that serve as feeder service to regional carriers (e.g., light rail and commuter rail) as described under ST3. In evaluating the list of proposed projects, Pierce Transit believes ongoing integration of our local service with your regional service is essential to continued mobility if we are to collectively meet the projected demand as the Puget Sound population grows over time. Specifically, we see a local mobility benefit plus the opportunity to provide local transit connections to the following projects proposed under ST3, all of which we support:

- S-05 – Tacoma Dome Station to Tacoma Mall (Light Rail) the defined Central Link terminus. (S-05 is supported by implementation of S-01 through S-04)
- S-06 thru S-08 – Expanded Sounder Platforms, Platform Extensions, and Additional South Sounder Service (Commuter Rail)
- S-09 – Auburn (Sounder) Station Access Improvements
- S-11 – Tacoma Link Extension to Tacoma Community College (Light Rail)

As Pierce Transit develops its own Long Range Plan, *Destination 2040*, our unconstrained vision shows seamless connections to current Sound Transit service plus future corridors and projects listed under your Long Range Plan and ST3. As ST3 system planning continues we look forward as a transit partner to discussions how these ST3 projects in addition to other transit opportunities can benefit both the regional and local transit service in our region. We are also grateful for the opportunity to plan for future growth through regular coordination meetings you have invited us to as part of your Long Range Plan development and project selection processes.

In closing, we are eager about the opportunity to continue ongoing coordination with Sound Transit as these critical South Corridor Priority projects are finalized and a ballot initiative to fund ST3 is put forth in the November 2016 general election.

Sincerely,

A handwritten signature in blue ink that reads "Sue Dreier".

Sue Dreier
Chief Executive Officer

cc: Justin Leighton, Government Relations Officer
Jay Peterson, Transit Development Manager
Peter Stackpole, Principal Planner/Service Planning Assistant Manager
Darin Stavish, Principal Planner



July 14, 2015

Ms. Kathy Leotta, Senior Transportation Planner
Planning and Project Development
Sound Transit
401 S. Jackson St. Seattle, WA 98104
Via email: Kathy.Leotta@SoundTransit.org

Re: Port of Seattle input on Draft Priority Projects List: Sound Transit 3

Thank you for the opportunity to comment on the Draft Priority Project List (Projects) for Sound Transit 3. The Port of Seattle appreciates the opportunity we've had to engage in the development of ST3 through the Interagency Coordination Group. We recognize the multiple benefits provided by Sound Transit's systems, especially reducing single occupant vehicle (SOV) travel. We appreciate the opportunities to work with Sound Transit to improve the region's transportation for our tenants, passengers and employees at our airport, seaport, and maritime sites. Sound Transit 3 has potential to implement the transportation vision for the region, and help the Port meet its economic vitality mission.

Meanwhile, we are developing our Sustainable Airport Master Plan, to meet the region's long-range air transportation needs at Sea-Tac through 2035, while balancing sustainability considerations. We also appreciate Sound Transit having joined our Transportation Review Committee (TRC), to consider the challenges and impacts of the growth in airport demand, and collectively engage with other transportation agencies to address regional transportation issues.

Our comments on the Draft Priority Project List fall into the following areas:

- Airport Access: Link, Regional Bus, Sounder
- Freight mobility and industrial area land use implications
- Region-wide/Multi-corridor

Airport Access: Link, Regional Bus and Sounder

Link Light Rail service has enjoyed success at Sea-Tac Airport and we expect it to continue to be an important mode of travel for passengers and airport workers. Thus, we support Projects that will increase ridership.

For Link Light Rail, we applaud Link extensions in the North (N-01, N-02), East (E-01 and E-03) and South Corridors (S-01, S-02, and S-03/S-04). Similarly, improvements to station passenger capacity are beneficial (C-06/07). However, we hear from some airport passengers and employees that the length (in time) of the existing trip from the Seattle CBD to the airport is a detriment. For this reason, we caution against additional stations such as (C-08 or C-09), which might extend the time and slow the trip. Reference the Long Range Plan FEIS which shows an increase of 5% from SeaTac to the Central CBD due to the addition of infill stations in the south Corridor.

We would like Sound Transit to consider express service between major destinations (such as Sea-Tac Airport). If express service could not be accommodated retroactively on the existing Link system, consider designing future Link extensions to allow bypass routes for express light rail trains.

Similarly, we support improvements to Regional Bus service (R-01 and E-02) and Sounder service improvements near the airport (S-06/07 and S-08). We believe that a connection from the Tukwila Sounder station to the airport is important for airport employees and travelling public. For this reason, we encourage Sound Transit to consider a HCT connection from the Tukwila Sound station to downtown Seattle via Sea-Tac Airport (project #23 in the FEIS and #19 in the DEIS).

Freight mobility and industrial area land use implications:

While increasing alternatives to the SOV are critical, we need to ensure that freight mobility in and to industrial areas is not compromised. Impacts to avoid or mitigate include: loss of lane or parking capacity due to dedicated transit-ways, increased activity on the BNSF railway trackage, construction activity of guideway or stations, and increased at-grade rail crossings in industrial areas.

Projects running through the Seattle's Manufacturing and Industrial Centers (MICs) of Ballard-Interbay (BINMIC) and the Duwamish MIC include C-01a-d, C-03a-c and C-05. Impacts to freight mobility are especially concerning for at-grade routes in projects C-01a, along Elliott and 15th avenues, and C-01d, along the Westlake to Ballard, a major truck street.

Additionally, as these routes cross through the MICs, we are concerned that the improvements could increase gentrification pressures. Sound Transit should avoid incompatibilities with industrial development that could arise from siting stops or increasing service adjacent to industrial zoned land that may result in pressure for high density non-industrial development or residential uses.

Commuter rail projects that must off-set impacts to freight rail capacity include Sounder improvement projects N-03, C-10 and S-08.

Ms. Kathy Leotta

Page 3

Region-wide/Multi-corridor:

We recognize the need for many of the general system improvements such as R-04, R-05, R-06 and R-08, to call out a few. Again, the I-405 BRT service (E-02) should improve airport connections for the eastside of Lake Washington.

In conclusion, we will continue to work with Sound Transit to ensure that residents, visitors and airport employees who choose to use transit for airport access have attractive and sustainable opportunities. We recognize the connections to Seattle CBD from Link, as well as Regional Bus Service on Routes 560 and 574, as well as coordination with Metro and Pierce Transit. We want to re-iterate the importance for efficient and effective transit service. Other issues unique to airport access include the round-the-clock activity (especially for employees), opportunities to connect with other modes (Amtrak/Sounder station near Southcenter), and the need to accommodate luggage for air passengers.

Thank you again for the opportunity to comment. We look forward to continuing work at the Sustainable Airport Master Plan's Transportation Review Committee, and continuing to work with Sound Transit toward successful regional transportation solutions.

Sincerely,

A handwritten signature in black ink, appearing to read "Geraldine H. Poor", with a horizontal line extending to the right.

Geraldine Poor

Regional Transportation Manager

Cc: Collins, Merritt, Leavitt, Gallagher, Gellings, Longo, Stanton, Wolf



July 9, 2015

Karen Kitsis, Planning and Program Development Manager
Sound Transit
Attention: Sound Transit 3 Draft Priority Projects List
Union Station, 401 South Jackson Street
Seattle, WA 98104

Dear Ms. Kitsis,

The Puget Sound Regional Council (PSRC) appreciates the opportunity to comment on Sound Transit's Draft Priority Projects List being considered as part of the Sound Transit 3 system plan.

Implementation of high-capacity transit to support growing communities and provide options for regional mobility is fundamental to the success of VISION 2040, the region's integrated long-range strategy for growth management, transportation and economic development. The successful extension of high capacity transit in the region is integral to creating a sustainable and equitable future for the central Puget Sound region. Regional plans for land use, transportation and economic development cannot be realized without critical Sound Transit investments; and success of those investments depends on the implementation of those regional plans. Accordingly, PSRC has an ongoing interest in high capacity transit system planning in the region.

PSRC looks forward to continuing to work with Sound Transit to advance high capacity transit consistent with regional plans. To this end, PSRC is offering the following comments on the Draft Priority Projects List for Sound Transit 3:

- **P-01 - Future System Planning (ST4):** In the coming years, PSRC is planning updates to VISION 2040, Transportation 2040, and the Regional Economic Strategy. We recommend continued collaboration to leverage these regional planning efforts to help inform Sound Transit's future system planning efforts, and position the region to reap the benefits of a high capacity transit network that efficiently and effectively addresses the region's growth, mobility, and economic development needs.
- **R-05 – System Access Program (pedestrian, bike, and parking):** In recognition of several ongoing and recently completed transit access studies, including PSRC's ongoing Transit Access Assessment work program, we recommend that Sound Transit build on recommendations and tools developed through this and similar planning efforts to help identify cost-effective methods of providing access to the Sound Transit-developed high capacity transit system.

- **R-06 – Innovation and Technology Program:** PSRC encourages Sound Transit to continue engaging in regional transit coordination and integration efforts to improve on efficient and effective use of transit service and resources in the region. This topic addresses “innovative best practices, technologies, and partnerships”, and therefore, we encourage projects identified in this area to incorporate coordination and integration with other transportation operators in the region.
- **R-07 – Transit Oriented Development Program:** PSRC encourages Sound Transit to continue incorporating the potential for Transit Oriented Development (TOD) as part of system planning, corridor alignment, and station siting decisions. ESSB 5987, recently passed by the state legislature, underscores the importance of planning for equitable TOD as a collaborative regional effort. In particular, amended language in RCW 81.104 requires additional TOD planning and implementation by Sound Transit, consistent with TOD plans approved by the regional transportation planning organization, PSRC. We look forward to continued collaboration with Sound Transit on this work.

PSRC would also like to provide general comment on Sound Transit’s development of its system plan in terms of data and potential project evaluation measures.

- **PSRC Data:** As discussed in previous meetings between Sound Transit and PSRC staff, PSRC is continuing to work with its member jurisdictions to improve upon its data products, including those that the Sound Transit ridership model relies upon. PSRC is planning to release its next generation land use product, Land Use Vision (LUV) at the end of the summer of 2015. We encourage Sound Transit to incorporate this data set into the development of its draft system plan, and we commit to continued work with Sound Transit to ensure that the best available data is used in system planning.
- **System Planning Evaluation Criteria:** As Sound Transit begins evaluation of the draft priority project list, we encourage staff to work collaboratively with PSRC and other jurisdictions to develop and implement a comprehensive set of measures consistent with adopted regional planning goals that inform the Sound Transit Board’s choices in crafting a draft system plan that is in consistent with regional plans.

We commend Sound Transit for advancing high capacity transit system planning in the central Puget Sound region. We look forward to continued work with your staff as the next system plan is developed for Sound Transit Board review and action in 2016.

Sincerely,



Ben Bakkenta
Program Manager



Snohomish County

John Lovick
County Executive

Dave Somers
County Council Chair

3000 Rockefeller
Everett, WA 98201

(425) 388-3643
FAX (425) 388-6494

May 15, 2015

Joni Earl, Chief Executive Officer
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826

RE: Priority project development for ST3.

Dear Ms. Earl:

We are excited that Sound Transit has begun to plan a third phase of the regional transit system expansion (ST3). With the completion of the light rail spine to Everett and the establishment of stations near the 164th St and 128th St interchanges, ST3 represents a major milestone for southwest Snohomish County. We are committed to working with your staff and board to make this effort successful.

As you are developing a priority project list for ST3 in Snohomish County, we encourage you to consider how access to the light rail stations will be integrated into the local transportation system. The 164th St and 128th St interchange areas offer special opportunities to integrate modal options and encourage transit supportive redevelopment. Although the station locations may be challenging, the opportunities are unique to the ST system.

- Both sides of the interchange areas have been designated as urban centers to accommodate transit-supportive densities and uses. The county is investing significant efforts in planning, infrastructure and land development in these areas in anticipation of light rail.
- East/West transportation corridors in Snohomish County are limited. The two corridors that will connect to the stations at 164th St and 128th St are at capacity especially at the interchange areas with I-5. Travel on these corridors to access the stations will put even more strain on the corridors and interchanges.
- Bike and pedestrian connection across I-5 providing access to the station areas from portions of the urban centers is difficult or nonexistent.
- Community Transit has near-term plans for *Swift* bus rapid transit (BRT) on these corridors. BRT can play a strong role in addressing traffic demand, and with a clear path through the interchanges access to the stations the ST3 / BRT interconnections will provide the system coordination the public expects.

Snohomish County has begun a consultant study to address corridor and station access challenges. A first step has been the analysis of the station access challenges and the identification of solutions. Early results indicate significant merit in providing an alternative crossing of I-5 at both 164th St and 128th St for high frequency bus transit and nonmotorized transportation. Preliminary concepts were shared with your staff, as well as the WSDOT, Community Transit, and the neighboring cities at a meeting held last week. Information on the concepts is attached to this letter.

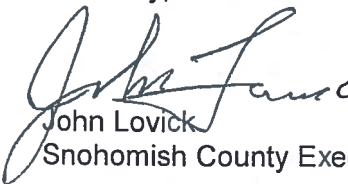
We will continue the development of these projects throughout the spring and summer working with cities and agencies to develop an implementation plan and financing strategy. For now we would ask that basic infrastructure I-5 crossings at these two light rail stations be specifically included in the priority project list for the developing ST3 system plan. Providing these investments, at a likely cost of about \$90 million as part of the system plan, will benefit southwest Snohomish County and strengthen the regional system. This would be part of much larger access improvements in the vicinity of the interchanges to accommodate the light rail stations.

Snohomish County requests that project lists, the system plan and board actions include the following:

- The extension of LRT to Everett with stations at 164th Street/Ash Way/I-5 and 128th Street/I-5 implemented as soon as possible. This high capacity transit (HCT) system is critical to meeting the transportation and development needs of the county.
- Additional I-5 crossings and other access improvements to the 164th and 128th light rail station areas should be specifically included in the priority project list for the developing ST3 system plan.
- Include an additional option for light rail to Paine Field that would use SR 526 as a spur off of the Lynnwood to Everett I-5 alignment.
- System options, alignments and project elements should be retained in the Priority Project List through the testing and evaluation phase for inclusion in the system planning phase, public involvement and until funding and financing options are determined.

As we have seen in earlier phases of the ST system expansion, integration of the new HCT infrastructure with the existing transportation network must begin at the very beginning. Snohomish County offers its support in addressing the critical concerns and early efforts.

Sincerely,


John Lovick
Snohomish County Executive

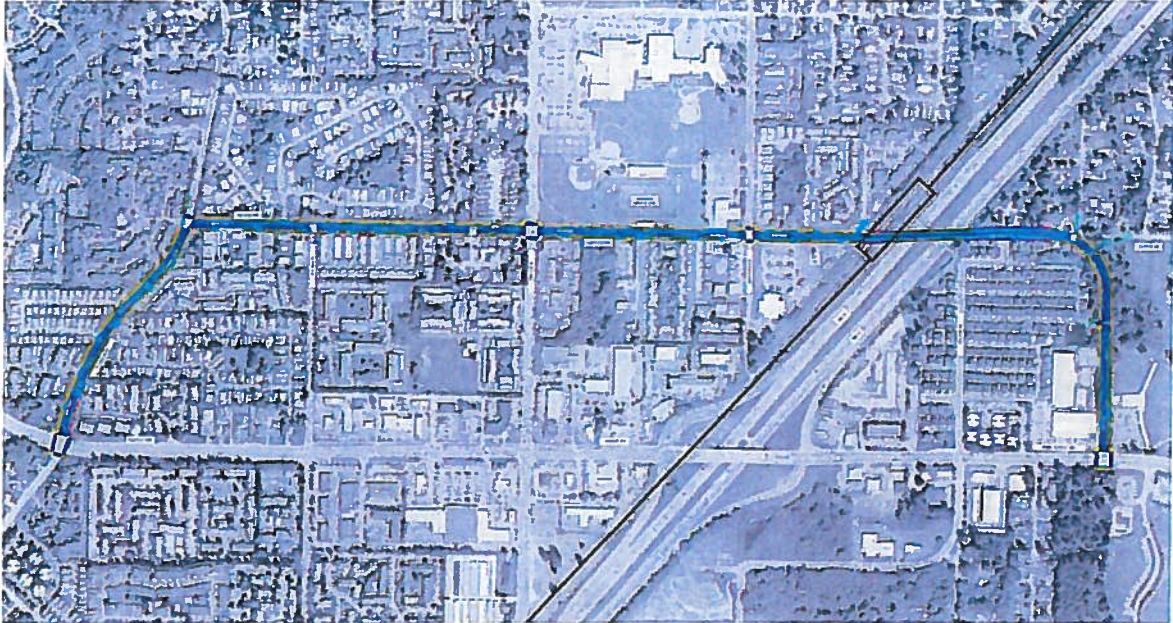

Dave Somers
Chair, Snohomish County Council

cc:
Ric Ilgenfritz, Executive Director of Planning, Environment, and Project Development, Sound Transit
David Beal, Planning and Development Director, Sound Transit
Ken Klein, Snohomish County Council
Terry Ryan, Snohomish County Council
Brian Sullivan, Snohomish County Council
Stephanie Wright, Snohomish County Council
Steven Thomsen, Snohomish County Public Works Director

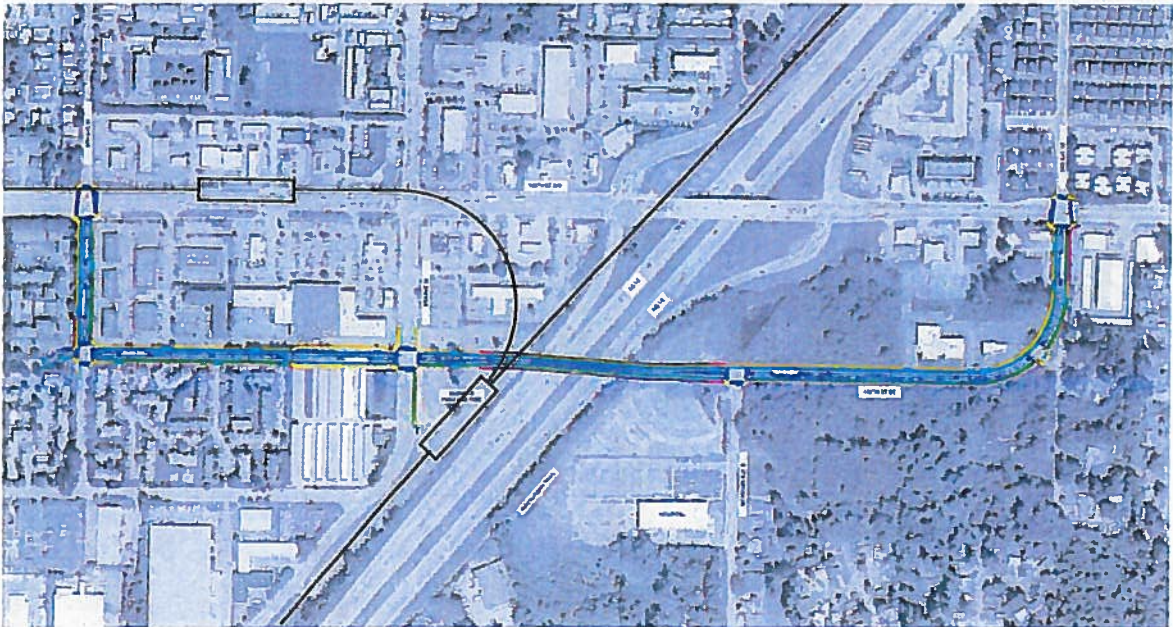


128th Corridor Conceptual Improvements

North Alternative

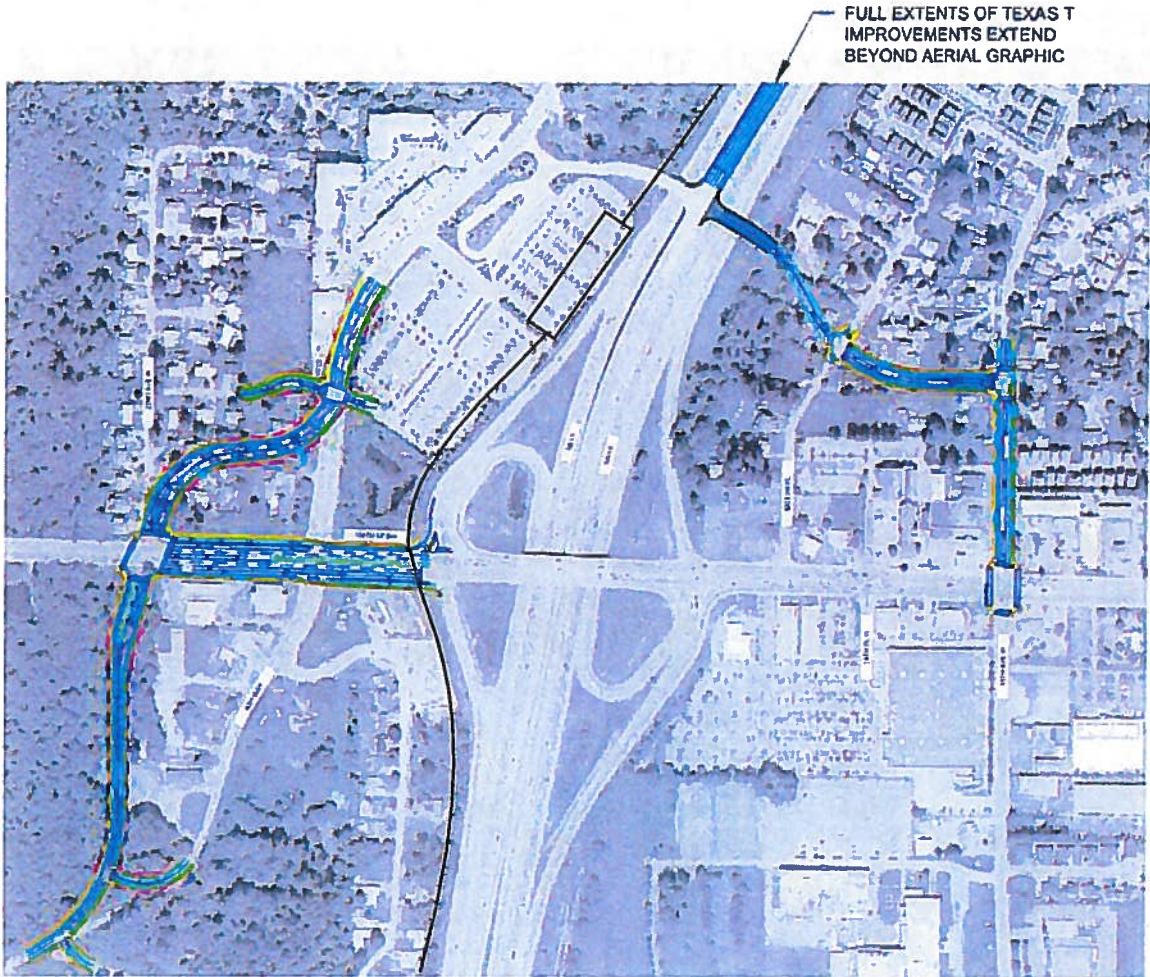


South Alternative



LEGEND		
FILL WALL < 6'	SIDEWALK	BRIDGE
FILL WALL > 6'	PLANTER STRIP	POTENTIAL LIGHT RAIL LOCATION & STATION
CUT WALL < 6'	DRIVEWAY	
CUT WALL > 6'		

164th Corridor Conceptual Improvements



LEGEND		
 FILL WALL - 6'	 SIDEWALK	 BRIDGE
 FILL WALL - 6'	 PLAYER STRIP	 POTENTIAL LIGHT RAIL LOCATION & STATION
 CUT WALL - 5'	 DRIVEWAY	
 CUT WALL - 6'		

From: Thomsen, Steven
Sent: Wednesday, July 15, 2015 4:40 PM
To: Ilgenfritz, Ric
Cc: Leotta, Kathy
Subject: Snohomish County ST3 service to SW UGA
Attachments: SnohomishCountyAttachement_164thAnd128th_TravelShed.pdf

Ric,

This e-mail is further to Snohomish County's letter dated May 15 2015, regarding Sound Transit's Draft Priority Project List. First I'd like to confirm that the letter, which is signed by the County Council Chair and the County Executive are the County's comments regarding the draft list and are further clarified by this e-mail.

Completion of the light rail spine from Lynnwood to Everett Station with stations at 164th Street/Ash Way/I5, 128th Street/I5 and service to Paine Field is vital for Snohomish County. Options to achieve this must continue to be included in the Priority Projects list for ST's evaluation phase.

The light rail alignment and stations at 164th Street and 128th Street provide critical connection to the regional high capacity transit system for large portions of the Snohomish County Southwest Urban Growth Area. Stations at these locations will serve a travel shed with a forecasted 2035 population of approximately **217,000** people and **66,000 jobs** (see attached map). These locations will also be served by a network of Community Transit SWIFT (bus rapid transit) service routes operating on 164th Street and 128th Street providing direct passenger connections to these two light rail stations. The population and employees within walking distance of SWIFT will having direct access to the stations is estimated to be 200,000 with many more having drive-up or local bus service connections.

These two stations will be located within Snohomish County designated Urban Centers near key interchanges along I5. Addition of the LRT stations will create a significant demand for multimodal access by BRT, local bus service, cyclists and pedestrians. Snohomish County has invested in a consultant study to address travel and access solutions at 164th Street and 128th Street. Our design studies are currently showing that the interchanges at I5 are already congested and capital improvements concurrent with LRT build out will be needed to provide the necessary station access.

The County has engaged Sound Transit, WSDOT, Community Transit and other partners in the study process. Preliminary findings are that the best solution to provide for light rail station access is to provide a new crossing of I5 near each of the interchanges instead of widening and reconfiguring the existing interchanges. The County has requested that Sound Transit specifically include these crossing improvements in the project descriptions and budget for each of the Lynnwood to Everett projects. The requested \$90 million Sound Transit share will at this time be a placeholder that can be refined later as the total combined project cost for access improvements in the vicinity of these interchanges is further refined over the coming months. Snohomish County also has a financial responsibility to invest in and improve arterials that feed into these two new crossings.

Service to Paine Field, specifically to Boeing and Snohomish County Airport are a high priority for Snohomish County. While the Draft Priority Project List currently has three alternatives for the Lynnwood to Everett alignment, only one of these provides service to Paine Field. This Paine Field alternative has a higher cost than

the I5 alternative and has higher travel time between Everett and Lynnwood. Peak customer use at Paine Field will be different than the system peak and the longer travel time will be a detriment to riders on the system not accessing Paine Field.

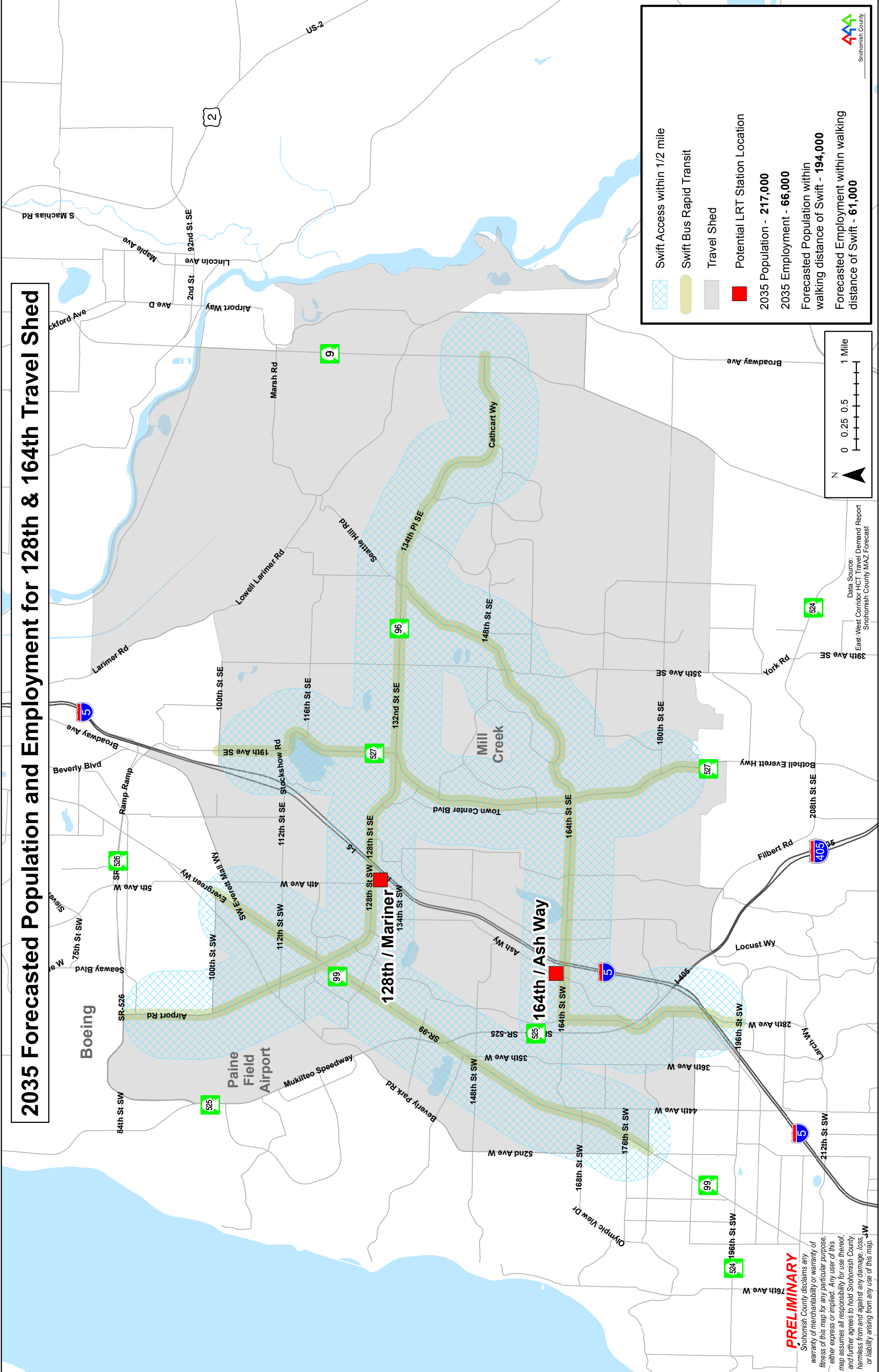
Snohomish County has therefore requested that a fourth option be added to the Priority Project List that would utilize the I5 alignment with a spur along the SR526 alignment with stations at Boeing and Snohomish County Airport (Paine Field). We request that this fourth option, along with the Paine Field option (N-02a) and the I5 option (N02c) be carried forward to the detailed testing and evaluation of Priority Projects.

Snohomish County will continue to coordinate with your ST staff on the I5 interchange design concepts as they are developed further. Thank-you for your consideration of these important elements of Priority Project planning.

Steven E. Thomsen, P.E.
Public Works Director
Snohomish County

Notice: All emails and attachments sent to and from Snohomish County are public record and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56)

2035 Forecasted Population and Employment for 128th & 164th Travel Shed



Swift Access within 1/2 mile

Swift Bus Rapid Transit

Travel Shed

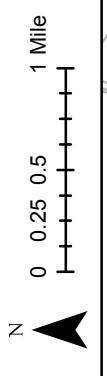
Potential LRT Station Location

2035 Population - 217,000

2035 Employment - 66,000

Forecasted Population within walking distance of Swift - 194,000

Forecasted Employment within walking distance of Swift - 61,000



Data Source:
East-West Corridor HCT Travel Demand Report
Snohomish County MAZ Forecast

PRELIMINARY

Snohomish County disclaims any warranty of merchantability or warranty of fitness of this map for any particular purpose, either express or implied. Any user of this map assumes all responsibility for use thereof, and further agrees to hold Snohomish County harmless from and against any damage, loss, or liability arising from any use of this map.





July 10, 2015

The Honorable Dow Constantine, Chair, and Board Members
Sound Transit Board of Directors
401 S. Jackson St.
Seattle, WA 98104

RE: *ST3 System Plan and Draft Project List – Key Priorities for the 33rd Legislative District*

Dear Chairman Constantine, Board Members, and Staff:

As a legislator, I was pleased to cast “yes” votes on the series of bills that comprise a historic revenue-and-reform package of transportation investments and include new revenue options to enable Sound Transit to take an “ST3” ballot measure to the region’s voters in Fall 2016.

Now, as the Sound Transit Board moves forward with the ST3 initiative and kick-starts its work with development of an initial Draft Project List, I am urging that ST steers high-capacity transit investments to those who need them the most. Along with supporting nearly 40 percent of King County’s overall population, South King County has the largest concentrations of lower-income residents, of affordable housing units, and of students on free- and reduced-school-lunch programs.

Additionally, more than 100 languages and dialects are spoken in South King County, and many of the residents are financially strapped and unable to afford a motor vehicle. A quality, convenient, and connected high-capacity-transit (HCT) system is an imperative for these residents, and I want to ensure their diverse and critical needs are met in any ST3 package that is assembled.

Working with key communities in the 33rd Legislative District, I have assembled a list of projects which I hope can be prioritized as the Sound Transit Board assembles its ST3 lists:

- **Extend Light Rail Transit south** at least to the Tacoma Dome Station – with a priority of constructing the 272nd Street Station deferred under ST2;
- **Kent Station access improvements that were deferred under ST2**, including construction of a 450-stall parking structure and connection pedestrian bridge at the Kent Sounder Station;
- **Additional South Subarea Sounder commuter rail service** through operating and capital improvements;
- **Expansion of and additions to parking facilities at the Tukwila International Boulevard Station, and better HCT connections eastward from Burien to the Tukwila IB Station.** This station is a key component of the LRT spine but suffers from a lack of adequate parking;



- **Express Bus service from West Seattle to Burien connecting to routes serving Sea-Tac Airport.** This route is generally reflected in Protect 13 in the 2014 Long-Range Plan;
- **South King County HCT Corridor Study to develop light rail from Downtown Seattle to West Seattle – modify to extend to Burien** and to the spine serving Sea-Tac Airport. The original HCT study extended the corridor to Burien but has since been truncated. With phenomenal growth forecasted for Sea-Tac Airport, we believe this should be re-examined;
- **Infill light rail station at Boeing Access Road;**
- **Access improvements near existing and future ST high capacity transit stations.** Invest in enhanced safety and access near Link Light Rail and Sounder Stations that will maximize ridership and increase Transit Oriented Development (TOD) potential; including but not limited to parking, transit, pedestrian and bicycle improvements.

Thank you for the opportunity to comment on the ST3 Draft List. I appreciate your consideration, and, again, would ask that you please keep a heavy focus on areas like South King County where residents and workers often go without motor vehicles and thus need HCT connections and facilities the most.

Sincerely,

The Honorable Mia Gregerson

State Rep., 33rd Legislative District



Washington State Legislature

July 6, 2015

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Sound Transit Board:

We appreciate the opportunity to comment on the future Sound Transit 3 (ST3) ballot measure. We believe ST3 will be critical in increasing transportation options, giving commuters a way out of congestion, and contributing to the region's economic wellbeing. We encourage your ongoing work on the ballot measure, and were pleased to push the Legislature to provide the agency with the new revenue authority necessary.


We are writing to express support for some specific projects that we would like to see included as part of the ST3 measure. Economic growth, toll diversion, and other regional decisions have greatly impacted transportation at the north end of Lake Washington and we are in favor of ST3 projects that will alleviate congestion and bring speed and reliability to Bothell, Kenmore, and Lake Forest Park.

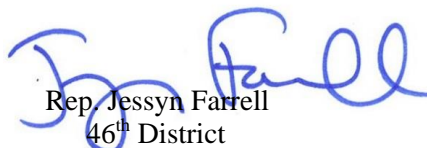
We support High Capacity Transit for the State Route 522/Bothell Way and SR 523/NE 145th Street corridors. More specifically, we support the following in an ST3 funding package:

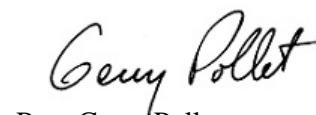
- **Bus Rapid Transit (BRT) Lanes and Facilities on NE 145th Street (SR 523)** as a major spoke to convey Northshore commuters to and from the future Light Rail Station at NE 145th Street in Shoreline at Interstate 5.
- **Bus Rapid Transit (BRT) and Ultimately Light Rail on SR 522.** State Route 522 in Kenmore and Lake Forest Park already carries 40,000-50,000 cars each weekday – more than Aurora. The busses on this route are essential to the corridor, but are also at capacity. This corridor is ripe for BRT. We ask for BRT on SR 522 in ST3, along with a study on the 522 corridor for light rail which could eventually lead to light rail in a future Sound Transit package.
- **Structured Parking Along the Bothell Way Corridor.** The Bothell Way corridor in Kenmore and Bothell is a major transportation hub and draws many commuters from around the area. These commuters are growing in number and finding it increasingly difficult to park in order to use transit services. Sound Transit needs to meet these demands through structured parking on the SR 522 Bothell Way corridor.

Thank you for considering our comments, and we look forward to participating in the ST3 process.

Sincerely,


Sen. David Frockt
46th District


Rep. Jessyn Farrell
46th District


Rep. Gerry Pollet
46th District