
Section 4.0: City Comments and Responses



Nancy Backus, Mayor

25 West Main Street • Auburn WA 98001-4998 • www.auburnwa.gov • 253-931-3000

July 28, 2014

VIA EMAIL to LongRangePlan@soundtransit.org

Sound Transit
 Attn: Karin Ertl, Long-Range Plan Draft SEIS
 401 S. Jackson St.
 Seattle, WA 98104

RE: City of Auburn Comments on Sound Transit's Long Range Plan Draft
 Supplemental Environmental Impact Statement

Dear Ms. Ertl:

Thank you for the opportunity to comment on Sound Transit's Long Range Plan Draft Supplemental Environmental Impact Statement (DSEIS) issued on June 13, 2014. The City of Auburn has reviewed the DSEIS and has the following comments:

Sound Transit 2: The Current Plan as Part of the Long Range Plan

1. The DSEIS does not provide sufficient detail in the Current Plan (the No Action Alternative) and the Potential Modification Plan and the primary differences between the alternatives. A table summarizing the key elements of the two alternatives and highlighting the differences would provide a better comparison of the alternatives. Before any new projects are identified for ST 3, projects not completed in ST 2 need to be funded and carried forward as part of ST 3.
2. Under the Current Plan Alternative (Page 2-18), increasing the frequency of service or extending commuter rail services hours is discussed. However, a discussion of making other, necessary investments to support that service (such as increasing parking opportunities at stations or supporting feeder bus service to mitigate parking demand) is lacking from the DSEIS.
3. Under Commuter Rail (Page 2-22): You cannot plan and budget for future service without also ensuring that your current services are properly supported. Under Section 3.8 Potential Mitigation Measures Parking – the identified mitigation measures do not fix the existing parking shortage at Auburn Station.
4. Sound Transit has continued to create additional parking demand in our jurisdiction but has not addressed that impact even when it has introduced additional trips to its commuter rail schedule. The existing parking facilities at Auburn Station are full with at least 3-4 more trains to go in the morning. It should not be the responsibility of the local jurisdiction to mitigate this impact. The second parking garage, identified in ST 2, should be built to address this impact. Not building the garage is a breach of the public's trust.
5. Sound Transit should plan to provide supporting feeder bus services to the Auburn Sounder Station facilities to help mitigate parking impacts. Auburn requests that Sound Transit fund a portion of the existing Metro Route 497 and future feeder bus routes to

450-1

Chapter 2 of the Final SEIS describes the Current Plan Alternative (Section 2.3) and the Potential Plan Modifications Alternative in a level of detail appropriate for a State Environmental Policy Act non-project SEIS. The range of corridors considered are intended to represent a range of broad actions throughout the region—transit modes, corridors, types of supporting facilities, programs, and policies— rather than specific projects that could be built as part of each corridor.

450-2

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

450-3

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

In accordance with the June 12, 2014 Executive Order from King County Executive Dow Constantine and subsequent Sound Transit Board Motion #M2014-44, Sound Transit will continue working with King County Metro and other transit providers to develop and implement measures to effectively integrate transit services in the region. A report providing the details of this integration, *Getting There Together*, is available on Sound Transit's web site at:
[http://www.soundtransit.org/Documents/pdf/about/201409_RPT_TransitIntegrationReport.p](http://www.soundtransit.org/Documents/pdf/about/201409_RPT_TransitIntegrationReport.pdf)
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AUBURN • MORE THAN YOU IMAGINED

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450-3 | Auburn Station. This investment will partially offset the potential loss of Metro funding for the current Route 497 and help mitigate future parking demand at the Auburn Station operated by Sound Transit.

Long Range Plan Future Services Comments

450-4 | 1. The DSEIS focuses on the need for transit improvements within the ST district. Beyond the ST district boundary the information cited is very generalized and mostly related to annexation into the ST district boundary. Section 2.5.2 briefly discusses potential ST service extension beyond the district boundary and specifically to Black Diamond, Covington and Maple Valley. Those should also be included in the ST study boundary for the Long Range Plan update.

Future large scale residential growth of over 7,000 households outside the ST district boundary will be located within a 20 minute drive of Auburn Station. The increase in traffic congestion in the region coupled with the proximity to alternate transportation modes such as *Sounder* will result in increased demand and a need for both additional parking spaces and reliable commuter transit from these residential areas to both existing and proposed ST high capacity transit facilities.

The communities listed above participated in a WSDOT study (Southeast King County Commuter Rail Feasibility Study – 2010). The study analyzed the demand for, impacts of, and requirements to create a commuter rail or regional bus link to Sound Transit at Auburn via SR 516/SR 18 by bus or the BNSF Stampede Pass line by rail. Demand modeling, conducted by WSDOT, showed that demand for the service could result in approximately 1,200 transit trips per day. Auburn strongly recommends that Sound Transit incorporate this study in the Long Range Plan.

450-5 | 2. BRT/LRT Tacoma to Renton via SR 167: Auburn supports the concept of BRT on SR 167 through our community but more information should be provided on whether Auburn would be a stop on this route. Potential stop locations and the need for additional parking to support such a route could be significant and therefore should be discussed within the DSEIS. Ideally a map showing proposed stop locations should be provided.

450-6 | 3. The DSEIS does not address the proposed King County Metro cuts and how they will impact Sound Transit's long range plan for bus service. This should be addressed in the DSEIS to identify if Sound Transit is planning to fill any gaps, and how the cuts could influence Sound Transits future plans

450-7 | 4. According to Sound Transit's Financial Plan, financial equity is required for high capacity transit services where revenues anticipated to be generated by a corridor and by a county, the phasing of construction and operation of facilities and services in each corridor, and the degree to which the revenues generated within each county will benefit the residents of that county. To implement this, Sound Transit has divided their district into five subareas. Within King County, there are three sub-areas North, South, and East King County. By dividing King County into three sub-areas, the revenues generated are disproportionate to South King County. The sub-area division has created a wealthier East and North King County leaving South King County woefully underfunded particularly when considering the revenues generated by the entire County.

450-4

Please see the response to common comment 11 - Providing HCT service to areas outside the current Sound Transit District boundary in Section 5.3.3 of Chapter 5 of this Final SEIS. While Black Diamond, Covington, and Maple Valley are all located outside of the Sound Transit District Boundary (see Figure 1-1 of the Final SEIS), the SEIS notes in Section 2.5 that all three would be a reasonable location for extending HCT service within PSRC's urban growth area. In order to do so, Sound Transit must follow legislatively mandated steps as described in Section 2.5 and which include reaching agreements with local government agencies on how such extensions would be funded through intergovernmental partnerships. To date, Sound Transit has not received a request for annexation/extension of service from either Black Diamond, Covington, or Maple Valley.

The ridership forecasting completed for the Long-Range Plan Update SEIS does incorporate growth in ridership from outside the Sound Transit district boundary, including those areas east of Auburn.

450-5

The Long-Range Plan outlines Sound Transit's vision for the high-capacity transit (HCT) system serving the urban areas of Snohomish, King, and Pierce counties. As such, the Long-Range Plan identifies broadly defined HCT corridors, programs, and policies. In keeping with the format of the Long-Range Plan, this plan-level SEIS broadly defines potential high-capacity transit corridors and assumes that stations, parking areas, operations and maintenance facilities, and other infrastructure needs would be implemented along those corridors as necessary. Given the broad scale of analysis for this SEIS, an assessment of the parking demand associated with each corridor is not feasible at this time. However, for projects that are ultimately implemented as part of a future system plan, more detailed project-level reviews would be completed. These reviews would analyze station locations and parking demand in greater detail and would involve coordination with local jurisdictions and other transit agencies as appropriate.

450-6

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

450-7

The Sound Transit Board could consider making changes to subarea boundaries and policies for future system plans. Currently, subarea equity is defined as 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. Subareas may fund projects outside their geographic boundary only when the project benefits the residents and businesses of the funding subarea.

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450-7

South King County receives only 17.9 percent compared with 35.6 percent for East King County and 46.4 percent for North King County¹. Because of several factors, including streamlined sales tax, South King County, which has a higher industrial focus, automatically sees lower sales tax being generated because sales tax is now distributed at point of sale rather than point of origin.

The sub-area boundaries as established today lead to potential environmental justice issues where a larger percentage of the King County revenues are being distributed to North and East King County versus South King County because of how the sub-area boundaries are drawn and lead to wealthier communities seeing more of a benefit than less wealthy communities.

Thank you again for the opportunity to provide comments on Sound Transit's Long Range Plan DSEIS. Auburn is onboard to work together with Sound Transit on the issues raised in this comment letter as well as finding a solution to funding the parking garage at Auburn Station.

Should you have any questions on these comments, please contact Elizabeth Chamberlain, Planning and Design Services Manager, at echamberlain@auburnwa.gov or 253-931-3092 or Joe Welsh, Transportation Planner, at jwelsh@auburnwa.gov or 253-804-5050.

Sincerely,


Nancy Backus
Auburn Mayor

COR14-0514

cc: Auburn City Council
Kevin Snyder, Community Development and Public Works Director
Elizabeth Chamberlain, Planning and Design Services Manager
James Webb, Traffic Engineer
Joe Welsh, Transportation Planner

¹ Source: Sound Transit 2014 Financial Plan



Post Office Box 90012 • Bellevue, Washington • 98009 9012

July 28, 2014

Mr. James Irish
Sound Transit
Union Station
401 South Jackson Street
Seattle, Washington 98104

RE: Sound Transit Long Range Plan Update – Comments to Draft SEIS

Dear Mr. Irish:

Thank you for the opportunity to provide input on the update of Sound Transit's Long Range Plan's Draft Supplemental Environment Impact Statement (DSEIS) document. As the region continues to grow, the high capacity transit (HCT) system will need to keep pace. Sound Transit expansion options, now early in the exploration process, will be critical to sustaining the region's mobility, economy and quality of life. The City of Bellevue supports Sound Transit's update of the Long Range Plan and will continue to be engaged in the important discussions about the options moving forward related to final adoption of the Long Range Plan anticipated in December of this year. Similarly, the City will be very active in participating in the development of a related, more detailed *Regional Systems Plan* in 2015 should the Sound Transit Board direct this action.

We want to reaffirm our support for the final extensions of rail approved in ST2, namely extension of rail from Overlake to Downtown Redmond. We also support extensions to Tacoma and Everett going forward. Bellevue supports advancing connections between Downtown Bellevue to Kirkland, and Downtown Bellevue to Issaquah, and a method to connect all three of our cities that interlines well with East Link all the way to Downtown Redmond. The City of Bellevue also supports the near-term inclusion of bus rapid transit (BRT) on I-405 as a key component of the regional HCT system for the east side and future passenger rail consideration. Moreover, Bellevue supports and appreciates that the update includes a study of the Eastside Rail Corridor in tandem with the I-405 BRT. It is critical that future system improvements in these corridors be designed to conveniently link with other modes (i.e. light rail, bus, and non-motorized) serving the east side and the region. We are hopeful that the ultimate Plan Update should include a study of the capacity and siting of the eastside park-and-ride system, including Sound Transit, Metro and WSDOT facilities to ensure system integration with the future HCT and bus networks. Finally, the Long Range Plan that will be informed by the DEIS analysis should strengthen system integration and continuity among all transit providers through continued commitment to connecting our region's centers and providing appropriate feeder service to the regional rail spine.

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Sound Transit
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For additional context on Bellevue's regional transit system needs, we encourage you to review and to appropriately incorporate Bellevue's recently adopted *Transit Master Plan (TMP)* and its *Frequent Transit Network*. The Bellevue Transit Master Plan documents can be obtained at: http://www.bellevuewa.gov/pdf/Transportation/BellevueTransitMasterPlan_20140707.pdf. Examination and inclusion of Bellevue's TMP is especially critical to the region's long range transit planning given the significant regional attraction of trips with transit demand among those growing steadily within, and to, downtown Bellevue; one of two designated Metropolitan Centers within King County. This will be critically important in the future as Sound Transit's East Link light rail project and other extensions are implemented by 2023 and will require significant adjustments to local and regional transit service to adequately capture and serve the region's light rail stations.

Technical comments to the DSEIS are identified below by key topical area.

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| 454-1 | 1. Bellevue College Connection Project. We are pleased to see that the <u>Bellevue College Connection Project</u> – which the College is on <u>record</u> supporting – is referenced in <u>ST's Draft SEIS</u> as “Bellevue College Connection Improvements (e.g., improvements to non-motorized facilities and bus stops).” That said, it is not clear that ST has completed an environmental assessment for this project. We would appreciate clarity on this and recommend that this critical regional project continue to be included by way of appendices in the Final DSEIS and Final Plan coming later this year. |
| 454-2 | 2. Commuter Parking. As reflected on page 100 of the Bellevue <u>TMP</u> , commuter parking facilities play an important role in concentrating transit rider demand. It is not clear if the Plan and DSEIS take into account the need for projected commuter parking infrastructure in support of the regional transit vision. In Bellevue's TMP review of 2030 projected commuter parking demand for the I-90 and I-405 corridors, we found that both of these corridors are short by approximately 6,300 and 4,600 stalls, respectively (please see the TMP's <u>Transit Capital Vision Report</u> pages 71-83). The DSEIS also seems to lack an environmental assessment for a commuter parking strategy. We urge completion of this important work. |
| 454-3 | 3. Souder Maintenance Yard. The draft document contains a reference to a new Souder Yard being needed by 2020, but there is no mention of where that might be located. We would appreciate clarification. |
| 454-4 | 4. Future Maintenance Facilities. Contained within the draft document, Section 3.5.1, page 3-54, there is mention of the need for additional maintenance facilities to support the long term expansion of the system. While it is not possible to indicate potential sites at this time, the DSEIS for the future system expansion should at the very least indicate the types and range of sizes for future facilities and what parts of the system they will be intended to serve and when they would need to be operational in order to serve them. |

454-1

In the Final SEIS, this project was moved from the list of representative projects for the Potential Plan Modifications Alternative in Appendix A, to the list of representative projects for the Current Plan Alternative in Appendix A. Therefore, the Bellevue College Connection Project remains in the Final SEIS as a representative project that could be implemented as part of the Current Plan Alternative regardless of whether service is already in operation. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented. Sound Transit has not completed a stand-alone Environmental Assessment specifically for this project. However, like all of the representative projects included in the SEIS, the types of impacts that could occur with these types of projects are very broadly discussed at a plan-level in the Long-Range Plan Update SEIS.

454-2

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

454-3

The need for additional maintenance facilities is dependent on the level and geographic coverage of system expansion. Maintenance facility capacity planning will be evaluated during system planning. Detailed facility location and size decisions would then be evaluated during future project-level reviews.

454-4

More detailed information on future maintenance facilities, to the extent that it is developed, would be included as part of future system planning and project-level reviews.

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Sound Transit
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454-5

5. **Bus and Rail Relationship and Future Shifts.** The document states Sound Transit's need to shift emphasis from bus to light rail over time as the rail system becomes the predominant mode to connect our region's centers. It is critical that the DSEIS and subsequent Draft Plan Update indicate when and how this will happen to allow for the public and affected jurisdictions and partner transit agencies to be part of this important planning work in order to ensure that there is adequate feeder and other regional express bus service available over time. We strongly urge that this critical system work be captured going forward.

454-6

6. **Bike and Pedestrian Integration.** Section 3.5.5, pages 3-57. The document speaks to pedestrian and bicycle connections to the stations being important and there is discussion about allowing bikes on light rail vehicles and providing bike storage, more in the context of mitigation during station design. The plan and the final SEIS should include more information about the relationship of regional pedestrian and bicycle facilities, both existing and planned, and how those can be incorporated into the corridors, including opportunities for shared facilities. These modes are playing an increasingly greater role in the region's mobility portfolio with direct implications to bus and transit ridership and relate land use development.
7. **Relationship to Local Plans.** Section 4.9.3, page 4.127. Sound Transit EIS documents consistently make the statement, "no comprehensive plan or development regulation may preclude the siting of essential public facilities." While this is a true statement, it does not preclude the siting of essential public facilities in ways that would be more sensitive to and consistent with local land use plans.

Thank you again for the opportunity to comment on the DSEIS for the 2014 Sound Transit Long Range Plan Update. Bellevue looks forward to working with Sound Transit and other agencies and jurisdictions to craft the next phase of regional HCT expansion for our region. Please contact either of us or Kim Becklund at 425-452-4491, kbecklund@bellevuewa.gov if you have any questions.

Sincerely,



David Berg, P.E.
Director, Transportation Department



Chris Salomone
Director, Planning & Community
Development Department

cc: Bellevue City Council
Brad Miyake, City Manager
Joyce Nichols, Director, Intergovernmental Relations
Kim Becklund, Transportation Policy Advisor
Michael Kattermann, Senior Planner

454-5

The Final SEIS has been modified to include a discussion about the June 12, 2014 Executive Order from King County Executive Dow Constantine and subsequent Sound Transit Board Motion #M2014-44 regarding the integration of services between Sound Transit and King County Metro. Sound Transit will continue working with King County Metro and other transit providers to develop and implement measures to effectively integrate transit services in the region, particularly before Link Light Rail stations open. A report providing the details of this integration, *Getting There Together*, is available on Sound Transit's web site at:

http://www.soundtransit.org/Documents/pdf/about/201409_RPT_TransitIntegrationReport.pdf

454-6

Sound Transit will work cooperatively and in partnership with local jurisdictions to encourage pedestrian, bicycle, and transit access to facilities. This SEIS is a plan-level rather than project-level SEIS. Accordingly alternatives are defined and evaluated broadly. More detailed project-specific review and analysis will occur in the future for those projects implemented as part of a future system plan. At that time, more detailed analyses of pedestrian and bicycle facilities and their integration with high-capacity transit facilities would occur. Sound Transit's Bicycle Policy and Access Policy are listed as current policies in Appendix A.



P.O. Box 7380 • Bonney Lake, WA 98391
(253) 862-8602

July 11, 2014

SoundTransit
Board Members
401 S Jackson Street
Seattle, WA 98104

Re: Sounder Station at Shaw Road in Puyallup

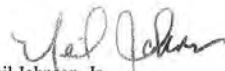
Dear SoundTransit Board Members:

The City of Bonney Lake supports the addition of a Sounder Station at the base of Shaw Road in Puyallup. We see the addition of this station benefiting residents on the plateau who reside in our city limits and within unincorporated Pierce County.

The addition of a Shaw Road Sounder Station should improve ridership levels of this valuable service. Providing an additional station would give additional options for increased ridership from the Pierce County region.

If you have any questions, please feel free to call.

Thank you,


Neil Johnson, Jr.
Mayor

cc: John Knutsen, Mayor City of Puyallup
Dave Enslow, Mayor City of Sumner
Joachim Pestinger, Mayor City of Orting

244-1

The Shaw Road Sounder station is listed as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if funding is available.

244-1

Justice & Municipal Center: 9002 Main Street East Bonney Lake, WA 98391 Fax (253) 862-8538	Public Safety Building: 18421 Veterans Memorial Dr E Bonney Lake, WA 98391 Fax (253) 863-2661	Public Works Center: 19306 Bonney Lake Blvd. Bonney Lake, WA 98391 Fax (253) 826-1921	Senior Center: 19304 Bonney Lake Blvd. Bonney Lake, WA 98391 Fax (253) 862-8538
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Submission # 417

Sound Transit Long-Range Plan Update - RECORD #417 DETAIL**Submission Date :** 7/28/2014**First Name :** Tony**Last Name :** Piasecki**Submission Content :** On behalf of the City of Des Moines, I am submitting the following comment regarding the DSEIS for the Regional Transit Long-Range Plan:

The City of Des Moines has not identified any substantive policy issues nor does it have any review comments on the Regional Transit Long-Range Plan (LRP) Update Draft Supplemental Environmental Impact Statement. Thank you for the opportunity to review and comment on the LRP and for the July 24th Sound Transit staff presentation to our City Council

Tony Piasecki
Des Moines City Manager

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PLANNING AND COMMUNITY DEVELOPMENT

Allan Giffen
Director

July 24, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

RE: Long-Range Plan Update Draft Supplemental Environmental Impact Statement (DSEIS)

Dear Ms. Ertl:

The City of Everett appreciates the opportunity to comment on the Sound Transit update of its long range plan and DSEIS. Sound Transit is to be commended for producing a comprehensive programmatic environmental analysis of the Current Plan and the Potential Plan Modifications alternatives. The City is providing the comments in this letter for the following purposes:

- Clarification of information provided in the DSEIS;
- Recommendations for consideration by the Sound Transit Board of Directors in its deliberations on the content of the Long Range Plan; and
- Recommendation for a 2016 ballot measure for Sound Transit Phase 3.

461-1

Clarification of Information: The City offers the following comments concerning information in the DSEIS or its appendices that should be corrected:

1. Appendix F describes consistency with the land use plans of local jurisdictions, including Everett (pages 14-15). This description includes the following statement:

Everett's land use policies focus on providing sufficient capacity to accommodate Snohomish County's population and employment allocations. Changes made in earlier iterations of the city's plans, policies and land use regulations provide this capacity.

Comment: It should be noted that the above statement is accurate as it pertains to the 2025 growth plans for Everett and Snohomish County adopted in 2005, based on Vision 2020, the previous version of the Regional Growth Strategy. However, the current comprehensive plan updates under way for all jurisdictions in Snohomish County are

461-1

The text in Appendix F has been revised to clarify that the comprehensive plan updates under way for all jurisdictions in Snohomish County are based on *VISION 2040*, which establishes growth expectations for the year 2035 that far exceed the growth capacity of the 2025 Everett comprehensive plan. The text has also been modified to acknowledge that light rail service to Everett would help the City achieve these higher growth targets.

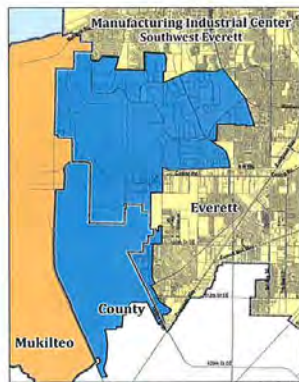
461-1

based on Vision 2040, which establishes much higher expectations on “metropolitan cities” such as Everett, and numerical growth expectations for the year 2035 that far exceed the growth capacity of the 2025 comprehensive plan. The City is currently in the process of evaluating regional expectations for its initial growth targets (as established by the Snohomish County Council in the Countywide Planning Policies) and its capacity for housing and job growth to meet these expectations. It should be noted that the City has continuously stated that many factors beyond Everett’s control must align for the regional market forces to support the levels of growth called for by Vision 2040. The City may have the land use capacity for the higher growth expectations, but without light rail service to Everett well in advance of 2035, it may not have the market support for such high growth targets.

2. On Page 4-120, under the heading of Regional Growth Centers and Land Use, is the following paragraph about the Manufacturing and Industrial Center:

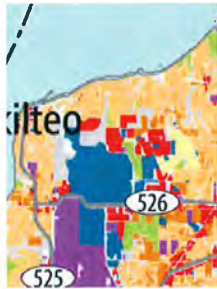
The Paine Field/Boeing MIC is located in unincorporated Snohomish County between Everett and Mukilteo. Industrial/commercial land on the eastern edge of Mukilteo borders the airport. Industrial businesses supporting the Boeing Company have made this area a major employment center in Snohomish County and the state.

Comment: The MIC is comprised of land in both unincorporated Snohomish County and in the incorporated southwest Everett industrial area depicted on the map below. Of the nearly 4,300 acres within the MIC, two-thirds is in the City of Everett boundaries (2,834 acres) while 1,443 acres is in unincorporated Snohomish County. Most of the unincorporated area is comprised of Snohomish County Airport at Paine Field.



3. Figure 4-36 on page 4-122 of the DSEIS shows existing land uses in the plan area, including the area within the Paine Field/Boeing MIC (see graphic inserted below). This map incorrectly shows a substantial proportion of the land in the MIC as commercial use (red) instead of industrial use (blue).

Comment: By a far majority, the land use in this industrially zoned area is comprised of a variety of industrial uses. The red areas immediately north of and west of the “SR 526” label should be changed to show industrial use.



4. Section 4.9.3, on page 4-129, includes the following statement:

Under the Current Plan Alternative, light rail connections would be added to regional centers and manufacturing industrial centers, creating an integrated system of transit services.

Comment: The text that follows the above statement identifies only one MIC as being served by the current plan (Ballard-Interbay MIC). The above statement implies that the current plan will serve more than a single MIC. If more than one MIC are to be served by light rail this section should be corrected to identify only those MIC's that will be served by light rail in the current plan, or the statement should remove the plural from “centers.”

5. Section 4.9.3, beginning on page 4-132, includes the following statements:

Potential Plan Modifications Alternative

- *Similar to the Current Plan Alternative, the Potential Plan Modifications Alternative would support the region's adopted growth and land use strategy. (emphasis added)*

- *Expanded transit access to regional growth centers under the Potential Plan Modifications Alternative could serve population, employment, and development in centers **above the levels of the Current Plan Alternative**, although the timing, intensity, and location of development and infill are unknown. (emphasis added)*
- *The Potential Plan Modifications Alternative **would increase the ability of local jurisdictions to achieve growth targets and implement local plans**, including subarea plans. (emphasis added)*

Comment: While perhaps difficult to quantify the differences in the extent to which the Current Plan and the Potential Plan Modifications alternatives support the region's growth strategy and land use strategy, it is a bit misleading to state that the extent under the Potential Plan Modifications alternative is "*similar to the Current Plan Alternative*." The best data in the DSEIS to draw a distinction between the alternatives is Table 3-7. *Transit ridership estimates in 2040 - Snohomish, King, and Pierce Counties 2040*, which indicates that the difference in light rail boardings between the Current Plan and the Potential Plan Modifications alternative ranges from 60 to 90 million per year. It is difficult to imagine that this level of additional transit activity around light rail stations would not have a much greater level of support for the regional growth, land use and transportation strategy.

Later in the same section, on page 4-133, the text states the following, which makes a large enough distinction to conclude **that the Potential Plan Modifications alternative is not at all similar to the Current Plan alternative**

The Potential Plan Modifications Alternative would connect to more locations, result in more redevelopment, and have more property effects than the Current Plan Alternative. As a result, the Potential Plan Modifications Alternative could increase the opportunities to support implementation of PSRC's VISION 2040 and the Growing Transit Communities Strategies. It could also better support the local land use plans of more communities.

6. On page 4-133 is another statement that needs correction:

The Potential Plan Modifications Alternative also would provide light rail connections to four additional MICs not served by light rail in the Current Plan Alternative: Duwamish, Frederickson, Kent MIC, and the North Tukwila MIC.

Comment: The above statement omitted the Paine Field / Boeing MIC, which would receive light rail service in the Potential Plan Modifications alternative, while it remains unserved by light rail in the Current Plan alternative. The text does correctly identify this connection on the top of page 4-134 (Corridor 15).

Recommendations for Long Range Plan Update:


7. Everett appreciates that the Everett Station Parking Structure is identified in Appendix I, Transportation Projects Included in Cumulative Impacts Analysis. The City requests that the Long Range Plan continue to identify this important project as necessary to implement either the Current Plan or the Potential Plan Modifications alternatives.
8. Everett strongly supports the Potential Plan Modifications alternative as being more supportive of the regional growth and transportation strategy and local land use plans. This alternative will serve the Paine Field – Boeing MIC, while the Current Plan alignment on Interstate 5 does not. **It appears that neglecting to serve the largest employer in the state of Washington at the largest employment center in Snohomish County is inconsistent with the regional strategy of connecting regionally designated growth centers with the high capacity transit system.** The preliminary work conducted on the North Corridor extension indicates that the alignment serving this MIC would have significantly higher ridership than an I-5 alignment. It is imperative that if the region is to invest billions in a high capacity light rail system, that it would serve the alignments and destinations that provide the most potential for increasing transit ridership.
9. Everett supports the Potential Plan Modifications alternative serving the Paine Field / Boeing MIC, along the SR 526 alignment between Boeing and Evergreen Way. However, we strongly oppose siting light rail in the Evergreen Way corridor in Everett. The Evergreen Way Revitalization Plan (2012) process identified strong opposition from the businesses and the greater community to light rail in this corridor as disruptive to the business environment and vehicular capacity on Evergreen Way. Everett believes an alternative alignment connecting downtown Everett / Everett Station to the SR 526 / Evergreen Way intersection must be identified in a more detailed level of planning analysis to select alignment and station locations in Everett.
10. Everett greatly appreciates the Potential Plan Modifications alternative including the extension of light rail facilities from Everett Station along the Broadway corridor north to the Providence Regional Medical Center / College District in north Everett. We further support the extension during the time frame of the next ballot measure. This extension will set the stage for future service expansion north beyond the current Sound Transit district and the growing communities of Marysville and Arlington to the north. It will also generate significant ridership with the growing presence of higher education at Washington State University, Everett Community College, and the University Center at the north end of this corridor.

Ballot Measure for 2016:

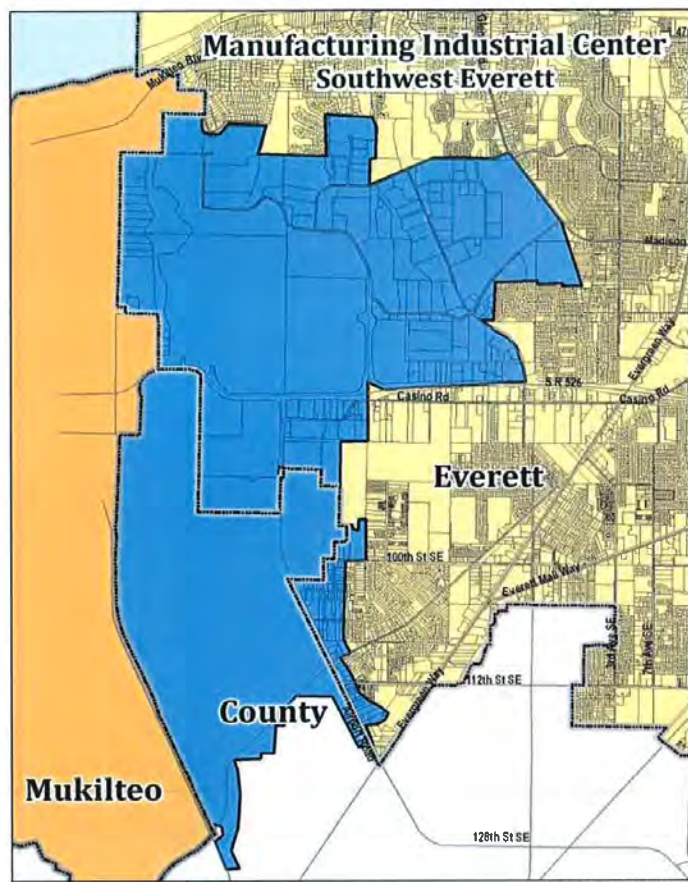
11. Everett strongly supports actions to position ST 3 for a vote in the 2016 election cycle. We recognize that additional funding capacity will require legislative action in 2015. We look forward to advocating that our State Legislature create the opportunity for Sound Transit to seek voter approval of a plan and funding package for the full extension of light rail service to the north end of the current district as soon as possible. Without the timely extension of light rail service to Everett, it is highly unlikely that the real estate market demand will exist to support the very high regional population and employment growth expectations for the city to be realized. The consequences of delay will be additional sprawl and traffic congestion, harmful to the region's economy and environment.

Thank you for your attention to these comments.

Sincerely,


Allan Giffen
Planning Director

Cc: Mayor Stephanson
City Council
Pat McClain, Government Affairs



Submission # 448

Sound Transit Long-Range Plan Update - RECORD #448 DETAIL**Submission Date :** 7/28/2014**First Name :** Rick**Last Name :** Perez**Submission Content :** Thank you for the opportunity to comment on Sound Transit's Long Range Plan Update.

The City of Federal Way continues to support extension of Light Rail as outlined as Corridor A in the current plan, either utilizing I-5 or SR 99 alignments. Failure to extend light rail to Tacoma would likely result in continued over utilization of park and ride lot capacity by Pierce County residents in addition to the significant demand in Federal Way.

We would also support the addition of Corridor 9 - Tukwila to SODO via Duwamish Industrial Area. The City is concerned that travel times through the current alignment through Rainier Valley or other potential station sites under consideration would increase travel times and reduce ridership. Corridor 9 would shorten travel times between Seattle and Federal Way and increase ridership.

Thank you for considering our comments and supporting our efforts to bring light rail to Federal Way as quickly as possible.

Sincerely,

Rick Perez, P.E.
City Traffic Engineer
City of Federal Way
33325 8th Avenue S
Federal Way WA 98003
253-835-2740
Fax 253-835-2709
rick.perez@cityoffederalway.com



Fife City Hall
www.cityoflife.org
7411 23rd Street East, Fife, WA 98424
Tel (253) 922-2486

July 25, 2014

Ms. Karin Ertl, Senior Environmental Planner
Sound Transit
401 South Jackson Street
Seattle, Washington 98104

SENT VIA US MAIL AND EMAIL: LongRangePlan@soundtransit.org

SUBJECT: Regional Transit Long-Range Plan Update - Draft Supplemental Environmental
Impact Statement (DSEIS)

Dear Ms. Ertl:

Thank you for the opportunity to comment on the Regional Transit Long Range Plan Update Draft Supplemental Environmental Impact Statement (DSEIS). The DSEIS is quite extensive and we appreciate and recognize the time and effort that has gone into its preparation.

We also want to thank Ms. Karen Waterman with Sound Transit for her July 15, 2014 briefing to the Fife City Council on the Long Range Plan update. Her presentation was informative and helpful in the development of comments in this letter.

GENERAL COMMENTS

In reviewing the DSEIS we are pleased to see that both the Current Plan Alternative ("No Action" Alternative) and the Potential Plan Modifications Alternative ("Action" Alternative) include the extension of a potential light rail system from its terminus in South King County (identified as Federal Way in the DSEIS analysis and referenced as such in this letter) to the City of Tacoma. Inclusion of this important light rail extension in both Alternatives is appropriate for several reasons including, but not limited to:

- Completion of the regional transit system's light rail spine from Tacoma to Everett needs to be a priority for the region. Light rail provides an efficient means of relieving traffic congestion along the region's major transportation corridors (e.g. Interstate 5), would improve air quality, connects major/growing regional centers as well the Seattle-Tacoma International Airport and would support city and county land use plans along the corridor.
- Sound Transit's current 2005 Long Range Plan references light rail as a cost effective way to serve the core of the regional system where ridership is the highest. This is still the case and the Federal Way to Tacoma light rail extension should continue to be reflected in the updated Long Range Plan.
- Completion of the regional light rail system from Federal Way to Tacoma would connect areas south of Federal Way to the Seattle-Tacoma International Airport. This would

465-1

Appendix F of the Final SEIS has been revised to reflect the information provided in the City's comments.

enhance economic development for communities like Fife and Tacoma in general. More specifically, tourism, convention and business travel would be enhanced by the convenience that light rail service would offer between the Seattle-Tacoma International Airport and Pierce County. For Fife specifically, light rail would provide over 1,000 existing hotel rooms in Fife (expected to increase over time) with easy access to convention facilities in Tacoma. This will allow organizations such as the Greater Tacoma Convention & Trade Center to more successfully bid on increasingly larger sized conventions. It would also make the City of Fife more competitive in our efforts to attract hotel and convention center facilities within our City limits.

- The DSEIS identifies the "King/Pierce Line: West" screenline as having one of the major 2040 daily increases in transit system ridership over ST 2 ridership. This is attributable, in good part, to the extension of the light rail line from Federal Way to Tacoma under both DSEIS Alternatives. A considerable opportunity to capture ridership and, consequently, manage traffic congestion and improve air quality will occur by extending the light rail system from Federal Way to Tacoma.
- Certain display boards at the DSEIS Scoping Open Houses identified a 51% population increase for the City of Tacoma between 2000 and 2035. Substantial percentage increases in growth are also anticipated in other Pierce County communities during this time frame. Regional high capacity transit investments to serve this growth are necessary and appropriate.

CITY OF FIFE LAND USE PLANS

In addition to the general regional benefits that the Federal Way to Tacoma light rail extension would provide, this extension would also be very supportive of the City of Fife's adopted and anticipated plans.

Specifically, Appendix F in the DEIS discusses Consistency with Land Use Plans, Policies, and Legislation. To amplify on the discussion within Appendix F, the inclusion of a potential light rail extension from Federal Way to Tacoma in both the Current Plan alternative ("No Action" Alternative) and the Potential Plan Modifications Alternative ("Action" Alternative) are very consistent with the City of Fife's Land Use Plans.

The eventual extension of the light rail system to and through the City of Fife is supportive of our land use planning efforts. The City of Fife Comprehensive Plan designates the entire Pacific Highway East corridor within the City of Fife as its "downtown". Existing development regulations enable a land use pattern, mix of uses and density supportive of and compatible with high capacity transit.

Additionally, the City of Fife continues to reinforce its City Center vision. In 2012, the City of Fife initiated an extensive visioning and planning effort to refine the Fife City Center concept, focusing on the area around 54th Avenue East and Pacific Highway East as well as on the south side of Interstate-5 at the intersection of 54th Avenue and 20th Street East. Public involvement including, but not limited to, community open houses and active publicity in the form of print and other media have accompanied this process.

The outcome of this effort is an implementable vision for a transit-oriented, neighborhood based, pedestrian-friendly mixed use City Center, supported by a re-design of the 54th Street interchange at Interstate-5. The City of Fife Transportation Plan is currently being updated

465-2

In response to this comment, the figures have been revised in the Final SEIS to identify/label the City of Fife.

with a significant amount of Fife's future population and employment growth directed to the Fife City Center in support of this vision. A SEPA Planned Action EIS to incentivize development is now planned.

The Fife City Center will be an appropriate location for future light rail station(s) as part of the Sound Transit's regional high capacity transit system. It will support the regional vision for the connection of high density, pedestrian oriented centers with the regional high capacity transit system, in this case connecting Fife to regional centers, the Seattle-Tacoma International Airport and other communities located along the light rail corridor.

MAPPING ITEM

Finally, the maps in the DSEIS do not identify/label the City of Fife. As a local government that is on the Interstate-5 corridor, adjacent to the City of Tacoma and the Port of Tacoma and also on the alignment of the potential light rail extension from Federal Way to Tacoma, this is an unfortunate omission. We believe the City of Fife needs to be identified in the Sound Transit Long Range Plan map documents when the Long Range Plan is updated and eventually adopted by the Sound Transit Board.

CONCLUSION

Thank you again for the opportunity to comment on the DSEIS.

We look forward to the Sound Transit Long Range Plan update process as well as to other work that Sound Transit will be doing related to the future development of the high capacity transit system in our region. This includes work towards development of a future Sound Transit 3 ballot measure and the identification of projects to be included in that ballot measure.

Feel free to contact me at (253) 896-8633 should you have any questions or require additional information.

Sincerely,



David Osaki
Community Development Director/SEPA Responsible Official

cc: Dave Zabell, City Manager, City of Fife
Russ Blount, Public Works Director, City of Fife
Laurel McQuade, Marketing and Economic Development Manager, City of Fife



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July 25, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

Dear Ms. Ertl:

Thank you for the opportunity to provide comments regarding the Sound Transit Draft SEIS for the Long Range Plan Update. Are comments are as follows:

Central Issaquah's Pending Regional Center Designation and Medium Density Growth Plans

The City of Issaquah is in the process of receiving a Regional Growth Center designation from Puget Sound Regional Council for the Central Issaquah area. While the Draft SEIS mentions Central Issaquah as an Urban Center, we would appreciate consideration for the additional growth we have planned and the designation from the PRSC that is likely to follow in concert with the completion of the Long Range Plan update. It would be unfortunate for the region if Sound Transit's plans were misaligned with adopted growth plans in the corridor. Besides revisions to the analysis, there is an opportunity to mention Issaquah as a pending Regional Growth Center in the margin on page 4-125.

On page 3-35, in table 3-9, there is mention of low demand anticipated along the I-90 corridor due to low density development. We feel this statement is inaccurate in that most of Issaquah's future residential growth is planned as multifamily medium density growth located in the Central Issaquah and Issaquah Highlands areas.

Service to Issaquah Highlands

In reviewing the Draft SEIS for the Long-Range Plan update, we see that the current plan shows potential rail and bus rapid transit alternatives extending to Issaquah, but neither the current plan nor the potential plan modifications specifically indicate that modes extend to the Issaquah Highlands. Issaquah anticipates dramatic residential and job growth in the Highlands area (approximately 2,500 housing units and 10,000 jobs), and we want to make sure Sound Transit's Long-Range Plan will meet anticipated future transit demand. We also understand that in order for a transit corridor to become part of the agency's adopted Long-Range Plan, it must appear among the potential plan modifications evaluated in the SEIS. We are requesting that the potential plan modifications alternative is expanded to include both potential light rail and bus rapid transit extensions from Central Issaquah to Issaquah Highlands.

460-1

The text in Section 4.9.3 of the Final SEIS notes that "...central Issaquah is designated as an Urban Center in the King County Countywide Planning Policies. The City of Issaquah is also actively in the process of seeking designation from PSRC as a Regional Growth Center." In the call-out box for designated regional growth centers in East King County, Issaquah has been added as "City preparing application to submit to PSRC".

460-2

The reference to low demand along the I-90 corridor has been removed from the applicable table in the Final SEIS.

460-3

An Issaquah to Issaquah Highlands light rail corridor and bus rapid transit corridor have been added to the Potential Plan Modifications Alternative and studied to the same level of detail as other corridors in the Final SEIS. Please see Figures 2-9 and 2-10 in the Final SEIS for the location of corridor 18 – Issaquah to Issaquah Highlands (light rail) and corridor 28 - Issaquah to Issaquah Highlands (BRT).

460-4

Low Transit Ridership Corridors in the Current Plan Alternative

Pages 3-35, 3-40 and 3-41 discuss several transit corridors in the Current Plan Alternative that would result in relatively low transit ridership increases (less than 3,000) at the selected screenlines. These corridors are Corridor C, light rail between Bellevue and Issaquah along I-90 and Corridor O, BRT between Bellevue and Issaquah along I-90. East-west screenline 11 was taken at a poor location. The screenline should have been taken north-south near Lake Sammamish State Park. That would have captured the demand heading to and from Seattle/Bellevue. Not capturing this transit demand leads to an appearance of low ridership.

460-5

Costco World Headquarters Presence in Issaquah

On page 4-126, the report indicates Microsoft as a major employer but there is no mention of Costco's World Headquarters in Issaquah as a major employer. Not only is Costco a major employer but the City is finalizing a development agreement with Costco that will add up to 1.5 million square feet of additional Costco corporate headquarters office space and retail to the Central Issaquah Area.

460-6

Age of Data

On page 3-19, the HOV data is from 2012, which is already two years old. Traffic has increased significantly since that time due to recovery from the recession and regional growth.

We trust this information will be further considered in the Draft SEIS evaluation. Please let me know if you have any questions about this letter or if we can provide additional information.

Sincerely,


 Fred Butler
 Mayor

CC: Issaquah City Council
 Bob Harrison, City Administrator

460-4

A new north-south screenline has been added at I-90 just west of Lake Sammamish State Park. The results are presented in the Final SEIS, Section 3.4.1 (Impacts on Transit Ridership). The results are also presented in the Transportation Technical Report (Appendix K of the Final SEIS), Section 4.1.2 Transit system performance measures.

460-5

Costco's World Headquarters in Issaquah has been added as a major employer.

460-6

The 2012 HOV data in the SEIS reflects the most recently available information on HOV lane performance. It was provided in the 2013 Washington State Department of Transportation Corridor Capacity Report published in November 2013.

Submission # 449



July 28, 2014

Sound Transit
Attn: Ms. Karin Ertl
401 S. Jackson St
Seattle, WA 98104

Dear Ms. Ertl:

The City of Kenmore thanks you for the opportunity to provide Sound Transit with our comments in response to the Draft Supplemental Environmental Impact Statement for Sound Transit's Long Range Plan (LRP) update. We encourage Sound Transit to recognize SR 522 as a high priority corridor for the regional transportation system. We also support improvements to NE 145th Street (SR 523) that connect SR 522 to the light rail station at NE 145th Street/15 as Kenmore residents will utilize this route.

Please find attached Kenmore's Scoping letter sent to Sound Transit on November 20, 2013. We continue to encourage Sound Transit to address all items as stated in our scoping letter and strongly encourage Sound Transit to choose SR 522 as a corridor to study at a higher level as it has other corridors in the region. We believe Bus Rapid Transit (BRT) is appropriate on the corridor in the short term and light rail in the longer term. Volumes (vehicles and transit ridership) have increased significantly on SR 522 as a result of tolling of SR 520. Tolling of I-90 would drive the volumes even higher. It is imperative that Sound Transit coordinate closely with WSDOT as regional tolling and hot lanes directly impact traffic volumes and transit demand on SR 522.

Thank you for your consideration of our scoping comments. We look forward to working with Sound Transit on the Long Range Plan update. Feel free to contact me if you have any questions.

Sincerely,

Kris Overleese, PE
Director of Engineering & Environmental Services

cc: Rob Karlinsey, City Manager

Submission # 449



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.

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Submission # 449

Letter to James Irish, Sound Transit LRP Scoping
November 20, 2013
Page 2

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.

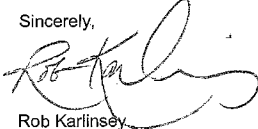
Outside of our city, connections to the light rail station at NE 145th Street and I-5 are important. We anticipate that Kenmore residents, students and workers will utilize this station. NE 145th Street already is congested during peak periods and additional traffic traveling to and from the light rail 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

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July 28, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

PUBLIC WORKS ADMINISTRATION
Timothy J. LaPorte, P.E.
Public Works Director
400 West Gowe
Kent, WA 98032
Fax: 253-856-6500

PHONE: 253-856-5500

RE: Comments on the Sound Transit Long Range Plan Update

Dear Ms. Ertl,

Thank you for the opportunity to provide comment on the Draft Supplemental Environmental Impact Statement for Sound Transit's Long Range Plan Update. With light rail extending to Kent by 2023 and the continued expansion of Sounder service and regional express transit service, the City looks forward to continuing our partnership with Sound Transit to help meet our region's many diverse transportation needs. We appreciate the significant planning and outreach efforts Sound Transit has put into this update. With that in mind, the City of Kent offers the following comments.

Capital Improvements –

HOV Direct Access ramps on SR 167 in Kent (for example, at Smith St.), included in the current plan alternative, continues to be a high priority of the City. Downtown Kent's first mixed use development will be completed this summer, consisting of 172 urban-style apartments and 3,100 square feet of retail. Additionally, Amazon will be joining leading global companies including REI, Starbucks and Boeing that have located in Kent, bringing hundreds of new jobs in 2015. These are just a few examples of the significant development occurring within the City. A direct access ramp would improve speed and reliability and thereby dramatically reduce drive time for Sound Transit and Metro buses that access Kent Station, a critical connection for Kent residents and employees traveling to and from our designated urban center.

While parking was included in the analysis, the City recommends that Sound Transit specifically analyze the benefits of structured parking as it relates to Transit Oriented Development (TOD). Kent Station is already over capacity. The Kent-Des Moines Light Rail Station will be a terminus station for a period of time, which will increase parking demand. The City strongly supports structured parking in order to accommodate TOD in the near term.

The City's Transportation Master Plan, Downtown Subarea Action Plan, and Midway Subarea Plan all include elements of mixed use TOD. Improved access to transit through expanded park and ride facilities, bicycle and pedestrian connections, and

MAYOR SUZETTE COOKE

City of Kent Public Works Department
Timothy J. LaPorte, P.E., Public Works Director

408-1

Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.

However, an analysis of the benefits of structured parking at it relates to TOD is beyond the scope of the Long-Range Plan update process. Specific to the Kent-Des Moines Station, system requirements, including park-and-ride capacity, are being assessed as part of the project-level Federal Way Link Extension project.

408-2

Appendix A of this Final SEIS includes a number of representative projects for the Current Plan Alternative that focus on access improvements, non-motorized connections, and TOD. In addition, Sound Transit's TOD policy, Access Policy and Bicycle Policy also support these connections. Specific improvements at new or existing stations would be evaluated in more detail during project development, for those projects implemented as part of the next phase of system planning.

408-2 | direct access improvements in and around future and existing TOD's will maximize transit ridership. As part of ST3 the City encourages Sound Transit to consider capital improvements in support of TOD, beyond transit.

408-3 | **Transit Investments-**
The City is encouraged by the efforts underway to increase integration and efficiencies across Sound Transit and Metro. East-West connections have historically been underserved in our region. The City is supportive of the proposed regional bus service between Kent and SeaTac Airport included in the potential plan modification alternative. The City requests that Sound Transit also consider connections that will connect our urban center with the Kent-Des Moines station opening in 2023 as well as the 272nd station in later years. The City is also supportive of the additional North-South connections proposed along SR 167.

408-4 | There will continue to be a high demand for extended weekday Sounder service. A number of the industrial and manufacturing work sites located in Kent operate multiple shifts per day. There continues to be an increased need for extended Sounder hours to meet this demand.

408-5 | **General Comments-**
Chapter 2, Alternatives Considered, includes a description and illustration of typical light rail guideways. For a typical trench station, the City requests that the description and illustration include pedestrian crossings. Providing pedestrian access across any proposed alignment is critical, particularly trenches.

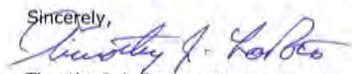
408-6 | License plate data collected at Kent Station in 2013 indicate that more than half of the users of the Kent Station garage live outside the Sound Transit district. The City encourages Sound Transit to consider expanding the district boundaries to address regional equity and transit access concerns, while keeping within the guidelines of the regional growth strategy.

408-7 | Appendix F references local plans and policies. In November 2013, the Kent Council adopted the Downtown Subarea Action Plan, available online www.kentwa.gov/planning. This plan should be taken into consideration when developing the framework for Sound Transit's long range planning policies.

While the City understands that a number of projects were accounted for in the 2005 long range plan, once the update is adopted, it would be helpful to receive a crosswalk of projects will be completed with ST2 funding versus those that will require additional funding. This tool will help support our public outreach efforts.

The City looks forward to continued expansion of the region's transit system, building on the significant investments that have already been made. We also look forward to continuing to work with you on this significant planning effort.

Sincerely,



Timothy J. LaPorte, P.E.
Public Works Director

408-3

As indicated in Appendix A of the Final SEIS, the Current Plan Alternative includes representative projects to improve feeder services and other connections to HCT stations. In addition, the Final SEIS has been modified to include a discussion about the June 12, 2014 Executive Order from King County Executive Dow Constantine and subsequent Sound Transit Board Motion #M2014-44 regarding the integration of services between Sound Transit and King County Metro. Sound Transit will continue working with King County Metro and other transit providers to develop and implement measures to effectively integrate transit services in the region, particularly before Link Light Rail stations open. A report providing the details of this integration, Getting There Together, is available on Sound Transit's web site at:

http://www.soundtransit.org/Documents/pdf/about/201409_RPT_TransitIntegrationReport.pdf

408-4

Please see the response to common comment 12 - Sounder service in Section 5.3.3 of Chapter 5 of this Final SEIS.

408-5

The station description and guideway cross-sections included in Chapter 2 of the Final SEIS are very general to provide the reader with the conceptual functions of the facilities. While pedestrian crossings, either elevated or across the tracks, are features that would commonly be incorporated, they are not intrinsic to the design and could be incorporated in various ways.

408-6

Sound Transit must follow legislatively mandated steps before annexing areas into the Sound Transit District or extending services beyond the current district boundary. Extensions of service can occur without changing or annexing the district boundary. The Final SEIS summarizes the process and requirements in Sections 2.5.1 and 2.5.2.

408-7

Appendix F of this Final SEIS has been revised to include Kent's Downtown Subarea Action Plan.

July 24, 2014

Sound Transit
 Attention: Karin Ertl, Long Range Plan Draft SEIS Comments
 Union Station
 401 S. Jackson
 Seattle, WA 98104



Dear Ms. Ertl:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Statement (DSEIS) for Sound Transit's Regional Transit Long-Range Plan (LRP) Update. We appreciate the amount of time and effort that goes into producing a document of this type. Our comments fall into three main categories: Connections, Restoring Consideration of Alternative Technologies to the DSEIS and Looking Forward.

Connections

The primary interest of the City of Kirkland is connection of the Totem Lake Urban Center to the rest of the region with High Capacity Transit. We therefore request the largest possible number of options for doing so be included in the DSEIS and the LRP update. The Eastside Rail Corridor (ERC) and I-405 Corridor Studies you recently completed were helpful in looking at choices to connect Totem Lake. The Bus Rapid Transit alternative on I-405 should include the ability to exit I-405, travel through the urban center and rejoin I-405. An example of such a connection might be at NE 128th Street and NE 116th Street. This may require new facilities to ensure travel speed and schedule reliability and an evaluation of these facilities should be included in the DSEIS.

We request that Street Car also be included as an alternative mode for the ERC in the LRP. The DSEIS indicates that Sound Transit envisions the use of Street Cars between transit centers. The corridor between Totem Lake and the East Link stop at Overlake Hospital is an ideal place for such a link.

A second critical Kirkland interest is to connect the Downtown Central Business District and Kirkland Transit Center (a Sound Transit investment from *Sound Move*) to any High Capacity Transit on I-405 or along the Eastside Rail Corridor. Under Kirkland's current zoning the downtown could add more than one million square feet of Class A office space, several hundred thousand square feet of retail and a significant number of multifamily dwelling units within the next ten years. This requires new transit access facilities connected to I-405 at NE 85th Street or NE 70th Street and we respectfully request that Sound Transit also include these or similar alternatives in the DSEIS so that they can be included in the revised Long Range Plan.

Language should be added to the Plan that clearly indicates HCT on SR 520 will connect with the South Kirkland Park and Ride.

We support connecting Sound Transit services with superior quality bicycle and pedestrian facilities not only at stations and stops, but also on streets that are used to connect to those stations and stops. This is one type of "last mile" connection. In the Long Range Plan Sound Transit should consider how other last mile connections will be made; if not by Sound Transit then how connections with other service providers will be made.

123 Fifth Avenue • Kirkland, Washington 98033-6189 • 425.567.3000 • www.kirklandwa.gov

462-1

The Final SEIS considers at the corridor-wide level several corridors with connections to Totem Lake. As discussed in Section 2.3 of the Final SEIS, corridors D, Q, and X would serve the Totem Lake area. Potential Plan Modifications Alternative corridors discussed in Section 2.4 that could serve the Totem Lake area include Final SEIS Corridors 10, 14, 37, 41, and 42. Specific routes or alignments for any of these corridors are not yet defined. This SEIS process precedes any future project-level reviews for individual projects at which time evaluation of any new facilities would be included.

462-2

In response to this comment, streetcar along the Eastside Rail Corridor has been added to the Potential Plan Modifications Alternative. Please see Section 2.4.5 of the Final SEIS, Figure 2-11, and Table A-11 in Appendix A.

462-3

Appendix A of the Final SEIS includes several representative projects for access improvements between downtown Kirkland and I-405 at NE 85th Street and NE 70th Street ("Kirkland at 85th HOV Center Direct Access," "Houghton (Kirkland) I-405 Center HOV Direct Access," and "Improve non-motorized access to stations.") In addition, Appendix A has been updated to include a new representative project: "Improve pedestrian access between HCT on the Eastside Rail Corridor and the Kirkland Transit Center." The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors are implemented.

462-4

Detailed alignment and station location decisions, including decisions on how new high capacity transit facilities would connect to existing park and rides, will be evaluated during future project-level reviews. At that time, the city and other stakeholders will have additional opportunities to comment.

462-5

Appendix A of the SEIS includes a number of representative projects, including many access related projects, that could be implemented along any of the high capacity transit corridors studied in the SEIS. More detailed project-specific analysis of access improvements would occur in the future for those projects that are implemented as part of a future system plan.

Letter to Sound Transit
July 24, 2014
Page 2

Restoring Consideration of Alternative Technologies to the DSEIS.

It is our understanding that the DSEIS clears a full spectrum of Bus Rapid Transit and Street Car technology, including vehicles that are autonomous and/or those that are powered by electricity or other alternative fuel technologies so that they may be included in the Long Range Plan. This should be made more clear in the document.

Several transit modes were excluded from consideration in the Long Range Plan and we find this perplexing, especially considering the potential of these alternatives to provide cost-effective connections along the Eastside Rail Corridor and to communities or institutions that may never be served by existing or future light rail lines or BRT. We are certainly supportive of only considering modes that have sustainable operating and maintenance costs and we are respectful of Sound Transit's requirements to provide high capacity regional transit. It is *for* these reasons, and because the Long Range Plan is constrained neither by cost nor by time, that removing modes from further consideration is short-sighted for the region. It could be that, over the life of the plan, one of the modes being excluded from consideration could help improve operations, reduce capital expenditures and do so with a small environmental footprint.

The alternative technologies that are proposed to be removed from further consideration are entirely consistent with Sound Transit's Goals and Objectives for the Long-Range Plan which have been copied directly from the DSEIS and are shown on the next page.

These alternative modes are particularly relevant to the goals to "*Preserve and promote a healthy and sustainable environment*" and "*Create a financially feasible system.*" Most of these modes are automated and use alternative fuels or electricity and thereby avoid the majority of operating costs of BRT. Further, as technology rapidly advances in all sectors, it seems inevitable that these transit technologies will only get better and more efficient over time. They may also provide unique solutions to "*make it easier to use transit to reach jobs, education, community resources and commercial centers throughout the region.*"

To be clear, Kirkland understands that alternative technologies such as monorail, skytrain, aerial trams and personal rapid transit are not replacements for the regional light rail and BRT system. But these modes could be supplemental connections or alternatives for short segments of HCT that may be cost-effective and environmentally sustainable ways to expand the reach of HCT.

The story of the Capitol Hill Street car operation described on page 2-7 of the DSEIS is a good example of how being flexible in choice of mode was helpful to finding the right solution to problems that were unforeseen when the Plan was drafted. If the Long Range Plan had explicitly removed street cars from a choice of modes, perhaps because they don't serve regional destinations or because they have limited capacity or because they often operate at low speeds in mixed traffic, a potential solution would have been foreclosed. Recognizing that some high speed modes have operating characteristics suitable only for inter-regional travel, we request that same flexibility remain in the revision of the Long Range Plan by not removing lower speed transit technologies (Table 2-9) from the Long Range Plan. Some mode variation might be ideal for all or portions of the ERC, or to link educational institutions such as UW Bothell, Cascadia Community College, Lake Washington Institute of Technology and Bellevue College to existing or future HCT lines.

462-6

Section 2.6 of the Final SEIS has been revised to provide additional clarification. Several technologies that have moderate to high HCT capabilities, but that are generally less suitable for Sound Transit, could be considered for off-spine service that operates on principally exclusive rights-of-way but does not interline with the spine and is not intended to feed the spine. Other technologies could also be considered, in some situations, as HCT supportive services.

In either case, consideration should be given to whether these other technologies provide the cost-effectiveness, flexibility, and reliability to meet future needs. New transit technologies for Sound Transit, especially non-standard or unconventional technologies, likely have different operations, power and other requirements, and would likely require additional separate operations and maintenance facilities as described previously. In addition, using a different technology for off-spine service could preclude options for interlining transit lines with the spine as the system is modified or expanded in the future.

462-7

Please see the response to common comment 21 - Alternative technologies - General in Section 5.3.4 of Chapter 5 of this Final SEIS.

Letter to Sound Transit
July 24, 2014
Page 3

462-7

Goals and objectives for Sound Transit's Long-Range Plan	
<ul style="list-style-type: none"> ► Provide a public high-capacity transportation system that helps ensure long-term mobility, connectivity, and convenience for residents of the central Puget Sound region for generations to come <ul style="list-style-type: none"> • Enhance regional mobility through improved travel time, reliability, and customer experience • Provide reliable, convenient, and safe public transportation services to regional growth centers and create an integrated system of transit services • Increase the percentage of people using transit for all trips • Provide an effective and efficient alternative to travel on congested roadways 	<ul style="list-style-type: none"> ► Strengthen communities' use of the regional transit network <ul style="list-style-type: none"> • Use HCT to create opportunities for transit-oriented development around transit stations and centers consistent with local land use plans • Support the ability of communities to develop in a manner consistent with state and regional laws and growth management policies • Create HCT stations that are easy to access by foot, bicycle, and local transit, as well as by people who are transit-dependent
<ul style="list-style-type: none"> ► Preserve and promote a healthy and sustainable environment <ul style="list-style-type: none"> • Conserve land and energy resources, and improve air quality while also reducing greenhouse gas emissions and other pollutants • Minimize potential adverse impacts on the natural and built environments • Help limit urban sprawl, maintain open space, and protect natural resources 	<ul style="list-style-type: none"> ► Improve the economic vitality of the region <ul style="list-style-type: none"> • Enhance the region's ability to move goods • Make it easier to use transit to reach jobs, education, community resources, and commercial centers throughout the region
	<ul style="list-style-type: none"> ► Create a financially feasible system <ul style="list-style-type: none"> • Improve financial sustainability • Maintain, operate, and expand regional HCT services in a cost-effective manner • Support and build upon the existing regional HCT system • Avoid competitive, duplicative transit services

In the end, the DSEIS itself makes the case for including these technologies for further evaluation. In section 2.7, Environmental Commitments and Sustainability, the DSEIS states:

"The key goal of Sound Transit's sustainability and environmental management program is to protect the environment and create a healthy community and economy. The agency's core mission of moving people on transit is the most important action the agency can take to improve the local environment, connect communities, reduce sprawl, and enable citizens to thrive within their means by saving dollars on transportation. As the agency delivers transit projects and services, it is also working to conserve resources and incorporate sustainability into everyday operations."

If the core mission is to "move people on transit" to "improve the environment and reduce sprawl", adding back alternative transit technologies that can help accomplish this mission in a Plan unconstrained by finances or time seems both practical and prudent. We hope Sound Transit will restore these alternative modes to the DSEIS. However because of its potential

Letter to Sound Transit
July 24, 2014
Page 4

impacts, Commuter Rail as a mode on the Eastside Rail Corridor should not be included in the Long Range Plan.

Looking forward


The Kirkland Council and Kirkland's voters, have been supportive of Sound Transit's previous plans and we look forward to enthusiastically supporting future System Plans that implement portions of the Long Range Plan. We hope that support can be given both as Sound Transit seeks funding authorization from the State Legislature and for any future ballot measure that would come before the voters.

In order for our full endorsement, the City Council will want to be assured that there are adequate benefits to Kirkland. This would include a set of capital and operating elements that can truly make a difference in connecting Kirkland to the regional system. We would like to work closely with the Sound Transit Board and staff to develop such a set of elements and we look forward to future cooperation that will benefit both the citizens of Kirkland and the region.

Sound Transit's plans for improving regional mobility provide an important avenue for Kirkland to enhance its links within Kirkland and with the region. Again, thank you for the opportunity to comment on Sound Transit's Long Range Plan.

Sincerely,

Kirkland City Council


Amy Walen
Mayor

cc: Sound Transit Boardmembers

Mayor
Mary Jane Goss

17425 Ballinger Way NE
Lake Forest Park, WA 98155-5556
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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

July 25, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

Re: SEIS Comments

Dear Sound Transit:

Thank you for the opportunity to comment on the Supplemental EIS for the Long Range Plan update. We are writing to assure that the current planning process and the eventual placing of a list of projects before the voters for the next generation of rail transit expansion also includes projects for effective surface transit in the Lake Forest Park area.

There are few items identified in the current alternative and the proposed updates that can directly help transit and transportation issues in Lake Forest Park, but they are important ones. Specifically, there are two projects shown in Appendix A, Table A-6 of the Current Plan Alternative shown in the SEIS that would make a big difference in Lake Forest Park. They are:

- Infrastructure Improvement: SR 522 BAT Lanes: 145th to Bothell/I-405;
- Parking: NE 145th/SR 522 Park-and-Ride Lot.

Later in Appendix A, there is a section titled Potential Plan Modifications Alternative that includes two projects that again are of active interest:

- Bus Corridors and Service: ST Regional Express on 145th Street from I-5 Serving SR 522;
- Improve NE 145th Street, Including Multimodal/Bus Priority Treatments (e.g. BAT lanes).

It is our hope that these four projects are in the final plan and make their way to the financially constrained plan list and become funded priorities.

The cities along the SR 522/523 (Bothell Way/145th Street) are coming together in hopes of making sure that this highly congested corridor is served and accessed well by

442-1 | transit. Lake Forest Park is a community that by terrain and topography has a difficult time for its citizens to access transit. In addition, it appears to be the only city (that is not a Point city) surrounding Lake Washington that does not have a park-and-ride.

442-2 | While we are supportive of the current light rail expansion and see the value of the 145th Street light rail station, the eventual effectiveness of light rail is going to be determined by the ability of the surface corridors to deliver riders to and from the routes (see attached September 18, 2013 support letter). We support the project entries that will specifically help the people of Lake Forest Park, and urge Sound Transit to take a systemic view to the improvements that will make effective bus corridors. Indeed, we hope the hallmark of this plan is a strategic integration of light rail and surface transit working together.

A final point is that HCT corridors like SR 522 are candidates for light rail. Our City Council certainly does not want to foreclose light rail as a future option. However, our corridor is heavily congested right now and we would not want to sacrifice the improvements identified in the entries above today in hopes of light rail decades into the future. Should light rail on SR 522 be considered in the current plan or sometime in the future, we will gladly engage in that conversation.

Sincerely,



Mary Jane Goss, Mayor

442-1

A park-and-ride facility in Lake Forest Park is one of the representative projects listed in the SEIS Appendix A, Table A-6). A new park-and-ride facility could be implemented if included as part of a future system plan. In addition, several corridors are identified in the SFEIS that would serve Lake Forest Park. The Current Plan Alternative includes HCT service from Northgate to Bothell on SR 522 (corridor L). The Potential Plan Modifications Alternative includes light rail service from North Kirkland or UW-Bothell to Northgate via SR 522 (corridor 10) as well as Ballard to Bothell service (corridor 11), which could pass through Lake Forest Park. For any corridors included in the adopted Long-Range Plan, specific alignments, station locations and configurations will be evaluated later during project development if implemented as part of a future system plan.

442-2

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

Mayor
Mary Jane Goss

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Councilmembers
Don Fiene
Tom French
Jeff R. Johnson
Sandy Koppenol
Robert E. Lee
Catherine Stanford
John A. E. Wright

September 18, 2013

Sound Transit DEIS Comments
c/o Lauren Swift
401 S Jackson St.
Seattle, WA 98104

RE: Support for Siting Light Rail Station at 145th in Shoreline

Dear Sound Transit:

The City of Lake Forest Park has a vital interest in the outcome of the final decision on the siting of the Link stations for the Lynnwood Link Extension. Our residents have supported the objectives of Sound Transit since its inception and have long anticipated the promise of service commensurate to accommodate the need for regional transit service to the north-end cities beyond Seattle city limits.

Sound Transit representatives updated the City at our May 9, 2013 City Council meeting regarding the status of the Link stations still under study.

We would like to express our support of the following:

- Alignment of the Link Light Rail along the east side of the I-5 alignment through segments 'A' and 'B'.
- Locating segment 'A' stations at NE 145th and NE 185th Streets, as supported by the City of Shoreline.
- Providing adequate Park N Ride facilities at or very near Link stations is extremely important for system access by our citizens.
- Providing adequate bus capacity to serve the communities close to the stations.
- Designing stations to preserve the free-flow of east/west vehicular traffic, bicycle and pedestrian access across the I-5 alignment and to prevent choke points.

The City Council of Lake Forest Park recently passed the Southern Gateway Sub Area Plan zoning changes which allows for residential development and higher density along the SR-522 corridor beginning at 145th. The City committed significant time and resources to this planning effort, recognizing the need for housing along the transit corridor.

442-3

Appendix F has been revised to indicate that the City Council of Lake Forest Park recently passed the Southern Gateway Sub Area Plan zoning changes which allows for residential development and higher density along the SR-522 corridor beginning at 145th.

442-3

Page 2

Even with this housing in place, the majority of Lake Forest Park residents intending to use mass transit will continue to face the challenge of accessing transit options. Our physical geography and terrain make regular transit circulation service within the city impractical, and our citizens are forced to travel to transit system access points.

Siting stations on the east side of the I-5 alignment and providing parking in their immediate vicinity will allow them that access. Stations at 145th and 185th would provide Lake Forest Park with direct access to Link more than any of the other stations currently under study, and would provide an even 40-block separation between stations more effectively serving the population while maintaining system efficiency. As the configuration of SR-522 at Seattle's northeast boundary constricts all traffic on SR-522 southbound, the access to a 145th St station for commuters is essential and needed.

SR-522 helps to provide linkage to the UW Seattle and UW Bothell. A Link station at 145th (SR-523) would help to provide the first step towards regional transit access from the east side of Lake Washington to the Shoreline Community College. This route would be an excellent application for future bus rapid transit (BRT).

We appreciate your consideration of the needs of our citizens.

Sincerely,

A handwritten signature in black ink that reads "Mary Jane Goss". The signature is written in a cursive, flowing style.

Mary Jane Goss
Mayor



Don Anderson
Mayor

July 25, 2014

Jason Whalen
Deputy Mayor

Sound Transit
Attention: Karin Ertl, Long-Range Plan Draft SEIS
Union Station
401 S. Jackson Street
Seattle, WA 98104

Mary Moss
Councilmember

SENT VIA E-MAIL: LongRangePlan@soundtransit.org

Michael D. Brandstetter
Councilmember

The City of Lakewood has reviewed the Regional Transit Long-Range Plan Update Draft Supplemental Impact Statement (DEIS). The following comments are offered for your consideration.

463-1

John Simpson
Councilmember

**Current Plan Alternative
Commuter Rail, Study Corridor "I" - DuPont to Lakewood**

Land Use

Marie Barth
Councilmember

Comment 1: Between Bridgeport Way and Berkeley Avenue SW, there are commercial and industrial buildings that are located immediately adjacent to the Sound Transit railroad right-of-way. All of these buildings pre-date city incorporation (1996) and many were likely constructed without building permits. A significant number of these businesses use the railroad right-of-way for vehicle parking and storage. Some businesses may be using the right-of-way without authorization from Sound Transit. Sound Transit has taken steps to have businesses obtain leases although the current status of specific properties is unknown by the City. This situation is found along the entire right-of-way with a greater degree of encroachment in the Tillicum Neighborhood. Sound Transit's efforts to address rights-of-way encroachment could place undo financial hardships on some of these businesses and may even result in business closures.

Paul Bocchi
Councilmember

Recommendation(s):

- Sound Transit should provide the City of Lakewood with information as to the status of leases and encroachment within the railroad corridor.
- In consultation with the City of Lakewood, Sound Transit should fund a Tillicum commercial corridor redevelopment plan for properties adjacent to Sound Transit's railroad right-of-way.

John J. Caulfield
City Manager

6000 Main Street SW • Lakewood, WA 98499-5027 • (253) 589-2489 • Fax: (253) 589-3774
www.cityoflakewood.us

463-1

Property encroachments along the Lakewood segment of track is not related to the Long-Range Plan Update SEIS. Sound Transit has provided information and is working directly with the city on the subject of this comment. For any additional information, please contact Steve Sawyer or Nancy Bennett at Sound Transit.

463-2

Comment 2: Lakewood's Comprehensive Plan proposes a railway station stop in the Tillicum Neighborhood. This proposed station is not mentioned in the DSIS.

Recommendation(s):

- Sound Transit long range plans should designate a commuter rail stop in Tillicum. Such a proposed stop should be integrated into any area redevelopment plans.

463-3

Safety

Comment 3: The existing railroad right-of-way which runs through the City is not often used, except for occasional use by Tacoma Rail or the military to move heavy freight from JBLM to the Port of Tacoma or vice versa. When in use, because of poor track conditions, train speeds are limited to 10 MPH. Residents who live next to the tracks, some of which are low-income, have grown accustomed to using it as a pedestrian trail even though technically such activity is trespassing. Sound Transit should recognize that because of low train volume and slow speeds, the general public, at this point, sees no safety problem. Use of the tracks as a pedestrian corridor is particularly common south of 108th Street SW and extending through the residential sections of the City and the Tillicum community. For reasons of safety, with the increased rail activity proposed by both Sound Transit and Amtrak, the use of the rail corridor by pedestrians will need to cease.

The project may have impacts on the City's public safety services in terms of emergency responses since the rail line splits Lakewood into east and west halves. In the event of a train derailment or other serious accident, there could be serious issues with first responders, utility providers, and the Clover Park School District.

The situation is even more acute within the Tillicum community. Tillicum is separated from the rest of the City by I-5, American Lake and bordered on one side by a National Guard facility. Again, should a train derailment occur here, the entire community would be completely cut-off. There are already frequent occasions where police and fire, responding to 911 calls, cannot access Tillicum because of traffic congestion on I-5.

Recommendation(s):

- In consultation with the City of Lakewood, Sound Transit should develop a pedestrian rail safety management plan.
- Vandal-resistant fencing or barriers along at-grade portions of the alignment should be a requirement of the project.
- Sound Transit should provide a pedestrian/bicycle path/emergency vehicle access connecting the Tillicum and Woodbrook Neighborhoods (North Thorne Lane SW to Gravelly Lake Drive SW) with the rest of the City of Lakewood.

463-4

Noise

Comment 4: Commuter rail traffic will generate noise and vibration adjacent to existing established neighborhoods.

463-2

The Draft SEIS included a list of representative projects that could be implemented within any of the HCT corridors that comprise the Current Plan Alternative or the Potential Plan Modification Alternative. Specific projects, locations, operating characteristics, and levels of service would be determined and evaluated at the project level. Accordingly, new or different representative projects that are not listed, but that are similar to the types of representative projects listed, could be implemented at the project-level. The examples of representative projects listed in Appendix A of the Draft SEIS included a possible Sounder station at Joint Base Lewis-McChord (JBLM). This station could be located in the Tillicum neighborhood. In this Final SEIS, the name of this representative Sounder station in the Current Plan Alternative has been revised to "Joint Base Lewis McChord (JBLM)/Tillicum" to reflect this.

463-3

Project specific issues, including pedestrian safety and emergency vehicle access, would be addressed during future project-level reviews. At that time, the City of Lakewood would also have additional opportunities to comment regarding rail safety measures.

463-4

As noted in Section 4.3.5 of the Final SEIS, mitigation is provided when a project would create noise or vibration impacts above the applicable federal, state, and local criteria, and when the mitigation is feasible and reasonable to provide. Sound Transit's Light Rail Noise Mitigation Policy establishes policies intended to guide the mitigation of noise impacts. Section 4.3.5 includes many examples of measures that could be implemented for purposes of mitigating noise and vibration impacts during both construction and operation of Sound Transit rail facilities. These potential mitigation measures include constructing noise barriers or berms and operating warning devices at minimum levels.

463-4

Recommendation(s):

- Sound Transit should implement measures to adequately mitigate noise and vibration impacts associated with the project including construction of sound walls adjacent to single family zoned properties.
- Establish Quiet Zone Designations and install all related improvements through the City of Lakewood to improve the quality of life of the local community by eliminating unwanted train horn noise.

463-5

Heavy Rail

Comment 5: As was mentioned previously, Tacoma Rail and JBLM currently use the train line through Lakewood to move heavy rail. Heavy rail activity, however, is significantly limited because of the poor condition of the tracks, but the old tracks are ultimately to be replaced with new tracks. New track installation has occurred at least down to Bridgeport Way SW, in part to support Sound Transit's commuter operations in Lakewood. When a full track replacement occurs, Lakewood may see increased heavy rail traffic. Heavy rail moving southward from Tacoma appears unlikely because of the existing grade (trains would have to traverse a fairly steep incline leaving Tacoma). However, heavy rail moving northward appears more likely.

Recommendation(s):

- Lakewood would like assurances from Sound Transit that this section of the railroad corridor will not be used for heavy rail operations.

**Potential Plan Modification Alternative
Commuter Rail, Study Corridors 5 and 17 - Lakewood to Parkland**

463-6

Comment 6: The figures contained in the DSEIS are fairly small, but it appears that the proposal would run a rail line adjacent to the 112th Street right-of-way from Lakewood to State Route 7. There is no existing rail line in this corridor. The route runs through the McChord Field Clear Zone. The current Air Installation Corridor Compatibility Use Zone (AICUZ) Study, dated 1999, does not list transportation facilities as an allowable use.

Recommendation(s):

- A revised AICUZ is due out in 2014. A Joint Land Use Study will be completed in 2015. Sound Transit may want to monitor these reports to determine whether or not a rail line at this location is appropriate.

463-7

Comment 7: The proposal to run a rail line at this location is currently not consistent with the City's long-range planning documents.

Recommendation(s):

- Implementation of Study Corridors 5 and 17 would require amendments to the City's Comprehensive Plan and land uses and development code.

463-5

Sound Transit operates commuter rail service and does not operate freight rail service and has no authority in the level of freight allowed within the corridor. When Sound transit operates on tracks subject to FRA common carrier provisions, those provisions dictate access to the tracks.

463-6

Section 4.9 of the Final SEIS has been revised accordingly. Further, the current Long-Range Plan states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Therefore, specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

463-7

The discussion of Lakewood in Section 4.9 of the Final SEIS has been revised to acknowledge that Corridors 5 and 17 are not consistent with the City's Comprehensive Plan.

463-8

*ST Long Range SEIS Comments
Page 4*

Comment 8: Upon reviewing figures contained in the DSEIS, it is not clear whether or not Study Corridors 5 and 17 are to connect to the Lakewood Station, or if there is a separate line that ends at I-5.

Recommendation(s):

- Sound Transit should provide additional details on project design.

If you have questions regarding the comments and recommendations above please contact me either by e-mail at dbugher@cityoflakewood.us or by telephone, 253.983.7739.

Respectfully,



M. David Bugher
Assistant City Manager/
Community Development Director

463-8

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Therefore, the two corridors noted in your comment could potentially connect to the Lakewood Station. (Please note that Draft SEIS corridor 17 has been re-numbered to corridor 20 in the Final SEIS). The analysis of alignments, station locations, and other design details would be evaluated during future project-level reviews for those corridors that are ultimately implemented. At that time, the city and other stakeholders would have additional opportunities to comment.



RESOLUTION NO. 2014-16

**A RESOLUTION OF THE CITY OF LYNNWOOD WASHINGTON,
REGARDING THE SOUND TRANSIT DRAFT SUPPLEMENTAL
ENVIRONMENTAL IMPACT STATEMENT TO UPDATE THE LONG
RANGE PLAN FOR HIGH CAPACITY TRANSIT SERVICE.**

WHEREAS, The Central Puget Sound Regional Transit Authority (Sound Transit) released the Draft Environmental Impact Statement (DSEIS) for the Long-Range Plan Update on June 13, 2014 with a public review and comment period closing on July 28, 2014; and

WHEREAS, Sound Transit intends to utilize information from the DSEIS to help make decisions regarding the update to the Long Range Plan by the end of 2014, to sustainably serve regional mobility needs providing an alternative to travel by automobile and the congested freeway network; and

WHEREAS, the City recognizes the importance of providing high capacity transit to Puget Sound Regional Council designated Regional Growth Centers and Manufacturing / Industrial Centers supporting population and employment growth goals of the State, Region and City; and

WHEREAS, the Long Range Plan, once updated, will shape potential future ballot measures for consideration by voters; and

WHEREAS, the City can be impacted and can benefit from regional transportation proposed within the Long Range Plan update including factors such as mode type, route alignment and potential station areas; and

WHEREAS, within the DSEIS, Sound Transit has proposed various high capacity transit modes including light rail, commuter rail, regional express bus/bus rapid transit, and streetcars as potential options for consideration in regional transit expansion planning; and

WHEREAS, in 2008, voters approved expanding light rail transit north to the Lynnwood Transit Center (Lynnwood Link) planned to be operational within 9 years by 2023, thereby investing heavily in the light rail transportation mode; and

WHEREAS, the City is working to support increased accessibility and multi-modal transportation within its PSRC designated Regional Growth Center with service time and reliability critical components for attracting ridership; and

WHEREAS, the City is working with Sound Transit on the Lynnwood Link Extension to identify the best alignment and station design to support plans under both the existing ST2 program, but also prepare for a future light rail extension heading north through the City; and

WHEREAS, the City desires to continue working with Sound Transit to provide a mutually acceptable northbound alignment through Lynnwood from the Transit Center with stations in areas planned for growth including the City Center-Core (platform), the Alderwood area, and up to 164th St. SW and beyond;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF LYNNWOOD DOES HEREBY RESOLVE AS FOLLOWS:

1. That Sound Transit extend high capacity transit service north from Lynnwood to the city of Everett.
2. That such service be provided by light rail transit.
3. That the extension of high capacity transit proceed from the Lynnwood Transit Center north with station locations in the Lynnwood City Center and the vicinity of Alderwood mall; which are both located in the Lynnwood Regional Growth Center.
4. That light rail transit north from Lynnwood should provide service to park and ride facilities along 164th Street SW within the Lynnwood Municipal Growth Area.
5. That light rail transit proceed north to serve the Regional Growth Center in Everett and the Southwest Everett Industrial Center (Paine Field and Boeing).

RESOLVED BY THE CITY COUNCIL OF THE CITY OF LYNNWOOD, WASHINGTON, this 28TH day of July, 2014.

APPROVED:



Nicola Smith, Mayor

447-1

The representative projects list for the Current Plan Alternatives (Final SEIS Appendix A, Table A-6) includes a station at 164th Street SW and Ash Way. However, specific projects, locations, operating characteristics, and levels of service would be determined and evaluated at the project-level in the future for those projects that are implemented as part of a future system plan.

447-1

ATTEST/AUTHENTICATE


Lorenzo Hines Jr., Finance Director

FILED WITH ADMINISTRATIVE SERVICES: 07/29/2014
PASSED BY THE CITY COUNCIL: 07/28/2014
RESOLUTION NUMBER: 2014-16



11930 CYRUS WAY • MUKILTEO, WASHINGTON 98275

July 28, 2014

Karin Ertl, Long-Range Plan DSEIS
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

RE: Draft Supplemental EIS

Dear Ms. Ertl:

After reviewing the Draft Supplemental Environmental Impact Statement (DSEIS) for the Sound Transit Long-Range Plan update I would like to offer the following comments on behalf of the City of Mukilteo:

- The City of Mukilteo is supportive of increasing the capacity of transit systems that would serve Mukilteo residents and employers in particular and residents of the Snohomish County Southwest Urban Growth Area in general.
- We are particularly supportive of expanding light rail service from Northgate to Lynnwood and on to Everett. While not opposed to looking at expanded light rail and high capacity transit in other parts of Snohomish County as described in the Potential Plan Modifications Alternative, we want to ensure the Northgate to Everett route remains the clear top priority.
- We believe increasing Sound Transit's regional express bus and bus rapid transit services in Snohomish County, especially service for east-west corridors, should also be a Sound Transit priority.
- The City of Mukilteo remains firmly opposed to the expansion of commercial air service at Paine Field, and opposes the extension of light rail in order to support a proposed terminal or commercial service. As such, the City opposes including this outcome in a regional plan. However, an alignment that serves Boeing and other businesses in the Southwest Everett Industrial Center would help connect this important regional economic hub and provide transportation choices. In addition, an alignment along Airport Road would better serve City residents by creating station locations that would be closer to the City and enable bus connections to serve our residents. Finally, a station location at Airport Road and SR99 would serve the City's urban growth area and enable innovative transit-oriented development opportunities along the SR99 corridor. The City prefers an alignment along Airport Road, so long as this alignment does not assume commercial air service at Paine Field.

Sincerely,

Jennifer Gregerson
Mayor

Pc: Sound Transit file
Correspondence file

423-1

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

423-1



July 28, 2014

Karin Ertl
Senior Environmental Planner
Office of Environmental Affairs and Sustainability
Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Subject: Sound Transit Regional Transit Long-Range Plan Update Draft Supplemental Environmental Impact Statement Comment Letter

Dear Ms. Ertl:

On behalf of the City of Redmond, I would like to thank you for the opportunity to comment on the Regional Transit Long-Range Plan (LRP) Draft Supplemental Environmental Impact Statement (SEIS). We appreciate Sound Transit's long-standing collaboration with the City of Redmond in the planning, design, and implementation of regional high capacity transit projects, which jointly benefit Redmond and our region. Publishing the LRP Draft SEIS is an important milestone in the ongoing effort to update the LRP by the end of 2014 and develop a new "ST3" package that could go to the voters as early as 2016.

The City has reviewed the LRP Draft SEIS and has the following comments:

- The Draft SEIS analysis assumes completion of all ST2 projects in the 2040 ST2 Alternative, even those that are not fully funded; the Draft SEIS needs to explain this situation because the full performance benefit shown in the 2040 ST2 Alternative will only be realized if another funding package is passed by the voters.
- The Draft SEIS and the updated LRP needs to emphasize the importance of multi-modal access to all types of regional transit; this includes Sound Transit providing additional Park and Ride capacity as part of system expansion and critical pedestrian and bicycle connections at transit centers served by Regional Express routes.
- Sound Transit needs to plan regional transit as one part of a single regional transportation system to provide mobility to our citizens.
- Sound Transit needs to coordinate planning and system design with local transit providers throughout the planning and implementation of new regional transit initiatives in order to provide an accessible, reliable, and efficient transit system with reasonable travel times; these efforts should include improving connections between services at key regional transit hubs and increasing the quality, availability, and integration of transit traveler information.
- Regional transit is an important catalyst for transit oriented development and a unique opportunity for placemaking in the communities which it touches. The SEIS needs to address these opportunities by identifying land use impacts beyond land acquisition, as

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451-1

As noted in Section 2.3 of the SEIS, the State Environmental Policy Act (SEPA) requires evaluation of a "no action" alternative that for plan-level proposals is the existing plan with no changes to current management direction. For this SEIS, the no action alternative is the existing Long-Range Plan which by its definition is financially unconstrained. Unfunded light rail portions of the existing plan are shown in Figure 2-8 of the Final SEIS. In terms of potential ridership and other performance benefits, the SEIS specifically evaluated the 2040 ST2 condition as well as the 2040 Current Plan condition in order to disclose the difference between the funded elements of the current plan and the current plan in its entirety, including funded and unfunded elements. As explained in Section 3.2, the 2040 ST2 condition modeled in the SEIS "is the funded program of high-capacity transit (HCT) expansion approved for financing by the voters in 2008...". The Final SEIS has also been revised to clarify that the ST2 funding does not fully implement the current Long-Range Plan.

451-2

This Final SEIS is a plan-level rather than project-level EIS. Accordingly, alternatives are defined and evaluated broadly. More detailed project-specific analysis would occur in the future for those projects that are implemented as part of a future system plan. The detailed project-specific analysis would include analysis of multi-modal access. In addition, a number of representative projects (listed in Appendix A, Tables A-6 and A-11) include access features as well as increasing parking capacity. Prior to adding any additional parking, Sound Transit would work with the affected jurisdiction to quantify the parking impact and determine whether parking management and enforcement or other strategies could be applied to minimize the impact.

451-3

Sound Transit's planned facilities and services provide the basis of the high-capacity transit element of *Transportation 2040*, the regional transportation plan for the Puget Sound region developed by the Puget Sound Regional Council. As required under state law, Sound Transit system plans are reviewed by the Puget Sound Regional Council for conformity with their regional transportation plan.

451-4

Please see the response to common comment 18 - Integration with local transit providers in Section 5.3.4 of Chapter 5 of this Final SEIS.

451-5

This Final SEIS is a plan-level, rather than a project-level, EIS. Accordingly, alternatives are defined and impacts are evaluated broadly. More detailed project-specific environmental review, including evaluating land use impacts, would occur in the future for those projects that are implemented as part of a future system plan. Sound Transit has also adopted a Transit Orientated Development Policy and recent TOD Program Strategic Plan Update to

July 28, 2014
Page 2

- 451-5 implementation of the plan will likely lead to changes in existing land use and land use plans around stations, as well as increased redevelopment, property values, and market rate rents.
- 451-6 • As Sound Transit considers adding new elements to the Long Range Plan's Current Plan Alternative, the SEIS needs to include an evaluation of how well these new elements create opportunities to build new transit ridership, address congested corridors, and serve urban centers.
- 451-7 • The SEIS needs to include more detailed performance analysis of how the alternatives will impact the reliability of various transit trips; the reliability of a transit trip is critical for people who are attempting plan their day or include transfers in their trip.
- 451-8 • The SEIS needs to include more detailed and concrete mitigation measures for alternatives presented in the SEIS, including mitigation measures to maintain and improve rider access, address increasing demand for parking at park and rides, address the full range of impacts to local streets, and clarify the role of local transit providers. These sections need to be revised and expanded in the final SEIS to more fully articulate Sound Transit's commitment to mitigate potential impacts.
- 451-9 • The Draft SEIS makes assumptions about how mitigation will be carried out as implementation occurs; therefore, it is important to specify that all of Sound Transit's projects need to abide by local regulations as they move forward to implementation.
- Attached to this letter are a series of specific technical comments based on our review of the Draft SEIS.

The City has also reviewed the projects included in the Current Plan Alternative and Potential Plan Modification Alternative and has the following project level comments:

- 451-10 • The City's top priority is that Sound Transit fully fund and accelerate completion of projects originally included in ST2 that have been delayed due to reduced revenue resulting from the economic recession; these delayed ST2 projects include extending Link light rail east to downtown Redmond and south to Federal Way.
- The LRP should be updated to specify light rail service on SR 520 instead of high capacity transit, to link Redmond and other Eastside communities to Seattle.
- The LRP should continue to include bus rapid transit service and supporting infrastructure investments to improve transit operations and rider access on I-405; BRT should also include plans for how this critical north-south corridor connects with important existing and planned east-west light rail and regional express transit corridors.
- Light rail transit corridors between Issaquah and Bellevue on I-90, and Bellevue and Totem Lake should be included in the LRP; these light rail corridors will be very important regional transit markets as the Eastside continues to grow into dense urban centers under the Growth Management Act.
- The LRP must maintain Regional Express bus service linking Downtown Redmond, Overlake, and Seattle on SR 520 because of the strong ridership and many urban centers along this congested corridor, one of only two corridors crossing Lake Washington.
- 451-11 • The LRP must extend Regional Express bus routes from South King County to Downtown Redmond (routes 566/567) until East Link to Downtown has been completed.

451-5

help guide land use considerations in HCT development.

451-6

Section 3.4.1 of the Final SEIS discusses the effects of the Potential Plan Modifications on transit ridership. Highway system congestion is introduced in Section 3.1.1 and further discussed in Section 3.3.6. Service to urban centers, including discussion of the improved connections and service times between urban centers is included in Appendix K, Section 4.2.

451-7

Reliability of transit trips would be dependent on several factors such as as configuration of HCT lines and the extent of exclusive operations. However, the Final SEIS is a plan-level rather than a project-level EIS. Accordingly, the corridors are defined and evaluated broadly. The configuration of HCT guideways and the extent of exclusive operations has not yet been determined. These characteristics would be identified and evaluated at the project-level for those projects implemented as part of a future system plan.

451-8

This Final SEIS is a plan-level, rather than project-level EIS. Accordingly, the alternatives are defined and evaluated broadly. More detailed project-specific analysis, including mitigation analysis, would be conducted in the future as part of project development for those projects implemented as part of a future system plan.

451-9

Page 4-1 of the Final SEIS has been revised to clarify that "impacts would be mitigated in accordance with requirements established by local, state, and federal requirements as appropriate." Examples of commitments to meeting local environmental codes or regulations are also noted throughout the SEIS.

451-10

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

451-11

The list of representative projects for the Current Plan as included in Appendix A of this Final SEIS includes "Restructure or enhance ST Express Routes 555/566/567." An enhancement to ST Express Routes 566/567 could include extending these routes.

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Page 3

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 questions or would like to discuss any of the City of Redmond's comments on the Long Range Plan Draft SEIS.

Sincerely,



Hank Margeson
President
Redmond City Council

cc: Redmond City Council

**City of Redmond
Sound Transit Regional Transit Long-Range Plan Update
June 2014 Draft Supplemental Environmental Impact Statement Technical Comments**

General

451-12

- Corridor related maps are difficult to read because each corridor is the same color. The final SEIS should consider using different colors for each corridor on at least one map so that the specific extent of the corridors can be identified.

Alternatives Considered (Chapter 2)

451-13

- (PG 2-22, 2-23 and 2-29) Representative Projects, Programs and Policies section does not include pedestrian and bicycle access and safety at regional express bus/bus rapid transit stations as a representative project. The SEIS should be revised to include these types of projects for regional express bus/bus rapid transit stations in order to increase transit ridership.

Transportation (Chapter 3)

451-14

- (PG 3-2) The background section does not address changes in travel and vehicle operating costs, such as the effect changes in fuel costs or alternative energy vehicles may have on travel behavior. The SEIS should address the impact that this may have on travel behavior.

451-15

- (PG 3-22) Why does the travel time between the Redmond Urban Center and Seattle CBD increase in Table 3-5?

451-16

- (PG 3-29) Include a ridership mid-point average in ridership estimates included in Table 3-7 in order to make comparisons easier and the table less confusing. Table needs some supporting explanation as to under what conditions implementation of the Long Range Plan Alternative would not increase ridership compared to ST2.

451-17

- (PG 3-51) Access to Transit section describes how people access transit, and not whether people can access transit. Analysis focuses on SOV mode share, and does not assess whether more, less, or the same number of people can access transit. SEIS should evaluate impacts the current plan and alternative have on the regions ability to access transit.

451-18

- (PG 3-53) The peak auto access share estimates for transit trips shown in Table 3-12 have limited meaning given increases/decreases in access by other modes were not evaluated. SEIS should include an evaluation of how the alternatives impact people's ability to access transit by any mode.

451-19

- (PG 3-55) Local Bus Service section is confusing. First paragraph implies improved Express/BRT could reduce demand for local transit. Second paragraph discusses increased demand from improved connections. SEIS should be revised to clarify the impacts on, and role of, local transit.

451-20

- (PG 3-57) Parking section does not include park and rides filling up earlier as an impact. Only identifies increased spillover and removal of on-street parking as impacts. SEIS should include this issue in the description of impacts.

451-21

- (PG 3-64) Construction Mitigation section does not include improved local or regional transit service as a mitigation measure. SEIS should include transit service as a mitigation measure. Additionally the draft SEIS seems to push responsibility onto the contractor, but SEIS should clarify that Sound Transit ultimately needs to ensure that the contractor provides adequate parking for workers.

451-12

In response to this comment, the corridor related maps have been revised in this Final SEIS to provide a clearer depiction of the individual corridors and their termini.

451-13

Appendix A of the SEIS list various representative projects, policies and programs for improved non-motorized access to stations that serve all modes. For additional clarity, Sections 2.3 and 2.4 of the Final SEIS have been revised to specify that representative projects for all modes include pedestrian and bicycle access and safety improvements.

451-14

The Chapter 3 background discussion has been expanded to include the effect of fuel cost.

451-15

In the ST2 condition, modeled transit trips from Redmond to downtown Seattle use ST Express Route 545 service. For the Current Plan Alternative, transit trips would use Eastlink light rail transit service, which has slightly longer travel time.

451-16

This Final SEIS is a planning-level rather than project-level EIS. Therefore the alternatives are defined and evaluated broadly. Because the alternatives are defined and evaluated broadly (as opposed to specific corridors evaluated in a project-level EIS), the ridership in Table 3-7 is presented in ranges, to reflect a greater level of uncertainty.

451-17

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

As noted in Section 3.4.2 of the SEIS, the programmatic-level impact analysis cannot provide more detailed information on access since the number and location of HCT stations has not yet been determined.

451-18

The access-related information provided in Table 3-12 of the Final SEIS reflects the travel forecasts for a plan-level assessment of HCT alternatives, as compared to forecasts for a project-level EIS. Auto access information is presented in Table 3-12 but the access breakdown for other modes cannot yet be determined; for example, bus access would require analysis for a specific corridor with defined locations of HCT stations. More detailed project-specific analysis (such as more detailed analysis of mode of access) would be conducted in the future for those projects that are advanced as part of a future system plan. Note that a number of potential projects supporting improved access to HCT stations are included in Appendix A as representative projects. Representative projects could also be

Environmental Impacts and Mitigation (Chapter 4)*Visual Quality and Aesthetics (Subsection 4.8)*

- (PG 4-109) It's not clear that Supporting Facilities is an "includes-but-not limited-to" list; SEIS should make this clearer, especially since this comes up later in the document.
- (PG 4-123) Figure 4-37 calls out Microsoft main campus as industrial; this should be corrected in Final SEIS.
- (PG 4-125) East King County land use description needs to be improved, include that there is a significant amount of mixed-use and multi-family in suburban city centers in Final SEIS.

Parks and Recreation (Subsection 4.11)

- It is unclear which parks are within the proposed one mile study area for corridor K as shown on Figure 4-39 and Figure G-1 in the associated appendix. Also Table 1 in Appendix G does not seem to show the complete list of parks within the mile study area, so the table below is a complete list of City of Redmond parks and regional trails so that the appropriate parks can be verified.
- The Eastside Rail Corridor needs to be added as it is a rails to trails project, just like many other trails listed in Table 1 in Appendix G (e.g.; Burke Gilman Trail and East Lake Sammamish Trail).
- Table 1 in appendix G should show the city name, as many parks have the same or similar names. Some correction comments are made in the table below, such as Viewpoint Park is in Redmond, Slough Park is now called Dudley Carter Park, and it is unclear which Watershed Park or Skate Park is listed (Redmond or other).

Redmond Parks, Trails, and Recreation Facilities	In ST LRP DEIS	Comment
Anderson	Yes	
Arthur Johnson	Yes	
Bear & Evans Creek Trail Corridor Open Space		
Bear Creek Park	Yes	
Bear Evans Creek Greenway	Yes	
Bridle Crest Trail	Yes	
Cascade View	Yes	
Conrad Olson Farm		
Downtown Park		
Edge Skate Park		Is this 1051?
Farrel-McWhirter		
Flagpole Plaza		
Park Near 154th Street NE (undeveloped)		
Park Near NE 46th Street (undeveloped)		
Esterra Park		Group Health Site, being privately developed now as public park
Grass Lawn	Yes	
Hartman	Yes	

Page 2 of 4

451-18

implemented as part of a future system plan.

451-19

As stated in the first paragraph of the local bus service section, regional express bus/BRT could replace some service currently provided by local transit agencies. This replacement could free up transit service hours that could be reallocated to other services.

The second paragraph of this section more narrowly focuses on connections to HCT stations, indicating a potential increased demand for local bus service connecting to HCT stations. Modifications of bus service to meet this demand would be identified and coordinated with transit operators. Some of the modified service could come from hours that may become available as a result of new regional express bus/BRT services that are implemented.

451-20

Text has been added to the parking discussion in Section 3.5.3 of the Final SEIS to include this potential impact. Added text has also been provided in Section 4.4 of the Transportation Technical Report (Appendix K of the Final SEIS).

451-21

Text has been added to Section 3.8.2 Construction Mitigation section of the Final SEIS as suggested in this comment. The added text is also included in Section 7.2 of the Transportation Technical Report (Appendix K of the Final SEIS).

451-22

Section 4.8 in the Final SEIS has been revised to clarify that the list includes but is not limited to the projects on the list.

451-23

Figure 4-37 in this Final SEIS has been revised to correct the designation of the Microsoft campus.

451-24

The affected environment discussion in Visual Quality and Aesthetics (Subsection 4.8), specifically "Town centers" has been revised to mention mixed-use and multi-family land uses as part of the visual environment in East King County, where appropriate.

451-25

Table G-1 of Appendix G to the Final SEIS has been modified to include all of the listed parks that are within the buffer distances of the evaluated corridors as provided by the City of Redmond.

Redmond Parks, Trails, and Recreation Facilities	In ST LRP DEIS	Comment
Heron Rookery		
Idylwood Beach	Yes	
Juel		
Luke McRedmond Landing		
Martin Park		
Meadow	Yes	
Municipal Campus	Yes	
Nike	Yes	
Northeast Redmond	Yes	
Old Fire House Teen Center		
Old Redmond Schoolhouse Community Center		
O'Leary		
Perrigo Heights		
Perrigo Park	Yes	
Redmond West Wetlands	Yes	
Reservoir Park	Yes	
Riverwalk		
Rotary Park		
Sammamish Valley		
Scotts Pond		
SE Redmond Trail Open Space		
Slough Park	Yes	Name changed to Dudley Carter Park
Southeast Redmond		
Spiritbrook	Yes	
Sunset Gardens	Yes	
The Stroll		
Town Center Open Space		
Viewpoint	Yes	In Redmond, not Bellevue
Viewpoint Open Space	Yes	
Watershed		Not sure if considered 1022?
Welcome	Yes	
Westside	Yes	
Willows Creek	Yes	
Redmond/PSE Trail	Yes	
Bear Creek Trail		
Evans Creek Trail		
Redmond Central Connector		
SE Redmond Lakeside Trail		
116th Street Trail		

451-26

We have added the corridor to the list in Appendix G. Rail banked corridors like the Eastside Rail Corridor, however, that are formally reserved for a future transportation facility, may function temporarily as a trail but are not subject to section 4(f) protection.

451-27

The information presented in Appendix G to the Final SEIS has been revised using the City's recently updated publicly available GIS dataset.

Historic and Cultural Resources (Subsection 4.12)

- 451-28
- (PG 4-161) Regulatory Environment section 4.12.1 should include consultations with County and local Landmark/Historic Commissions.
- 451-29
- (PG 4-167) Figure 4-43 should include Redmond's 16 Designated Landmarks. A list of current designated Historic Landmarks can be found in "Appendix 5. Redmond Heritage Resource Register" of the Redmond Zoning Code (<http://online.encode-360.com/regs/redmond/DocViewer.aspx?secid=4225>).

Stormwater

- 451-30
- Sound Transit should remove assertions throughout the document that identify stormwater management requirements based on planning level analysis. Specifically:
 - Tracks are claimed to be pervious, non-pollution generating surfaces.
 - Replaced surfaces are not subject to stormwater requirements.
 - All projects are considered road related.
 - Cities and counties in which Sound Transit provides services are subject to NPDES Municipal Stormwater Permits. Cities and counties review/permit Sound Transit projects in their jurisdiction. The assertions made in the draft SEIS do not meet the requirements and definitions cities and counties are permit bound to apply to Sound Transit projects. This creates a situation that places local governments in an undesirable predicament. Sound Transit should follow the requirements for development and redevelopment that local governments are required to uphold.
- 451-31
- Sound transit should expand the list of impaired water bodies to include category 4 listed waters. Currently the SEIS only identifies category 5 ("303d") listings. Category 4a and 4b listed waters have a USEPA approved TMDL or pollution control plan, respectively. Waters in category 4a and 4b are typically high priority water bodies that are impaired, and as such have been studied and a plan is in place to address the pollution issue(s). Having a plan does not mean the water body is no longer polluted, it simply has a plan. The plans typically include actions that local governments have committed to do, including development/redevelopment requirements. Redmond has TMDLs for Bear Creek and Evans Creek. Some of the actions can be entered into NPDES municipal stormwater permits, which local governments are required by law to uphold. Sound transit should review category 4 waters and include them in the SEIS. Additionally, the actions the category 4 plans identify (as applicable) should be included in the SEIS, or at least mention that Sound Transit will uphold the commitments made by the local jurisdiction they are building within.
- 451-32
- Sound Transit should review water resource inventory area (WRIA) plans within the service area for information about important salmon habitat. In Redmond, Bear Creek and Evans Creek should be identified as significant/important salmon habitat. Other water bodies should also be listed that are not currently listed.

451-28

Section 4.12.1 of the Final SEIS has been revised to note that project development would require consultation with many entities, including local governments, local landmark/historic commissions, tribes, and other consulting parties.

451-29

Figure 4-43 in the Final SEIS includes only National Register of Historic Places-listed historic properties and not properties listed on state or local registers. Sound Transit recognizes the importance of the City of Redmond's designated landmarks. The level of analysis for this SEIS is appropriate for programmatic level planning purposes, however, individual projects will require site-specific analysis when they undergo project-level environmental review in the future. At that time, the more detailed analyses would include consideration of all state and local landmarks such as Redmond's designated landmarks.

451-30

As with every element of the environment, Sound Transit has performed a system-wide evaluation of potential transit corridors based on a general set of stormwater assumptions. Individual projects will require site-specific analysis when they receive project-level environmental review.

Sound Transit agrees that tracks (including tie and ballast) are considered impervious surfaces for purposes of stormwater management and has corrected the Draft SEIS text misstating that it was not. Sound Transit is consulting with Ecology regarding the issue of whether the light rail trackway is a pollutant generating surface requiring stormwater treatment. Sound Transit's analysis of the environmental impacts of light rail has found that the light rail trackway is not a significant source of pollutants in surface and stormwater runoff. This analysis has been reviewed by regulatory agencies including U.S. Fish and Wildlife Service (USFWS), National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries), WSDOT, and local jurisdictions including Seattle, Tukwila, SeaTac and Bellevue. The resultant opinion of all reviewing agencies to date is that impervious surfaces used solely for light rail trackway are non-pollution generating.

The Final SEIS neither considers all replaced surfaces being exempt from stormwater requirements nor identifies all project elements of the evaluated corridors as being road related. As identified in Section 4.4.1 of the Final SEIS, Sound Transit recognizes the need to meet federal Clean Water Act requirements as well as state and local water quality standards and designs stormwater facilities for its projects to meet the requirements of local jurisdictions and other applicable regulations.

451-31

Section 4.4 of the Final SEIS has been expanded to address Category 4 in addition to Category 5-listed waters.

451-32

The Final SEIS, in Section 4.4.2 notes that all major water bodies in the water resource inventory areas occurring in the plan area are designated for protection for salmon habitat. Given the large number of water bodies in the Sound Transit district boundary, it is beyond the scope of this plan-level SEIS to list and review WRIA plans for every one of them. However, the discussion in Section 4.4.2. has been expanded to note Bear Creek and Evans Creek as examples of water bodies designated for protection.

Submission # 305

Denis Law
Mayor



July 16, 2014

Ms. Karin Ertl
Sound Transit
401 South Jackson Street
Seattle, WA 98104

RE: Comments Regarding Sound Transit Long-Range Plan Update/Draft SEIS

Dear Ms. Ertl:

Thank you for your continued efforts to involve local agencies in the process of scoping and updating the Central Puget Sound Regional Transit Long-Range Plan. Renton is a city of over 95,000 residents and 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 and is planning for more growth in both households and employment—more than any other core city in the region as shown by King County growth projections. We appreciate the recognition in the draft Supplemental Environmental Impact Statement (SEIS), which indicates a high increase in ridership potential for transit within our community, and have high expectations that Sound Transit (ST) will deliver the long overdue capital projects and transit service hour increases to meet those needs within our regional growth center.

Sound Transit's Long-Range Plan Update and draft SEIS will create a firm foundation that ensures the ST Board will have the information they need to choose transit alternatives that provide the necessary mobility choices in our growing region and are affordable and within the means of our region, while considering the effects on neighborhoods, quality of life and the environment.

We look forward to the release of the final SEIS and the adoption of the updated regional plan by the ST Board in December. The following are our comments regarding the draft SEIS on the Regional Transit Long-Range Plan.

The region and WSDOT currently have an adopted HCT master plan for the I-405 corridor that can provide the most cost-effective and timely implementation of high capacity transit (HCT) along the east side of Lake Washington. The central and east HCT study clearly shows ridership potential is far greater within the I-405 corridor versus the Eastside Rail Corridor (ERC) with more than double the daily riders. The cost to operate

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Submission # 305

Karin Ertl
Sound Transit
Page 2 of 3
July 16, 2014

within the ERC could also be as much as three times the annual cost compared to operating within the I-405 corridor, depending on which mode is chosen.

Aside from ridership and cost, the environmental impacts appear much greater along the ERC—impacting neighborhoods, parks and habitat along Lake Washington. I-405 would also create barriers to access the ERC, and development potential along this corridor within Renton is very low.

Regardless of whether bus rapid transit or light rail transit is selected as the preferred option by the region, the City of Renton supports the use of the I-405 corridor for HCT along the eastside of Lake Washington.

The City of Renton also supports the development of other HCT corridors such as the South King County corridor between Renton and Burien and on to West Seattle, and the Puyallup to Renton via SR 167 corridor. In particular, the former shows strong ridership potential and will connect Renton to the central north-south spine of the light rail system and the Sounder Station. This HCT service would provide Renton residents and businesses transit connections from Lakewood to Everett and give employees of manufacturers such as Boeing multiple options for commuting to and from their jobs. The Puyallup to Renton corridor would provide the growing centers within the valley all day service between centers and provide alternatives to driving single-occupancy vehicles.

Renton is especially supportive of services in the updated plan that can be delivered early on in the next system plan, such as the regional express bus service being proposed between Renton and Seattle. This route already has strong ridership and should be considered as a future light rail corridor in the updated plan. Routing for light rail should consider using Renton Avenue South through the Skyway area of King County. This area has a high development potential and a high potential for equity issues given the diverse population.

Many of the projects the City of Renton supports are already specifically addressed in the existing Central Puget Sound Regional Transit Long-Range Plan or are representative projects associated with the HCT mode such as the following:

- Transit center HOV direct access ramp and lanes to and from I-405 at North 8th Street.
- Transit Flyer Station Improvements along I-405 at North 30th Street and other I-405 interchanges that the corridor studies are just beginning to identify.

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Submission # 305

Karin Ertl
Sound Transit
Page 3 of 3
July 16, 2014

- Adequately sized parking facilities at key locations along Sound Transit service routes, including I-405 and North 8th Street, South Renton, Renton Downtown Transit Center, I-405 and North 30th Street, I-405 and North 44th Street and SR 167 and SW 43rd Street. We believe the lack of parking facilities that Sound Transit has provided in comparable sized or smaller cities has discouraged ridership by Renton residents.
- Multi-use trails such as the Lake Washington Loop Trail, the Cedar River Trail and the Lake-to-Sound Trail to promote non-SOV access to high capacity transit.

We certainly appreciate the complexities of the analysis that has been completed so far as part of the draft SEIS and the myriad of alternatives that are being considered in updating the Long-Range Plan. However, we request that the updated Long-Range Plan recognize Renton has historically been an underserved area and that the next system plan includes the long overdue capital projects and service hour increases in the Renton area.

We look forward to the continuation of the process and release of the final SEIS this fall.

Sincerely,



Denis Law
Mayor

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

14-090



Submission # 440



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July 28, 2014

Sound Transit
Attn: Karin Ertl, Long-Range Plan Draft SEIS
Union Station
401 S. Jackson St.
Seattle, WA 98104

Re: Draft SEIS Comments

Dear Ms. Ertl:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Statement prepared for the Regional Transit Long-Range Plan Update.

By the end of the 2016, the City of SeaTac will have light rail service provided to South 200th Street. [The Federal Way Link Extension will have impacts to SeaTac that should be addressed through the upcoming EIS that will be issued for that project.] The City is also currently served by regional bus service and the Long-Range Plan includes the potential of augmenting that service with additional routes. The Plan also indicates that the north SeaTac area may be served by future high-capacity transit service.

Given the general and long-range nature of the Plan, potential impacts are only discussed in very general terms. In that regard, we have no comments to make at this time. However, we most likely will make more specific comments as the Plan is further refined with the implementation of individual projects that impact our community.

Thank you again for the opportunity to comment. We look forward to continuing a productive working relationship with Sound Transit.

Sincerely,

Joseph Scorcio, AICP
Community and Economic Development Director
SEPA Responsible Official

cc: Gwen Voelpel, Asst. City Manager

Mayor
Mia Gregerson

Deputy Mayor
Tory Anderson

Councilmembers
Berry 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



City of Seattle

Edward B. Murray, Mayor

Department of Transportation

Scott Kubly, Acting Director

July 28, 2014

Sound Transit
Attention: Karin Ertl, Long-Range Plan Draft SEIS
Union Station
401 S. Jackson St.
Seattle, WA 981104

RE: Long-Range Plan Draft SEIS comments

Dear Ms. Ertl:

The City of Seattle is very supportive of future expansion of the regional transit system envisioned with this update of Sound Transit's Long-Range Plan. We appreciate the opportunity to comment in detail on the proposed updates and modifications submitted in the Long Range Plan Draft SEIS. Comments from other city departments are coordinated and included in this letter. You will find that these comments include support for the Potential Plan Modification Alternative (Action Alternative), a table providing specific corridor comments and recommendations presented in the Potential Plan Modification Alternative, and other general comments related to technical aspects of the study.

Seattle Supports the Potential Plan Modification Alternative (Action Alternative)

First and foremost, the City of Seattle supports the Action Alternative that adds new high capacity transit corridors to the existing Long Range Plan. As the Puget Sound region continues to grow, an expanded high capacity public transit system will ensure long-term mobility, connectivity, and convenience for future generations. This expanded transit network will preserve and promote a healthy and sustainable environment by conserving land and energy resources, improving air quality and reducing greenhouse gas emissions by limiting sprawl and encouraging the development of walkable and bike-friendly communities around transit.

The long-range plan alternative is also vital to maintain and improve the economic vitality of the region by providing greater access to jobs, housing, education, and community resources. The Action Alternative provides Seattle, and other cities, the opportunity to coordinate land use, housing and infrastructure improvements that benefit residents and progress race and social justice initiatives through equitable and transit-oriented development. As a city, we look forward to advancing new high capacity transit corridors, transit-oriented development, and heightened transit coordination with Sound Transit.

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www.seattle.gov/transportation

Action Plan Corridor Comments

The Action Alternative assumes implementation of all the elements of the Current Long Range Plan and includes additional corridors for consideration. The table below includes comments on corridors within Seattle, including comments about consistency with our adopted City plans, such as the Comprehensive Plan and Transit Master Plan.

The "Plan Corridor #" in the table corresponds to the corridors on page 9 of the Executive Summary, Regional Transit Long-Range Plan Update, Draft Supplemental Environmental Impact Statement.

Potential Plan Modifications Alternative (Action Plan)		
Light Rail		
Plan Corridor #	Corridor Name	Comments
457-1	1	Downtown Seattle to Magnolia/Ballard to Shoreline Community College
457-2	2	Downtown Seattle to West Seattle/Burien
457-3	3	Ballard to Everett Station via Aurora Village, Lynnwood
457-4	8	Downtown Seattle along Madison Street or to Madrona
457-5	9	Tukwila to SODO via Duwamish industrial area

457-1

The "Downtown Seattle to Magnolia/Ballard to Shoreline Community College" corridor was created in response to a scoping comment requesting a corridor that specifically connects Downtown Seattle, Magnolia/Ballard, and Shoreline Community College. Unlike Corridor F, which terminates in Ballard, this corridor extends to Shoreline and also serves the edge of Magnolia as requested in a scoping comment.

457-2

In terms of ridership, a comparison between corridors 1 and 11 would potentially be conducted during future system planning efforts if both corridors were added to the Long-Range Plan.

457-3

Corridor R (Seattle to Everett along 99) in the Current Plan Alternative is very similar to Corridor 3 in the Potential Plan Modifications Alternative. The primary difference is mode, with corridor R being BRT and corridor 3 being light rail. Another difference is that corridor 3 terminates in Ballard rather than going to downtown Seattle.

457-4

Sound Transit understands that this corridor is currently under study by the City of Seattle for BRT service. As indicated in Chapter 2 of the Final SEIS, should light rail move forward in this corridor, tunnels may be appropriate in areas with slopes of more than 5 or 6 percent. The corridor name has been changed to eliminate "Or to Madrona".

457-5

Because this corridor is part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement high-capacity transit in this corridor. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments. If and when there is voter funding approval, any capital projects that make up the next system plan would be subject to more detailed project-level reviews.

457-6	10	North Kirkland or University of Washington Bothell to Northgate via SR 522	Seattle strongly supports a high capacity transit connection along Lake City NE connecting to Northgate. We suggest more detailed analysis of this corridor. Clarify if and how the segment from Northgate to Bothell would differ in this corridor from Corridor 11.
457-7	11	Ballard to Bothell via Northgate	Seattle strongly supports the corridor connection from Ballard to Northgate and along Lake City NE. We suggest more detailed analysis of this corridor. Clarify if and how the segment from Northgate to Bothell would differ in this corridor from Corridor 10.
Bus Rapid Transit			
	Plan Corridor #	Corridor Name	Comments
	23	Madison Street in Seattle	Seattle supports a partnership with Sound Transit to implement this corridor and is currently developing a conceptual design for BRT in this corridor. See comments on Corridor 8 (above).
Regional Express Bus			
	Plan Corridor #	Corridor Name	Comments
457-8	25	Renton to Downtown Seattle	Seattle supports a limited stop service along Rainier Avenue that serves the Rainier Beach and Mount Baker stations and the Columbia City center before terminating downtown. This corridor would benefit from a new transit center located at the Rainier Beach Station, for which Seattle has initiated a design concept for a transit center. Please include this bus transit center facility in the Long Range Plan to assist with future grant applications and further Seattle's newly created equitable development program.
457-9	29	145 th Street from I-5 to SR 522	Consistent with comments provided for the Lynnwood Link DEIS, Seattle would prefer an alignment along NE 125 th Street serving a Link light rail station at 130 th Street, in addition to connections to a station at 145 th . Per the Lynnwood Link DEIS Transportation Technical Report, the NE 125 th Street corridor would provide faster bus connections to Link on a less congested corridor. King County Metro made similar comments to Sound Transit regarding connections to a Link station.
	30	North Kirkland to Downtown Seattle	Seattle supports this regional express bus corridor.
Regional Express Bus or BRT (mode not specified)			
	Plan Corridor #	Corridor Name	Comments
457-10	36	Puyallup to Rainier Valley	Seattle supports this intermodal connection at the Rainier Beach Link Station and requests the Long-Range Plan to include a bus transit center at the Rainier Beach Link station area. Seattle has initiated a design concept for a transit center at this location. Including this bus transit facility would assist with future grant applications and further Seattle's newly created equitable development program. This transit center could also serve corridor 25 (Renton to Seattle) feeding Link from Rainier Avenue.

457-6

In response to comments on the Draft SEIS, Figure 2-9 has been revised to more clearly distinguish between Potential Plan Modification corridors that have some overlap such as corridors 10 and 11. In short, both corridors could potentially follow Lake City Way NE. However, only corridor 10 would extend as far east as north Kirkland. Please see Figure 2-9 of the Final SEIS.

Because this corridor is part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement high-capacity transit in this corridor. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments. If and when there is voter funding approval, any capital projects that make up the next system plan would be subject to more detailed project-level reviews.

457-7

In response to comments on the Draft SEIS, Figure 2-9 has been revised to more clearly distinguish between Potential Plan Modification corridors that have some overlap such as corridors 10 and 11. In short, both corridors could potentially follow Lake City Way NE. However, only corridor 11 would extend as far as Ballard. Please see Figure 2-9 of the Final SEIS.

Because this corridor is part of the Potential Plan Modifications Alternative, the Sound Transit Board would first have to modify the current Long-Range Plan in order to implement high-capacity transit in this corridor. The Long-Range Plan will be updated after issuance of the Final SEIS. In turn, the updated plan will support Sound Transit Board decisions about future high-capacity transit investments. If and when there is voter funding approval, any capital projects that make up the next system plan would be subject to more detailed project-level reviews.

457-8

A new transit center at the Rainier Beach Station has been added as a representative project under the Potential Plan Modifications Alternative (see Appendix A of the Final SEIS). These are projects that could be implemented along the corridors that comprise the Potential Plan Modifications Alternative. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Potential Plan Modifications Alternative map) are implemented.

457-9

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or

HCT (mode not specified)		
Plan Corridor #	Corridor Name	Comments
19	Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle	Similar to Corridor 2, Seattle strongly supports a corridor that connects Downtown and West Seattle. Seattle's Transit Master Plan did not contemplate connections south to Burien and Tukwila; however, we are not opposed to these connections.
21	West Seattle to Ballard via Central District, Queen Anne	Portions of this corridor serve important east/west connections identified in the Seattle TMP. We suggest more detailed analysis of this corridor to demonstrate the efficiency of this corridor versus service alternatives that more directly serve the activity centers between West Seattle and Ballard.
Current Plan Comment		
Plan Corridor #	Corridor Name	Comments
R	BRT, Seattle to Everett along SR 99	For this long range 2040 plan, Seattle support changing the mode of this corridor to light rail

General Comments

The comments below are additional general comments related to technical aspects of the Regional Transit Long-Range Plan Update.

- 457-12 • Page 2-2 incorrectly indicates that the Long-Range Plan is fiscally constrained.
- 457-13 • Section 2.2.3: Correct the name of the Ballard study to, "Ballard to Downtown Seattle Transit Expansion Study".
- Seattle supports a new tunnel under downtown for light rail corridors serving Ballard and West Seattle as identified in section 2.4.1. In the future, this additional capacity will be required because the existing Downtown Seattle Transit Tunnel will be at capacity with the build-out of the ST2 Plan.
- 457-14 • Section 2.4.5 (Streetcar) needs additional information. Please address the following:
 - Discuss adopted transit agency (ST and SDOT) streetcar alignments (Tacoma Link, Center City Connector.) Explain how they support regional transit hubs for Sounder (Tacoma Link) and Central Link (First Hill Streetcar).
 - Discuss other adopted municipal streetcar corridors (reference Seattle Transit Master Plan, Figure 3-4). Explain how Seattle has defined "rapid streetcar" with greater station spacing (1/2-mile), primarily exclusive guideway, transit signal priority and longer rail vehicles (5 segment vehicles), similar to those used in European tram systems.
 - Explain Figure 2-11; this is very confusing because it includes some adopted streetcar corridors in Seattle's Transit Master Plan (TMP) and others in Seattle that are not in the adopted TMP.
 - Figure 2-11: Label the corridors and include a table with a description of these corridors. Note alignments that are in adopted transit agency and municipal plans. The map is so small that it

457-9

alignments." Therefore, the corridor noted in your comment could potentially be located along 125th and connect to planned Link stations in the area. (Please note that Draft SEIS corridor 29 has been re-numbered to corridor 40 in the Final SEIS). The analysis of alignments, station locations, and other design details would be evaluated during future project-level reviews for those corridors that are ultimately implemented. At that time, the city and other stakeholders would have additional opportunities to comment.

457-10

A Rainier Beach Transit Center has been added as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

457-11

If the the Sound Transit Board decides to include Corridor 21 it in the updated Long-Range Plan, more detailed analysis of this corridor could be conducted in system planning or future phases of project development.

457-12

Page 2-2 in the Final SEIS has been revised to say that the Long-Range Plan is fiscally unconstrained.

457-13

The name of the Ballard study in Section 2.2.3 has been revised to read "Ballard to Downtown Seattle Transit Expansion Study".

457-14

Please see the response to common comment 17 - Feeder bus service in Section 5.3.4 of Chapter 5 of this Final SEIS.

Section 2.4.5 of the Final SEIS has been revised to clarify that streetcars can support regional transit hubs.

457-15

Section 2.4.5 of the Final SEIS has been revised to clarify in the map and table which corridors are listed in Seattle's Transit Master Plan.

457-17	is difficult to identify where corridors are located. The City of Seattle would like to review this updated section and provide additional comments prior to being included in the Final SEIS.	
457-18	<ul style="list-style-type: none"> Section 3.2 Ridership Forecasting Methodology: For consistency with the adopted regional land use vision (Puget Sound Regional Council's Vision 2040); we believe it is important for Sound Transit to review more geographically specific information about future population and employment in this SEIS. First, Sound Transit should use the allocations of population and employment expressed in Countywide Planning Policies that are is being used by cities in their Comprehensive Plan updates. Second, we encourage Sound Transit to consider the preferred pattern of growth <i>within</i> Seattle that will be adopted as part of the Comprehensive Plan in 2015. This would include population and employment targets for the six regionally designated urban centers, as well as planning estimates for Seattle's hub urban villages and residential urban villages. This information will allow Sound Transit to specifically evaluate growth areas such as Downtown, Ballard, West Seattle and the University District, where new light rail corridors exist in the Current Plan or are being proposed in the Action Plan. 	
457-19	<ul style="list-style-type: none"> Figure 3-4: Improve the map by clearly showing BNSF and Union Pacific lines where they currently overlap. Section 3.4.1: The SEIS states, "Corridor 9 (light rail from Tukwila to SODO via Duwamish industrial area) in the Potential Plan Modifications Alternative is an alternative corridor for light rail service operating between SODO and Tukwila that does not go through the Rainier Valley. This corridor would provide substantial transit travel-time savings for those traveling between SODO and Tukwila but not traveling to or from the Rainier Valley. However, maintaining the desired service headways of light rail with this rail corridor also could result in the reduction of light rail service frequencies in the Rainier Valley or the introduction of a new transfer to reach downtown Seattle." Seattle supports additional travel options and corridors; however, we do not support reduction in service headways in the Rainier Valley Link corridor. The Federal Transit Administration strongly discourages new investment in light rail when pre-existing light rail service headways are reduced. 	
457-20	<ul style="list-style-type: none"> Page 3-30: Explain the methodology that supports the statement, "annual streetcar boardings would remain about the same." Confirm that the Center City Connector (a project with FTA approval to enter Project Development), a streetcar project connecting the First Hill streetcar line and South Lake Union streetcar line is included in the regional travel demand model being used for this evaluation. If not, please include and add this as a project to the Long Range Plan. Ridership modelling conducted as a part of the Center City Connector with oversight from the FTA has shown that the First Hill, Center City Connector, and South Lake Union lines will add significant trips to the streetcar network. Even in the current plan, transit improvements will add significant trips to the SLU and First Hill Streetcar lines. 	
457-21	<ul style="list-style-type: none"> Section 3.5.3: Provide a high level assessment and demand for parking and parking assumptions for corridors identified in the Action Plan. 	
		<p>457-16</p> <p>Figure 2-11 also includes streetcar corridors that were suggested by others (in addition to the City of Seattle) during the Draft SEIS scoping period. The figure had been revised in the Final SEIS to clarify which streetcar corridors are included in the Seattle Transit Master Plan and which were suggested by others.</p> <p>457-17</p> <p>In response to your comment, Figure 2-11 in the Final SEIS and accompanying text have been revised to provide greater clarity. A table with a description of these corridors has also been added.</p> <p>457-18</p> <p>Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.</p> <p>457-19</p> <p>Figure 3-4 in the Final SEIS has been revised to more clearly show where the BNSF and Union Pacific lines currently overlap.</p> <p>457-20</p> <p>For modeling, both the ST2 scenario and the Current Plan Alternative were essentially the same with respect to the streetcar network; both scenarios include only the First Hill and the South Lake Union streetcars. Therefore, there is little change in streetcar boardings between the two scenarios. In contrast, the Potential Plan Modifications Alternative includes other streetcars that are in Seattle's current Transit Master Plan or that were suggested by others during the SEIS scoping process. The Center City Connector streetcar project was included as part of the Potential Plan Modifications Alternative.</p> <p>457-21</p> <p>Please see the response to common comment 16 - Increase parking availability at HCT stations in section 5.3.4 of Chapter 5 of this Final SEIS.</p>

- 457-22
- Section 4.9.1: Seattle strongly supports Sound Transit's transit-oriented development policy and program that supports the regional land use strategy.
- 457-23
- Section 4.9.2: As previously stated, Sound Transit should use the allocations of population and employment allocations expressed in Countywide Planning Policies that are being used by cities in their Comprehensive Plan updates.
- 457-24
- Appendix A, Table A-6: Seattle supports maintaining all the representative projects and programs within its municipal boundaries shown in Table A-6. This includes stations, such as S. Graham St. in the Rainier Valley, and other infrastructure improvements, such as improved transfers and pedestrian connections at Mount Baker Station. Consistent with previous comments, add the Rainier Beach Transit Center as a project in Table A-6.
- 457-25
- Appendix A, Table A-11: Indicate or note the streetcar projects that are identified in adopted city or transit agency plans. Include all streetcar alignments in Seattle's TMP. Add 1st Avenue streetcar from Downtown to Uptown.
- 457-26
- Appendix A, Table A-11: Add, "Support regional way finding initiatives that include enhanced fare integration, trip planning tools and technologies and other amenities that simplify and improve the customer experience of navigating a multiple agency system" in the Policies, Programs, and Services section.

The City of Seattle will continue to partner with Sound Transit on the implementation of the Long-Range Plan. We look forward to working with you to expand the regional transit system and providing safe, efficient and sustainable transportation choices for our residents and regional riders. If you have any questions about these recommendations, please don't hesitate to contact either me or Michael James at michael.james2@seattle.gov or (206) 386-4012.

Thank you again for the opportunity to comment.

Sincerely,


Scott Kubly
Acting Director, Department of Transportation
City of Seattle

C: Andrew Glass-Hastings
Barbara Gray
Jon Layzer
Tracy Krawczyk
Kevin O'Neill
Bill Laborde
Diane Sugimura
Tom Hauger

457-22

Sound Transit appreciates the City of Seattle's support of the TOD policy and land use strategy.

457-23

Please see the response to common comment 15 - Use updated population and employment projections in section 5.3.4 of Chapter 5 of this Final SEIS.

457-24

A Rainier Beach Transit Center has been added as a representative project under the Current Plan Alternative (see Appendix A of the Final SEIS, Tables A-1 through A-6). These are projects that could be implemented along the corridors that comprise the Current Plan Alternative regardless of whether service is already in operation along those corridors. The list represents the types of projects or support facilities that could be implemented in the future if, and when, any of the HCT corridors (as shown on the Current Plan Alternative map) are implemented.

457-25

Table A-11 in Appendix A of the Final SEIS has been modified to clarify which streetcar projects are in adopted city or transit agency plans, including those in Seattle's TMP. The 1st Avenue streetcar from Downtown to Uptown was also added to the list of representative streetcar projects.

457-26

The proposed policy has been added as a representative potential policy in Table A-11 of the Final SEIS.



SHORELINE
CITY COUNCIL

Shari Winstead
Mayor

Chris Eggen
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Chris Roberts

Jesse Salomon

July 23, 2014

Sound Transit
Attn: Ms. Karin Ertl
401 S. Jackson St
Seattle, WA 98104

Dear Ms. Ertl:

The City of Shoreline would like to take this opportunity to provide Sound Transit with our comments in response to the Draft Supplemental Environmental Impact Statement for Sound Transit's Long Range Plan update. The City is excited about the Lynnwood Link light rail extension and the regional connections it will provide Shoreline residents and is interested in seeing additional improvements to the region's high capacity transit system in the future. The projects and programs that will be included in the updated Long Range Plan will build upon the substantial investments Sound Transit has already made or is planning to complete in the region in the next decade. With that in mind, the City of Shoreline offers the following comments.

The City of Shoreline appreciates that Sound Transit incorporated almost all of our scoping comments and suggested projects, policies, programs and systemwide services as either new corridors or representative projects in the Potential Plan Modifications or that they will be retained through the Current Plan. Shoreline was also pleased to see an additional corridor (Corridor #3) included as part of the Potential Plan Modifications. The City of Shoreline supports retaining the projects, systemwide policies, programs and services identified in the Current Plan. The City also supports including the following projects and policies that would expand or enhance service in the City of Shoreline identified in the Potential Plan Modifications, with some requests for revisions.

POTENTIAL PLAN MODIFICATIONS- Projects	
MODE	PROJECT
Light Rail	Downtown Seattle to Magnolia/Ballard to Shoreline Community College (Corridor #1)
Light Rail	Ballard to Everett Station via Aurora Village, Lynnwood (Corridor #3)
Light Rail	North Kirkland or UW Bothell to Northgate via SR 522 (Corridor #10)
Light Rail	Ballard to Bothell via Northgate (Corridor #11)
HCT Service (Light Rail or BRT)	Downtown Seattle to Edmonds via Ballard, Shoreline Community College (Corridor #20)

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Regional Express Bus	145 th Street from I-5 serving SR 522 (Corridor #29)
Bus	Improved east-west service in Shoreline connecting SR 99 BRT, I-5 LRT and SR 522 HCT (representative project)
Bus	Improve NE 145 th Street, including multimodal/bus priority treatments (e.g. BAT Lanes) (representative project)
POTENTIAL PLAN MODIFICATIONS - Systemwide Policies, Programs and Services	
PROGRAM ELEMENT	NAME
BRT	Support BRT programs of other agencies, with goal of ITDP Bronze BRT standard
Transit Oriented Development	Support implementation of the Growing Transit Communities partnership
Transit Oriented Development	Financially support construction of transit-oriented development

Shoreline requests the following revisions to the Potential Plan Modifications:

1. Please include Shoreline Community College as part of the route described in Corridor #3.
2. Please include Edmonds Community College as part of the route described in Corridor #20.
3. The Draft SEIS assumes that additional regional express bus/BRT service, including service on 145th Street (Corridor #29) will operate on existing roadways, similar to current bus service and thus, improvements to these corridors would have little to no potential to generate environmental impacts. The City of Shoreline is in the process of creating a Route Development Plan (RDP) for this corridor. The RDP will identify future cross-sections for the roadway that will be needed to improve safety and operations for all modes of travel. Although the cross-section is unknown at this time, it is a given that some degree of widening will be needed, if only to upgrade the existing substandard sidewalks. Sound Transit is a participating agency in the City's RDP process and will help to develop the recommended alternative for the corridor. The updated LRP needs to acknowledge the potential for widening of 145th Street and assess the environmental impacts at the plan level. (Please note: The City of Shoreline anticipates performing environmental review of the project during the design phase of improvements for this corridor.) Because the cross-section is unknown at this time and will be determined as part of the City's Route Development Plan (RDP), the description for Corridor #29 should be amended to state that improvements will be consistent with the City of Shoreline's RDP for 145th Street.

464-1

Shoreline Community College would be served by Corridor 3 as described in Section 2.4.1 of the Final SEIS. The description of the corridor now includes Shoreline Community College.

464-2

All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." There are several corridors included in the SEIS that could potentially provide service to Edmonds Community College. These include corridor R in the Current Plan Alternative and corridors 3, 24, and 26 in the Potential Plan Modifications Alternative. (Please note that Draft SEIS corridor 20 has been re-numbered to corridor 24 in the Final SEIS). The analysis of alignments, station locations, and other design details would be evaluated during future project-level reviews for those corridors that are ultimately implemented. At that time, the city and other stakeholders would have additional opportunities to comment.

464-3

Sound Transit will continue to participate in the City's RDP process including the potential for widening 145th Street. The Final SEIS evaluates Corridor #40 (previously numbered #29 in the Draft SEIS) as a potential regional express bus corridor which assumes operation on existing roadways. It does not evaluate it as a bus rapid transit route with buses operating within exclusive rights-of-way that could require the addition of a bus-only travel lane. Section 4.9 of the Final SEIS has been modified to note that any improvements on 145th Street would be consistent with the City of Shoreline's RDP for 145th Street. The section has also been revised to state that, in the event 145th Street is widened to accommodate buses, the impacts to adjacent land uses would be similar to those impacts described for bus rapid transit in other corridors which have dense development close to the roadway. Along those corridors, impacts to residential, commercial, or other land uses could occur.

464-4

4. Corridor improvements on 145th Street should extend from Aurora Avenue N (SR 99) to Bothell Way NE (SR 522) and include the I-5 interchange. These should include transit speed and reliability enhancements as well as improvements to pedestrian and bicycle access along the corridor and across the interchange to the light rail station. The specific types of improvements will be identified as part of the City of Shoreline's RDP and the LRP projects should be amended to state that improvements will be consistent with the City of Shoreline's RDP for 145th Street. This would apply to the following representative projects: "Improve NE 145th Street, including multimodal/ bus priority treatments (e.g. BAT Lanes)" and "Improved east-west service in Shoreline, connecting SR 99 BRT, I-5 LRT, and SR 522 HCT".
5. The City of Shoreline supports light rail as the preferred HCT mode on SR 522 but would like to see BRT improvements and service on this roadway until such time as light rail service begins.

464-5

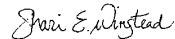
The City of Shoreline would also like to see the following additional projects included in the updated LRP:

- Improved east-west HCT service in Shoreline that connects SR 99 BRT, I-5 LRT and SR 522 HCT or provides other essential east-west service. Representative projects include service from Shoreline Community College to the NE 145th Street light rail station, Lake City Way and Bothell and service from Richmond Beach to the light rail station at NE 185th Street, North City and Lake Forest.
- A separated bicycle/pedestrian bridge in the vicinity of 145th Street, consistent with the City of Shoreline's Route Development Plan. Nonmotorized crossing of I-5 will be evaluated as part of the City's RDP process (in coordination with the City's light rail station area land use planning efforts) and Sound Transit should accept a role and respond to this need, as this will be vital in delivering riders to the 145th Street light rail station.

464-6

Thank you for your consideration of our comments. We look forward to working with Sound Transit on completion of the Long Range Plan update. If you have any questions or need additional information, feel free to contact Alicia McIntire, Senior Transportation Planner at 206.801.2483 or amcintire@shorelinewa.gov.

Sincerely,



Shari Winstead
Mayor

cc: Shoreline City Council
Debbie Tarry, City Manager
Mark Relph, PW Director

464-4

Sound Transit will continue to participate in the City's RDP process including the potential for widening 145th Street. Section 4.9 of the Final SEIS has been modified to note that any improvements on 145th Street would be consistent with the City of Shoreline's RDP for 145th Street.

464-5

Improved east-west service in Shoreline, connecting SR 99 BRT, I-5 LRT and SR 522 HCT is a representative project in the SEIS as part of the Potential Plan Modifications Alternative (Appendix A, Table A-11).

464-6

A non-motorized bridge to the 145th Street light rail station has been added as a representative project to the Current Plan Alternative in Appendix A. "Representative projects" are an indication of the types of projects that could be implemented under the Current Plan Alternative if included in a future system plan. However, specific projects, designs, locations, and operating characteristics would be determined and evaluated at the project level. Accordingly, new or different projects not listed as representative projects, but that are similar to the types of representative projects listed, could also be implemented at the project-level.



July 28, 2014

Sound Transit
Attn: Karin Ertl
401 S. Jackson St.
Seattle, WA 98104

Re: Comments on Sound Transit Long-Range Plan Draft Supplemental
Environmental Impact Statement

Dear Ms Ertl:

The City of Tacoma has reviewed the Draft Supplemental Environmental Impact Statement (Draft SEIS) and wishes to comment on the subject matter of Sound Transit's Long-Range Plan. It is important to note that our review has been comprehensive - involving our newly formed Transportation Commission; the Infrastructure, Planning, and Sustainability Committee of the City Council; and consultation with the citizens of Tacoma. We recognize that inclusion in the Long-Range Plan greatly improves the probability that items of vital importance in regional transportation for the City of Tacoma will be given serious consideration by Sound Transit.

Tacoma has been hard at work fulfilling our responsibilities directed by the Washington State Growth Management Act and the Puget Sound Regional Council (PSRC) VISION 2040. In our considered opinion, the Washington State Growth Management Act and VISION 2040 require a more robust discussion in the land use element and in the screening and evaluation sections of the SEIS. The Draft SEIS speaks to focusing growth within Urban Growth Areas (UGAs) and to "general consistency" with state, regional, county, and municipal plans (Appendix F contains a "broad assessment of consistency" with local plans); and PSRC population and employment forecasts are simply presented by county. However, the central focus of VISION 2040 is population and employment allocations (not forecasts) by regional geography. Metropolitan centers such as Seattle and Tacoma are fundamental to this approach.

Within the City of Tacoma we have designated areas that have been carefully planned to accommodate nearly 127,000 additional residents and 97,000 additional jobs, in conformance with PSRC population and employment allocations, and the demonstrated zoning and development capacity to bring these allocations to fruition. Our own environmental analysis of these areas has shown that transit connectivity to designated growth areas within and outside the City of Tacoma is absolutely necessary to accommodate growth for which the City has been mandated to plan. Sound Transit's Final SEIS needs to specifically address these population and employment allocations and how the City of Tacoma is planning to accommodate that growth. Attachments A-D provide additional background information and further specificity with regard to the County and City population and employment allocations.

We also wish to direct your attention to Pierce County Ordinance #2011-36s (Population, Housing, and Employment Targets for cities, towns, and unincorporated areas of Pierce County for the Year 2030). This ordinance is Appendix A to the Countywide Planning Policies (CPPs) for Pierce County. These CPPs and adopted growth targets need to be specifically addressed in an Expanded Appendix F and in the screening and evaluation sections of the environmental document.

Before moving to comment on the plan content, we also wish to reiterate the importance and priority given to specific items already contained in the current Sound Transit Long-Range Plan:

Central Link – Extending Central Link to Tacoma is a top priority for the City and we urge Sound Transit to maintain the current concept in the 2040 Long-Range Plan. We believe stronger services connecting Tacoma, Federal Way and the Seattle-Tacoma International Airport are vital for our planned growth. We would also encourage Sound Transit to add consideration of ensuring that Central Link seamlessly connects to the City's downtown core.

Sounder – Tacoma urges Sound Transit to consider further infrastructure investments to this corridor to decrease travel time and improve availability by operating a full day schedule, at least on weekdays. Tacoma's economy is dependent on available rail capacity to ensure timely port access. The added consideration to this priority is to ensure the Sounder improvements induce no reduction in Tacoma's freight rail capacity and, if possible, to ensure the benefits of improving Sounder service are also shared in improving freight rail capacity.

Regional Express Bus Service – Tacoma has enjoyed the development of Sound Transit's regional express bus program and understands this program is Tacoma's linkage to much of the region for many years to come. Tacoma wants to ensure that the regional express bus program continues to expand to meet our capacity needs and that it is integrated and adapted as new portions of the high capacity network become operational.

Looking forward, the City of Tacoma feels strongly that the Long-Range Plan should include expansion of high capacity transit (HCT) to areas in our community of significant importance and significant planned growth, similar to existing and planned expansions to other regional growth centers. The City is currently drafting a Transportation Master Plan with a substantial transit element. While final adoption of the plan will occur later this year, the City has already identified appropriate corridors to facilitate connectivity between designated growth areas within and outside the City. We wish to maintain consistency between our policy and planning and the efforts of Sound Transit. Therefore, we are asking Sound Transit to consider inclusion of the corridors listed below in the Long-Range Plan. These corridors, which are identified with specific streets as points of reference, are roughly depicted in Attachment A.:

- North and South Downtown to Tacoma Mall Corridor, which would connect together Tacoma's three largest and most intense growth centers. Regional linkages could be further strengthened by extending connections to Lakewood.
- Pacific Avenue Corridor to connect together North and South Downtown and the three identified Business Districts that lie within this corridor, potentially extending to the regionally significant Pacific Lutheran University.

444-10

Table A-6 in Appendix A to the Final SEIS lists Sound Transit's policies under the current Long-Range Plan, including supporting transit-oriented development and sustainability. For example, Sound Transit's current TOD policy indicates that "... Sound Transit is guided to work with local jurisdictions to set forth conditions for assuring land uses compatible with development of high-capacity transportation systems, such as providing for sufficient land use densities through local actions in high-capacity transit corridors and near passenger stations, preserving transit rights-of-way, and protecting the region's environmental quality." The Sound Transit Board can modify these policies over time as appropriate. In addition, Table A-11 includes example policies considered under the Potential Plan Modifications Alternative, including support for implementing the Growing Transit Communities partnership and direct financial support of transit-oriented development. Finally, section 4.9.1 of the Final SEIS discusses the goals of PSRC's *VISION 2040* as a setting for the development of the Long-Range Plan Update.

444-10

- The Sixth Avenue Corridor, extending west to include the Narrows Business District and Tacoma Community College (TCC). This could be an extension of the currently authorized Tacoma Link expansion.
- The South 19th Corridor to TCC. This could also be an extension of the currently authorized Tacoma Link expansion.
- The Portland Avenue Corridor to connect South Downtown with the Puyallup Tribal Center and the 72nd and Portland Business District.
- West End–Cross Town Corridor – Among some of the fresh ideas that have already sprung from the listening sessions related to the Transportation Master plan is a vision for a high capacity corridor that stretches from Tacoma's West End neighborhood, potentially touching the Proctor Business District, UPS, the Central Tacoma Business District, Tacoma Mall, two business districts in the Pacific Avenue Corridor and Pacific Lutheran University.
- West Side Corridor – This concept corridor would stretch from Ruston, through Tacoma's West End Business District, to TCC and continuing on to Fircrest and University Place.

Finally, the City recommends that Sound Transit adopt policies that prioritize regional connections and access to areas with already established zoning and policies to facilitate focused and sustainable growth, substantial local bus services, designated and planned bicycling and walking corridors, and continued parking management best practices. These priorities are in alignment with the goals and objectives of the current Sound Transit 2040 plan. In addition, these priorities are in alignment with the City of Tacoma's Strategic Direction, which includes being diverse, being productive with a sustainable economy, and planning for an improved public infrastructure that meets the transportation needs of all Tacoma residents and visitors.

The City is committed to further improving our on-going and collaborative relationship with Sound Transit to partner (planning and financial commitments), and to help promote Tacoma's vision and priorities for the South Sound in the Sound Transit 2040 Long-Range Plan. New regional HCT will be an important ingredient to facilitating Tacoma's ability to shoulder its share of regional growth, and will be essential to achieving regional growth plans.

Thank you for your consideration and please do not hesitate to contact us if there are questions or further conversation required.

Best Regards,



Marilyn Strickland
Mayor

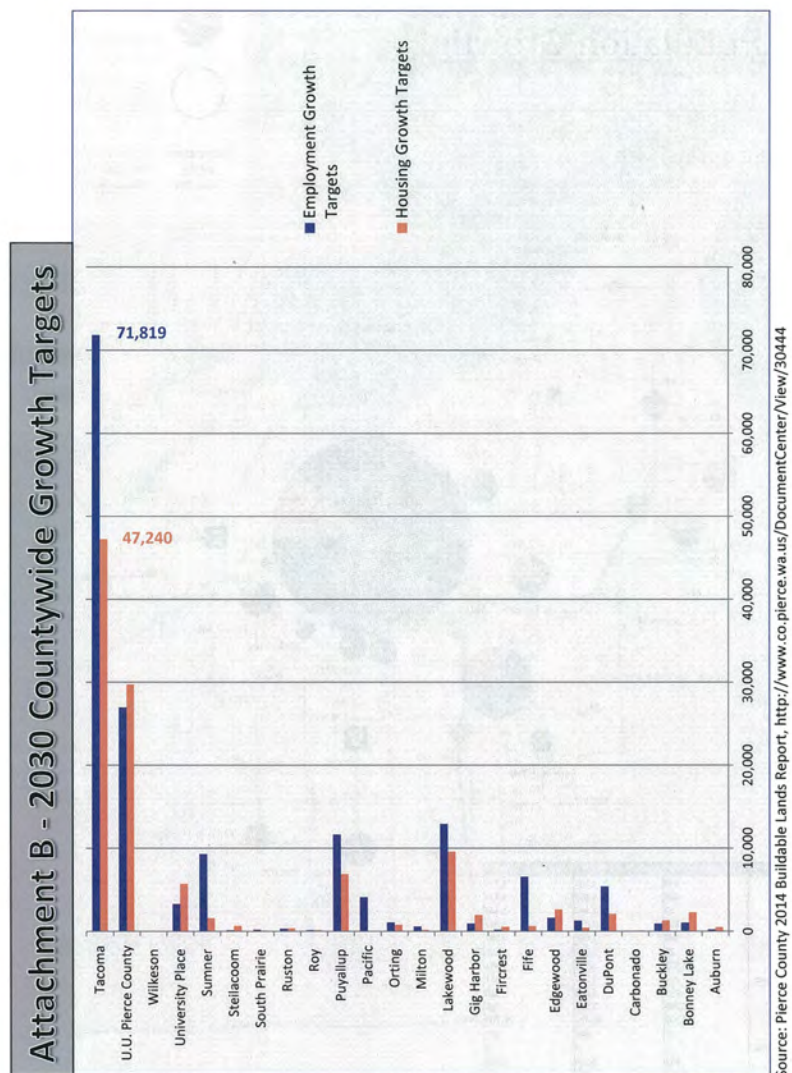


T.C. Breadnax
City Manager

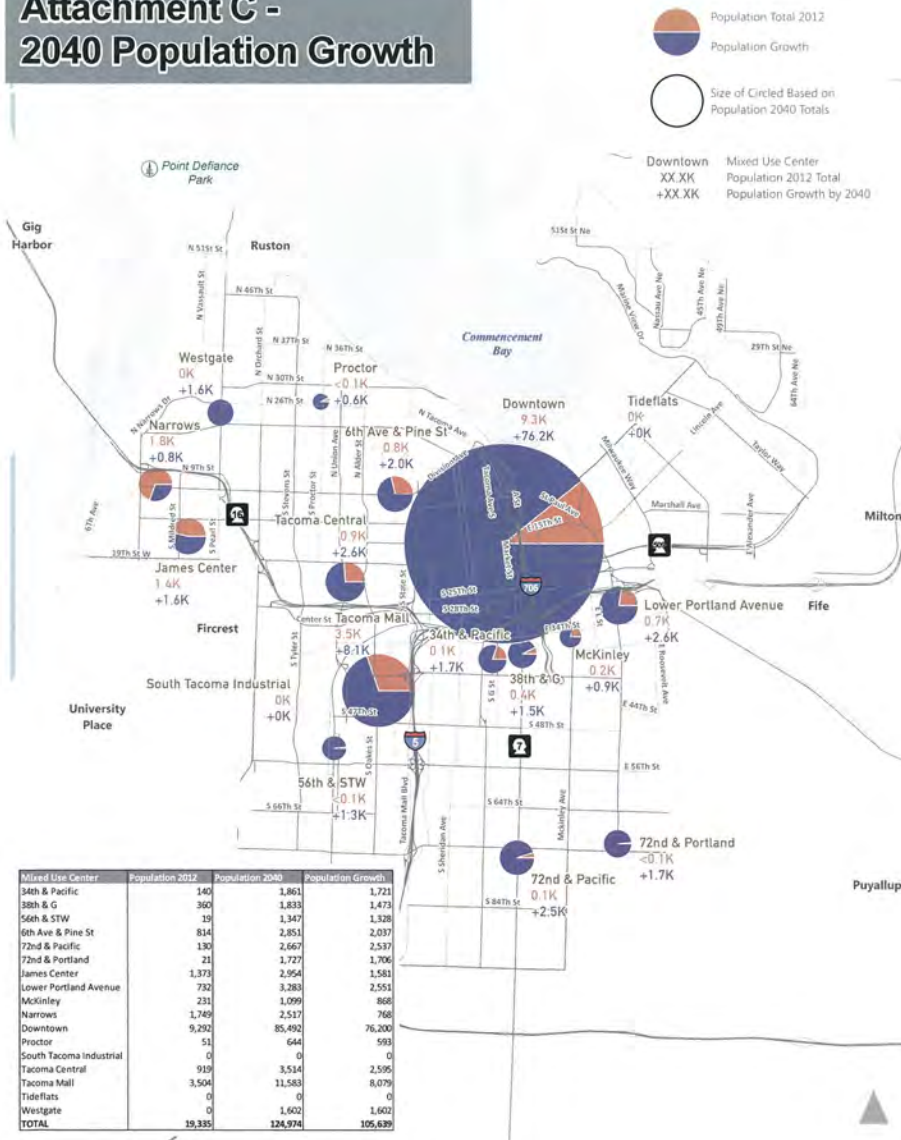
Attachments

cc: Tacoma City Council
Tacoma Transportation Commission

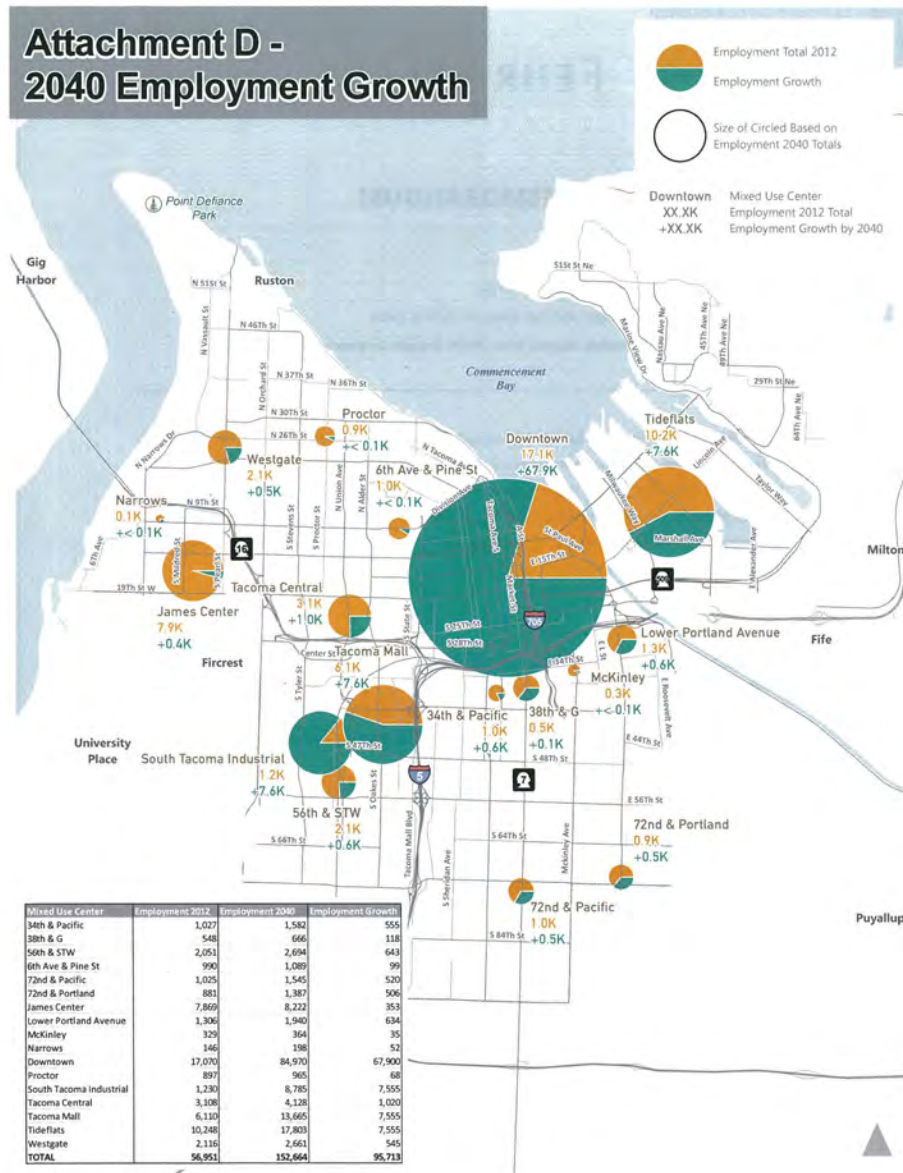




Attachment C - 2040 Population Growth



Attachment D - 2040 Employment Growth



Attachment E



MEMORANDUM

Date: July 22, 2014
 To: Josh Diekmann, City of Tacoma
 From: Kendra Breiland and Dan Grayuski, Fehr & Peers
 Subject: **Transportation Master Plan (TMP) Transit Outreach Summary**

Over the past few months, Tacoma has undertaken an extensive public outreach process to gather information about the community's interests for future high capacity transit (HCT) corridor investments and other transit improvement preferences. The effort, led by a mix of City staff, Transportation Commission members, and the consultant team, has included in-person events, a web presence, and administration of a transit survey. This memo summarizes the high-level findings from this outreach effort.

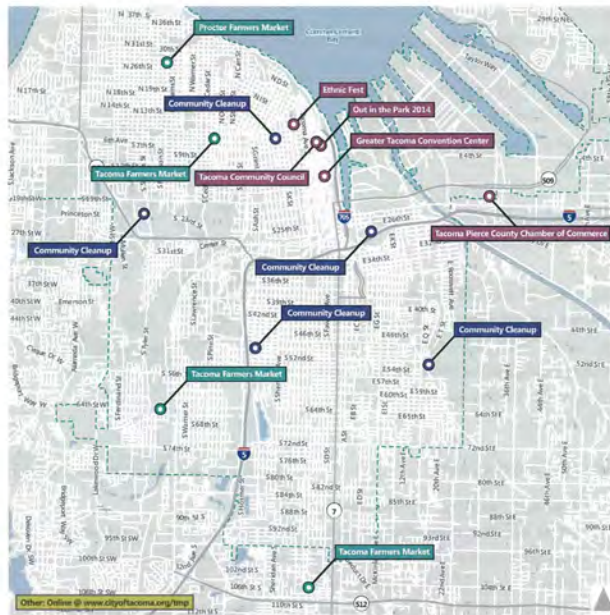
OUTREACH EFFORTS

Festivals and In-Person Events. In-person events began in mid-June and have included staff booths at four farmer's markets, two festivals, and passing out surveys at community clean up days. The outreach team has also presented to the Community Council (which includes representatives from Tacoma's neighborhoods) and two Tacoma-Pierce County Chamber of Commerce meetings (to gather business input).

Community members were invited to share their thoughts and concerns, mark up a city map with their perceived transportation issues and opportunities, and fill out a transit survey that was designed to elicit input around HCT investments within the City. The City is also featuring the TMP at the July 30th, 2014 Citywide Strategic Plan meeting.

1001 4th Avenue | Suite 4120 | Seattle, WA 98154 | (206) 576-4220 | Fax (206) 576-4225
www.fehrandpeers.com

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Outreach Event Locations

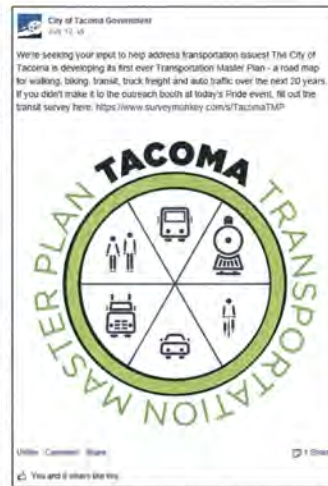
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On-Line. The City developed a website (www.cityoftacoma.org/tmp), which informs the public about the TMP process, and allows them to take the transit survey online. To ensure the site is visible, it has been shared on the City's Facebook site alongside announcements of in-person events that the TMP outreach team will be visiting.

SURVEY RESULTS AND MAPPING INPUT

Through July 21, over 160 surveys have been completed and returned, not including a few dozen online responses. Below, we include high-level findings of the transit survey, as well as other transit-specific comments received at in-person events.



Facebook post advertising TMP outreach

Respondent Characteristics

- The **vast majority of respondents (73%) consider themselves to be transit riders.** While it was not asked how often respondents use transit, this respondent group is the most likely to utilize HCT services as either as choice riders or transit dependents.
- **Top reasons** that respondents cited **for using transit were convenience and cost**, 41% and 27% of transit riders, respectively. It is worthwhile to note that **19% of transit riders indicated they did not own a car.** Households without cars are more likely to be lower-income, elderly, or disabled. These households have higher concentrations of transit dependent populations.
- For those **non-riders**, **convenience** was overwhelmingly the top reason for **not** using transit.
- **Most respondents (78%) indicated that they were impacted by the cuts in Pierce Transit service.**

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Desired Transit Connections

The survey asked respondents if there are destinations they would like to reach on transit, but can't. Below are destinations that were mentioned numerous times.

- | | |
|---|---|
| <ul style="list-style-type: none"> • Major King County employment centers (Downtown Seattle and Bellevue) • South Sound employment centers (Bonney Lake, Puyallup, Olympia, Parkland, and Lakewood) • Waterfront/Ruston/Point Defiance • Sea-Tac Airport • West Tacoma to Downtown • East Tacoma to Downtown • Spanaway • Tacoma Mall | <p>While some level of transit service is provided to many of these destinations, respondents mentioned that the service was either infrequent or required multiple transfers.</p> <p>It is worthwhile to note that the additional destinations that were most frequently mentioned align well with the "Potential HCT Corridors" identified in the City's comments on the Sound Transit Long-Range Plan Draft Supplemental EIS letter.</p> |
|---|---|

Moreover, the outreach team took open comments from the participants at the in-person events. The top comments related to transit service included:

- Desire for increased Sounder frequency, including connections to Sea-Tac Airport.
- Southwest Tacoma and unincorporated Pierce County not served by transit
- Desire for expanded service hours and frequency between the Tacoma Mall and Downtown
- Better connections to destinations like the Ferry Terminal and Tacoma General Hospital
- Strong desire to bring back Pierce Transit's 221 route, which served South Tacoma
- Beyond restoring Pierce Transit's 221 route, enhancing services in South Tacoma to help the transit dependent.

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How Would You Prioritize Transit Investment in Tacoma?

Do you use transit? Y / N
If so, why?
Convenience
Cost
I don't own a vehicle
Other: _____

If not, why not?
Convenience
Cost
Time
Doesn't go where I need
Other: _____

How have the recent cuts in service by Pierce Transit affected you? I ride:
More
Same
Less
Not at all

Are there places you cannot get to on transit that you would like to go? If so, where? _____

INSTRUCTIONS: Select your top 5 priorities from the below menu of transit service enhancements. Place a check mark ☒ next to your choices.

TRANSIT SERVICE	Why?
<input type="checkbox"/> More Local Service Coverage Walk 1 mile or less to the stop and make fewer transfers to get to your destination. Bus routes are longer and take longer time to longer.	Why?
<input type="checkbox"/> More Regional Service Connect between Tacoma commercial centers and other regional destinations with frequent service and fewer stops along the way.	Why?
<input type="checkbox"/> Focus on Rail Service SoundLink, Sounder, and other services.	Why?
<input type="checkbox"/> Transparency/Quality of Service Increase frequency to 15- or 20-minute headways on weekday and 20-minute headways on the weekend.	Why?
<input type="checkbox"/> Increase Bike Carrying Capacity on Transit Buses and rail cars are equipped with racks and bikes that can hold more bikes.	Why?
<input type="checkbox"/> Increased Car Share and Vanpool Options Increase incentives to use carshare, vanpool, and other transit services such as car-share and vanpool programs.	Why?
<input type="checkbox"/> Safe Routes to Transit Signage and crossing improvements within 1/4 mile of transit stops to improve walking safety and comfort.	Why?
<input type="checkbox"/> Real Time Arrival Information Real time displays at bus stops and passenger ready when the next bus is scheduled to arrive.	Why?
<input type="checkbox"/> Mobile Mobile Trip Planner A Tacoma-based mobile app that provides real-time transit, biking, and walking information. This will be available for free on a smartphone app.	Why?
<input type="checkbox"/> Enhanced Vehicles Enhanced buses have easy boarding large vehicles, comfortable seating, and on board Wi-Fi to improve the experience.	Why?
<input type="checkbox"/> Enhanced Transit Stops Enhanced transit stops offer bike parking, comfortable seating, and ample lighting to ensure safety and security.	Why?

Please return to: transit@tacoma.wa.gov

Transit Survey

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7-22-14
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Desired Transit Enhancements

The transit survey asked respondents about their desire for transit investments in three key areas: transit service, access and connections, and information and amenities. Respondents were asked to identify up to five types of transit enhancements (ranging from increased regional services to on-board and station amenities) that they would find most appealing. The transit enhancements that resonated as top priorities with survey respondents are summarized below:

- **Focus on Rail Service.** Expanded Central Link, Sounder, and streetcar (Tacoma Link) service. Supported by **61%** of respondents and the top choice of both riders and non-riders alike.
- **Increased Local Connections.** More local coverage that would reduce the number of transfers required to access the regional transit system. Supported by **53%** of respondents.
- **Frequency/Quality of Service.** About **50%** of respondents identified the need for higher frequency service on both weekdays and weekends.
- **More Regional Service.** **75%** of respondents that placed a priority on more regional transit service use transit today as a primary mode of trip-making. Also, expanded rail service received the highest priority by respondents. This type of transit service is considered HCT service.
- **Real-Time Arrival Information.** **42%** of respondents want to know when the next bus is coming with displays at transit stops.

Almost half of the survey respondents stated that more regional transit service that would connect Tacoma's residential and designated growth centers with other regional destinations outside the City is a priority. Service reliability and speed were also noted as being important.

In summary, public input and feedback strongly prioritizes investments in a regional transit network that improves connections to residential and employment centers and provides access for transit-dependent populations. Strong support was also received for a system that is reliable, frequent, and speedy. This type of transit service can be achieved with HCT service that operates in exclusive and semi-exclusive runningways.



City of Tukwila

Department of Community Development

Jim Haggerton, Mayor

Jack Pace, Director

July 24, 2014

Ms. Karin Ertl
Long Range Plan Draft SEIS
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

Re: Sound Transit's Draft SEIS for the Regional Transit Long-Range Plan Update

Dear Ms. Ertl,

We would like to thank you for the opportunity to comment on the Regional Transit Long-Range Plan Update Draft SEIS. We continue to appreciate the work that Sound Transit is doing to serve Tukwila and the region with better bus, light rail, and commuter rail. We fully support Sound Transit's efforts to improve and expand in our area. We look forward to working with Sound Transit during the development of more detailed projects and additional environmental review.

After reviewing the Draft SEIS, we were pleased to find that many of the capital improvements and service enhancements identified in the City's scoping comments¹ were evaluated in the Long Range Plan's Current Plan Alternative or Potential Plan Modifications Alternative. We feel these system improvements are necessary to support residential and employment growth projected to occur in Tukwila, and would leverage existing City and Sound Transit investments to help meet the needs of our residents and those from the entire region who work in and visit Tukwila.

The City of Tukwila's high priority projects in the Long Range Plan are:

- Construction of the Boeing Access Road Station on the Central Link
- Expanded HCT along Interstate 405

Following are the City's general comments regarding transportation and land use aspects of the Draft SEIS. Please find attached a table with more detailed comments referenced, as nearly as possible, to sections and pages of the Draft SEIS to which they relate.

Tukwila supports including the new light rail, commuter rail, bus, and HCT capital improvements and service enhancements identified in Appendix A, Tables A-1 through A-11, in the Long Range Plan Update. Tukwila supports the evaluation of new east-west routes connecting Tukwila to other key destinations, as well as areas where many Tukwila-bound employees,

¹ Scoping comment letter from City of Tukwila to James Irish, Sound Transit, dated 11.25.13.

shoppers, and visitors originate. Evaluating a more time-efficient, direct route from Tukwila to downtown Seattle is also important for Tukwila and the region. Suggested modifications to some of the projects in Appendix A are included in our more detailed comments.

Clearly evaluate intermodal connection opportunities along routes in the Draft SEIS.

Opportunities for connections between light rail, commuter rail, express bus, Amtrak, and non-motorized travel modes will have significant effects on the utility of the transit system and therefore on ridership volumes. The SEIS should provide a comparative analysis of intermodal transfer opportunities for each proposed route.

Evaluate potential additional ridership volumes gained from extending many of the north-south routes to the Tukwila Sounder Commuter Rail/Amtrak Station, rather than terminating in Renton. The Tukwila Sounder/Amtrak Station offers connections to local bus, BRT, commuter rail, and Amtrak services and may be a more logical endpoint. It should be noted that the Tukwila Sounder/Amtrak Station spans the border between the East and South funding subareas.

Evaluate additional screenlines to adequately determine potential ridership gains into/out of Tukwila, which is a regionally designated urban center. The SEIS uses screenlines to identify potential ridership gains compared to ST2 buildout under 2040 conditions. Both the Current Plan Alternative and the Potential Plan Modifications Alternative show ridership gains, some being substantial, on the screenlines around Tukwila. However, there is not much specific information given about ridership gains into/out of Tukwila. As noted in our detailed comments, an additional screenline that crosses Link, I-5, and Sounder north of I-405 could be beneficial.

Clarify stations and potential station locations, and how they were used in ridership scenarios.

The document notes that infill stations (Boeing Access Road is specifically mentioned) are consistent with the Current Plan Alternative and the Potential Plan Modifications Alternative. The document also specifically notes that the current ST Long Range Plan “call[s] for a light rail stop at Boeing Access Road.” However, the document is unclear about whether any infill stations (BAR or 133rd) were assumed in either of the Alternatives or as part of any of the “corridors.” As noted in the comments, we ask for clarification about whether the stations were assumed and for a scenario to be analyzed that specifically quantifies the benefits of these infill stations so that the ridership benefits can be fairly compared against the more expensive service expansion options.

Adequately summarize the existing conditions, future land use plans, and population and employment targets for Tukwila’s Urban Center, and their relationship to the regional transportation plan. We recognize that a more specific assessment of the local plans and policies will be prepared in conjunction with future project-level planning and environmental review. However, even at this more generalized level of analysis, the Draft SEIS does not adequately characterize the regionally designated urban center at Southcenter, which could have an impact on those portions of the system serving Tukwila when future project level planning and environmental review take place. Currently, Southcenter, Tukwila’s urban center:

- is a destination for approximately 100,000 people a day
- has over 25,000 jobs
- contains the largest mall in Washington

459-1

Broad, plan-level issues are addressed in this Long-Range Plan Update. In general, when developing corridors, consideration was given to intermodal connections, especially between light rail, commuter rail, and regional express bus. Transit connectivity issues would be evaluated in greater detail during future project-level reviews for those projects that are ultimately implemented as part of a system plan.

459-2

The corridors included in the Current Plan and Potential Plan Modifications alternatives represent general corridors that would be served, but do not represent specific routings or alignments. If and when there is voter funding approval, any capital projects that make up the next system plan would be subject to project-level reviews. Project-level environmental review would evaluate specific alignments, station locations, and other project details, and would include additional public involvement prior to implementation.

Several rail and high-capacity transit (HCT) corridors in the Current Plan and Potential Plan Modifications alternatives are assumed to connect at Tukwila Station. These lines include #7 – light rail transit between Puyallup/Sumner and Renton, #23 – HCT between Tukwila and downtown Seattle, and a rail extension (Corridor B) in the Current Plan Alternative.

459-3

An additional east-west screenline as identified in the comment has been evaluated. Results are presented in Section 3.4.1 of the Final SEIS (Impacts on Transit Ridership). Information is also presented in Section 4.1.2 of the Transportation Technical Report (Appendix K of the Final SEIS).

459-4

The transit ridership forecasts in the Draft SEIS did assume that infill light rail stations were added in the Potential Plan Modifications Alternative at 133rd Street, Boeing Access Road, and Graham Street. For the Final SEIS modeling efforts, infill light rail stations are assumed for both the Current Plan Alternative and the Potential Plan Modifications Alternative.

For those corridors that are advanced as part of a future system plan, more detailed analysis of alignment and station locations will occur during system planning and project development. During system planning and project development the public will have additional opportunities to provide review and comment.

459-5

Section 4.9 and Appendix F of the Final SEIS have been revised to more fully characterize the regionally designated urban center at Southcenter.

- 459-5
- is the location of a new bus transit center and the Tukwila Sounder Station, which is the second largest destination on the route after downtown Seattle
 - has a 19-story, mixed use project with 312 apartments and 189 hotel rooms proposed for construction
 - will accommodate a significant portion of the City's growth targets established by King County – 2,714 households and over 5,300 new employees.

Tukwila recently adopted a subarea plan for the urban center, new development regulations calling for more urban, transit-oriented development, and new design guidelines which will help transition Southcenter from a suburban commercial area to more vibrant, mixed use urban center that will accommodate a significant portion of the City's growth targets. The key to successful redevelopment of this urban center will be the availability of high capacity transit alternatives serving the immediate area with direct connections to other urban centers and activity areas within the region.

- 459-6
- Adequately summarize the existing land use conditions, future land use plans, and growth targets for Tukwila's Manufacturing Industrial Center (MIC), and their relationship to the regional transportation plan.*** The MIC area is an important regional center of industrial activity, particularly related to the aerospace sector, and is one of only four centers designated in King County. Currently, the MIC contains:
- 1,370 acres, 650 of which are Boeing properties
 - the King County International Airport
 - approximately 14,500 employees
 - a proposed mixed use office/commercial/hotel project located adjacent to the deferred Boeing Access Road Station which is estimated to contribute a minimum of 2,500 new jobs.
- Similar to Southcenter, one of the keys to maximizing the vitality of industrial uses and successful redevelopment of underutilized parcels with appropriate uses in the MIC area will be the availability of high capacity transit alternatives with direct connections to other activity areas within the region.

- 459-7
- Adequately summarize the future land use plans and growth targets for Tukwila South, and their relationship to the regional transportation plan.*** The area known as Tukwila South is the largest undeveloped greenfield in the Seattle Metropolitan area and is larger than Downtown Bellevue and South Lake Union. In 2009, the City approved a master plan for the area and entered into a development agreement with Segale Properties, LLC that outlines the combined vision of both the City and Segale Properties for the future development of the area. It is anticipated by the year 2032 that Tukwila South will have:
- 8.3 million square feet of commercial development, including office and high tech
 - 1.7 million square feet of residential
 - 3,200 residents
 - 23,000 jobs.
- The City of Tukwila and Segale Properties recently completed major road and infrastructure installation in the area. Like Southcenter and the MIC, it is vital that Tukwila South have access to high capacity transit alternatives, providing direct connections to other activity areas within the region.

459-6

The discussion of Tukwila's Manufacturing Industrial Center (MIC) in Section 4.9 and Appendix F has been expanded and states that the MIC area is an important regional center of industrial activity, particularly related to the aerospace sector, and is one of the four centers designated in King County.

459-7

The Final SEIS and Appendix F have been expanded to include Tukwila South. The level of detail is consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update.

Again, thank you for this opportunity to comment on the Draft SEIS. We look forward to reading the Final SEIS and participating with Sound Transit in developing the next phases of the regional transit system plan.

Sincerely,



Jack Pace

Department of Community Development Director
SEPA Responsible Official

Cc Mayor Jim Haggerton
David Cline, Tukwila City Administrator

Attachments: City of Tukwila Detailed Comments on Draft SEIS for Long Range Plan Update

459-8

Detailed alignment and station location decisions for the extension of rail between Burien, Renton and Lynnwood would be made during future project-level reviews. At that time, the city and other stakeholders will have additional opportunities to comment.

459-9

Detailed alignment and station location decisions would be made during future project-level reviews.

459-10

The South King County HCT Corridor Study identified a potential tunnel route under I-5 for various high capacity transit alignments between Tukwila and Burien.

459-11

As part of the Central and East High Capacity Transit Corridor Study, Sound Transit evaluated a commuter rail connection from the Eastside Rail Corridor to the Tukwila Sounder station. A transfer to the Sounder system was evaluated. In addition, in the South King County HCT Corridor Study, light rail and Bus Rapid Transit connections from Burien, Tukwila and Renton were evaluated, including a connection to the Tukwila Sounder station. The information from these studies will inform the Sound Transit Board's consideration of potential updates to the Long-Range Plan. Additional information about these high-capacity transit corridor studies can be found on Sound Transit's web site at: <http://www.soundtransit.org/projects-and-plans/high-capacity-transit-corridor-studies>

459-12

The S. 133rd station is included as a representative project in the Current Plan Alternative (see Appendix A) in the Final SEIS. The City of Tukwila's support for these stations is noted.

459-8

459-9

459-10

459-11

459-12

City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
1.	Pg A-2, Table A-1,	D - Lynnwood to Renton along I-405 Corridor (LRT)	This route should run from Lynnwood to <i>Tukwila Sounder Station</i> , which is on the border of the East and South funding districts. This is a much more logical endpoint and would allow for intermodal connections, something not available at the Renton endpoint.
2.	Pg A-2, Table A-1,	C - Renton to Burien (LRT)	Tukwila supports including this route in the Long Range Plan Update. This route should also serve the <i>Tukwila Sounder Station</i> . Tukwila Sounder Station offers excellent intermodal transfer opportunities.
3.	Pg A-2, Table A-1,	C. Portions of this corridor could be constructed in tunnels. (LRT)	The general location of the tunnel portion of this alignment is unclear.
4.	Pg A-2, Table A-2,	P - Renton to Woodinville (Sounder?)	A more logical endpoint is from the <i>Tukwila Sounder Station</i> to Woodinville, which would provide intermodal connections. The future alignment should intersect with the existing line in Tukwila.
5.	Pg A-5, Table A-6 current plan alternative, representative projects	Boeing Access Road (LRT & Sounder) is listed as a stop.	1. The Boeing Access Road Station was included in the environmental review of the original central light rail alignment, had its funding moved to the Kent Sounder Station, and had construction deferred to a later date. Tukwila supports including this station in the Long Range Plan Update, but will also be pursuing construction of this station over the short term. 2. The light rail stop at S. 133 rd in Tukwila that was part of the original central link light rail alignment & environmental review needs to be included here.
6.	Pg A-5, Table A-6 current plan alternative, representative projects	Southcenter (LRT) are listed as stops	Tukwila supports including this project in the Long Range Plan Update.

07/23/2014

459-13

The Tukwila station listed in Table A-6 of Appendix A to the Final SEIS would be located along corridor B of the Current Plan Alternative. The exact location of this station would be determined in the future during project-level reviews. At that time, the City and other stakeholders would have additional opportunities to comment.

459-14

Sound Transit will adhere to prior project-related agreements.

459-15

Tukwila's preference for pedestrian/bicycle access has been noted. More detailed project-specific analysis would occur in the future for those projects that are implemented as part of a future system plan. At that time, the public and other stakeholders would have additional opportunities to comment on specific design features such as those noted in this comment.

459-13

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NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
7.	Pg A-5, Table A-6 current plan alternative, representative projects	Tukwila (LRT),	Where is the referenced "Tukwila" station project?
8.	Pg A-6, Table A-6 current plan alternative, representative projects	Improving pedestrian access to TIB Station from TIB	Tukwila supports including these projects in the Long Range Plan Update.
9.	Pg A-6, Table A-6 current plan alternative, representative projects	Increasing parking capacity at TIB Station;	Increasing parking capacity at the Tukwila International Boulevard light rail station should be in accordance with the existing Parking Determination and the Dispute Resolution Settlement Agreement Regarding Noise and Parking between Sound Transit (ST) & Tukwila. According to the Parking Determination, additional parking spaces will be provided via structured parking.
10.	Pg A-6, Table A-6 current plan alternative, representative projects	Improving non-motorized access to Tukwila Sounder Station	Improving non-motorized access to Tukwila Sounder Station should be in the form of a tunnel beneath the Union Pacific (UP) railroad lines from the point at which the pedestrian path leading from the Southcenter area across the Green River and W Valley Hwy reaches Sound Transit property; or, if the UP railroad lines are relocated, an at-grade continuation of this pedestrian pathway to the station.
11.	Pg A-7, Table A-6	Direct HOV Access ramps on I-405 in the vicinity of the Tukwila Sounder Station	Tukwila supports including this project in the Long Range Plan Update.
12.	Pg A-8, Table A-6	Midday shadow bus service for Sounder Stations	Tukwila supports including this service in the Long Range Plan Update.
13.	Pg A-9, Table A-6	Adding a stop to ST Express Route 560 at TIB LRT Station	Tukwila supports including this service in the Long Range Plan Update.

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City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
14.	Pg A-10, Table A-6	Improving connections between HCT and regional centers	Tukwila supports including this in the Long Range Plan Update.
15.	Pg A-10, Table A-6	Provide parking mitigation to cities with stations	Tukwila supports including this in the Long Range Plan Update.
16.	Pg A-10, Table A-6	Improve feeder services (e.g. to Federal Way transit center from Auburn, park-n-rides)	Tukwila supports including this in the Long Range Plan Update.
17.	Pg A-10, Table A-6	Pedestrian access and circulation information/wayfinding	Tukwila supports including this in the Long Range Plan Update.
18.	Pg A-10, Table A-6	Provide increased bus layover capacity at stations and hubs	Tukwila supports including this in the Long Range Plan Update.
19.	Pg A-10, Table A-6	Improve connections between HCT and regional centers	Tukwila supports including this in the Long Range Plan Update.
20.	Pg A-10, Table A-6	Provide improved bicycle storage, including bike share	Tukwila supports including this in the Long Range Plan Update.
21.	Pg A-10, Table A-6	Improve non-motorized access to stations	Tukwila supports including this in the Long Range Plan Update.
22.	Pg A-10, Table A-6	Support transit oriented development through density incentives	Tukwila supports including this in the Long Range Plan Update.
23.	Pg A-11, Table A-7.	9 - Link Light Rail from Tukwila to SODO via Duwamish Industrial area	Tukwila supports including this alignment in the Long Range Plan Update to provide a faster route to downtown Seattle. This alignment should serve a station at Boeing Access Road
24.	Pg A-12, Table A-9.	19 - HCT line from Tukwila Sounder Station to SeaTac Airport to Burien to Downtown Seattle via W Seattle	Tukwila supports including this in the Long Range Plan Update.
25.	Pg A-12, Table A-9, #25, 34, 35 & 36	ST Regional Express route between Renton and downtown Seattle; Regional express bus/BRT service between Tacoma & Bellevue, Kent and	Tukwila supports including these routes in the Long Range Plan Update. This route should include a stop in Tukwila's designated urban center at the Tukwila Sounder Station.

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459-16

The Discussion of Tukwila in the Final SEIS and Appendix F has been expanded to provide a summary of the future land use plans, and their relationship to the regional transportation plan. The level of detail is consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update. Section 4.9 of the Final SEIS been expanded to state that Tukwila recently adopted a subarea plan for this urban center with new development regulations calling for more urban development, transit-oriented development, and new design guidelines that will help transition Southcenter from a suburban commercial area to a more vibrant mixed use urban center.

459-17

In Appendix F, the discussion of Tukwila's plans for its urban center (and the relationship of those plans to the regional transportation plan) has been expanded. The level of detail is consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update.

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City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
		SeaTac Airport, and Puyallup and Rainier Valley	Southcenter, and/or TIB LRT Station. Passing through a station with intermodal transfer opportunities increases overall ridership.
26.	Pg A-13, Table A-11	Financially support construction of transit-oriented development	Tukwila supports including this program in the Long Range Plan Update to help the City realize its vision for TOD in proximity to the Tukwila Sounder, LRT, and HCT stations
27.	Pg F-4 to F-8	King County supports land use patterns that link medium- to high-density development in urban centers. Discussion of consistency with KCCP.	Current Plan alternative does not mention Tukwila, which is a designated urban center. Potential rail extensions should be from Burien to Renton, via Tukwila's urban center (Sounder Station and a station in the urban center, west of the Green River), and from Tukwila Sounder Station to Lynnwood along I-405 corridor, as it makes more sense to have an alignment terminate at a station with intermodal transfer opportunities.
28.	Pg F-29, Tukwila. Consistency with land use policies		Revise this section on Tukwila. The future land use plan summary does not adequately reflect Tukwila's plans for its regionally designated urban center. Tukwila adopted a subarea plan for the urban center, as well as new development regulations calling for more intensive development in the northern part of Southcenter, particularly in proximity to HCT, and new design guidelines. Tukwila anticipates accommodating a significant share of its household and employment growth targets in the urban center (see below), and public and private investments are supporting more intensive development. The key to successful implementation of Tukwila's plans will be the availability of high capacity transit alternatives serving the immediate area with direct connections to other urban centers and activity areas within the region. Currently, Southcenter, Tukwila's urban center: <ul style="list-style-type: none"> • is a destination for approximately 100,000 people a day • has over 25,000 jobs

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459-18

The discussion of Tukwila's Manufacturing Industrial Center (MIC) in Appendix F has been expanded to state that the MIC area is an important regional center of industrial activity, particularly related to the aerospace sector, and is one of the four centers designated in King County. The level of detail is consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update.

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City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			<ul style="list-style-type: none"> contains the largest mall in Washington is the location of a new bus transit center and the Tukwila Sounder Station, which is the second largest destination on the route after downtown Seattle has a 19-story, mixed use project with 312 apartments and 189 hotel rooms proposed for construction will accommodate a significant portion of the City's growth targets established by King County – 2,714 households and over 5,300 new employees. <p>You can find the planning and regulatory documents, as well as the Supplemental EIS for the subarea plan, on the City's website at http://www.tukwilawa.gov/dcd/urbancenterplan.html. Tukwila Planning staff would be happy to meet with Sound Transit staff to discuss the plan.</p>
29.	Pg F-29 Tukwila. Consistency with land use policies		<p>Revise this section on Tukwila with regards to the Manufacturing Industrial Center (MIC). The MIC area is an important regional center of industrial activity, one of only four such centers designated in King County. Currently, the MIC contains:</p> <ul style="list-style-type: none"> 1,370 acres, 650 of which are Boeing properties the King County International Airport approximately 14,500 employees a proposed mixed use office/commercial/hotel project located adjacent to the deferred Boeing Access Road Station which is estimated to contribute a minimum of 2,500 new jobs. <p>The key to successful implementation will be the availability of high capacity transit alternatives serving the immediate area</p>

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459-19

Sound Transit will assess operational noise impacts in accordance with applicable federal, state, and/or local law and relevant guidance. As noted in Section 4.3.5 of the Final SEIS, Sound Transit will mitigate noise impacts in accordance with its Light Rail Noise Mitigation Policy. This policy states that "source treatment measures, which serve to prevent noise impacts, shall be the preferred means of mitigation. After the implementation of source treatment operational measures, the use of path measures (between the source and receiver) shall be the preferred method of mitigating noise impacts. This will primarily consist of noise barriers, alignment modifications, acquisitions or buffer zones. Sound insulation of buildings will be used to mitigate noise impacts only where path measures are ineffective, unreasonable and/or infeasible forms of mitigation."

459-20

The residential parcels within noise screening distances reflect current property boundaries and zoning to provide a comparison of the potential for impact and need for mitigation between corridors. They do not represent a definitive count of impacts from individual projects. If a project is implemented as part of a future system plan, project-level analysis would identify individual residential units that would experience noise impacts from the specific project being analyzed and would evaluate mitigation options. The project-level analysis would follow FTA policy of evaluating impacts to all existing or planned future projects that had received a building permit at the time of the project-level noise impact analysis. Developments that occur after the acceptance of the individual transit project would need to consider the noise from the transit project as existing conditions prior to the development.

459-21

Because specific alignments have not been established for the transit corridors identified in the Final SEIS, a very conservative approach of identifying wide buffer zones was taken. For light rail, a one-mile wide corridor was considered, as noted in Table 4-19 of the Final SEIS. This approach identified resources, including important ecosystems, in the general vicinity of where individual corridors could be developed. As discussed in Section 4.4.3 of the Final SEIS, many of the identified resources could be avoided during individual project-level planning and design. The one-mile wide Tukwila to SODO via Duwamish industrial area corridor intersects with the Duwamish River, East Duwamish greenbelt, Lower Green River wetland complexes. The description of potentially affected areas has been refined in the Final SEIS to include only those resources within the corridor buffer area.

459-22

The discussion of Tukwila in Appendix F has been expanded to also provide a summary of future land use plans, and their relationship to the regional transportation plan. The level of detail is consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update.

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459-21

459-22

City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			with direct connections to other urban centers and activity areas within the region.
30.	LRT Noise? Pg 4-35 & 43		<ol style="list-style-type: none"> 1. There should be a policy of no noise impacts exceeding FTA's standards. 2. If there are noise impacts, mitigation should occur at the site/cause of the noise (so that people can enjoy their yards as opposed to replacing residential windows) 3. Tukwila's noise policies are more stringent than the FTA's where a facility is constructed on the ground, such as a light rail station.
31.	Pg 4-36, Table 4-11	Corridor ID B	These numbers could be larger based on the amount of households anticipated in Tukwila's urban center.
32.	Pg 4-81, light rail impacts to ecosystems	Tukwila to SODO via Duwamish Industrial area	Lists candidate open space areas in Pierce County and Puyallup River as regionally important ecosystems along this route; however this route does not go thru close to these areas.
33.	Pg 4-115, para 1	This section describes existing and planned land use in the Plan area...	<p>This section provides an overview of existing land uses for each jurisdiction, but doesn't address planned land uses. Tukwila's recently adopted subarea plan, development regulations, and design guidelines for the urban center call for a very different land use scenario than portrayed by existing uses. The future uses in the area will be more intensively developed, mixed use projects that will support HCT coming through the urban center. If ST is "committed to assessing TOD potential as one of the decision factors at all stages of project development, beginning with long-range planning" (pg 4-116, para 5), then the plans for the Southcenter area should be addressed here, not just in an appendix.</p> <p>The same comment applies to the area around the Boeing Access Road Station in the City's Manufacturing/Industrial</p>

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459-23

The discussion of South King County's northern boundaries in Section 4.9.2 has been revised.

459-24

The discussion of Tukwila's Regional Growth Center's existing uses in Section 4.9.2 has been expanded consistent with and appropriate for the broad, plan-level issues being addressed in the Long-Range Plan Update.

459-25

This would be studied in greater detail during future project-level reviews as appropriate. At that time, the City of Tukwila and other stakeholders would have additional opportunities to comment on potential alignments and station locations.

459-26

The corridors included in the Long-Range Plan are very broadly defined for planning purposes, and Corridor D represents one potential rail segment extension between Burien, Renton, Bellevue, and Lynnwood. The intent is to provide flexibility in the future (i.e., during project-level reviews) in determining where alignments should go with a greater degree of specificity. Given this flexibility, Sound Transit could potentially evaluate a connection to the Tukwila Commuter Rail Station from Renton during future project-level reviews for Corridor D. Alternatively, Sound Transit could potentially implement only part of Corridor D, such as from Burien to the Tukwila Commuter Rail Station. As part of project development, Sound Transit would evaluate the effects of particular connections on the local and regional transportation systems. At that time, input from stakeholders (including the public and local jurisdictions) would also be solicited.

459-27

Conceptually, bus corridors 34, 35, and 36 could serve Tukwila. On page 4-135 of the Final SEIS, text has been added to clarify that these corridors could also serve a number of regional growth centers, including Tukwila.

459-28

The Final SEIS notes in Section 4.10.1 that a petroleum products pipeline is located along the eastern portion of the Plan area. The described pipeline is the Olympic Pipeline. The text in the Final SEIS has been modified to provide additional information and to clarify that this pipeline also runs through Tukwila.

459-29

The described transmission lines have been confirmed and added to Section 4.10 of the Final SEIS.

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NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			Center.
34.	Pg 4-126, para 2	"The portion of S.King Co within the plan area runs from the southern city limits of Seattle and Renton on the north, to Federal Way...."	Renton is included in the East King County description (and subarea) and shouldn't be referenced here. This sentence should read "...runs from the northern city limits of Burien, SeaTac, and Tukwila on the north, to Federal Way..."
35.	Pg 4-126, para 3	The Tukwila regional growth center contains....	We currently have 8 hotels in the urban center, with one more under construction. There is also a mixed use hotel/apartment project under construction. Please add hotels and mixed use hotel/apartment to your list of existing uses for Tukwila. Also, need to add a description of existing and planned uses in Tukwila's Manufacturing/Industrial Center, which includes the Boeing Access Road Station.
36.	Pg 4-129, bullets	Corridor B – Burien to Renton	This alignment should serve the Tukwila Commuter Rail Station since it provides intermodal transfer capabilities.
37.	Pg 4-129, bullets	Corridor D – Renton to Lynnwood	This route should begin at the Tukwila Commuter Rail Station, not Renton. Ridership would increase when terminating an alignment at a station with intermodal transfer capabilities. The SEIS should evaluate if this relieves congestion on I-405, I-5, and SR 167.
38.	Pg 4-135, bullets	Corridors 34, 35, & 36	These 3 routes should also note that they serve Tukwila.
39.	Pg 4-138, Public Services & Utilities	Affected Environment	Need to add the Olympic Pipeline to the list of utilities. It is a 400-mile interstate pipeline system that transports gasoline, diesel, and jet fuel. It runs from Blaine, WA to Portland, OR, through Renton and Tukwila.
40.		Affected Environment	PSE is replacing an existing 115 kv underground transmission cable in Tukwila running east-west through the urban center area from W Valley Hwy to the intersection of Southcenter Pkwy and the future S.168 th Street.

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459-30

As discussed in Section 4.10.4 of the Final SEIS, crime prevention measures would be further analyzed during project-level reviews and would be developed in coordination with local jurisdictions.

459-31

The five central business districts (CBDs) identified in the Draft SEIS are located in the five subareas within the Sound Transit district. The Kent CBD was selected as the representative CBD for the South King County subarea in part since it has a generally central location within the subarea, while Tukwila is located at the northern end of the South King County subarea.

459-32

Potential light rail corridor 7 in the Potential Plan Modifications Alternative would connect Puyallup/Sumner with Renton via SR 167, which does run parallel to Sounder Commuter Rail through that corridor. Detailed design decisions including station and terminus locations would be made in project development should this corridor be implemented.

459-33

The transit ridership forecasts in the Draft SEIS did assume that infill light rail transit stations were added in the Potential Plan Modifications Alternative at 133rd Street, Boeing Access Road, and Graham Street. For the Final SEIS, infill light rail stations are identified for both the Current Plan Alternative and the Potential Plan Modifications Alternative. For those corridors that are advanced as part of a future system plan, more detailed analysis of alignments and station locations will occur during system planning and project development. During system planning and project development, the public will have additional opportunities to provide review and comment.

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NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			The Talbot-O'Brien 230kv transmission lines run north-south through Tukwila within the Interurban Corridor, moving bulk power from transmission stations in Renton and Kent. Need to update impacts sections accordingly.
41.	Pg 4-140, para 1, and Pg 4-146, Public Services & Utilities	Affected Environment	Responding to crimes at stations creates a significant demand from the local police departments. Note that in Tukwila, significant criminal activity occurs at the LINK light rail station and the Tukwila Police are often called upon to assist. For example, in the past year, there were 381 calls to the Tukwila Police and 1 to 2 robberies per month at the light rail station. Sound Transit has posted a security guard at the station, but the guard cannot make arrests and consequently is not much of a deterrent to crime.
42.	Pg 3-24, Para 1, Transit travel times, and pg 3-25 Table 3-6	"Kent is also included given its proximity to major employment centers in South King County and current concentrations of both regional express bus and commuter rail services"	Should replace Kent with Tukwila here, as Tukwila's urban center is the largest employment center in S King Co with light rail, commuter rail, and bus service. See the attached page from the City of Tukwila Strategic Plan - Exhibit 30 depicting where people who work in Tukwila live. This map shows that employees in Tukwila come from a very wide area, spanning N. King Co, Bellevue, and Tacoma.
43.	Pg 3-28, top of page		Please clarify if LRT route #7 parallels the commuter rail line from Kent to Tukwila. Does it terminate at Tukwila Sounder Station?
44.	Pg 2-22, Second bullet	Transit stations and park-and-ride facilities	The text notes that "new stations where there is infill or expansion of service, including locations such as the Boeing Access Road Station" are part of the Current Plan Alternative and could be part of the Potential Plan Modifications Alternative, yet it is not clear whether any new stations were assumed for ridership forecasting purposes. Can you please

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459-34

For the ridership analysis presented in Chapter 3 of the SEIS, light rail was assumed for the HCT corridor "Tukwila Sounder Station to Downtown Seattle via Sea-Tac Airport, Burien, and West Seattle" because it provided similar service as the Potential Plan Modifications light rail corridor "Downtown Seattle to West Seattle/Burien" and Current Plan potential rail extension corridor "Burien to Renton." BRT was assumed for the two other HCT corridors ("Downtown Seattle to Edmonds via Ballard, Shoreline Community College," and "West Seattle to Ballard via Central District, Queen Anne.")

459-35

The transit ridership forecasts in the Draft SEIS did assume that infill Sounder stations were added in the Potential Plan Modifications Alternative at Boeing Access Road. For the Final SEIS, infill Sounder stations at Boeing Access Road and Georgetown are identified for both the Current Plan Alternative and the Potential Plan Modifications Alternative. As a result, for travel between the Tukwila urban center and the Seattle CBD, there would be no difference in transit travel time between the Current Plan Alternative and the Potential Plan Modifications Alternative. With the added stations, there would be higher transit travel times for Tukwila CBD-Seattle CBD between the Current Plan Alternative and ST2 than what was indicated in the Draft SEIS; this revised travel time is indicated in Table 3-5 of the Final SEIS.

Travel time savings between Seattle and Tukwila, identified in Tables 3-5 and 3-6 of the Final SEIS, are estimated between the Seattle CBD and the Tukwila urban center and not the light rail station at Tukwila International Boulevard Station. So corridor 9 in the Final SEIS, which would not serve the Tukwila urban center, would have limited effect on travel between those two origins and destinations. However, the travel time savings for this corridor would be realized at Tukwila International Blvd Station and stations farther southward on the spine.

459-36

An additional screenline has been evaluated in response to this comment and is presented in Section 3.4.1 of the Final SEIS (Impacts on transit ridership). Information has also been presented in Section 4.1.2 of the Transportation Technical Report (Appendix K of the Final SEIS).

459-37

Several corridors identified in the Potential Plan Modifications Alternative would serve both Renton and Tukwila, specifically the Tukwila Sounder station. Corridor D between Lynnwood and Renton is light rail but it would serve as an extension of Corridor B, which is light rail between Renton and Burien. Corridor B would serve the Tukwila Sounder; as a result, ridership results of this light rail service are reflected at screenlines 4 and 10.

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NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			clarify if any new stations were assumed as part of either alternative in Tukwila along the Link or Sounder lines?
	45. Pg 2-27, Sec. 2.4.4	High-capacity transit corridors	The text notes that the new HCT corridors were evaluated as both BRT and light rail corridors; however, it is unclear which mode was assumed when reporting the ridership statistics in Chapter 3. Please clarify.
	46. Pg 3-22, 3-25-3-26 Tables 3-5 and 3-6	Transit travel time comparisons	Please clarify this table. Table 3-6 shows an 8% increase in transit travel times between Tukwila and the Seattle CBD. The text indicates that this is for Sounder because of a new station. Can you confirm that the 8% increase in travel times is because of a new station(s) on the Sounder line? Which stations were assumed (Boeing Access Road, Georgetown, etc)? Can the table also clarify the extent of the travel time reduction associated with Corridor 9? The text on page 3-26 notes a "substantial transit travel-time savings" between SODO and Tukwila, but the actual quantity is not noted.
	47. Pg 3-32&33	Screenlines	It would be helpful for Tukwila to understand the screenline flows using a new screenline along the I-5 corridor (which would include Link, ST Express buses, KCM Express buses, and Sounder) just South of SR-599. Can this screenline be added?
	48. Pg 3-35, table 3-9	Estimated added screenline transit volumes /Current Plan alternative	Would the added transit volumes increase, and by how much for screenlines 4 and 10 if the light rail and BRT routes that begin in Renton were extended to the Tukwila Sounder Station?
	49. Pg 3-36, table 3-9	Estimated added screenline transit volumes /Current Plan alternative	Would the added transit volumes increase, and by how much, for screenline 21 if the light rail and BRT routes that begin in Renton were extended to the Tukwila Sounder Station?
	50. Pg 3-46, 1 st & 2 nd bullets	N of Spokane Street (screenline 2) & W Seattle Bridge (Screenline 3)	The table notes that corridors 2 and 19 provide strong transit service from the south, which leads to increased flows across

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459-38

As noted Table 3-9, light rail corridor D between Renton and Lynnwood along I-405 would affect transit demand at screenline 21. However, corridor D would serve as an extension of light rail corridor B between Burien and Renton. Ridership results at screenline 21 already reflect service at the Tukwila Sounder station, which would be served by corridor B.

459-39

For both the Current Plan and Alternative and Potential Plan Modifications Alternative in the Draft SEIS, an additional Sounder station was included at Boeing Access Road and additional Link stations were located at 133rd and Boeing Access Road. However, the increase in ridership at these additional stations would be offset by a reduction in ridership at other nearby stations and from the added travel times resulting from the additional stations.

Yes, the relatively low volume of added daily transit ridership attributable to Corridor 9 would in part result from either reduced service frequencies in Rainier Valley or the added transfer. Regarding the statement about an added screenline, this has been added and is included in the Final SEIS.

For the new screenline (#24) at North of S 128th Street in the Final EIS, ridership increases would occur between the Current Plan Alternative and the Potential Plan Modifications Alternative. It is estimated that several HCT corridors (6, 7, and 36) other than corridor 9 would be contributing to this increase.

459-40

The text has been changed to indicate that corridor 2 extends to Burien. This revised text is in Section 3.4.1 of the Final SEIS. The text is also included in Section 4.1.2 of the Transportation Technical Report (Appendix K of the Final SEIS).

459-41

The transit ridership forecasts in the Draft SEIS did assume that infill light rail transit stations were added in the Potential Plan Modifications Alternative at 133rd Street, Boeing Access Road, and Graham Street. For the Final SEIS, infill light rail stations are included for both the Current Plan Alternative and the Potential Plan Modifications Alternative. However, the ridership impact analysis for the Current Plan and Potential Plan Modifications alternatives also assume a number of new transit corridors in the region. Therefore, the impacts of any one change cannot be determined as part of this effort.

459-42

As the Link light rail system is expanded southward (e.g., Angle Lake station opens in 2016, followed by Kent/Des Moines in 2023) opportunities will occur for local and commuter bus routes to be modified and/or added in order to connect riders between these stations and their environs. The Tacoma South area could be served by these new/revised services.

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			screenline 2. Were any additional stations assumed on Sounder between Tukwila and downtown Seattle or on Link between Tukwila International Boulevard and Rainier Beach that may be contributing to the additional screenline flows? There is a statement that notes that corridor 9 "would likely have little effect on overall transit usage to and from downtown Seattle." Does this mean that the increased riders on corridor 9 are offset by lower riders from the Rainier Valley "spur"? As mentioned before another screenline south of SR-599 would help us better understand how corridor 9 affects ridership from the south.
51.	Pg 3-47, 1 st bullet	Corridor 2	This bullet says corridor 2 extends from W Seattle to Renton, but elsewhere SEIS says corridor 2 extends from Seattle to Burien. Please clarify.
52.	Overall comment		The SEIS does a good job of summarizing how new capital investments, particularly new rail and bus service, can result in additional regional transit ridership when compared to the ST2 system in 2040. One item of particular interest to the City of Tukwila is the potential ridership benefits of additional station investments on the existing ST2 system. As noted in the SEIS, (page 2-22 and F-29) potential infill stations are consistent with the Current Plan and "the long-range plan call[s] for a light rail stop at Boeing Access Road." Can results of a scenario be summarized that show the benefits of potential infill stations, particularly at Boeing Access Road and S 133 rd Street, so that the SEIS fairly compares the benefits of these projects to the other capital investments described in the document?
53.	Overall comment		The proposed modifications to the Long Term Plan fails to address the transit needs for Tukwila South. The City of

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459-42

In the shorter term, deviations by current Metro routes 157 and 180 from Orillia Road, and route 906 from S. 180th, could serve the future development area.

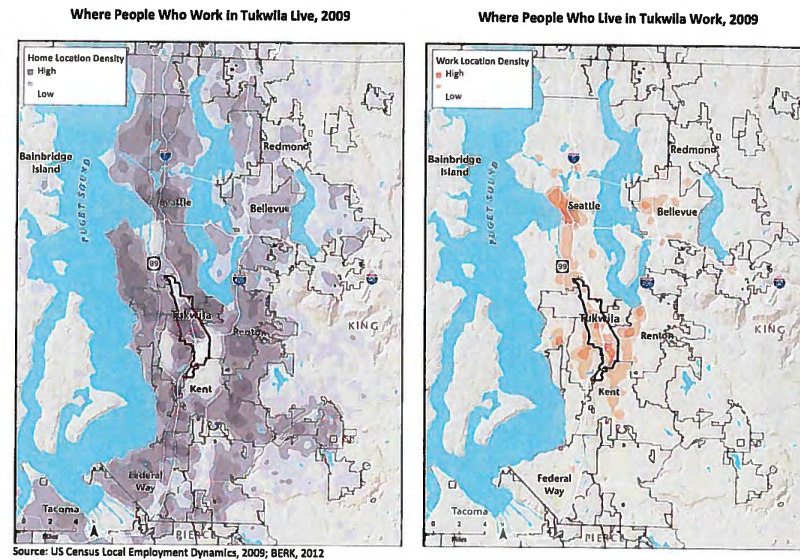
459-42

City of Tukwila Detailed Comments on the Draft SEIS for the Regional Long-Range Plan Update			
NO.	IDENTIFIER (PAGE, SECTION, PARAGRAPH, OTHER)	EXISTING TEXT/DRAWING	REVIEWER COMMENTS
			Tukwila has completed a development agreement, EIS and master plan for Tukwila South, and infrastructure improvements are currently taking place. The project is approved for 10.3 million square feet of development, including 8.6 million square feet of commercial space and 1.7 million square feet of residential. At full buildout the area will support 3,200 additional residents and over 23,000 additional jobs.

07/23/2014

11

Exhibit 30



- Employees who work in Tukwila live all throughout the central Puget Sound region. South and West Seattle, Renton, and Kent have the highest concentration of Tukwila employees.
- Residents of Tukwila work primarily in Tukwila and surrounding cities or in downtown Seattle and Bellevue.



July 23, 2014

Karin Ertl
Sound Transit
Union Station
401 S. Jackson Street
Seattle, WA 98104

RE: Long-Range Plan Draft SEIS

Dear Mrs. Ertl:

The City of University Place appreciates the work Sound Transit and others have done preparing the Long-Range Plan Update and providing an opportunity to comment on the Long-Range Plan Draft SEIS. The City Council of the City of University Place held a study session on July 7, 2014 to discuss the future of transit in University Place. During this study session the City Council was asked to provide comments on Sound Transit's Long-Range Plan Draft SEIS. Following the study session the City Council directed staff to prepare a council resolution containing their comments on Sound Transit's Long-Range Plan Draft SEIS.

On July 21, 2014 the City Council adopted the attached resolution.

Should you have any questions regarding the attached resolution, please do not hesitate to contact me at (253) 460-2519 or at DSwindale@cityofup.com.

Sincerely,

David Swindale, AICP
Director, Planning and Development Services
City of University Place
3715 Bridgeport Way
University Place, WA 98466

Copy: City Council
Steven Sugg, City Manager

University Place City Hall
3715 Bridgeport Way West
University Place, WA 98466

Tel 253.566.5636
Fax 253.566.5638

www.CityofUP.com



RESOLUTION NO. 765

**A RESOLUTION OF THE CITY OF UNIVERSITY PLACE, WASHINGTON, PROVIDING
COMMENT ON PROPOSED UPDATES TO THE SOUND TRANSIT LONG RANGE
PLAN**

WHEREAS, the Growth Management Act (RCW36.70A) requires that the City plan for transportation facilities and services including transit; and

WHEREAS, the City Council adopted the City's GMA Comprehensive Plan on July 6, 1998 and made significant amendments in May 2000, June 2003, December 2004, May 2010, and October 2013, responding to community input and changes in regional policy changes and state regulatory amendment; and

WHEREAS, Countywide transit services are provided in University Place by the Pierce County Transportation Benefit District commonly known as Pierce Transit, with regional service provided by the Central Puget Sound Regional Transit Authority commonly known as Sound Transit; and

WHEREAS, in April 2012 the University Place Candidate Regional Growth Center was adopted by ratification of amendments of the Pierce County Countywide Planning Policies by 14 cities and towns in Pierce County and Pierce County, designating it as a place where future growth should be concentrated and as a priority for regional transportation funding; and

WHEREAS, in July, 2014 the City of University Place submitted its application for a Regional Growth Center to the Puget Sound Regional Council, which is currently under consideration; and

WHEREAS, the City of University Place is in the process of reviewing and updating as necessary its Comprehensive Plan including the Transportation Element in accordance with RCW 36.70A.130; and

WHEREAS, Sound Transit is in the process of updating its Regional Transit Long Range Plan and as part of that process issued a Draft Supplemental Environmental Impact Statement in June 2014 with comments due by July 28, 2014; and

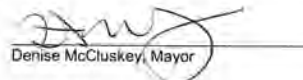
WHEREAS, on July 7, 2014 the City Council held a study session on the future of transit services in University Place, including the alternatives evaluated in Sound Transit's Regional Transit Long-Rang Plan Update Draft Supplemental Environmental Impact Statement.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF
UNIVERSITY PLACE, WASHINGTON, AS FOLLOWS:**

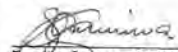
Section 1. Comments regarding the alternatives evaluated in Sound Transit's Regional Transit Long-Rang Plan Update Draft Supplemental Environmental Impact Statement attached hereto as Exhibit A are hereby adopted.

Section 2. This Resolution shall be effective immediately upon adoption.

ADOPTED BY THE CITY COUNCIL ON JULY 21, 2014.


Denise McCluskey, Mayor

ATTEST:


Emerita Genetia, City Clerk

APPROVED AS TO FORM:


Steve Victor, City Attorney

EXHIBIT A

- 363-1
1. The Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* would need to travel through University Place to provide the shortest route between Steilacoom and Ruston.
 2. Using light rail to provide service in Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* would be the least preferred mode of transit through University Place.
 3. The City Council believes if the Potential Plan Modifications "Alternative 6" *DuPont to Downtown Tacoma via Lakewood, Steilacoom and Ruston* were added to the long range plan it would be a long time before it would be designed and constructed. Given the time and costs associated with such a long term proposal it may be more appropriate to consider this alternative in a future update.
- 363-2
4. Express Bus Service should be provided from University Place to light rail and between places of higher density housing and employment centers.
- 363-3
5. Transit is a major component of the City's future needs. More study and discussion of transit services between Sound Transit, the City and its citizens in University Place would be appreciated.
- 363-4
6. Any Sound Transit services in University Place should include service along Bridgeport Way through the Town Center.
- 363-5
7. With a 25-50 year horizon and evolving technology, it makes the design, structure, and needs of mass transit on a regional basis difficult to anticipate for planning.

363-1

In response to comments on the Draft SEIS, the corridors for the Potential Plan Modifications Alternative have been reconfigured in the Tacoma area and corridor numbers have changed. Please see Figures 2-9 and 2-10 in the Final SEIS. As shown in Figure 2-9, light rail corridor 17 (corridor 6 in the Draft SEIS) shows a more direct route through University Place from Steilacoom to Ruston.

363-2

For the Final SEIS, a regional express bus corridor included in the list of Potential Plan Modifications (see corridor 38 in Figure 2-10 of the Final SEIS - University Place to Titlow Beach to downtown Tacoma) has been revised to clarify service to University Place.

363-3

Sound Transit staff would be happy to meet with the City and its citizens. Please contact Karen Kitsis, Planning and Development Manager at 206-398-5191.

363-4

The Potential Plan Modifications Alternative (see Figure 2-9 in the Final SEIS) corridors 6, 16, and 17 could include service along Bridgeport Way through the Town Center. All of the corridors studied in the Final SEIS are intended to reflect a general area within which high-capacity transit could be implemented. The current Long-Range Plan explicitly states that "the lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments." Specific alignments will not be identified in the updated Long-Range Plan. For those corridors that are ultimately funded and implemented, more detailed project-level reviews will occur in the future including a more in-depth alternatives analysis that evaluates various alignment options. At that time, the public will have additional opportunities to review and comment on those alignment options.

363-5

The mission of Sound Transit is to develop a regional transit system that connects regional centers with high-capacity transit (HCT), thus providing a fast, reliable alternative to the automobile. As part of any implementation phase of Long-Range Plan elements, planning and design efforts will recognize evolving technology, design, demographic, and land use trends affecting HCT development and operations.

M:\NRS\2014\TOS-Exhibit A