

WELCOME

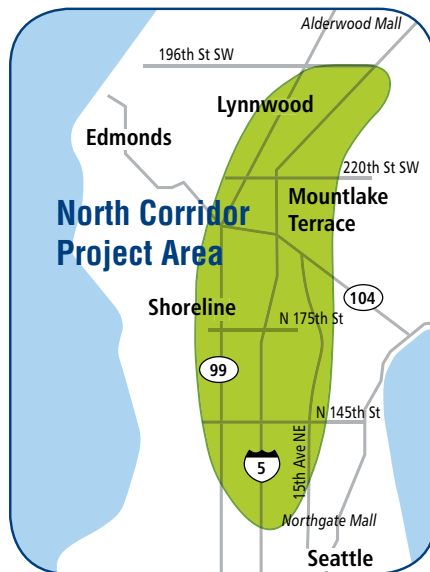
Thanks for joining us tonight. This meeting is an important part of kicking off the environmental review process for the North Corridor Transit Project. We look forward to sharing information with you about this proposed project between Northgate and Lynnwood and hearing your questions and comments.



Agenda

6:00 – 8:00 Open house
6:30 Presentation

Thank you for being here.



PROJECT AREA

The “North Corridor” study area for this project generally encompasses Lynnwood, Mountlake Terrace, Edmonds, Shoreline, and north Seattle.



North Corridor by the numbers

- **Over 750,000:** Combined population of corridor's 5 cities
- **Over 555,000:** Combined employment of corridor's 5 cities
- **12%:** Population growth in King and Snohomish counties since 2000*
- **3:** School districts, such as Edmonds School District
- **6:** Major institutions, such as Shoreline Community College and hospitals
- **2:** Regional urban growth centers (Lynnwood + Northgate)

*Source: Puget Sound Regional Council

Traffic

- **193,000-225,000:** Vehicles on I-5 and SR 99 on an average weekday
- **67 minutes, 27 miles:** Commute travel time from Everett to Seattle
- **Highly congested during peak travel periods**



Transit

More than 600 transit trips each weekday in this corridor carry about 30,000 people:

- **5 ST Express regional bus routes**
- **4 Sounder train** round trips (Everett – Mukilteo – Edmonds – Seattle)
- **Community Transit** (Snohomish County local and commuter buses)
- **King County Metro** (King County local and commuter buses)
- **Vanpools**



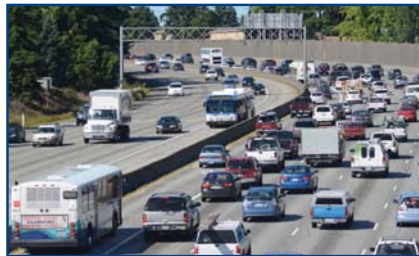
PROJECT PURPOSE AND NEED

A purpose and need statement is required for the draft Environmental Impact Statement and will help guide decisions about the project and its alternatives.

See the Scoping Information Report for the full text of the project's preliminary purpose and need statement.

The purpose of the North Corridor Transit Project is to improve regional transit service from Seattle north into Snohomish County by:

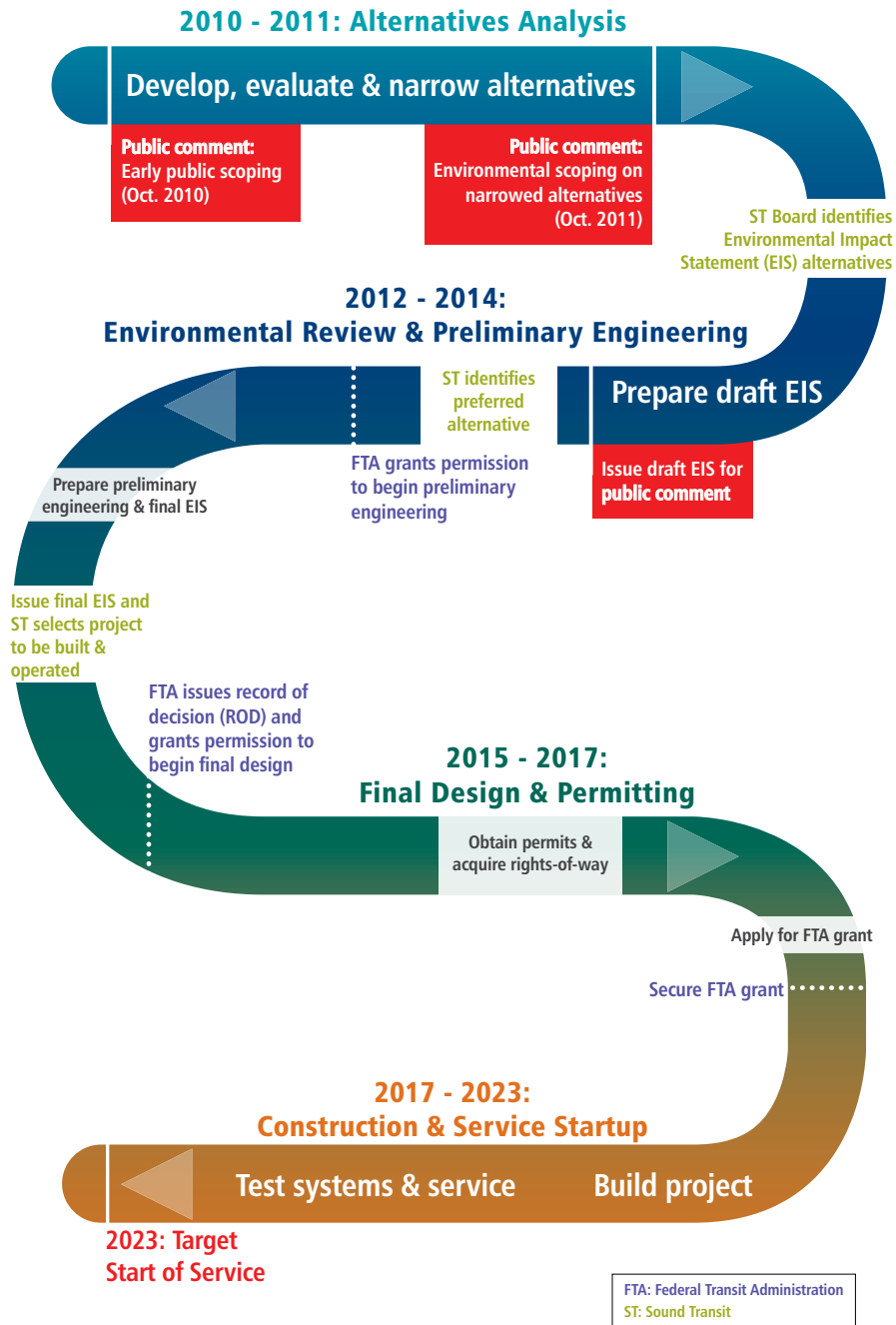
- Providing reliable, rapid, and efficient two-way, peak and off-peak transit service of sufficient capacity to meet the existing and projected demand between the communities and activity centers located in the North Corridor and the other urban centers in the Central Puget Sound area;
- Providing a mobility alternative to travel on congested roadways, and improving connections to the regional multimodal transportation system;
- Supporting North Corridor communities' and the region's adopted land use, transportation and economic development vision, which promotes the well-being of people and communities, ensures economic vitality and preserves a healthy environment; and
- Supporting the long-range vision, goals, and objectives for transit service established by Sound Transit's Long-Range Plan for high quality regional transit service connecting major activity centers in King, Pierce and Snohomish counties, including a connection between Seattle and Everett.



Some of the reasons why this project is needed:

- **Growing demand** for travel from more people and jobs in the region and its urban centers
- **Increasing and unreliable travel times**
- **Overcrowding and delays** for current transit riders
- **Giving people an alternative** to automobile trips on I-5 and SR 99
- **Supporting the long-range vision** for mass transit service from Seattle north to Everett
- **Helping to better and more conveniently connect** the region and the North Corridor citizens and communities, including people who don't drive and those in low income and minority populations
- **Serve Northgate and Lynnwood**, two urban centers where many of the region's future jobs, homes and services will be placed
- **Help support the environmental and sustainability goals** of the state and region

PROJECT PROCESS AND SCHEDULE



ALTERNATIVES ANALYSIS

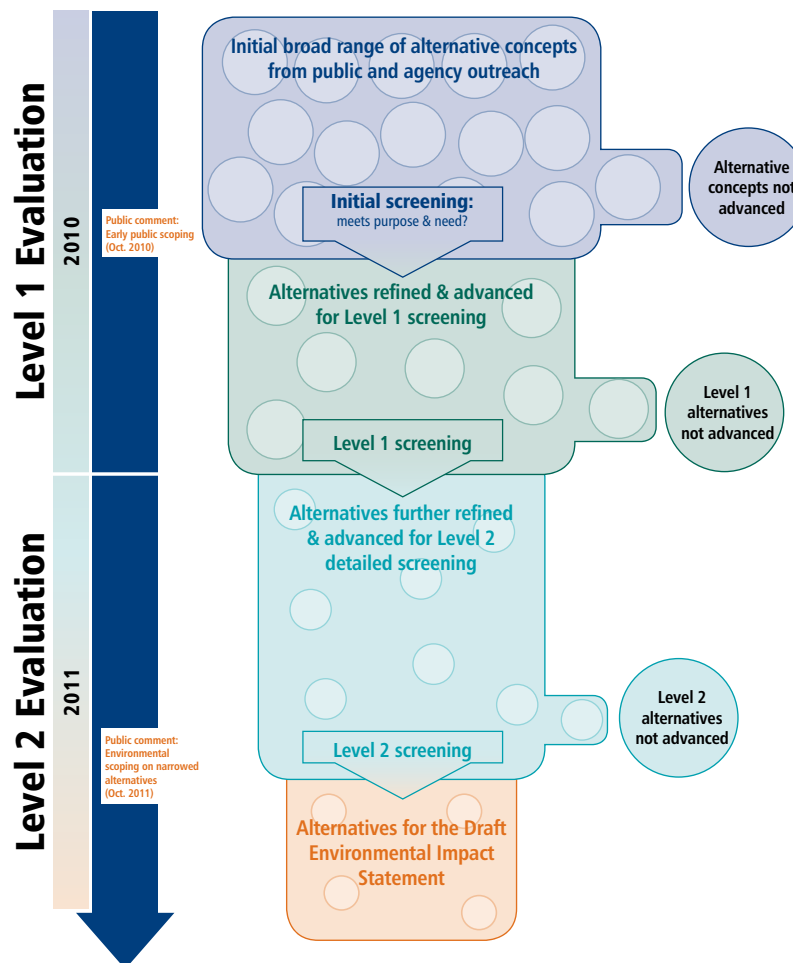
Sound Transit conducted an Alternatives Analysis process that:

Identified the most promising alternatives prior to developing a draft Environmental Impact Statement;

Helped meet requirements for federal funding through the Federal Transit Administration's New Starts program (a national, competitive grant program);

Incorporated valuable public feedback on potential corridors and station locations early in the process;

Examined bus and light rail transit modes, as well as multiple alternative corridors.



ALTERNATIVE ANALYSIS: HOW DID ALTERNATIVES COMPARE?

Table 1-1a. Level 2 Alternatives Evaluation Summary

	TSM/Baseline*	I-5 Light Rail	SR 99 Mixed Profile Light Rail	SR 99 Elevated Light Rail	Multi-Corridor BRT
Purpose and Need: Transportation Effectiveness in Meeting Mobility, Access and Capacity Needs					
2030 Project Daily Riders	21,000 Daily Riders	52,000 Daily Riders	41,000 Daily Riders	48,000 Daily Riders	24,000 Daily Riders
2030 Annual New Riders	0.64 million New Riders	4.5 million New Riders	2.5 million New Riders	3.9 million New Riders	1.1 million New Riders
2030 Annual Hours of Travel Time Saved	0.59 million Hours Saved	4.6 million Hours Saved	2.4 million Hours Saved	3.8 million Hours Saved	1 million Hours Saved
2030 New Weekday Transit Trips to Regional Centers	1,500 More Trips	10,400 More Trips	5,300 More Trips	8,400 More Trips	2,500 More Trips
Capacity in passengers per hour per direction (pphpd)	1,680 pphpd	8,880 pphpd	4,440 pphpd	8,880 pphpd	3,600 pphpd
2030 Peak Hour Passenger Demand/Capacity	At capacity	72%	95%	62%	86%
2030 Peak Transit Travel Time: Lynnwood to Northgate	30 minutes	14 minutes	21 minutes	18 minutes	24 minutes
2030 Transit to Auto Travel Time Comparison (Peak Lynnwood to Northgate)	4 minutes FASTER than Auto	20 minutes FASTER than Auto	13 minutes FASTER than Auto	16 minutes FASTER than Auto	10 minutes FASTER than Auto
2030 Transit to Auto Travel Time Comparison (Peak Lynnwood to Downtown)	6 minutes SLOWER than Auto	10 minutes FASTER than Auto	3 minutes FASTER than Auto	6 minutes FASTER than Auto	Similar to Auto
Operations on Non-Exclusive Right-of-Way	23.8 miles	0 miles	0 miles	0 miles	25.8 miles
Signalized Intersections Traversed	30 Intersections	0 Intersections	5 Intersections	0 Intersections	50 Intersections
Number of Transfers to Reach Major Destinations	1 Transfer	0 Transfers	0 Transfers	0 Transfers	1 Transfer
2030 Reduction in Weekday Vehicle Miles Traveled	16,900 Fewer Miles	191,500 Fewer Miles	85,200 Fewer Miles	160,700 Fewer Miles	33,100 Fewer Miles
Purpose and Need: Equitable Community Impacts and Benefits					
Impacts on Affected Communities	Low	Moderate	High	Moderate to High	Low
Transportation Benefits to Affected Communities	Low	High	Moderate	Moderate to High	Low
Purpose and Need: Supportive Land Use and Economic Development Effects					
Access to Regional Growth Centers	Low	High	Moderate	Moderate to High	Low
Station Areas with High Transit Oriented Development Potential	Not Applicable	1 of 4 Station Areas	2 of 5 Station Areas	2 of 5 Station Areas	2 of 10 Station Areas
Purpose and Need: Preservation of a Healthy Environment					
<i>At this level of concept development and analysis, measures do not account for possible impact avoidance and mitigation.</i>					
Ecosystem Effects	Low	Possible High Effects on Several Sensitive Areas	Possible High Effects on Several Sensitive Areas	Possible High Effects on Several Sensitive Areas	Possible Moderate Effects on Several Sensitive Areas
Water Resources Effects	Low	Moderate	Low to Moderate	Low to Moderate	Low
Potential Park or Historic Resources Effects, Including Section 4(f) Properties	Low	Low to Moderate	Low to Moderate	Low to Moderate	Low
Daily Reduction in Greenhouse Gas Emissions	Similar to No Build	235 tons	33 tons	223 tons	Similar to No Build
Visual Impacts	Low	Moderate, with Localized High	Moderate, with Localized High	Moderate, with Localized High	Low
Potential for Noise Impacts Requiring Mitigation	Low	Moderate to High	Moderate to High	Moderate to High	Low
New Transportation Right-of-Way Required	5 Acres 0 to 5 Parcels	22 Acres 140 to 170 Parcels	44 Acres 320 to 370 Parcels	40 Acres 200-230 Parcels	8 Acres 20-30 Parcels
Traffic Impacts	Minimal	Minor Corridor-wide Improvements	Minor Degradation at SR 99 Intersections	Minimal	Minimal
Pedestrian and Bicycle Travel	Minimal	Improvements Possible Over Time Near Stations	Improvements Possible Over Time Near Stations	Improvements Possible Over Time Near Stations	Minimal
Construction Effects on Transportation System	Low Impacts	Low to Moderate Impacts over Long Duration	High Impacts over Long Duration	Moderate Impacts over Long Duration	High Localized Impacts
Purpose and Need: Cost and Constructability					
Capital Costs (Millions of Mid-2010 Dollars)	\$200 to \$230	\$1,420 to \$1,640	\$1,830 to \$2,100	\$2,010 to \$2,310	\$640 to \$730
2030 Net Annual Operations and Maintenance Costs (Millions of Mid-2010 Dollars)	\$17.6	\$11.0	\$10.4	\$14.6	\$33.6
Cost per Hour of 2030 User Benefits (Mid-2010 Dollars)	\$60 to \$64	\$25 to \$28	\$61 to \$69	\$42 to \$48	\$91 to \$99
Incremental Cost per 2030 New Passenger (Mid-2010 Dollars)	\$55 to \$59	\$25 to \$29	\$58 to \$67	\$41 to \$46	\$83 to \$90
Purpose and Need: Consistency with Sound Transit's Long-Range Vision					
Meets State Definition of High Capacity Transit	No	Yes	Yes	Yes	No
Consistent with ST Long-Range System Plan	No	Yes	No	Yes	No

KEY TO RANKING

NOT CONSISTENT with Purpose and Need

LOWER PERFORMING

HIGHER PERFORMING

*TSM: Transportation System Management, also known as "Best Bus," showing the best the transit system might perform without a major capital investment.

ALTERNATIVES DEVELOPMENT AND SCREENING SUMMARY

Initial Concepts	Pre-Screening	Initial Concepts	Concept Screening	Level 1 Alternatives	Level 1 Evaluation	Level 2 Alternatives	Level 2 Evaluation
	OCT 2010		NOV 2010		FEB 2011		JUNE 2011
TSM/Baseline	➡		➡		➡		➡
I-5 Light Rail	➡		➡		➡		➡
Elevated	➡		➡		➡	Elevated and At-Grade, Separated from Traffic	➡
SR 99 Light Rail	➡		➡		➡		➡
At-Grade	➡		➡	SR 99 Mixed Profile	➡	SR 99 Mixed Profile	ⓧ
Elevated	➡		➡				➡
Mixed Traffic	ⓧ						
Interurban	➡		➡	Interurban	ⓧ		
110th Connector	➡		➡		➡		➡
130th Connector	➡	130th Connector	ⓧ				
Roosevelt Way Connector	➡		➡		➡	Roosevelt Way Variation	ⓧ
SR 104 Connector	➡		➡		➡		➡
200th Connector	➡	200th Connector	ⓧ				
208th Connector	➡		➡		➡	SR 99 North Variation	ⓧ
15th Ave. Light Rail	➡		ⓧ				
At-Grade	➡	At-Grade	ⓧ				
Elevated	➡	Elevated	ⓧ				
Mixed Traffic	ⓧ						
Lake City Way LRT	ⓧ						
I-5 BRT	➡		➡	I-5 BRT	ⓧ		
Multi-Corridor BRT	➡		➡	Multi-Corridor BRT	➡	Multi-Corridor BRT	ⓧ

Alternative carried forward.
 Alternative dropped.
 Best performing, for potential draft EIS inclusion.

POTENTIAL ALTERNATIVES FOR DRAFT ENVIRONMENTAL IMPACT STATEMENT (EIS) ANALYSIS

Key Findings from Alternatives Analysis

Light rail is the only transit mode that satisfies the North Corridor Transit Project's purpose and need.

Light rail must operate in an exclusive right-of-way with full separation from traffic to provide the capacity, reliability and travel time savings needed to address the corridor's growing demand for mass transit.

In-street light rail is not recommended because it would not provide the capacity, reliability and travel time savings needed in the corridor.

Potential alternatives for the draft EIS

Light rail on I-5, at grade in some locations, elevated in others

Light rail along the I-5 corridor offers the best overall performance across the broad set of evaluation criteria, including ridership, transportation performance, cost-effectiveness and consistency with regional land use plans.

Light rail on SR 99, fully elevated

While elevated light rail along SR 99 has the potential to meet the project's purpose and need, it does not perform as well as the I-5 alternative in most areas; it would have substantially higher project costs, property acquisitions and community impacts during construction. It does appear to offer more potential for transit-oriented development around stations than the I-5 alternative.



POTENTIAL I-5 LIGHT RAIL ALTERNATIVE

FEATURES AND SERVICE

Profile: Approximately 8.5 miles of elevated and ground-level double-track light rail

Service: Light Rail

Maximum Number of Vehicles:

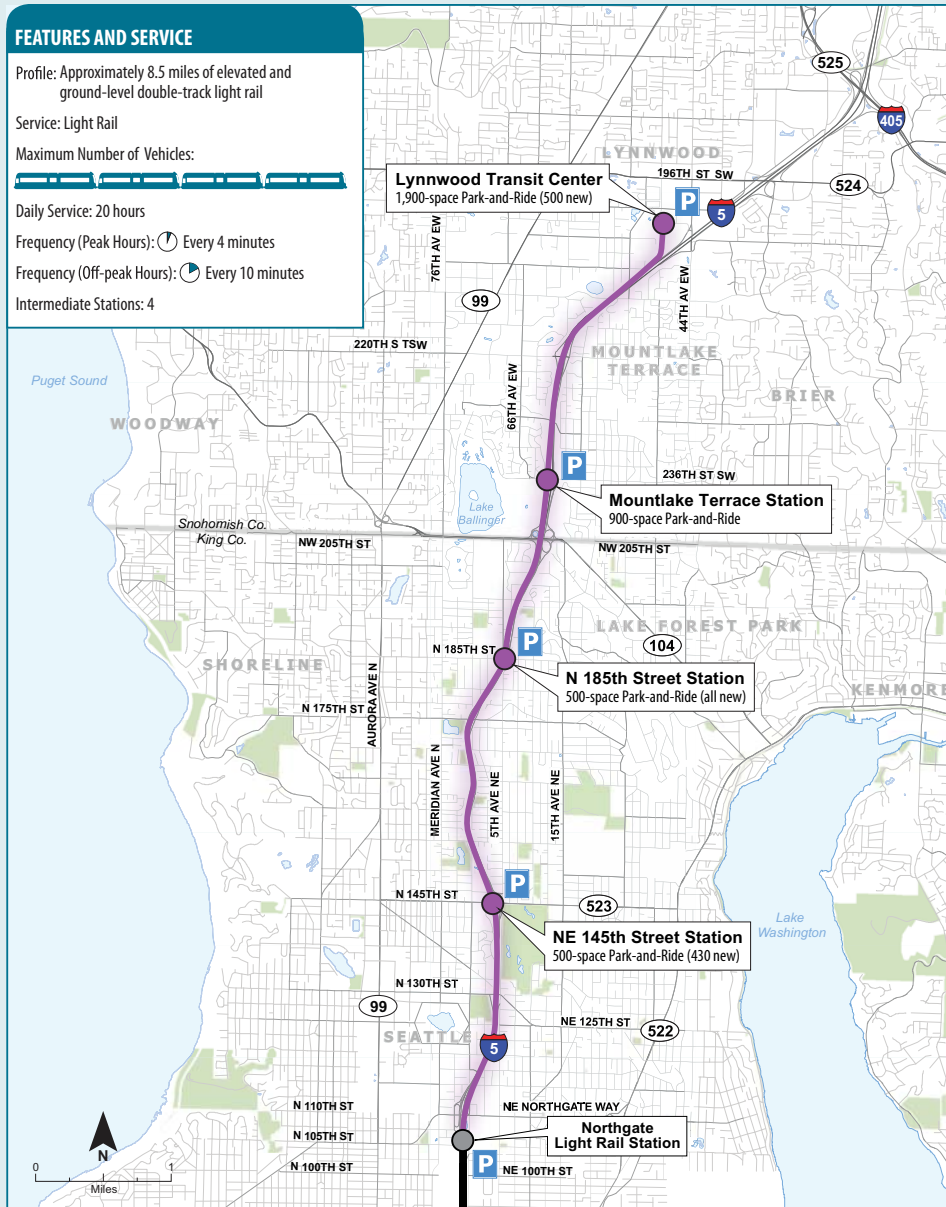


Daily Service: 20 hours

Frequency (Peak Hours): ⌚ Every 4 minutes

Frequency (Off-peak Hours): ⌚ Every 10 minutes

Intermediate Stations: 4



Data Sources: King County, Snohomish County, WSDOT, Sound Transit

- General Light Rail Alignment
- Potential Light Rail Station
- North Link Light Rail
- North Link Station
- P Parking Available at Station

POTENTIAL SR 99 LIGHT RAIL ALTERNATIVE

FEATURES AND SERVICE

Profile: Approximately 8.5 miles of elevated (Northgate to Mountlake Terrace) and ground-level double-track light rail (Mountlake Terrace to Lynnwood)

Service: Light Rail

Maximum Number of Vehicles:

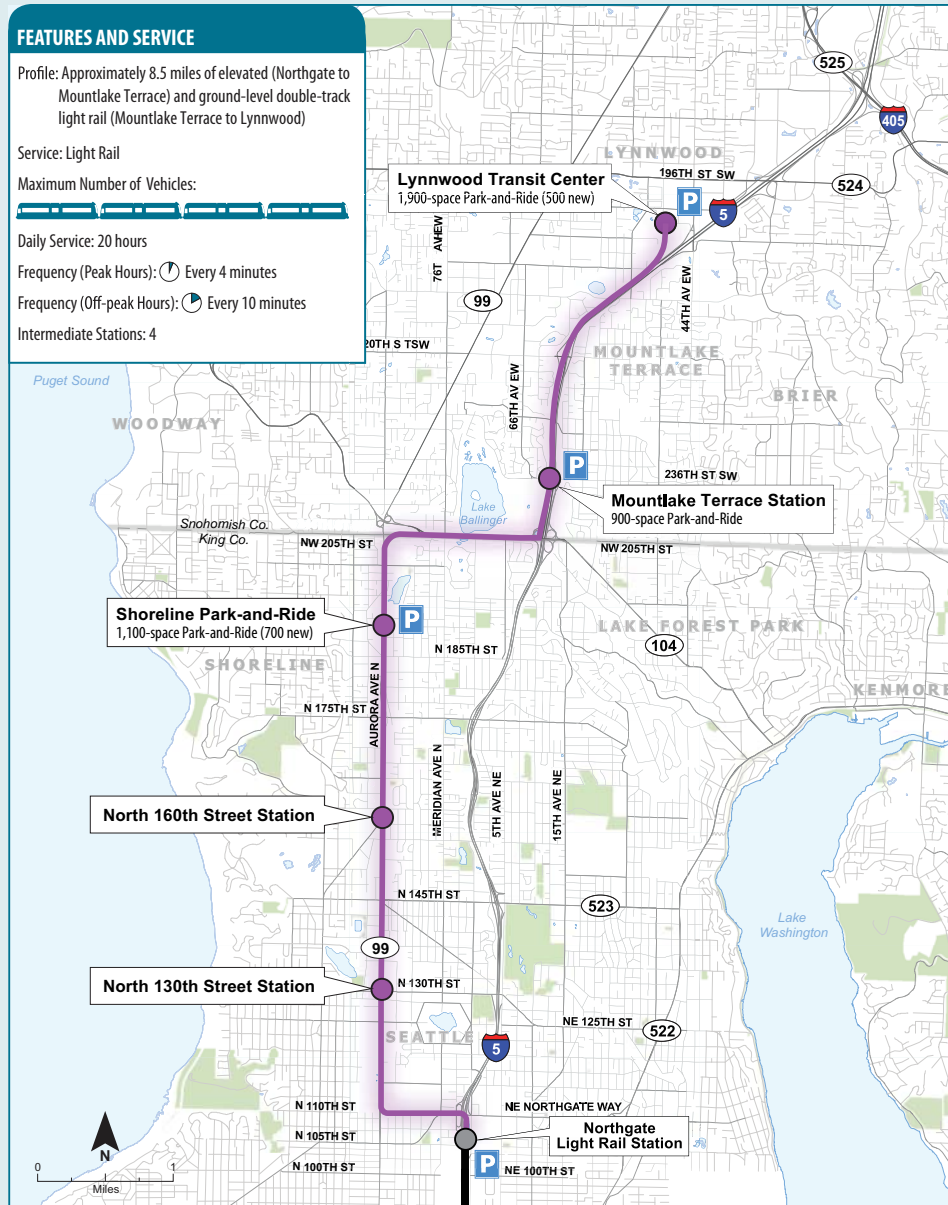


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- General Light Rail Alignment
- North Link Light Rail
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- North Link Station
- P Parking Available at Station

YOUR TURN TO COMMENT

Options for providing your formal comments:



Comment box: Fill out a comment form tonight and drop it in the comment box



Mail: Lauren Swift
Sound Transit
401 S. Jackson St.
Seattle, WA 98104



Email: northcorridorscoping@soundtransit.org



Online: Complete a comment form at
www.soundtransit.org/NCTP

Comments will be accepted until Oct. 31, 2011.

Next Steps

After the public comment period ends, a report will summarize the comments and results of the scoping process. The report will be posted at www.soundtransit.org/NCTP.

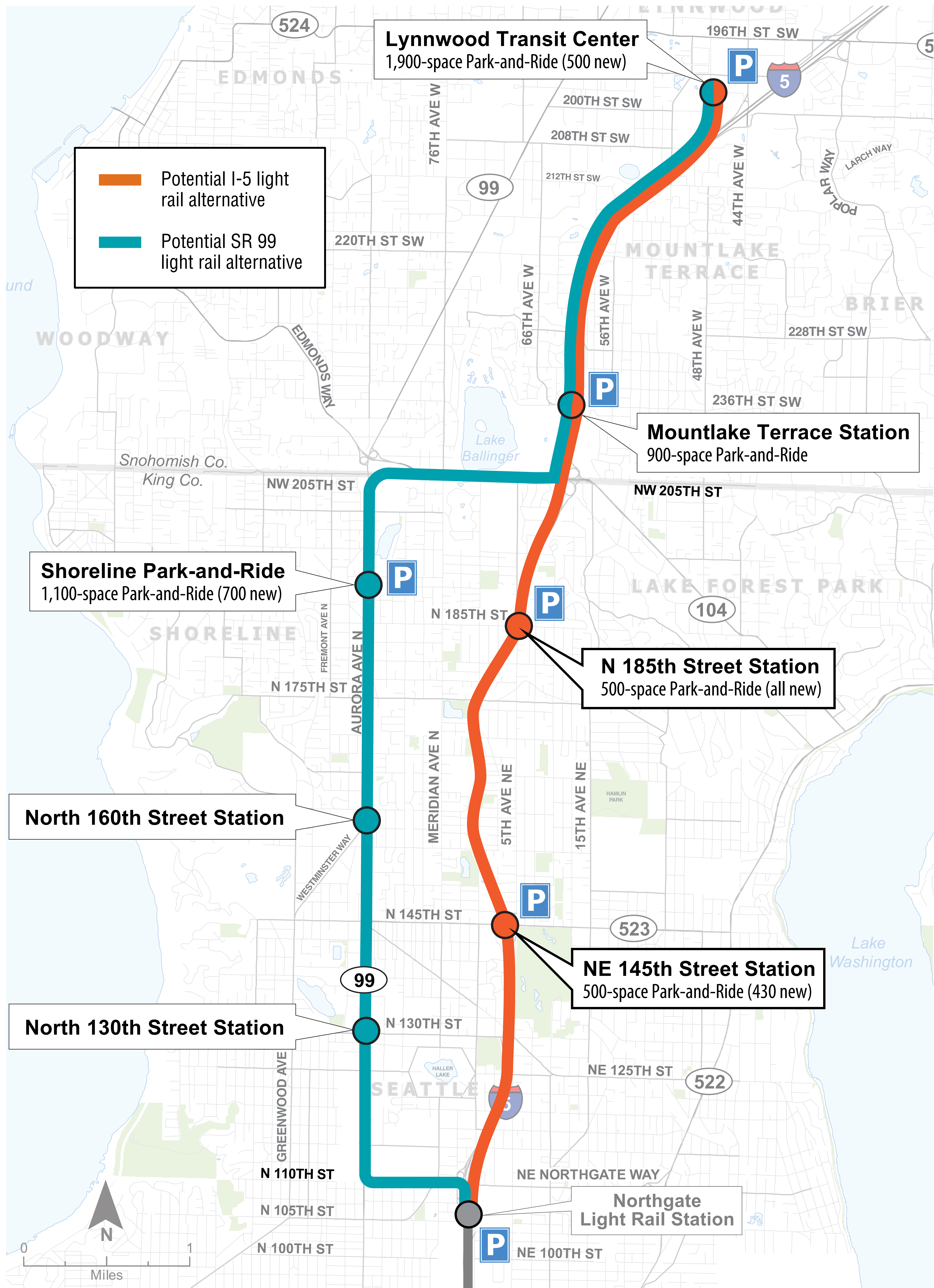
Sound Transit and FTA will use the comments received to help define the scope of the EIS.

In late 2011 or early 2012, the Sound Transit Board of Directors is expected to identify alternatives to study in a draft EIS.

In early 2012, draft EIS development is expected to begin.

Sign up for project updates by visiting
www.soundtransit.org/subscribe

POTENTIAL I-5 AND SR 99 ALTERNATIVES



PLANNING SESSIONS - Early Scoping

October 2010 Breakout Group Exercise (compiled)

Where do you think access should be to the proposed transit system?

