



Sound Transit 3

Candidate Project Scope
Comments from Jurisdictions,
Agencies and Organizations

February 2016

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[Travel Tacoma + Pierce County, WA](#)
[West Seattle Transportation Coalition](#)

belltown

community council

January 21, 2016

Dear Sound Transit and Sound Transit Board Members,

The Belltown Community Council (BCC) provides a public forum for the members of the Belltown community to share ideas and work together on important issues that impact the Belltown neighborhood. In addition, we serve as the neighborhood liaison between the City of Seattle and other government entities. The BCC works to foster a sense of community within the Belltown neighborhood. The border of Belltown to the north is Denny, south to Stewart, east to 5th Ave and west to the Waterfront. As you can see Belltown encompasses a major part of our downtown.

On behalf of the Belltown Community Council and the 10,000 residents of Belltown. We are asking that Sound Transit strongly consider serving Belltown by including a Belltown rail stop(s) as part of the ST3 package that will be sent to the voters this fall.

Last September, Chris Rule from Sound Transit presented an update of the draft ST3 projects to our membership. Chris did a good job of explaining the public process leading to a ballot issue for funding in November 2016. Since that meeting, the BCC Transportation Committee has met several times to develop a formal position on ST3 as it relates to serving Belltown.

As we continued to discuss a formal position for BCC, it came to our attention that a hybrid option which includes a merged Westlake/Denny/Harrison/Uptown alignment was gaining momentum and favor. We were very dismayed that after months of deliberation this new plan did not serve Belltown, the densest part of Seattle whose current population includes 10,000 residents, 3,000 businesses as well as visitors from around the world.

We also know that Belltown is a very desirable place to live due to its world class restaurants, vibrant art scene, a walkable and central location, a diverse mix of residents, businesses and visitors, and a culture that is unique to Seattle. Current major employers include Cisco, Pop Cap, Zulily, Kiro, Komo, UWMC, Redfin, and the Port of Seattle. Belltown is also home to important public services such as the Seattle/King County Health Department, US Small Business Administration, and Antioch College. And, we are all aware that Amazon will have 3,000 new employees moving into their new 6th Avenue location in our community. This growth will only increase as companies continue to build and grow in the Belltown/downtown Seattle area.

Included in this packet is our proposal on how ST3 should serve Belltown as well as supporting documentation on why Belltown should be strongly considered as a premiere priority when planning for high capacity transportation solutions/investments.

We have developed two proposed options to provide high capacity rail service to Belltown.

Belltown Community Council ST3 Option 1, one page (attachment A) - This is a new route configuration which not only serves Belltown but includes a longer term solution to the State Route 99 corridor by providing a future connection through Fremont. We understand that this is not a current option being reviewed by Sound Transit. However, we feel this is a reasonable and viable alternative that merits due consideration. We also understand the work required to study a new option and upcoming deadlines, but we felt strongly enough that this option should be presented as this is a 20+ year plan.

Belltown Community Council ST3 Option 2, one page (attachment B) – Understanding the need to move people in an efficient way and ensuring that any transportation option be part of an overall transit solution, we are proposing that the current City Center Connector streetcar plan be extended through Belltown. Our proposal is to connect the Pike/Pine/Westlake stop(s) through to Lower Queen Anne/Uptown with several appropriately placed stops within Belltown. This option would provide residents, businesses, and visitors an efficient and linked connection to Belltown and the regional light rail network. This proposal would also continue to support the multi-agency transportation collaboration by working with SDOT and Sound Transit on providing a viable solution that shares costs as it would be an interconnected/interagency project. This project would be funded by ST3 and implemented by SDOT.

We have also included several supporting documents that support our proposals. These documents clearly demonstrate the density, diversity, and high capacity transit needs of Belltown. They include:

City of Seattle Center City Connector Transit Corridor Alignment Options, one page (attachment C) – This planning level work done by SDOT demonstrates the viability of our Belltown Community Council ST3 Option 2.

EPA/Census Bureau EJSCREEN ACS Summary Report, five pages (attachment D) – This census information describes Belltown. Of significant note are the 10,000 residents who call Belltown home and the 33% minority population which emphasizes the diversity of Belltown and the need to serve multiple populations. Please note that this data is as of 2012 and there has been significant growth in the last 4 years.

Downtown Seattle Association Belltown Neighborhood Profile and selected data, five pages (attachment E) – This documentation clearly shows the existing level of density in Belltown and the need for high capacity transit options.

City of Seattle AICP Community Planning Workshop selected data, five pages (attachment F) – This city survey and research also highlights the high level of growth and the opportunity for additional high density development in Belltown.

Downtown Seattle Association/Belltown United Survey, eight pages (attachment G) – This recent survey was done in cooperation with the Downtown Seattle Association. The purpose of the survey was to get feedback from the Belltown community on important issues which impact the livability of Belltown. As you can see, transportation is one of the top three issues which concern those who participated in this survey.

Belltown Design Guidelines, five pages (attachment H) – The Belltown Design Guidelines were adopted as part of the Comprehensive Plan process to guide development in Belltown. Transportation needs are highlighted and point to the importance of transportation in urban development while understanding the need to respect the unique culture and history of Belltown.

On behalf of the Belltown Community Council and the residents and businesses of Belltown, I want to thank you for time and consideration. If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in blue ink that reads "Dean McColgan". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dean McColgan

President

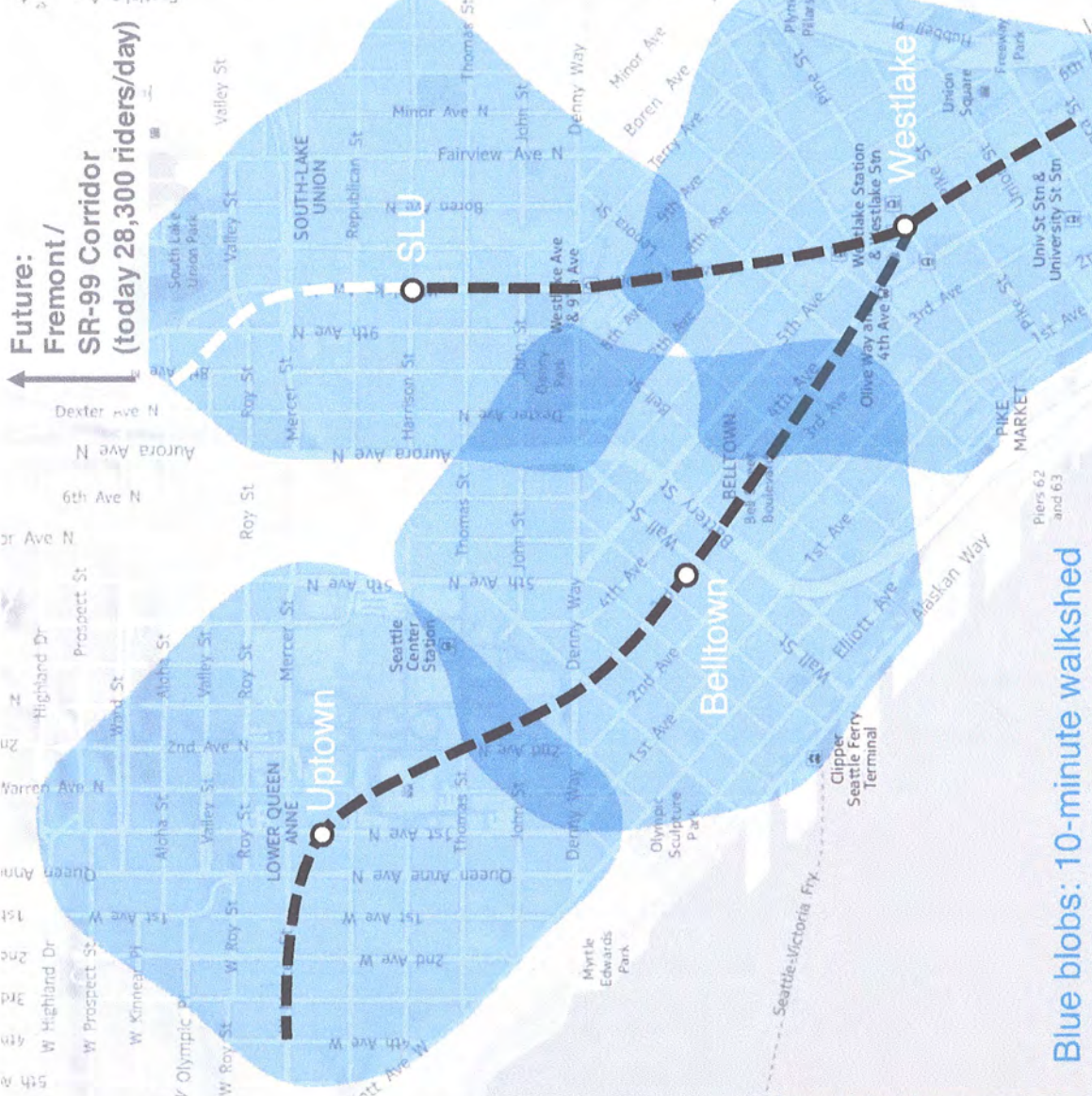
Belltown Community Council

206-713-2652

Dmccolgan1@msn.com

Belltown Community Council Option 1

Splits tunnel at Westlake Station
 – Belltown - Interbay - Ballard or SLU - Fremont.



Future: Fremont / SR-99 Corridor (today 28,300 riders/day)

Why expand service to Belltown?

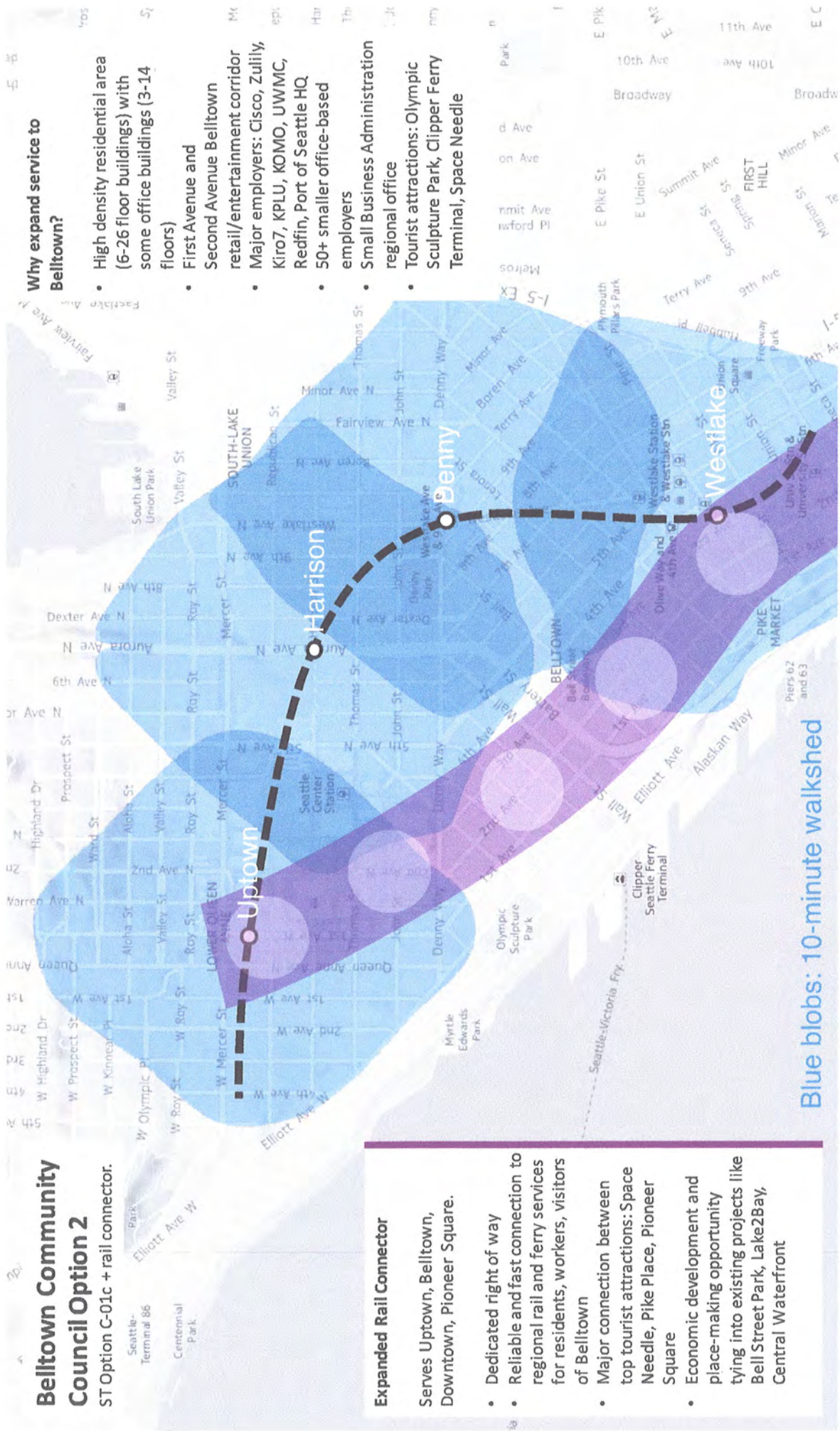
- High density residential area (6-26 floor buildings) with some office buildings (3-14 floors)
- First Avenue and Second Avenue Belltown retail/entertainment corridor
- Major employers: Cisco, Zulliy, Kiro7, KPLU, KOMO, UWMC, Redfin, Port of Seattle HQ
- 50+ smaller office-based employers
- Small Business Administration regional office
- Tourist attractions: Olympic Sculpture Park, Clipper Ferry Terminal, Space Needle

Metric	Value compared to ST C-01b/c
Length	0.6 mi longer
Travel Time Ballard-Westlake	Same
Daily Ridership	Higher due to extra service area
Capital Cost	~\$200m more

Blue blobs: 10-minute walkshed

Belltown Community Council Option 2

ST Option C-01c + rail connector.



Why expand service to Belltown?

- High density residential area (6-26 floor buildings) with some office buildings (3-14 floors)
- First Avenue and Second Avenue Belltown retail/entertainment corridor
- Major employers: Cisco, Zullily, Kiro7, KPLU, KOMO, UWMC, Redfin, Port of Seattle HQ
- 50+ smaller office-based employers
- Small Business Administration regional office
- Tourist attractions: Olympic Sculpture Park, Clipper Ferry Terminal, Space Needle

Expanded Rail Connector

Serves Uptown, Belltown, Downtown, Pioneer Square.

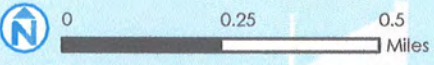
- Dedicated right of way
- Reliable and fast connection to regional rail and ferry services for residents, workers, visitors of Belltown
- Major connection between top tourist attractions: Space Needle, Pike Place, Pioneer Square
- Economic development and place-making opportunity tying into existing projects like Bell Street Park, Lake2Bay, Central Waterfront

Blue blobs: 10-minute walkshed

Center City Connector Transit Corridor Alignment Options



- Alignment Alternatives
- - - East-West Connection Alternatives
- · · Possible Future Connection
- Proposed Stations
- Existing and Planned Streetcar
- ST Link Light Rail / Stations



Data Sources: King County GIS Department, City of Seattle

Multiple options for turn around in International District or connection to First Hill Line





Location: User-specified point center at 47.615513, -122.346038

Ring (buffer): 1500-foot radius

Description:

Summary of ACS Estimates		2008 - 2012
Population		8,351
Population Density (per sq. mile)		33,657
Minority Population		3,097
% Minority		37%
Households		6,090
Housing Units		7,136
Housing Units Built Before 1950		1,368
Per Capita Income		61,206
Land Area (sq. miles) (Source: SF1)		0.25
% Land Area		100%
Water Area (sq. miles) (Source: SF1)		0.00
% Water Area		0%

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population by Race			
Total	8,351	100%	420
Population Reporting One Race			
White	8,014	96%	1,181
Black	5,513	66%	386
American Indian	698	8%	196
Asian	147	2%	80
Pacific Islander	1,579	19%	421
Some Other Race	0	0%	12
Some Other Race	79	1%	86
Population Reporting Two or More Races	337	4%	115
Total Hispanic Population	374	4%	138
Total Non-Hispanic Population	7,977		
White Alone	5,255	63%	387
Black Alone	670	8%	196
American Indian Alone	147	2%	80
Non-Hispanic Asian Alone	1,579	19%	421
Pacific Islander Alone	0	0%	12
Other Race Alone	6	0%	16
Two or More Races Alone	322	4%	115
Population by Sex			
Male	4,757	57%	455
Female	3,594	43%	260
Population by Age			
Age 0-4	71	1%	52
Age 0-17	126	2%	59
Age 18+	8,225	98%	410
Age 65+	650	8%	143

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.

Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.



Location: User-specified point center at 47.615513, -122.346038

Ring (buffer): 1500-foot radius

Description:

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	6,898	100%	324
Less than 9th Grade	152	2%	52
9th - 12th Grade, No Diploma	205	3%	82
High School Graduate	588	9%	153
Some College, No Degree	1,764	26%	196
Associate Degree	524	8%	140
Bachelor's Degree or more	4,190	61%	311
Population Age 5+ Years by Ability to Speak English			
Total	8,280	100%	420
Speak only English	6,667	81%	432
Non-English at Home ¹⁺²⁺³⁺⁴	1,613	19%	223
¹ Speak English "very well"	1,246	15%	205
² Speak English "well"	214	3%	133
³ Speak English "not well"	126	2%	84
⁴ Speak English "not at all"	26	0%	71
³⁺⁴ Speak English "less than well"	153	2%	85
²⁺³⁺⁴ Speak English "less than very well"	367	4%	133
Linguistically Isolated Households*			
Total	300	100%	133
Speak Spanish	24	8%	39
Speak Other Indo-European Languages	41	14%	37
Speak Asian-Pacific Island Languages	148	49%	87
Speak Other Languages	87	29%	132
Households by Household Income in 1999			
Household Income Base	6,090	100%	242
< \$15,000	1,295	21%	175
\$15,000 - \$25,000	371	6%	102
\$25,000 - \$50,000	1,124	18%	167
\$50,000 - \$75,000	1,024	17%	148
\$75,000 +	2,276	37%	229
Occupied Housing Units by Tenure			
Total	6,090	100%	242
Owner Occupied	1,042	17%	155
Renter Occupied	5,048	83%	245

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.

Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.

*Linguistically Isolated Households starts available from the census tract summary level and up.



Location: User-specified point center at 47.615513, -122.346038

Ring (buffer): 1500-foot radius

Description:

	2008 - 2012 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home**			
Total (persons age 5 and above)	8,280	100%	420
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.

Source: U.S. Census Bureau, American Community Survey (ACS) 2008 - 2012.

**Population by Language Spoken at Home starts available at the census tract summary level and up.





Location: User-specified point center at 47.615513, -122.346038
 Ring (buffer): 1500-foot radius
 Description:

Summary	Census 2010
Population	8,793
Population Density (per sq. mile)	35,438
Minority Population	2,942
% Minority	33%
Households	6,071
Housing Units	7,273
Land Area (sq. miles)	0.25
% Land Area	100%
Water Area (sq. miles)	0.00
% Water Area	0%

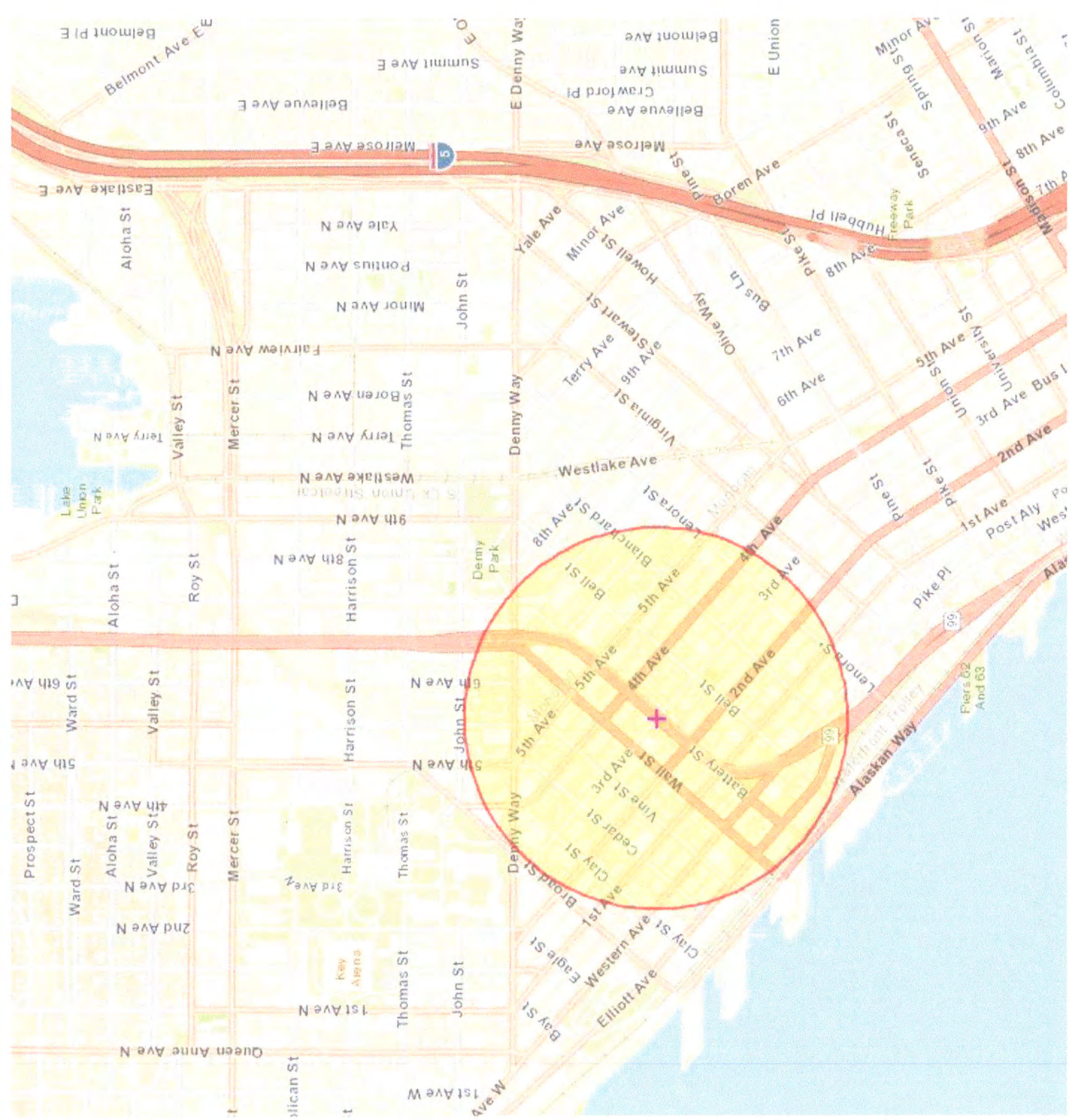
Population by Race	Number	Percent
Total	8,793	-----
Population Reporting One Race	8,378	95%
White	6,181	70%
Black	599	7%
American Indian	102	1%
Asian	1,294	15%
Pacific Islander	39	0%
Some Other Race	163	2%
Population Reporting Two or More Races	415	5%
Total Hispanic Population	580	7%
Total Non-Hispanic Population	8,213	93%
White Alone	5,851	67%
Black Alone	583	7%
American Indian Alone	90	1%
Non-Hispanic Asian Alone	1,283	15%
Pacific Islander Alone	37	0%
Other Race Alone	20	0%
Two or More Races Alone	349	4%

Population by Sex	Number	Percent
Male	4,909	56%
Female	3,884	44%

Population by Age	Number	Percent
Age 0-4	108	1%
Age 0-17	193	2%
Age 18+	8,600	98%
Age 65+	607	7%

Households by Tenure	Number	Percent
Total	6,071	
Owner Occupied	1,406	23%
Renter Occupied	4,665	77%

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race.
 Source: U.S. Census Bureau, Census 2010 Summary File 1.





Downtown Seattle Association
 206-623-0340
 info@downtownseattle.org
 www.DowntownSeattle.com

Belldtown

2014 Neighborhood Profile

(Updated October 2014)

Neighborhood profiles provide a snapshot of data for Downtown Seattle neighborhoods. Each year the most recent available data is used for demographics, employment and street-level businesses. Note that figures in this report may not be comparable to previously published figures due to changes in data collection methodology.

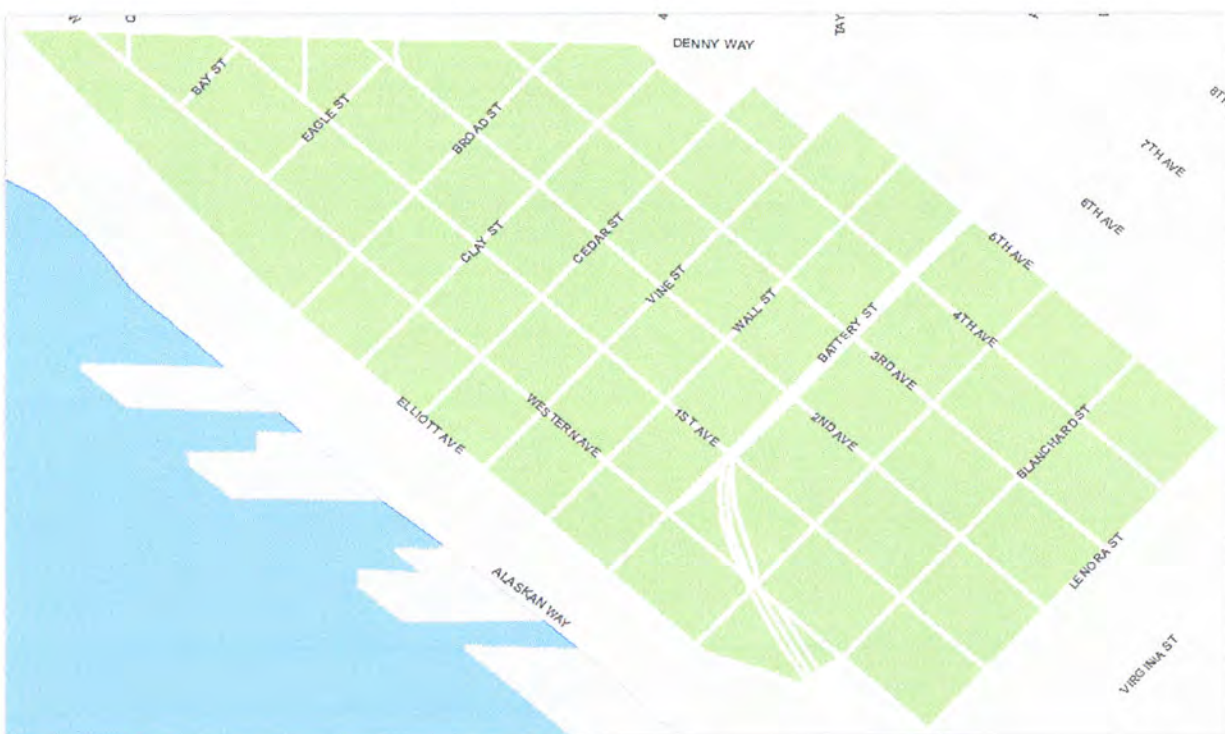


Figure 1. Map showing the neighborhood. Green shading indicates the study area used for this report.

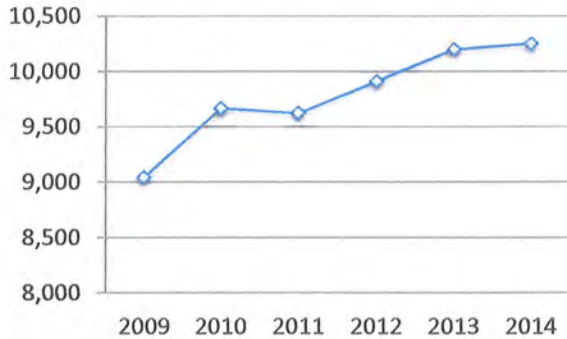
Belltown is the densest neighborhood in Seattle with nearly 47,000 people per square mile. The Belltown neighborhood is a diverse assortment of offices, residences, retail boutiques, restaurants and nightlife. Recognizing the promise of a dense residential neighborhood in the heart of the city, developers continue to invest in residential development. Recent completions include ArtHouse, Bell 206, Joseph Arnold Lofts, N Habit Belltown, The Martin, Viktoria Apartments and Volta. These projects added 911 units over the past two years. The city is also investing in Belltown. A new five-block Bell Street Park and a community center at Fifth and Bell both opened earlier this year.



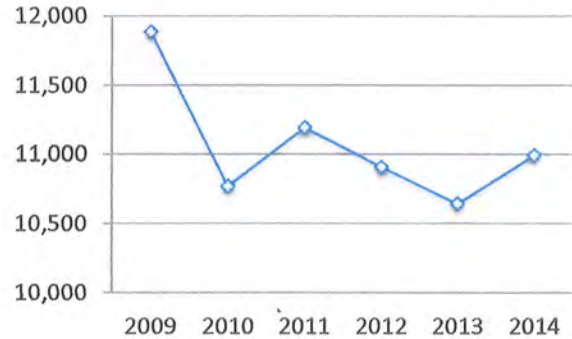
Belltown Data Trends

The following charts display six-year trends for the most recent available data for the neighborhood. These show residential and employee populations for the area as well the number of street-level retail and service businesses. In the services graph, “Restaurants” include bars and cafes; “Other Services” includes accommodations as well as professional, personal, social or financial services.

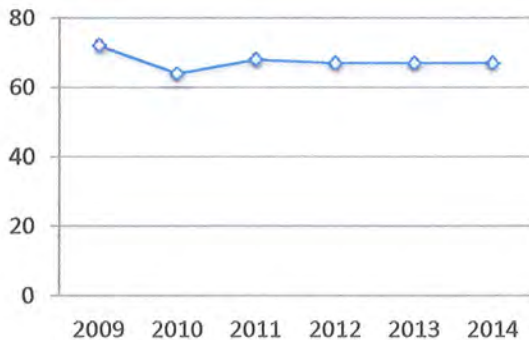
Population



Employment



Retail



Services



By the Numbers

	Population	Employment*	Retail	Restaurants	Other Services
2009	9,044	11,885	72	96	173
2010	9,668	10,770	64	95	161
2011	9,622	11,193	68	93	154
2012	9,911	10,908	67	100	149
2013	10,200	10,643	67	102	170
2014	10,250	10,994	67	103	174

*2014 employment is projected based on changes at the county level.



2014 Demographic Snapshot

	Number	Percent
Population	10,250	
Density (population per sq. mi)	46,591	
Population aged 25-44	5,608	55%
Population under 18	168	3%
Median Age	35	
Age 25+ with Associates Degree (or Higher)	6,274	70%
Households	7,380	
Family* Households	1,244	17%
Median Household Income	\$58,804	
Median Housing Unit Value	\$393,321	
Average Apartment Rent	\$1,838	
Occupied Housing Units	7,380	
Owner Occupied	1,872	25%

Sources: Demographic information was provided by Esri based on DSA defined neighborhoods. Apartment rent figures were provided by Dupre + Scott and are based on market-based rents in the census tracts that best match the neighborhood boundaries. These rents do not include subsidized or rent controlled units.

*The U.S. Census Bureau defines "family" as "A group of two or more people who reside together and who are related by birth, marriage or adoption". A family household may or may not have children present.

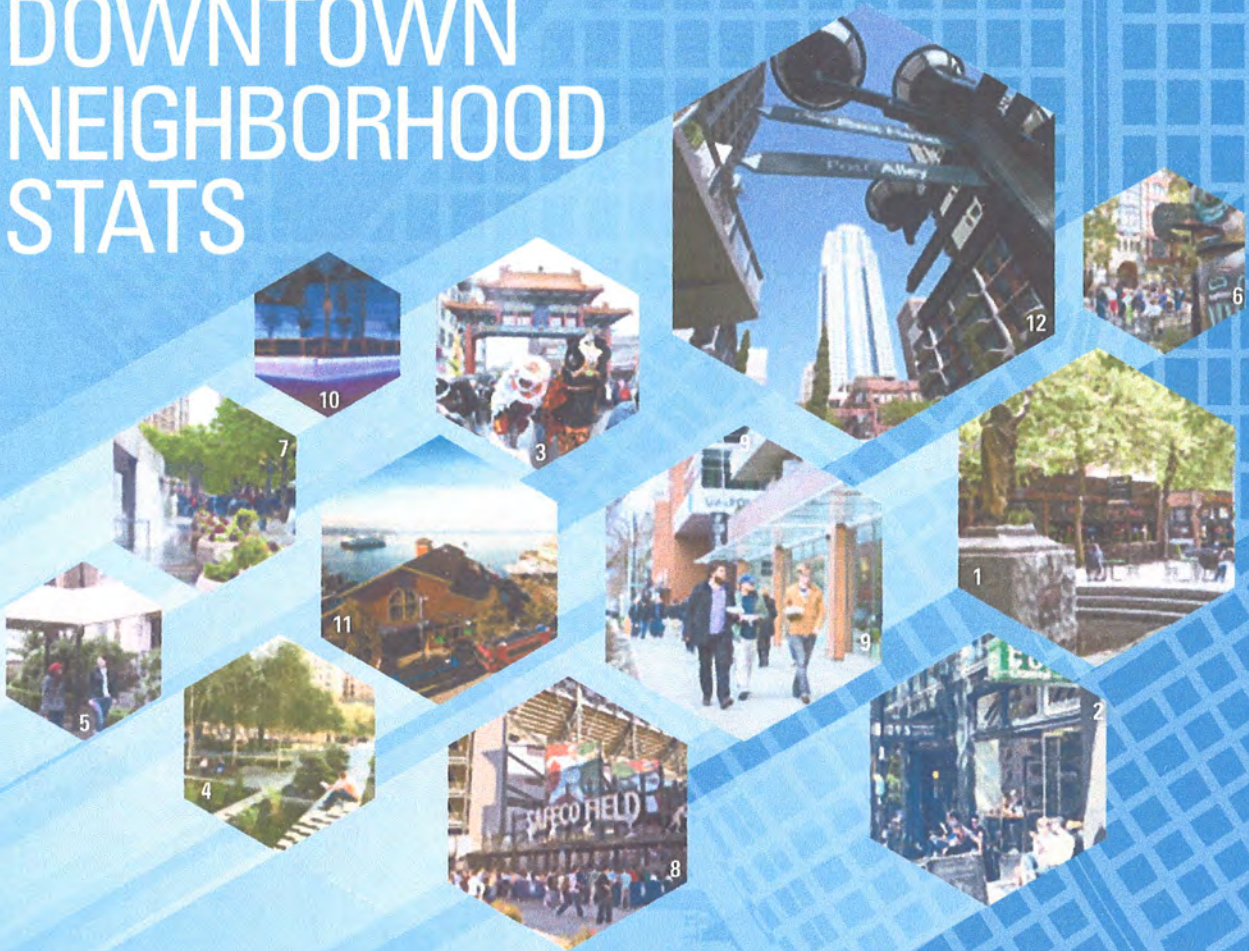
Street Level Businesses

	2007	2014
Education	3	5
Government	4	4
Housing	87	93
Industrial	1	1
Retail	80	67
Merchandise & Gifts	17	16
Clothing & Accessories	12	14
Arts-related	13	11
Other Retail	38	26
Services	265	277
Restaurants, Bars, Cafes	95	103
Professional Services	62	67
Personal Services	53	57
Other Services	55	50
Total Street Level Businesses	440	447

Source: Metropolitan Improvement District Street Level Business Inventory (Includes businesses accessible from street level and select Downtown shopping centers). Comparable data are available for all Downtown neighborhoods since 2007.



DOWNTOWN NEIGHBORHOOD STATS



Neighborhood	Population	Employment	Retail	Restaurants	Population per sq. mile	Households	Median Housing Unit Value	Commercial Vacancy	Commercial Sales price per sq. ft.	Office Rent	Retail Rent	Walkscore
1. BELLTOWN	10,250	10,643	67	103	46,591	7,380	\$393,321	7.0%	\$459	\$28.06	\$20.52	96
2. CAPITOL HILL <i>West of Broadway</i>	11,983	3,590	55	90	39,937	8,421	\$358,354	1.6%	\$279	\$28.52	\$34.00	96
3. CHINATOWN/ INTERNATIONAL DISTRICT	3,239	8,309	101	120	12,468	2,032	\$350,000	3.1%	\$173	\$24.40	\$16.96	96
4. DENNY TRIANGLE	5,040	18,765	38	71	21,000	3,432	\$429,605	6.5%	\$385	\$32.05	\$15.82	98
5. FIRST HILL <i>West of Broadway</i>	11,337	24,592	48	87	26,993	7,429	\$320,739	3.8%	\$361	\$39.10	\$39.09	97
6. PIONEER SQUARE	2,742	11,332	104	94	13,710	1,370	\$480,851	10.0%	\$243	\$29.68	\$15.32	97
7. RETAIL CORE	3,286	70,754	183	202	920	1,093	\$486,364	10.1%	\$445	\$33.48	\$39.34	98
8. SODO	266	16,355	64	24	215	32	\$435,714	6.2%	\$176	\$39.22	\$20.00	63
9. SOUTH LAKE UNION	5,341	34,840	57	88	7,971	621	\$399,167	11.9%	\$608	\$39.45	\$24.36	97
10. UPTOWN	6,980	12,274	30	64	15,174	4,864	\$365,759	3.6%	\$278	\$22.44	\$18.33	91
11. WATERFRONT	319	7,313	15	32	1,029	180	\$576,923	4.1%	\$399	\$29.28	unavailable	94
12. WEST EDGE	4,043	25,228	249	171	28,879	2,933	\$617,788	9.9%	\$260	\$33.21	\$25.82	99

Sources: CoStar, Esri, MID Street-level Business Inventory, Walkscore.com (all queries as of November 2014)



All Residential Unit Construction (Past 10 Years)

Dot size indicates the number of units within each project.



BELLTOWN AND SURROUNDING NEIGHBORHOODS



Map 2: Vicinity map showing the location of Belltown with respect to other center city neighborhoods. Source: City of Seattle



POPULATION

Belltown today has approximately 12,000 residents, triple the 1985 population when the current downtown mixed residential zoning (DMR) was put into place. At 55 people per acre, the 220-acre neighborhood is the densest urban village in the city. While only a small portion of the 960 acres of the Downtown Urban Center, the 12,000 residents are almost half of downtown's total residential population of 26, 844 people.

With a large assortment of older, iconic structures, early 1980's era residential towers, and present day mixed-use residential buildings, Belltown has a well-established feel. However, over 70% of the existing 7,000+ housing units were built since 1980. Further, 90% of residents have moved into their units after 1999. The median age is also slightly younger than the city as a whole: 35.1 years versus the rest of Seattle at 36.1 years. Households are small, at only 1.32 persons and usually comprise just one person.

EMPLOYMENT

In 2013, approximately 18,298 jobs were in Belltown, about 12% of the entire downtown total. This is an increase of about 1,000 jobs since 1995, but a decrease from a high of 23,703 jobs in 2001. The types of jobs have also changed significantly – indicating the neighborhoods shift from a predominantly working-class warehouse district to a higher-end technology and service sector employment base. The greatest drop was in wholesale trade/transportation and utilities, from 3,260 jobs in 1995 to 999 jobs in 2013. Interestingly manufacturing jobs have actually increased from 443 jobs to 1,338 in 2013.

Today the job mix is dominated by service sector employment. The largest share of this sector is 4,676 classified as information or professional scientific, and professional services followed by 2,546 jobs in accommodation and food service, and another 2,164 jobs classified as health care and social assistance services. The next three largest sectors are finance/insurance/real estate, the previously mentioned manufacturing sector, and the government sector.

TABLE 1: DEMOGRAPHICS, HOUSING, & JOBS

	1990	2000	2010	2014
TOTAL POPULATION	4,116	8,504	11,961	14,098 ^A
WHITE	3,490	6,384	8,404	-
BLACK	300	718	871	-
AMERICAN INDIAN, ESKIMO, ALEUT	105	156	166	-
ASIAN OR PACIFIC ISLANDER	168	720	1,750	-
OTHER RACES	53	172	206	-
POPULATION UNDER 18	62	216	242	-
POPULATION OVER 18	4,054	8,288	11,719	-
HOUSING UNITS	Not Available	4,266	5,932	7,380 ^B
RENTED	Not Available	73%	69%	75%
OWNED	Not Available	27%	31%	25%
*MEDIAN INCOME	Not Available	33,954	55,919	58,804
**NUMBER OF JOBS	Not Available	23,526	17,988	18,298

PARKS & OPEN SPACES

	2014
ACRES OF PARKS & OPEN SPACE	9.19 Acres
***USABLE OPEN SPACE NEEDED TO MEET 2024 GOAL	13.34 Acres
2024 OPEN SPACE GOAL CAP	4.15 Acres
PARKS & OPEN SPACE WITHIN 1/8th OF A MILE	34.61 Acres

^A Extrapolated from 2000 to 2010 Census Growth Figures

^B Downtown Seattle Association 2014 Belltown Profile

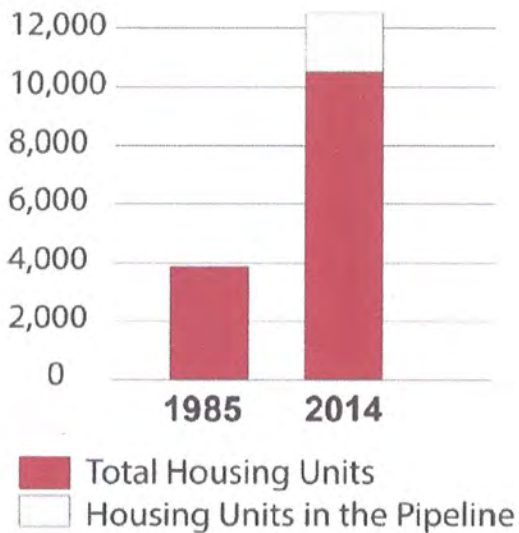
* Derived from 2000 Census blocks 80.01 and 80.02

** Urban Center/Village Employment Growth Report

*** Seattle Parks & Recreation, An Assessment of Gaps in Seattle's Open Space Network: The 2011 Gap Report Update. May 13, 2011

USEFUL BELLTOWN MAPS & DATA

Residential Growth in Belltown



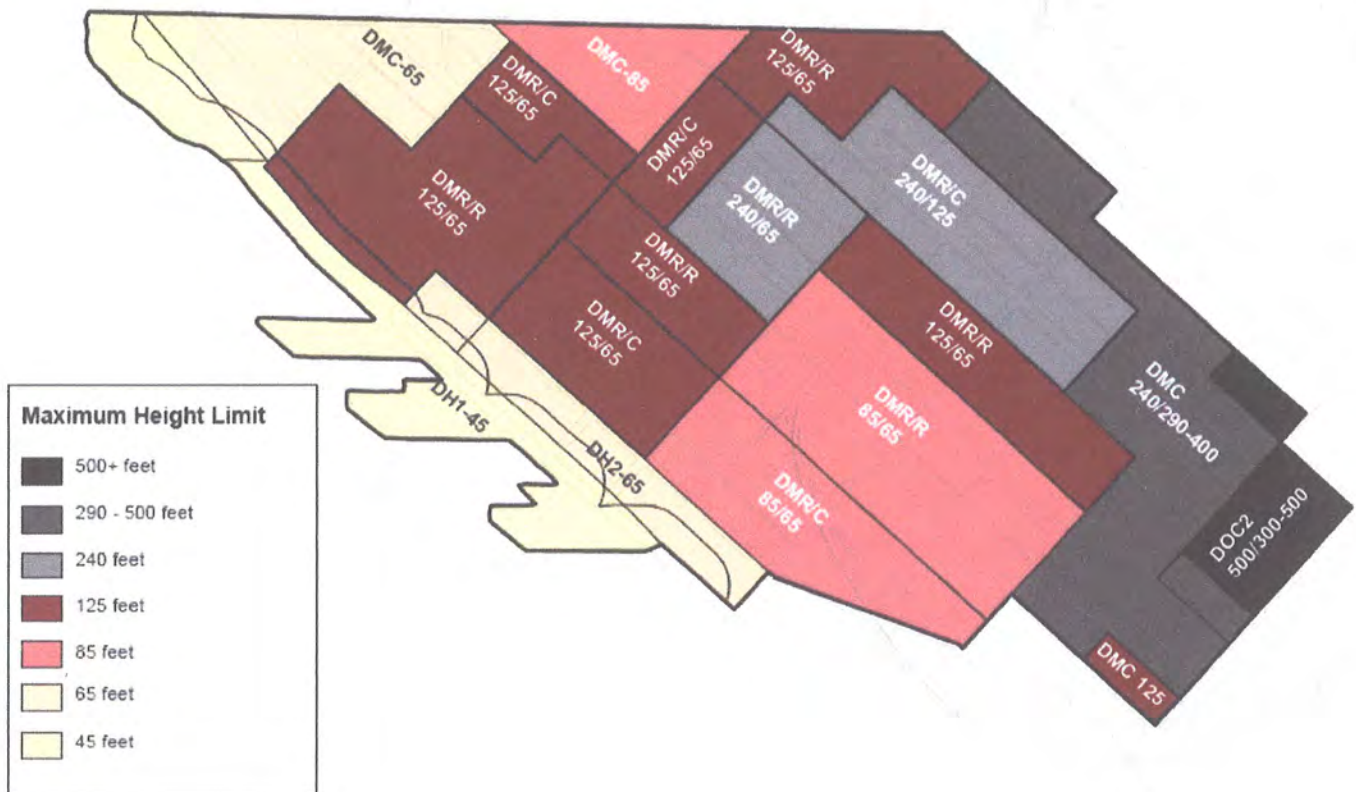
Belltown Court was one of the first full black market rate mixed use developments to take place in Belltown's Core. It contains six stories and has a great bakery at the ground floor.



ZONING

Zoning regulates the types of buildings and uses that can be added to a neighborhood. Zoning in Belltown is meant to achieve planning objectives. Several of the basic concepts embodied in Belltown's zoning include:

- Protect the 'Core' of the neighborhood
- Provide transitions
- Greater intensity of development at the edge of downtown
- Residential focus
- Step down to the waterfront



REPORT ON THE FINDINGS
FROM THE BELLTOWN UNITED
BRANDING STUDY

Paul Dobosz
Downtown Seattle Association/
Metropolitan Improvement District
January, 2016



BELLTOWN UNITED BRANDING STUDY
EXECUTIVE SUMMARY
JANUARY, 2016

I. Introduction

The Downtown Seattle Association/Metropolitan Improvement District was commissioned to assist a committee of key Belltown stakeholders with conducting a neighborhood research study. The mission of this project was to evaluate and then enhance various livability elements for the neighborhood such as commerce, arts, parks, transportation and events. The primary focus was to identify the main concerns, interest and needs of those who live, work, shop and play in Belltown. Once the survey was designed and reviewed, it was put into a Survey Monkey format and distributed in early December, 2015. Reminders to complete the survey were sent out during the month with the assistance of various community partners, groups and organizations. Cut off day for responding to the survey was January 6, 2016. One hundred-eighty eight individuals responded to the survey.

II. Respondent Profile

A breakdown of the respondent base is as follows:

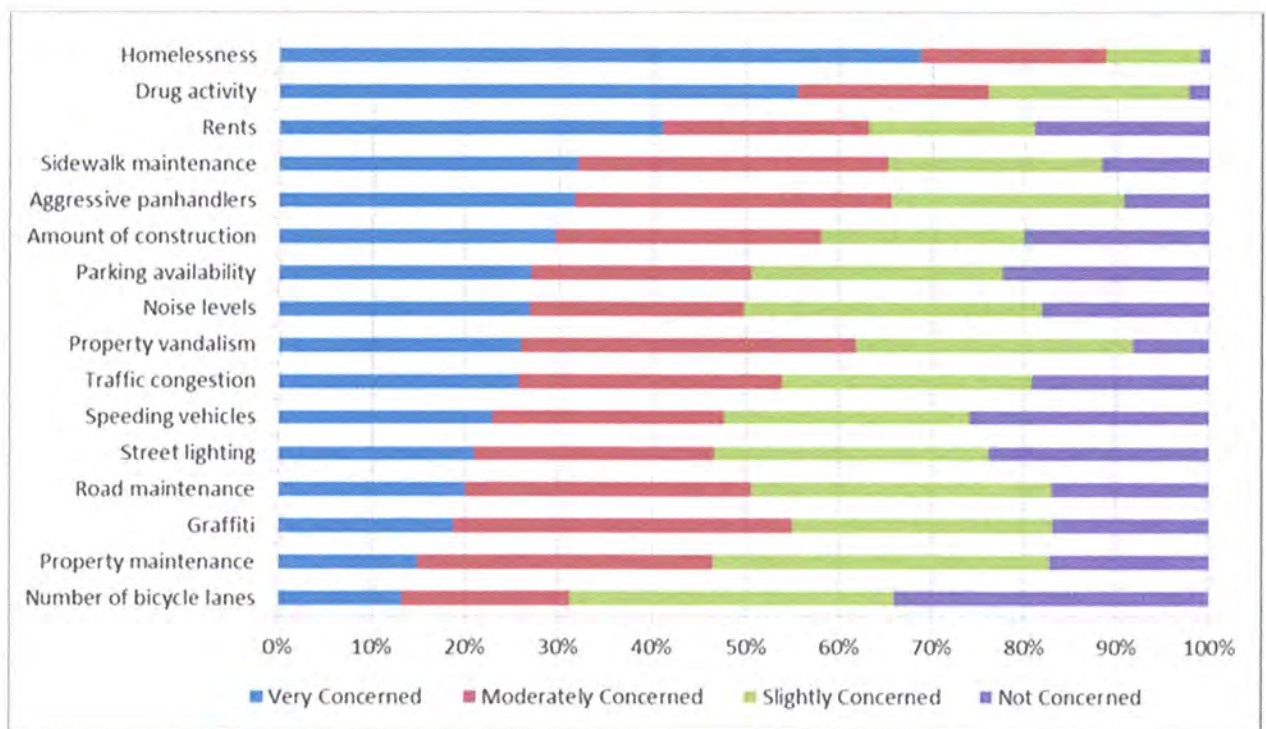
- Sixty-one percent stated they owned their Belltown residence.
- Thirty-three percent rent their Belltown residence.
- Twenty-five percent of respondents work in Belltown.
- Ten percent own a business in Belltown.
- Fifty-three percent were over the age of forty-five.
- Fifty-six percent were females while forty-two percent were males.
- Forty-four percent had household incomes of \$100,000.00 and over.
- Fifty-six percent have been Belltown residents for more than five years.
- Seven percent have a child under the age of eighteen living in the household.

Using data from ESRI (Environmental Systems Research Institute) and the American Community Survey, a comparison was made between the Community Profile of Belltown and the profile of survey respondents. The latter tended to be skewed more....

- Towards owners of their residences
- Older
- Affluent
- Female

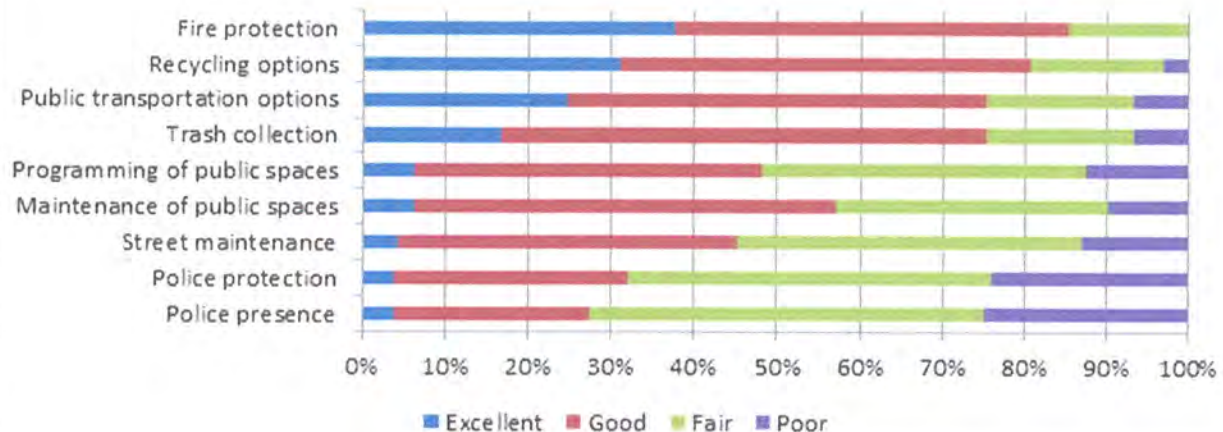
III. Findings

- Main Concerns** - When thinking about present conditions in Belltown, respondents were most strongly concerned about homelessness (69 percent were **very** concerned), drug activity (55 percent) and rents (41 percent). Those concerns were followed by sidewalk maintenance by the city and aggressive panhandlers (32 and 31 percent respectively). Of least concern were the number of bicycle lanes (13 percent were **very** concerned), property maintenance (14 percent) and graffiti (18 percent). Females were more concerned than males about speeding vehicles and street lighting. Home owners and the more affluent were more concerned about homelessness and less concerned about rents.



- Quality of public services** – Police presence and Police protection were generally the two most poorly rated services across all segments. Only four percent considered each **excellent** while around a quarter considered them **poor**. Also receiving few **excellent** ratings were street maintenance and repairs such as potholes (four percent) and maintenance and programming of public spaces, each with six percent. As to the latter, there was an interest in additional activity. Among services most highly rated were fire protection (37 percent rate excellent), recycling options (31 percent) and public transportation options (25 percent).

Now thinking again about present conditions in Belltown, please rate the quality of the following public services:



- Additional services needed** – A quarter of the respondents stated they would like to see some other service provided in Belltown. Among the most frequently mentioned services were increased police presence, sidewalk repair, improved public transportation options, decreasing drug activity, increasing services for the homeless and recruiting a grocery store.

Sample comments:

Police presence at bus stops where transients openly use alcohol and drugs and sell stolen goods

There is a program in Bellevue called Hero House, a place people on disability can go to have a "work-ordered day" and psycho-social rehabilitation. We need a place like this that is more accessible to the growing downtown/Belltown disability/homeless community, please.

We had good bus service on Second St. and now I must walk many blocks to catch a bus to anywhere and nothing to take me down to the ferries.

Drug intervention.

You can get potholes filled if you are an automobile but if you are a mere pedestrian you cannot do anything about the abysmal holes, cracks, uprooted sidewalks.

Public restrooms as well as grocery stores, we have little walk in marts but that is not a good enough option. Whole Foods is far too expensive for regular shopping.



- **Street-level businesses** – About half of the respondents, particularly women, would like to see a street-level business added to the Belltown mix. By far the most frequently mentioned operation was a larger, full-service food merchant. Other mentions include a book store, small local business (in general) and businesses catering to a residential base such as a hardware, shoe repair and drug store. A number of individuals took the opportunity to mention their concern about the rising commercial leasing rates in the area which are impacting existing businesses.

Sample comments:

Grocery store. I can't do full scale shopping in the convenience stores.

More local small shops.

The deli (on 2nd and Cedar) recently closed, as did a Chinese place on 3rd. Due to high rent.

Organic/natural grocery, GF bakery, yoga studio (non-hot).

Cobbler, bookstore, coffee shop at north end.

- **Feeling part of a vibrant neighborhood** – Three out of four respondents stated they personally feel they are part of a vibrant neighborhood. This was true particularly among males. Among the reasons most frequently given were they know and interact with their neighbors, there's a lot to do in Belltown and the diverse population in the neighborhood. Reasons given for not feeling part of a vibrant neighborhood include too much growth going on which could cause a loss of their sense of community and various disruptive issues.

Sample comments:

Friendly neighbors, great businesses, growth and improvements all around.

Love living here. Plenty to do to keep me busy. Great restaurants.

I love the different people who live here including the low income people who live in the available housing options.

There's lots of energy! But I still get in my car a fair bit to go to Cap Hill/Fremont. I walk to QA, Seattle Center & Pioneer Square.

So much construction planned it's going to change when the new construction starts.

Need to feel safe to go out at night.

- **Aware of neighborhood offerings** – The large majority (74 percent) of respondents believe they are well-informed about the various local neighborhood offerings such as art, music and film events. Email and through the website were by far their preferred ways to receive notice of

these types of offerings. There was a slight preference among those older and who own their residence to receive emails.

- **Attendance at a Belltown Community Council meeting** - About two in five (39 percent) stated they have attended a previous Belltown Community Council meeting. While those forty-five and older were more likely to have said they've attended a meeting in the past, there was no difference between those who own or rent their residence. Among the most frequent reasons for not attending were that meetings are not held at a convenient time and they have insufficient notice or information about the meeting.

Sample comments:

Timing never works out.

I've heard of them but usually too late to plan on attending.

In the past I had time conflicts, but I would like to try attending the future meetings.

- **General comments** – Over forty percent of respondents made additional comments. The majority of the comments often reinforced what was touched on in earlier survey questions. Many covered multiple subjects or issues. Among the most frequently mentioned were those that focused on homelessness, various safety and illegal issues such as drug activity, the desire to keep the character of Belltown strong and growth there managed, an increase in police presence and control rent increases.

Sample comments:

Homelessness and excessive rent increases are two parts of the same trend. Homeless people are a part of our community and need a collective and inspired response for help and support. More needs to be done at the community level to provide spaces and programming.

Finding a solution to homelessness should be a priority. At the very least provide public toilets so they don't have the indignity of public urination, and everyone else doesn't have to see this.

Can we at least have a police car sitting near the dog park at night- doing paperwork?

We do need more police presence. It is all about money. Today in the newspaper it reiterated the fact Seattle has the same number of police officers as it had in 1970. I am willing to be taxed more to change this.

New development is slowly overtaking this neighborhood. Maintaining its character is a challenge that I am not sure how to meet.

This would be crazy expensive, but how nice would it be to have smooth streets, safe bike lanes, wide level sidewalks (crack free), aesthetic uniform street lighting, and feel safe walking home in the dark.

Belltown is in my opinion an area ignored by the city and not achieved the status granted a NEIGHBORHOOD: clean, safe, welcoming, comfortable all hours and seasons for its residences and encouraging to potential residence.

Thank you for the opportunity to give feedback! In general, Belltown is a fab place to live and I love being part of the community here.

IV: SUMMARY:

A number of issues were clearly identified, many of which echo learnings from other Downtown Seattle research projects. There is significant concern about the increase in the number of homeless and what services can be provided to them. Also of concern is the overt and ever increasing amount of drug activity taking place in Belltown. Underlining this and other illegal issues is the stated need for the additional presence of SPD beat officers. These would be officers who get to know the various stakeholders in Belltown on a personal level and develop an ongoing channel of communication with them, something not possible if their presence is limited to a vehicle or bike.

Survey participants also expressed concern about the level of construction going on in Belltown. Some mentioned their concerns were related to how it disrupts traffic and impacts street maintenance. However, most concerns centered on the growth not being managed appropriately and, in light of that, it ultimately changing the character and uniqueness of the Belltown community. Related to that is their fear that leasing rates, both commercial and residential, are increasing significantly and will eventually price some stakeholders out of the neighborhood. While most consider themselves part of a vibrant neighborhood and are pleased with the current mix of street level offerings, a good number were interested in recruiting a full-line, larger food retailer to Belltown. And as to receiving news about the community, Email and website are the two preferred methods of communication.

For additional information on this report, please contact Paul Dobosz, Downtown Seattle Association, Manager – Business Development and Market Research at 206 613-3212 or pauld@downtownseattle.org

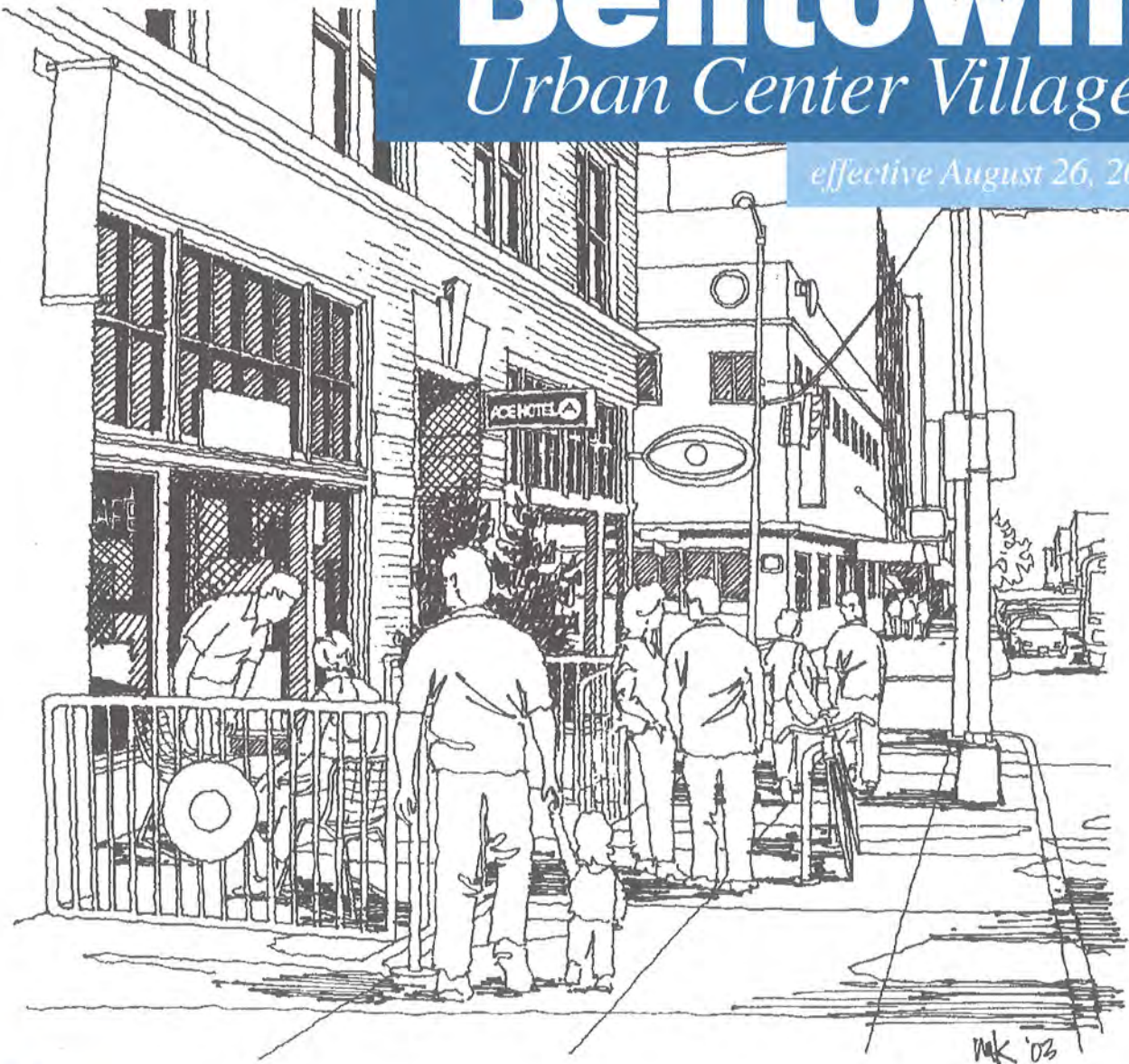
Design dR Review

Design Guidelines
for the

Belltown

Urban Center Village

effective August 26, 2004



City of Seattle
Department of Planning
and Development



Design Review in Seattle's Neighborhoods

What is design review?

Design Review provides a forum for citizens and developers to work toward achieving a better urban environment through attention to fundamental design principles. Design Review is intended to assist new development to contribute positively to Seattle's downtown neighborhoods. Design guidelines offer a flexible tool — an alternative to prescriptive zoning requirements — which will allow new development to respond better to the distinctive character of its surroundings.

Design Review has three principal objectives:

1. to encourage better design and site planning to enhance the character of the city and ensure that new development sensitively fits into neighborhoods;
2. to provide flexibility in the application of development standards; and
3. to improve communication and participation among developers, neighbors and the City early in the design and siting of new development.

Design Review is a component of a Master Use Permit (MUP) application, along with other components, such as environmental review (SEPA), variances, etc., administered by the Department of Planning & Development (DPD). Like these other components, Design Review applications involve public notice and opportunity for comment. Unlike other components, projects subject to Design Review are brought before the Design Review Board for its recommendations. The final decision on Design Review is made by the DPD Director, together with the decisions on any other MUP components. This decision is appealable to the Hearing Examiner.

What is design review in Belltown?

The downtown Design Review Board is responsible for reviewing the design of new buildings in Belltown Urban Center Village for their contribution to the public's enjoyment of the building and the immediate vicinity. The downtown Design Review Board includes two downtown residents, and one representative each from the downtown business, development, and design communities.

What are Neighborhood-Specific Design Guidelines?

Design Review downtown uses both the 1999 "Design Review Guidelines for Downtown Development" and the guidelines that are specific to individual neighborhoods. Once adopted by City Council, neighborhood-specific design guidelines augment the Downtown Design Guidelines. Together they are the basis for project review within the neighborhood.

What are Belltown-Specific Design Guidelines?

The Belltown neighborhood design guidelines reveal the character of the neighborhood as known to its residents and businesses. The guidelines help to reinforce existing character and protect the qualities that the neighborhood values most in the face of change. Thus, a neighborhood's guidelines, in conjunction with the 1999 "Design Review Guidelines for Downtown Development" can increase overall awareness of good design and involvement in the design process.

Design guidelines are design considerations that promote various goals and design intents. They address the quality of the urban environment, recognizing that it is ultimately formed by countless individual creative decisions. The guidelines are intended to present design principles that encourage development that promotes cohesiveness and compatibility

Design Review in Seattle's Neighborhoods *(cont.)*

with the existing and desired character of the area, as well as excellence in urban design. They are not intended to restrict innovation, imagination or variety in design. An alternative design can be considered if it demonstrates that it achieves the desired character.

Designing Streetscapes to Address Safety and Accessibility Requirements

The streetscape is part of the public right-of-way that lies between the curb and the building face or property line. Enhancements to the streetscape such as special paving treatments and street furnishings can contribute to the experience for pedestrians and help define neighborhood character. Certain features, such as curb bulbs, can improve safety by shortening the crossing distance for pedestrians as well as increase visibility between pedestrians and drivers.

The life of Belltown is closely tied to the character of its public space, and it is especially important to acknowledge the importance of streets as public space. The sidewalk, and where the building meets the sidewalk, should be a place of intense interaction. Well-designed streetscapes can support activities in neighborhood business districts, and make walking an attractive choice for getting around the city. The Seattle Department of Transportation (SDOT) recognizes and supports the range of benefits a well-designed streetscape provides for all pedestrians, including people with disabilities. For this reason, SDOT reviews streetscape design elements very carefully to ensure that all of the materials, dimensions and design elements meet safety and accessibility requirements. In addition to the aesthetic and practical benefits of a well-designed

streetscape, SDOT must meet state and national safety and access standards for streetscape design.

SDOT and the Department of Planning & Development (DPD) are working together to better coordinate SDOT's early involvement and guidance with the design review process. The information below is intended to help those involved in the design review process (design review board members, project proponents, DPD staff, and the public) have a better understanding of the issues that SDOT street use permit reviewers and engineers must consider when reviewing streetscape designs. Safety and accessibility requirements should not restrict the creative intent of a design proposal. They will, in every case, require a close examination of the following elements of all streetscape design plans:

Use of materials

Pavement materials that result in a slippery or uneven pavement surface will not comply with standards established by the Americans with Disabilities Act (ADA) and therefore should be avoided.

Minimum sidewalk width, areas free of obstructions

ADA requires a minimum of five (5) feet of clear sidewalk space. SDOT prefers six (6) feet of unobstructed, linear sidewalk space that is free of street furniture, street trees, planters, and other vertical elements. These minimum widths are required to provide access to people in wheelchairs and walkers. In addition to sidewalk width, the State requires a three (3) foot distance between vertical objects on the sidewalk and travel lanes in the roadway to minimize conflicts with vehicle activity.

Curbside management

In a dense urban environment such as Belltown, curb space to accommodate bike lanes, parking, loading zones, transit zones, and other street elements is in very high demand. While wide sidewalks and planting strips may meet many City and neighborhood goals, on-street parking spaces in business districts may also meet multiple policies and goals.

Trade-offs are often necessary among the numerous uses competing for limited amounts of curb space. Removing parking to add other street elements is possible in many locations and always requires careful consideration of business and neighborhood parking needs. Transit system needs, including bus zones, must be accommodated to support quick and reliable transit service throughout the city.

Design for longevity

Sidewalks with special paving treatments (such as pavers or stamped, colored concrete) add a unique design element to the streetscape and can enhance the walking experience for pedestrians. It is important to design special paving so that it retains its integrity over time. This is becoming increasingly important as the number of utility cuts on sidewalks increases to respond to the demands of higher density development. Carefully selected colors can be mismatched as the original color fades and new sections are applied.

A successful design solution will address safety, access, and aesthetics. SDOT encourages design review board members and staff to consider all of the issues listed above when reviewing streetscape designs for new development.



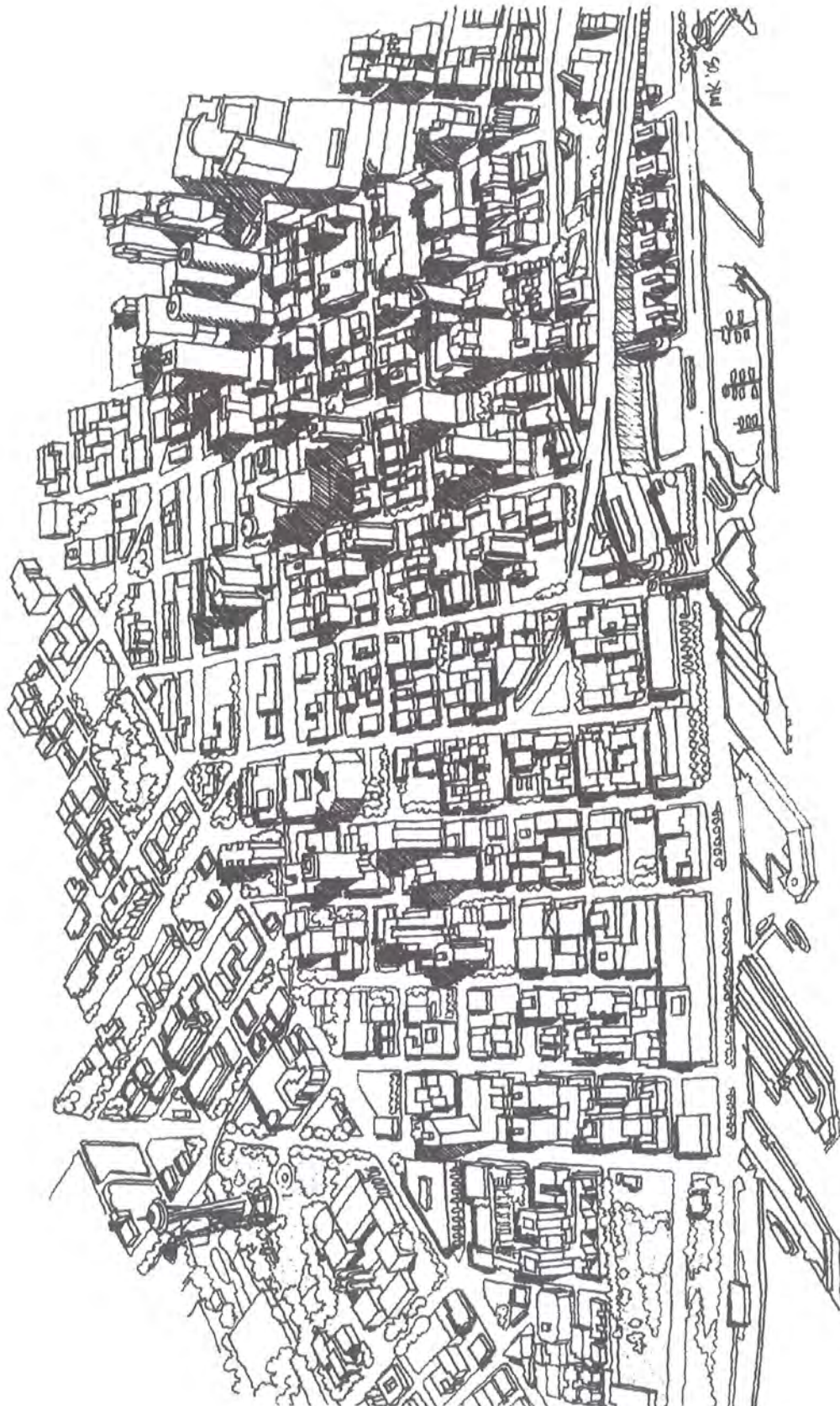
A sidewalk providing clear sidewalk space, street furniture, and an acceptable distance between streetscape amenities and vehicle travel lanes.



An example of special paving treatment designed to be well-maintained over time.



Balancing the needs of pedestrian safety and comfort with on-street parking.



Context: Belltown and immediate vicinity

January 21, 2016

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

RE: Sound Transit 3 Candidate Projects

Dear Sound Transit Board of Directors:

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Candidate Project list. We have the following specific comments on the project which affect our jurisdiction:

Project S-06: Expand Sounder South Train Platforms to 8 cars

Auburn supports this project but has some specific questions regarding how the platform expansion will be accomplished. The Auburn station is bordered on the north by West Main Street; this road handles over 5,000 vehicles per day and is an access to the Multicare Auburn Medical Center. It is our understanding that there is already an acknowledgment of the "significant challenges to construct due to the junction immediately south of the existing station". This implies that the platform addition is intended to extend to the north of West Main Street. As such, the loading and unloading of trains would then block West Main Street creating east-bound and west-bound traffic impacts. The City of Auburn supports longer commuter trains that do not physically block West Main Street and is requesting that the project look at an extension of the platforms to the south of the existing station.

It should be noted that the evaluation measures and key attributes section indicates ridership in 2040 as fewer than 1,000 daily boarding's. In 2015, however, the Auburn station handled approximately 1,350 daily boarding's per Sound Transit's 2015 Service Implementation Plan. This apparent data discrepancy is concerning. Therefore, please explain what this evaluation measure means and correct, if necessary. Specifically, we would like to have clarified whether the reference to the 1,000 boarding's number is intended to be the increase over the current boarding's anticipated from the expanded trains.

The key attributes section states that one of the project elements is raising the platform height to be more proximate to level boarding. Stations along the Sounder line also host Amtrak trains which may have different height requirements for level boarding than Sounder. Auburn has interest in a potential future Amtrak station and would request that level boarding platforms not preclude the use by Amtrak and that this be addressed in the design.

Project S-07: Additional South Sounder Platform Extensions (beyond 8-car extension included in S-06)

Although the Auburn Station is not included in this proposed project, the extension of the Sounder trains beyond 8-cars could have an impact to the West Main Street crossing similar to that mentioned under S-06. Auburn supports longer commuter trains operated in a manner which does not physically block West Main Street.

Project S-08: Additional Sounder Service

Auburn strongly supports this project. Sounder demand continues to grow. And while Sounder is now a key part of the region's transportation options to reduce traffic congestion, it currently does not function as a mature commuter rail system. All-day weekday service, as well as evening and weekend service will maximize the efficiency of the existing, sizeable investment in commuter rail. It will remove additional vehicles from already overcrowded highways. Expanded Sounder service will also support Amtrak intercity rail service by collecting passengers at local stations and feeding them to Amtrak stations.

The evaluation measures section of this project could benefit from including additional information to help policy makers judge the value of this important project compared to others.

Project S-09: Auburn Station Access Improvements

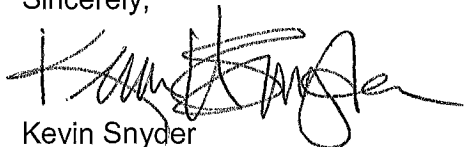
During 15 years of outstanding service Sounder has seen ridership increase significantly beyond the original projection that the Auburn Station would handle 900 daily boardings by 2020. In 2015, Sounder already handles an average of 1,350 daily boardings at the Auburn Station per Sound Transit's 2015 Service Implementation Plan. The City of Auburn strongly supports this project to create a new second parking garage in our city.

Project S-15: South Sounder Access Program

Auburn supports the completion of this project and believes it should be completed in addition to project S-09 Auburn Station Access Improvements.

Again, I would like to thank you for the opportunity to comment on the ST3 Candidate Project list and we look forward to seeing the final ST3 program.

Sincerely,



Kevin Snyder
Director of Community Development and Public Works
City of Auburn

NB/ks/ig/mm



January 21, 2016

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

RE: City of Bellevue comments on Sound Transit Phase 3 Candidate Project Scopes

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the candidate project scopes under consideration for inclusion in the Sound Transit Phase 3 (ST3) System Plan. Thank you for building on lessons learned from ST2, and engaging local jurisdiction on the project scopes early in the planning process. ST3 will be most successful if its projects mirror local land use and transportation plans, and blend with community character by incorporating elements like grade-separated crossings, for example.

As communicated in our July 14, 2015 comment letter and “Interest Statement,” the City of Bellevue has a vital interest in ensuring that future regional transportation projects maximize the investments of ST2 and meet the growing needs of the Eastside and the region in a potential ST3 ballot measure. As the candidate project scopes are solidified and the draft plan is formulated in the coming months, we expect ST3 to maintain subarea equity, enhance intra-eastside connections, and demonstrate multi-agency coordination.

Maintain Subarea Equity

It is imperative that the ST3 System Plan address the needs of the Eastside in a comprehensive fashion to serve the substantial expected population and employment growth in the East King subarea, and to maintain the principles of subarea equity as defined in ST2 (i.e. Utilizing local tax revenues for transportation programs and services that benefit the residents and businesses of a subarea generally in proportion to the level of revenues contributed by that subarea).

Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package. A responsible plan will carefully balance planned projects with available funds from each subarea, rather than borrow across subarea lines. This balance should be transparent to the voters so that the public can clearly understand the full cost of ST3, and be confident their investments will deliver a system that gets them where they want to go. We have invited Sound Transit staff to our February 8 Council meeting to explain how the plan will address these important considerations.

Enhance Intra-Eastside Connections

Bellevue’s priorities acknowledge and emphasize the many interests and goals shared among Eastside cities. The ST3 System Plan must recognize that High Capacity Transit (HCT)

connections between Eastside cities are as critical to the overall regional network as cross-lake connections. As noted in Bellevue's Transit Master Plan vision, transit service should be designed to help more people reach more destinations in less time.

Bellevue strongly urges the Sound Transit Board to move the following HCT projects forward into the draft ST3 System Plan, including the altered project scope elements described below:

- 1. Project E0-2: Fully implement I-405 Bus Rapid Transit (BRT) from SeaTac to Lynnwood, consistent with the I-405 Master Plan early in the ST3 funding cycle.** As currently described, the lower capital I-405 corridor BRT option is only slightly better than current Regional Express (REX) bus service. For example, the proposed low capital BRT from the Lynnwood Transit Center to the Bellevue Transit Center is essentially the current 535 REX route. This service will be subject to I-405 congestion and delays as buses weave from the Express Toll Lanes (ETL) to the general purpose lanes and back to serve outside transit stops. This is not BRT, and is not acceptable because it will not adequately serve the growing Eastside or maximize the taxpayer's investments.

ST3 implementation must be full BRT, which includes dedicated transitway with inline flyer stops, or at the very least remain in the ETL lanes serving only inline stops; vehicles with multiple doors for entry/exit, designed to "dock" with stations to eliminate a step-up onto the bus; frequent, all day service, intuitive maps and simple schedules; off-board fare collection; transit signal priority for faster, more efficient service; and sophisticated communication systems to track vehicle locations and provide real-time arrival information directly to passenger cell phones or kiosk displays.

For the I-405 BRT project to meet the needs of the growing Eastside travelling public, the scope must include:

- In-line BRT station at Canyon Park with a connection to the pedestrian overcrossing of I-405;
- Expanded parking garage at Canyon Park;
- In-line station in Kirkland at NE 85th Street;
- Extending NE 6th Street to 120th Avenue NE in Bellevue;
- In-line station at 112th Avenue SE with a pedestrian bridge connection to the park-and-ride;
- Expansion of the 112th Avenue SE Park-and-Ride;
- In-line station at North 8th Street in Renton;
- Direct access to the Tukwila Sounder Station;
- At least one additional in-line station south of I-90;
- Non-motorized access improvements and other service improvements paired with related capital improvements (signals, signage, lighting);
- Consideration of alternative routing for northbound BRT that exits at I-90 to Bellevue Way SE to serve the South Bellevue Station, East Main Station, and Bellevue Downtown Station along arterial streets before returning to I-405 via the NE 6th Street direct access ramp; and

- Expanded vehicle fleet to meet service/headway goals (project number R-02).
- 2. Project E-03: Build light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service.** Move forward with the project as described in the E-03 project analysis, including the Bellevue College Connector project, with the following scope modifications:
- Allow for the project to be built and opened for service in phases;
 - Provide flexibility to allow for alternative High Capacity Transit considerations on certain segments of the route;
 - Include an elevated non-motorized crossing of NE 8th Street at the Eastside Rail Corridor to provide access between Wilburton Station, located on the north side of NE 8th Street, and the redeveloping Wilburton area on the south side of NE 8th Street. Additionally, the crossing will serve people walking and bicycling along the planned Eastside Rail Corridor multi-use trail as well as provide access from the street level of NE 8th Street; and
 - Ensure the Eastside Rail Corridor multi-use trail be preserved for recreational use in addition to transit use.
- 3. Project E-04: HOV Direct Access at Renton/N 8th Street.** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.

As supportive elements of greater connectivity on the Eastside, Bellevue supports inclusion of the following projects (as described in the project analysis sheets released on December 4) for inclusion in the draft ST3 System Plan:

- Project E0-1: Complete ST2 East Link LRT to Downtown Redmond (per the Record of Decision) as the first project completed under ST3.
- Project E-05: Build the North Sammamish Park-and-Ride.
- Projects N-09 and N-10: Implement BRT on 145th Street and State Route 522 to create a HCT connection between the Eastside and the greater Seattle area via the north end of Lake Washington.

Lastly, although it is not under consideration within the candidate projects proposed for inclusion within the ST3 System Plan, the Board should begin planning for HCT considerations—including the potential for light rail—on the SR 520 Bridge to complete the HCT loop across Lake Washington and increase mobility between the two largest job centers of the region.

Demonstrate Multi-Agency Coordination

While we appreciate the time constraints that Sound Transit is under to meet the June deadline for potential inclusion in a November 2016 ballot, we are concerned that there is not sufficient time or information available to understand the complete transportation network for which the ST3 candidate projects are integral to creating.

We continue to work with Sound Transit staff to understand specific elements from the December 4 project sheets, however as presented these analyses are missing several critical components including detailed information pertaining to the:

- System Access Improvements (project number R-05);
- Regional Express Bus Service (project number R-01);
- Transit Oriented Development Program (project number R-07); and
- Coordination with King County Metro, both current service and Long Range Plan integration.

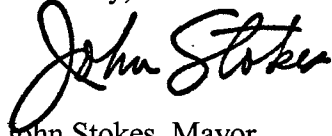
Furthermore, Bellevue staff has met with Sound Transit staff to better understand the ridership forecasting modeling used throughout the candidate project sheet analyses. There are serious concerns that the ridership assumptions do not fully capture local land use plans, localized trips, and regional transit integration, which affect ridership estimates for all the Eastside candidate projects. City staff will submit a technical memo to address these concerns.

This information is critical to understanding how the candidate projects will integrate into a complete regional transportation network—no matter the operator—and maximize the public's investment in ST3. It is important to note that connecting people to places they want and need to get to with frequent, reliable and affordable transit is a social equity issue. ST3 provides a real opportunity to close current service gaps, but must be closely integrated with other transit agencies and local jurisdiction plans for this opportunity to be fully realized. The public deserves a thorough update on how this coordination is coming together, and we invite you to provide this at an upcoming Council meeting.

Bellevue will continue to be engaged in the development of the ST3 System Plan in collaboration with other Eastside cities and Sound Transit. Ongoing coordination between our staffs will be vital as we work to carefully align city planning efforts—such as our Grand Connection, which will provide a non-motorized crossing of I-405 between the east and west sides of Bellevue—with the work underway in ST3.

Thank you for considering the City of Bellevue's comments. Please contact David Berg, P.E., Transportation Department Director (dberg@bellevuewa.gov, 425-452-6468) if you have any questions or want to discuss in greater detail.

Sincerely,



John Stokes, Mayor

Attachments:

- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan
- City of Bellevue July 14, 2015 ST3 Comment Letter

cc: Bellevue City Council
Brad Miyake, City Manager
Peter Rogoff, CEO, Sound Transit
Dave Berg, Transportation Department Director, City of Bellevue
Ric Ilgenfritz, Deputy Director, Sound Transit



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

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

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

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

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

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

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

Adopted July 13, 2015
Bellevue City Council



July 14, 2015

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

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

Dear Chair Constantine and Members of the Board:

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

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

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

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

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

3. Strategically Implement System Access Improvements

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

4. Provide a High Level of Transit Connecting Eastside Cities

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

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

5. Implement a Highly Integrated System

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

6. Consider High Capacity Transit along the Eastside Rail Corridor

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

7. Include the Bellevue College [Regional] Connector Project

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

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

- Make remnant properties available for TOD;

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

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

Sincerely,



Claudia Balducci
Mayor

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

Attachment:

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



City of Bothell™

December 2, 2015

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

RE: City of Bothell Sound Transit N-10 Corridor Investments

Dear Board Members:

As we continue to meet with and support Sound Transit staff in their development of the Priority Project List for Board review and approval, we understand that the decisions to select viable projects will be a challenging task. The Board's efforts to include and champion projects in the North Lake Washington cities and along the SR-522 Corridor are commendable. Enhancement of transit service in this region is forging ahead, as the City of Bothell continues to implement the Downtown Subarea Plan transit elements.

We recently sent Board members a summary memo of the core projects that the City of Bothell believes are necessary to complete the vision of a transit friendly and accessible community. As a reminder, those core projects include the following:

- Centrally Located Park-and-Ride in Downtown Bothell
- Transit Oriented Street with a Transit Center connecting SR-522 to UW Bothell/Cascadia Campuses
- Complete Construction of the SR-522 BAT Lanes within Bothell.

The attached summary includes the current and future financial commitments made by the City of Bothell towards those projects along the Sound Transit Project N-10 Corridor to date. Additional future funding opportunities as development occurs and as grants become available will continue to be pursued until these projects are in place.

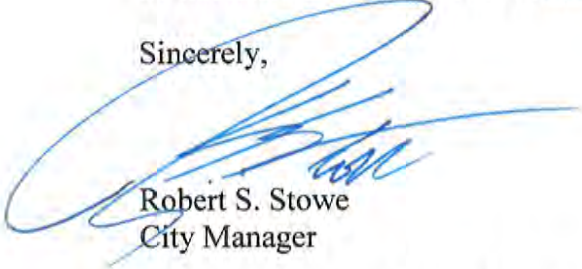
The City of Bothell appreciates the Sound Transit Board's support of the downtown Bothell revitalization vision, and inclusion of the Bothell core projects in the ST3 Funding Package. These transit enhancement projects would represent Sound Transit's commitment to bring its share of transit access and service to this region and its residents. The City will continue to partner and coordinate with all three transit agencies serving Bothell until the facilities, service, and vision is completed as planned.

Office of the City Manager
18415 – 101st Avenue NE
Bothell, WA 98011
425.806.6100
bothellwa.gov

Sound Transit Board
December 2, 2015
Page Two

If you have any questions regarding the information documented herein or attached, please do not hesitate to contact me at Bob.Stowe@bothellwa.gov or (425) 806-6140.

Sincerely,



Robert S. Stowe
City Manager

Attachment: Sound Transit N-10 Corridor Investments Summary

cc: Erin Leonhart, Public Works Director
Sherman Goong, Transportation Planner

**Sound Transit N-10 Corridor
Bothell Investments Summary**

Funding Sources to Date (As of September 30, 2015)

Project/Location	City Funds/REET	Mitigation/Other	Other Agencies	Grants	Water Share	Sewer Share	Storm Share	Total Invested	Future Committed and In-Hand Grant	Comments
SR 522 Stage 1 96th Ave NE/Wayne Curve	2,282,992	400,000	195,984	17,131,547	340,429	152,690	0	20,503,642	0	Completed
Crossroads - SR 522	39,249,134	1,214,286	611,080	13,085,831	787,741	430,155	0	55,378,227	0	Completed
98th Ave NE (SR 522 to Bothell Way) Six Oaks Contribution (Lot K) Horse Creek Contribution	0	0 987,709	0	0	10,792	10,342	-414,789	1,423,632	0	
SR 522 Stage 2A	67,877	403,000	27,672	5,871,276	0	0	0	6,369,825	0	RMG \$2,100,000 WSDOT \$3,169,286 TIB \$ 601,989
SR 522 Stage 2B (Design and ROW only)	256,759	0	0	199,825	0	0	0	456,584	0	
SR 522 Stage 3 (Design and ROW only)	264,061	0	0	886,989	0	0	0	1,151,050	9,060,950	
Totals								94,343,910	9,060,950	

GRAND TOTAL \$103,404,860 Total Invested and Committed

January 20, 2016

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



City of Bothell™

RE: City of Bothell Comments on Sound Transit 3 Candidate Project List

Dear Sound Transit Board Members:

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Candidate Project List, as presented to the Board on December 4, 2015. Specific comments are provided in the attachment.

Bothell is committed to creating a transit- and pedestrian-friendly downtown core. The ST Board identified “preparedness for the next phase of transit improvements” as a significant criteria for candidate projects. Bothell’s investment of over \$100 million in public infrastructure demonstrates our preparedness and signals our commitment. It is vital that the final ST3 package includes funds to assist Bothell in the development of the critical transit elements for our community and others in north and east King County. The City’s 2015 Comprehensive Plan Update includes transit-supportive policies to ensure transit enhancement for the active mobility of all people. We believe the Candidate Project List includes the projects needed in Bothell to continue the progress on our downtown revitalization plans, in particular Projects N-10, N-09, P-03, P-04 and P-08.

The City of Bothell will continue to coordinate with Eastside cities as well as North Lake cities in the development of transit plans. We want to enhance our transit connections between downtown Bothell and the northern part of the city served by Community Transit (CT). High Capacity Transit plans with CT through their SWIFT projects are underway but terminate at Canyon Park and I-405. Completing the ST3 plans identified (E-02B Seg A) will initiate the continuation of the SWIFT program to link up with ST and King County Metro service, thus enabling more efficient citywide service. We fully encourage increasing transit service through added HCT connections as the next step towards long range light rail service (E-02B Seg A, P-03, P-04 and P-08). Our goal is that transit becomes an increasingly reliable and resourceful means of transportation for our residents and those employed or visiting here.

Sound Transit’s success in the North Lake Washington region will be an important indicator for the continued support for future transit initiatives. The projected growth within the near future in Bothell and surrounding areas is a reality that must be addressed. We urge the Board to keep the projects referenced in the attachment in the final ST3 package to ensure a balanced, workable system that enjoys widespread regional support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Andrew J. Rheume'.

Andrew J. Rheume
City of Bothell Mayor

cc: Kathy Leotta, Sound Transit Senior Transportation Planner
Soundtransit3@soundtransit.org
emailtheboard@soundtransit.org
boardadministration@soundtransit.org

Public Works Department
18415 - 101st Avenue NE
Bothell, WA 98011
425.806.6800
www.bothellwa.gov

The City of Bothell appreciates the inclusion of the following projects in the Candidate Project List and strongly supports them for the Final System Plan and ST3 ballot measure.

Project N-10 – BRT on SR 522 to the Vicinity of UW Bothell

- 300 space park-and-ride facility and transit center in downtown Bothell
- Construction of the remaining BAT lanes along SR 522 between Downtown Bothell and the west city limits including sidewalk upgrades.

Project N-09a/N-09b – 145th St & SR 522 Bus Rapid Transit

- BRT on SR-523/NE 145th Street to connect to I-5 Link Station

Project E-02B-SEGA Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital Option)

- Parking garage and BRT station at Bothell's Canyon Park regional growth center
- BRT station at UW Bothell/NE 195th Street
- Parking garage, BRT station, and direct access ramps at Brickyard Road

Projects P-03, P-04, and P-08

- HCT Study: Access and Connection on NE 145th Street from SR 522 to Link Light Rail (P-03)
- HCT Study: Northern Lake Washington Crossing (P-04)
- HCT Study: Light Rail on SR 522 (P-08)

We believe the Candidate Project List includes the projects needed in Bothell to continue the progress on our downtown revitalization plans. Specific comments on Project N-10 are:

- Please include roadway improvements along the designated NE 185th Street transit corridor to upgrade the corridor to adequate pedestrian and transit standards;
- A \$5 million allotment approved in the previous ST2 package was identified as a key attribute in Project N-10 to assist Bothell towards the initial siting or development of a new parking garage centrally located in the downtown area. This funding alone is insufficient to construct a parking garage. The City is evaluating siting options and working with developers to possibly supplement their development if they include parking for transit use; and,
- The City of Bothell projects warrant funding early in the program given the design effort underway and the developments projected within the next three to five years. Bothell's SR 522 Stage 3 Project includes the BAT lanes identified in Project N-10 above and will be ready for construction by 2017. The completed design and right of way acquisitions will initiate the time limitations required for the City to begin construction due to funding obligations. This project along with our downtown park and ride and transit corridor enhancements would be an early show of success for the implementation of ST3 funding and plans. This win-win benefit will be important to give voters confidence that the ST plans should be supported.

The regional high capacity transit (HCT) and light rail connectivity plans and studies on SR 522 and I-405 are supported by the City of Bothell as a solution to the region's rapidly

increasing congestion. Bothell's location at the center of three major highway corridors suggests that coordinated HCT improvement projects between adjacent jurisdiction regional growth centers will be vital in providing regional transit access for the community and the UW Bothell/Cascadia College campus. This is addressed and supported through all projects listed above and therefore needs to remain on the final ST3 funding package moving forward.



Burien

Washington, USA

City of Burien

400 SW 152nd St., Suite 300, Burien, WA 98166-1911

Phone: (206) 241-4647 • Fax: (206) 248-5539

www.burienwa.gov

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

January 15, 2016

RE: Sound Transit 3 Candidate Projects

Dear Executive Constantine and Board Members:

Thank you for the opportunity to comment on the list of Sound Transit 3 candidate projects affecting the City of Burien and our surrounding region. The Sound Transit Board's decisions in the coming months are critically important for our region. Our City Council speaks with one voice on this important subject.

- It is critically important to Burien that a **Light Rail Transit (LRT) connection from Burien to Sea-Tac Airport and to West Seattle be included on the ST3 list** of projects presented for voter approval in November, 2016. We support the proposed LRT Project C-13 between Burien, White Center, and West Seattle ultimately linking to downtown Seattle, but **Project C-13 should also connect to Sea-Tac Airport**, thus completing the loop and maximizing overall value.
- **Bus Rapid Transit (BRT) project E-02 should terminate in Burien**, not Angle Lake. This would allow for better connections from both West Seattle and the eastside region to Sea-Tac Airport, would take advantage of the existing Burien Transit Center, and would be consistent with Sound Transit's adopted Long Range Plan. A seamless connection from Tukwila International Boulevard Station to the airport will also be critical for travelers and workers.

We believe our recommendations meet Sound Transit's adopted evaluation criteria by serving diverse and lower income communities, connecting designated growth centers to the spine, improving system integration and supporting transit-oriented development. New transit service is also essential to serving projected growth and demand at Sea-Tac Airport. Attached are additional points for your consideration.

We are excited by the opportunity that ST3 offers, and we appreciate your service on the Board. If you have questions, please contact Burien City Manager Kamuron Gurol at 206-248-5503.

Sincerely,


Lucy Krakowiak
Mayor

CC: Sound Transit Board
Burien City Council

Burien Comments to the Sound Transit Board

In previous correspondence, Burien has conveyed the need to connect to Sea-Tac Airport and to West Seattle / Downtown Seattle via LRT. Here are additional reasons why this is so important:

1. Unprecedented growth at Sea-Tac Airport and worsening congestion

The ST3 opportunity is our chance to build the infrastructure we need to serve the unprecedented growth projected at Sea-Tac Airport. From the Port's Sustainable Airport Master Plan, we know that:

- Sea-Tac Airport continues to be the fastest-growing airport in the nation.
- Annual airport passengers are projected to increase by more than 75% from today to 2034.
- The Port anticipates spending more than \$10 Billion to accommodate this growth and expects airport-related commerce and jobs, and transportation demands, to grow proportionately.

We appreciate the Board thoroughly considering this in finalizing the list of ST3 projects.

2. Gateway project on SR 509 will impact workers and travelers

With the new Puget Sound Gateway project, WSDOT will complete SR 509 southward to I-5. While this benefits freight traffic, it will also fundamentally change the function of this important transportation corridor. Many more large trucks will significantly reduce the reliability of commuter travel to and from employment centers in the Duwamish Industrial area, SODO and downtown Seattle, including those who currently ride the bus lines that serve this corridor. Airport workers, travelers, and commuters will need alternatives to SR 509 for travel between downtown Seattle and the Airport, and Burien commuters will need transportation alternatives to reach job centers throughout the Seattle metropolitan area. Again, ST3 offers a genuine opportunity to anticipate and respond to these impacts with reliable and clean LRT and BRT modes.

3. Bus Rapid Transit – another piece of the puzzle

The candidate project templates also evaluate the BRT mode of transit. Burien agrees that BRT is an important component of the ST3 package. Because Burien needs both a connection to the airport and to the I-405 corridor, Project E-02 must terminate in Burien. New BRT service along this corridor, in combination with LRT, offers solutions to the increasing travel challenges throughout our region. A seamless connection from Tukwila International Boulevard Station to the airport, specifically between BRT and LRT, will be critical for travelers and workers.

4. Serving a diverse and growing community

Burien ranks among the most ethnically and socioeconomically diverse cities in the region. Nearly one-fifth of our residents classify as low-income. A growing population which includes seniors will rely more heavily on transit than ever before. Already, Burien contributes over \$6 Million per year to fund Sound Transit. To fulfill our role in accommodating growth and in anticipation of future LRT and BRT service, Burien is actively building a walkable, dense downtown core complete with a centrally-located transit center. Public infrastructure projects here will leverage other private investments to bring genuine, positive benefits to a wide range of existing and future residents and to our region as a whole.



City of Des Moines

ADMINISTRATION
21630 11TH AVENUE SOUTH, SUITE A
DES MOINES, WASHINGTON 98198-6398
(206) 878-4595 T.D.D.; (206) 824-6024 FAX:(206) 870-6540



January 19, 2016

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

The City of Des Moines is writing to provide requested input on the scope of the candidate ST3 projects of interest to our City. We understand that this input will help further refine ST's draft system plan for public comment and review this coming spring.

We remain fully supportive of Sound Transit's long standing policy of sub-area equity with respect to South King County-funded projects and strongly support first completing the voter-approved, but deferred ST2 project extending light rail from the Kent/Des Moines station opening in 2023 to Star Lake (S. 272nd St.) (S-01) as the Board's top deferred project, preferably out of existing tax levels and FTA funds, as quickly as funds can be made available.

Then we'd advocate that the light rail spine should be completed to Federal Way Transit Center (S-02) as quickly as possible along the FWLE alignment expected to be approved by the Sound Transit Board and Federal Transit Administration (FTA) in 2016. This is especially important to residents of the City of Des Moines, other FWLE corridor cities and Highline College, and other South King County residents because it improves access to jobs in the urban and job centers at Sea-Tac International Airport, Seattle, and University of Washington, but equally important, to job centers in Federal Way and further south to Tacoma and Pierce County. It will also help accelerate transit oriented development near the new light rail stations in South King County.

During the City's participation in FWLE planning, two of the potential regional ST3 projects have become especially important to supplement existing project funding. R-05: System Access Program providing enhanced funding for pedestrian and bicycle access, bicycle parking and transit service, and R-07: Transit-Oriented Development providing TOD support beyond the project planning phase. If the full potential of ST's substantial capital investments in light rail are to be fully realized, much more attention must be given to non-auto access to light rail stations and TOD around those stations, especially in South King County where robust local east-west transit service does not exist, and where economic development is lagging behind other parts of the County.

Extending the system south as fast as possible by using lower costing alignments and station locations (S-03) should be relatively high on the Board's priority project list because of its service benefits to moderate and low-income residents, many of which are minority. This should be a higher priority than system expansion north or east or more slowly developing an enhanced

system with more stations because of the demographic populations served. Such an approach would also be better supported by voters looking to make the most cost effective use of their tax dollars. Planning and environmental analysis of alternative alignments and station locations should be completed to extend South Corridor light rail to the Tacoma Dome Station and then further south to Tacoma Mall so that system extension south of Federal Way would be environmentally and FTA approved thereby enabling construction as soon as funds became available and allowing cities along the corridor to do supportive land use planning.

Sounder station service, train platform, parking and access enhancements in Kent and Auburn are strongly supported (S-06, S-07, S-08, S-09 and S-10). Kent Sounder Station improvements would be of most benefit to the City of Des Moines.

The City recommends the following potential High Capacity Transit Planning studies receive high priority:

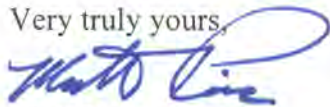
1. P-05: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station.
2. P-06 Light Rail Directly Linking Burien to Tukwila and Renton

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

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

The City of Des Moines and its elected leaders remain fully committed to continue to work with Sound Transit staff and the Board to refine a Sound Transit 3 proposal that meets the needs of all affected agencies and the public we serve, provides proportional and substantiated benefits to our South King County citizens based on their financial contributions, and one which voters will approve in November 2016.

Very truly yours,



Matt Pina, Mayor
City of Des Moines

Cc: Des Moines City Council
Tony Piasecki, City Manager
Dan Brewer, Planning, Building and Public Works Director



CITY OF EDMONDS

CITY HALL • THIRD FLOOR
121 5TH AVENUE NORTH • EDMONDS, WA 98020 • (425) 771-0247 • fax (425) 771-0252
www.edmondswa.gov

OFFICE OF THE MAYOR

DAVE EARLING
MAYOR

January 20, 2016

Sound Transit Board
C/O Dow Constantine, Chair
401 S. Jackson Street
Seattle, WA 98104-2826

Re: City of Edmonds Comments on Sound Transit 3 (ST3) Candidate Projects

Dear Sound Transit Board:

Thank you for identifying a range of ST3 candidate projects and seeking local government input on them. Our city sees well-planned regional transit as an important part of meeting transportation needs. We have reviewed the ST3 candidate projects most relevant to our city and have the following comments.

Alignment to Everett:

Three options were identified for a light rail corridor alignment between Lynnwood and Everett. Our city supports Option 1, which brings the alignment through the industrial area, where a large employment base exists. Serving this large employment base with light rail will help reduce future road congestion in our region. We think many voters will also see the appeal of Option 1 for future funding. (Note: The Edmonds City Council President and I have submitted a separate letter on just this topic.)

N-03 Edmonds Permanent Station:

This project was deferred from ST2 because design and funding issues have not been resolved for doing this project in conjunction with a WSDOT multimodal facility that could include a new ferry terminal. We think the permanent station and parking facility should stay on the ST3 list, at least until more is known about ferry access opportunities. Meanwhile, an open air station and some surface parking is serving the site.

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

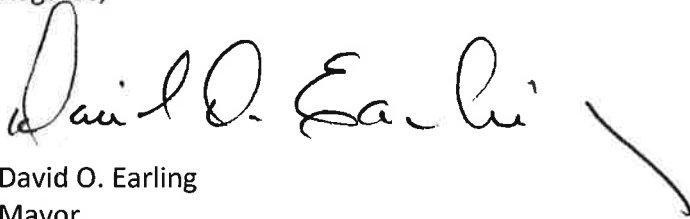
We recognize that funding is tight. However, it would be good to ensure at least the possibility that a future station can be built at this location. A station here would serve not only the employment base in the immediate vicinity but also could serve users of Swedish Hospital and other medical facilities, as well as residents of Edmonds seeking to go north or south via light rail. Again, having the alignment properly designed for this potential can be done under ST3, even if the station itself is not part of the current ST3 package.

N-06 Mountlake Terrace Parking Garage:

An additional parking garage at the future 236th Street light rail station site could be useful for riders outside the immediate area of the station, including from Edmonds. Of course, another option is to partner with other agencies to ensure frequent and convenient east-west bus connections to the station. Alternative options include: a smaller size park-and-ride garage; a mixed use garage that attracts more riders; or a partnership that provides satellite parking. With the new roadway access between Edmonds and Mountlake Terrace under construction, many Edmonds residents will want to take light rail from this station. They will benefit from either additional parking at (or near) the station or much better east/west bus connections.

Thank you for your consideration.

Regards,

A handwritten signature in black ink that reads "David O. Earling". The signature is written in a cursive style with a long, sweeping tail on the final letter.

David O. Earling
Mayor

CC: Edmonds City Council
Shane Hope, Edmonds Development Services Director



CITY OF EDMONDS

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121 5TH AVENUE NORTH • EDMONDS, WA 98020 • (425) 771-0247 • fax (425) 771-0252
www.edmondswa.gov

OFFICE OF THE MAYOR

DAVE EARLING
MAYOR

January 20, 2016

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

Subject: Sound Transit Extension to Everett

Honorable Chair Constantine and Sound Transit Board Members:

As you know, light rail service to Everett has been an underlying goal of the original Regional Transit Authority (RTA) and ultimately Sound Transit since 1994, when the RTA passed a resolution stating that, following Sound Move Phase I, "priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma and Bellevue." That resolution further stated that "extension of light rail service to Everett shall be a first priority in Phase II."

As the ST Board further reviews and refines the project list, including crucial light rail alignments, to be put to the voters in November, it is vital that the most advantageous alignment to Everett be chosen.

As Mayor and City Council, on behalf of the City of Edmonds, we wish to state that in our community, as well as throughout South Snohomish County, the overwhelming consensus has coalesced behind a preferred alignment to Everett via the Paine Field industrial area. Alignment through that area would serve a large employment base, thereby maximizing the effect of curbing regional traffic congestion. In short, this alignment meets all of the regional needs and the Sound Transit Board's core priorities.

We truly believe that this alignment will serve the greatest number of future users and, thereby, have the greatest potential to garner support at the ballot box.

Thank you for your deliberation over this important issue and for taking the time to consider community input such as ours.

Sincerely,

David O. Earling
Mayor

Kristiana Johnson
Council President



OFFICE OF THE MAYOR

Ray Stephanson
Mayor

January 19, 2016

Hon. Dow Constantine
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

RE: Light Rail Alignment and Station Locations from Lynnwood to Everett in ST3

Dear Chairman Constantine:

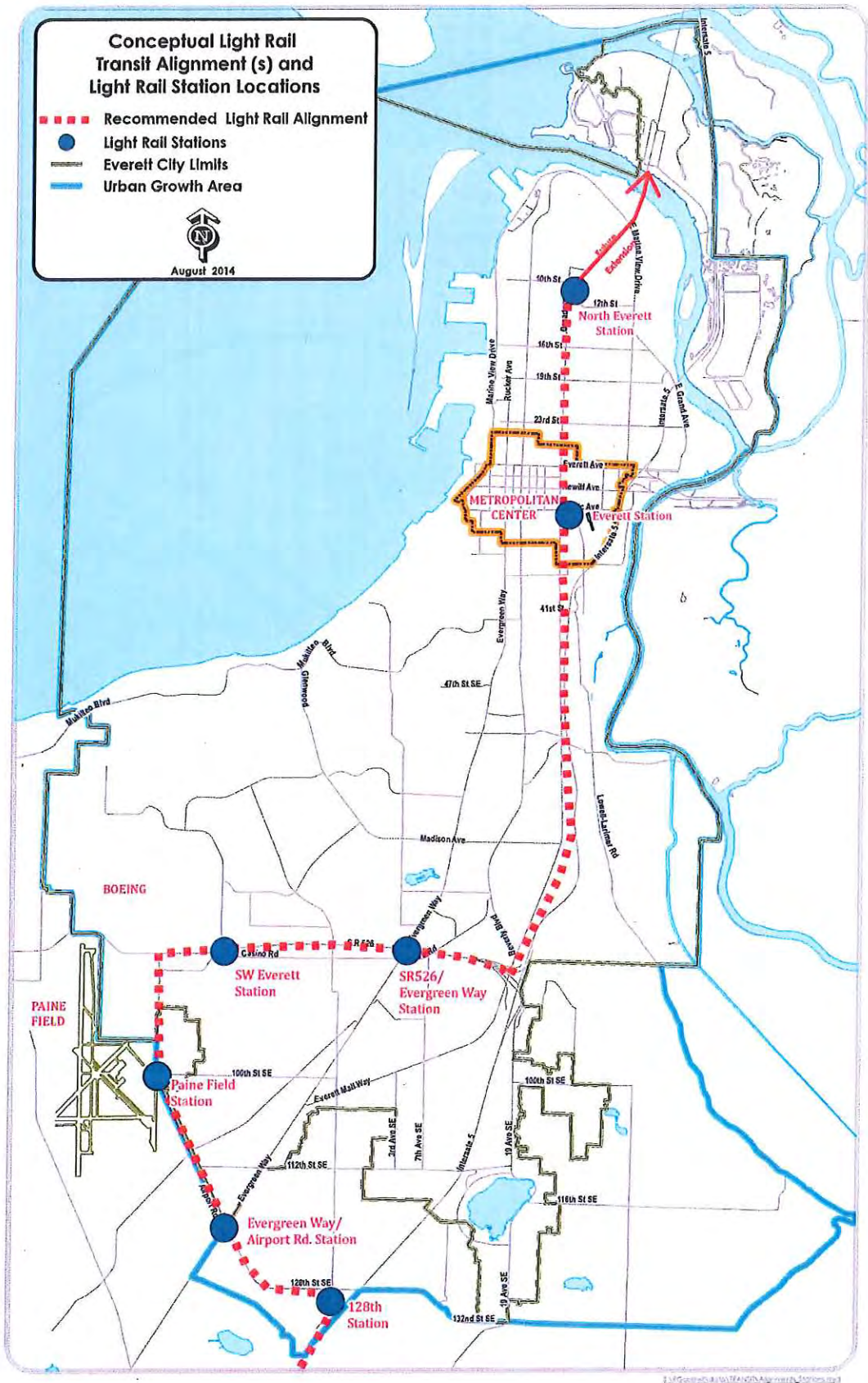
The decisions concerning the light rail alignment and station locations for Sound Transit Phase 3, which will extend the light rail system from Lynnwood to Everett, are critical in implementing the regional vision and connecting the regionally designated growth centers within the Sound Transit district. I would like to offer the City of Everett's recommendations as the Board of Directors considers how to structure the plan for ST3 in preparation for a November, 2016 ballot.

1. The light rail transit (LRT) system must serve the SW Everett Manufacturing and Industrial Center (MIC). The City of Everett advocates for a revised Option 1 which we will describe in this letter.
2. The ST3 candidate projects show 3 options, for which Sound Transit has prepared preliminary estimates of cost, ridership, travel times and other data. The most significant difference shown in the graphic with the release date of 12-04-15 is in the line "Connection to PSRC-Designated Regional Centers. Only Option 1, Via SW Everett Industrial Center, connects 3 regional centers, while the other two options only connect 2 centers. Options 2 and 3 fail to connect to the largest job center, and the only MIC, in Snohomish County.
3. Transportation infrastructure investments are the most effective way to support the desired regional growth strategy, which is based upon concentrating growth in regionally designated growth centers. Any alignment that fails to serve the SW Everett MIC is a failure in that it a) is inconsistent with the Vision 2040 Regional Growth Strategy (RGS); and b) reinforces the status quo land use and commute patterns.

4. The RGS designates the SW Everett MIC for substantial job growth in order to provide increased opportunity for economic development and employment growth in Snohomish County. In order to affect this shift in growth as called for by the RGS, the light rail transit investment must support the land use priorities with an alignment and station locations that create a fundamental shift in current land use patterns and commuter behavior.
5. As depicted on the graphic comparing the three options, Option 1 has the greatest ridership and serves the greatest number of employees among the three options. It also has the longest travel time to Lynnwood, especially in comparison to Option 3. We have some skepticism about the estimated ridership levels among all three alternatives being nearly identical. The Lynnwood to Everett HCT study showed Option 3 as having only 35,000 to 43,000 riders. How did this alignment's ridership grow by 7,000 to 13,000 additional projected riders? Assuming that the revised ridership numbers are based on tolling I-5, and the increased ridership estimate is accurate, it is critical to consider which centers and which commuters are served by Option 1 (Via SW Everett Industrial Center) and Option 3 (Via I-5), and which option is more supportive of the RGS.
6. If the revised Option 3 ridership numbers now are only slightly lower than Option 1, without serving SW Everett, how can the ridership numbers be so close? If the numbers are accurate, it appears that there is a greater number of commuters accessing the light rail system in Everett to travel south outside Everett to employment in Seattle. Option 3 appears to be just a continuation of existing travel behaviors, reinforcing existing land use patterns. Option 3 will serve residents north and east of Everett (and outside of the Sound Transit district), who will park their cars in Everett, and commute to jobs in Seattle (which does not benefit economic development and job growth in Everett). This means that Everett's regional function within the LRT system is as a park and ride facility for commuters who reside largely outside the RTA district. This option does not support growth or density goals in Everett, or fundamentally change commute patterns from those that exist today.
7. Option 1 traverses industrial land in the SW Everett MIC / Paine Field area where appropriately zoned land exists to site an operations and maintenance base. The other Options do not serve industrial areas with appropriately zoned land for this facility.
8. A station in the vicinity of the Everett Boeing plant, as indicated by Candidate Project N-02a, is critical to the support of Boeing and aerospace development and employment growth. Two critical details that we assume will be part of the more detailed planning process include: a) a convenient pedestrian connection from the station, which appears to be located on the south side of SR 526, across the highway to the Boeing plant site; and

b) facilities for local transit access for riders to change modes in order to access other employment areas within the SW Everett MIC. The convenience for pedestrian and transit access to the LRT station will be critical to maximize ridership for this station area. There are currently 20,000 employees working in the Boeing assembly plant and an additional 6,000 in the office towers located at 75th Street and Seaway Boulevard.

9. The City of Everett opposes an alignment in the Evergreen Way corridor. In our recent Evergreen Way Corridor Revitalization Plan process, the City and stakeholders determined that locating a light rail alignment in this corridor will have disruptive impacts to the business interests in this corridor. Also, the opportunities for transit-oriented redevelopment within the Evergreen Way corridor north of SR 526 are fairly limited by well-established neighborhood land use patterns. This corridor is already served by frequent Swift Bus Rapid Transit (BRT) and Everett Transit local bus service. Our preferred alignment will have a station located at two intersections with Evergreen Way (at Airport Road, and at SR 526) where access between the BRT, local, and LRT modes can be provided.
10. Instead of an alignment that uses Evergreen Way as indicated by Candidate Projects N-02a and N-02b, our preferred alignment is identical to N-02a north from Lynnwood up to the point where it reaches Evergreen Way. Rather than turning north on Evergreen Way, we would realign the route to continue east from a station located at Evergreen Way and SR 526, along SR 526 to the vicinity of south Broadway. From there it would turn north and follow either south Broadway or I-5, whichever is more cost effective and minimizes impacts to neighborhoods, up to the 41st Street interchange. Rather than following I-5 north of 41st Street, it would follow the Broadway corridor up to the vicinity of Everett Station. The map on page 4 of this letter illustrates this concept.
11. In our recent conversations with Sound Transit staff and consultants, it is clear that the top priority for refining the alternatives is to reduce capital and operational costs. We believe the alignment described above reduces cost in the development of stations by eliminating two stations each identified in Candidate Projects N-02a and N-02b. These include a station on Evergreen Way in each option, and a station on Pacific Avenue for each option. Our preferred alignment would also eliminate the option that would route the LRT up Rucker Avenue to Pacific Avenue, with a turn to the south to get to Everett Station.



12. Everett does not support the Evergreen Way – Rucker Avenue alignment for another important transportation-based reason. Rucker Avenue between 41st Street and Pacific Avenue is part of the planned freight access route from Interstate 5 to the Port of Everett. This corridor will be used to transport large freight transport vehicles and oversize loads from the port to Boeing and other destinations. An elevated or at-grade light rail facility in this corridor would undoubtedly present conflicts with critical freight movements.
13. After a field visit with ST staff and consultants, we suggest that the northbound approach to Everett Station be in the Broadway corridor, between Broadway and Everett Station in the vicinity of Pacific Avenue (either north or south of Pacific), where it would serve both the Everett Station and downtown Everett more effectively. We understand that this recommended location for a light rail terminal will not require a change in the Candidate Project list or description. However, the alignment is different than the options for N-02a and N-02b. This northbound alignment on Broadway positions the light rail to continue north on Broadway to north Everett, in the college district, via Candidate Project N-01.
14. We understand that the total revenue available for the ST3 ballot measure is dependent on the length of time selected for the finance package. We recommend a finance package that is large enough to complete the system and robust enough to build a complete system that includes the extension represented by Candidate Project N-01. Everett supports a finance package that completes the regional high capacity transit system for the areas within the current district boundaries. The inclusion of Candidate Project N-01 will position Sound Transit for a future expansion of the system and district beyond Everett in a future expansion, which will be necessary by the time the light rail system is extended to Everett in ST3.
15. Candidate Project N-01 should be included in the plan presented to voters because it will serve a regionally important educational center (Washington State University, Everett Community College) and regional medical center (Providence Regional Medical Center Everett). These growing institutions serve thousands of students and patients, and employ close to 4,000 workers. These numbers will continue to grow by the time LRT reaches Everett, and the inclusion of Candidate Project N-01 will greatly improve access to higher education, medical services and employment.
16. A station at Paine Field in the vicinity of 100th Street SW will become increasingly important as aerospace related businesses grow and flight operations increase, including the likelihood of commercial passenger flights from Paine Field in the future. If a station is not included at this location as a part of ST3, it is critical that ST3 adequately plan for, anticipate, and facilitate the addition of a future station at this location.

17. We do not support a construction of a parking facility in the vicinity of Evergreen Way and Airport Road.

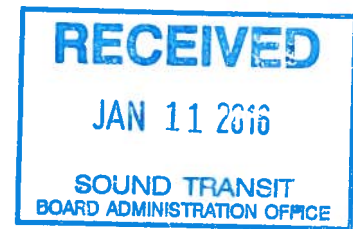
We appreciate your consideration of these recommendations. With the Vision 2040 growth expectations for Everett as the metropolitan center for Snohomish County, we believe including our recommendations in the refined version of the ST3 package of projects is necessary to fulfill the regional vision. Options 2 and 3 fail to support the SW Everett MIC. The Option 2 alignment within Everett is already served by frequent Swift BRT and Everett Transit local bus service. Option 3 fails to support Everett's and Snohomish County's economic and employment growth goals. Only Option 1, with the modifications recommended herein, implements the regional growth consistent with Vision 2040.

Sincerely,



Ray Stephanson, Mayor

Cc: Everett City Council
Paul Roberts, Vice Chair Sound Transit Board of Directors
Dave Somers, Snohomish County Executive and member ST Board of Directors
Dave Earling, Mayor of Edmonds and member ST Board of Directors



Jim Ferrell, Mayor

January 5, 2016

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

Re: Comments on ST3

Dear Chair Constantine:

Thank you for the opportunity to comment on the projects to be proposed for ST3. The City of Federal Way is excited about the potential for ST3 to augment our efforts to develop a vibrant City Center. We appreciate the responsiveness of your staff and their creativity in addressing our concerns, particularly through the Federal Way Link Extension environmental process.

The City of Federal Way strongly supports completion of those projects that had been committed to ST2, and therefore urges that the highest priority should be extension of Link light rail to at least S 272nd Street (Project S-01). The next priority would be Link extension to the Federal Way Transit Center (Project S-02), followed by extension to Tacoma. We continue to prefer an I-5 alignment through Federal Way (Project S-03-SegA), though we would defer to Milton, Fife, and Tacoma for exact alignment and station locations in those cities. Completion of the light rail spine should be the highest priority in the South King subarea.

The City also supports efforts to manage demand for parking at Sound Transit facilities, which may include a variety of schemes, but could also include support of feeder transit service from local providers, particularly from under-utilized park-and-ride lots at S 320th Street and Twin Lakes.

If you have any questions, please feel free to call me at (253) 835-2402.

Sincerely,

A handwritten signature in black ink that reads "Jim Ferrell".

Jim Ferrell,
Mayor

cc: City Council (7)
Marwan Salloum, PE, Public Works Director
Michael Morales, Community Development Director
Rick Perez, P.E., City Traffic Engineer
Isaac Conlen, Planning Manager
Day File (do not include enclosures)



January 21, 2016

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

Honorable Sound Transit Board members:

The City of Fife remains committed to provide any support we can to help place the ST3 ballot measure before the voters in November 2016. The City Council and our staff are committed to work shoulder to shoulder with the Transit Board to support the measure.

On January 19, 2015 your staff, Chelsea Levy and Eric Chipps, provided an exemplary presentation on the status of ST3 and answered many questions on the Federal Way to Tacoma Dome spin extension. The purpose of this correspondence is to provide supportive comments and our strong preferences as you deliberate and move forward. In summary, the City of Fife requests that the Sound Transit Board:

- **Include project S-04 in the ballot measure:** *“That would extend light rail from the Federal Way Transit Center area to Tacoma Dome Station generally following SR 99 in a primarily elevated profile or with a mix of elevated and at-grade sections.”*
- **Support the station in Fife:** consistent with our Comprehensive Plan and all the best practices for Transit Oriented Development
- **Partner with the Puyallup Tribe of Indians:** and all the citizens in Fife to further enhance the quality of life for all our citizens and business.
- **Enhance agency collaboration:** immediately to ensure that the WSDOT direction for “practical design” is initiated into Puyallup River crossings and SR167 Gateway extension to fully realize to the maximum extent possible:
 - Environmental protection;
 - Cost efficient savings for engineering and construction; and
 - Streamlined public process for planning and permitting.


As we have discussed, this needed light rail project is consistent with our Comprehensive Plan calling for a new “Fife City Center” (Regional Center). The Light Rail is also consistent with each of our 2015/16 Council goals to:

- Proactively promote the future of the City through completion of the City Center vision process and supporting documentation.

- Design and implement with key stakeholders, a transportation system that brings people together, encourages people oriented development while assuring the smooth flow of commerce by;
 - Assuring that transportation solutions consider long-term impacts on quality of life in a comprehensive manner.
 - Focusing capital expenditures on community connectivity, putting a priority on those projects which serve to fill the gaps in the network.
 - Identify and implement a cross railroad right-of-way connector solution.
- Foster a style of government that proactively engages the public; is transparent and easily accessible.
- Maintain and enhance levels of service through efficiencies and partnerships.
- Promote Intergovernmental Cooperation in Regional Planning and other areas of common interest.

Thank you for the opportunity to comment on the work that has been completed. Again, the City of Fife remains committed to provide any support we can to help place the ST3 ballot measure before the voters in November 2016.

Sincerely,



Winston Marsh
Mayor
City of Fife

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Marilyn Strickland, Mayor City of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Lynn Peterson, Director WSDOT, POB 47370, Olympia, WA 98504-7370



CITY OF
ISSAQUAH
WASHINGTON

City Council

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

issaquahwa.gov

Jan. 19, 2016

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

Dear Chairman Constantine and the Sound Transit Board:

Thank you for the opportunity to provide feedback on Sound Transit's candidate projects for a potential ST3 ballot measure.

We greatly appreciate your planning efforts to meet our region's rapidly-growing mobility demands, and are excited for the year and decades ahead.

Here in Issaquah, we are tackling growth challenges head on. Our Central Issaquah Plan will transform Issaquah's 1,100-acre commercial core, which surrounds Interstate 90, into an urban area that meets our goals for environmental protection, jobs, housing and rapid transit.

In addition, the Puget Sound Regional Council's (PRSC) Executive Board recently approved Issaquah's application for a regional growth center designation in our central area.

To ensure its success, Issaquah's new urban growth center requires frequent and consistent transit service.

We request that the Board fully fund the following candidate projects in and near Issaquah:

- E-03: Build light rail from Kirkland/Totem Lake to Issaquah via Bellevue.
 - Build a new structured parking facility in Central Issaquah that includes at least 1,000 stalls, as well as 500 stalls at a new facility in Lakemont.
 - Ensure alignment is consistent with the Central Issaquah Plan.
- R-01: Enhance ST Express service.
 - We understand Sound Transit is still developing a plan for enhanced ST Express service. Please include additional express bus service along the I-90 corridor (Issaquah to Bellevue/Mercer Island) in the final package.
- E-05: Build a new park-and-ride facility in north Sammamish.
- P-02: Perform a HCT study from the Issaquah Highlands to Overlake via Sammamish/Redmond.

We also strongly advocate for the following Eastside projects, as detailed in the Eastside cities' joint ST3 candidate projects comment letter dated Jan. 19, 2016:

- E-01: Extend East Link to downtown Redmond.
- E-02: Fully implement Bus Rapid Transit (BRT) on I-405.
- E-04: In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- N-09 and N-10: Build BRT on 145th Street and SR 522 to connect with North Link.

In addition, we urge Sound Transit to:

- Focus on non-motorized station access improvements, such as pedestrian and bicycle facilities.
- Leverage transit-oriented development opportunities.
- Ensure integration with local bus service, regional express service, bus-rapid transit, light rail and King County Metro's service.
- Work closely with the PRSC to ensure Sound Transit has the most current growth estimates when calculating ridership numbers for the candidate projects.

Issaquah supports a long-range plan that ensures full funding of light rail from Kirkland/Totem Lake to Issaquah, as well as enables Sound Transit to develop a broader package that meets the needs of the entire region.

We look forward to working with you as our community plans for growth – and mobility – in the decades ahead.

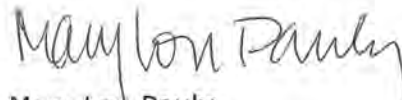
Sincerely,



Fred Butler
Mayor



Stacy Goodman
Council President



Mary Lou Pauly
Deputy Council President



Eileen Barber
Council Member



Tola Marts
Council Member



Bill Ramos
Council Member



Jennifer Sutton
Council Member



Paul Winterstein
Council Member

RESOLUTION NO. 2016-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ISSAQUAH, WASHINGTON PROVIDING INPUT TO THE SOUND TRANSIT BOARD ON SOUND TRANSIT 3 CANDIDATE PROJECTS.

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

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

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

WHEREAS, Sound Transit is crafting a ballot measure that voters could consider as early as November 2016 building upon the existing mass transit system of light rail, commuter rail and bus services; and

WHEREAS, the Sound Transit Board seeks input on the scope of its technical reports developed for the ST3 candidate projects; and

WHEREAS, the cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell share interests in the Sound Transit Phase 3 (ST3) System Plan.

NOW, THEREFORE, BE IT RESOLVED that the City of Issaquah supports the attached Eastside cities joint comment letter and City of Issaquah letter to the Sound Transit Board as substantially written.

PASSED by the City Council this 19th day of January, 2016.


STACY GOODMAN, COUNCIL PRESIDENT

APPROVED by the Mayor this 19th day of January, 2016.


FRED BUTLER, MAYOR

ATTEST:


TISHA GIESER, DEPUTY CITY CLERK

APPROVED AS TO FORM:


OFFICE OF THE CITY ATTORNEY

RESOLUTION NO: 2016-02
AGENDA BILL NO: AB 7117
DATE PASSED: 1/19/16



City Of Kenmore, Washington

January 21, 2016

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

Dear Chairman Constantine and Members of the Board:

On behalf of the City of Kenmore, I am writing to acknowledge proposed projects N-09, N-10, and P-08 as system plan candidates for Sound Transit 3. We are thrilled to see these projects listed with the detailed information provided by your team.

The following transit projects are critical for the SR 522/523 corridor as growth and congestion continues in the North Lake part of the region:

1. Bus Rapid Transit on SR 522 and NE 145th Street (SR 523)
2. Structured Parking on the SR 522 Corridor
3. Study for Future Light Rail

We are very pleased that the above requests are addressed in N-09, N-10, and P-08 and we ask that you consider the SR 522 and SR 523 projects as one joint project in your further deliberations. We strongly urge you to retain this joint project in the final ST3 system package. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work.

These projects make even more sense given land use planning decisions made by north King County cities. For example, Kenmore recently adopted a Transit Oriented Development District along the SR 522 corridor, opening the way for more than 70 acres of land along SR 522 to develop to higher density, transit-friendly standards.

In addition, other underdeveloped land along SR 522 is poised for higher density residential and commercial development. The 45-acre Lakepointe project, for example, is directly on SR 522 in Kenmore and under contract with a large residential developer who plans to construct approximately 1,200 high-density residential units and significant commercial development as well. Lakepointe is shown in the following image:



We also want to reiterate that Kenmore is on a major cross-lake corridor, not just for cars but for other modes of transportation—the Burke Gilman Trail, for example. These multimodal assets, combined with Kenmore’s top-of-the-lake location and solid ridership market, make an even stronger case for Sound Transit investments on the SR 522/523 corridor.

The analysis of the Sound Transit 3 candidate projects is very well done, and we compliment Ric Ilgenfritz and his team for the work they’ve accomplished in bringing the project templates together. We offer the following additional information to the discussion:

- **Ease of Non-Motorized Access** – The communities surrounding the SR 522/523 corridor have made safe and comfortable non-motorized access to transit a top priority. Shoreline, Lake Forest Park, Kenmore, and Bothell’s Transportation Plans all prioritize walking and biking and identify future improvements to the non-motorized network. In 2014, Kenmore convened a Citizen Committee on Pedestrian and Bicycle Safety, restriped 61st Avenue NE to provide dedicated bike lanes, and implemented a number of enhanced midblock crossings throughout the city. Kenmore’s 2015 Transportation Element also includes significant enhancements to pedestrian and bicycle facilities on the West Sammamish River Bridge, Juanita Drive, and other City arterials that access the SR 522 corridor. The corridor’s proximity to the Burke Gilman Trail provides convenient non-motorized access that is appealing for pedestrians and riders of all ages and abilities.
- **Percent Non-Motorized Access** – The Sound Transit analysis used an understandably high level measure to gauge the percent of riders using non-motorized access. The methodology focuses on intersection density and station typologies, but does not consider

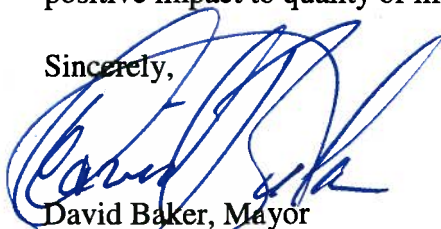
the presence of the Burke Gilman Trail or the quality of pedestrian and bicycle facilities in the vicinity. Both the Burke Gilman Trail and Juanita Drive are regional cycling facilities. Both Kenmore and Kirkland are planning to make substantial improvements to Juanita Drive, such that cyclists and pedestrians will receive full separation from vehicle traffic. With regards to station typologies, we believe there are opportunities to provide enhanced stations in the emerging TODs and other high density developments in Bothell (UW Bothell and Downtown), Kenmore (TOD District and Lakepointe), and Shoreline (145th Street Station).

- Land Use and Development/TOD Potential – There are a number of planned TODs in the corridor, including UW Bothell, Downtown Bothell, Downtown Kenmore, and 145th Street Station in Shoreline. While the corridor-level averages for population and employment density are approximately 9 people and 3 employees per acre, certain areas within the corridor have densities significantly higher. For example, many of the traffic analysis zones where TOD is planned in the future are expected to have densities of over 15 people/jobs per acre, with most of that development concentrated within a half-mile walkshed of potential stations.

As outlined in the joint letter signed by the cities of Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville, we fully support the case for projects N-09, N-10, and P-08 in the final ST3 package, including the early win, multi-jurisdiction support, grass roots support, and other key points made in the joint letter.

Again, thank you for the opportunity to comment and for all of the hard work you and your staff have put into moving Sound Transit 3 forward. Your efforts are going to make a significant positive impact to quality of life for generations to come.

Sincerely,



David Baker, Mayor
City of Kenmore



OFFICE OF THE MAYOR

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

PHONE: 253-856-5700

January 21, 2016

Sound Transit

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

Dear Mr. Chairman and Sound Transit Board Members:

The City of Kent is pleased to provide comments to the Sound Transit Board on the Sound Transit 3 (ST3) candidate projects. Kent is the fourth largest city in the region and the sixth largest city in the state. Any ST3 package taken to the ballot must provide robust service into and out of Kent, as well as provide connections to our manufacturing employment hub that is the epicenter of the West Coast's second-largest manufacturing and distribution center.

Kent is one of the most culturally diverse cities in the state and in the nation. A number of Kent's communities, groups, and organizations see high-capacity transit as their most viable mobility alternative. For all of these reasons, Kent supports the implementation and expansion of Link light rail and improvements to Sounder commuter rail service.

Foremost, the City has a strong interest in including three high-priority Kent projects in ST3 that were deferred from Sound Transit 2 (ST2) due to the Great Recession. These include the Kent Station access improvements, platform extensions for the South Sounder stations, and the extension of Link light rail to South 272nd Street.

In particular, the Kent Sounder Station access improvements are essential to increase ridership on the South Sounder Line. Sound Transit's access improvement project includes a 450-stall parking garage and a pedestrian bridge, and could also include improvements to pedestrian and bicycle access. Existing parking near the Kent Sounder Station is full by 6 a.m. on a typical weekday, limiting the number of riders who can connect to the regional mass transit system. The Kent Sounder station is the busiest commuter rail station outside of Seattle, with over 3,000 "on" boardings and "off" loadings every day. In the next two years, Sound Transit will add daily trips to the South Sounder line, further intensifying the need for additional station access.

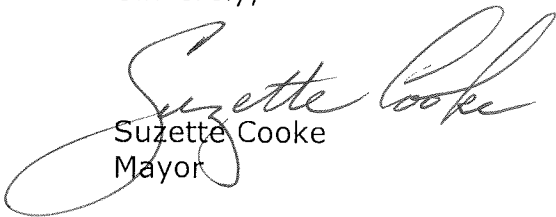
As for Light Rail Transit, the Kent/Des Moines to Star Lake (S. 272nd Street) project is a crucial link in our region's high-capacity transit spine, which is one of the core priorities for the ST3 system plan. Ridership, another core priority, is expected to increase by 3,000 to 5,000 transit riders per day with this expansion. This service provides an important transportation link with the Green River Valley, which contains the second-largest warehousing distribution center on the West Coast and the fourth-largest in the United States. Expanded light rail, robust ST Express bus service, and other transit feeder services will enhance Kent's significant manufacturing employment hub.

Lastly, we urge Sound Transit to continue expanding Sounder service in both directions throughout the day. Kent is encouraged by plans to add one non-peak trip to the South Sounder line, as funded by ST2. This is a great start toward meeting the needs of shift work, non-peak travel demands such as doctor's appointments, access to human service agencies and entertainment options. We must continue the momentum to address these needs, and Kent supports the additional Sounder service in the Sound Transit 3 package.

The City is pleased by the inclusion of a system access program, which would increase pedestrian and bicycle access, bicycle parking and other investments in non-motorized access. This exciting new program would not only enhance safety and public health, but also support transit-oriented development near Sound Transit stations.

We look forward to collaborating with members of the Sound Transit Board on providing services to Kent, and ask that you incorporate our recommendations into the Sound Transit 3 package in the coming months.

Sincerely,



Suzette Cooke
Mayor



January 20, 2016

Sound Transit Board
c/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chair Constantine and Members of the Sound Transit Board of Directors:

As in the past when Kirkland supported Sound Move and ST2, the Kirkland City Council is excited to participate and support the development of future transportation investments for our city and the region. As you asked in your December 7th letter, we have comments on the E-02, E-03 and E-06 candidate projects you are considering.

It is essential for sustainable growth in our part of the region to provide easy access to attractive, frequent, and integrated transportation options serving the Eastside as well as regional connections. Kirkland's current population is 83,460 and is expected to grow to 95,000 by 2035. Kirkland has one regional growth center in Totem Lake, and a second (our downtown) being evaluated for recognition. Transit is the key ingredient that makes these centers, and the growth management requirements, work. We have been a leader in developing jobs and housing densities that fulfill the vision of future growth. Transportation is the key to realizing the vision of sustainable growth in Kirkland.

The reality of geographic constraints requires that both the Eastside Rail Corridor (ERC) and I-405 contribute prominently to additional transportation capacity for Kirkland and the region. In Kirkland, ST3 projects must provide a highly-engaged community with effective transit along Kirkland's portion of the ERC, the Cross Kirkland Corridor (CKC). This spine of service must include integrated connectivity to our downtown, to East Link Light Rail in Bellevue, and essential connections to other transit activity centers and urban centers. Service along the CKC should also respond to community concerns about potential impacts to ensure that the CKC remains a safe, attractive, world-class regional corridor for transit, pedestrians and bicyclists.

The BRT service on I-405 (E-02) must include a key connection at 85th Street to allow efficient access to Kirkland's downtown and to employment centers in east Redmond via Kirkland for regional travel from the north. An additional I-405 access point in the southern portion of the Totem Lake Urban Center will provide for the future job and housing growth already planned and connect to Lake Washington Institute of Technology.

Below is a summary of commitments that Kirkland needs in the ST3 package. Further policy and technical comments are included as a detailed attachment to this letter.

- 1a. Sound Transit should combine E-03 and E-06 and fully fund construction and operation of Light Rail on the CKC/ERC from Totem Lake to Bellevue to Issaquah. However, this

combined project scope must also include flexibility to fund and construct alternative High Capacity Transit modes such as Bus Rapid Transit on the CKC/ERC in Segment A from Totem Lake to Bellevue. The optimal mode choice for this segment should be determined after further analysis and input from Kirkland. If Light Rail is selected the rail guideway should be constructed to also allow use by appropriate bus service similar to the street car in Tacoma.

- 1b. To address community concerns, Sound Transit should partner with Kirkland to ensure that any transit on the CKC will have "zero" emissions, and also solve issues related to noise, safety, parking impacts, visual impacts and environmental impacts.
- 1c. Any Sound Transit project on the CKC must include design and construction of a trail that implements the CKC Master Plan vision for the main trail and preserves accessibility with numerous safe east/west crossings in addition to crossings at street intersections.
- 1d. High Capacity Transit on the CKC should be aligned east of the centerline of the corridor wherever possible to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
2. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.

Thank you for the opportunity to review and comment on the candidate project templates for the ST3 candidate projects. Please don't hesitate to contact us if you have questions or need clarification on any of these requirements. The City of Kirkland is excited to work with you in the months ahead as you shape the ballot measure to provide critically-needed transit service throughout the region.

Sincerely,

Kirkland City Council



Amy Walen
Mayor

City of Kirkland Input on ST3 Candidate Projects

To provide you the best possible input, and to reflect the perspective of our community, the City of Kirkland has undertaken a tremendous public involvement effort around ST3. The Kirkland City Council, Kirkland Transportation Commission, and staff have all been heavily engaged first-hand in public outreach and community conversations. Sound Transit staff has also participated in this public involvement effort and the City of Kirkland greatly appreciates their assistance. The level of community engagement and the thoughtful input provided from members of the public reflect the strong interest and desire for transit in Kirkland. Although there are varying viewpoints on the three ST3 Candidate Projects, Kirkland continues to strongly support transit in our region in general and in Kirkland in particular.

The following is a list of the most frequent concerns heard at public meetings: preservation and enhancement of pedestrian and bike facilities on the CKC; safety at all facilities, with particular emphasis on the CKC; for trail users, access across the CKC, preserving the natural environment, the need for trails and other amenities to coexist with transit – even in the narrower sections of the corridor; elimination/mitigation of sound, odor and emission impacts of transit; construction impacts to the CKC and surrounding properties; and, seamless, easy integration with Metro Transit service, including connecting infrastructure built as part of ST3. The City of Kirkland expects that Sound Transit will make an early commitment to actively address each of these concerns in the planning, design, construction, operation and maintenance of ST3.

Kirkland's Requests in ST3 projects.

The following is a list of initial points that Kirkland would need included in an ST3 project set. This list will be modified, as the templates are refined, and as the ST3 package evolves. The list below represents the known requirements at this time.

These requirements are built around two themes: one is thorough, accurate planning based on adopted policy that will lead to an effective transit system; the other is addressing concerns we have heard from the public. There is, of course, overlap between these two areas and they should be blended to reach the most effective conclusion. The following list draws from both areas:

1. Projects serving Kirkland must deliver capital and service components that significantly advance the structure of transit service in Kirkland. Fulfilling the regional vision of transit on the ERC in Kirkland and Bellevue is key to this objective. Kirkland is requesting that funding be allocated at a level necessary to construct Light Rail on the CKC/ERC with the flexibility to fund and construct alternative High Capacity Transit (HCT) modes such as Bus Rapid Transit on the CKC/ERC from Totem Lake to Bellevue (Segment A of project E-03 and project E-06). In this way, if upon further analysis and public input, BRT or another future HCT mode is deemed the optimal mode for the CKC, the ST3 package will allow it. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses within a shared transit envelop.
2. Any transit on the CKC should address the community's concerns about noise, safety, visual impacts, and environmental impacts.

3. Any Sound Transit project constructing HCT on the CKC should include design and construction of a trail that implements the CKC Master Plan vision for the main trail.
4. Within the bounds of any existing easements, HCT on the CKC must generally be to the east of the centerline of the corridor unless a different alignment is needed to preserve the natural features of the corridor that enhance the trail experience. HCT needs to be on the edges of the CKC to ensure the remaining width is sufficient to fulfill the CKC Master Plan vision.
5. Accessibility across the corridor should be preserved. Numerous access points and safe crossings, in addition to those at intersections, should be provided in keeping with the CKC Master Plan vision.
6. Only vehicles that are quiet and have zero or near-zero emissions¹, such as electric vehicles, should operate on the CKC.
7. Any project for BRT on I-405 should include an in-line station at NE 85th (E-02c1) to serve Kirkland and Redmond, and a second stop serving south Totem Lake. To be successful, the NE 85th in-line station needs to include transit-only lanes (E-02c2) to connect downtown Kirkland and the I-405/NE 85th Street interchange.
8. Sound Transit will need to work with the City of Kirkland to mitigate parking impacts from station locations.

A policy basis for Kirkland's support

As mentioned above, both regional and local transit play an important role in Kirkland's Transportation Planning. In particular, HCT on the CKC has a central role.

Following more than three years of public involvement, the Kirkland City Council recently adopted a number of documents that define Kirkland's future course, including the Comprehensive Plan and the Transportation Master Plan. In 2014, the Cross Kirkland Corridor Master Plan was adopted after a vigorous public outreach program. All of these plans identify HCT on the CKC as a goal toward which the City should be striving.

The Kirkland Comprehensive Plan's 2035 vision of a livable, walkable, green community can only be met with a high quality transit system that connects with the regional system. Developing transit as a realistic alternative for many trip types is one of the foundations of the City's Transportation Master Plan and will best be accomplished when transit can travel on a guideway that is separate from mixed traffic. A separate transit way on the CKC is one way of accomplishing this. The transportation element of the Comprehensive Plan was developed in coordination with the Plan's land use element and its recognition of Kirkland's future growth, including the Totem Lake Urban Center.

Results from the past three community surveys (conducted biennially in Kirkland) have shown traffic congestion as an item that is important to the community but which needs improved

¹ Zero emissions in a practical sense; the intent is to get as near to zero as technically feasible.

performance. Adding better transit options is one several strategies that can be used to reduce traffic congestion.

Along with local policy support for transit on the CKC, there is regional policy basis for HCT on the Eastside Rail Corridor (ERC). The ERC Regional Advisory Council² (RAC) has adopted a policy statement in support of HCT along the entire corridor along with facilities for walking and biking. The RAC's policy vision is consistent with the reasons Sound Transit's purchased an HCT easement on the ERC

In addition to the many policies and long-range plans associated with the CKC, Transit Oriented Development (TOD) at Kingsgate Park and Ride is directly referenced and supported in the City's Totem Lake Business District Plan, in both Goals and Policies.³ This site is an excellent candidate for TOD development, furthering Kirkland's, Sound Transit's and the region's goals for affordable housing, accessible transit, traffic congestion reduction, and reduced carbon emissions.

Comments and questions on the ST3 Candidate Projects and templates

Summary of Kirkland's Comments

1. General
 - a) TOD at Kingsgate Park and Ride should be included as part of a project in ST3.
 - b) Ridership estimates should be refined. In particular, the regional modeling approach used by Sound Transit, although appropriate for gross scale modeling over the entire three-county region, does not reflect important ridership trends and forecasts at a smaller geographic scale. In other words, the number and locations of stops are absolutely critical to a city the size of Kirkland, but are not shown to have any effect on ridership in the model. Similarly, trips within a city the size of Kirkland are not captured in the ridership model.
 - c) Reconfigured King County Metro Bus Routes should be modeled with each Candidate Project. Service integration, and the potential value of overall transit service delivery, should be considered in project selection.
 - d) A calculation of project benefits should be completed that would allow easier comparison of the value of projects.
2. E-02 Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac and the associated sub projects E-02c1 and E-02c2.
 - a) The scope of this project should be reviewed and revised to include all elements of a high quality BRT system.

² King County, the cities of Kirkland and Redmond, Sound Transit, and Puget Sound Energy own segments of the Eastside Rail Corridor or easements on the Corridor. These owners work together through the Regional Advisory Council (RAC) to maintain a collaborative, regional planning process for the ERC. The owners' goal is to achieve connectivity and multiple uses, maximizing public benefit and enjoyment throughout the corridor both directly and indirectly.

³ Policy TL 18-3: Seek opportunities to expand housing in the Totem Lake Business District, Goal TL-34: Support transit-oriented-development (TOD) at the Kingsgate Park and Ride. Policy TL-34.1: Encourage new transit-oriented development.

- b) E-02b Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (Intensive Capital) with connections at NE 85th (E-02c1 and E-02c2) (see #7 on page 2) should be included in the ST3 package.
 - c) E-02c1 and E-02c2 should be combined into one project.
 - d) The concept of center stations should be considered on both NE 85th Street and I-405, in projects E-02c1 and E-02c2. These projects should include a median aligned busway on NE 85th Street.
 - e) The scope of project E-02c2 should consider routing to 6th Street, next the redeveloping Kirkland Urban project, rather than 3rd Street, to improve travel time and ridership.
3. E-03 Totem Lake to Issaquah Light Rail
- a) The project should be re-scoped with funding adequate to construct and operate Light Rail, but provide the flexibility to instead construct and operate the highest level of Bus Rapid Transit or other suitable mode of HCT. This flexibility will allow Kirkland to determine which mode best serves Kirkland and the region.
 - b) A connection should be provided between Light Rail on the CKC/ERC and downtown Kirkland.
 - c) A flexible guideway that could be used by Metro Transit buses as well as Light Rail, similar to the street car lines in Tacoma and Seattle, should be provided in this project.
4. E-06 BRT on Eastside Rail Corridor from Kirkland to Bellevue
- a) Consider a more complete transit service plan that includes King County Metro service. Any HCT guideway should be flexible and allow use by appropriate bus service as well as Light Rail.
 - b) Travel time estimates and resulting impacts on ridership should be examined.
 - c) The scope of project should consider routing to 6th Street, next to the redeveloping Kirkland Urban project, rather than 3rd Street to improve travel times and ridership.
 - d) Routing should include aerial routing in Totem Lake to avoid delay caused by congestion and traffic signals.
 - e) The costs of the project should be reviewed to better understand why costs are much higher than industry norms.

General comments: Ridership

City of Kirkland staff and consultants have raised general concerns around the ridership forecasts in the Project Templates. The regional ridership model uses forecast zones that are relatively large. Although this may be appropriate at the regional scale, there are aspects that are of interest to Kirkland that are not depicted. For example the model under-counts trips within Kirkland, and the ridership benefits of stations closer to homes, jobs, and key transfer points, due to the limitations of a model designed for regional rather than municipal-level analysis. The model assumes that all people live and work at the middle point of each zone, (known as the 'zone centroid'). For regional analysis, this is a reasonable simplifying assumption. However, this assumption means the model cannot distinguish between the average access trip differences under different station-location scenarios, because the model cannot, for example, distinguish between people living in the Everest Neighborhood versus the Lakeview Neighborhood within Kirkland. This plays out in the analysis of Project E-02 BRT on I-

405 in that the Intensive Capital (E-02a) option with more stops and access has the same ridership forecast as the Lower Capital (E-02b) alternative.

While the model does not project added ridership with additional stops, ST staff has indicated that increased stops do result in increased travel time in the ridership model. This further complicates comparisons of templates with one another.

General comments: Coordination with Metro Service

One of the most important factors in projecting ridership for a proposed project is the transit service plan that will operate in conjunction with the project. What the model assumes about the service plan, as well as what will happen to the existing bus services, will generally determine ridership projections.

For example, Project E-06, includes one service that runs from Totem Lake to Bellevue. All other Metro and ST bus services are assumed to remain as they currently exist. Therefore, ridership on E-06 appears much lower than it might be with a more sophisticated service plan in which King County Metro would also operate services on the CKC/ERC BRT infrastructure. If only one ST-operated BRT service is assumed on the CKC, and no other bus service changes are assumed, competition between existing bus routes and the new BRT service will draw riders away from the new BRT, thereby decreasing projected ridership. Sound Transit staff has indicated a willingness to discuss service changes but also indicated that most service planning decisions would come in a later design phase. While this may not significantly alter other templates, it has a very significant impact on the viability of the projects affecting Kirkland, most particularly E-06, E-02c1, and E-02c2. To a far greater degree than other Candidate Projects, these projects in Kirkland can significantly benefit from integration with King County Metro service.

Project Specific Comments: Candidate Project E-02 BRT on I-405

Candidate Project E-02a: Bus Rapid Transit on I-405 from Lynnwood to Burien or Sea-Tac (lower capital)

Quality of Bus Rapid Transit on I-405 as presented in E-02a--SegA.

Considering the elements that characterize Bus Rapid Transit (BRT), Kirkland staff and consultants have raised a concern that this proposal is express bus service renamed "BRT." Key elements that distinguish high quality BRT but that do not appear in the templates include:

- **Dedicated right-of-way:** Buses will operate in shoulder lanes and general purpose lanes over some of the route and Express Toll Lanes are subject to congestion.
- **High quality stations with platform-level boarding:** The improvements included for the in-line station at NE 128th Street are "minor improvements including signage."
- **High levels of bicycle access:** Note that, in the template, for the purpose of non-motorized bicycle access allowances, the Kingsgate/Totem Lake Station, located in the Totem Lake Urban Center, is not considered an urban station, but rather a suburban station.
- **Multiple service routes that can leave the main facility:** The template includes only one route and excludes service beyond the I-405 BRT corridor.

- **Appropriate vehicle configuration:** It is unclear if the vehicles being proposed have appropriate configurations. Our team recommends purchase of vehicles that have doors on both sides of the coach in order to serve center platforms, thereby saving hundreds of millions of dollars in station construction costs over stations on both sides of a stop.

Kirkland improvements in E-02a–SegA.

Template E-02a-SegA utilizes the existing inline bus transit station at NE 128th as the only stop in Kirkland. The fact that there are no new connections for the Totem Lake Urban Center or for Downtown Kirkland means this project proposal offers little to no benefit or value to Kirkland residents, businesses and workers. Further, only considering a garage at the Kingsgate Park and Ride does not maximize the potential for increasing affordable housing stock through transit oriented development (TOD) at that site.

Candidate Project E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)

Description

In Kirkland, Template E-02b-SegA is an improvement over E-02 b because it includes an inline station at NE 112th St, providing a second connection to the Totem Lake Urban Center. ST staff explained that the reason the addition of 112th Street did not yield any additional riders was because the station is close to the Kingsgate Park and Ride stop, and the two stops split the demand rather than generating new demand. This could be the result of the large zones used for modeling as described above. The quality of bus rapid transit comments made for E-02a-SegA also apply to this project. Because this project alone does not include a connection to NE 85th Street, it is unacceptable to the City of Kirkland.

Comparison of E-02a and E-02b in SegA:

Sound Transit's 2014 Sound Transit Central/East High Capacity Transit Corridor Study⁴ indicated larger differences in travel time savings than are recognized in the templates. It also seems as though the addition of The HOV to HOV direct connection between I-5 and I-405 would likely save minutes of travel time but neither of these differences manifest themselves in ridership differences between the alternatives.

Candidate Project E-02c1: Kirkland-NE 85th Street BRT Inline Station (Intensive Capital)

To provide any meaningful service to the City of Kirkland, Template E-02c1 needs to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As noted above, center platform stations on NE 85th Street and I-405 could save substantial construction costs over split stations. These savings may be several times greater than any impacts to fleet costs needed to provide vehicles with doors on both sides of coaches. To effectively connect riders with other service, this project will need to be completed with project E-02c2 (below).

4

Candidate Project E-02c2: Kirkland-NE 85th Street Bus-Only Lanes (Intensive Capital)

Again, to provide any meaningful service to the City of Kirkland, Template E-02c2 will need to be funded and included in any iteration of ST3 Candidate Project E-02-SegA. As described above, this project should be included with E-02c1 in order to be effective. Template E-02c2 calls for "outside" bus only lanes. To provide speed and reliability and set the stage for BRT service along this link, the lanes should be located in the center of the roadway. This configuration would also allow for a center platform on NE 85th Street. It would require less street widening and perhaps reduce the reconstruction costs of the NE 85th Street interchange. It could also be used by BRT service on the CKC/ERT to connect to downtown Kirkland. Bus-only lanes on NE 85th must allow for a center lane station to serve E-02c1. The template as proposed also connects to 3rd Street in Kirkland, but it may be beneficial to connect to 6th Street and the Kirkland Urban development because it would reduce the length of the project and still make a strong connection to downtown Kirkland.

Project Specific Comments: Candidate Project E-03: Light Rail from Totem Lake to Issaquah via Bellevue

The scope for this project should be altered to provide flexibility to allow for alternative High Capacity Transit considerations such as Bus Rapid Transit on the Eastside Rail Corridor in Segment A from Totem Lake to Bellevue, if, upon further analysis and public input, this is the optimal mode for the CKC. Even if Light Rail is constructed, it should be constructed in a way that would allow for use of the corridor by King County Metro Transit buses on a shared guideway.

A connection between downtown Kirkland and LRT should be provided. This could be accomplished through a project similar to E-02c2 (see comments above). Additionally, a quality connection to East Link and other LRT should be included in the scope.

More stops are needed along this line. The key to the pedestrian connectivity envisioned in the CKC Master Plan is close proximity to stops.

We ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. This area experiences extremely high traffic volumes. The intersection of 124th Avenue NE and NE 124th Street is particularly complex. A major redevelopment of the Totem Lake Mall is underway, that will provide better pedestrian and bicycle access to the area, as well as substantial new housing. Additionally, Evergreen Hospital is Kirkland's largest employer. It is not clear in the template how rail would be constructed and routed to most optimally serve this important urban center.

Candidate Project E-06: Bus Rapid Transit from Totem Lake to Bellevue on CKC/ERC

Ridership

The analysis in this project's template would benefit from a consideration of how King County Metro Service could be reconfigured to better take advantage of new capital projects. There are several Totem Lake-Bellevue and Seattle bound services that could benefit from travel on the CKC. For

Route	Daily 2015 Ridership
255	6905
235	1140
234	1415
311	1075

example, in 2015, Metro's Route 255 carried an average of 6,905 passengers, Route 235 carried an average of 1,140 passengers, Route 234 carried an average of 1,145 passengers, and Route 311 carried an average of 1,075 passengers. Our consultants estimate that if just these four routes used the CKC/ERC BRT for part of their trip, there could be over 10,000 daily riders upon opening of the project with estimated ridership of 34,500 by 2040. Note that one of the primary benefits of this project is improved service for Seattle-oriented transit riders, something that is lacking in the E-02 and E-03 projects. By using the CKC, Metro buses traveling from I-405 to Seattle via SR 520 could avoid the congested freeway interchange by using the direct access ramp to and from the west at 108th Avenue NE and SR-520 adjacent to the South Kirkland Park and Ride.

The template for E-06 calls for one service with a 10 minute peak headway between buses. If the service plan above were implemented, a better frequency could be maintained. At a minimum, a frequency equal to that assumed in the E-03 template, 7.5 minutes, should be used.

Travel time

The template shows an estimated travel time of 35 minutes from the Totem Lake Transit Center (TC) to the Bellevue TC on the BRT. The service that would travel from Totem Lake to Bellevue most closely mimics the existing 235 bus route. Currently, the trip on the 235 between Totem Lake TC and the Bellevue TC takes 37 minutes. Consultants working for the City of Kirkland conducted a travel time analysis and determined that the trip from Totem Lake TC to Bellevue TC would take roughly 27.5 minutes. This difference is important because ridership assumptions should increase if the trip time is decreased by 25%. The reasons for the difference in travel time have to do with operating assumptions around how long buses take to slow at a station, pick up passengers and accelerate away from the station. More importantly they have to do with the routing assumptions described below.

Routing

As described in the discussion around the template for project E-02c2, routing for project E-06 was considered on Central Way in curbside transit lanes with some mixed traffic to 3rd Street and Kirkland Way before rejoining the CKC/ERT. Kirkland prefers a more direct routing in median aligned, exclusive bus lanes between the CKC/ERT and 6th Street, with a station at Kirkland Urban (former Kirkland Parkplace). This location balances the needs of pedestrian access to downtown while also minimizing the diversion from the CKC/ERC for BRT vehicles and the additional delay caused by mixed traffic.

In the Totem Lake area, Kirkland asked that full BRT infrastructure throughout Totem Lake to the Kingsgate Park and Ride, including an elevated busway over 124th Street, be assumed in the template. The template assumed Business-Access-Transit (BAT)⁵ lanes through Totem Lake, subjecting the BRT to congestion delay between the Kingsgate Park and Ride, Totem Lake TC, and Totem Lake Mall, and signal delay at 124th Street. The assumption of operation in mixed traffic added to the travel time assumed for the route by ST. The elevated busway should be added to this option.

⁵ BAT lanes allow transit to travel in them, and autos can use them to turn from at driveways and intersections but cannot travel extended distances in them.

Similar to the Light Rail option, we ask that Sound Transit work closely with the City of Kirkland on the configuration of the Totem Lake terminus area. Any BRT system will need to be constructed in a way that will most optimally serve this important urban center.

Costs

The ST template lists the total capital cost for the E-06 template as \$747 million. With 10 miles of new infrastructure, this averages out to \$74.7 million per mile. This is a much higher cost per mile than most BRT projects developed in the United States. For example, CTfastrak's BRT, built on a converted freight rail line like the proposed CKC/ERC BRT, is widely known to be a very expensive project. The cost for the CTfastrak BRT was \$567 million for 9.4 miles, or an average of \$60.32 million per mile, still less than the CKC/ERC BRT estimate. Los Angeles' Orange Line was similarly on an old rail line and cost around \$30 million per mile, and Pittsburgh's Martin Luther King, Jr. East Busway also cost around \$30 million per mile. Only Boston's Silver Line Waterfront, which averaged to \$80 million per mile, is more expensive and that is because it included a new tunnel under Boston Harbor. To allow for an accurate comparison across templates, and to establish a measure of benefit per unit of cost, the capital costs of the E-06 template should be revisited.

Vehicle costs should also be revisited. At \$1.8 million, this is much higher than the industry norm cost of BRT vehicles. In order to mitigate the impacts of transit vehicles on the trail portion of the CKC, only quiet, zero (or near-zero) emission buses should be operated. These buses may in fact have a higher cost than the average BRT vehicle, but this is not clearly described in the templates as a reason for the higher vehicle cost.

Mayor
Jeff R. Johnson

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



Councilmembers
Tom French
Phillippa M. Kassover
Mark Phillips
E. John Resha III
Catherine Stanford
Hilda Thompson
John A. E. Wright

January 15, 2016

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

Re: ST3 Candidate Projects

Dear Chair Constantine and Sound Transit Board

Thank you for the opportunity to provide agency comments on the ST 3 Candidate projects. This letter has been discussed and approved by the Lake Forest Park City Council.

The City of Lake Forest Park is supportive of an ST3 package that includes candidate projects N-09, N-10 and P-08. While they are listed as separate projects, they are interactive projects and can be most effective when seen as a unit and within an integrated transportation and transit corridor. Further, they collectively provide a key link between the north corridor light rail spine at NE 145th Street and the proposed I-405 BRT spine.

These projects will provide an excellent link in the northern Lake Washington crossing with a wide geographic reach that will work for the entire north end and eastside. State Route 522 already carries 20% of cross-lake trips, connecting north-end communities with the region's employment centers.

Additionally, the detailed elements of projects N-09 and N-10 include critical investments in access to transit that will make the system more productive and reliable. An important element of these projects is the park & ride structures, as the north-end cities have maxed-out existing park & rides with our residents boarding transit. These proposed improvements, combined with a dedicated BRT corridor that connects to both high capacity transit spines, will mean that communities across the entire north-end can rely on Sound Transit service for our mobility needs without traffic impacts on local streets trying to access light rail and BRT.

Our City will also be part of a multi-jurisdictional comment letter. The SR 522/SR 523 (NE 145th Street) corridor crosses sub-area lines and it is important to again stress to the ST Board that this as an integrated corridor.

Sincerely,



Jeff Johnson
Mayor



January 20, 2016

Sound Transit Board

Via email: EmailTheBoard@soundtransit.org

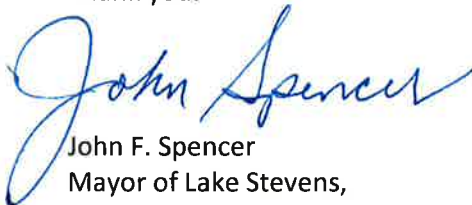
Dear Board Members:

I would like to add my voice to strongly support expansion of the Sound Transit rail system to Everett via Paine Field with extension to the Everett Community College/WSU Campus. The City of Lake Stevens has a current population of 30,000 residents, forecast to grow to nearly 50,000 by 2030. Our growth is inextricably hinged to the economic vitality of this region which Sound Transit serves with its rail and bus system. Without this system serving the primary employment and education centers in our region we will experience severe transportation congestion and suffocate our economy.

Everett and the surrounding communities host businesses and industries that are the economic driver for the Puget Sound Region and the State. Sound Transit expansion to Everett via Paine Field and the community college will assure effective mobility in the region and serve our vital economy. It will fulfill a vision and promise made to link Seattle, Tacoma, Everett and Bellevue with light rail.

I urge the Board to include expansion to Everett, via Paine Field with extension to the Community College/WSU campus in the ST3 funding proposal. It is vital to our future.

Thank you.

A handwritten signature in blue ink that reads "John F. Spencer".

John F. Spencer
Mayor of Lake Stevens,



January 19, 2016

Don Anderson
Mayor

Marilyn Strickland, Mayor, City of Tacoma
Dave Enslow, Mayor, City of Sumner
Pat McCarthy, County Executive, Pierce County
Mary Moss, Councilmember, City of Lakewood

Jason Whalen
Deputy Mayor

Dear Sound Transit Board Members of Pierce County:

Mary Moss
Councilmember

The following letter outlines the City of Lakewood's Sound Transit 3 (ST3) requests and offers our recommendations on the future of regional and local transportation in the South Sound. The selection of projects will significantly affect Lakewood's future and we appreciate this opportunity to provide input for this critical decision.

Michael D. Brandstetter
Councilmember

Lakewood Projects

The Lakewood City Council asks for your support that the following projects are included in the ST3 proposal that is expected to be brought forward for voter consideration this November.

John Simpson
Councilmember

1. Expansion of light rail service in Tacoma to correspond with future light rail planning into the City of Lakewood and south Pierce County;

Marie Barth
Councilmember

2. Extension of the Sounder system from Lakewood Station to the City of DuPont to include a new Sounder Station located in the Tillicum neighborhood of Lakewood to serve both residents and members of Joint Base Lewis-McChord (JBLM) and their families. The station should have the capacity to handle both trains and buses;

Paul Bocchi
Councilmember

3. Extension of the Sounder train hours of operation, add more cars to current trains and more Sounder roundtrip trains;

4. Add Bus Rapid Transit (BRT) from the Tacoma Dome Station, operating along South Tacoma Way to Pacific Highway South, and into the Tillicum neighborhood via the new connector road; and

5. Modify the agreement with Sound Transit to transfer maintenance and security responsibilities for Lakewood Station back to Sound Transit.

John J. Caulfield
City Manager

If the final Sound Transit 3 plan lacks projects connecting Lakewood with the region, we are concerned that our community's support is at serious risk. The City's goals for these projects are to ensure that our local transportation needs are both recognized and addressed, and that our residents receive a fair share of projects funded in ST3, including due consideration for projects that advance the logical next steps of the light rail spine.

Lakewood's Support for Regional Transportation Projects

As a region, we share mutual interest in public transportation projects that decreases congestion and enhances economic development to help revitalize communities that drives responsible growth and creates jobs and opportunities. In recognition of these interests, the City supports expanding light rail service to Tacoma. We also support the extension of light rail to the Tacoma Mall from

the Tacoma Dome (S-05) since this alignment will allow for the southerly extension of the light rail spine to Lakewood and beyond.

In lieu of extending light rail south from Tacoma into Lakewood as part of ST3 at this time, we support the addition of BRT south from the Tacoma Dome to JBLM via Lakewood and the Tillicum neighborhood. The proposal is a cost effective means to expand bus ridership and reach JBLM service members and their families

Given that BRT projects and improved bus service proposals operating in Tacoma via (S-12), Puyallup via (S-13), and Sumner/East Pierce County cities via (S-14), then Lakewood should have a similar line operating along South Tacoma Way and Pacific Highway South. Moreover, BRT to JBLM and Lakewood via the Tacoma Mall, rather than the Tacoma Dome, is a preferred option, especially if the Sound Transit Board opts for light rail service terminating at the Tacoma Mall.

Lakewood is pleased to see several priority projects advance in the ST3 process, with four continuing candidate projects (S-06), (S-07), (S-15), and (S-17) that combine to expand Sounder commuter rail service by increasing hours of operation, adding more cars to current trains, and additional Sounder round trip trains. Each of these projects represents logical next steps in the expansion of the Sounder commuter rail system.

Projects (S-06) and (S-07) inevitably call for platform extensions at the Lakewood Transit Station. This expansion would result in added costs to the City of Lakewood since the City currently bears the responsibility for both maintenance and security of this Sound Transit owned facility. It is our understanding that the City of Lakewood is the only local agency independently responsible for managing a Sound Transit facility. Now is the time to transfer this responsibility and associated costs back to Sound Transit.

On behalf of the City of Lakewood, we thank each of you for your diligent work on ST3 and we respectfully ask you to consider the City of Lakewood's recommendations as you move forward to determine projects for inclusion in the ST3 package. We feel that Sound Transit has an opportunity to expand its services in Pierce County that provides enhanced interregional connectivity and mobility in a carefully planned and fiscally responsible manner. We remain committed to work with you to develop a ST3 proposal for voter consideration that meets the needs of the communities we serve and one which the voters will approve.

Sincerely,



Mayor Don Anderson

CC:

Deputy Mayor Jason Whalen
Councilmember Marie Barth
Councilmember Paul Bocchi
Councilmember Mike Brandstetter
Councilmember John Simpson
City Manager John Caulfield
Sound Transit CEO Peter Rogoff

Enclosures:

July 14, 2015 letter to Sound Transit, City of Lakewood
November 18, 2015 letter to Sound Transit, City of Lakewood, City of DuPont, and Town of Steilacoom



Don Anderson
Mayor

July 14, 2015

Jason Whalen
Deputy Mayor

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

Mary Moss
Councilmember

Dear Sound Transit Board of Directors:

Michael D. Brandstetter
Councilmember

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

John Simpson
Councilmember

Marie Barth
Councilmember

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

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

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

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

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

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

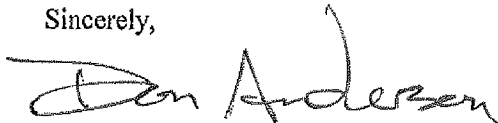
4. Modify the current agreement between Sound Transit and Lakewood whereby the City funds maintenance and security for the Lakewood Station. As part of a ST3 appropriation, Lakewood desires Sound Transit to cover annual facility costs. The current agreement has been in place since 2006. The City's ability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

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

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

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

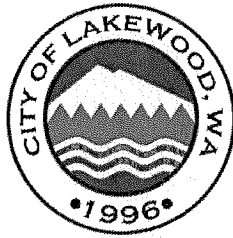
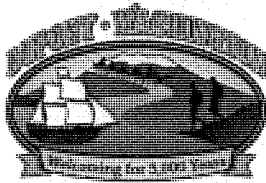
Sincerely,



Mayor Don Anderson

CC:

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



November 18, 2015

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

Dear Sound Transit Board of Directors:

This letter comes from the Mayors of the City of DuPont, the City of Lakewood, and the Town of Steilacoom, representing the collective viewpoints of the more than 73,000 taxpaying residents of our communities. As their elected leaders, our goal is to ensure that our local public transportation needs are addressed, and that our residents get their fair share of projects funded in ST3. We are charged to do so in a manner that will not impact the traditional and limited funding mechanisms that are available to municipalities.

As a region, we share mutual interests in public transportation projects that enhance economic development and decreased congestion, as well as drive community growth and revitalization. Together, we support expanding light rail service to Tacoma recognizing that this extension of the light rail spine should be completed early on in the ST3 timeframe. We also support expanding Sounder service by increasing hours of operation, adding more cars to current trains, and additional Sounder round trip trains. The projects are logical next steps in the expansion of the Sound Transit system.

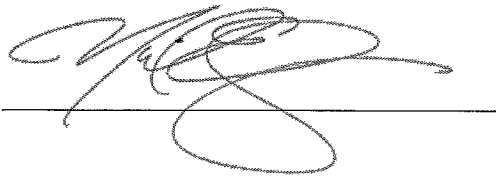
While we support further support expansion of light rail through our communities in the long term, we support the expansion of Bus Rapid Transit (BRT) into our communities as part of this package now. BRT is more cost-effective compared to light rail, and its implementation requires far less time. In our view, there are several benefits of adding BRT routes from Tacoma to our communities. Current ST3 proposals do call for some BRT expansions. However, we would specifically recommend adding routes that would connect Tacoma to Lakewood along South Tacoma Way to Pacific Highway South, as well as along Bridgeport Way. Additionally, BRT should run further south to DuPont and allow for connectivity to Steilacoom. If the goal is to create more connectivity to the transit system, then BRT currently is the best solution of expanding rapid transit beyond the Tacoma Dome.

We understand ST3 has been given the authority by the state legislature to finance ST3 with its traditional funding sources of sales tax and Motor Vehicle Excise Tax (MVET) as well as a local property tax levy. However, we do not support the use of local property taxes to finance ST3 given this is a change in how previous Sound Transit initiatives were financed.

As you know, many municipalities, to include ours, struggled financially throughout the recession and have not yet fully recovered. Local governments, school districts, fire districts, library districts, and other local taxing authorities rely heavily on these local property taxes. Sound Transit should thoroughly consider the impact that use of its property tax authority could have on our local funding capacity and that of our junior taxing districts.

We respectfully ask that you consider our recommendations as you move forward to determine projects for inclusion in the ST3 package. We feel that Sound Transit has an opportunity to expand its services in Pierce County in a carefully planned and fiscally responsible manner.

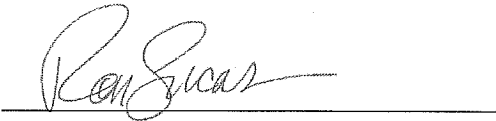
Sincerely,

A handwritten signature in cursive script, appearing to read "Michael Grayum", written over a horizontal line.

Mayor Michael Grayum, City of DuPont

A handwritten signature in cursive script, appearing to read "Don Anderson", written over a horizontal line.

Mayor Don Anderson, City of Lakewood

A handwritten signature in cursive script, appearing to read "Ron Lucas", written over a horizontal line.

Mayor Ron Lucas, Town of Steilacoom

January 12, 2016

Dow Constantine, Chair Sound Transit Board
King County Chinook Building
401 5th Ave, Ste 800
Seattle, WA 98104

RE: Lynnwood's Comments Regarding Sound Transit 3

Dear Chair Constantine,

First, on behalf of the City of Lynnwood, we want to thank Sound Transit for the highly successful and constructive working relationship that has been forged to bring Lynnwood Link to fruition. The project will be an historic one for our City and the region. We pledge to continue working with Sound Transit regarding ST3 linkages in the Lynnwood City Center, Lynnwood Regional Growth Center, and multi-modal connectivity to maximize benefits of this major investment.

Thank you for offering us the opportunity to comment on Sound Transit 3. Our City is highly supportive of bringing ST3 before the voters and expanding the transit network throughout the region. We offer the following comments:

1. ST3 will potentially bring transit to many currently unserved areas in the region. We support this effort. However, as available funding will likely result in trimming a number of potential projects, we believe it is imperative that completing the original Everett/ Tacoma/ Redmond spine should be the priority.
2. Lynnwood has a strong preference for route N-02a that will run from the Lynnwood Transit Center through the Lynnwood City Center and Regional Growth Center to Everett via Paine Field. While acknowledging this alignment is longer, the benefit of direct access to one of the region's largest concentrations of employment and planned airline service at Paine Field far outweighs the additional cost.
3. We question the cost/benefits of adding stations at 130th and 220th on Lynnwood Link as part of ST3. Potential ridership increases are insignificant, and each stop will add travel time to Lynnwood, and ultimately to Everett. Potential demand could be handled by rerouting bus service hours that will be freed up when Lynnwood Link opens.
4. We encourage Sound Transit to find ways to expedite the delivery of projects. It will have taken 15 years from voter approval to complete the Lynnwood Link Extension in 2023; ST3 should proceed on a faster track.

Again, thank you for the opportunity to provide comments on behalf of the City of Lynnwood. We look forward to working with Sound Transit on ST3.

Sincerely,



Mayor Nicola Smith



OFFICE OF THE MAYOR

Jon Nehring

1049 State Avenue

Marysville, Washington 98270

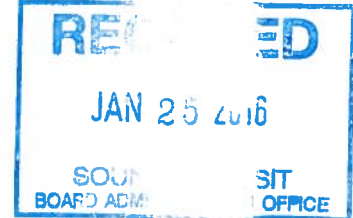
Phone: (360) 363-8000

Fax: (360) 651-5033

marysvillewa.gov

January 22, 2016

Sound Transit Board of directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104



Dear Board of Directors,

I have reviewed the latest plans concerning the proposed light rail alignment connecting to Lynnwood and Everett, and want to lend my support to the route that includes Paine Field, Everett Station and North Everett.

Marysville and the City of Everett both have robust manufacturing centers and are well-positioned for job and residential growth in the future. The expansion of the Washington State University North Puget Sound campus in north Everett, as well as the development of the Marysville-Arlington Manufacturing Industrial Center, will draw thousands of workers and students to the north Snohomish County area – many of whom may choose to use light rail as a commute alternative.

I have heard from many Marysville residents, business-owners and workers that they are frustrated with the lack of commute options. Providing a light rail alignment that connects local workers with local jobs in the Lynnwood and Everett areas would not only maximize ridership, but help encourage growth in our regional economy.

I appreciate your attention and consideration of my comments.

Sincerely,

A handwritten signature in blue ink that reads "Jon Nehring". The signature is written in a cursive style and is positioned above the printed name and title.

Jon Nehring
Mayor

CITY OF MARYSVILLE
Marysville, Washington

RESOLUTION NO. 2388

**A RESOLUTION OF THE CITY OF MARYSVILLE SUPPORTING SOUND TRANSIT EXPANSION
TO EVERETT VIA PAINE FIELD**

WHEREAS: City of Marysville exists to be a catalyst for economic vitality resulting in stronger communities, increased job creation, expanded educational opportunities, and improved infrastructure.

WHEREAS: In 1994, the Board of the Regional Transit Authority (RTA), as the precursor to Sound Transit, passed a resolution "clarifying the RTA Board's intent with respect to future light rail service to the City of Everett." That resolution noted that following the Sound Move Phase I, "priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma, and Bellevue." The resolution went on to note that "extension of light rail service to Everett shall be a first priority in Phase II."

WHEREAS: The Sound Transit Board is currently reviewing the draft project list and will make a decision on preferred projects and alignments for the project list to be put before the voters.

WHEREAS: Today the County is home to 760,000 people and nearly 275,000 jobs, and projections show that will increase significantly by 2035, to nearly one million people (955,281) and 400,000 jobs (396,373).

WHEREAS: The overall community consensus is that the preferred alignment to Everett is via Paine Field with an extension to Everett Community College/WSU campus, as it meets all of the regional needs and the Sound Transit Board's core priorities.

NOW THEREFORE BE IT RESOLVED, That City of Marysville hereby confirms its support for Sound Transit expansion to Everett via Paine Field, with an additional extension to the Everett University Center. Furthermore the City of Marysville resolves to work with all partners and stakeholders to ensure that this preferred alignment is included in the project list of the funding package that will be sent to voters in November 2016.

PASSED by the City Council and APPROVED by Mayor this 25th day of January, 2016.

CITY OF MARYSVILLE

By Kamille Noto
Council President

ATTEST:

Ina Brock
Deputy City Clerk

APPROVED AS TO FORM:

[Signature]
City Attorney

January 14, 2016

Sound Transit Board
c/o Dow Constantine, Chair
401 S. Jackson Street
Seattle, WA 98104-2826

**Re: City of Mountlake Terrace Comments on the
Evaluation of Sound Transit 3 (ST3) Candidate Projects**

Dear Sound Transit Board:

The City reviewed the recent evaluation of candidate projects presented to the Sound Transit Board on December 4, 2015. We fully support the Lynnwood to Everett ST3 light rail link extension and recognize the hard work that went into assessing each candidate project. We also appreciate that two candidate projects, N-06 (Mountlake Terrace parking garage at 236th) and N-05 (Infill Station at 220th Street), were considered.

We disagree with the analysis and ranking of the N-06 and N-05 projects. The evaluation process had inaccurate and missing information.

Some key items and issues that need to be included or looked at again are briefly described below for each candidate project. These are not comprehensive lists but serve to illustrate that corrections to data and additional data are necessary to fairly evaluate the projects.

N-06: Mountlake Terrace Parking Garage

- The 236th Street aerial station is part of the Link Light Rail (LLR) spine. A parking garage at the 236th Street Station is a logical and important support component of the station and the spine.
- The existing Mountlake Terrace Transit Center parking lot and garage are already at capacity. Land area is available at the 236th Street station and abutting the station to construct a multi-level parking garage, on level land, at this time. A parking structure will increase ridership at this station over current ridership projections.
- Light rail, a type of “Transportation facility,”¹ is an essential public facility, which is a permitted use at this location with a conditional use permit.

¹ “Transportation facilities” means facilities that specifically provide for transportation needs including but not limited to the street network, bus facilities, taxi stands, *rapid-transit facilities*, bicycle racks, and walkways (MTMC 19.15.190 “R”).

“Rapid transit station” means a designated location where users access a transit system that is characterized by relatively high speed rail cars or buses traveling along a specific route that serves a large urban area.

- The City's 2016 work program includes amendments to the range of allowed uses in the Public Facilities and Services (PFS) district to specifically list light rail and TOD as permitted uses.
- Light rail is an allowed use in the Freeway/Tourist district (south of 236th Street SW), a potential location for the parking garage. The underlying private property owner has offered to partner with Sound Transit on a parking garage and other support facilities for light rail.
- The 236th Street station abuts the City's Town Center and Freeway Tourist district. Both districts allow, encourage and support TOD and mixed-use development.
- The 236th Street station abuts a designated "Sub-regional Growth Center," (Comprehensive Plan, Land Use Element).
- This parking structure will relieve commuter/traffic congestion impacts at the Lynnwood Station and boost transit ridership by improved accessibility to both LLR stations. Rather than building a parking structure at the Lynnwood stations, it should be built at the Mountlake Terrace/236th Street station.
- On multiple occasions the City has been informed that the Lynnwood station provides the needed capacity for parking related to this segment of the light rail system. The City of Mountlake Terrace strongly disagrees that riders preferring to use the Mountlake Terrace station will park at the Lynnwood station. Parking must be provided proximate to the station riders will be using.
- Edmonds is completing construction of a connector street between Hwy 99 and 228th Street SW/Lakeview Drive. This is a direct connection from Hwy 99 to I-5 at the 236th Street Station. The traffic volume from Hwy 99 to I-5/236th is expected to double.

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

- One of the largest employers in Snohomish County, Premera, is located within ½ mile of this station. There are currently 3,800 jobs within ½ mile of the station (vs. 1,000 jobs assumed in the evaluation) which will increase as the area is built up with mixed-use and Premera adds jobs. Providence (Stevens) Hospital, another major employer located just west of Premera and Hwy 99, has a significant workforce with expansion plans. Other medical services are locating in this area.
- Existing and projected population counts are under reported.
- The addition of a light rail station would encourage employment and TOD development in Mountlake Terrace as well our neighboring cities, Edmonds and Lynnwood.
- This station would be built next to and overlapping a 6.4 acre vacant site to be used as a construction staging site for ST2. This simplifies construction. Subsequent to completion of ST2, most of the vacant land would be developable for TOD.
- 220th was identified by the Sound Transit Board as a potential future station during the Lynnwood Link Extension (ST2) design process and is on the LLR spine route.
- The station is located near existing commercial, residential and light industrial zoned districts. The area is currently under-built.
- 220th Street SW is the shortest, most direct connection between I-5 and Hwy 99 and the City of Edmonds and Lynnwood.
- Transportation facilities are an allowed use in the underlying General Commercial (CG) zoning district. By definition, this includes rapid-transit or light rail (Refer to Footnote 1).

These two projects are considered essential to the City of Mountlake Terrace's future prosperity. They are situated where direct access is available to regional employment and housing

January 14, 2016

opportunities and will contribute to the overall success of the regional light rail system. The N-06 and N-05 projects will maximize both access to and ridership on the North Corridor light rail system and should be part of ST3.

The City requests that the evaluation and ranking of the 236th Street parking structure (N-06) and the 220th Street Infill Station (N-05) projects be updated using accurate and complete data. We further request that both projects be included in the scope of ST3. Our priority is the 236th Street parking structure.

Other candidate projects the City supports are N-02: Lynnwood Center Transit to Everett Station, and R-01, ST Express Service. N-02 is an important regional investment in the mobility of people to jobs, goods and services. The chosen alignment should serve the most riders. We feel the Paine Field ridership number is underestimated. R-01 will provide frequent, reliable local commuter transit service, east and west of the LLR spine, to facilitate commuter access to light rail by bus vs. by car.

I would be happy to speak with you and the ST3 staff about the N-06 and N-05 projects at any time. I can be contacted at 425.744.6206.

We look forward to continuing our collaborative work to achieve a highly functional and successful extended light rail system as soon as possible.

Sincerely,



Jerry Smith
Mayor, City of Mountlake Terrace

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



RECEIVED
DEC 28 2015
BY: Board Admin

December 15, 2015

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

Dear Executive Constantine:

Thank you for your leadership in securing legislative approval for expansion of high-capacity transit in our region. It is exciting to consider the possibilities for Sound Transit 3, but none of this would have been possible without the incredible work of Sound Transit in the last legislative session.

After reviewing the candidate projects for Sound Transit 3, I would like to offer the following comments on behalf of the City of Mukilteo:

- The highest priority for the City of Mukilteo is ensuring that full funding remains in place for ST2 project N22: Mukilteo Sounder Station Access. When ST2 was approved in 2008, it was anticipated that the Mukilteo Multimodal Terminal project would be completed already. Due to delays and changed timelines, the project is now scheduled for completion in 2019 and the City remains committed to ensuring completion of Sounder station access improvements as the Multimodal Terminal is completed.
- The City of Mukilteo is strongly 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.
- The City of Mukilteo remains firmly opposed to the expansion of commercial air service at Paine Field, and opposes the extension of light rail solely intended to support a proposed terminal or commercial service.
- 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. The City supports an alignment along Airport Road (N-02a) to better serve our residents by creating station locations that would be closer to the City and enable bus connections to serve our community. A station location at Airport Road and SR-99 would serve the City's urban growth area and enable innovative transit-oriented development opportunities along the SR-99 corridor. An alternate alignment along SR-99 and Evergreen Way (N-02b) would provide some access to our residents, although less ideal than the Paine Field alignment. The I-5 alignment (N-02c) would be a short-sighted and poor choice that would not connect light rail to important job and housing hubs in the Southwest Everett Industrial Center.
- Many of our residents travel to destinations on the east side of Lake Washington, despite the lack of effective transportation choices. The City strongly supports investments to improve

transit connectivity between South Snohomish County and East King County through bus rapid transit along I-405 between Lynnwood Transit Center and Bellevue Transit Center (E-02a and E-02b). This investment would improve congestion on the corridor and reduce carbon pollution, while giving our residents more choices for their commute.

- The City of Mukilteo strongly supports Community Transit's project to construct *SWIFT 2* from Boeing to Canyon Park. Accordingly, the City supports investments to improve east-west connections at 128th St over I-5 (project N-08).

This is an exciting moment for our region and the City of Mukilteo looks forward to opportunities to partner with Sound Transit to deliver a strong, multimodal transportation system that will reshape the future of our communities.

Sincerely,



Jennifer Gregerson
Mayor

Pc: Sound Transit file
Correspondence file

City of Orting

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

Phone: (360) 893-2219

Fax: (360) 893-6809

January 20, 2016

Dow Constantine, Chair Sound Transit Board
Central Puget Sound Regional Transit Authority, Union Station
401 S. Jackson St.
Seattle, WA 98104-2826

Dear Dow Constantine,

Thank you for the opportunity to again promote a critically important -beyond the spine- project for east Pierce County: *the S-16 'Sounder Rail Extension from Puyallup to Orting'*. East Pierce County will become the home for many of the expected people moving to our region in the next 30 years.

We met with your staff. They described a project of \$200 million to not only up-grade the current tracks, but to replace them and to potentially have express service going beyond Puyallup. We hope that a less expensive system can be considered but acknowledge we do not know this business as you do. However, WSDOT recently adopted a philosophy of using "Practical Solutions" instead of strictly adhering to established standards which could make it impossible to achieve important projects.

I wanted to personally thank you for keeping this project in ST 3. East Pierce County needs this project. Anything you can do for the taxpayers in east Pierce County will be greatly appreciated.

Sincerely,



Joachim Pestinger, Mayor
City of Orting

"Small Town – Big View"



CITY OF PUYALLUP

City Manager's Office

Puyallup City Hall
333 S. Meridian
Puyallup WA 98371

January 21, 2016

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

Re: City of Puyallup Comments – Sound Transit 3 Candidate Projects

Dear Sound Transit Board of Directors:

We appreciate the continued opportunity to provide comments on the Sound Transit 3 (ST3) draft list of priority projects that may be considered as part of a future ballot measure. Transportation options are a regional issue, and Puyallup appreciates the opportunity to comment on future project considerations. The comments herein follow on our prior letter dated July 14, 2015.

In reviewing the candidate projects approved by the Sound Transit Board last August, we have the following comments. We maintain that a number of projects on this list support and improve the existing Puyallup Sounder station and would encourage their continued prioritization. **Projects S-06, S-07, and S-08 (South Sounder platform extensions, additional South Sounder service)** provide expansions to both the capacity of current commuter rail service as well as future service frequency. The Puyallup station currently has the highest number of boardings for South Sound service and expansion of the existing service would directly benefit our community.

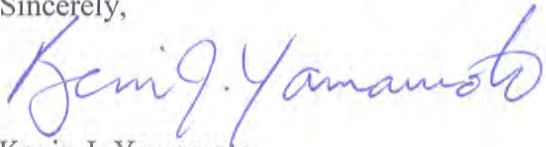
Additionally, Puyallup strongly supports projects on the list which could substantially improve transportation options for South Sound residents. **Projects S-01 through S-05 (Federal Way Link, extension to Tacoma Mall)** each address a component of light rail extension from Kent/Des Moines south to the Tacoma Mall. Extension of this service would provide another necessary option linking Pierce County to King County.

Finally, Puyallup generally supports the inclusion of two additional projects, **projects S-13 and S-16**, to help expand options for Puyallup and other East Pierce County residents. **Project S-13**, enhancing bus service along the Meridian Ave/SR 161 corridor, would serve to provide more efficient transit service, better connecting the city's two Regional Growth Centers to each other and with the surrounding community. Puyallup also supports the concept of **project S-16**, rail extension from Puyallup to Orting, though would prefer to first have a feasibility assessment performed to examine various options for providing a high-capacity transit connection between Orting and Puyallup, including addressing any potential impacts in the Puyallup Station vicinity.

Puyallup continues to support a number of projects on this ST3 candidate project list, and respectfully requests that Puyallup and other East Pierce County jurisdictions are directly benefitted by some of the projects on the final list. Again, thank you for the opportunity to

comment on these potential projects and continue to invest in the transportation choices available in our community.

Sincerely,

A handwritten signature in blue ink that reads "Kevin J. Yamamoto". The signature is fluid and cursive, with the first name "Kevin" and last name "Yamamoto" clearly legible.

Kevin J. Yamamoto
City Manager

cc: Tom Utterback, Development Services Director
Mark Palmer, City Engineer
Rob Andreotti, Public Works Director
Katie Baker, Senior Planner



January 20, 2016

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

Subject: City of Redmond Comments on the scope of Sound Transit 3 System Plan Candidate Projects

Dear Chair Constantine and Members of the Board,

On behalf of the City of Redmond, thank you for the opportunity to review and comment on the Sound Transit 3 (ST3) candidate projects. The City strongly supports the continued expansion of the regional high capacity transit (HCT) system and believes a 30-year package provides the best opportunity to implement the long term land use and transportation vision of the region and provide for its continued economic vitality.

The following candidate projects represent the City's priorities of connecting Eastside urban centers and connecting the Eastside with the region, and must be included in the draft ST3 System Plan:

1. East Link Extension from Overlake to Southeast and Downtown Redmond (E-01)
2. Sound Transit Regional Express Bus Service (R-01)
3. I-405 Bus Rapid Transit (E-02)
4. North Sammamish Park-and-Ride (E-05)
5. System Access Program for Ped and Bicycle Access, Bicycle Parking and Transit (R-05)
6. Transit-Oriented Development (TOD) Program (R-07)
7. Facilities and Services to Operate and Maintain the System (R-02, R-03 and R-04)
8. Future ST4 System Planning (P-01)

Below is our feedback on specific project elements associated with these candidate projects:

1. East Link Extension from Overlake to Southeast and Downtown Redmond (E-01)

A primary goal of the ST3 System Plan must be to complete the East Link spine from Overlake to Downtown Redmond.

Southeast Redmond station area

- Park and Ride: The 1,400 stall garage must seamlessly integrate into the surrounding transit-oriented neighborhood; shared parking and street-level retail should be explored to ensure the garage supports access to East Link and the vibrancy of the neighborhood.

- East Lake Sammamish Trail Connection Through SR 520:
 - The East Link crossing of SR 520 between Southeast Redmond and Downtown should construct the missing section of the East Lake Sammamish Trail (ELST) that connects to the Redmond Central Connector (RCC); completion of the ELST would eliminate the non-motorized access barrier created by SR 520, as noted on page E-7 of the project template.
 - The City and King County propose a partnership with Sound Transit where the City, King County, WSDOT and other stakeholders fund the design and construction of the missing section of the ELST as part of the East Link project; this is the same successful approach being used to fund design and construction of the pedestrian-bicycle bridges at the two Link stations in Overlake as part of ST2.
- Non-motorized Access: Non-motorized access projects should maximize ridership, be consistent with City plans, and provide connections from the Southeast Redmond station to the East Lake Sammamish Trail and Marymoor Park.
- Record of Decision (ROD) Level of Service (LOS) Mitigation: The specific mitigation measures included in the 2011 ROD are inconsistent with current City plans, as the City adopted an updated Southeast Redmond neighborhood plan in 2014. The City proposes that the following alternative mitigation measures be included in the project template to mitigate the impacts identified in the 2011 ROD:
 - 176th Avenue NE Extension from NE 70th Street to SR 202/Redmond Way, in lieu of a southbound right turn pocket on SR 202 at NE 70th Street
 - Roundabout at NE 70th Street and 176th Avenue NE, in lieu of a traffic signal at this location
 - Station and parking garage access provided via NE 70th Street and 173rd Avenue NE (a new street) in lieu of the access plan included in the ROD
- TOD Planning: This station is the City's highest TOD planning priority for ST3; Sound Transit and the City have had initial conversations regarding this site and the City looks forward to continuing to work with Sound Transit over the life of the project to bring high-quality TOD to the Southeast Redmond station area.

Downtown Redmond station area

- Tail Track: The City recognizes the need to include two parallel tail tracks up to 850 feet long with a double crossover at the Downtown Redmond terminal station for train layover and turnback operations only; these tracks will not be used for vehicle maintenance purposes and maintenance will take place elsewhere on the system.
- Redmond/Sound Transit Light Rail Easement (adopted 2012):
 - Sound Transit is responsible for the any relocation of the Redmond Central Connector and NE 76th Street; any replacement shall be of a comparable design quality and shall remain in character with a park-like atmosphere where pedestrians are the priority, per sections 7.5 and 7.6 of the Easement.
 - Replacement plans shall be developed in coordination with the City, and the City shall have final approval of the plans.
 - The cost of providing trail detours during construction must be included in the project template, per section 9.7 of the Easement.

- Urban Design: It is essential that East Link in the Redmond Central Connector implement the City’s goals of development in the Downtown urban center, which are: high quality urban design; walkability; pedestrian focused; and maintenance of this corridor as a welcoming green space, rather than a barrier between the north and south sides of Downtown. Sound Transit must coordinate with the City on the design of publicly facing amenities of East Link, such as fencing, track and ballast type, crossings, and landscaping.
- Eastside Rail Corridor Agreements: East Link must be consistent with the 2013 King County utility easement agreement, in addition to the agreements identified in the Issues and Risks section of the project template.

Both station areas

- One Percent for Art: Include “One percent for the art per Sound Transit policy” in the Project Elements section and adjust the cost estimate to reflect this policy if necessary.
- Bus/Rail Integration: The City is concerned there are inadequate funds included in the project templates to facilitate a safe and convenient transfer environment at the stations, as the cost of bus/rail integration is based only on a conceptual design. The City has funded and will work with King County Metro and Sound Transit to develop a bus/rail integration plan for Downtown.
- Station Pick-up and Drop-off: The project template for both stations must include pick-up and drop-off facilities.
- Non-Motorized Access: It is our understanding that specific station access needs will be explored in coordination with the City as the project design advances further.

2. Sound Transit Regional Express Bus Service (R-01)

- Enhanced Service along SR 520 between Redmond and UW: ST3 must include all-day frequent service connecting Redmond to the UW and Brooklyn light rail stations in order to maximize the connectivity benefits of this regionally significant corridor.
- Expanded Service in key corridors in East King County: ST3 must provide expanded Regional Express Bus Service and capital improvements to connect urban centers on the Eastside and maximize access to the regional HCT system. Frequent transit service must be provided in key regional corridors identified in Sound Transit’s Long Range Plan, including convenient connections to the regional HCT system and between:
 - Downtown Redmond and downtown Kirkland
 - Overlake and downtown Kirkland
 - Downtown Redmond, Overlake and Eastgate

3. I-405 Bus Rapid Transit (BRT) (E-02)

- I-405 BRT Implementation: This project should include a dedicated transitway with inline flyer stops, speed and reliability enhancements, off-board payment and vehicles designed for BRT style service.
- Eastside Access Including NE 85th Street Inline Station: Include improvements to support access to and from Eastside locations, including an inline station at NE 85th Street to expand access to I-405 BRT for Redmond, Kirkland, and east King County residents, and connect commuters from north King and Snohomish Counties to jobs on the Eastside.

4. System Access Program for Ped and Bicycle Access, Bicycle Parking and Transit (R-05)

- UW Station: As part of this program, include additional facilities to improve bus-rail transit integration at the UW Station to provide safe and convenient connections to maximize ridership of the regional HCT system.

5. Future ST4 System Planning (P-01)

- SR 520: In light of the imminent completion of the SR 520 Bridge with the capacity to include light rail, it is important to begin planning for light rail on this bridge to increase mobility between the two largest job centers of the region.

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

Sincerely,

A handwritten signature in black ink, appearing to read "Hank Margeson", with a long horizontal flourish extending to the right.

Hank Margeson
President
Redmond City Council

cc: Redmond City Council



January 20, 2016

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

RE: City of Renton Sound Transit 3 System Plan Candidate Projects Comment Letter

Dear Chair Constantine and Members of the Board:

We sincerely appreciate this opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. With this letter we acknowledge the scope of the candidate projects that would directly affect the City of Renton and offer our recommendations for how the projects and system plan should be modified to leverage the greatest benefit to regional mobility and the City of Renton.

Our intent with this request for feedback is to recommend a restructuring of two east corridor project elements—E-02 and E-04. Compared to the current project definitions, the modifications outlined below will better meet our desired outcomes for a denser, transit-friendly community, and address the future mobility needs of our city's residents and employees. We request the board fully fund these projects to complement ST3, and we recommend early project implementation. These changes are a key step to gain support from our residents.

Additionally, we acknowledge and support without change the three region-wide/multi-corridor projects that will have a net positive effect on mobility and access (R-01, R-05, and R-07) within our city. We have high expectations that these region-wide/multi-corridor projects will deliver needed transit service hour increases, help shape non-motorized improvements, and leverage transit-oriented development (TOD) potential at bus rapid transit (BRT) station locations.

Proposed Changes

The I-405 Bus Rapid Transit candidate project consists of four build options (derived from two capital investment options) and four operable segments. There is no substantive difference in access to Renton between the different build options. Operable segments B and C are partially within the city. With that context in mind, the following changes to the ST3 E-02 and E-04 candidate project definitions are requested (from north to south, shown in enclosed map):

Segment Definition

To ensure these elements are built as a fully operable project within the overall boundaries of the City of Renton, we are requesting modification of the Segment B definition in addition to the project elements requested below:

- Extend Segment B from North 8th Street to SR 167/Rainier Avenue South/South Grady Way.
- Begin Segment C at SR 167/Rainier Avenue South/South Grady Way.

Without the change in segment definition, implementation of the I-405 Bus Rapid Transit candidate project within the City of Renton would be dependent on funding and completion of two segments. With this change in definition, upon completion of Segment B the BRT would provide access from Bellevue to the entirety of Renton, and would be consistent with Renton's Comprehensive Plan and City Center Community Plan.

North Renton Project Elements

- Eliminate direct access HOV/transit ramps proposed for North 8th Street.
- Eliminate BRT Station at North 8th Street/Park Avenue North with garage and bus layover.

South Renton Project Elements

- Add direct access HOV/transit ramps at I-405/Talbot Road South (or alternately at Rainier Avenue South, Lind Avenue SW or Oakesdale Avenue SW, depending on design constraints) that access to and from the northern portion of I-405.
- Provide Business Access and Transit (BAT) lanes on Talbot Road South between South Grady Way and I-405 direct access ramps.
- Add transit center ("South Renton Transit Center") with joint transit-oriented development and shared-use parking (up to 2,000 spaces) at South Grady Way/Rainier Avenue South.
- Provide BAT lanes on South Grady Way between Talbot Road South and SR 167.
- Provide BAT lanes on SW Grady Way between SR 167 and SR 181.

With these changes the BRT route would travel to Tukwila Amtrak/Sounder Station (City of Tukwila) on arterials. The segment would then resume routing to the Tukwila International Boulevard Station.

Justification for Proposed Changes

Renton is a city of over 98,000 residents that consists of a regional urban center with a large employment base of over 50,000, including over 15,000 Boeing employees. Renton has experienced tremendous growth over the past two decades and is currently planning for residential and employment growth at a level that is higher than any other core city in the region. The ST3 candidate projects as currently proposed do not effectively reflect the changing land use patterns and travel demand that has occurred during these transformative years and that is further envisioned and encouraged to occur in the future.

North Renton

The North 8th Street direct-access HOV/transit ramps project dates back 15 years to 2001 with the approval of Sound Transit Resolution No. R2001-09. The need for the project was based on the planned redevelopment of the Boeing and Kenworth manufacturing plants into a mixed-use community with a wide range of residential, commercial and open space uses. Today that project is no longer being considered and instead the substantial manufacturing base is now planned to continue indefinitely. Since project justification was primarily based on redevelopment, the city does not consider these direct access ramps as a necessary component to mobility improvement in north Renton. Instead the project's amended lifetime budget of \$68M should be reallocated to the South Renton Transit Center.

Without the direct-access ramps, the proposed BRT Station at North 8th Street/Park Avenue North with the garage and bus layover is not warranted.

South Renton

Under the current ST3 E-02 candidate project description (either the low or intensive capital option) the I-405 Bus Rapid Transit candidate project would bypass south Renton. To better connect residents and job sites in south Renton (as well as the SR 167 corridor) to the regional transit system, we are requesting a Renton BRT station at a new regional transit center (South Renton Transit Center), envisioned adjacent to the I-405/SR 167 interchange, that would repurpose and redevelop the vacant 8.3-acre former Sound Ford site. At this site the I-405 BRT would connect to the RapidRide F Line as well as routes 101, 102, 148, 153, 167 and 169.

A regional station would support significant area redevelopment and TOD opportunities, many of which are already in early development stages with large office-based employment arriving in this area before ST3 will be realized. Within present zoning, the station area is forecast to be home to 2,575 residents and 8,237 jobs by 2040. When significant TOD occurs in this station area at or near the maximum residential density permitted by current code, it would substantially increase ridership for both Sound Transit's I-405 BRT and local transit service operated by King County Metro including the RapidRide F Line. The new transit center in south Renton would also allow for the shift of regional and pass-through transit trips away from the current Renton transit center to this hub with reduced travel time and improved reliability by avoiding downtown congestion.

We are also proposing that Sound Transit's planned investment in a park-and-ride facility in Renton be transferred from the currently proposed north Renton site (North 8th Street and parking garage/Park Avenue North) to this South Renton Transit Center site in the vicinity of Rainier Avenue South and South Grady Way. Presently the nearly 350-stall south Renton park-and-ride fills to capacity on a daily basis. There is ample evidence of significant latent demand at this location, and the addition of the I-405 BRT is certain to enhance demand even further. This site offers the opportunity to expand commuter park-and-ride access in

this high demand area with development of shared-use parking, as part of a transit-oriented joint development project. Collaboration in the development of such a project between King County Metro, Sound Transit, the City of Renton and a private site developer would offer the potential to lower Sound Transit's costs for project development, as well as operations and maintenance.

For efficient, reliable access to and from the South Renton Transit Center we are proposing direct-access HOV/transit ramps at I-405/Talbot Road South (or alternately at Rainier Avenue South, Lind Avenue SW or Oakesdale Avenue SW, depending on design constraints), as well as BAT lanes on Talbot Road South and South Grady Way. While Resolution No. R2001-09 stated that direct-access ramps at Talbot Road South were infeasible due to its proximity to the I-405 and SR-167 interchange, this project element would introduce ramps coming from the northeast only, rather than the southwest, which is toward the interchange. Therefore the feasibility of this proposal should be evaluated with fresh eyes. Further the rationale for eliminating the ramps was based on an old assumption of a need for full reconstruction of the I-405 and SR 167 interchange, which is now reality with the construction of the SR 167/I-405 HOV direct connector project.

The city has developed more detail for this proposal than reflected in this letter and would be pleased to share that with Sound Transit staff if requested. The plan includes a TOD concept for the station site that would—consistent with current zoning—accommodate 900 residential units, 500,000 square feet of mixed-use retail and commercial space, 2,000 shared-use parking stalls and six acres of new publicly accessible streets, walkways and open space.

Thank you for considering our comments as we plan for our city's future mobility. The projects in the final package presented to voters should be in step with local and regional plans. We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,







Denis Law
Mayor

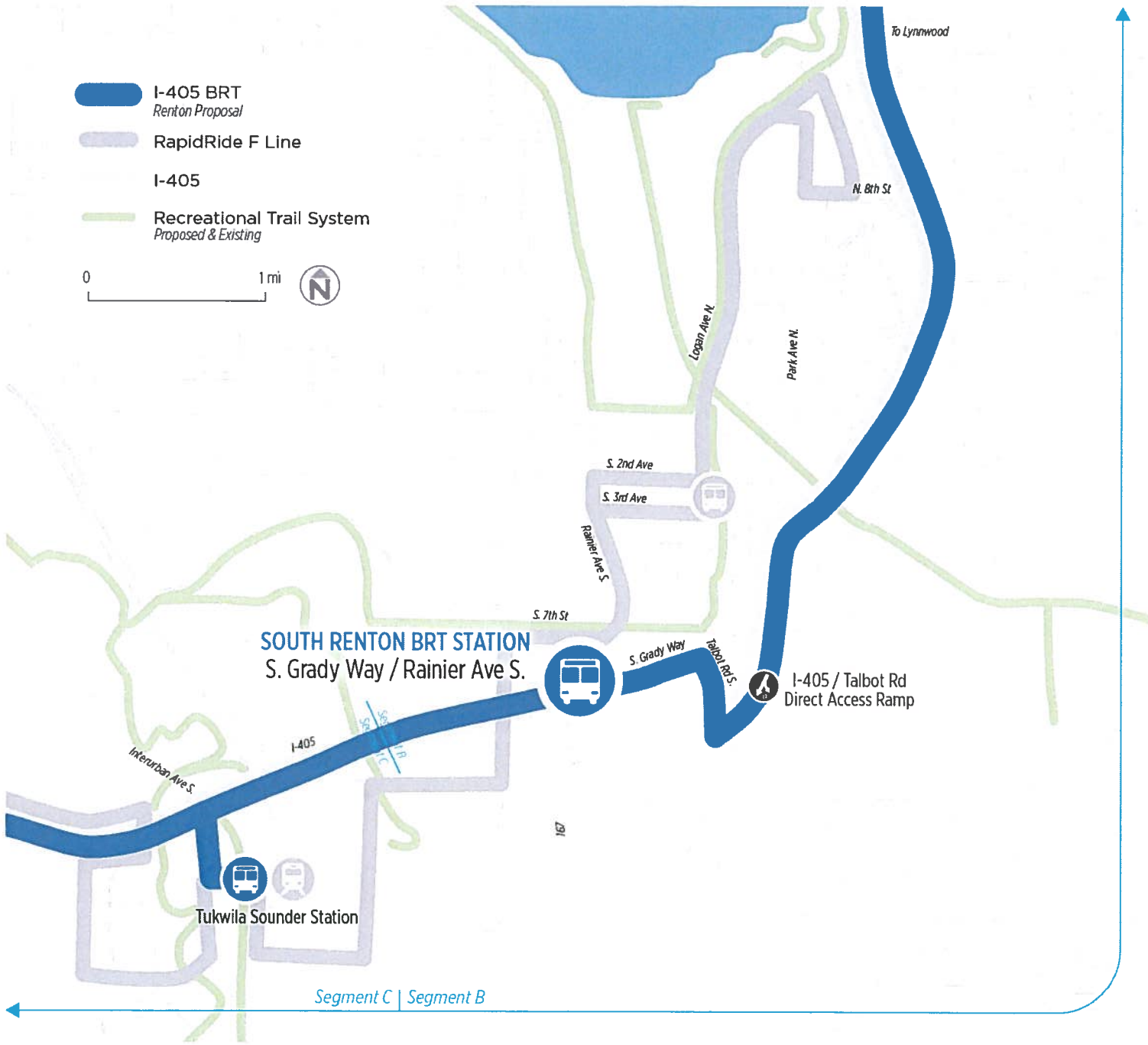
Enclosure

DL:aa

cc: Renton City Council
Jay Covington, Chief Administrative Officer
Gregg Zimmerman, Public Works Administrator
Chip Vincent, Community & Economic Development Administrator
Doug Jacobson, Deputy Public Works Administrator, Transportation



-  I-405 BRT
Renton Proposal
-  RapidRide F Line
-  I-405
-  Recreational Trail System
Proposed & Existing





4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

January 26, 2016

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

Subject: ST3 Candidate Projects

Dear Board of Directors:

The City of SeaTac has reviewed the list of candidate projects for Sound Transit's new system plan (ST3) and appreciates this opportunity to provide feedback. While the City's priority projects, as expressed in the attached letter dated July 8, 2015, are addressed in the project descriptions, after further consideration we feel it is imperative to do our due diligence on behalf of our city and the region.

We are now almost 20 years and billions of dollars into our regional transit plan, passed by voters in 1996, and then extended by voters in 2008. Initially voters approved a 10 year plan, that included nineteen stations and 32.6 million per year in ridership. The goals of this plan were to increase urban density and decrease sprawl. Voters were also led to believe that voting for these measures would decrease traffic congestion. None of these projections for ridership, decreased sprawl, and improved traffic have been realized. In fact the opposite is true.

Projections from the Puget Sound Regional Council (PSRC), for build-out of 72 miles of light rail and doubling of bus service in 2040, at a cost of almost 80 billion dollars, show transit ridership going from 3.1 percent of all trips to 4.3 percent. Traffic congestion on arterials would get worse and despite aggressive land-use assumptions for density around light rail stations, sprawl would continue. Certain corridors in and out of downtown Seattle during peak hour do show higher ridership, but as a regional plan our goal should be to attract new riders, not merely shift riders from busses to rail.

Lastly, before we lock this region into technology that may be obsolete long before the bonds are repaid, and given the rapid growth of autonomous vehicle technology, we believe it is essential to ensure any further investments also support future technology trends. Indeed, the Transportation 2040 Update states, "New technologies, such as autonomous vehicles, have the potential to significantly alter the demands placed on the region's transportation system and the assumptions embedded in Transportation 2040." In fact, this emerging technology suggests a reprioritization of new investments away from rail transit and toward increasing road capacity. This would improve traffic congestion in short-term, but also support long-term transportation trends.

Mayor
Rick Forschler

Deputy Mayor
Michael J. Siefkes

Councilmembers
Kathryn Campbell
Peter Kwon
Tony Anderson
Pam Fernald
Erin Sitterley

Interim City Manager
Donny Payne

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

To that end we would like the following questions answered by Sound Transit and PSRC staff using the Transportation 2040 Update projections, which assumes 72 miles of light rail and doubling of bus service.

1. What will be the total number of trips taken in the region each day and how many will be in single occupancy cars, carpools, busses, light rail, and commuter rail?
2. How many **new** transit riders will be riding busses, light rail, and commuter rail and what is the approximate cost to attract each new rider to those modes?
3. How many more hours of delay will there be in our arterials over 2010 levels?
4. Which highways will be tolled and what happens to the 300+ miles of HOV lanes?
5. For the average household what percentage of jobs will be within 30 minutes of light rail and/or transit?
6. What will be the average speed for light rail and busses?
7. What steps are underway to re-evaluate the core assumptions of Transportation 2040 based on recent autonomous vehicle developments?
8. How will Sound Transit mitigate "hide and ride" parking in the neighborhoods around light rail and commuter rail stations?

Specifically addressing the final item, we continue to experience parking impacts at the Tukwila International Boulevard (TIB) Station, which includes "hide and ride" into adjacent neighborhoods. Given this persistent parking shortage the City strongly advocates for additional parking at the TIB station, whether or not ST3 is approved by the voters in 2016.

Sincerely,



Rick Forschler
Mayor, City of SeaTac

cc: SeaTac City Council
Interim City Manager Donny Payne
CED Director Joseph Scorcio

Encl.



4800 South 188th Street
SeaTac, WA 98188-8605

City Hall: 206.973.4800
Fax: 206.973.4809
TDD: 206.973.4808

July 8, 2015

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

Subject: System Plan (ST3) Draft Priority Projects List

Dear Board of Directors:

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

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

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

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

Mayor
Mia Gregerson

Deputy Mayor
Tony Anderson

Councilmembers
Barry Ladenburg
Kathryn Campbell
Terry Anderson
Dave Bush
Pam Fernald

City Manager
Todd Cutts

Assistant City Manager
Gwen Voelpel

City Attorney
Mary Mirante Bartolo

City Clerk
Kristina Gregg

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

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

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

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

Sincerely,



Mia Gregerson
Mayor

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



City of Seattle

January 25, 2016

Peter Rogoff
Sound Transit CEO
Union Station
401 S. Jackson St.
Seattle, WA 98104

RE: Acknowledgement of ST3 candidate projects

Dear Mr. Rogoff:

The City of Seattle appreciates the opportunity to provide the following comments on the development of the ST3 system plan and our priority candidate projects.

Seattle and the Puget Sound region continue to grow rapidly. In just the past five years alone, Seattle added 70,000 residents and 63,000 jobs. Unfortunately, our regional mass transit system remains decades behind where it needs to be to accommodate this growth. In order to realize the more livable and equitable city and region we desire, ST3 must continue the progress approved by voters in 1996 and 2008. We need to connect our regional centers in Tacoma, Everett and Redmond and expand light rail to more dense residential and employment centers in Seattle, and we need to do it as quickly as we can.

But we face a reality that even under the best circumstances most of these light rail connections are more than a decade or two away, and there is a growing disconnect between the long-range vision of ST3 and the immediate transportation needs Seattle and our region face today. The speed, reliability and capacity of light rail is critical for our city and region, and we strongly believe an ST3 proposal that invests immediately in key regional transit corridors will not only help address today's transportation crisis, but also garner stronger public support. With this in mind, the City of Seattle requests that ST3 fund near-term transit in Seattle and throughout the region to address immediate needs, while planning and building out light rail over the life of the plan. Some project concepts are suggested below.

The ST3 proposal must not only consider the system capacity needs of the next increment of light rail expansion, but must also address the long-term capacity needs of the region. The Downtown Seattle Transit Tunnel (DSTT) is a regional asset (44% of commuters destined for the 515,000 jobs in Downtown originate from outside Seattle), but one that represents the greatest constraint on regional rail capacity. Without the ability to run more trains through Downtown Seattle than the

DSTT can accommodate, our future investment in regional light rail will be permanently constrained.

The following are short descriptions of the top priority projects and programs Seattle needs to see in ST3. Additional program and project priorities are included in the attachment. We fully understand that each corridor project included in the ST3 System Plan will undergo a complete environmental and corridor analysis planning process subsequent to ST3 voter approval. In this process, corridor alternatives will be more fully developed and evaluated. Specific alignment and station locations will be considered and presented to both the public and the ST Board, and both will have several opportunities to weigh in and propose new alternatives for consideration. Only after the public and environmental planning processes are completed will the board recommend a specific alignment and station location. The ultimate alignment and station locations will then be solidified during the final design phase. Seattle plans to remain engaged throughout this process, and expedite it whenever possible to help build the transit system we need in our city and this region as quickly as possible.

Early Transit Deliverables – Seattle supports and requests the inclusion of early delivery transit projects and service enhancements that provide needed immediate transit capacity to regional destinations that may have to wait ten or more years for light rail service. Examples of this concept include: Funding operation costs of bus rapid transit lines on future light rail corridors to a Link level of service frequency until light rail can be constructed in the corridor; speed and reliability capital improvements; and early delivery of light rail infill stations.

New Regional Light Rail Tunnel in Downtown Seattle – Seattle supports a new regional light rail tunnel in Downtown. This new tunnel will ensure long-term capacity and reliability for the light rail lines originating in Tacoma, Redmond, and Everett as the regional system matures and continues to expand in the future. We applaud the opportunity to provide significantly increased capacity for the Tacoma Link connection by terminating in Ballard, and likewise, terminating Everett Link in West Seattle.

Downtown Seattle to West Seattle Light Rail – Seattle supports building light rail from Downtown Seattle to West Seattle, and would like to work with Sound Transit on integrated station area planning. Sound Transit estimates this light rail extension will carry 50,000 people per day. The alternative analysis/environmental process for the corridor should vet alignment options through a public participation process and consider the ridership, cost, equity and impact tradeoffs.

Downtown Seattle to Ballard Light Rail – Seattle supports building light rail from Downtown Seattle to Ballard through the Interbay corridor. Sound Transit estimates this light rail extension will carry 133,000 people per day. The alternative analysis/environmental process for the corridor should vet alignment options through a public participation process and consider the ridership, cost, equity and impact tradeoffs.

Additional Light Rail Station in the Vicinity of SR99 and Harrison Street – Seattle supports inclusion of this station in the Downtown to Ballard corridor, which provides access to the Seattle Center and South Lake Union, and provides urban station spacing serving existing dense land uses and regional transportation connections, as well as intense future growth. Today there are 70,000 jobs in the Uptown, South Lake Union and Denny Triangle neighborhoods, with another 20,000 jobs in the development pipeline in those same neighborhoods. And according to the Center City Commute Mode Split Survey, 42% of commuters destined for South Lake Union originate from outside Seattle. It is also important to note that this station would provide additional access to the Seattle Center and the 12,000 annual events attended by more than twelve million people, 50% of whom visit from outside of Seattle.

Additional Light Rail Station in Interbay – Seattle supports this station in the vicinity of W. Newton Street and 15th Avenue W. serving the Outside – West Urban Village and the Ballard-Interbay Manufacturing and Industrial Center. We understand that the profile of this station will be determined pending further project definition.

Infill Light Rail Station: Graham Street – Seattle supports constructing this infill light rail station as an early deliverable project to quickly increase access to the regional light rail system. Seattle has committed a \$10 million contribution from the voter-approved Move Seattle Levy to support this project.

Infill light rail station: 130th Street (Lynnwood Link) – Seattle supports this infill station being constructed and opened as part of the Lynnwood Link Extension. This approach will eliminate the risk of constructing a station while light rail is operating. This station will provide appropriate urban station spacing between the Northgate and 145th Street stations, and provide access to the growing and diverse communities of Lake City and Haller Lake.

Madison Street BRT – This bus rapid transit project will provide important regional high capacity transit on an east-west corridor connecting the 4 million annual ferry passengers at Coleman Dock, regional Link light rail, the First Hill regional medical center, Seattle University and dense housing on Capitol Hill. This project is a critical regional connection because only 40% of workers drive to First Hill and 56% are coming from outside Seattle. The project will be built to a high level of bus transit priority with dedicated transit lanes in more than 50% of the corridor and headways every 6 minutes or less. Seattle supports this project with a capital contribution from ST3 and a partial operating contribution to fund the remaining headways to bring the service frequencies up to Link light rail level of service. ST3 funding for this project would leverage committed local funding from the Move Seattle Levy as well as State funding. Additionally, Seattle will apply for federal funding to help pay for the full cost of implementing the project.

Incentives for Local Jurisdiction - The need to deliver transit projects as quickly as possible is clear and there should be zero patience for local jurisdictions, including Seattle, creating roadblocks and delay to the speedy delivery of the regional system. Seattle strongly supports the creation of incentive programs for jurisdictions that are willing to expedite permitting/review processes and additional incentives for jurisdictions that are willing to commit to local funding partnerships.

Transit Oriented Development Program – Seattle supports this funding program, that provides additional support for analysis of transit oriented development (TOD) opportunities and the potential for affordable housing. However, we suggest the following changes to the program: 1) expand the scope of eligibility to all existing and planned Sound Transit rail stations; 2) expand the scope to include community TOD planning, policy assistance, and education for communities planning for rail; 3) work closely with local government, housing authorities, and non-profit housing developers and providers to ensure affordable housing is strongly considered throughout the TOD program planning, development and implementation; 4) increase the budget of this program to include the expanded scope included above.

Seattle also has a strong interest in ensuring robust public comment and participation in the development of the ST3 plan. We would like to see Sound Transit staff pay particular attention to public outreach and engagement in communities of color, low income communities, and non-English speaking communities. We would like to see Sound Transit work closely with non-profit and community based organizations on these outreach strategies and meet with these groups as requested prior to the release of a draft plan, in particular in areas with new candidate projects. Most importantly we want to ensure that ideas generated and concerns express through these meetings are strongly considered by the Sound Transit staff and board in developing the ST3 plan.

Seattle applauds the work of Sound Transit in its project labor agreements to ensure we have high apprenticeship utilization rates, strong DBE and WMBE participation, and high usage of well-trained, local unionized labor. We encourage the Sound Transit Board and staff to look at adoption of priority hire practices to ensure that the workers in the region who live in economically distressed areas are benefiting from large construction projects that will come along with ST3 adoption.

The future success of Seattle and our region depends on our ability to move a growing number of people safely, efficiently and reliably. The stakes for ST3 are high. The ST3 plan must be developed recognizing that job and residential growth in the region have occurred differently than envisioned in the original Sound Transit Long Range Plan. Sound Transit must put forward a system plan to voters this fall that isn't simply the product of a federated Board of Directors, but one that is prioritized based on the economic and mobility needs of the region, one that will make immediate investments in transit service, and one that will set the longer-term course to achieve our vision of a regional light rail system.

ST3 presents an opportunity to relook at the scale of the light rail system being built. Are the track ways and stations being overbuilt? Are they appropriate for the transit service and the context for which it is being provided? Are there ways to deliver the system faster and more efficiently? Seattle supports Sound Transit's ongoing efforts to answer these questions and ensure light rail is 'right sized' so our regional dollars are stretched further.

We appreciate the opportunity to continue a successful partnership with Sound Transit and support the expansion of the regional transit system to provide safe, efficient and sustainable transportation choices for all transit riders. If you have any questions about the content of this letter, please do not hesitate to contact Seattle's Sound Transit Board members, Mayor Murray and Councilmember Rob Johnson, or our staff contact Andrew Glass Hastings at Andrew.glasshastings@seattle.gov. Thank you again for the opportunity to comment.


Sincerely,

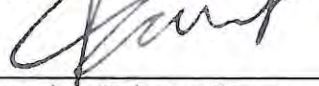

Edward B. Murray
Mayor



Bruce Harrell
Council President / District 2



Councilmember Tim Burgess
At-Large / Position 8



Councilmember M. Lorena González
At-Large / Position 9



Councilmember Lisa Herbold
District 1


Councilmember Kshama Sawant
District 3


Councilmember Rob Johnson
District 4


Councilmember Debora Juarez
District 5


Councilmember Mike O'Brien
District 6


Councilmember Sally Bagshaw
District 7

ATTACHMENT A

Additional Program and Project Priorities

C-13 West Seattle/Junction to Burien Transit Center/SeaTac LRT - Seattle supports this corridor being constructed following the completion of corridors C-01, C-03, and C-02 with connections to Ballard and West Seattle, as well as, an extension from Ballard to the University District. If this corridor is not included in the ST3 System Plan, we want to ensure that the design of C-03 will account for and accommodate this future extension to the south.

C-01g Additional LRT Extension and Potential Station to the Ballard High School/65th Street Vicinity – Seattle supports this extension and station serving 65th Street and Ballard High School. If this extension is not included in the ST3 system plan, we want to ensure that the design will account for and accommodate this future extension and station.

C-02 Ballard to University District LRT – Seattle supports this corridor being constructed following the completion of corridors C-01 and C-03 serving Ballard and West Seattle. If this corridor is not included in the ST3 System Plan, we want to ensure that the design of C-01 will account for and accommodate this future extension to the University District. We also suggest that Sound Transit evaluate and consider changes to the University District Station design that can be made with the current ongoing construction that would benefit future transfer or interlining connections with this corridor.

C-07 Transit Tunnel Improvements Enabling Increases in System Frequency – Seattle supports these system improvements and requests Sound Transit to consider implementing automated train control when this tunnel connects to West Seattle, and if it no longer serves the Rainier Valley.

R-05 System Access Program – Seattle supports this funding program, which provides for a 50% match for pedestrian, bicycle and transit access improvement in light rail station areas. This program will provide an opportunity to leverage Move Seattle Levy funding on projects such as Accessible Mt Baker and transit access improvements at the Rainier Beach Link Station. Seattle would also recommend inclusion of policy language to allow local jurisdictions the flexibility to use park and ride funding for system access projects. Such flexibility could result in local jurisdictions providing residents more frequent and reliable transit service rather than the construction of parking garages. Seattle also encourages Sound Transit staff to look into the possibility of entering into lease agreements with local parking providers to serve the park and ride lots rather than incurring the expenses associated with structured garage parking.

R-06 Innovation and Technology Fund – Seattle supports this funding program, which provides for research and development of new transit technologies (e.g., customer information systems, fare payment, connected and driverless vehicles, and safety systems), new business models with private service and shared transportation providers, new data and analysis programs, and expanded transportation demand management programs.

P-01 Future System Planning (ST4) – Seattle supports this funding of the future ST4 System Plan.

P-05 HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station – Seattle supports this future study providing direct light rail connectivity to the airport from the West Seattle Link light rail corridor.

P-07 HCT Study: Light Rail from Ballard to Crown Hill – Seattle supports this study extending light rail to the Crown Hill neighborhood. This extension is consistent with Seattle’s long-range high capacity transit vision, identified in the Seattle Transit Master Plan.

P-08 HCT Study: Light Rail on SR 522 – Seattle supports this study, which extends light rail to Lake City. This extension is consistent with Seattle’s long-range high capacity transit vision, identified in the Seattle Transit Master Plan.

P-09 HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City - Seattle supports this study, which extends light rail to Lake City and destinations north to Bothell. This extension to Lake City is consistent with Seattle’s long-range high capacity transit vision, identified in the Seattle Transit Master Plan.



**SHORELINE
CITY COUNCIL**

Chris Roberts
Mayor

Shari Winstead
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

January 21, 2016

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

RE: Shoreline Response to ST3 Candidate Projects N-9 and N-10

Dear Chairman Constantine:

The City of Shoreline greatly appreciates inclusion of High Capacity Transit on SR 523/145th and SR 522 as candidate ST3 projects. We are pleased that the Board recognizes the regional importance of investing in the 145th/State Route 523 Corridor as an integral part any ST3 system package. The City of Shoreline and our partners Lake Forest Park, Kenmore, Bothell and Woodinville are submitting a joint coalition letter supporting the entire corridor. This letter is Shoreline's specific response to Candidate Projects N-9 and N-10 which affect 145th Street through Shoreline.

The City is working cooperatively with Sound Transit staff on the 145th Street Multimodal Corridor Study which identifies the benefits of multi-modal transportation improvements to this corridor. That study will specify improvements necessary to complete ahead of the opening of the 145th Street light rail station. Investing in high capacity transit (HCT) on the 145th Street corridor east of I-5 will ensure the success of light rail in north King County and Snohomish County and the effectiveness of our city's and region's transit system.

The City is pleased overall with the analysis and cost estimates of the projects and we accept the project information with a few additional requested considerations identified below. Specific to the 145th Street Corridor and Candidate Projects N-09a/N-09b, Shoreline suggests the following key items and issues to consider related to Project N-09a and N-09b:

- **N-09a/N-09b project strongly supports Sound Transit's system integration objectives.** The proposed improvements are consistent with and supportive of King County Metro's long range plan and provide for a high number of transit connections from within the City of Shoreline and

the region to the 145th Street light rail station. We believe that future regional transportation projects should maximize the investments of ST2, and this project has clear and direct benefit in integrating the transit network to the light rail spine investment.

- **High ridership.** While Sound Transit's ridership numbers for N-09a/N-09b are significant, they do not accurately reflect the potential ridership on 145th Street and do not reflect localized trips, local land use plans, and regional transit integration which affect ridership estimates. City staff will follow up with Sound Transit to provide ridership estimates that address these concerns.
- **N-09a/N-09b project is necessary and essential for non-motorized access to the station.** Currently barriers exist for pedestrians and bikes to access the proposed light rail station at 145th Street. Buses currently do not effectively utilize the 145th Street corridor due to traffic congestion. Without ST3 Projects N-09a/N-09b, the region will not realize the benefits of the significant light rail investment at 145th Street because multimodal access to the proposed light rail station is inadequate. Implementing N-09a/N-09b will enable non-motorized access to the light rail spine, which is essential considering Sound Transit projections that 75% of the daily 6,000 boardings at this station are assumed to be by walking, biking, or by bus.
- **Land use and Development/TOD Potential.** The Sound Transit analysis does not fully capture local land use plans. Through our 145th Station Area Planning effort, the City of Shoreline has been planning for higher densities to occur in the 145th Street corridor. The planning effort recognizes the TOD opportunities provided by the Sound Transit investments in the 145th Street Corridor. The City anticipates completing the station area plan later this year with the City Council currently scheduled to adopt revised zoning in this area in September 2016.
- **Land use and Development - Population.** Existing and projected population counts are under reported. The City of Shoreline Planning Department values are as follows: 2014 pop/acre = 26.1, 2040 pop/acre = 35.2. These are 3.5 times greater than ST3 reported counts.
- **Socioeconomic Benefits - Population.** Existing and projected population counts within ½ mile of potential stations are under reported.
- **Momentum.** Project N-09a in particular provides for Sound Transit to capitalize on the momentum created through planning efforts by the City of Shoreline. We are developing a preferred design concept for 145th Street that is consistent with N-09a and reflects feedback from our community and support of multi-agency stakeholders, including Sound Transit, SDOT,

and WSDOT. Sound Transit can move forward with a high degree of confidence that this project is supported by the community and stakeholders.

Thank you again for this opportunity to acknowledge these important projects and provide input. These are exciting times for our region, and these transit improvements will go a long way toward building a better future for our communities. We look forward to continuing our collaborative work to achieve a highly functional and successfully integrated regional transit system.

Sincerely,

A handwritten signature in black ink that reads "Christopher Roberts". The signature is stylized and written in a cursive-like font.

Christopher Roberts, Mayor
City of Shoreline

CC: Sound Transit Board
Shoreline City Council
Peter Rogoff, Sound Transit CEO
Debbie Tarry, Shoreline City Manager

RECEIVED
JAN 08 2016

BY: Board Admin



CITY OF SNOHOMISH

Founded 1859, Incorporated 1890

116 UNION AVENUE □ SNOHOMISH, WASHINGTON 98290 □ TEL (360) 568-3115 FAX (360) 568-1375

January 5, 2016

Hon. Dow Constantine, Chairman
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

Re: Comments Concerning Proposed Alignment of Light Rail from Lynnwood to Everett for ST3

Dear Chairman Constantine:

We are aware of the final analyses being reviewed now by the Sound Transit Board for the ST3 ballot measure, and we believe that the choices to be made for light rail alignment are critical for this program's success in our region. While our City is not currently a part of the RTA, our community has a significant stake in the outcomes of this proposed transit project because of its importance to our citizens and transit riders.

On behalf of the City of Snohomish City Council, I wish to communicate that our City supports the extension of light rail from Lynnwood to Everett via the southwest Everett industrial center at Paine Field (Project N-02a) and also extending this alignment from Everett Station to North Everett (Project N-01) to serve Naval Station Everett and the County's growing higher education campuses located in North Everett. We believe that these alignments for potential expansion of light rail services are essential to maximize ridership and long-term value for this transit system in Snohomish County. We appreciate your attention to these comments and for considering our views as the Sound Transit Board deliberates over important choices for the ST3 projects list.

Sincerely,

Karen Guzak
Mayor

c: City Council
Sound Transit Board Members Dave Somers, Dave Earling and Paul Roberts
City of Everett Mayor Ray Stephanson



CITY OF
SUMNER
WASHINGTON

1104 MAPLE STREET, SUMNER WA 98390

January 21, 2016

The Honorable Dow Constantine
Sound Transit Board Chair
Union Station
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Mr. Constantine:

Thank you for your request of comments on the scope of the candidate projects for ST3 that affect the City of Sumner. Through your process, please consider the following:

Project S-16 would be the most successful at reducing congestion by extending commuter rail service to McMillin. Not only does this fulfill the promise to the City of Sumner to try to find regional solutions that limit the increase of cars needing to park at the Sumner station, but it also greatly helps reduce congestion on SR 162 rather than add to it. All previous discussions of buses on SR 162 never work because the buses are stuck in the same congestion, rendering them useless at best and adding to the problem at worst. By contrast, a rail stop greatly benefits Orting, South Hill, Pierce County and the residents of the new Tehaleh development.

Project S-14 would cause a problem by putting buses onto SR410 where there is already limited capacity due to heavy congestion. Any improvements to SR162 should also include improvements to SR410/SR167. How much right-of-way may be required to make the transit queue jump lanes work both on SR162 and at the SR410/Traffic Avenue interchange? Is that even feasible? Again, all of eastern Pierce County would be much better served by the rail extension in Project S-16 than additional buses that would be trapped in traffic on the Orting Highway.

Project S-13 could be beneficial, adding capital improvements on Meridian/SR161 in Puyallup to increase bus speed, reliability, and convenience; however, this project would face the same challenges regarding right-of-way and feasibility as Project S-14 above.

Project S-15 needs clarification could be troublesome. It looks to add 4,000 additional structured parking stalls to the South Sound stations but does not specify where. Does this mean a second parking garage for Sumner? The as-yet unbuilt first garage already requires Sound Transit to

assist in fixing major traffic challenges for access, especially the Traffic Avenue intersections/overpass with SR 410. Any hint at a second garage would not only increase the concern of additional traffic to Sumner's downtown and residential areas, but it could also derail the existing process to build the much needed first garage from ST2. Project S-16 seems to fulfill the promises made to Sumner in ST2, but Project S-15 seems to opt instead to feed the fear that Sound Transit will take over and potentially destroy our communities for parking.

Project S-06 should focus on reduced headways. If I have to choose between lengthening platforms and reducing the headways to 1-hour throughout the day for commuter rail I would vote for reducing headways. More frequent trains would do far more to increase access to service for riders utilizing the Sumner station than lengthening platforms.

Thank you again for our continuing partnership to bring effective transportation solutions to our community and to the region. Please let me know if you have any questions about these items and how they would be effective given the existing and future parameters within and around our city.

Sincerely,

A handwritten signature in black ink that reads "David Enslow". The signature is written in a cursive, flowing style.

Mayor David Enslow

Cc:

John Galle, City Administrator

Bill Pugh, Public Works Director

Mike Dahlem, City Engineer

Ryan Windish, Interim CD Director



City of Tacoma

January 21, 2016

Dow Constantine, Chair
Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 98104-2828

Dear Chair Constantine:

On behalf of the City of Tacoma, I want to thank you for this opportunity to once again engage with Sound Transit on the development of the next set of regional high-capacity transit investments. The potential ST3 ballot measure comes at a critical time for the City of Tacoma and for the region: our continued prosperity relies on this continued investment in our regional transit infrastructure, and our **shared** prosperity relies on ensuring an **equitable** regional transit system that serves the needs of all of our citizens.

Tacoma is poised for a bright future. We are the second largest city in the Puget Sound region and the most important business employment center in the South Sound. Over the past two decades, Tacoma has seen a significant renaissance, with substantial reinvestment in the downtown and increased growth and vitality in the city's eclectic neighborhoods. Recognizing Tacoma's role in the region, the Puget Sound Regional Council designated Tacoma as a Metropolitan City, serving as Pierce County's civic, cultural and economic hub and a focal point for future population and employment growth. Through our Comprehensive Plan update and subarea planning, Tacoma is ready to accommodate 127,000 new residents and 97,000 new jobs over the next 25 years. **This is a role that we Tacomans have embraced.**

With this momentum behind us it is important not to stand pat and say "job well done" but to recommit to the regional vision we have adopted and the blueprint for achieving it. Tacoma is the right place, and this is the right time, for this investment.

Overall I applaud both the timing and the bold scope of the ST3 candidate projects and while I acknowledge the many projects that would enhance regional service to Tacoma, I offer the following comments on the priority projects in our jurisdiction.

Central Link (S-03 or S-04: Kent-Des Moines to Tacoma Dome Light Rail)

- The Central Link expansion from Sea-Tac to the Tacoma Dome is the City's priority first and foremost.
- Our preference is to complete the Central Link along the I-5 Corridor.

S-08: Additional Sounder Service

- The City supports expanding the frequency and quality of Sounder Service to Tacoma and making the service available to a broader population. The City will provide additional comments on this project as more details on the scope and costs of this project become available.

S-11 Tacoma Link Extension to Tacoma Community College

- There is significant transit-oriented development potential beyond what is outlined in the Sound Transit scoring, given the major medical, recreational, and educational destinations on this proposed route. This potential should be more fully considered.
- We would ask Sound Transit to re-evaluate the cost assumptions related to this project as we feel it could be accomplished in a more cost effective manner.

In terms of the methodology that Sound Transit has used to evaluate the candidate projects, I would suggest two refinements overall. First, I believe that there is greater transit-oriented development potential in conjunction with the proposed Tacoma project list than is currently represented in the scoring. Second, I believe the cost assumptions could be lowered by looking at design alternatives for each route. I would ask Sound Transit staff to work closely with City Planning and Public Works staff over the next few months to identify strategies to reduce the anticipated project costs and to ensure a cost-efficient system investment.

Sincerely,



Marilyn Strickland, Mayor
City of Tacoma



January 20, 2016

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

Dear Board Members:

Thank you for the opportunity to provide comment on the Candidate Project Evaluations for potential ST3 projects. We appreciate the extensive work that the Board and staff at Sound Transit have devoted to this process and for your efforts to include feedback from jurisdictions and other partners.

As you will recall, throughout the ST3 planning process, the City of Tukwila has focused on two key candidate projects: the infill light rail station at Boeing Access Road and the infill commuter rail station at Boeing Access Road.

These projects remain our top priorities for ST3 and we believe they are valuable projects, for both the region and the City of Tukwila.

Both projects reflect the Sound Transit Board's priorities for ST3 laid out during the beginning of your process, and have a significant constituency of residents, employers and employees who are working together in coalition to urge the inclusion of these projects into the final ST3 package.

Our analysis of the Candidate Project Evaluation forms for both the light rail and commuter rail infill stations at Boeing Access Road does not agree with some of the information presented about each project. Specifically, we would like to provide comment on the following areas:

- As to system integration, City staff has been deeply involved in King County Metro's update of its long range plan. Under the draft 2040 transit network proposed by Metro, most of the express routes to Seattle are shown to stop at light rail and commuter rail stations at Boeing Access Road. While current System Integration may show as a "Medium," it is clear that the opportunity for a multi-modal connection for light rail and commuter rail service at this location would allow for significant system integration in the future.
- Regarding the "ease of non-motorized access," it appears that Sound Transit does not take into account planned construction activities in 2016 that will add a new 10' sidewalk for combined pedestrian and bicycle use. This project is fully funded and construction will begin later this year. In addition, Tukwila's Walk and Roll plan identified the Boeing Access Road corridor, from 51st Ave. S. in Seattle westward through the North Tukwila Manufacturing and Industrial Center (MIC) area as a

bicycle friendly route, with additional dedicated bicycle lanes as the priority in our Walk and Roll Plan. Sound Transit also does not appear to consider the close proximity of the Green River Trail, a nearly 20-mile regional bicycle and pedestrian trail to which there are connections within a half mile of the infill stations. The Green River Trail connects to several large employers in the North Tukwila MIC as well as large employers and activity centers to the northwest and south not served by high capacity transit. Tukwila has recently constructed bike lanes in the area to connect Boeing Access Road and the North Tukwila MIC to the Green River Trail.

- We agree that the addition of this station would serve two PSRC-designated regional centers. In fact, the North Tukwila MIC is currently the only designated regional center that has light rail passing directly through it without a stop. Given Sound Transit's mandate to connect our region's designated centers with high capacity transit, the addition of these two infill stops directly serves the agency's mission.
- The City of Tukwila is particularly puzzled as to how we rated as "Low" on plans and policies that support station area development. In 2007 the area around the station was rezoned for additional development, including a special height exception area to promote density, and Tukwila's Comprehensive Plan specifically articulates objectives for guiding long-range growth and development in the area, citing light rail as one of the means to this end. In addition, we have a number of other City policies that support these projects, including reducing reliance on SOVs for employees in and out of the MIC, transportation policies to spur alternative transportation systems and leveraging the stations at Boeing Access Road to bring in significant transit-oriented employment growth at the southern edge of King County International Airport.
- The classification of the area's market support is equally concerning. Sabey Corporation owns 62 acres of developable land within the 0.5 mile radius. This area has been upzoned by both Tukwila and Seattle to allow office, retail, restaurants and entertainment uses, and is only one example of underdeveloped land in the area. Our analysis shows that 46% of the privately-owned acreage within one mile of the stations location is either vacant or meets both Washington State and King County's criteria for being classified as "underutilized." With development pressures occurring north in Seattle, development opportunities will continue to move south of downtown. In fact, many former warehouse spaces in north Tukwila have already converted to office uses over the past two decades, bringing a significant amount of employees into the North Tukwila area.
- Finally, we disagree with the agency's analysis of the employment within the 0.5 mile radius. A cursory look at Tukwila's business licenses within 0.5 miles of the stations show in excess of 900 employees just on the west side of Interstate 5, and does not include the many employees on the east side, many of whom are a part of the coalition supporting these stations. Today, over 11,000 employees work in this area, most with no access to public transportation, though light rail goes overhead and the Sounder passes through many times a day. With the area projected to go to up to 25,000 employees by 2035, investments in public transit are most certainly sorely needed.

In addition to these points, we would hope that Sound Transit would strongly weigh the commitment by the City area employers (Sabey, BECU, Group Health, Raisbeck Engineering, MacDonald Miller, and others) and regional institutions – such as the Museum of Flight – to support a “last mile” shuttle program to facilitate more passengers to and from the stations. These community partners, working with Sound Transit, are offering to develop and support the funding of a “last mile” shuttle program that can directly connect employers, organizations and neighborhoods to the stations at Boeing Access Road, significantly increasing access and usage. This opportunity for a public/private partnership could be a boon for both employers and employees, as well as help Sound Transit maximize the agency’s investment in the area and meet its obligations for connecting regional centers with high capacity transit.

Finally, early on Sound Transit identified one of its key priorities as a commitment to social-economic equity. The residential neighborhoods around the proposed Boeing Access Road infill stations are some of the most diverse within the agency’s service area, and yet the area has been coined locally a “transportation desert.” The inclusion of these projects would go a long way to help not only the residents of Tukwila, but those in Skyway, South Seattle, SeaTac, Boulevard Park and Burien connect with high capacity transit in a way that doesn’t begin with a trip in a single occupancy vehicle, which is currently the only option for many in these neighborhoods. If these neighborhoods are once again left out of access to high capacity transit, it will be another 30 years until they get another opportunity.

Again, thank you for the opportunity to comment. We would be happy to provide any additional information that would be helpful to you as you work toward a final package to put toward the voters in November of 2016. Please do not hesitate to contact Rachel Bianchi at (206) 454-7566 or via email at rachel.bianchi@TukwilaWA.gov any time.

Sincerely,



Allan Ekberg
Mayor

January 20, 2016



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

Dear Chairman Constantine and Members of the Board:

The City of Woodinville appreciates the opportunity for acknowledgment and feedback to the Sound Transit Board about the Sound Transit 3 (ST3) Program currently being considered. The City has joined with other north end cities, Bothell, Shoreline, Lake Forest Park, and Kenmore in support of the proposed projects in the SR 522 corridor, and we applaud Sound Transit for including these potential projects in the ST3 Program, with a letter stating this position. In addition to this letter, the City, in reviewing the entire draft proposal of ST3, would like to provide additional feedback and requests for the Board to consider as it moves forward in its deliberations, discussions, and decisions.

The citizens of Woodinville have contributed to funding Sound Transit since its inception in 1996 with the hope of someday having direct connection and service from Sound Transit to their community. Several projects in the proposed ST3 Program will bring direct connections and service much closer than what currently exist, but all end before reaching Woodinville. The City respectfully requests that the following projects listed in the ST3 Program be extended to reach Woodinville with further explanation below:

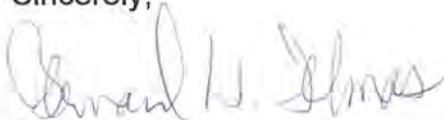
- E-03 – Kirkland/Totem Lake to Issaquah LRT
- E-06 – BRT on Eastside Rail Corridor from Kirkland to Bellevue
- N-10 – BRT on SR 522 to the Vicinity of UW Bothell

The current ST3 as presented, has the first two projects, Kirkland to Issaquah LRT, and BRT on Eastside Rail Corridor, ending at Totem Lake in Kirkland. This is about 3.5 miles south of Woodinville. King County currently owns this section of the Eastside Rail Corridor and Sound Transit already owns the easement to install and operate high capacity transit on it. We ask that these projects be extended to Woodinville so as to provide its residents direct connection to the well-functioning Sound Transit high capacity transit system.

Project N-10, BRT on SR 522 to the Vicinity of UW Bothell is currently proposed to end about 1.5 miles from the City. We request that this project be extended to Woodinville for all the reasons stated in the joint cities letter to you. By extending BRT to Woodinville, the direct connection to Sound Transit's high capacity transit system for Woodinville citizens will be made at a small incremental cost increase.

Thank you again for the opportunity to provide comment and feedback on the ST3 package currently under review and consideration. When all combined, the projects will provide the region a high capacity transit system that will provide necessary service that its users can be proud of. By making the two small adjustments requested above, the citizens of Woodinville can be made part of the regional system, having direct access to it.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bernard W. Talmas".

Bernard W. Talmas, Mayor
City of Woodinville

Attachment 1: Map Showing Requested Extension – Eastside Rail Corridor
Attachment 2: Map Showing Requested Extension – SR522 BRT
Attachment 3: Location of Trip Origins to Seattle on SR522

E-01
REDMOND TECHNOLOGY CENTER TO SE REDMOND TO DOWNTOWN REDMOND (EAST LINK)

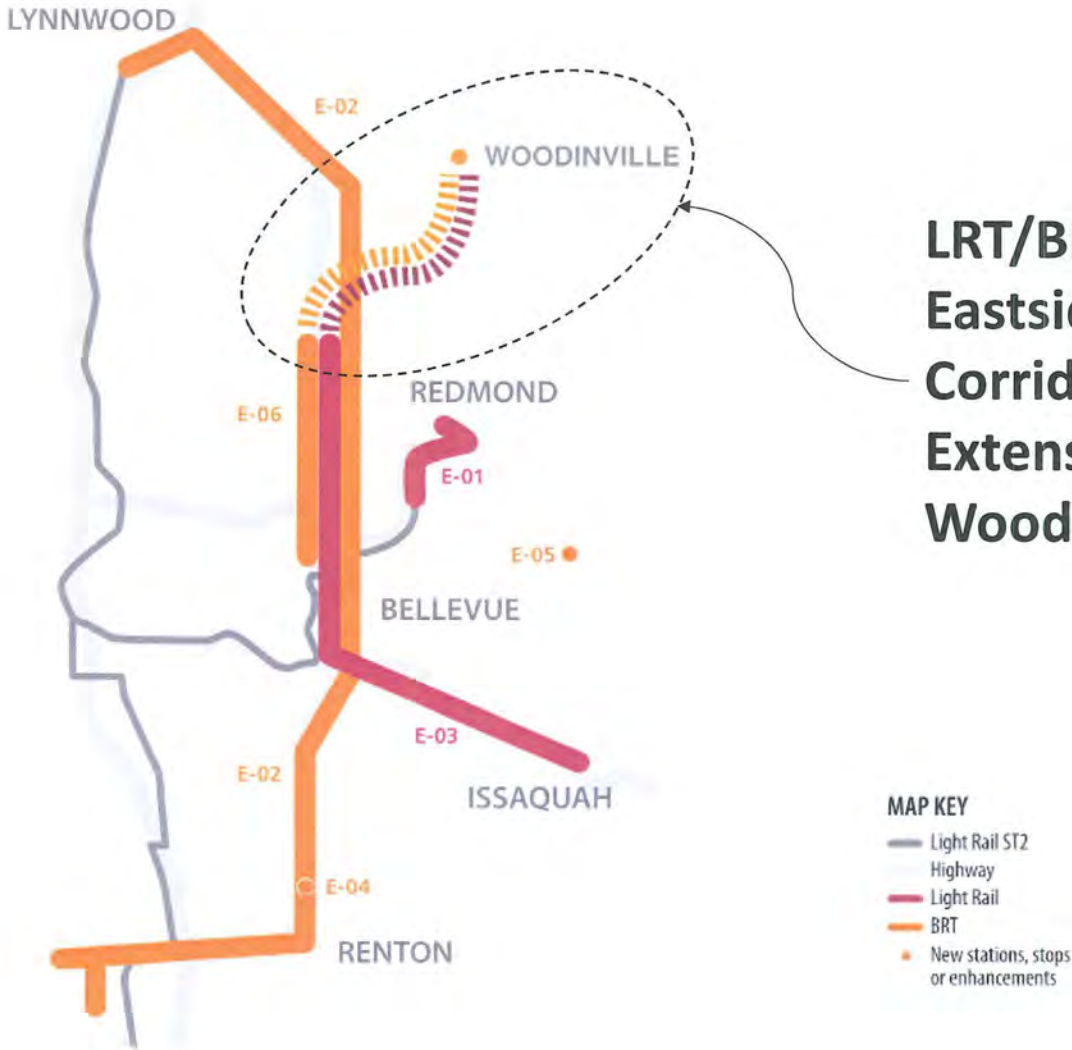
- E-02**
I-405 BUS RAPID TRANSIT
- » E-02a-SegA: Lynnwood Transit Center to Bellevue Transit Center (Lower Capital)
 - » E-02a-SegB: Bellevue Transit Center to Renton (N 8th) (Lower Capital)
 - » E-02a-SegC: Renton to Tukwila (Lower Capital)
 - » E-02a-SegD1: Tukwila to SeaTac (Lower Capital)
 - » E-02a-SegD2: Tukwila to Burien (Lower Capital)
 - » E-02b-SegA: Lynnwood Transit Center to Bellevue Transit Center (Intensive Capital)
 - » E-02b-SegB: Bellevue Transit Center to Renton (N 8th) (Intensive Capital)
 - » E-02b-SegC: Renton to Tukwila (Intensive Capital)
 - » E-02b-SegD1: Tukwila to SeaTac (Intensive Capital)
 - » E-02b-SegD2: Tukwila to Burien (Intensive Capital)

E-03
KIRKLAND/TOTEM LAKE TO ISSAQUAH VIA BELLEVUE LRT

E-04
HOV DIRECT ACCESS AT RENTON/N 8TH STREET

E-05
NORTH SAMMAMISH PARK-AND-RIDE

E-06
BRT ON EASTSIDE RAIL CORRIDOR FROM KIRKLAND TO BELLEVUE



LRT/BRT on Eastside Rail Corridor Proposed Extension to Woodinville

N-01
EVERETT STATION TO NORTH EVERETT LRT

N-02
LYNNWOOD TO EVERETT LIGHT RAIL

- » N-02abc-SegA: Lynnwood Transit Center to 164th/Ash Way
- » N-02ab-SegB: 164th/Ash Way to 128th
- » N-02a-SegC: 128th Street SW to Everett Station via Southwest Everett Industrial Center (Paine Field) via 41st Street
- » N-02a-SegD: 128th Street SW to Everett Station via Southwest Everett Industrial Center (Paine Field) via Pacific Avenue
- » N-02b-SegC: 128th Street SW to Everett Station via SR 99/Evergreen Way via 41st Street
- » N-02b-SegD: 128th Street SW to Everett Station via SR 99/Evergreen Way via Pacific Avenue
- » N-02c-SegB: 164th/Ash Way to 128th Street SW
- » N-02c-SegC: 128th Street SW to Everett Station via I-5

N-03
EDMONDS PERMANENT STATION

N-04
INFILL LIGHT RAIL STATION: 130TH STREET (LYNNWOOD LINK)

N-05
INFILL LIGHT RAIL STATION: 220TH STREET (LYNNWOOD LINK)

N-06
MOUNTLAKE TERRACE PARKING GARAGE

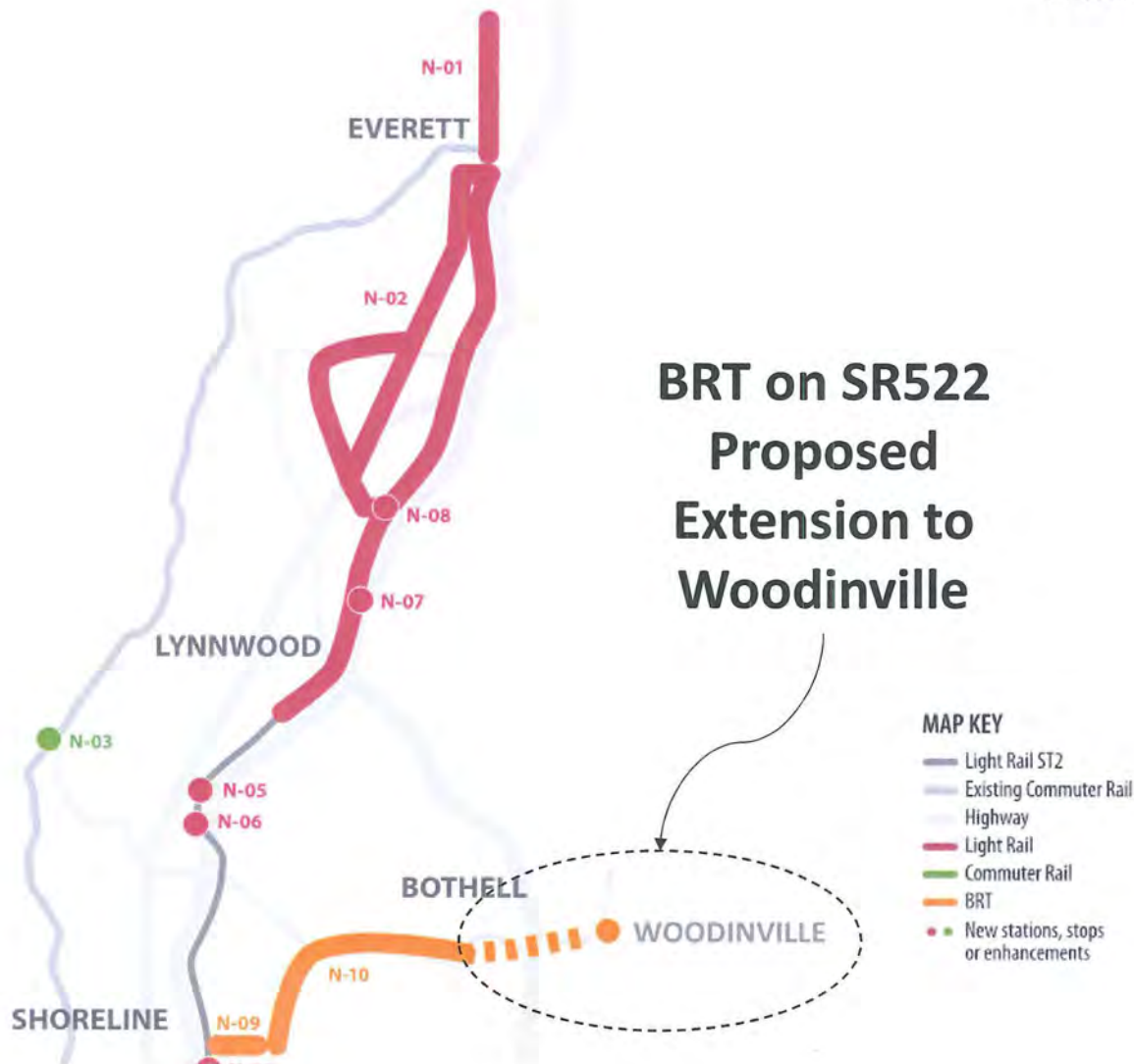
N-07
NEW I-5 CROSSING AT 164TH STREET SW

N-08
NEW I-5 CROSSING AT 128TH STREET SW

N-09
BRT ON SR 523/145TH TO CONNECT TO LINK STATION

- » N-09a: Lower Capital
- » N-09b: Higher Capital

N-10
BRT ON SR 522 TO THE VICINITY OF UW BOTHELL



BRT on SR522 Proposed Extension to Woodinville

Who Uses the Corridor?

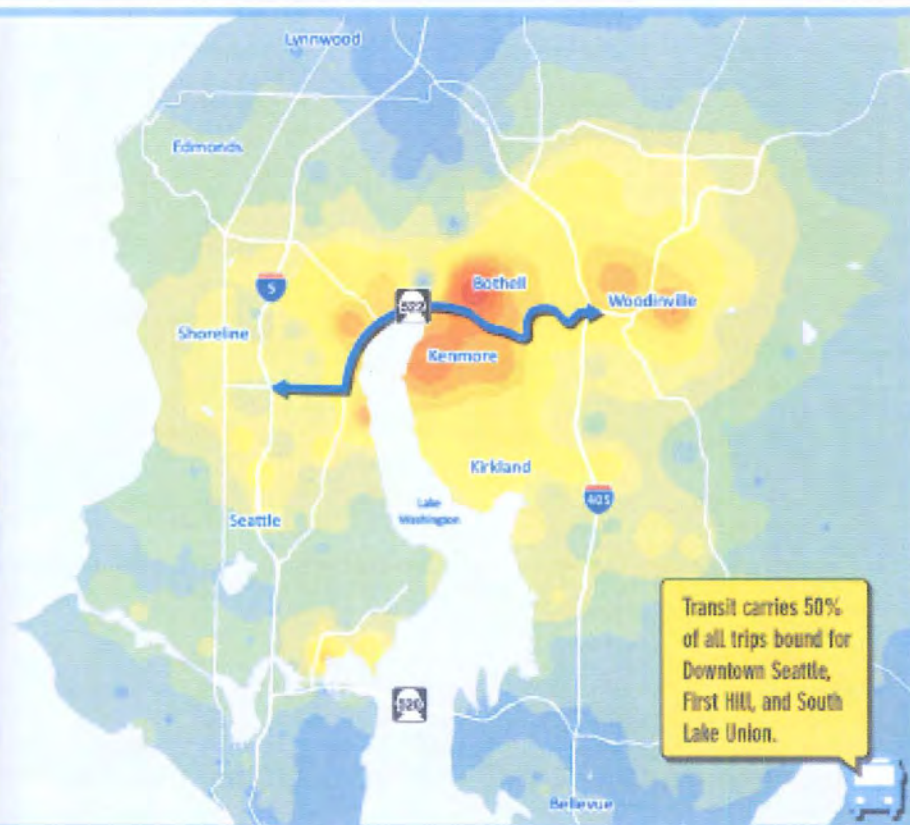
SR 522/NE 145th carries 84,000 people every day. This map shows where those corridor users are traveling*

Percentage of total corridor daily traffic by location

Passenger Trips  Mass Trips

What are the top destinations of similar users?

AM (Westbound)	PM (Eastbound)
74% → Shoreline Seattle (p. or trip card)	29% → Kenmore
11% → Downtown Seattle First Hill South Lake Union	20% → Kirkland
8% → Everett Lynnwood SW Snohomish County	20% → Bothell
	11% → Woodinville & points east



* Measured from a screenshot at SR 522 and 61st Ave

Slide from
Fehr & Peers
(Traffic Engineer Consultant)
presentation to Kenmore
City Council on January
12, 2016

Location of Trip Origins
to Seattle

(Note the Amount of Trips
originating in Woodinville
going to Seattle)

January 21, 2016

Dow Constantine, Board Chair
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826

Re: Comment and Acknowledgment Letter on ST3 Candidate Projects

Dear Chair Constantine:

Thank you for the opportunity to comment on the ST3 candidate projects. Community Transit has closely followed development of ST3 and is actively coordinating with Sound Transit staff on integration of existing and future light rail and bus networks.

Completion of the light rail spine to Everett Station (project N-02) is Community Transit's highest priority in the scope of ST3. Growth in regional travel demand requires the capacity, speed and reliability of a fully developed rail network. Community Transit's long range vision assumes completion of this spine and complementary Swift BRT services that we will build to provide effective connections to Sound Transit rail.

We strongly support projects N-07 and N-08 providing new east-west transit infrastructure across Interstate 5 at 128th St SW and 164th St SW. These locations are among the most congested interchanges in the region and both will be important access points to Link light rail. Most passengers will access rail at these interchanges via the bus network. Community Transit is planning and implementing Swift BRT on 128th St SW and 164th St SW, in part, to provide a robust connection to Link. Projects N-07 and N-08 will be absolutely critical in providing a reliable and efficient connection between bus and rail.

Considering the importance of bus/rail integration at 164th St SW and Interstate 5, Community Transit also requests that Sound Transit consider expanding the scope and financial contribution toward project N-07 to include completion of the north-facing direct access ramps at Ash Way Park & Ride. Bus access to Ash Way Park & Ride will be a high priority throughout the ST3 project cycle. Buses in the I-5 corridor experience longer running times and higher operating costs because the ramps are incomplete. A fully developed direct access facility at Ash Way Park & Ride would provide faster, more reliable travel for customers and lower operating costs for both Community Transit and Sound Transit buses. Once Link LRT is complete to Ash Way, the direct access ramps would be an important component of a fully-integrated bus/rail station.

We also encourage a modified scope for project R-05 System Access Program. This is an important project describing improvements outside the immediate footprint of stations to enhance multimodal access to light rail. While transit is mentioned in the project description, the emphasis appears to be primarily on bicycle and pedestrian infrastructure. Given that most

riders will access LRT via bus, R-05 should also include transit priority treatments on roadway approaches to congested stations that facilitate effective integration of bus and rail.

ST Express bus is Sound Transit's highest ridership mode and will continue to play a vital role as ST3 is built out. Project R-01 describes ST Express but does not yet identify the scope or goals for this service. We believe ST Express is a critical component of ST3, providing system access in future HCT corridors during the decades leading up to completion of the LRT spine in 2035. Specifically, in the North Corridor, ST Express will be vital to maintaining and building the transit market between Everett and Lynnwood as light rail is being developed and constructed.

Again, thank you for the opportunity to provide comments on the scope of ST3 candidate projects. Community Transit looks forward to continued partnership and coordination with Sound Transit as you plan and implement the regional transit system.

Sincerely,



Emmett Heath

Chief Executive Officer



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889(FAX)
<http://www.fhwa.dot.gov/wadiv>

January 27, 2016

HFO-WA/

Dow Constantine, Chair
Sound Transit Board
401 S. Jackson St.
Seattle, WA 98104-2826

**FHWA Comments on Sound
Transit 3 (ST3) Candidate Projects**

Dear Mr. Constantine:

Thank you for allowing FHWA to provide early input on the development of Sound Transit 3 (ST3) Candidate Projects, the next set of regional high-capacity transit investments that Sound Transit (ST) plans to present to voters next November. We appreciate the opportunity to be engaged in this process. We understand that ST will be receiving input from jurisdictions, the citizens we serve, our partners, and stakeholders across the region, which will continue to inform and shape ST3's vision.

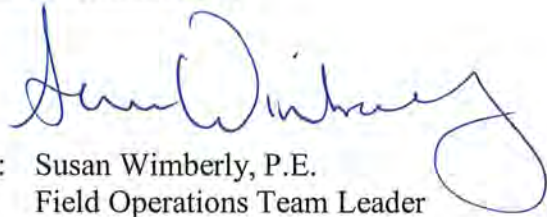
We hope that the comments we have provided will ensure that the ST3 candidate project development is done in a way that enhances the long-term efficiency and operation of all the travel modes in our Interstate highway corridors. We want to assure that we work together and reach a common understanding of the scope and initial assumptions of the proposed ST3 projects.

FHWA focused our comments on ST3 Candidate Projects proposing to construct transit facilities within Interstate Right of Way (ROW) and on those projects we thought most likely to require future FHWA approvals. FHWA's comments, included in the enclosed spreadsheet, are at a very broad, high-level. We understand that these projects are still evolving and detailed comments are not appropriate at this time. Since they are so broad, these comments should not be viewed as FHWA's endorsement or approval of any particular alternative at this scoping phase of the planning process. FHWA's involvement will be better refined on each of the potential projects as ST moves through the development of the ST3 plan. We tried to identify in our comments the project elements included in candidate project reports which were of interest to FHWA. We also noted any elements that appeared to have been overlooked or that were included unnecessarily.

Thanks again for the opportunity to review these candidate projects so early in the process. We hope that our ongoing involvement will result in a more efficient project delivery process.

Sincerely,

DANIEL M. MATHIS, P.E.
Division Administrator

A handwritten signature in blue ink, appearing to read "Susan Wimberly", with a large, stylized flourish at the end.

By: Susan Wimberly, P.E.
Field Operations Team Leader

Enclosure

FHWA Comments on ST 3 Candidate Projects within Interstate Right of Way (ROW)

The following comments are given from a broad level conceptual approach. They in no way endorse or represent FHWA's approval at this scoping phase. FHWA reviewed just those projects we thought FHWA involvement was highly likely.

Overall

Overall	ST3 Candidate Projects with Interstate ROW	Land use	Using Interstate right of way as a primary conduit as opposed to an arterial like SR 99 de bases the opportunity for appropriate urban densification and it's commensurate economic development.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	The light rail should be located such that full Interstate standards can be met and the current and future safety, operations, and maintenance needs of the Interstate facility are not compromised.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	Any art installations shall follow the WSDOT Design Manual policy on public art.
Overall	ST3 Candidate Projects with Interstate ROW	Interstate Safety	Constructing the light rail facility within the Interstate right-of-way increases the probability of fixed object crashes. Placing the light rail within the Interstate right-of-way may require guardrail/barrier where currently there is none. The addition of guardrail/barrier would be another fixed object that is closer to the roadway.
Overall	ST3 Candidate Projects with Interstate ROW	Interchange Congestion	Since the light rail extensions appear to serve car-based commuters and relies heavy on the existing Interstate, Interchanges, and Park and Ride lots, the ST3 projects may have the potential to increase trips on I-5 as well as the local system adjacent to those lots and interchanges. Sound Transit will need to study these effects and may need to mitigate this impact.
Overall	ST3 Candidate Projects with Interstate ROW	Interchange Congestion	Several of the existing Interchanges and Park & Ride Facilities in which ST has identified as potential stations are already congested. We have concerns that placing stations at existing interchanges could significantly increase congestion and decrease safety. ST will need to identify impacts to those interchanges and ensure that the proposed light rail will not prohibit future interchange improvements nor should ST actions result in increased cost to WSDOT to improve those interchanges in the future. This should be considered in the compatibility report development.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	A base assumption should be all crossings are grade separated unless there is a compelling reason, regardless of cost. Span lengths should fully span interstate facilities including any future expansion.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	Sound Transit should consult with WSDOT to ensure any future improvements within WSDOT Interstate or State Route Right of Way do not preclude replacement of fish barrier culverts.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	If the Interstate is limited and constrained by a light rail facility, this could make future Interstate modifications more expensive, possibly prohibitively more expensive. For example, instead of having usable right-of-way for a drainage ditch, WSDOT may have to build more expensive enclosed drainage facilities. Or if there are modifications to the clear zone, this may require expensive retaining walls and barrier instead of having available right-of-way for side slopes and clear zone.
Overall	ST3 Candidate Projects with Interstate ROW	Future Improvements	As ST continues to refine proposed alignments specifically light rail along Interstate 5, they will need fully account for other highway right-of-way needs, known and unknown. Some of those needs include staging areas for future highway improvement projects, such as drainage; detention ponds; ITS equipment; lighting; signing; noise walls; landscaping; and opportunities for other future environmental mitigation needs. Accommodation of transit on Interstate right of way can be allowed only if there is no need of that right of way for improvement of Interstate facilities or other highway purposes.
Overall	ST3 Candidate Projects with Interstate ROW	Alignment within the Interstate ROW	As ST further studies these projects and refines the interstate alignments, we suggest ST also consider an alternative that includes running the light rail extensions in the Interstate median. A median alternative has potential for less environmental impacts, possibly provide more operational benefits, and lessens the impacts to the interstate future highway needs by not constraining the highway. ST should consider the median option fully in the EIS and not eliminate it purely for reasons of cost. Initial costs should not be the sole consideration, mitigation and life cycle costs need to be fully considered.
Overall	ST3 Candidate Projects with Interstate ROW	Alignment within the Interstate ROW	The other favorable placement of the light rail extension would be located outside of or at the extreme outer limits of the I-5 right-of-way.
Overall	ST3 Candidate Projects with Interstate ROW	Parking	If these light rail extension are to serve car based commuters then additional parking needs to be considered. If Sound Transit is assuming to acquire (temporary during construction or permanent) WSDOT parking lots then they could potentially be displacing highway users' parking at park and ride lots. This will need analysis and may require mitigation.
Overall	ST3 Candidate Projects with Interstate ROW	Parking	If ST is anticipating purchasing Park and Ride lots where they place light rail stations then FHWA will have to approve of Park and Ride lot disposals. In order to approve of the disposals ST will need to show that the lots are no longer needed for Hwy purposes, which is a higher standard than what is required for FHWA to approve an airspace lease to accommodate transit. This has proven to be challenging for the S. Bellevue Park and Ride lot, and will likely also be challenging for other lots that ST may have targeted for purchase, given that existing P&R lots are already at capacity. There is a current need for more capacity at Park and Ride lots, therefore ST should consider adding capacity as a part of the ST improvements.

North Corridor

N-02abc	Lynnwood Transit Center to Everett Station	Light Rail	In this section a median alternative has potential for environmental benefits.
N-02abc	Lynnwood Transit Center to Everett Station	Light Rail	ST should consider tunneling under interchanges to allow more flexibility in future interchange improvements and avoid impacts to existing interstate facilities to be consistent with 23 CFR 710 Subpart D to ensure that FHWA can approve the transit accommodation where it does not preclude future highway improvements. This is especially important at complex interchanges such as I-405 and 525 to I-5, 526 and 527 to I-5, 41st to I-5, and potential other locations.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	ST needs to make sure that their design does not constrain WSDOT's ability to make improvements to the I-5/I-405 system Interchange.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	Lynnwood has a proposed project to extend Poplar Way over I-5. This did not show up in the issues and risk section of the segment write-up.
N-02abc-SegA	Segment A: Lynnwood Transit Center to 164th/Ash Way LRT	Light Rail	Due to congestion, ST should consider tunneling under at 128th St. interchange to allow more flexibility in future interchange improvements and avoid impacts to existing noise walls, trails etc....
N-02abc-SegB	Segment B: 164th/Ash Way to 128th LRT	Light Rail	Truck parking at the Silver Lake Rest Area is an accommodation for the trucking/freight mobility focus area. That function should be maintained and enhanced.
N-02abc-SegB	Segment B: 164th/Ash Way to 128th LRT	Light Rail	This alternative artificially eliminates a median option by not considering removing or changing the south Everett station park and ride lots. ST needs to reconsider these changes as a possibility to study a median alternative.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	ST should consider tunneling under at SR 526/527 and 41st Interchange with a possible Pedestrian walkway to the mall.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	ST should consider another alternative that leaves the Everett Mall station and follows SR 99 North. SR 99 is very close to I-5 in this location. This alternative avoids the very constrained SR526/I-5 and the I-5/41st Street interchanges and may have more economic benefit.
N-02c-SegC	Segment C: 128th to Everett Station LRT	Light Rail	The northern section of this alternative has noise walls very close to the I-5 shoulder. They will need to be accommodated or revised.
N-03	Edmonds Permanent Station	Commuter Rail	We believe this project was completed under an FHWA EIS dated 2004 so any updates would require our involvement
N-05	Infill Light Rail Station: 220th Street (Lynnwood Link)	Light Rail	If this station is advanced at some future time, then FHWA involvement will be required. Parking is a concern at this suburban location.
N-06	Parking structure for 236th Street aerial station Mountlake Terrace	Light Rail	Median Direct Flyer Stop Ramps are currently located at this location. The planned action for those ramps and the inline stop should be provided. There may be reason to involve FHWA if actions are within the limited access right of way.
N-09	BRT on SR 523/NE 145th ST to connect to Link Station	BRT	The improvements on 523 will likely impact I-5. FHWA involvement will be required in that event.
N-10	BRT on SR 522 to the vicinity of UW Bothell	BRT	The improvements on 522 will likely impact I-405. FHWA involvement will be required in that event.
P-03	HCT Study: Access and connection on NE 145 St from SR 522 to Link Light Rail	HCT	Please coordinate with FHWA, as we will likely have comments on the I-5 Connection and possible congestion improvements.

Eastern Corridor

E-03	Kirkland/Totem Lake to Issaquah Via Bellevue LRT	Light Rail	This plan leaves a gap in the system along I-90 between Bellevue Way and Eastgate. That connection should be provided to eliminate the out of direction link through downtown Bellevue and provide a more desirable route to Eastgate.
E-05	North Sammamish Park and Ride	Bus	High potential to impact cultural resources along lake Sammamish.

South Corridor

S-03	Federal Way Transit Center to Tacoma Dome Station via I-5	Light Rail	ST should consider grade separation with interchanges to allow more flexibility in future interchange improvements and avoid impacts to existing interstate facilities to be consistent with 23 CFR 710 Subpart D to ensure that FHWA can approve the transit accommodation where it does not preclude future highway improvements. This is especially important at complex interchanges such as SR-18.
S-03	Federal Way Transit Center to Tacoma Dome Station via I-5	Light Rail	There possibly is a high pressure gas line on the east side of I-5 in the Fife area.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	I-5 in this area is not owned in fee by WSDOT but by easement with private and tribal landowners.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	There is an active interchange study to improve the operations at 54th St. Interchange. There are several potential risks in this location, the ongoing interchange study has an alternative that includes C/D roads and the ROW is owned by the tribe.
S-03-SegB	South Federal Way to Fife via I-5	Light Rail	ST may want to consider an alternative that leaves I-5 in Fife and uses the 509 limited access facility in the industrial area through Tacoma.
S-03-SegC	South Federal Way to Fife via I-5	Light Rail	There is an approved Interchange Justification Report for the I-5 Port of Tacoma Interchange on file. The planned improvement will construct a couplet with Port of Tacoma Road providing the southbound movement, and a parallel road providing the northbound movement.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	It appears the 2 stations are closely spaced (Portland Ave/Tacoma Dome) and Portland Ave has no parking.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	I-5 in this area is not owned in fee by WSDOT but by easement with private and tribal landowners.
S-03-SegC	Fife to Tacoma Dome Station via I-5	Light Rail	The I-5 Puyallup River Bridges will not accommodate expansion for light rail.
S-17	Sounder Expansion to DuPont	Commuter Rail	Seems like 125 stalls and 126 stalls at Tillicum and DuPont isn't enough.



First Hill Improvement Association

1425 Broadway #281
Seattle, WA 98122

January 14, 2016

SoundTransit Board of Directors, Mayor Murray, City Council Members and Director Kubly,

The First Hill Improvement Association (FHIA) is excited by the prospect of splitting the Central Light Rail spine in half, and the addition of a second Downtown Seattle Transit Tunnel as first introduced at the December SoundTransit Board Meeting. We ask that the SoundTransit Board, King County Council, and The Seattle City Council include a potential alignment under First Hill for this new tunnel as part of the overall project study.

A stop on Madison, east of I-5 would support existing and planned infrastructure improvements as well as provide a reliable connection between South King County, South Lake Union and the high density and swiftly growing residential and employment center of First Hill.

This idea is succinctly captured by the Seattle Transit Blog post titled "A Proposal for Madison Station" (<http://seattletransitblog.com/2015/12/15/a-proposal-for-madison-station/>). This post recommends that SoundTransit consider routing the line eastward in order to capture the large walkshed east of I-5 which includes the region's major medical services area and the rapidly growing residential population of First Hill.

FHIA recognizes that this will be one of the last major transportation infrastructure projects that SoundTransit will undertake for awhile. It presents a unique opportunity to provide high-quality N-S transit service connecting the First Hill neighborhood to the region as a whole.

At this time we do not propose a stop location, design, or any preferred options. We simply put forward the idea of a stop east of I-5 as one supported by the community and worthy of exploration. Our goal is to include the feasibility of a First Hill station in the actual planning and scoping for the DSTT2 by SoundTransit, rather than limit it to the 5th and Madison stop already mentioned.

We are fully appreciative of the scope and timeline of ST3 as well as the fact that a station located under First Hill will have its own unique civil engineering and geological challenges, however, it behooves us to think big for the future benefit of the ever growing First Hill residential and medical communities.

The FHIA Board, comprised of residents and representatives from First Hill businesses including all three of the major medical institutions, believes that this is an opportunity worth pursuing, and encourages your planners to retain the option to place a stop east of I-5 on Madison should the DSTT2 line be included in the SoundTransit 3 package.

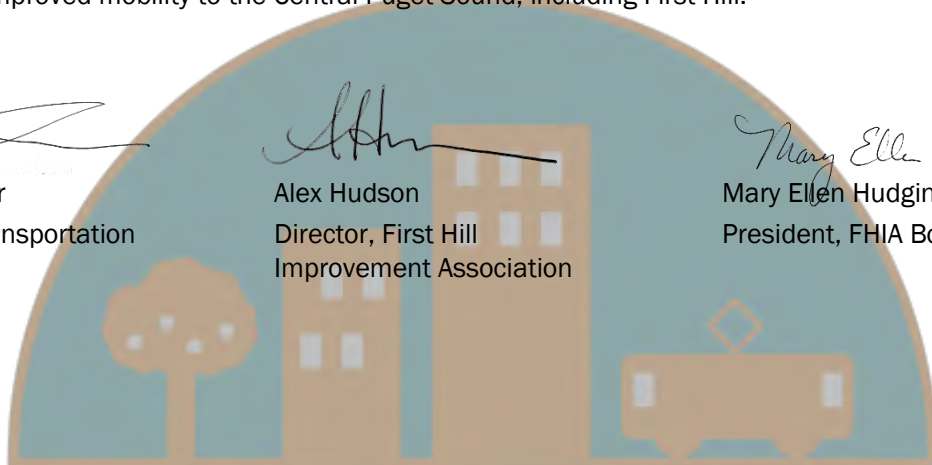
We look forward to a continued partnership with SoundTransit to bring regional transit systems and services and improved mobility to the Central Puget Sound, including First Hill.

Sincerely,

Gordon Werner
Chair, FHIA Transportation
Committee

Alex Hudson
Director, First Hill
Improvement Association

Mary Ellen Hudgins
President, FHIA Board





January 19, 2016

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

Dear Chairman Constantine and Members of the Board:

The Mayors of Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville are jointly writing to acknowledge proposed projects N-09, N-10, and P-08 as system plan candidates for Sound Transit 3. We are pleased to see these projects listed and with the detailed project information provided.

As we stated in our July 8, 2015 joint letter requesting inclusion in the ST3 plan, these projects are critical for the SR 522/523 corridor as growth and congestion continues in the North Lake part of the region:

1. Bus Rapid Transit on SR 522 and NE 145th Street (SR 523)
2. Structured Parking on the SR 522 Corridor
3. Study for Future Light Rail

We greatly appreciate that the above requests are addressed in N-09, N-10, and P-08 and we ask that you consider the SR 522 and SR 523 projects as one joint project in your further deliberations. We strongly urge you to retain this joint project in the final ST3 system package. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work—building a complete network that ensures transit system success.

There are additional compelling arguments to keep candidate projects N-09, N-10, and P-08 in the final ST3 package, including the following:

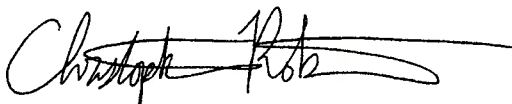
- **Early Win.** Given the projected cost and infrastructure already in place along this corridor, projects N-09 and N-10 should be delivered early to connect riders to the light rail spine upon opening in 2023. All components of these projects, including the proposed parking structures, will be needed for this early win.
- **One Corridor, One Project.** BRT on SR 522 and continuing onto 145th St. will be essential to getting riders to and from the new 145th Street light rail station scheduled to open in 2023.

- **Connection of Regional HCT Spines.** N-09, N-10, and P-08 will link the two regional High Capacity Transit spines—I-5 Light Rail Spine and I-405 Bus Rapid Transit.
- **Low Cost, High Ridership.** Looking at cost per rider coupled with its strong market for ridership, BRT on the 522/145th corridor is a relatively inexpensive project that will yield high ridership.
- **Multi-Jurisdiction Support.** The SR522/145th St. corridor projects are interregional and cross over subarea lines. As a result, multiple jurisdictions are united behind proposed projects N-09, N-10, and P-08.
- **Major Cross-Lake Corridor with a Wide Geographic Reach.** SR 522 carries 20% of cross lake trips today, connecting north end communities with the region's employment centers on both sides of the Lake. N-09, N-10, and P-08 will provide critical transit services for this major corridor as the region grows.

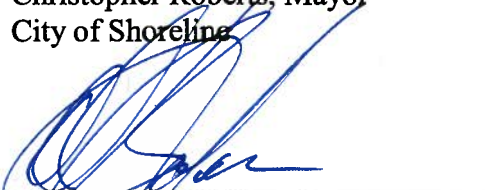
In addition to the cities of Bothell, Kenmore, Lake Forest Park, Shoreline and Woodinville, the project enjoys multi-jurisdiction support from surrounding cities as well as strong grass-roots citizen support. The 522 Transit Now! coalition has formed around this very issue and they have gathered hundreds of signatures and supporters. We strongly believe that N-09, N-10, and P-08 are projects that our communities will be excited about and will rally around.

Thank you again for this opportunity to acknowledge these important projects and provide input. These are exciting times for our region, and these transit improvements will go a long way toward building a better future for our communities.

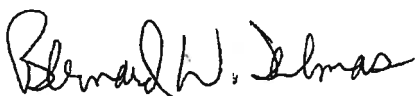
Sincerely,



Christopher Roberts, Mayor
City of Shoreline



David Baker, Mayor
City of Kenmore



Bernie Talmas, Mayor
City of Woodinville



Jeff Johnson, Mayor
City of Lake Forest Park



Andrew J. Rheume, Mayor
City of Bothell

RECEIVED
FEB 08 2016
BY: Board Admin

January 25, 2016

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

RE: Support for Sound Transit 3

Dear Sound Transit:

On behalf of Imagine Housing & Red Vines 1, I would like to take this opportunity to express our support for the City of Kirkland, Redmond, Bellevue, Issaquah, and the joint interlocal agreements for increased transit options on the Eastside.

Increasing bus and light rail transit options is vital for our communities. Imagine Housing & Red Vines 1 maintain, support, and develop affordable housing communities throughout the Eastside. We currently own affordable communities which provide homes for 1,000 men, women, children, seniors, and veterans. We are striving to create and operate 500 new units in the next five years to help meet the need for affordable housing on the Eastside. We alone have approximately 2,500 households on our waitlist. The residents of our communities rely heavily on public transit, as many of our residents do not own a car.

In 2014, we completed *Velocity*, a 58 unit affordable housing community and recipient of the Vision 2040 award, at the newly redeveloped South Kirkland Park & Ride. We are preparing for construction of *Athene* in 2016 next door to our 61 unit building, *Francis Village*, completed in 2011. *Athene* will provide 91 independent living units with onsite supportive services tailored to meet the needs and interests of seniors. These communities are all adjacent to the Cross Kirkland Corridor and would greatly benefit from additional transit service. In siting new affordable housing communities, access to transportation, jobs, services, and schools are key. It is not only vital to increase transit options due to the amazing job growth we are seeing but also to ensure all the community members on the Eastside have the opportunity to reduce reliance on personal vehicles.

We hope Sound Transit will continue working with Eastside Cities to provide increased transit options including high speed bus service and light rail.

Thank you for your support. We value the work of Sound Transit and the joint interlocal members in helping to create pedestrian focused communities where people can live, work, learn, and play. If I can provide any assistance, please contact me at 425-576-5190 extension 16.

Sincerely,



Chris Jowell

Executive Director, Imagine Housing & Red Vines 1



Imagine Housing
building eastside communities



King County

Kathy Lambert

Councilmember, District 3

Metropolitan King County Council

RECEIVED

JAN 08 2016

EXECUTIVE OFFICE

January 5, 2016

The Honorable Pat McCarthy
Pierce County Executive
County-City Building, 930 Tacoma Ave S, Room 737
Tacoma, WA 98402

Dear Sound Transit Board Member McCarthy:

Thank you for the opportunity to review the scope elements included in the candidate project reports. I strongly support expanding the region's transportation options, including early implementation of expanded Sound Transit service to downtown Redmond.

As the Board works toward finalizing a system plan for voter approval, I encourage you to incorporate light rail between Kirkland and Issaquah as well as additional bus rapid transit investments in the I-405 corridor, particularly between Kirkland and Bellevue. Traffic congestion on I-405 is only getting worse and the people and businesses along this corridor need more options. As a member of the Eastside Rail Corridor Regional Advisory Committee, I am committed to using the ERC to provide options for transit users, as well as pedestrian and bicycle users.

Similarly, we need to address congestion on I-90 by giving commuters in Sammamish and the high density Issaquah Highlands better access to transit. By intercepting commuter traffic east of downtown Issaquah, we will reduce congestion impacts on the cities of Bellevue, Issaquah, and Mercer Island, and I-90 will better serve interstate freight movement. A north Sammamish park and ride lot and early completion of an HCT study of a transit corridor from the Issaquah Highlands to Overlake via Sammamish/Redmond are good investments.

Finally, as the Board considers subarea equity, our goal should be to increase transit frequency, speed and reliability in East King County so shorter travel times encourage commuters to shift their travel mode. In the meantime, it will be important to calculate the true financial contribution made by East King County taxpayers to the Sound Transit taxing district. East King County taxpayers often pay more in vehicle fees and sales tax than residents with better transit options, as households require multiple vehicles and often log longer commute trips. They should get meaningful value for those dollars and needed improved transit options in East King County.

In closing, I wish the Board success in crafting a system plan that will win the broad support of voters throughout the region and in East King County too.

Sincerely,

A handwritten signature in blue ink that reads "Kathy Lambert". The signature is written in a cursive, flowing style.

Kathy Lambert
King County Council
District 3



King County

Department of Transportation

Harold S. Taniguchi, *Director*

KSC-TR-0815

201 South Jackson Street

Seattle, WA 98104-3856

206.477.3800 TTY Relay: 711

www.kingcounty.gov/kcdot



King County

Department of Natural Resources and Parks

Director's Office

King Street Center

201 S Jackson St, Suite 700

Seattle, WA 98104-3855

Public Health

Seattle & King County

Office of the Director

401 Fifth Avenue, Suite 1300

Seattle, WA 98104-1818

206-296-4600 Fax 206-296-0166

TTY Relay: 711

www.kingcounty.gov/health

January 21, 2016

Board of Directors
c/o Sound Transit
410 South Jackson Street
Seattle, WA 98104

RE: Development of Sound Transit 3 (ST3) – Opportunity for Furthering Transit
Integration and System Benefit

Dear Chair Constantine:

Thank you for your letter dated December 7, 2015, requesting our acknowledgement and feedback on the scope of candidate projects as Sound Transit works to develop the Sound Transit 3 system plan (ST3). We appreciate the opportunity to engage in the region's plan development and provide constructive input.

King County's collaboration with Sound Transit occurs on many levels, and ranges across topics from technical analysis to comprehensive public outreach. King County Metro Transit (Metro) and Sound Transit are working closely together on long range planning as the package of Sound Transit improvements evolves and as Metro develops its long range plan. Metro's plan development schedule was established deliberately to inform and strengthen the ST3 work and to launch a shared transit vision for King County and our region. It is essential to our shared work that our plans be highly integrated as you and the Sound Transit Board have directed.

The King County Department of Natural Resources and Parks (DNRP) has been working closely with Sound Transit to explore improvements in connectivity between the County's regional trail system and Sound Transit's system and infrastructure. This includes connections to and from the Eastside Rail Corridor, in which King County and Sound Transit hold neighboring property interests. Our recent discussions have also encompassed exploration of opportunities to develop green stormwater infrastructure in regional trail areas as a stormwater management tool for anticipated Sound Transit facilities.

Public Health – Seattle & King County works to support the development of a healthy community, one that is constantly creating and improving its physical and social environment, supports its residents, and creates conditions where people can develop to their fullest

potential. Its priorities include ensuring accessibility and equity and social justice in how we develop community infrastructure. Public Health – Seattle & King County is encouraged by and support the local and regional planning for active transportation, working to connect all residents to transit services, and the recognition that these services can positively affect transit-dependent populations. Diverse communities will be impacted in the construction and facility designs of future transit projects and we encourage continued engagement with communities throughout the process.

We applaud and appreciate the continued direction from you for our agencies to work closely together, and we look forward to continued collaboration as we further develop our plans. Our shared planning will help us achieve the following:

1. **A shared transit vision that responds to cities' transportation needs** – King County Metro is committed to working with Sound Transit to develop a combined transit system that responds to unique community needs. We want to ensure our transportation vision helps cities achieve their local growth plans and transportation goals. By working together, we can identify the most effective way to provide services that meet jurisdictional needs and move the most people.
2. **Expanded reach of transit, in both short and long term** – Working together to create a system of complementary transportation services will provide benefits today and in the future. Metro service will increase access to the regional system and extend service to areas that the light rail spine does not reach. At the build-out of Sound Transit 2, about 8 percent of the County's population will be within walking distance to light rail while nearly 70 percent of the region will be within walking distance of a Metro bus. By 2040, the percentage of population within walking distance of rail will continue to grow, however Metro will still be the service that reaches the majority of the population. Metro will also be instrumental in providing services now before the longer term investments come on line.
3. **An integrated transportation system connecting motorized and nonmotorized modes** – King County Parks has developed and is growing a regional trail system, currently comprising almost 175 miles of trails that support millions of user trips annually, which is used heavily by the recreating and commuting public. We see significant benefit to current and future users of trails and transit, and to the commuting and recreating public in general, through purposeful and prudent actions that connect the transit and trail systems as they grow.
4. **Enhanced customer experience** – An integrated system will help people get to more places in less time and offer better access opportunities for all people. It will support convenient transfers and seamless connections between modes.
5. **A "greener", more sustainable transit system** – Regional trail system facilities may offer opportunities to address Sound Transit's stormwater management needs, using green stormwater infrastructure (GSI), while adding value to the regional trail system.

We look forward to exploring these opportunities as part of the development of the ST3 System Plan.

Recommended Considerations

To ensure that our planning work leads to a successfully integrated system, there are specific items that we would like you to consider as you refine the ST3 plan.

1. **Adequate facility planning to support convenient bus/rail integration and other intermodal connections.** Our future vision is a well-integrated system where people can reach more places in less time but it will rely more on transfers. We need to ensure the services work well together through seamless connections. We encourage continued commitment by both agencies to jointly develop station area planning and design guidelines that help ensure that facilities are budgeted and scoped to support convenient transfers for customers and enable effective connections between modes. Facility planning and programming should also consider the need to retrofit existing and ST2-planned stations that may need to expand to support the future system. It is also critical to plan for capacity on the regional light rail system to support the level of bus/rail transfers.
2. **System access.** System access by walking and biking continue to be critical as well. As project scopes are refined, we encourage you to consider elements to support those modes. Examples include secure bike storage and improvements to nonmotorized pathways beyond the immediate station areas such as connections with existing and forthcoming regional trails like the Eastside Rail Corridor.
3. **Develop projects with the full transportation network in mind.** As our agencies engage in outreach jointly and individually, these two plans should be developed with consideration of what types of services most effectively meet the communities' needs at the most reasonable cost in both the near and longer term. We can work together to identify opportunities where Metro can provide service solutions at lower cost and enable Sound Transit to direct investments to the most cost effective use of their resources.
4. **Maximize the benefits for customers.** As the light rail system expands, there are anticipated impacts to facilities that Metro currently relies on. The downtown transit tunnel and the I-90 D2 ramps are near term examples. Additionally, the future rail expansion through downtown Seattle will likely impact the SODO busway. It is critical that we consider opportunities to improve or maintain the travel experience for customers on all modes of transit as planning advances around these facilities. Buses carry a major portion of transit users and keeping buses moving reliably is critical –Where impacts to bus operations are inevitable, appropriate consideration needs to be given to mitigate those impacts to the greatest extent possible.. It will be important that ST3 gives consideration to maintaining, improving and creating new bus pathways.
5. **Joint base capacity planning.** As Metro's bases reach capacity and as Sound Transit considers new facilities, we believe joint base planning is essential. By planning together, we can identify the most efficient location and identify facilities that do not preclude joint base operations in the future.

6. **Transit-Oriented Development (TOD).** TOD can increase ridership, improve access to transit and create affordable housing. We encourage Sound Transit to consider TOD opportunities in all high capacity corridors, including those beyond rail. For example, corridors with express services and potential Bus Rapid Transit (BRT), such as SR-522 or I-405, are also attractive candidates for TOD consideration. We also encourage Sound Transit to consider investments that are flexible enough to allow and encourage future TOD, such as surface park-and-ride lots, shared parking, adjacent land for housing, and other investment strategies which preserve land for future development. This will require a renewed commitment to working together with our many cities throughout King County.
7. **Sustainability and nonmotorized Access Funding.** We applaud Sound Transit for including funds in your ST3 proposal for sustainability and nonmotorized access to transit facilities both on the project level and system-wide. Providing such access and in a sustainable manner is in keeping with Sound Transit's goals to increase ridership and include consideration of socio-economic equity, multi-modal access, and integration with other transportation systems in the design of Sound Transit facilities. To ensure that the system-wide funds are available for use for their stated purpose, we recommended that Sound Transit begin to develop its strategic plan for nonmotorized access as soon as practical after funding is approved. It may also be advantageous to aggregate funds available for individual projects and combine them with the system-wide funds. Waiting for completion of project planning and design will delay the important work that needs to be done to plan for access.
8. **Green Stormwater Infrastructure.** We urge you to evaluate the potential for Green Stormwater Infrastructure (GSI) to improve water quality anytime a new access corridor is identified. GSI in access corridors could help Sound Transit meet stormwater management requirements associated with new infrastructure. It could also provide partnership opportunities with local jurisdictions that have an interest and funding to establish additional clean water infrastructure. For example, King County's WaterWorks Program is funding proposals for projects that provide water quality benefit within the County's wastewater service area, which includes most of King County and small portions of Pierce and Snohomish counties. Starting to plan for access corridors as early as possible would allow time for the application and approval of WaterWorks projects.
9. **Use of third-party performance-based LEED or equivalent rating systems for facilities.** We encourage Sound Transit to employ third-party evaluation systems to inform the planning and design of facilities ultimately approved and constructed as part of the ST3 package.
10. **Access to Sound Transit by low-income and minority populations,** We encourage efforts ensure access of low-income and minority populations to the facilities ultimately approved and constructed as part of the ST3 package. Incorporating this interest early in project planning and design can help ensure effective access to and use of transit facilities.

11. **Connections to regional trails.** King County has identified a number of potential connection opportunities between Sound Transit facilities included in ST3 and the regional trails network. These links may be multiuse path connections where locations, proximity, and circumstances are conducive, or they may be in-road right-of-way active transportation facilities such as sidewalks and protected bike lanes that can function as dedicated bicycle and pedestrian routes from nearby existing or planned future regional trails. Three examples of such connections are provided in Attachment A. King County looks forward to further reviewing the projects identified in the Draft System Plan for potential opportunities to connect with the regional trails network.
12. **Facility planning and design to encourage active transportation connections.** We encourage Sound Transit to integrate active transportation access to and from its high capacity facilities. On-site facilities and amenities that improve bicycle and pedestrian access and encourage use of high capacity transit should be part of Sound Transit project design activities. Sound Transit should provide bicycle and pedestrian support amenities such as bike racks on buses, bike parking and storage options at transit stations, and convenient immediate pedestrian access to transit centers. In addition, where physical barriers to connectivity exist King County has encouraged improvements to ensure adequate sidewalks and other street improvements to better facilitate access.
13. **Integration of active transportation and high capacity transit.** The successful integration of active transportation and high capacity transit should consider the proximity of existing and future active transportation facilities, especially the regional trails, to Sound Transit facilities and services, and place a priority on establishing dedicated bicycle and pedestrian connections to transit. This may take many practical forms, but active transportation access, including regional trails access, can be considered through at least three levels of accommodation. These include:
 - On-site bicycle and pedestrian accommodation – while pedestrian access to services has traditionally been considered, ensuring on-site bicycle accommodation through station design, parking, and access to transit services can also be a high priority;
 - Bicycle and pedestrian access to the community – extending planning, design, and development of stations to include access via consistent and continuous active transportation facilities is important. This may include the orientation of transit facilities, design for access from the surrounding street network including sidewalks as well as street improvements within a reasonable distance surrounding each station
 - Providing dedicated connections to the regional trails network – where circumstances exist between an existing or planned regional trail, provide a dedicated and signed bicycle and pedestrian connection such as multiuse path, protected bike lane or buffered bike lane and sidewalk. Such a connection would provide a more-direct multimodal link to the millions of active transportation trips made on our region’s regional trails. Funding for these important mobility connections should be provided within the project, itself, and identified under the ST project template Non-Motorized Access cost line.

14. Comments specific to the East Link Extension to Downtown Redmond and the Southeast Redmond Station. The East Link Extension to Downtown Redmond presents great opportunities for integrated multi-modal mobility to and from local and regional destinations. The inclusion of the SE Redmond Station in this project will improve region-wide access to Marymoor Park through direct High Capacity Transit access and more direct and convenient access to the regional trails network. Active and passive recreational opportunities provided by the park will be available to the public with the completion of this project. Sound Transit services at the SE Redmond Station will also benefit from convenient access to the park and to several regional trails including the East Lake Sammamish Trail, the Marymoor Connector Trail, and the Redmond Central Connector. King County proposes the following modifications to the project scope to better ensure connectivity and access:

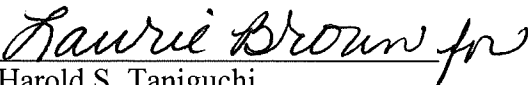
- Include the missing segment of the East Lake Sammamish Trail connecting to the Redmond Central Connector as part of the additional analysis necessary for the East Link crossing of the SR 520/SR 202 Interchange. The design and construction of this missing segment of the East Lake Sammamish Trail should be included as a Project Element and may be funded via a partnership between Sound Transit and King County, City of Redmond, WSDOT and other stakeholders. Eliminating the access barrier created by SR 520 by completing this missing segment of the East Lake Sammamish Trail will foster improved nonmotorized access to the SE Redmond Station and improved active transportation opportunities throughout Southeast Redmond.
- Two additional nonmotorized multiuse path connections between the SE Redmond Station, Marymoor Park, and the nearby regional trails should also be funded using a portion of the Non-Motorized Access fund included in the overall project. These connections will improve nonmotorized access and maximize potential ridership via the SE Redmond Station.
 - Multiuse Path to Marymoor Connector Trail - this connection will foster a safe and convenient connection for transit users traveling between the park and the station while also providing direct access to the station by users of the Marymoor Connector Trail and the connecting Sammamish River Trail; and
 - Multiuse Path to East Lake Sammamish Trail – linking SE Redmond Station eastward to connect directly to the East Lake Sammamish Trail will provide enhanced nonmotorized access to the station for ELST users in Redmond, Sammamish, and Issaquah. Access to the SE Redmond Station via active transportation modes from these areas will be enhanced and the need to drive to and use station parking will be reduced by establishing these connections.

The East Link Extension to downtown Redmond was the subject of an environmental review and documentation process including a federal Section 4(f) evaluation related to project impacts to Marymoor Park. In 2011 King County and the Federal Transit Administration signed a letter and

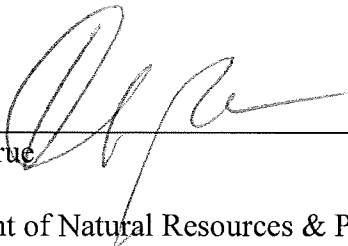
final agreement declaring a 4(f) de minimis determination and potential mitigation measures to reduce project impacts to King County facilities. King County looks forward to working closely with Sound Transit to identify appropriate mitigation responses and to address any additional impacts associated with project modifications presented by the current project scope.

Thank you for consideration of our comments. We look forward to continuing our combined work on a shared transit vision for King County and the region. Please contact Chris O'Claire at Christina.OClaire@kingcounty.gov or 206-477-5801 or David St. John at David.St.John@kingcounty.gov or 206-477-4517 for additional information about coordination or clarification of any of our comments.


Sincerely,



Harold S. Taniguchi
Director
Department of Transportation



Christie True
Director
Department of Natural Resources & Parks



Patty Hayes
Director
Public Health – Seattle & King
County

Attachment

cc: Kevin Desmond, General Manager, Metro Transit Division, Department of Transportation (DOT)
Victor Obeso, Deputy General Manager, Planning and Customer Services, Metro Transit Division, DOT
Christina O'Claire, Manager, Strategy and Performance, Metro Transit Division, DOT
Bob Burns, Deputy Director, DNRP
Kevin Brown, Director, Parks and Recreation Division, DNRP
Pam Elardo, Director, Wastewater Treatment Division, DNRP



King County

Department of Transportation
Metro Transit Division
General Manager's Office
201 S. Jackson Street
KSC-TR-0415
Seattle, WA 98104-3856

Attachment A

Examples of opportunities to connect ST3 project to the regional trail system include:

- SE Redmond LRT Station to East Lake Sammamish Trail and Marymoor Connector Trail .E-01, *Redmond Technology Center to Downtown Redmond LRT* – two connection opportunities exist in this area to link the proposed SE Redmond LRT Station to important Regional Trails and Marymoor Park. A multiuse path connection should be developed to the south connecting to the Marymoor Connector Trail via Marymoor Park. A second multiuse path connection should link the SE Redmond Station to the East Lake Sammamish Trail (ELST) just east of the project. Both of these connections would significantly enhance access and circulation to the SE Redmond Station from the regional trails network, Marymoor Park, and other surrounding land uses. See East Link Extension to Downtown Redmond below.
- Tukwila Sounder Station to Interurban Trail and Green River Trail. E-02 *I-405 BRT (Intensive Capital Option)*, S-15 *South Sounder Access Improvements* – A potential connection would link the existing Tukwila Sounder Station west to the Interurban and Green River trails. The Tukwila Sounder Station would be served by BRT along I-405 under the intensive capital BRT proposal. This project would rebuild arterials, construct new access ramps, and rebuild bridges and overpasses to accommodate BAT Lanes in Tukwila in the Southcenter area. Two arterials in this proposal, Longacres Way and West Valley Highway, have been identified as critical routes for important future mobility connections from the Tukwila Sounder and BRT Station to the Interurban and Green River Trails as well as to the Tukwila Urban Center at Southcenter. Separated multi-use paths along street rights-of-way are considered the best approach to making this important linkage.
- Kent Station to Interurban Trail. S-10 *Kent Station Access Improvements*, S-15 *South Sounder Access Improvements* – Access to the Kent Sounder Station may be

improved by two separate proposed ST3 projects that would increase access to the existing station. A dedicated in-street bicycle facility and sidewalk connection between the Kent Sounder Station and the Interurban Trail would provide station access from the Interurban Trail via downtown Kent. The Interurban Trails is a popular commuting and recreational route in south King County, and the link would significantly enhance ST access throughout the Green River Valley and south King County cities.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

January 20, 2016

Community Organizations

South Lake Union
Chamber of Commerce

South Lake Union
Community Council

Queen Anne
Community Council

Queen Anne
Chamber of Commerce

Uptown Alliance

Uptown UDF
Stakeholder Committee

Magnolia
Community Council

Magnolia-Queen Anne
District Council

Seattle Parks Foundation

Businesses & Non-Profits

Amazon.com

AEG Facilities

Cornish College
of the Arts

Center for Infectious
Disease Research

EMP Museum

Fallon International

Firmani + Associates, Inc

Fred Hutchinson
Cancer Research Center

Graphica Inc

Hurry Curry of Tokyo

KCTS 9

Museum of History &
Industry

Morningside Academy

Northwest Folklife

One Reel

People and Performance
Strategies

Pacific Northwest Ballet

Pacific Science Center

PEMCO Insurance

Pottery Northwest

Seattle Family
Chiropractic

SCCA House

Space Needle and Chihuly
Garden and Glass

Seattle Children's Theatre

Seattle Children's Museum

Seattle Repertory Theatre

Seattle University

Terrenzio Solutions, LLC

Teatro ZinZanni

Tutta Bella Neopolitan
Pizzeria

Vulcan, Inc

The Vera Project

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

**Subject: Mercer Corridor Stakeholders
Preferences for ST3 Package**

Dear Board Members:

The Mercer Corridor Stakeholders, who are representatives of businesses and community groups in the South Lake Union, Denny Triangle, Uptown, and Queen Anne neighborhoods of Seattle, believe that the regional transit network operated by Sound Transit must be expanded, and that light rail service must reach this rapidly-growing extension of Seattle's downtown core.

South Lake Union, Denny Triangle and Uptown are dense urban neighborhoods as well as PSRC-designated Regional Growth Centers that contain some of the highest concentrations of employment in our region. The Seattle Center, located in the heart of Uptown, is a regional attraction that welcomes more than 12 million visitors every year. Building out ST3 to deliver the most efficient and effective high-capacity transit system possible is critical to maintaining the region's competitive advantage, ensuring the future success of our regional economic centers, and providing improved access to regional attractions like Seattle Center. To this end, we propose an ST3 package that includes the following elements:

- **New tunnel through downtown Seattle** – We strongly endorse the new light rail tunnel through downtown Seattle connecting Tacoma to Ballard through Denny Triangle, South Lake Union, and Seattle Center/Uptown (Option 3). This tunnel is a prudent investment because it attracts the highest ridership, provides the most reliable service, and allows for future system expansion. This tunnel is critical for connecting residents with jobs region-wide and for providing a viable transit alternative to commuting by automobile. The tunnel should extend to serve the major employment and residential centers in the Denny Triangle, South Lake Union and Seattle Center/Uptown Regional Growth Centers. An at-grade rail line along First Avenue through downtown does not offer the travel times, capacity, or connectivity for a reliable and effective regional transit system.

Our analysis (see attachments) shows that the population, employment, and tourist/event attendees in these three north downtown neighborhoods are among the highest in the region, and that they will continue to grow. Sound Transit's own analysis shows that the new downtown tunnel could have daily ridership that is nearly 80,000 higher than a surface route along First Avenue. The additional cost of the tunnel is a worthy investment since the cost of not building it—in terms of added regional congestion, additional bus service needed to serve those riders, and delays to other surface transit—would be high.

To maximize the efficiency and capacity of the new tunnel, we support staff's **LRT System Operations Option #3**, which will connect the new Ballard line to the Tacoma line, providing more balanced ridership among the three light rail lines, the greatest reliability for the overall system, and the highest capacity for future expansion.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

South Lake Union
Chamber of Commerce

South Lake Union
Community Council

Queen Anne
Community Council

Queen Anne
Chamber of Commerce

Uptown Alliance

Uptown UDF
Stakeholder Committee

Magnolia
Community Council

Magnolia- Queen Anne
District Council

Seattle Parks Foundation

Businesses & Non-Profits

Amazon.com

AEG Facilities

Cornish College
of the Arts

Center for Infectious
Disease Research

EMP Museum

Fallon International

Firmani + Associates, Inc.

Fred Hutchinson
Cancer Research Center

Graphica Inc.

Hurry Curry of Tokyo

KCTS 9

Museum of History &
Industry

Morningside Academy

Northwest Folklife

One Reel

People and Performance
Strategies

Pacific Northwest Ballet

Pacific Science Center

PEMCO Insurance

Pottary Northwest

Seattle Family
Chiropractic

SCCA House

Space Needle and Chihuly
Garden and Glass

Seattle Children's Theatre

Seattle Children's Museum

Seattle Repertory Theatre

Seattle University

Terrenzio Solutions, LLC

Teatro ZinZanni

Tutta Bella Neopolitan
Pizzeria

Vulcan Inc.

The Vera Project

- **Three stations along the light rail segment through north downtown Regional Growth Centers.** Denny Triangle, South Lake Union and Seattle Center/Uptown are some of the fastest growing neighborhoods in the country, and are now extensions of Seattle's downtown core area. The density of these centers, as well as the Seattle Center's event and tourist demand, warrant station spacing that is similar to that in the downtown core. Our analysis shows that three stations could be located along the northern tunnel extension at 0.4 to 0.5 mile spacing, which is slightly further than the stations are now spaced through downtown. It is also compatible with the best practices from other light rail systems throughout the country, for which the typical station spacing in dense urban centers is about 0.4 mile. If only two stations are provided, they would be spaced 0.7 to 0.8 miles apart – too far apart to effectively serve these dense urban centers.

Providing these three stations reflects Sound Transit's core priority of integrating transit and land use to support transit-oriented development. Our analysis shows that the employment located within a 5-minute walk of these three potential stations would generate station ridership that would be among the highest in the system. Furthermore, research has shown that commuters are much more likely to choose transit as their travel mode if their worksite is located within 0.25 miles of a transit station.¹ These growth centers already have the density needed to support high-capacity transit, and they have the zoning in place to accommodate the substantial growth that will continue into the future.

Convenient access to the Seattle Center is also critical to shift event and tourist trips from automobiles to transit. An estimated 75% of the 12 million visitors per year to Seattle Center come from outside of Seattle. Excellent high-capacity transit service to the Seattle Center would lessen event-related congestion on our regional freeway system, particularly on Interstate 5, SR 520, and Interstate 90, which would benefit the entire region. As alignment and station planning progresses, we encourage Sound Transit to explore opportunities for partnerships that will help to advance ongoing planning initiatives, such as Seattle Center's Century 21 Master Plan vision and the Uptown Urban Design Framework.

The Mercer Corridor Stakeholders share the values expressed in Sound Transit's Core Priorities for the development of the ST3 System Plan. Serving these three Regional Growth Centers with a tunnel and three stations will maximize ridership, connect to region's urban centers with high-capacity transit, support transit-oriented development, provide equitable access to jobs, and integrate with other transit systems.

Thank you for consideration of this request and if you have any questions, please contact Marni Heffron at (206) 523-3939 or marni@hefftrans.com.

Sincerely,

Mercer Corridor Stakeholder
(List of Supporters Attached)

cc: Ric Ilgenfritz, Sound Transit

Attachments: Organizations and Businesses that Support Letter's Position
Supporting Analysis - ST3 for our Region's Future

¹ WMATA 2005 Development-Related Ridership Survey Final Report https://www.wmata.com/pdfs/planning/2005_Development-Related_Ridership_Survey.pdf. See page S-3.

MERCER CORRIDOR STAKEHOLDER COMMITTEE

Community Organizations

Danah Abarr
Executive Director
South Lake Union Chamber of
Commerce

Mike McQuaid,
President
South Lake Union Community Council

Thatcher Bailey
Executive Director
Seattle Parks Foundation

Ellen Monrad
Chair
Queen Anne Community Council

Martin Henry Kaplan, Architect AIA
LURC Chair
Queen Anne Community Council &
Uptown UDF Stakeholders Committee

Charley Shore
Executive Director
Queen Anne Chamber of Commerce

Michael Davis
Co-president, Transportation Committee
Chair
Uptown Alliance

Carol Burton
President
Magnolia Community Council

Stephen Deforest
Chairman
Magnolia-Queen Anne District Council

Businesses and Non-Profits

John Schoettler
Director - Global Real Estate and
Development
Amazon.com

Leonard Garfield
Executive Director
Museum of History & Industry

Ron Severt
CEO
Space Needle and Chihuly Garden and
Glass

Steve Ransom
Director, Premium Seating Services
AEG Facilities

Kent Johnson, Ph.D.
Founder & Director
Morningside Academy

Karen Sharp
Managing Director
Seattle Children's Theatre

Liisa Spink
Cornish Playhouse Manager
Cornish College of the Arts

Robert Townsend
Executive Director
Northwest Folklife

Donna Marie Bertrand
Executive Director
Seattle Children's Museum

Louis R. Coffman
Senior Vice President/COO
Center for Infectious Disease Research

Chris Weber
Executive Director
One Reel

Jeffrey Herrmann
Managing Director
Seattle Repertory Theatre

Patty Isacson Sabee
CEO + Director
EMP Museum

Curt Archambault
Vice President
People and Performance Strategies

Bill Hogan, Director of Athletics
Eric Guerra, Assoc. Athletic Director
Seattle University

Maura Fallon
CEO
Fallon International

John Tangeman
Manager of Audience Services
Pacific Northwest Ballet

Joseph D. Terrenzio
Attorney
Terrenzio Solutions, LLC

Mark Firmani
President
Firmani + Associates Inc.

Will Daugherty
President & CEO
Pacific Science Center

Markus Kunz
Executive Director
Teatro ZinZanni

Scott Rusch
Vice President, Facilities & Operations
Fred Hutchinson Cancer Research
Center

Stan McNaughton
Chief Executive Officer
PEMCO Insurance

Ada M. Healey
Vice President, Real Estate
Vulcan Inc.

Camberly Gilmartin
VP Client Services + Development
Graphica Inc

James Lobb
Executive Director
Pottery Northwest

Tim Lennon
Executive Director
The Vera Project

Becky Yoshitani
President
Hurry Curry of Tokyo, PNW, Inc

Jill Goldberg, DC
Owner
Seattle Family Chiropractic

Amy French
Dir. Marketing & Comm. Relations
Tutta Bella Neapolitan Pizzeria

Robert I. Dunlop
President & CEO
KCTS 9

Glen Moore
Facilities Manager
SCCA House

WHAT DOES OUR REGION'S FUTURE LOOK LIKE?

The Seattle Times Local News

LOCAL BIZ/TECH SPORTS ENTERTAINMENT LIFE TRAVEL HOMES OPINION | JOBS AUTOS SHOP All Sections


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Danny Westneat / Columnist

Growth gone wild? Website map pins it down

Originally published April 3, 2015 at 9:12 pm | Updated April 4, 2015 at 3:54 pm

Land-use signs for new development are becoming the city's official flower. A software engineer has quantified them for the first time — and with it some of the angst.



Crosscut! News of the Greater Puget Sound

GENERAL

WEDNESDAY 9, SEPTEMBER 2015

In South Lake Union, explosive growth is just getting started

by Eliwan Pielieps-Goodman

The Seattle Times Pacific NW Magazine

LOCAL BIZ/TECH SPORTS ENTERTAINMENT LIFE TRAVEL HOMES OPINION | JOBS AUTOS SHOP/PAID Sections

Log In Subscribe

Ron Judd / Columnist

Seattle's building boom is good news for a new generation of workers

Originally published June 25, 2015 at 10:05

Geek Wire NEWS • JOBS • EVENTS • RESOURCES • DEALS • ABOUT

Here are the 10 fastest-growing regions of the U.S. (Seattle is one of them)

BY TAYLOR SOPER on March 27, 2014 at 4:00 pm

Trending: Amazon and Founder's Co-op back new Seattle startup KITTLA, born in Paul Allen's AIJ incubator

New data from the Census Bureau released today shows more people flocking to the Seattle region than most places of the country.

From July 1, 2012 to July 1, 2013, the Seattle-Tacoma Bellevue area ranked



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KUOW/ORG News • Programs • StoryCorps • Schedule • Connect • Support • What's on • Search

Seattle Congestion 'Is Going To Get Way Worse'

By CAROLYN ABOUIN • MAY 12 2013

IN SEATTLE'S love-it-or-leave-it construction cranes is a main thing, significant progress has been made since Phil Fry, Seattle's transportation director, said in a recent interview that the city's transportation problems are "going to get a lot worse."

The Seattle Times Local News


LOCAL BIZ/TECH SPORTS ENTERTAINMENT LIFE TRAVEL HOMES OPINION | JOBS AUTOS SHOP/PAID Sections

Log In Subscribe

Sartis Stancher/Gabriel Compagnone

2016: The Year of Commuter Hell?

Originally published January 1, 2016 at 11:31 am



The Seattle Times Local News

Friday, January 9, 2016 | 4:37 PM

Home | News | Business & Tech | Sports | Entertainment | Food | Living | Homes | Travel | Op

May 22, 2014 at 12:05 AM

Census: Seattle is the fastest-growing big city in the U.S.

Posted by Gene Bink

We've come a long way from the "Will the last person leaving Seattle—Turn out the lights" era of the 1970s.



Share | Facebook | Twitter | Email | Print

Will the last person leaving SEATTLE: Turn out the lights.

The Seattle Times LOCAL BIZ/TECH SPORTS ENTERTAINMENT LIFE TRAVEL HOMES OPINION | JOBS AUTOS SHOP All Sections

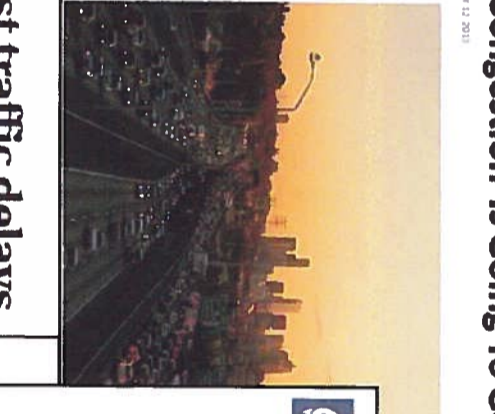
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Eastside | Local News | Local Politics | Transportation

Seattle ties for 10th-worst traffic delays

Originally published January 19, 2011 at 10:01 pm | Updated January 20, 2011 at 7:12 am

Seattle was tied with Atlanta for having the nation's 10th-worst traffic delays in 2009, says the latest annual report by the Texas Transportation Institute.



Crosscut! News of the Greater Puget Sound

JANUARY 1, JUNE 2016

Guest Opinion: Where is the region's viable and sustainable transportation plan?

by Maggie Fina, John Wilke and Victor H. Bishop

According to the long-range transportation plan for the region, by 2040 the Puget Sound area will have built light rail lines from Everett to Tacoma and from Seattle to Redmond. We also will have doubled the bus service. We will have added all the lanes on all the major highways. We will have extensive urban area parking changes. We will have encouraged development around rail stations.

So a question of the projected 19 million daily trips by all modes of transportation (car, carpool, transit, walking and cycling) what percentage of trips will be on light rail?

You'll know the answer, because that number is not published in




ST3 FOR OUR REGION'S FUTURE

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

CONNECT JOB CENTERS FOR A STRONG REGIONAL ECONOMY

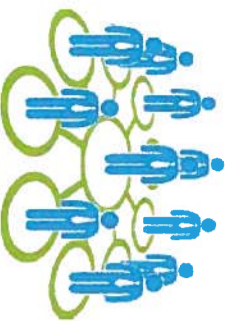
- Maintain regional competitive advantage with easy connections to job centers
- Investment in high capacity transit benefits the regional economy through:



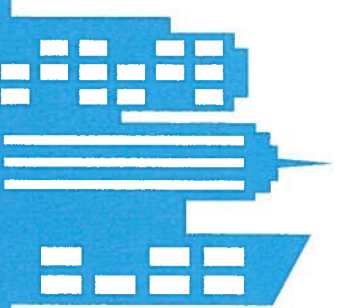
Reduced traffic congestion and commute times



Travel and operating cost savings with reliable transportation

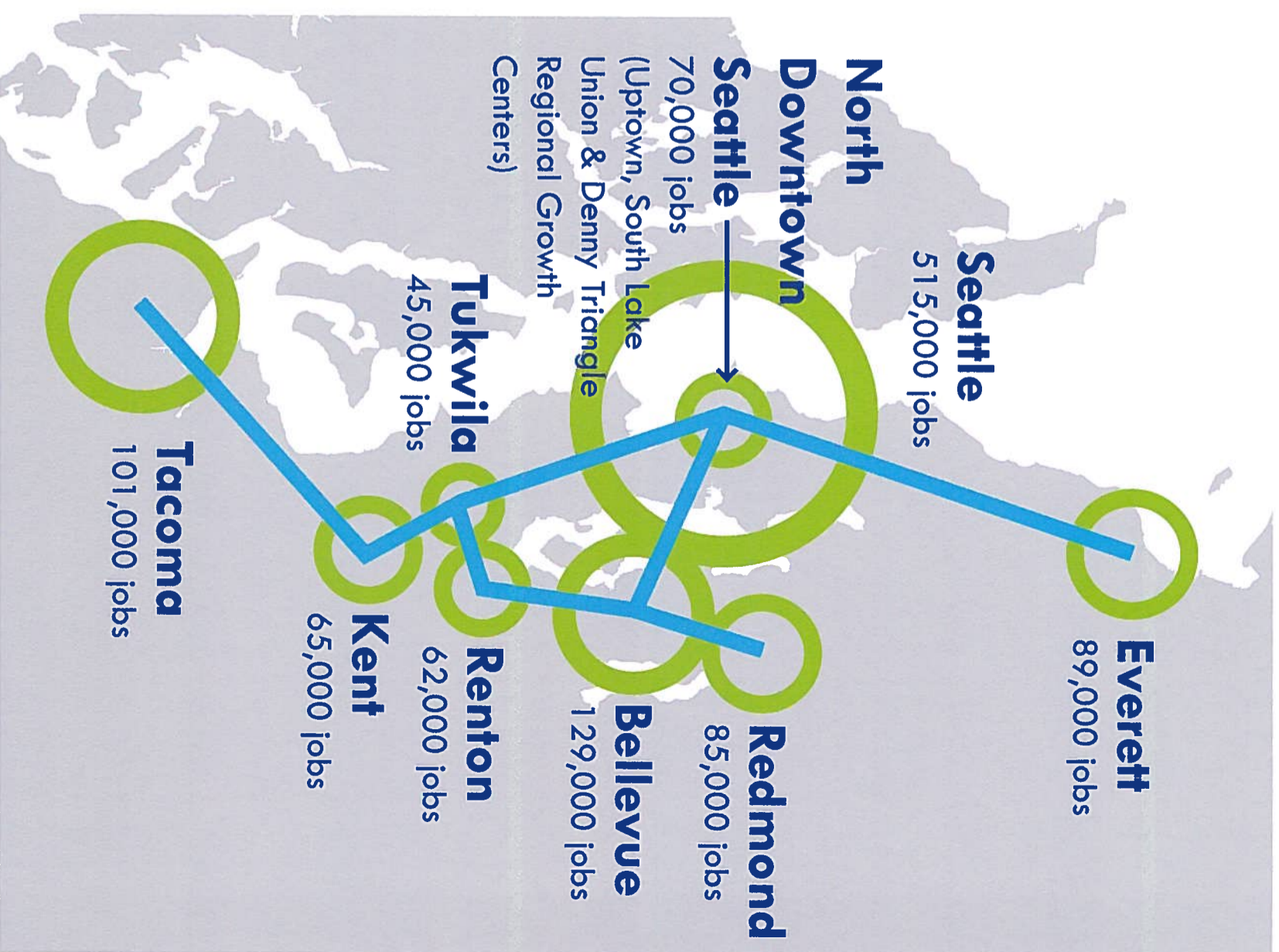


Business productivity gained from access to broader labor markets with more diverse skills



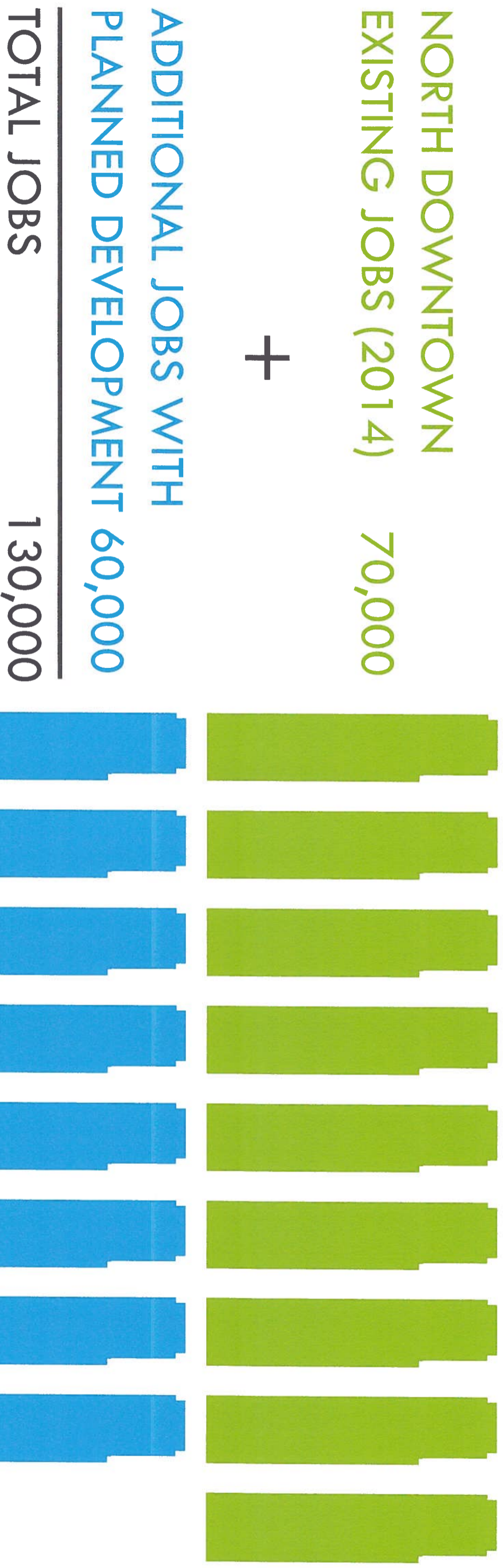
ACCESS TO EMPLOYMENT CENTERS

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

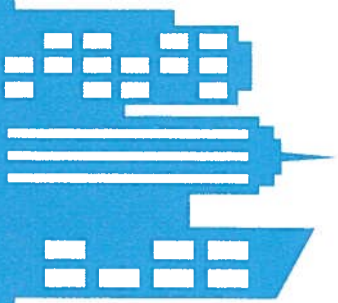


MORE JOBS ARE COMING TO NORTH DOWNTOWN

In Denny Triangle, South Lake Union, and Uptown, there is enough office and lab space currently under construction or in permitting to fill **8 Columbia Centers**:



1 COLUMBIA CENTER = 1.5M SF



ACCESS TO EMPLOYMENT CENTERS

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

NORTH DOWNTOWN EMPLOYMENT OPPORTUNITIES



Seattle Children's
HOSPITAL • RESEARCH • FOUNDATION



RBC Wealth
Management



ALLEN INSTITUTE
for BRAIN SCIENCE
Fueling Discovery



iHeart
MEDIA

Institute for
Systems Biology
Revolutionizing Science. Enhancing Life.



DIGITALFORTRESS



A catalyst for global health



FRED HUTCH
40 YEARS OF CURES 1975-2015



NORDSTROM

Cole &
Weber

ZYMOGENETICS
A Bristol-Myers Squibb Company



BILL & MELINDA
GATES foundation



Seattle
Cancer Care
Alliance

LIFE SCIENCES &
GLOBAL HEALTH
10,000+ JOBS

TECHNOLOGY &
INNOVATION
45,000+ JOBS

OTHER
INDUSTRIES
15,000+
JOBS

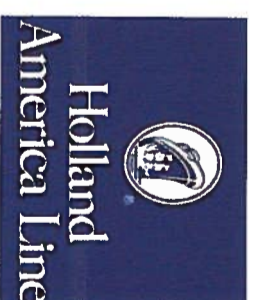
UW Medicine



imshealth
INTELLIGENCE APPLIED.



Northeastern University



amazon.com

Microsoft

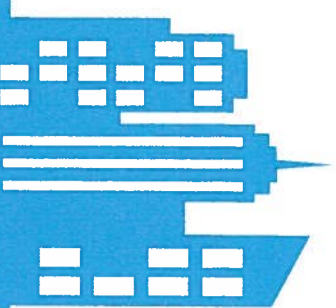


SKANSKA



SPACEFLIGHT

Pacific Biomarkers
The Value of Expertise



ACCESS TO EMPLOYMENT CENTERS

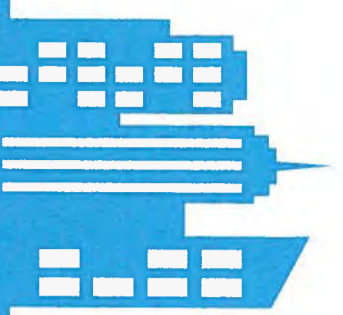
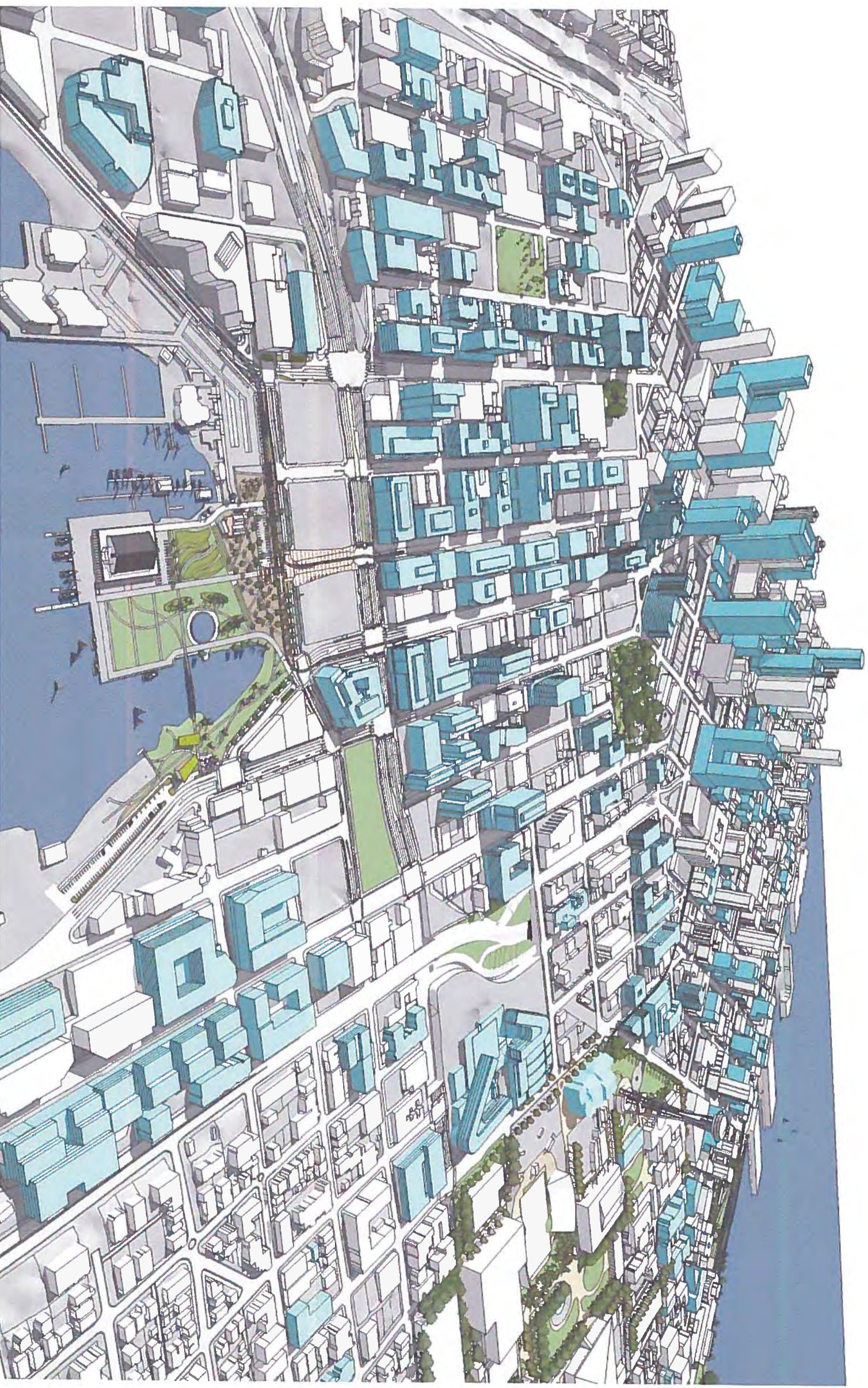
MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

heffron
transportation, inc.

VIA

NORTH DOWNTOWN DEVELOPMENT 2005 - 2016

■ recent
development and
projects under
construction in
2016

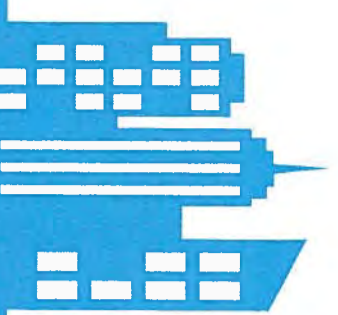


ACCESS TO EMPLOYMENT CENTERS

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

NORTH DOWNTOWN FUTURE DEVELOPMENT

- recent development and projects under construction in 2016
- projects in permitting and development
- future development potential



ACCESS TO EMPLOYMENT CENTERS

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

heffron
transportation, inc.

VIA

SEATTLE CENTER: A REGIONAL AMENITY

Seattle Center by the numbers:

12.3 MILLION VISITORS/YEAR



OVER 12,000 EVENTS/YEAR



30 RESIDENT ORGANIZATIONS, INCLUDING:

5 OUTDOOR SUMMER FESTIVALS

12 PERFORMANCE GROUPS

6 MUSEUMS/ATTRACTIONS

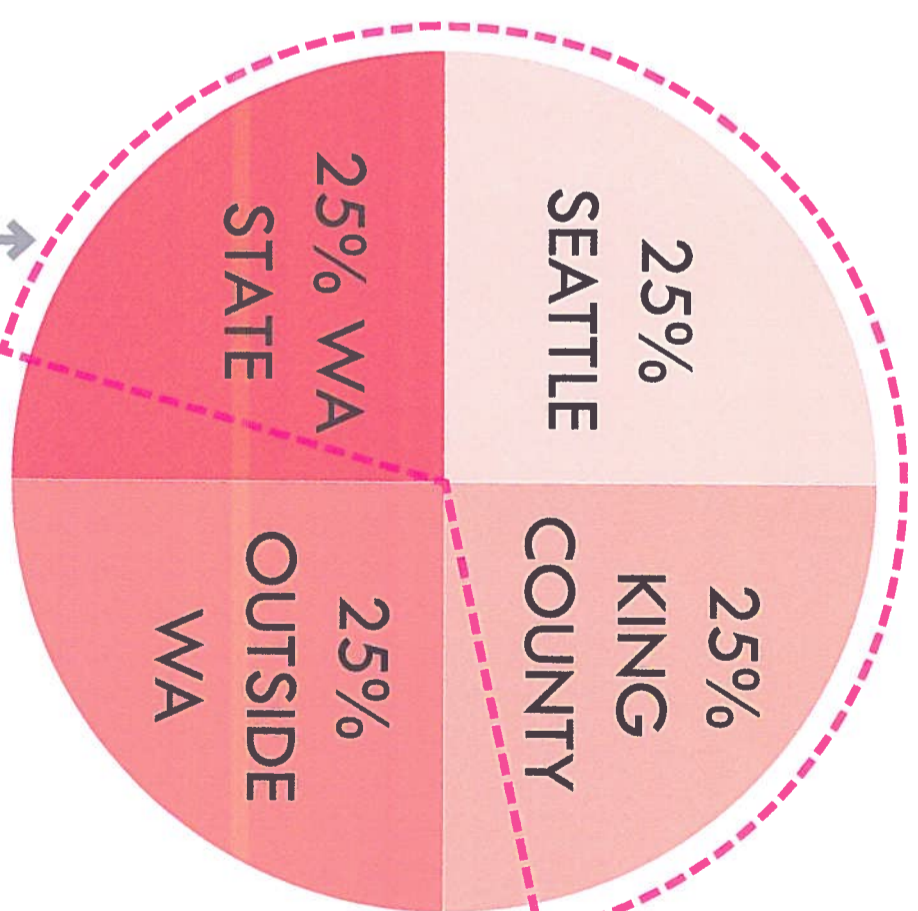
20 EVENT VENUES



ACCESS TO AMENITIES

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

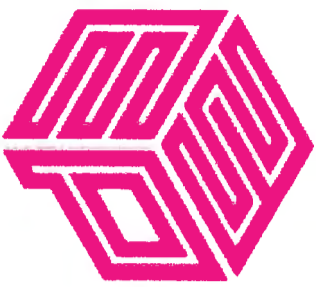
Where do Seattle Center visitors come from?



Approximately 2/3 of Seattle Center visitors come from within the ST3 service area

ACCESS TO CULTURAL + RECREATIONAL DESTINATIONS

MORE THAN 12 MILLION VISITORS ANNUALLY



EMP MUSEUM
music + sci-fi + pop culture



FESTIVAL



The Children's Museum Seattle



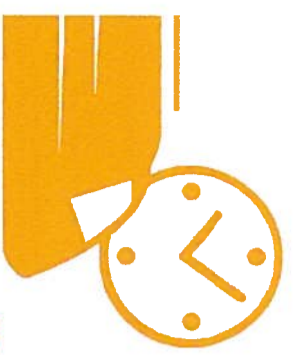
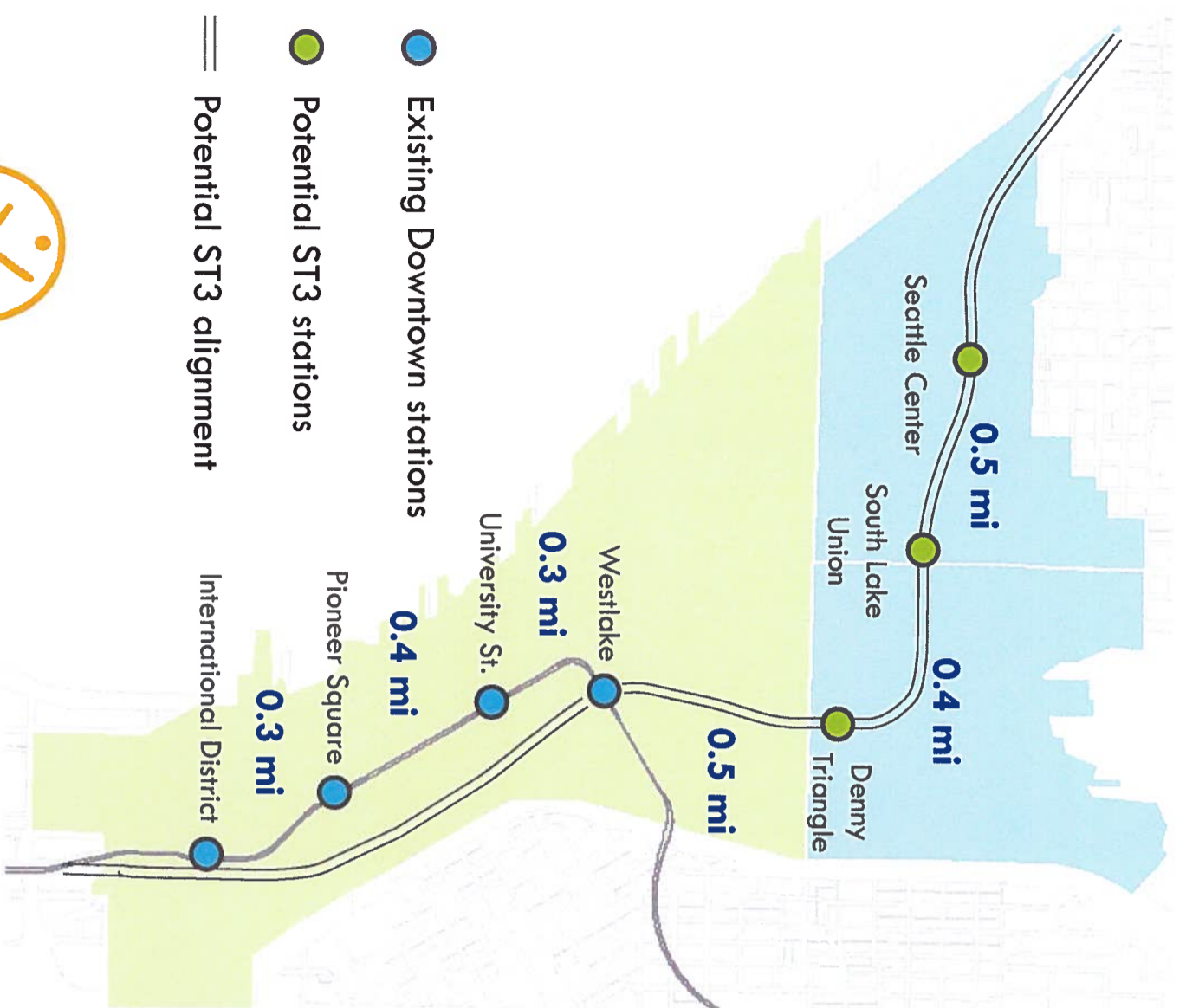
ACCESS TO AMENITIES



MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

heffron
transportation, inc. VIA

URBAN STATION SPACING IN DENSE URBAN CENTERS



EFFICIENT, RELIABLE SERVICE

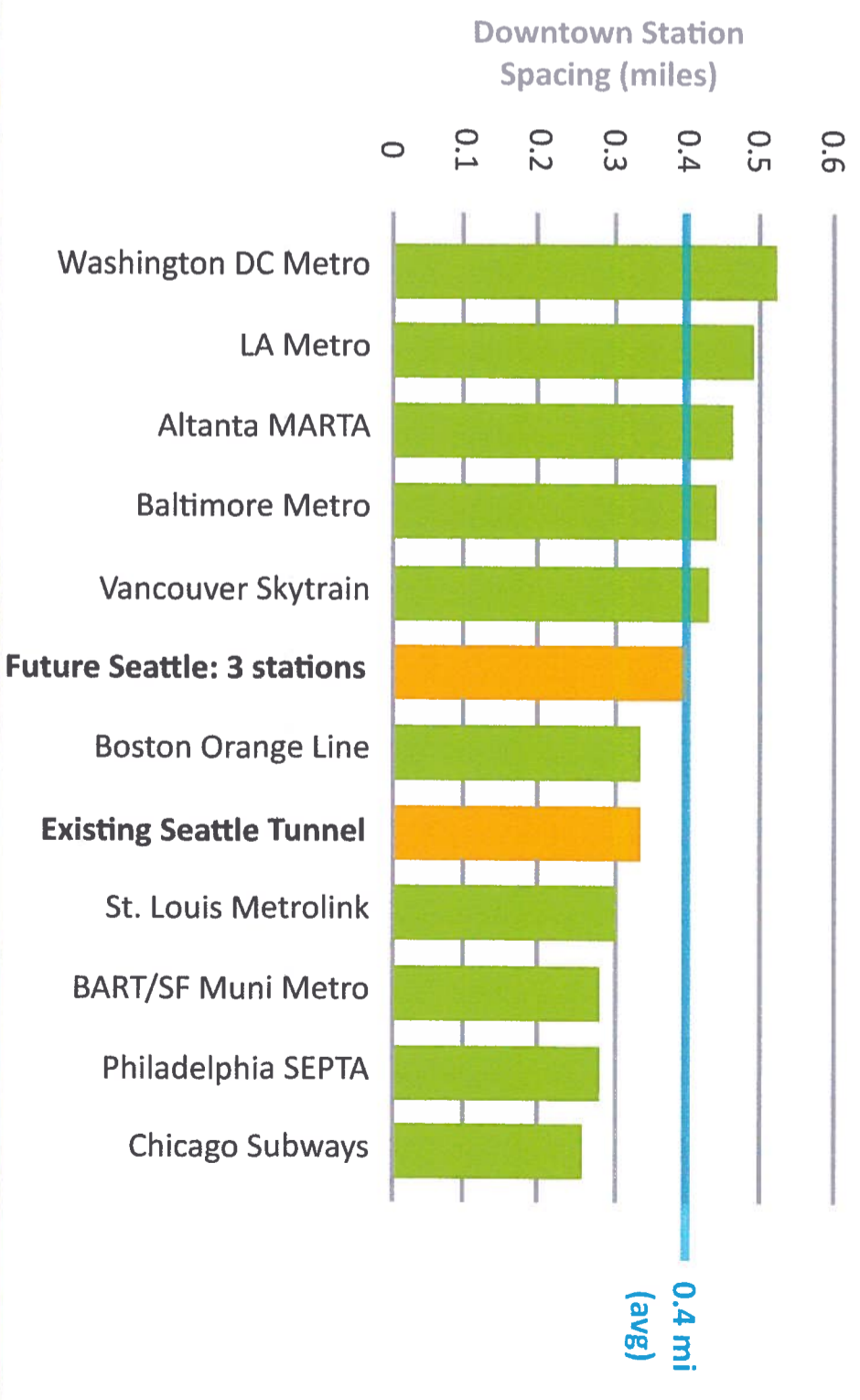
MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016



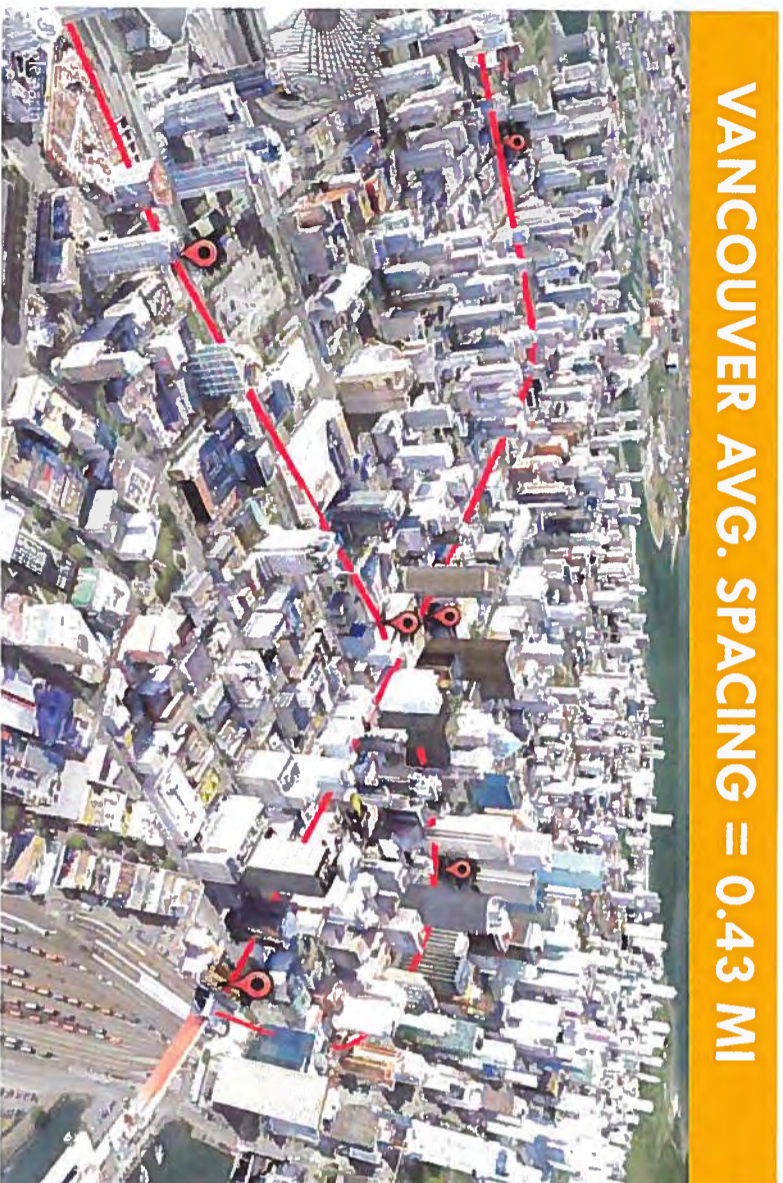
STANDARD URBAN STATION SPACING IS .4 MILES, OR ABOUT AN 8 MIN. WALK



DOWNTOWN STATION SPACING FOR COMPARABLE HIGH-PERFORMANCE HCT SYSTEMS:



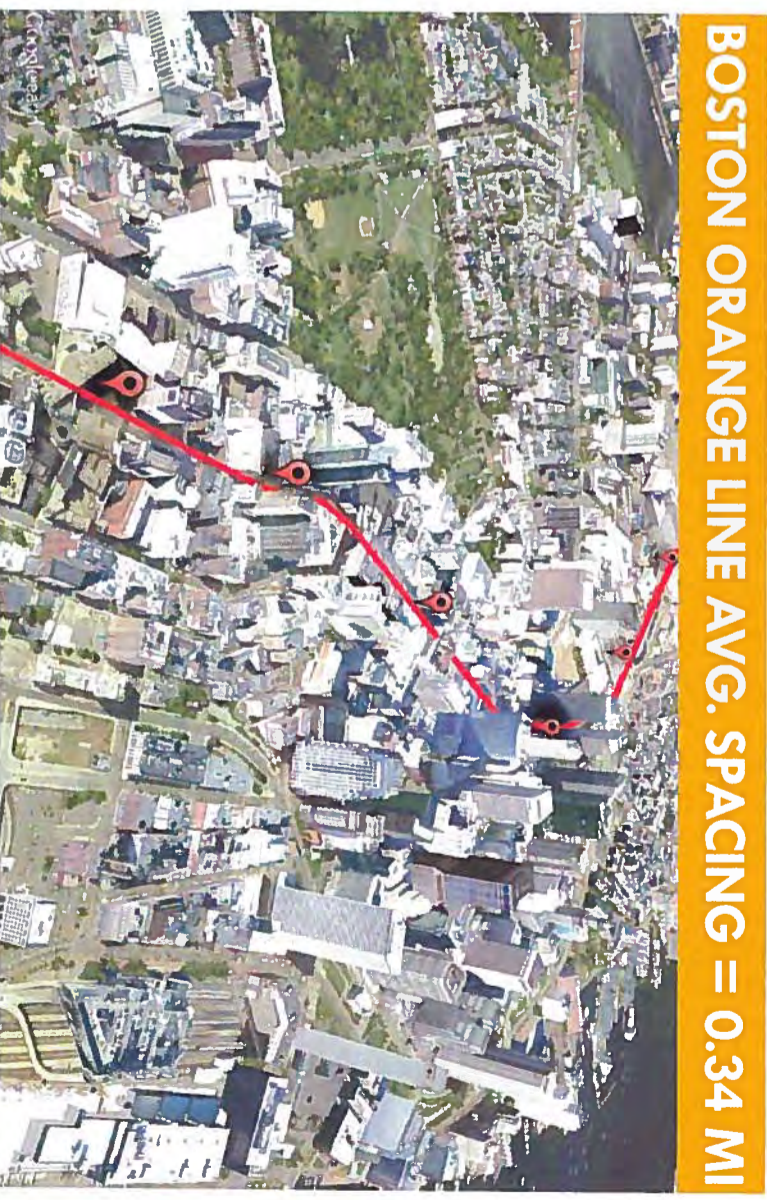
URBAN STATION SPACING IN DENSE URBAN CENTERS



VANCOUVER AVG. SPACING = 0.43 MI



SF MUNI METRO AVG. SPACING = 0.28 MI



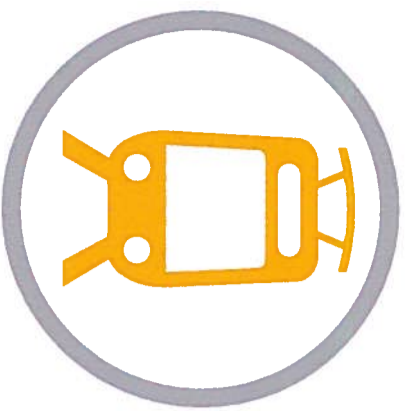
BOSTON ORANGE LINE AVG. SPACING = 0.34 MI



EFFICIENT, RELIABLE SERVICE

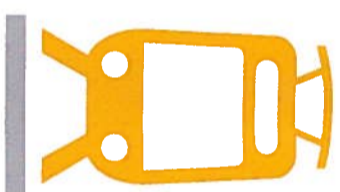
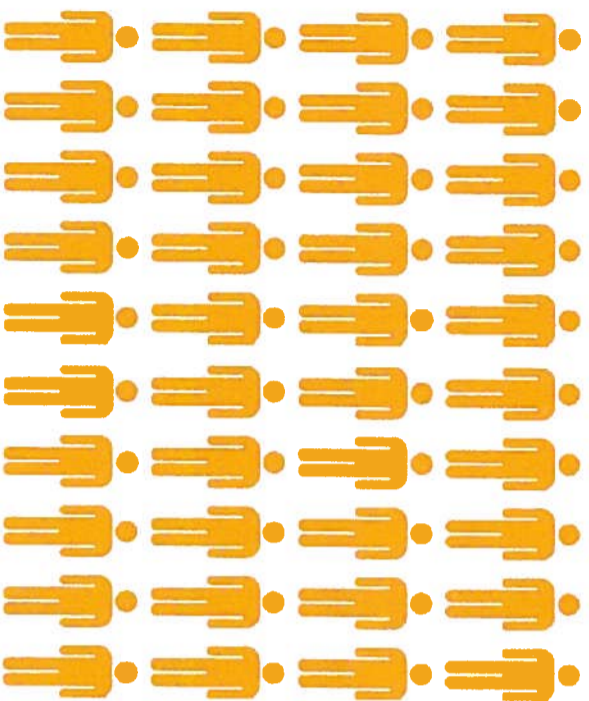
MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

AVOIDING THE ST3 RIDERSHIP GAP



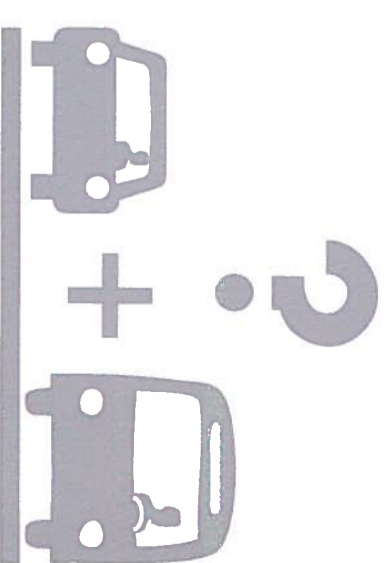
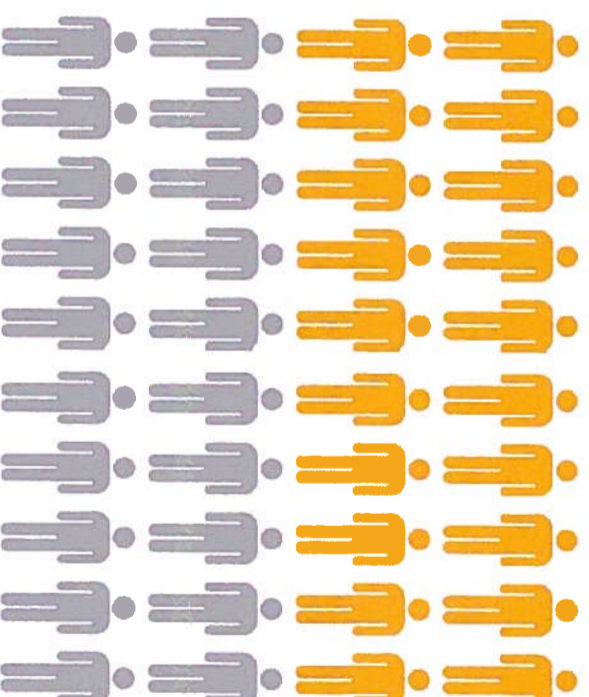
DAILY RIDERSHIP WITH
NEW DOWNTOWN
SEATTLE TUNNEL:

102,000 - 133,000

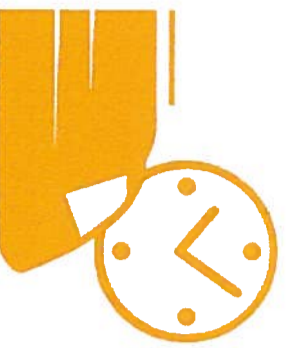


DAILY RIDERSHIP
WITHOUT NEW TUNNEL
(AT-GRADE OPTION 1):

44,000 - 54,000



HOW WILL WE ACCOMMODATE
THE DAILY RIDERSHIP GAP OF
58,000 - 79,000 PEOPLE?



EFFICIENT, RELIABLE SERVICE

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

WALKSHED ANALYSIS: DEVELOPMENT IN THE PIPELINE



DENNY TRIANGLE URBAN CENTER
2014 EMPLOYMENT: 19,708 JOBS

SOUTH LAKE UNION URBAN CENTER
2014 EMPLOYMENT: 35,859 JOBS

UPTOWN URBAN CENTER
2014 EMPLOYMENT: 14,592 JOBS

DENNY TRIANGLE STATION AREA
EXISTING DEVELOPMENT
PIPELINE DEVELOPMENT

SOUTH LAKE UNION STATION AREA
EXISTING DEVELOPMENT
PIPELINE DEVELOPMENT

SEATTLE CENTER STATION AREA
EXISTING DEVELOPMENT
PIPELINE DEVELOPMENT

MERCER CORRIDOR STAKEHOLDERS JANUARY 21, 2016

SERVING NORTH DOWNTOWN ALIGNS WITH ST3 CORE PRIORITIES



- ✓ **Completing the spine:** North Downtown is a critical piece of our regional economic backbone



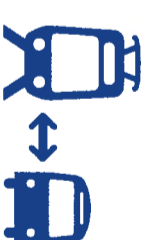
- ✓ **Ridership:** Ridership is strongly associated with employment density



- ✓ **Connecting the region's designated centers with HCT:** South Lake Union, Denny Triangle, and Uptown are PSRC-designated Regional Growth Centers



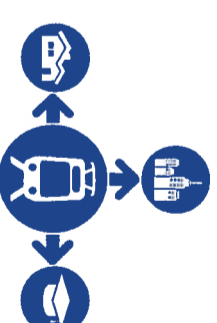
Socio-economic equity: Provide efficient, reliable, regional access to job centers and cultural amenities



- ✓ **Integration with other transit operators/transportation systems:** Connect to Rapid Ride, local bus and streetcar networks



- ✓ **Multi-modal access:** Connect to multimodal transportation options that support regional mode shift goals

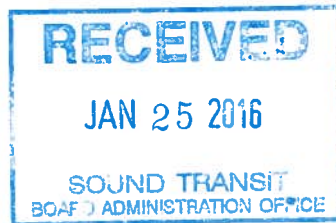


- ✓ **Promoting transit-supportive land use and TOD:** SLU is zoned for transit-oriented development and has transit-supportive policies in place



January 21, 2016

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



Dear Chair Constantine and Members of the Board:

With approximately 43,000 employees located throughout the Puget Sound region, Microsoft depends on an efficient and reliable transportation network. The Sound Transit 3 proposal holds the potential to contribute significantly to this network, increasing mobility and supporting a stronger local economy.

In order to ensure success of ST3, Microsoft believes that the goal must be to maximize mobility, project delivery and public support while minimizing expense. The significant costs that will be incurred must be justified by good planning, system integration and high quality program execution. Additionally, in order to gain the trust of the tax-paying public, a strong emphasis should be placed on transparency of the costs, project delivery schedules, and performance metrics.

Microsoft supports the core priorities advanced by Sound Transit: completing the "spine," increasing ridership, connecting regional economic centers, providing socio-economic equity, improving system integration, enhancing multi-modal access, and encouraging transit-oriented development. In keeping with these priorities, we urge that focus be placed on the following principles:

1. Prioritize projects that can be delivered sooner based on local support, completed planning and permitting readiness.
2. Provide transparency regarding the regional return on taxpayer dollars.
3. Develop national benchmarks on project delivery and costs to assure voters that the ST3 plan is based on best practices that reduce costs and shorten delivery timelines.
4. Shorten the planning, and design and delivery process in order to maximize the proportion of approved funds for project delivery, seeking additional statutory tools to do so if appropriate.
5. Provide access to the light rail system that reflects the use patterns in different areas of the region. On the eastside where many system users are not within walking or biking distance of the system, it is important to provide adequate park and ride facilities.

Consistent with these criteria, Microsoft strongly supports inclusion in the ST3 package of the following project elements for the Overlake/Redmond area, the SR 520 corridor, and the I-405 corridor from Lynnwood to Burien:



1. The extension of Eastlink into downtown Redmond should be treated as a continuation of the Eastlink project authorized in ST2. We believe that this project should be first in priority for funding and that construction should be viewed as a continuation of the Eastlink construction authorized under ST2.
2. Similarly, the I-405 bus rapid transit (BRT) service is a logical compliment to the WSDOT HOT lane project and should be planned and executed in conjunction with its completion. Sound Transit should coordinate with Metro and WSDOT on transit access to Express Toll Lanes and project impacts of transit service levels on overall traffic management on I-405.
3. We support the inclusion of light rail from Kirkland-Totem Lake to Issaquah via Bellevue. This will alleviate congestion in the I-405 corridor and demonstrate a return of taxpayer dollars to the area.
4. Finally, in light of the imminent completion of the 520 bridge with the capacity to include light rail, we believe it is important to begin planning for adding light rail on the 520 bridge to increase mobility between the two largest job centers of the region.

The development of trust and the delivery of transparency are the key elements for passage of this new package. We encourage you to keep these elements in the forefront as you develop the proposal. In closing, Microsoft appreciates having the opportunity to share this initial input with you, and we look forward to additional opportunities for engagement in the planning process.

Sincerely,

A handwritten signature in black ink, reading "Irene Plenefisch", enclosed in a thin black rectangular box.

Irene Plenefisch
Director, Government Affairs

cc: Peter Rogoff, CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

January 21, 2016

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

Via email: Dow.Constantine@SoundTransit.org; Soundtransit3@soundtransit.org

Re: The Northwest Seaport Alliance Input on Sound Transit 3 Candidate Projects

Dear Chair Constantine:

Thank you for your request for feedback on the scope of the candidate projects for Sound Transit 3 (ST3), planning for the next regional transit investment. We support ST3's goal to complete the spine of a regional transit system. It will provide additional options for access to jobs and support an improved quality of life without the reliance on a personal vehicle for all trips. We share your vision and hope that light rail access from the North to the Tacoma Dome, and a planned Sounder expansion, will reduce demand on the already constrained regional transportation system. This is especially true for I-5, SR-509 and SR-99 in the vicinity of the Port of Tacoma Manufacturing Industrial Center. Less congestion helps The Northwest Seaport Alliance create jobs by advancing trade and commerce, promote industrial growth and stimulate economic development.

The Northwest Seaport Alliance operates the nation's third largest gateway for international containers, as well as other maritime industrial properties in the Tacoma Tideflats. Other industrial and logistics businesses located in the Tideflats also provide jobs and contribute to economic growth. Both Sounder and light rail expansion adjacent to the Tideflats have the potential to negatively impact the nation's international trade flows. Their final design and operation must protect, preserve or enhance these cargo facilities and operations. In support of ST3's mission, as well as its own, The Northwest Seaport Alliance has one central objective for ST3: ***Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility.***

We agree that an integrated and robust transportation system is key to maintaining Puget Sound's economic competitiveness and quality of life. We look to the Sound Transit Board to carefully evaluate options for both the LRT system and Sounder operations, and chose an alternative that meets both Sound Transit's and The Northwest Seaport Alliance's objectives.

Thank you again for the opportunity to comment.

Sincerely,



John Wolfe, Chief Executive Officer
The Northwest Seaport Alliance

cc: Managing Members
Peter Rogoff, Chief Executive Officer
Ric Ilgenfritz, Planning, Environment & Project Development
Ann Snell McNeil, Government & Community Relations



NORTHWEST SEATTLE COALITION

For Sound Transit 3

Contact: Ben Broesamle, Coalition Coordinator,
Chair, Transportation Committee, Magnolia Community Council
Email: NorthwestSeattleCoalition@gmail.com

January 12, 2015

TO: ED MURRAY, Mayor, City of Seattle
THE SOUND TRANSIT BOARD
SALLY BAGSHAW, Seattle City Council District 7
MIKE O'BRIEN, Chair of Seattle City Council Transportation Committee,
Seattle City Council District 6
ROB JOHNSON, Vice Chair of Seattle City Council Transportation
Committee, Seattle City Council District 4, Sound Transit Board
SCOTT KUBLY, Director, SDOT

CC: TIM BURGESS, Seattle City Council Position 8
LORENA GONZÁLEZ, Seattle City Council Position 9
BRUCE HARRELL, President, Seattle City Council
JEANNE KOHL-WELLES, District 4, King County Council
RIC IGENFRITZ, Executive Director of Planning, Environmental and Project
Development, Sound Transit
KAREN KITSIS, Planning and Project Development Manager, Sound Transit
BILL BRYANT, Transit Deputy Director, SDOT
ANDREW GLASS-HASTINGS, Office of the Mayor, City of Seattle
The Sound Transit 3 Contact Email Address

FROM: NORTHWEST SEATTLE COALITION FOR SOUND TRANSIT 3

RE: BROAD COALITION SUPPORTS CANDIDATE PROJECTS C-01c, C-01e, C-01g,
C-02, AND A NORTHERN EXTENSION OF C-01g TO NORTHGATE.

A broad coalition of ten Northwest Seattle industry, business, and neighborhood organizations supports Sound Transit building a light rail line from Ballard, under the Ship Canal, to downtown Seattle, SeaTac Airport and Tacoma. The Coalition advocates strongly for the reliability of a new Ship Canal tunnel over competing drawbridge proposals. A new Ship Canal tunnel will also maintain the existing capacity of 15th Avenue to carry buses, freight and automobiles.

The supported alignment includes Sound Transit's Candidate Projects C-01c and C-01e, with future extensions C-02 to the University District and a lengthened C-01g to the vicinity of the Northgate Mall. The leader of each organization comprising the Coalition's membership has signed this letter.

Each of the Coalition's members has recently reviewed the "ST3 Candidate Projects" list for projects in the "Central Area" and accompanying maps produced by Sound Transit and available online at <http://soundtransit3.org/document-library> under "Central Candidate Projects." The purpose of this letter is to express the Coalition's collective views on important elements for consideration as the City of Seattle and Sound Transit conduct system planning studies that we expect to be presented to the community in early 2016 for a November 2016 Sound Transit 3 ballot measure. The undersigned members of the Coalition have agreed on the contents of this letter and we ask that the City of Seattle carefully consider the Coalition's recommendations as the City provides input to Sound Transit on January 21, 2016 regarding the latest round of planning information released by Sound Transit on December 4, 2016.

The Coalition recognizes that Candidate Project C-01c is vitally necessary to meet our city's transit requirements. Additional transit capacity is needed to serve residents and businesses in Ballard, Crown Hill, Interbay, Magnolia, Queen Anne, Uptown, Fishermen's Terminal, Salmon Bay, Terminal 91, and other areas northwest of the Seattle Downtown Regional Growth Center that would otherwise have to use the already-overcrowded 15th Avenue West corridor. Addressing the transit needs of this critical corridor should be of the utmost priority for the City of Seattle and Sound Transit.

We recognize that Sound Transit 3 will be an investment with a multi-century useful life. **The Coalition strongly supports Candidate Project C-01c, and we urge further design and engineering of that alignment.** The final alignment chosen to serve the needs of the area represented by the Coalition should:

- **have the absolute highest possible reliability** in order to maximize long-term ridership, reduce delay for trips throughout the region, and support equitable transit-oriented development in our growing Urban Centers;
- reach and serve the most potential transit users along the corridor, both workers and residents, working and residing both in current development and in potential future development;
- have the **fewest negative impacts** during construction and after construction;
- **enhance**, and not diminish, the current and potential future vehicular, freight, and bus **carrying capacity of arterials**, especially the critical 15th Avenue West Corridor;

- be designed, engineered, and built so that **all the necessary engineering is built into one underground Market Street station in Ballard from its inception** so that service might “split” to the north and east from one underground Market Street station in Ballard as the system expands toward Crown Hill and the University District;
- be designed, engineered, and built to **include “urban station spacing” in the vicinity of the Uptown and South Lake Union Urban Centers**, with an additional station included between Uptown and South Lake Union;
- include integration of other transit services at stations.

The Coalition supports Candidate Project C-01c because it meets the above needs. C-01c will have the highest reliability, providing the best equitable transit oriented development benefit. It will have the least negative permanent and construction impact in the corridor. C-01c runs through and/or along the principal corridor of ridership and serves the interests of all residents and businesses in Ballard, Interbay, Magnolia, Queen Anne, Uptown, and especially the industrial and business users along 15th Avenue West.

The Coalition supports the Mayor’s and Sound Transit Board’s direction to increase the construction and funding timeline required to meet the needs of funding projects in all Sub Areas while increasing the project scopes of the North King County Sub Area to serve the entire region better. An extended funding period provides additional North King County Sub Area funding to support increased project scope and more reliable high capacity transit service within the North King County Sub Area while dramatically improving connections throughout the region.

Given the above considerations, the Coalition opposes Candidate Projects C-01a, b and d. The coalition also opposes any and all surface running light rail along the 15th Avenue West Corridor, given the rapid growth of the neighborhoods in Northwest Seattle. Further, the Coalition does not support removal of any of the existing four, all-day, freight and general-purpose, automotive lanes from the 15th Avenue West Corridor under any circumstances for the reasons discussed below.

1. Candidate Project C-01a, would remove at least two lanes of 15th Avenue West, creating intolerable traffic conditions and delays.
2. Candidate Project C-01b would have potential for excessive delay due to the operable bridge and have a major negative impact on the 15th Avenue West corridor for both residences and businesses. C-01b permanently creates the type of visual obstruction the City is working to remove elsewhere. This plan has significantly reduced reliability due to the required new movable seventy-foot clearance bridge over the Ship Canal, and will permanently diminish the current and the potential future capacity for

buses, vehicles and freight in the corridor while causing significant construction impacts on businesses, vehicles, current transit, and residents in the corridor.

3. Candidate Project C-01d does not serve the needs of the residents and businesses that rely upon the current 15th Avenue West corridor, nor does it serve the needs of many Queen Anne businesses and residents, especially given the lack of access to most of Queen Anne from Westlake Avenue. Additionally, Candidate Project C-01d running at grade would remove the current and potential needed vehicular lanes from Westlake Avenue. Further, it would not produce the effective, long-term transit investment that would be acceptable for the central-west and northwest districts of the city, especially given the proposed extended taxing period.

The Coalition requests that the City of Seattle not support C-01a, b or d, and instead advise Sound Transit to move Candidate Project C-01c forward for system planning.

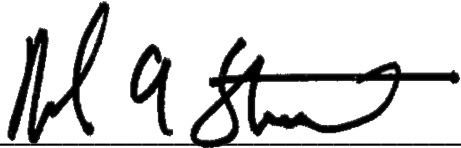
Because Candidate Project C-01c naturally connects with Candidate Project C-02 from Ballard to the University District, University Village, and Children's Hospital, Candidate Project C-02 should receive high priority. The Coalition therefore requests that the City of Seattle and Sound Transit study how to build both Candidate Project C-02 and expand service to the north of Ballard, including Candidate Project C-01g and on to Crown Hill and Northgate. A single station should be constructed on Market Street in Ballard to serve both the 15th Ave NW corridor and the 45th Street corridor in order to achieve ease of use while maximizing transit connections.

Station locations should not add further to traffic congestion nor reduce vehicular and freight capacity. This will be a major design challenge requiring significant input from users and adjoining neighbors. Station locations should be easily accessible to pedestrians, cyclists, vehicles, and by local buses connecting surrounding neighborhoods with rail service. For example, the high density Uptown and South Lake Union Urban Centers present immense future mobility demands. Therefore, an additional station as proposed in Candidate Project C-01e should be included. Similarly, Expedia's future campus and the Port of Seattle's seasonal Cruise Ship Terminal 91 are very close to the Candidate Project C-01c Elliot Avenue and Prospect Street station location. Sound Transit should study integration of circulator shuttles to serve the Expedia Campus and Terminal 91. Candidate Project C-01c locates a station near West Dravus Street and 20th Avenue West. Sound Transit should study the integration of King County Metro routes 31 and 33 to serve this station, as well as the potential to integrate a Northwest Seattle Sounder Rail Station at this location.

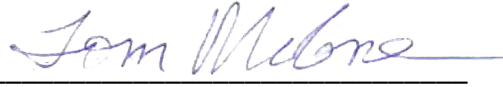
Thank you for your attention to our input on elements that we consider most important, as Sound Transit, the City of Seattle, and King County Metro move forward with planning for transit service between Ballard and downtown Seattle. The Coalition appreciates your time, your excellent work, and care in planning for the Region's future transit needs.

The contact and coordinator for the Coalition is Ben Broesamle, Chair, Transportation Committee, Magnolia Community Council. He can be reached by cell phone at (310) 562-2759 and by email at NorthwestSeattleCoalition@gmail.com.

Very truly yours,



Mike Stewart, Executive Director
Ballard Chamber of Commerce



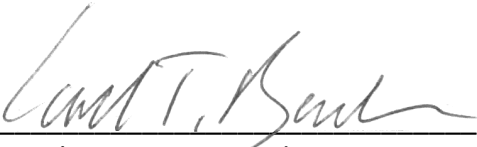
Tom Malone, Co-Chair, Urban Design
and Transportation Committee,
Ballard Partnership for Smart Growth



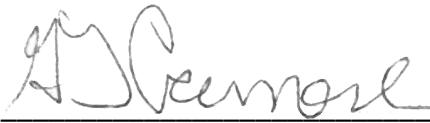
Catherine Weatbrook, Co-Chair, Urban
Design and Transportation Committee,
Ballard Partnership for Smart Growth



Jeff Thompson, Co-Founder
Interbay Neighborhood Association



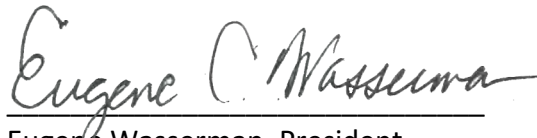
Carol T. Burton, President
Magnolia Community Council



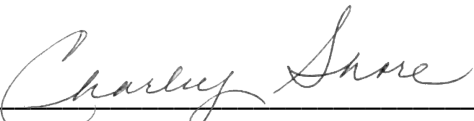
Greg Carnese, Executive Director
Magnolia Chamber of Commerce



Steve DeForest, Chair
Magnolia Queen Anne Dist. Council



Eugene Wasserman, President
North Seattle Industrial Association



Charley Shore, Executive Director
Queen Anne Chamber of Commerce



Ellen Monrad, Chair
Queen Anne Community Council

A handwritten signature in black ink, appearing to read "M. K. Davis". The signature is written in a cursive style with a horizontal line underneath.

Michael K. Davis, Transportation
Committee Chair, Uptown Alliance

[Please note: the next page is best viewed on 11 X 17 paper.]



C-02 Ballard to University District

Ballard to Northgate via Crown Hill

Fishermen's Terminal

Terminal 86

Tsubota

Pier 90 & 91

Terminal 91 Uplands

Terminal 91

Option 3 C-01C

Maritime Industrial Center

Shilshole Bay Marina

- C-02
- Ballard to North
- C-01C Tunnel
- - - C-01C Elevated
- C-01C Station
- Port Property
- NORTH

0 500 1,000 2,000 3,000 4,000
 Feet
 1 inch = 2,000 feet

January 19, 2016

Dow Constantine, Chair
C/o Board Administrator
Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104-2826

Dear Chairman Constantine:

Pierce Transit received your December 7, 2015 letter asking for comment and acknowledgment of the Sound Transit, December 4 Board workshop templates. We appreciate you reaching out to Pierce Transit for this opportunity to comment. Pierce Transit has a long standing relationship with Sound Transit and looks forward to continued intergeneration, coordination, and partnerships as we move forward with long range transit planning in our region.

Pierce Transit has reviewed Sound Transit's candidate projects presented at the Sound Transit December Board workshop and offer the following comments for your Board's and Sound Transit's staff consideration.

On July 15, 2015 Pierce Transit offered comments regarding initial ST3 South Corridor candidate projects under consideration for further review. These comments and the supported projects promoted the ongoing integration of our local service with your regional service which is essential to continued mobility options throughout Pierce County and the South Sound. We were pleased to see the projects we supported in our letter (listed below) moved forward for further evaluation:

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

However, the top priority for Pierce Transit in 2016 is still Project No. **S-12 - Bus Capital Enhancements for Speed, Reliability, and Convenience along Pacific Avenue/SR 7 (Tacoma)**. This project was added after drafting of the July 15, 2015 letter in full collaboration with Pierce Transit and Sound Transit staff working together on the location, infrastructure requirements, and associated cost estimates. The inclusion of this project in ST3 would be a capital contribution which is envisioned as a Bus Rapid Transit (BRT) route along the corridor. We feel strongly that a Pierce Transit and Sound Transit partnership would meet the region's desire for transit agencies throughout the Puget Sound Region to integrate and coordinate service delivery, project development, and system intergeneration, in order to create a truly connected local-to-regional transit system. The inaugural Pierce Transit BRT route would provide service along a 14-mile portion of the corridor currently served by Route 1, which accounts for two million annual

boardings or approximately 19 percent of all Pierce Transit fixed route motorbus boardings. The new Pacific Avenue/SR 7 corridor would connect people to jobs, educational opportunities, and regional destinations from the Tacoma Dome Station to Spanaway; the southern terminus of the Pierce Transit service area.

Additionally, in reviewing the template for Project No. S-12, we noticed that Sound Transit staff did not include comparative data in the template under "Evaluation Measures" as shown next to S-11 (Tacoma Link Extension to Tacoma Community College), perhaps because ours is not Sound Transit's priority project. Therefore, attached to this letter are the "Evaluation Measures" data compiled by Pierce Transit staff and offered to Sound Transit for inclusion and consideration moving forward, in order to demonstrate how the proposed project performs in direct comparison to other South Corridor projects (e.g., S-10, S-11, S-13, and S-14).

Finally, Pierce Transit continues to support the priorities outlined in the July 15, 2015 letter to Sound Transit staff and listed in bullets on the first page of this memo. Pierce Transit has been part of the project team for the Tacoma Link expansion and looks forward to the Phase 2 "Medical Mile" corridor completion in the near future, while continuing to work with the City of Tacoma and Sound Transit on any future expansion projects included in ST3. While we know full build-out of the Central Link Spine to the Tacoma Mall may not be financially feasible under ST3, we hope Sound Transit considers a build-out to the Tacoma Dome Station at a minimum, as this is the South Sound region's largest multimodal transit facility. We also would like to offer our support for Project No. P-01: Future System Planning (ST4) as an important priority for future planning and system integration.

In closing, we are eager for the opportunity to continue ongoing coordination and planning with Sound Transit as these critical South Corridor priority projects are finalized and a ballot initiative to fund ST3 is put forth in the November 8, 2016 general election.

Sincerely,



Sue Dreier
Chief Executive Officer

Attachment

cc: Peter Rogoff, Chief Executive Officer, Sound Transit
Chelsey Levy, Government and Community Relations Officer, South Corridor, Sound Transit
Rebecca Japhet, Public Relations Officer
Jay Peterson, Transit Development Manager
Peter Stackpole, Service Planning Assistant Manager
Darin Stavish, Principal Planner
Max Henkle, Senior Planner

ST3 South Corridor Project No. S-12: Bus Capital Improvements for Speed, Reliability, and Convenience along Pacific Avenue (SR 7) in Tacoma

Evaluation Measures:		Pierce Transit Ammendments in Red Font
MEASURE	MEASUREMENT/RATING	NOTES
Regional Light Rail Spine		
Does project help complete regional light rail spine?	No	
Ridership		
2040 daily station boardings	11,000—17,000*	Table 10.01 of STOPS model
Capital Cost		2035 Value using ST's 2035 by TAZ forecast data, rounded to nearest thousand; then adjusted downward via ratio of modeled vs observed local bus ridership
Cost in Millions of 2014 \$	\$270—\$289	
Annual O&M Cost		
Cost in Millions of 2014 \$	-\$9	Per Remix 10 minute all-day weekday headways https://platform.getremix.com/map/10ac90d
Travel Time		
In-vehicle travel time along the project (segment)	58	Assumes average speed=15 mph
Reliability		
Percentage of alignment/route in exclusive right-of-way	Medium	Would use 51% BAT lanes
System Integration		
Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities	High	Would connect to 34 bus lines, 1 streetcar line, 1 light rail line (Central Link extension), 1 commuter rail line, 2 intercity rail lines vs. 6 bus lines for S19th St TCC Link extension
Ease of Non-motorized Access		
Qualitative assessment of issues and effects related to non-motorized modes	Medium	Determined comparing walkshed against 1/2mile circular radius from station; 64% of parcels accebile vs 60% for S19th St TCC Link extension
Percent of Non-motorized Access		
Percent of daily boardings	72%	Table 10.01 of STOPS model
Connections to PSRC-designated Regional Centers		
Number of PSRC-designated regional growth and manufacturing/industrial centers served	1 center	Regional Growth Center: Tacoma Downtown
Land Use and Development/TOD Potential		
Quantitative/qualitative assessment of adopted Plans & Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations	Medium	
Qualitative assessment of real estate market support for development within 1 mile of potential corridor	Medium	73% of land in SR-7 corridor built out, undevelopable, or vacant but zoned for single unit housing vs 70% for S19th St TCC Link extension corridor (PC Buildable Lands Report)
Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations	10 AU per Acre (2010) 15 AU per Acre (2040)	Source: PSRC 2013 LUB (2010 vs 2040)
Socioeconomic Benefits		
Existing minority / low-income populations within 0.5 mile of potential stations	38%/20%	Source: 2013 ACS 5yr Tables B03002 and C17002
2014 and 2040 population within 0.5 mile of potential stations 2014 and 2040 employment within 0.5 mile of potential stations	50,800/67,500 Pop, 30,200/55,000 Jobs	Source: PSRC 2013 LUB (2010 vs 2040)
For additional information on evaluation measures, see http://soundtransit3.org/document-library		
	17,000	* 2035 Value using ST's 2035 by TAZ forecast data, rounded to nearest thousand
	11,000	Then adjusted downward via ratio of modeled versus observed local bus ridership



January 20, 2016

Hon. Dow Constantine
Sound Transit Board of Directors
c/o Board Administrator
401 Jackson Street
Seattle, WA 98104

RE: Light Rail Alignment/ Station Locations from Lynnwood to Everett in Sound Transit 3 (ST3)

Dear Chairman Constantine:

As the Sound Transit Board of Directors considers how to structure the plan for ST3 in preparation for a November 2016 ballot, the Port of Everett offers the following comments for the Board's consideration:

1. The Port firmly believes that the light rail transit (LRT) system must serve the SW Everett Manufacturing and Industrial Center at Paine Field (MIC). This complex supports a workforce in excess of 60,000 workers daily, and supports the largest concentration of manufacturing jobs.
2. The Port concurs with the City of Everett's January 19 comment letter to the Sound Transit Board and we fully support the revised Option 1 conceptual plan alignment that the City of Everett outlined in their comment letter. The Port would like to underscore several of the City's specific comments, in particular:
 - The Regional Growth Strategy (RGS) designates the SW Everett MIC for substantial job growth in order to provide increased opportunity for economic development and employment growth in Snohomish County. In order to affect this shift in growth as called for by the RGS, the ST3 light rail transit investment must support the land use priorities with an alignment and station locations that create a fundamental shift in current land use patterns and commuter behavior.
 - For the same reasons stated in the City of Everett comment letter, The Port Everett *does not* support an Evergreen Way – Rucker Avenue alignment for another important transportation-based reason: Rucker Avenue between 41st Street and Pacific Avenue is part of the planned freight access route from Interstate 5 to the Port of Everett as part of the Connect Washington Transportation package approved by the Legislature in

2015. This corridor is used and will be improved to more efficiently transport large freight vehicles and oversized loads from the Port to Boeing and other destinations. An elevated or at-grade light rail facility in this corridor would undoubtedly present conflicts with critical freight movements.

- A station in the vicinity of the Everett Boeing plant, as indicated by Candidate Project N-02a, is critical to the support of Boeing and aerospace development and employment growth. Snohomish County is second in aerospace manufacturing employment with 43,500 direct jobs and more than 215+ aerospace companies, most of which are housed in this MIC.
- A light rail station at Paine Field in the vicinity of 100th Street SW will become increasingly important as aerospace-related businesses grow and flight operations increase. To ensure the most efficient use of light rail, there must be a seamless connection from Everett Station to Paine Field.

From our perspective, Option 1, with the modifications recommended by the City of Everett, would best accommodate regional growth consistent with Vision 2040, and support congestion relief and maximizes our already strained surface transportation infrastructure.

Once again, the Port appreciates the Sound Transit Board's consideration of our comments.

Sincerely,



Les Reardanz
CEO/Executive Director
Port of Everett

Cc: Port of Everett Commission
Ray Stephanson, Mayor of Everett
Everett City Council
Paul Roberts, Vice Chair Sound Transit Board of Directors
Dave Somers, Snohomish County Executive and member ST Board of Directors
Dave Earling, Mayor of Edmonds and member ST Board of Directors



January 21, 2016

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

Via email: Soundtransit3@soundtransit.org; emailtheboard@soundtransit.org;
boardadministration@soundtransit.org

RE: Port of Seattle Input on Sound Transit 3 Candidate Projects

Dear Board Chair Constantine,

Thank you for your request for feedback on the scope of the candidate projects for Sound Transit 3 (ST3), planning for the next regional transit investment. It is imperative that the ST3 proposal serves and supports the region's assets, including Seattle-Tacoma International Airport (Sea-Tac), cruise terminals, international trade and industrial centers, and maritime uses.

Over the past two decades, the Port has invested almost \$500 million in our region's transportation system supporting partners' projects such as Sound Transit. Our collaboration with Sound Transit included construction (and now the extension) of Link Light Rail at Sea-Tac, one of the prime destinations on the line. We strategized for the Sounder rail start-up and ensured the Eastside Rail Corridor remained in public ownership. Finally, we have fundamentally supported high capacity transit ridership to reduce transportation congestion.

Together with Sound Transit, we have many more opportunities to improve the region's transportation for our tenants, passengers and employees at the airport, seaport, and maritime/industrial sites. The Port has three primary objectives for ST3 projects:

1. Enhance service to Sea-Tac for airport passengers and employees, from a web of cities throughout the region
2. Strengthen access to Port facilities, both existing and future developments
3. Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility

Attached please find our "Sound Transit 3 Project Review" document, commenting on candidate projects of particular interest to the Port.



We find that the Sound Transit Board's "Core Priorities" for ST3 align well with our own Century Agenda, a long-range strategy supporting the Port's mission for the region: *to create jobs by advancing trade and commerce, promote industrial growth and stimulate economic development*. The objectives of our Century Agenda include:

- Position the Puget Sound region as a premier international logistics hub
- Advance this region as a leading tourism destination and business gateway
- Use our influence as an institution to promote small business growth and workforce development
- Be the greenest, and most energy efficient port in North America

As you finalize the ST3 proposal, please recognize the following initiatives and activities underway to achieve our specific Century Agenda vision of *adding 100,000 jobs in the region*, through economic growth lead by the Port of Seattle.

- We are developing our **Sustainable Airport Master Plan** to meet the region's long-range air transportation needs at Sea-Tac through 2035, while balancing sustainability considerations. It is important that Sound Transit use current airport growth data that reflects our updated forecasts. As we consider the **challenges and impacts of the growth in airport demand**, we appreciate Sound Transit's participation in our multi-agency Transportation Review Committee to collectively develop regional transportation solutions.
- The **Northwest Seaport Alliance (NWSA)** recently formed to jointly operate the nation's third largest gateway for international containers and some maritime industrial properties of the Port of Seattle and Port of Tacoma. The light rail expansion through SoDo to West Seattle and the Sounder expansion must be cognizant of potential **impacts to the nation's international trade flows**, and must protect, preserve or enhance those facilities and operations.
- The **Ballard-Interbay Northend Manufacturing/Industrial Center (BINMIC)** is headquarters to the North Pacific fishing fleet as many vessels homeport at facilities on the Lake Washington Ship Canal, Salmon Bay, and Terminal 91 (T-91). Seattle's burgeoning cruise ship industry supports Seattle's tourism industry with two berths at Smith Cove Cruise Terminal at T-91, as well as the Bell St Pier Cruise Terminal. The Port also operates recreational marinas and the Maritime Industrial Center. The light rail expansion to the northwest to Ballard must be sited with **regard to the maritime and BINMIC operations**.

Dow Constantine, Sound Transit 3
January 21, 2016
Page 3

We agree that an integrated and robust transportation system is key to maintaining Puget Sound's economic competitiveness and quality of life. We look forward to continuing our successful work with Sound Transit toward new regional transportation solutions, in Sound Transit 3, as well as through the Port's Century Agenda. Should your staff have any questions about our candidate project review, please have them contact our Regional Transportation Manager, Geri Poor at poor.g@portseattle.org or (206) 787-3778.

Sincerely,



Ted J. Fick
Chief Executive Officer

Cc: Port of Seattle Commission
Port of Tacoma Commission
John Wolfe, Northwest Seaport Alliance
Julie Collins, David McFadden, Lindsay Pulsifer, Lance Lyttle, Mark Reis, Elizabeth Leavitt,
Clare Gallagher, Geraldine Poor, Linda Stewart, Lindsay Wolpa

Sound Transit 3 Candidate Project Review: Port of Seattle

Primary Port Objectives for Sound Transit 3 (ST3)

1. Enhance service to Sea-Tac for airport passengers and employees, from a web of cities throughout the region
2. Strengthen access to Port facilities, both existing and future developments
3. Improve regional transportation for personal mobility, while protecting maritime/industrial land uses and freight mobility

System operations options

As you consider System Operations options, please consider the benefits of Option 2.

- The Port of Seattle notes that the SeaTac/Airport station passengers are more likely coming from areas north of downtown than the Ballard corridor.
- Option 2 would afford them a one-seat ride instead of having to transfer trains downtown, as Option 3 would require.
- Our concern is that this additional transfer would make the airport trip via light rail less attractive. *We do not support an at-grade option through downtown (Option 1).*

Lynnwood to Everett Light Rail Corridor Options

N-02a – aerial via SW Everett Industrial Center

The Port of Seattle supports N-02a recognizing the importance of serving the jobs and economic activity in that industrial center. The route has the highest ridership forecast as well. Project planning and development should make certain to limit and/or mitigate any impacts on freight access and mobility as Link is extended through the highways and arterials of this industrial center.

Ballard to Downtown Seattle Light Rail Corridor Options

C-01c – aerial via Interbay West / Tunnel through Downtown

The Port of Seattle supports C-01c, recognizing the importance of serving new development, jobs and economic activity in the Interbay sector of Ballard-Interbay North-end Manufacturing/Industrial Center (BINMIC). The opportunities for riders from the new Expedia campus, cruise ship terminal, and potential development of Terminal 91 (T-91) uplands make this segment critical for partnerships in transportation improvements. The Smith Cove Cruise Terminal at Pier 91 provides 2 of the 3 Seattle cruise ship berths, which nearly one million annual passengers use as their homeport. Good access to the public transit system for these employees and passengers is beneficial.

Further design work will also require close coordination with Port of Seattle regarding our facilities, access and impacts of construction, and light rail design. It is important to protect the integrity of operations in the T-91 light industrial buildings adjacent to the tracks. Similarly, impacts to the regional bike path connecting NW Seattle to downtown must be identified and mitigated.

We do, however, request that Sound Transit consider alternate routing for C-01c that follows the east edge rather than the west edge of the BNSF Balmer railyard. Proceeding south from the Ship Canal tunnel, the rail would tunnel south under the BNSF Balmer Yard to the easterly side and

proceed south to connect with the current proposal. In favor of this alignment proposal, we note the opportunity to access the east-side properties, and the lack of abutting residential lots as compared with the 20th Avenue West segment north of Thorndyke Ave W. Issues with the current C-01c alignment in the west edge of the Balmer yard are that it serves as a critical access road for the 120-acre T-91 Port property and the regional bike path. As such, the light rail design would have to preserve access to the numerous light industrial operations currently in this section of T-91 as well as address the bicycle path in this corridor.

Additionally, we are very eager to determine whether Route Option C-01c impacts and involves property acquisition from the property known as the former Tsubota Steel site. This is a Port-owned property at 1617 – 15th Avenue W. The property is irregular in shape and the most logical redevelopment scenario would be focused on the south edge where Route Option C-01c is proposed. Acquisition of a portion of this property would affect the value and could render the entire property unviable for redevelopment.

We have grave concerns about any at-grade or aerial light rail on 15th Ave W (C-01a, 01b):

15th Ave W is already a congested city arterial which also serves as the freight spine through Seattle, connecting the two manufacturing/ industrial centers (MICs) and also the major access route to the Pier 91 cruise terminal. However, we perceive that impacts farther south on Elliott Ave W are unavoidable as currently drawn (in 3 of the C-01 alternatives). Thus further planning must focus on minimizing loss of capacity on the freight spine on Elliott Avenue W. Impacts to avoid or mitigate include: loss of lanes, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations, and increased at-grade rail crossings in industrial areas. The Elliott / 15th Ave W corridor has no proximate parallel routes that could accommodate a loss of vehicle capacity or turn restrictions that affect truck movements, and so such functions must be incorporated into the corridor design. In summary, project planning and development must focus on limiting and/or mitigating any impacts on freight access and mobility, and other users in the corridor such as the cruise industry.

We also believe that a tunnel under the Lake Washington Ship Canal will contribute to system reliability to make that investment worthwhile. It will also eliminate conflicts with the Port's Fishermen's Terminal that were well documented and never resolved in the monorail project proposals. The representative alignment considered by Sound Transit staff for this effort for a new Ship Canal Bridge was west of the existing Ballard Bridge, which would likely require acquisition and relocation of the Fishing Vessel Owners (FVO) facility, an active operation providing unique capabilities to the maritime industry. Additionally, we are concerned that piers and footings of a new bridge would create new navigational constraints in the area west of the Ballard Bridge, where access, turning and maneuvering for larger vessels, especially the fishing fleet needs to be taken into consideration (both in the final design and during construction). In summary, project planning and development must focus on limiting and/or mitigating any impacts on the maritime industry and family-wage jobs dependent on the ship canal location.

Regarding the downtown segment, **we support the 5th Avenue tunnel, over 1st Avenue at grade, due to potential loss of capacity through downtown, as well as farther south in SoDo and the Duwamish MIC.**

West Seattle to Downtown Seattle Light Rail Corridor

C-03a – Tunnel thru Downtown / Elevated to West Seattle Junction

The Port of Seattle supports C-03a, recognizing the importance of advancing “logical next steps” project beyond the spine.”

We have significant concerns about any at-grade or aerial light rail on 1st Ave S (C-03b), and thus prefer the aerial alignment of C-03a. We understand that the representational alignment for this study used the E-3 busway alignment/right of way. Beneficially, this means no direct capacity loss in the SoDo public rights of way, yet we need to understand if existing buses on the busway would be displaced. Like the Elliott/15th Ave W corridor discussed above, the arterials in SoDo are already constrained and certainly congested during peak commute hours; **further traffic volumes risk interfering with freight mobility in this over-burdened section of the Duwamish MIC.** Impacts to avoid or mitigate include: loss of lane, loss of turning or freight parking/loading capacity due to dedicated transit-ways or aerial guideway columns; construction activity of guideway or stations’ and increased at-grade rail crossings in industrial areas. In summary, project planning and development must focus on limiting and/or mitigating any impacts on freight access and mobility.

The Port owns or operates many facilities in SoDo and the Duwamish, especially water-dependent uses on the shoreline. We understand further that the representational alignment of C-03a and C-03c is through the busway, over the Spokane St Viaduct, and paralleling the southern side of the Spokane St right of way. We endorse this location for limiting the direct impacts on the SE Harbor facilities of Terminals 46, 30 and 25 (T-46, T-30 and T-25) and the Port’s maintenance shop at 25 S. Horton St. However, the BNSF rail tracks also run south of Spokane St, so clear delineation of that potential conflict is critical. Both rail and vehicle access to and from T-5 and T-18 must be protected and preserved without limiting the freight movement in the international supply chain.

Additionally on Harbor Island, the Port’s Harbor Marine Center (T-102) lies south of Spokane St and has limited access. Further design work will also require close coordination with us regarding facilities access, impacts of construction, aerial guideway column placement and light rail operations.

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

Additional Central ST3 Candidate Projects

C-01e – additional potential light rail station in vicinity of SR99 and Harrison St

The Port supports C-01e to provide access to Seattle Center, especially the potential for redevelopment at Key Arena.

C-01f – additional potential light rail station in Interbay

The Port supports a C-01f station developed in conjunction with the Interbay West routing (C-01c) if possible, to **improve access in this redeveloping corridor**. Pedestrian connections to serve employees of Terminal 91 and cruise ship passengers should be part of future planning.

C-07 – Transit Tunnel improvements for system frequency

The Port supports C-07 to increase ridership and decrease travel time in the system, **and improve regional access to Sea-Tac**.

C-08, C-09, and C-10 – In-fill stations

The Port encourages clear evaluation of ridership and investment trade-offs from in-fill stations as more riders may have access, but additional stops extend the travel time for regional riders.

C-12 – Additional Parking at Tukwila International Boulevard (TIB) Stations

The Port believes that additional capacity and service to the airport area will support airport access for air passengers and employees. We **support investments to encourage regional transit trips to Sea-Tac** and want to explore all opportunities available.

Interstate 405 Bus Rapid Transit

The Port of Seattle supports Interstate 405 Bus Rapid Transit. As the regional transit authority, Sound Transit should emphasize serving regional destinations, by minimizing travel times for the longer trips. We **urge Sound Transit to attract riders for destinations such as Sea-Tac**, especially since the ridership forecasts are the same for both options. This route could also provide service to the airport from our nearby cities of Burien, Tukwila and Renton, home to airport employees, businesses with airport linkages, as well as air passengers.

Kent-Des Moines to Tacoma Dome Light Rail

S-01 + S-02 + S-04

The Port supports light rail extension to the south, opening up new light rail connections for air passengers and employees. Again, **we urge Sound Transit to make decisions to minimize travel time, and attract riders for regional destinations, such as Sea-Tac**, especially since the ridership forecasts are the same for both options (via I-5 or SR-99). Another way to improve travel time would be to design future Link extensions to allow bypass routing for express light rail trains, which we understand could not be accommodated retroactively on the existing Link system.

Additionally, we encourage Sound Transit to **limit loss of existing roadway capacity in freight corridors, and to pursue design that limits and/or mitigates any impacts on freight access and mobility.**

Additional South ST3 Candidate Projects

S-06, S-07, S-08, S-15, S-16

The Port supports expansion of the southerly Sounder service, as long as any impact on freight operations is mitigated, as was the original southerly Sounder service start-up. Creation of new capacity for passenger service on the freight rail lines must come from investments demonstrated (by modeling) to preserve existing freight rail capacity. Again, Puget Sound's international trade gateway benefits from our transcontinental service and the existing capacity is one of our competitive assets.

Future System Planning

C-13 – West Seattle/Junction to Burien Transit Center LRT

P-05 – HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac/Airport Station

The Port believes that additional capacity and service to the airport area will support airport access for air passengers and employees. From the LRT extension West Seattle/Junction to Burien (C-13), we support advancing P-05 to construction of light rail extension to the airport (advancing from a study), opening up new light rail connections for air passengers and employees. Again, we urge Sound Transit to serve regional destinations such as Sea-Tac Airport.

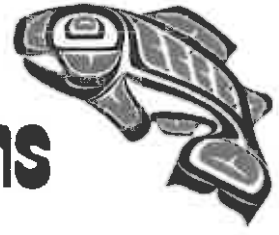
Region Wide Programs

R-05 + R-06 – System Access Program and R-06 Innovation (R-05) and Technology Fund (R-06)

We urge Sound Transit to utilize some of these investments for programs or services that would improve HCT access to Sea-Tac and other regionally designated centers, integrate with other transportation systems (the air travel network), and provide multi-modal access (three of ST's Core Priorities). Air passenger ridership on Sound Transit has unique characteristics including infrequent trips, carrying luggage, discomfort with the airport/Link station walk, or early/late travel times. Similarly, airport employees frequently must start or end their shifts at times that Sound Transit does not currently serve the airport. Additionally, while Link Light Rail has more reliable travel times, it is a longer trip time at off-peak hours, again a detriment to air passenger ridership. We would like to see express trains on the existing system but have been told that the necessary bypass routing could not be designed retroactively. It is our expectation that **these funds could be utilized to overcome some of the barriers to transit ridership to the airport**, as well as considering improved airport connections to the increasingly important Tukwila/International Boulevard (T/IB) Station.



Puyallup Tribe of Indians



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

January 8, 2016

RE: Sound Transit 3

Dear Chair Constantine,

Recently, Sound Transit issued a letter requesting input from the Puyallup Tribe of Indians regarding its efforts in developing a ballot initiative for high-capacity transit known as Sound Transit 3 (ST3). The Puyallup Tribe of Indians has been working diligently with Sound Transit staff on identifying the needs and concerns related to high-capacity transit development on the Puyallup Reservation. The Puyallup Tribe of Indians is engaged in helping guide responsible development of transportation to help alleviate congestion and provide our Tribal Membership with transportation opportunities so they may more readily access jobs and services. As requested, the Tribe has reviewed the scope of candidate projects that are part of Sound Transit 3 and has provided the following comment.

The Puyallup Tribe of Indians acknowledges that the ST3 proposal projects have a long planning process and alternatives analysis that will ultimately determine how high-capacity transit will look once funding is approved. Given that some of these projects have environmental, cultural, and planning related concerns the Tribe will continue to work with Sound Transit on addressing proper measures to remediate those concerns once the alignment of projects become more defined in the future.

The Tribe believes in the need for high-capacity transit on the Puyallup Reservation and the need for a fiscally responsible ballot initiative. Of the eligible projects for ST3, project S-03 and S-04 are of primary concern to the Tribe. The Tribe has previously expressed the priority of completing the Central Spine to Tacoma during Sound Transit's Long Range Plan Update. Since this previous correspondence, tribal staff has been working to identify challenges in completing this corridor as well as compare the costs and benefits between a State Route 99 and Interstate 5 alignment. Given new information provided of the viability of stops at Portland Avenue and near the EQC in Fife, the Tribe believes the most cost effective and beneficial alignment at this time is Project S-03 via Interstate 5. As the 6th largest employer in Pierce County the Tribe believes these stops would service major employment centers including the EQC in Fife and the Tribal Campus area off of Portland Avenue which are anticipated for growth.

Additionally, after further review since the Long Range Plan Update, Project S-04 was found to more likely conflict with Tribal Member's businesses on State Route 99 near the prospective Milton light rail stop as well as bring the alignment near sensitive cultural and environmental resources.

The Tribe is also supportive of other projects near the reservation that contribute to effective expansion of transit service:

1. Candidate Projects S-01 & S-02 – Projects are essential for the completion of the Central Spine through Federal Way to Tacoma.
2. Candidate Project S-05 – Project extends Central Spine to Tacoma Mall Regional Growth Center which will help reduce Interstate 5 congestion.
3. Candidate Projects S-07 & S-08 – Transit efficiency projects that invest in existing transit infrastructure that increase frequency and ridership of Sounder service.

Collectively, these projects should help address congestion concerns on the reservation to help improve our quality of life. Thank you for Sound Transit's continued involvement with the Tribe in the planning process for ST3. The Tribe looks forward to making sure that the Puyallup Reservation has access to quality transit service and engaging in formal consultation on these improvements in the future.

Sincerely,



Chairman Bill Sterud
Puyallup Tribe of Indians

QUEEN ANNE COMMUNITY COUNCIL

1818 1st Avenue W

Seattle, WA 98119

January 9, 2016

To:

Ed Murray, Mayor of Seattle

Mike O'Brien, District 6, Chair, Seattle City Council Transportation Committee

Sally Bagshaw, District 7, Seattle City Council

Tim Burgess, Position 8, Seattle City Council

Lorena Gonzalez, Position 9, Seattle City Council

Scott Kubly, Director, SDOT

Jeanne Kohl-Wells, District 4, King County Council

The Sound Transit Board

Ric Igenfritz, Executive Director of Planning, Sound Transit

Karen Kitsis, Planning and Project Development Manager, Sound Transit

Subject: Sound Transit 3

The Queen Anne Community Council has reviewed the various routes that Sound Transit is considering for the light rail line from downtown to Ballard and northwest Seattle via Seattle Center and is pleased to support the route that we believe best serves our community.

The Queen Anne Community Council believes option 3, C-01C, best serves this area. It is the best choice to serve the larger employment centers in our area. This is the route that comes out of the Seattle Center area via Elliott and then crosses the 15th Avenue W corridor at West Prospect Street to go north along 20th Avenue West before going into a tunnel and crossing under the Ship Canal in the vicinity of 22nd Avenue West. It offers the most benefits with the least adverse impacts of the four routes under review.

It is important to our community that the chosen route does not reduce vehicular capacity on any of the major arterials serving this area. These would include Elliott, 15th Avenue West as well as Westlake. Also important is that the construction and use of the final route have the least negative impacts on our area. C-01C is the only route meeting these criteria.

We note that the Westlake route could negatively affect vehicular capacity on that arterial and would not serve some of the larger employers on the west side of Queen Anne like Expedia and the Port of Seattle. The Westlake route is not accessible to much of the eastside of Queen Anne because of the steep terrain and lack of east/west crossings at Aurora Avenue. The 15th Avenue West corridor is heavily used so routing the line along this right-of-way has even greater impacts on its capacity. Construction on either of the

arterials, Westlake or 15th Avenue West, would magnify congestion and create bottlenecks throughout the construction period.

The Queen Anne Community Council believes C-01C best serves Queen Anne residents. It connects Seattle Center major employment centers, including the coming Expedia headquarters operation, future development of the Port's property in the Uplands, and the jobs and residences at West Dravus, and in the industrial zone with the developing regional system. It is critical that stations be included to support these areas.

This route, unlike those on 15th Avenue West, has no negative impact on Fisherman's Terminal and the multi-billion dollar fishing industry centered there. Moreover, a tunnel under the Ship canal has much less impact in terms of land required and community impact than a bridge, and will offer far greater service reliability to transit riders.

We urge Sound Transit to adopt the C-01C routing through our neighborhoods to achieve the greatest benefit with the fewest negative impacts.

Sincerely,

Ellen Monrad
Chair, Queen Anne Community Council
206-795-2354
elmonrad@gmail.com



Save our Trail Committee
5417 103rd Pl. NE
Kirkland WA, 98003

Sound Transit Board
C/o Board Administrator
401 S. Jackson Street
Seattle, WA 98104-2826

Dated: February 24, 2016

Dear Chairman Dow Constantine and Sound Transit Board Members,

The Save Our Trail group has concluded that our interests would best be served by working with Sound Transit in fully supporting ST3 in the November elections.

Our support is based on a final ST3 proposal that includes the intensive capital version of E-02 – I405 Bus Rapid Transit, which includes:

- E-02b-SegA – Lynnwood Transit Center to Bellevue Transit (Intensive Capital)
- E-02c1 – Kirkland NE 85th St, BRT In-line Station (Intensive Capital)
- E-02c2 – Kirkland NE 85th St, Bus Only Lanes (Intensive Capital)

We believe this package also fits the model of “Quick Wins” that was discussed at the Capital Committee meeting on February 11th.

However, we will not be able to support a final ST3 project if it contains proposals for transit on the Cross Kirkland Corridor, including E-03A or E-06. We want to make clear that we recognize the need for more public transportation as embodied in the draft ST3 proposal, and believe that the intensive capital version of E-02 includes all the major stops necessary to serve Kirkland. We also want to make clear that we are specifically opposed to the SegA section of E-03, not the entire project.

We recognize that Sound Transit did reach out for comment on the ST3 proposal from the governments of the cities and counties involved. We wish to point out that the response of the Kirkland City Council, while duly elected, does not represent the will of the people in this case. This is not the first time this has happened: In the election last November, Proposition 1, aggressively pursued by the City Council, was rejected by 65% of our citizens.

Per our previous letter to you and conversations with some Sound Transit Board members, The City Council's support for E-03A and E-06 has generated a significant negative response on the part of our citizens. Over 2,100 have now signed the Save Our Trail petition. E-03A would represent the first Rails-to-Trails proposal that would include motorized transit in the entire State of Washington. There are 17 other Rails-to-Trails segments in Washington - all of which are non- motorized transit - where elected officials have recognized the importance of protecting our green spaces throughout the state.

We offer our support for ST3 in November with the understanding that the proposal would not include transit on the Cross Kirkland Corridor, such as E-03A and E-06. If the proposal does include either or both of these, it is our belief that the citizens of Kirkland will oppose ST3; thereby, putting the entire ballot proposal at risk.

We look forward to working with you to achieve a successful result in November.

Sincerely,

Santos Contreras and David Greschler,

On behalf of the Save Our Trail Leadership Committee

To: Sound Transit Board
From: Seattle Subway
Re: Sound Transit 3 - Draft System Plan
Date: January 21, 2016

Dear Sound Transit Board Members,

As a signatory to the Transit Access Stakeholders letter to the Sound Transit board, Seattle Subway strongly supports the principles endorsed by this broad cross-section of community organizations. As the Sound Transit Board develops a system plan over the coming months, we want to detail certain actions and choices that will be critical to fulfilling these broadly-supported goals. Our further recommendations to the board are as follows:

1. **Seattle Subway supports Regional Operations [Option 3](#):** A new Downtown Seattle light rail tunnel with a new operating plan to support regional transit capacity.
2. **Provide a light rail connection between Totem Lake, Kirkland, Bellevue and Eastgate in ST3.** Unlike [E-03](#), this connection must provide stops in downtown Bellevue without requiring downtown users to transfer at Wilburton Station.
3. **Include contingency lines in ST3.** Our well-run transit agency can deliver projects under budget. We have seen this during the construction of University Link and further such opportunities are likely to arise even after we put a robust plan to voters. Good project management, along with local, state and federal grant funding over the course of the program can be used to build a more comprehensive system. Contingency lines could make the following possible if additional funding becomes available:
 - **North King:**
 - Ballard to Lake City as an extended [C-01g](#) (with a transfer that improves 522 BRT)
 - West Seattle Junction to White Center ([C-13](#))
 - **South King:**
 - Light rail to/through Burien ([C13](#)) to SeaTac and beyond (toward Renton)
 - **Pierce County:**
 - Extension of Central Link past downtown Tacoma
 - Additional Tacoma Link and Bus Rapid Transit (BRT) investments
 - **East King:**
 - Light rail from Eastgate to Issaquah (southeastern segment of [E-03](#) alignment)
 - **Snohomish County:**
 - North line routing through SW Everett Industrial Park ([N-02a](#))

4. **Study Ballard to Lake City now.** As a robust investment is considered, it may be possible to fully fund Downtown Seattle to Ballard to UW as a single line. If contingency lines become possible, then the question becomes, “what’s the next investment?” Density, demand, and social equity point to serving the NE portion of Seattle with light rail, connecting to BRT serving 522 from Lake City through Lake Forest Park, Kenmore and Bothell to Woodinville.
5. **West Seattle Junction to Downtown (C-03a), Downtown to Ballard (C-01c), and Ballard to UW (C-02) must be fully funded within ST3.**
6. **Sufficiently fund the Downtown to Ballard Line to go under the Ship Canal (C-01c) from day one.** Ballard to downtown *will* eventually connect to an East-West line serving Ballard to UW (C-02). Therefore, tunneling under the ship canal has the following advantages:
 - **Reliability.** Tunneling saves a rapidly growing city from having its mass transit stop for ships and leisure craft.
 - **Connections.** Because the Ballard to UW line must be underground, having an above ground Downtown to Ballard line complicates the eventual connection and forces an unnecessary transfer. Ballard to UW works far better as an extension of Downtown to Ballard.
 - **Operational Efficiency.** Ballard to UW needs a track connection to the system in order to efficiently operate the three mile line without having to construct and operate a separate operations and maintenance base.
7. **Serve Belltown and Denny Triangle, South Lake Union and Uptown in ST3.** This would require creating High Capacity Transit (HCT) connections for Belltown and Denny Triangle in addition to the baseline provided in the Downtown Seattle light rail tunnel plan (C-01c). As the second-densest neighborhood in Seattle, foregoing a well-planned, robust transit connection for Belltown would be a short-sighted decision that will require expensive corrections in the future.
8. **Create connections between the Downtown Seattle light rail tunnel (C-01c) and transit that directly serves the Aurora Corridor.**
9. **Serve the entire West Seattle corridor with appropriate investment.** Our high capacity transit in West Seattle must be entirely grade separated and reach White Center and Burien (via C-03a and C13). Importantly, the Delridge corridor must also be served with two stops on this alignment, at the north end and south end.
10. **Forward Compatibility.** All stations and lines should be built with an eye toward future expansion. Future completion of the long range plan should not require suspension of service on existing lines simply because station expansions or junctions were not planned or funded when the original station/lines were built.
11. **Study Funding.** Funding of a study for an extension from Belltown through South Lake Union to Capitol Hill, First Hill and the Central District must be included in the ST3 plan.

This routing is colloquially referred to as the “Metro 8 Subway” by many as it mirrors the high-ridership, reliability-challenged Metro bus line 8 in many respects. This line would create the density of urban HCT connections the City of Seattle will need in the future.

These options represent what we believe are best courses of action to serve the entire region with the robust transit solution that voters are yearning for and our job growth and transportation challenges demand. We request that they be given proper consideration and inclusion in the final ST3 system plan and November ballot measure.

Sincerely,



Keith Kyle
President, Seattle Subway



SIERRA
CLUB
FOUNDED 1892



Washington State Chapter

28 January 2016

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

Dear Boardmembers:

We appreciate the opportunity to comment on the Sound Transit Phase 3 (ST3) system plan and governing policies. Sierra Club supports transportation policies that strengthen local communities, towns and urban centers, and promote equal opportunity, while reducing emissions of greenhouse gases (GHGs) and promoting transit systems that are well coordinated with convenient intermodal connections. **We support a bold and visionary ST3 system plan that brings convenient, reliable, sustainable, and cost-effective transportation options throughout the entire Puget Sound service region.** We urge the Sound Transit Board to develop a plan that is able to serve more neighborhoods of all incomes and demographics. The environmental, health, and fiscal costs of continued dependence on a fossil fuel and single-occupant-vehicle-based transportation system vastly overwhelm the expense of building quality mass transit for our future.

A set of policies and projects for ST3 that we can support enthusiastically will contain the following elements:

- * Invest in Multi-modal access funding to reduce reliance on Park and Ride access
- * Price Park and Ride spaces to better manage parking space demand
- * Select non-freeway alignments, which provide highest potential for transit oriented development (TOD) and affordable housing
- * Strategic phasing of projects to deliver timely benefits where need for transit and expected ridership are greatest, while subsequent expansions add value over time
- * Ballard/Downtown grade-separated project (C-01b with suggested modifications) is highest priority to provide the highest ridership in the system
- * West Seattle Alaska Junction/Downtown option C-03a initially, including a station at Delridge to connect with a Delridge BRT line best serves in a timely way both high-density West Seattle and Delridge corridor
- * Redirect SR-522 BRT to light rail connection at 130th Street Station via NE 125th Street to better connect Lake City Urban Village to light rail

- * Lynnwood/Everett option N-02b along Evergreen Way/SR 99 with connection to Paine Field via light rail spur or BRT
- * I-405 BRT option E-02b which includes more stops to enable higher ridership
- * Eastside rail corridor used for frequent electrified all-day transit service (either electric bus or light rail)
- * All-day every day Sounder service is most productive South Corridor service improvement

Key policies we believe should be part of the governing principles of the ST3 plan are described in more detail below. We then provide comments on specific candidate projects that offer rationale for the summary statements above.

Increase multimodal access funding

Sound Transit should increase funding for local transit and non-motorized access to high capacity transit by increasing both the overall allocation for the system access fund and the specific allocation for transit integration, access, and information.

Sierra Club helped Sound Transit to establish the concept of system or station access and dedicated funding to support it during the assembly of ST2 in 2008. Funds for this purpose were rolled back when revenues plunged relative to expectations during the Great Recession and its aftermath in 2009-11. It is clearly time to renew this effort with investment in system access that prioritizes local transit and non-motorized access.

Investments in transit and non-motorized access are an affordable, effective, and sustainable way to attract riders. Research shows that encouraging riders to access transit on foot or by bike can be a lower-cost way to increase ridership, and that in some locations, local bus service has potential to bring the most riders to stations. Parking, on the other hand, has a greater environmental footprint, and promotes automobile reliance. Evidence abounds that excessive parking leads to more driving.

<http://www.citylab.com/commute/2016/01/the-strongest-case-yet-that-excessive-parking-causes-more-driving/423663/>

<https://www.washingtonpost.com/news/wonk/wp/2016/01/15/the-problem-with-parking/>

Pricing of parking is needed to better match smart investments with demand

We urge Sound Transit to decrease allowance for parking in each project and use pricing to better determine the quantity of provided parking spaces. Unpriced parking attracts too much vehicle traffic and reduces the attractiveness and likelihood of transit oriented development. Less space devoted to parking allows for changes in density around station areas over time as the light rail network is

built out. Excessive spending on parking disproportionately benefits higher-income commuters who choose to use transit. Low-income households in Washington are much less likely to own a car. Priced parking revenues contribute to multi-modal access funding.

Find ways to use existing capacity before building new capacity. Lease parking from partner agencies, jurisdictions, or nearby businesses, rather than building new structures, wherever possible. This is typically cheaper than construction, and becomes easier to dispose of parking when supply exceeds demand or station areas transform with dense, walkable residential and commercial development.

Price and manage parking at all park-and-ride structures and lots—existing and new, while building minimal additional parking capacity. In addition to encouraging carpooling and reducing the need for increased parking capacity, parking management can spread passenger loads throughout the day. This can lower operating costs by requiring fewer vehicles and drivers during peak periods. Pricing and managing parking can also help achieve social equity goals by providing predictable access to available parking and defraying the costs of building and operating park-and-rides. Without fees, these costs are fully borne by all users, including those arriving by foot, bike, or bus. Consistent with principles of equitable access, low income ORCA LIFT riders should pay a lower parking rate.

Region needs to implement full-cost, priced Road Usage Charge (RUC) system.

Sound Transit needs to work with partners such as Puget Sound Regional Council and Washington State Department of Transportation (WSDOT) along with elected officials to implement a RUC system that more accurately incorporates the cost of operations and maintenance of area roadways. This system needs to include congestion time-of-day tolling on all limited-access highways in the central Puget Sound area. Congestion pricing will enable BRT service on area highway HOV lanes to function more reliably. To be most effective and gain acceptance, the RUC would need to encourage fuel-efficient vehicles, mitigate burden on low-income drivers, and protect privacy.

Maximize Ridership and Potential for Equitable Transit-Oriented Development and Density

The ST3 system plan needs to explicitly include in its policies, projects, investments, and alignment decisions the means to maximize potential for equitable TOD and to create compact, walkable communities. Prioritizing equitable TOD also decreases reliance on travel by car, reducing single occupancy vehicles and greenhouse gas emissions. Sound Transit should maximize potential for equitable TOD in its project selections by:

- Selecting alignments and investing in station locations that can support mixed development.

- Building in sufficient funds for multimodal access and TOD development at each station.
- Connecting areas characterized by an existing mix of development and well-connected street grids with frequent transit service.
- Prioritizing contracting with developers that will build affordable housing.
- Actively working to prevent residential and commercial displacement among lower-income households.
- Assembling land purchases to enable future development at an appropriate scale and adopting disposition policies that ensure land can be developed when stations are built or soon after completion.
- Considering access costs when evaluating alignments. Freeway alignments and other access-challenged alignments will require inclusion of multimodal access costs as mitigation.
- Selecting projects using criteria that place emphasis on ridership numbers and TOD potential around station locations.

Sound Transit can best provide reliable transit service that connects the most users with the most destinations if it focuses on reaching and connecting dense urban areas across the region. Sound Transit should focus on serving transit nodes with ample interconnection of services, as well as schools, hospitals, and large employment centers with high ridership potential.

Project phasing is equally important as project selection.

The need to meet climate and growth management goals through reducing GHG emissions and promoting compact, walkable communities with abundant transit options require delivery of major projects in the first decade of the plan. Strategic phasing of projects is necessary to deliver timely benefits to regional residents and enable subsequent expansion with extended lines and new junctions. An ambitious 25 year plan where nearly all projects come on line in years 22 to 25, for example, won't help the region achieve crucial near-term climate and growth management objectives. We need some major projects ready for service in a 6 to 10 year horizon even if the entire plan is staged over a longer period of implementation.

Early planning can inform decision making in ST3 and assist with priority phasing of projects to deliver cost-effective benefits to riders and the region's environment and activity centers. A focus on ridership and potential for equitable TOD will deliver beneficial projects in a timely way. Planning for contingent funding to further build out the system as opportunities allow through cost savings or matching funds can improve project delivery.

Climate mitigation objectives demand focus on GHG emissions reductions.

Since all transportation accounts for about 46 percent of state GHG emissions (<http://www.ecy.wa.gov/climatechange/docs/2012GHGtable.pdf>), substantial emissions reductions will be needed in the next few decades to enable the region to

meet targets the state has set for reducing GHGs by 2035 and 2050. A transit system powered by clean energy and low-carbon biofuels that empowers residents to shift away from fossil fuel and automobile dependence will greatly assist our efforts to reduce climate impacts. Land use changes that encourage compact, walkable communities coupled with deployment of clean, effective transit need to rank high on the set of criteria Sound Transit uses to select projects and associated implementation policy.

Below, we offer comments on the specific candidate projects, arranged by area as presented in Sound Transit phase 3 public documents.

North Corridor

Lynnwood to Everett light rail: We strongly favor alignment **N-02b** with direct routing of line to Everett with TOD potential along Evergreen Way/ Hwy 99 or other nearby arterial corridors north of Alderwood Mall into Everett. The out-of-direction squiggle should be avoided on the main corridor connecting to Everett.

Instead, serve Paine Field industrial area with a spur that connects from the main north-south line. This added service could be either BRT or light rail, with the potential ridership and cost determining the appropriate mode. If a light rail spur is used, it can interline with the north segment for a one-seat ride to Everett and convenient transfer station for riders in the corridor traveling to/from the south.

N-01: Include this LRT extension into north Everett from Everett Station as a subsequent phase after implementing N-02b. This segment serves neighborhoods characterized by a well-connected street grid and can provide access to Everett Community College.

N-03: Sound Transit funds should not be directed to an Edmonds permanent station project so long as the Sounder north corridor continues to generate anemic ridership. Allow WSDOT to proceed with this project based on the needs of the ferry system.

N-04: The station at 130th Street on the North Link Corridor should be constructed as part of implementing ST2 because it is such a high priority station location. We consider this station as a higher priority than the south Shoreline station (145th or 155th) in the initial build out of the North Link Corridor in ST2. Definitely build the 130th station regardless of the source of the funding, and do so expeditiously. Do not build a parking structure at 145th St (this proposed station along the north corridor should be relocated to 155th St.), and shift funds from parking at Northgate to both 130th and Graham Street (**C-08**) infill stations. We do point out, however, that the N-04 ridership estimates are way too low in the ST3 project description. The area around the 130th station will be an urban village in Seattle Comprehensive Plan 2035 update, so ridership is going to be more consistent with that of other urban villages.

N-05: Build this additional station only if an urban village with TOD is designated by local jurisdictions. This infill station makes sense only if its surroundings will maximize ridership and potential for TOD.

N-06: Garage – no, do not consider this option for the package; exclude it from any and all project lists.

N-09 + N-10: In the SR-522 BRT option, the N-09 segment should be revised to serve the Lake City neighborhood and connect to LRT at 130th St. Station, which we presume to be completed as part of ST2 implementation. BRT service via NE 125th St., which has less traffic than NE 145th St., serves more riders by going through the Lake City neighborhood urban village. We favor omitting any structured parking at the south Shoreline station, and relocating it to 155th Street from the poorly sited 145th Street location, the latter of which suffers from too much vehicle traffic due to the interchange with I-5.

Central Section (mostly in Seattle)

Downtown Seattle to Ballard. Among the candidate alignments presented for the Downtown Seattle to Ballard light rail project, we find alternative **C-01b** to be most favorable for its reliable travel time, large ridership, and better cost effectiveness per rider than the other presented grade-separated alternative. This high ridership corridor is the highest priority project within the entire ST3 plan for its ability to support urban density with reliable, frequent, and quick mobility between the largest employment center in downtown Seattle and a burgeoning neighborhood well served by local transit with a complete street grid that encourages easy walk up and bike up ridership. C-01b serves important locations and offers ease of continuation north toward Crown Hill among the existing proposed options in this corridor.

However, we have several concerns, and offer suggestions for modifications to the considered options that allow for a more accurate and representative comparison with other proposed alignments in this corridor.

- We strongly recommend Sound Transit analyze a different routing through Fremont other than the mostly surface C-01d option. An alignment option that is mostly tunneled following a route via Fremont is needed to accurately compare with the grade-separated Interbay route options. This modified option could use the tunnel route of C-01b in downtown, but instead of turning west toward Seattle Center continue north along a Dexter/ Westlake corridor crossing underneath the Ship Canal to serve Fremont. The alignment could transition to limited surface and mostly elevated sections once it reaches the vicinity of Leary Way. ST should explore several possibilities for how and where this modified alignment would enter the activity center of Ballard.
- Another concern about option C-01b as proposed is that it omits serving Belltown, the state's second densest residential neighborhood (behind only

First Hill). A dense neighborhood such as Belltown should be served by a light rail line to generate large ridership and serve a dense residential market. A different alignment immediately north of downtown should be studied for C-01b to determine how it might better serve Belltown while still including a station in the southwest corner of the South Lake Union area.

- A modified Fremont alignment should be considered which serves both Belltown and South Lake Union. The mostly grade-separated alignment we suggest via Fremont could be routed to serve both Belltown and South Lake Union by following 4th or 5th Ave. northwest from Westlake Plaza, then turning northeast to reach the South Lake Union area along Dexter, 9th, or Westlake Avenues. Such an alignment could accommodate a Belltown station in the vicinity of 4th or 5th Ave. and Bell or Battery Street. Sound Transit might even consider repurposing a portion of the Battery Street Tunnel for this alignment if, indeed, a deep bore tunnel is ever completed successfully and SR 99 is shifted out of the Battery Street Tunnel.
- In order to expedite light rail to Ballard, Sound Transit should also consider an interim alignment that connects to the existing 3rd Ave/Pine St tunnel by way of an underground right-of-way at the Convention Place site. This could allow for light rail service to operate between Ballard and Downtown Seattle while a second transit tunnel through Downtown is constructed to add much needed capacity for intersecting and parallel transit corridors. In the initial phase, a Ballard line would diverge from the existing University Link toward South Lake Union and/or Belltown and Fremont. Once a second downtown tunnel is operational in a subsequent phase, the Ballard line could be routed there, leaving the system with a cross-over connection to improve flexibility and meet peak demand in both the existing and second downtown transit tunnels.

C-01g The extension to the Ballard alignment north to NW 65th St. could be surface or elevated north of Market Street. This project is a good addition to the basic Downtown Seattle-Ballard light rail corridor and should be seen as an additional piece to eventually continue the alignment to Crown Hill (vicinity of NW 85th St.)

C-02: Ballard-University District cross town should be one of the main proposals, not relegated to a second tier of additional projects. This corridor has high ridership and serves key activity centers. We suggest that C-02 be interlined at its west end in Ballard with LRT to/from the north for continuation of service toward Crown Hill. A connection with the Downtown Seattle-Ballard alignment could allow sharing of maintenance facilities. Sound Transit should also consider options for a modified Downtown Seattle-Fremont-Ballard alignment and its connections with Ballard-University District cross-town routing. The C-02 alignment could interline to Fremont and follow a more southerly routing to the U District as an alternative to a Market Street/45th Street corridor alignment.

The east end of C-02 project alignment should be configured to allow for a connection with SR 520 cross-Lake light rail. We strongly urge Sound Transit to include SR 520 light rail in the set of ST3 candidate projects. Light rail on the new SR 520 bridge enables a complete corridor to extend between Crown Hill, Ballard University District, South Kirkland, and Redmond.

West Seattle to Downtown Seattle: The preferred option among those presented for this corridor is initially **C-03a**, but light rail only as far as Alaska Junction is insufficient. The C-03a option is better viewed as the first step of a multi-phased set of projects to extend high-capacity transit to West Seattle, White Center, and Burien. The Delridge corridor should be served in the initial phase with BRT/RapidRide Plus that includes an easy connection to the C-03a light rail line. More boarding locations on a BRT line relative to surface light rail will enable increased access along Delridge Way SW. Light rail to Alaska Junction will enable local bus service to be more effective, which makes C-03a the leading project to implement first in this corridor.

In subsequent phases, we favor an extension of light rail similar to project **C-13** that continues the alignment from Alaska Junction to White Center and on to Burien. This phased approach offers the most mobility for the number and location of riders served, with good TOD potential that serves a diverse mixed-income community near both light rail stations and BRT stops. A conversion of the Delridge corridor to light rail can then be added if ridership warrants it.

C-08 Graham Street Infill Station: The station at Graham Street along the Central Link Corridor should be constructed as part of implementing ST2 because it is such a high priority station location. This station can be funded by deemphasizing ST2 parking garages at Northgate. The Seattle Comprehensive Plan calls for non-motorized and local transit access at non-terminal stations in the city. As noted for 130th Street station (**N-04**), the large potential for local transit transfer and walk-up and bike-up access are benefits to realize by the end of ST2 implementation. Graham Street is well located along a good potential east-west local transit corridor as well as being a good candidate for TOD and affordable housing. Definitely build the Graham station regardless of the source of the funding, and do so expeditiously.

C-09 & C-10 are contingent on all-day Sounder South service.

C-11 Madison Street BRT: This corridor is highly ranked in Move Seattle plans and the long-range plan for expansion of RapidRide by King County Metro. While we favor this corridor for enhanced frequency and reliability using clean quiet electric vehicles, given the emphasis by other jurisdictions the Madison Street corridor is not a high priority use of Sound Transit funds. However the implementation of Madison Street BRT should be considered in the larger network of connections among modes that is possible in Downtown Seattle.

C-12 garage: No, do not consider this option for the package; exclude it from any and all project lists. Manage parking demand at T.I.B. station through pricing.

Sea-Tac airport: The Airport is the 3rd largest activity area in the region, and needs better service to/from a variety of destinations. We recommend Sound Transit install a moving sidewalk at Sea-Tac airport connecting from the station entrance to the terminal building.

East Corridor

Add SR 520 light rail to candidate projects. Ensure the completion of the SR 520 westside project continues to include provision for adding light rail (wow out separating eastbound and westbound lanes for LRT alignment transition to tunnel or elevated segment for crossing of Montlake Cut). A light rail connection across Lake Washington via SR 520 should be considered in the context of a continuous line connecting with the Ballard - University District (C-02) alignment which together would serve South Kirkland and Redmond/Bellevue.

E-01 Continuation of East Link LRT into Redmond: Completing the route into Redmond is a high priority for east King County. We offer two recommendations to improve the LRT project:

- add East Link station at NE 51st St. This relatively inexpensive surface station allows connections with local bus routes on an east-west corridor, and is less congested than NE 40th St. for access to/from the north along 148th Ave NE.
- more direct alignment needed into downtown Redmond. The East Link routing should enter Redmond from the west such as near Leary Way with the Downtown Redmond station reached first, and then route East Link to a terminus station near the intersection of SR 520 and Redmond Way. The proposed hairpin alignment of E-01 is ludicrous.

E-02b I-405 BRT: The I-405 BRT corridor would operate more effectively with congestion pricing in place along this limited-access highway. We support the higher capital cost version of option **b** that includes more station stops along the route to enable higher ridership and more destinations served. However, one BRT station that we recommend be eliminated from E-02b is the NE 85th St. station because it suffers from technical challenges that will prove not to be cost effective nor a convenient connection for riders. The Burien Transit Center is preferred as the southern terminus because it is an activity location with a reasonably good street grid that has potential for further TOD. It would also be a likely light rail terminus in the full build-out of project **C-13**.

Eastside north-south corridor: Sound Transit should use the Eastside Rail Corridor (ERC) for frequent electrified transit service all day. This corridor serves a different market than I-405 BRT and is complementary, not an alternative to the longer distance I-405 travelshed. The ERC mode, either light rail or electrified

(battery or trolley) BRT, should be selected based on cost effectiveness given the projected ridership. Sierra Club supports a combination of quiet electrified transit and a bicycle and pedestrian commuter and recreational trail in the “green corridor” of the ERC.

E-03 Totem Lake – Issaquah light rail: We urge Sound Transit to eliminate the section on the east side of I-405 at south end of Bellevue. Instead, interline the E-03 project on the same track as East Link from the vicinity of NE 12th St. and Wilburton Station through downtown Bellevue to South Bellevue Station, then split and travel east along I-90.

We consider the Totem Lake – Bellevue section of this alignment to be more cost effective and ready for potential TOD sooner than the Bellevue- Issaquah segment. As such, we encourage earlier implementation of the Totem Lake – Bellevue connection, while the eastern extension toward Issaquah be phased in later. Local jurisdiction zoning changes to promote greater density around stations areas can affect the timing of light rail implementation. As an interim measure, express bus service for Issaquah would be improved by funding the addition of center access ramps to and from the west from I-90 at SR 900 (17th Ave NW) in Issaquah for quick bus access into the Issaquah Transit Center.

E-06 Totem Lake – Bellevue electrified BRT on eastside rail corridor We support use of electric (either trolley or battery-electric) buses on the eastside rail corridor as a backup alternative to the light rail option of E-03. The corridor is closer to residents and employment centers than proposed BRT on I-405 and will be an effective way to move people between Totem Lake, Kirkland, and Bellevue without the congestion of local arterial streets. This corridor should definitely include both transit and trail in a quiet and clean “green corridor” connecting eastside communities.

South Corridor

The highest priority project in the South Corridor should be Sounder service all day weekdays and on weekends (**S-08**). This should rank higher than completion of the light rail spine (S-01 through 04). The Kent Valley cities served by Sounder south have reasonably complete street grids that promote easy walk-up, bike-up, and local transit transfer access to the Sounder stations. In contrast, much of the area near I-5 where the light rail spine is proposed to go is characterized by large blocks, strip malls, and cul-de-sacs, and is much less conducive to non-motorized access and local transit transfers. The ridership per unit cost along with TOD potential should be major factors in prioritizing which projects to include in the plan and to implement first.

S-01: Revise to place alignment on Hwy 99. This segment which extends Link LRT from the vicinity of Highline Community College (Kent-Des Moines Rd.) to S. 272nd St. is the next highest priority of the light rail options in the south corridor after the Tacoma Link extension to Tacoma Community College (**S-11**).

S-02: Revise to place alignment on Hwy 99. This segment which extends Link LRT from S. 272nd St. to the vicinity of the Federal Way Transit Center (S. 317th St.) is the third highest priority of the light rail options in the south corridor after S-11 and the S-01 segment immediately north of it.

S-04 (SR 99 alignment) is preferred over *S-03* (I-5 envelope) of the presented options for the light rail connection between Angle Lake station and Tacoma. However, the segment covered by both options S-04 and S-03 is the least cost effective of the proposed light rail segments and should be lowered in priority after extensions to the existing Tacoma Link system and the revised segments (shifted to SR 99 from I-5) that extend south to Federal Way T.C.

S-05 Tacoma Mall LRT extension: Prioritize after all-day Sounder service and the Tacoma Community College Link extension (**S-11**), but ahead of completion of the light rail spine, especially the segment between Federal Way and Tacoma.

S-06 Expand Sounder South Train Platforms to 8 cars We suggest this project be done concurrently with the expansion of service in the Sounder South corridor, but added train length should not be used as a substitute for increased frequency of service.

Increased Sounder service (S-08) should be accompanied by an arrangement among Sound Transit, WSDOT, Amtrak, Federal Railroad Administration, Burlington Northern Santa Fe, and Union Pacific that ensures more passenger rail frequency along the Sounder/Amtrak corridor between Seattle and Tacoma by shifting some BNSF freight traffic to the UP line. Also Sound Transit should consider self-propelled railcars (DMUs) for mid-day service and for the Tacoma – Lakewood segment of the Sounder route to save on fuel costs by better matching the equipment to the passenger demand. Frequent service all day long needs to be the objective along Sounder south. Use of hybrid-electric locomotives and DMUs powered by cleaner biofuels should be a priority until such time as electrification of the Sounder/Amtrak corridor becomes feasible.

S-09 and S-10 station access improvements are a good investment as long as they don't add structured parking in the downtown areas of valley cities.

S-11: LRT extension to Tacoma Community College from the expanded ST2 Tacoma Link is the leading project for light rail in Pierce Co. This corridor adds reliability to travel in a well connected street grid and can support equitable TOD.

Among the Bus Capital Enhancement projects, *S-12* along Pacific Avenue is the best of the candidate projects. The Sounder extension to DuPont (*S-17*) would generate more ridership than the proposal for a line from Puyallup to Orting. Use of DMUs might be considered for DuPont-Lakewood-Tacoma service with well-timed transfers to full locomotive-drawn train sets at Tacoma.

Regionwide Projects

More funds need to be allocated for the System Access Program (Pedestrian and bicycle access, bicycle parking, transit connections). Sound Transit should be more willing to fund local transit service that brings riders to ST express buses and trains than to fund increased parking capacity at the stations and transit centers. Finally, we urge at least a tripling of the funds dedicated to the Transit Oriented Development program (*R-07*) with a major emphasis placed on affordable housing for low income residents.

Thank you for this opportunity to shape the ST3 plan to help support a more sustainable region knit together with frequent, reliable transit service.

Sincerely,



Tim Gould
Chair, Transportation & Land Use Committee
Sierra Club Washington Chapter



January 21, 2016

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

Re: Eastside cities' joint ST3 candidate projects comment letter

Dear Chair Constantine and Members of the Board,

The cities of Bellevue, Issaquah, Kirkland, Redmond, Renton and Bothell appreciate the opportunity to provide feedback on the candidate projects under consideration for inclusion in the Sound Transit 3 (ST3) System Plan. The following shared comments reflect the interests stated in the "ST3 System Plan Joint Interest Statement" submitted to the Board on July 14, 2015, and are in addition to the city-specific comment letters that may be provided to Sound Transit by January 21, 2016.

The Eastside is a vital and growing area, and an integral component of the regional economic engine. Eastside cities are projected to reach nearly 700,000 regional residents and more than 550,000 jobs by 2040. Our cities are interconnected both geographically and economically, and have many common interests and goals. We are boldly reshaping our regional growth centers and downtowns into dense, mixed-use, urban centers that need frequent and reliable transit service to sustain economic growth and viability.

ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. For ST3 to be successful on the Eastside, the Board must invest in projects that effectively meet the travel demands of both our current communities and those of the future.

It is imperative that the ST3 System Plan address the Eastside transit network in a comprehensive fashion to serve the substantial expected growth, and to maintain the principles of subarea equity as defined in ST2. Should ST3 be approved by the voters, the Eastside will be making a significant tax investment into the package, and we look forward to seeing specific details about the Eastside projects in step with these funds. We request the Board fully fund the following projects, and related project adjustments early in the ST3 System Plan:

- **E-01:** Complete the East Link spine to Downtown Redmond.

- **E-02:** Fully implement Bus Rapid Transit (BRT) on I-405, from Lynnwood to SeaTac. Adjust the scope of the proposed low intensive capital project to provide sufficient access for the line to operate as an efficient BRT facility; the project components necessary to function as BRT and maximize service and ridership include:
 - Access improvements including, but not limited to, additional inline stations at NE 85th Street, relocation of the North 8th Street HOV direct access ramp in Renton as discussed under project E-04, direct access to the Tukwila Sounder Station, and at least one additional location south of I-90;
 - Expanded park-and-ride facilities;
 - Dedicated transitway with inline flyer stops;
 - Vehicles with multiple doors for entry/exit, designed to “dock” with stations to eliminate a step-up onto the bus;
 - Off-board fare collection;
 - Frequent, all day service, with intuitive maps and simple schedules;
 - Transit signal priority where applicable for faster, more efficient service; and
 - Sophisticated communication systems to track vehicle locations and provide arrival information directly to passenger cell phones or other kiosk displays.
- **E-03:** Light rail from Totem Lake to Issaquah via Bellevue to connect these three regional growth centers with fast, frequent and reliable transit service. The scope for this project must provide flexibility and be scalable to meet ridership demand and the needs of the communities served.
- **E-04:** In lieu of the proposed North 8th Street HOV direct access ramps in Renton, provide a new transit center and parking garage at Rainier Avenue South and South Grady Way.
- **N-09 and N-10:** Build BRT on 145th Street and SR 522 to connect with North Link, in accordance with the plans of the local jurisdictions through which it passes, to provide HCT between the Eastside, including the University of Washington Bothell/Cascadia College Campus, and the greater Seattle area via the north end of Lake Washington.

In addition to the above projects, we urge Sound Transit to provide detailed information about investment plans for enhanced and expanded Regional Express Service (REX) between Eastside cities and the region. These investments should include adding service to overcrowded and high ridership routes, and implement capital investments that improve the quality of these services and the rider experience.

We also look forward to an in depth discussion about ST3 plans for non-motorized station access improvements, such as pedestrian and bicycle facilities, and leveraging transit oriented development opportunities.

The regional infrastructure investment represented in a potential ST3 package presents an extraordinary opportunity to synchronize plans from multiple agencies to achieve important regional growth, transportation and environmental policy goals. It is critical that we work in unison to address the important ties between land use and transportation in the early planning phases of the ST3 System Plan to realize the maximum potential of this regional investment. An effective transit system will also seamlessly integrate REX, BRT, light rail and local bus service. We look forward to seeing work products that demonstrate integration between Sound Transit and King County Metro planning efforts.

Thank you for considering our comments as we plan for our region's future mobility. The projects in the final package presented to voters should be in step with local and regional plans. We welcome close coordination with Sound Transit as the ST3 System Plan continues to develop.

Sincerely,



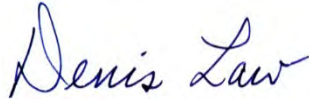
John Stokes
Mayor, City of Bellevue



Hank Margeson
Council President, City of Redmond



Fred Butler
Mayor, City of Issaquah



Denis Law
Mayor, City of Renton



Amy Walen
Mayor, City of Kirkland



Andy Rheume
Mayor, City of Bothell

January 20, 2016

Dow Constantine, Board Chair
Sound Transit
401 S Jackson St.
Seattle, WA 98104-2826

Dear Chair Constantine:

Re: Comment and Acknowledgment Letter on ST3 Candidate Projects

Thank you for this opportunity to comment on the ST3 candidate projects. I appreciate the work that was put into developing this list. Snohomish County is committed and supportive of the efforts to provide for a regional high capacity transit system that addresses existing and future growth in population, jobs, and travel demand.

Snohomish County's number one regional transit priority is the completion of the light rail spine to Everett. The extension of this system is critical to meeting the transportation and development needs of the county. We urge the Sound Transit Board to adopt a system plan that includes an alignment from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field).

The Ash Way Park and Ride at 164th St SW and the Mariner Park and Ride near 128th St offer critical opportunities to integrate multiple modes of transportation by co-locating light rail with *Swift* bus rapid transit, local bus service, I-5, and the Interurban non-motorized trail along I-5. Light rail service to these areas will serve as a development catalyst for the transit supportive development potential that these areas have. Snohomish County supports these locations for future light rail stations as included in each of the north corridor alignment options.

It is important that in developing a system plan, Sound Transit consider how access to light rail station areas will be integrated into the local transportation system. Last year, Snohomish County began a study of access issues and solutions to the potential 164th and 128th station areas. We are pleased to see that two projects from this study have been included in the candidate project list. These projects are the transit and non-motorized overcrossings connecting the east and west sides of I-5 at the Ash Way Park and Ride (N-07) and near 128th St (N-08). In addition, we support the concept behind R-05: System Access Program which would provide a small allowance to fund needed local non-motorized and transit access improvements on existing roadways in station areas.

Please consider the following comments and revisions:

- Additional detail should be added to the evaluation sheets for projects N-07 and N-08 and the corresponding summary matrix. Almost all of the evaluation measures for these projects have an N/A listed. We feel that this information is both available and applicable and should be included in these sheets. A more complete project sheet will allow for adequate comparison with other projects being considered for the system plan. Attached to this letter we have included corrected project evaluation sheets that we feel represent a more complete and accurate picture of the projects. These corrected project sheets include

information that we have for these projects and an indication of information that we do not have but ST does have and should include.

- Project sheet N-02ab-SegB and N-02c-SegB, 164th/Ash Way to 128th LRT, should be revised to reflect the TOD potential of the 128th St./I-5 areas. While the sheet acknowledges that there is strong support in the local and regional plans, it states that only 50% - 60% of the land within ½ mile of a potential station as “compatibly zoned”. Snohomish County has zoned all properties within 1/2 mile of this project as Urban Center. This is the County’s highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas. This land use designation and zoning has been specifically put in place in anticipation of light rail and should be reflected in the project sheet.
- Project sheet N-02abc-SegA, Lynnwood Transit Center to 164th/Ash Way LRT, states that there would be “no additional park-and-ride capacity at any of the stations.” It is too early to decide whether the current number of parking spaces is sufficient at Ash Way. The decision on parking adequacy for Ash Way station area should be made through the planning process for implementing the system plan. Related to this point, costing for the Ash Way station area should assume structured parking as a necessity for maintaining and adding parking capacity.
- Community Transit’s planned *Swift* BRT expansion has not been adequately considered for the 128th and 164th station areas. Project sheets N-02abc-SegA, N-02ab-SegB, N-02c-SegB should all rate “System integration” as high and mention the planned *Swift* service in the description. In addition, Project sheet N-02abc-SegA should include “bus/rail integration facility costs” to accommodate the planned BRT service at the 164th/Ash Way station area.

Thank you for the consideration of our comments.

Sincerely,



Dave Somers, County Executive

Attached:

Snohomish County Council Joint Resolution

Suggested Revisions to N-07 and N-08

Suggested revisions to summary sheet “Additional North ST3 Candidate Projects”

N-07: New I-5 Crossing at 164th Street SW

SHORT PROJECT DESCRIPTION:

This project would provide a capped contribution to Snohomish County toward a multi-agency partnership project providing east/west multimodal connectivity and access to the future potential 164th Street light rail station located at the Ash Way Park-and-Ride. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 at the location of the current direct access ramp. Project provides an opportunity for co-locating in one station light rail, Swift bus rapid transit, local bus service, and the Interurban non-motorized trail.

Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.

KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE: ~~No~~ Yes

CAPITAL COSTS: \$32 million (capped contribution)

RIDERSHIP: ~~NA~~ This project will provide necessary passenger accessibility to the light rail station by providing travel time and reliability of BRT on the 164th St corridor connecting to the Ash Way light rail station. This station is projected to have 3,300 daily boardings.

PROJECT ELEMENT:

- The project would be a capped contribution from Sound Transit to Snohomish County toward a multi-agency partnership project constructing a new BRT, pedestrian and bicycle crossing of I-5
- Expand the existing direct access facility to connect to the east side of I-5 and provide a continuous two-lane transit way with pedestrian and bicycle facilities
- Complete the north portion of the direct access ramps connecting I-5 to the Ash Way park-and-ride
- Construct a new roadway segment generally in the 161st Street SW alignment providing transit, pedestrian and bicycle facilities connecting the new I-5 crossing with Meadow Road
- Improved roadway section providing transit, pedestrian and bicycle facilities along Meadow Road
- connecting 164th Street to the new crossing of I-5
- Intersection improvements to Meadow Road at 164th Street SW to provide bus priority

NOT INCLUDED:

- Sound Transit cannot fund any elements of this project that do not meet Sound Transit's legislative requirements in RCW 81.104 for the provision of high-capacity transit service
- Maintenance and operations, or other elements or costs exceeding Sound Transit's capped contribution to the project
- Parking not included; See separate document titled "Common Project Elements"

ISSUES & RISKS

- Requires coordination with WSDOT and FHWA, and likely an Interchange Justification Report (IJR)

- Design and construction requires coordination with Sound Transit and Community Transit, which have other potential projects in the area, including BRT and light rail stations with sites to be determined

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

Long Description:

This project would be a capped contribution from Sound Transit to Snohomish County for a multi-agency partnership project improving east/west multi-modal connectivity and access to the future potential 164th Street light rail station located at the Ash Way Park and Ride. The project would construct a new Bus Rapid Transit (BRT) and non-motorized crossing of I-5 at the location of the current direct access ramp **by extending the existing ½ crossing**. This crossing would serve as a transit and non-motorized alternative to the congested 164th Street interchange. This project would provide a capped contribution to Snohomish County of up to \$32 million toward this project. This crossing would serve a potential future station area of project N-02 extending light rail north from the Lynnwood Transit Center station of the Lynnwood Link Extension project.

Assumptions:

Project to be administered and implemented by Snohomish County.

Environmental:

Snohomish County would be responsible for any environmental effort needed for this project.

Utilities:

Snohomish County would be responsible for all utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

Some acquisition, which may be required for the new roads within the 161st Street SW alignment and for the realignment of Ash Way. Snohomish County would be responsible for any right-of-way or property acquisition required for this project.

Permits:

Snohomish County would be responsible for all permits needed for this project.

Project Dependencies:

Project N-02

Potential Project Partners:

- FTA
- Snohomish County
- WSDOT
- FHWA
- City of Lynnwood
- Transit partners serving project: Community Transit

Cost:

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$0.26	N/A
Preliminary Engineering & Environmental Review		
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties	\$32.00	N/A
Vehicles		
Contingency		
Total	\$32.26	N/A

Design Basis: Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking Access	N/A	N/A
Non-Motorized	N/A	N/A
BU/Rail integration facilities	N/A	N/A

N-07: 164th St Light Rail Station – BRT/Pedestrian/Bicycle Access

MEASURE	MEASUREMENT/RATING	NOTES
<p>Regional Light Rail Spine Does the project help complete the regional light rail spine?</p>	<p>No <u>Yes</u></p>	<p><u>Project will provide needed connectivity to the regional light rail spine for approximately 150,000 residents and 25,000 employees who live within ½ mile of planned Swift BRT routes.</u></p>
<p>Ridership 2040 daily station boardings</p>	<p><u>N/A</u> <u>3,200 daily boardings at the 164th St light rail station.</u></p>	<p><u>This project will provide connectivity to the Ash Way light rail station for the planned Swift BRT route. The project will also provide access to the station for pedestrians and bicycles.</u></p>
<p>Capital Costs Cost in Millions of 2014 \$</p>	<p>\$56</p>	<p>Capped contribution to multi-agency partnership project</p>
<p>Annual O&M Cost Cost in Millions of 2014 \$</p>	<p>N/A</p>	<p>Snohomish County will be responsible for facility maintenance</p>
<p>Travel Time In-vehicle travel time along the project (segment)</p>	<p><u>N/A</u> <u>7-11 minutes for bus</u></p>	<p><u>This project will provide an estimated 60% improvement in BRT travel time by avoiding the congested 164th/I-5 interchange.</u></p>
<p>Reliability Percentage of alignment/route in exclusive right-of-way.</p>	<p>N/A <u>60%</u></p>	<p><u>Exclusive ROW includes the sections of 3rd Ave, 130th St, and the I-5 crossing.</u></p>

<p>System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus and potential future integration opportunities.</i></p>	<p><u>Medium High</u></p>	<p><u>NO7 will provide connectivity, travel time, and reliability for planned BRT service and high levels of local transit service to the Ash Way station area. Project NO7 will also improve connectivity to the Ash Way light rail station for transit using I-5 because of the completion of the direct access ramp.</u></p>
<p>Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes.</i></p>	<p><u>N/A Medium</u></p>	<p><u>Project NO7 will provide a non-motorized connection from the Interurban Trail on the east side of I-5 to a light rail station on the west side of I-5. Under current conditions this crossing is difficult or non-existing.</u></p>
<p>Percent of Non-motorized Access <i>Percent of daily boardings</i></p>	<p><u>N/A (Sound Transit should complete this using their information for the 164th Station)</u></p>	<p><u>Located in Urban Center with high walk and bike potential.</u></p>
<p>Connection to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served.</i></p>	<p><u>N/A Connectivity to 1 PSRC designated center</u></p>	<p><u>This project will provide travel time and reliability improvements for the planned BRT route connecting the Ash Way light rail station with the Lynnwood Regional Growth Center</u></p>
<p>Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans and Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations.</i></p> <p><i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor.</i></p> <p><i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile</i></p>	<p><u>N/A High</u></p> <p><u>High</u></p> <p><u>(Sound Transit should complete this using their information for</u></p>	<p><u>Snohomish County has zoned all properties within 0.5 miles of this project as Urban Center. This is the County's highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas.</u></p> <p><u>There is strong real estate market support for development in this area. Within 1 mile of this project corridor over 1300 apartment units have been constructed in the last 5 years with another 200 in the permit process.</u></p>

<i>of potential stations</i>	<u>the 164th Station</u>	
Socioeconomic Benefits <i>Existing minority/low-income populations with 0.5 mile of potential stations</i> <i>2014 and 2040 population within 0.5 mile of potential stations</i> <i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A <u>(Sound Transit should complete this using their information for the 164th Station)</u>	

N-08: New I-5 Crossing at 128th Street SW

Short Project Description:

This project would provide a capped contribution to Snohomish County toward a multi-agency partnership project ~~providing east~~providing east/west multimodal connections across I-5 to a potential 128th

Street light rail station near the ~~Ash-Way~~Mariner park-and-ride. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 as an alternative to the congested 128th interchange. Project provides an opportunity for co-locating in one station light rail, Swift bus rapid transit, local bus service, and the Interurban non-motorized trail.

Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.

KEY ATTRIBUTES

REGIONAL LIGHT RAIL SPINE: ~~No~~ Yes

CAPITAL COSTS: \$56 million (capped contribution)

RIDERSHIP: ~~NA~~ This project will provide necessary travel time and reliability of Bus Rapid Transit on the 128th corridor connecting to the 128th St light rail station. This station is projected to have 7,000 to 9,000 daily boardings and 3,000 daily bus transfers.

PROJECT ELEMENT:

- The project would provide a capped contribution from Sound Transit to Snohomish County toward a multi-agency partnership project constructing a new Bus Rapid Transit (BRT) and non-motorized crossing of I-5 in the 130th Street SE/SW alignment, involving a two-lane transitway with bicycle lanes and pedestrian facilities crossing I-5
- Intersection improvements at 128th Street SE/3rd Avenue SE and 128th Street SW/8th Avenue W to provide bus priority
- Improved roadway sections providing transit, pedestrian and bicycle facilities connecting 128th Street SE to the new I-5 crossing:
 - along 3rd Avenue SE between 128th Street SE and 130th Street SE
 - in the 130th Street alignment between 3rd Avenue SE and 8th Avenue W, and
 - along 8th Avenue W between 130th Street SW and 128th Street SW

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

Long Description:

Capped contribution from Sound Transit to Snohomish County for a multi-agency partnership project to improve east/west multi-modal connectivity and access to the potential future 128th Street light rail station. The project would construct a new Bus Rapid Transit (BRT), pedestrian, and bicycle crossing of I-5 as an alternative to the congested 128th interchange. This project would provide a capped contribution of up to \$56 million toward this new crossing, serving a potential future station area of project N-02 extending light rail north to Everett from the Lynnwood Transit Center station of the Lynnwood Link Extension project.

Assumptions:

Project to be administered and implemented by Snohomish County, which would also be responsible for facility maintenance.

Environmental:

Snohomish County would be responsible for all environmental activities on this project.

Utilities:

Snohomish County would be responsible for all utility relocation as needed to complete the project.

Right-of-Way and Property Acquisition:

Snohomish County would be responsible for all right-of-way and property acquisition needed for this project.

Permits:

Snohomish County would be responsible for all permits needed for this project.

Project Dependencies:

Project N-02

Potential Project Partners:

- FTA
- Snohomish County
- WSDOT
- FHWA
- [City of Lynnwood](#)
- [City of Everett](#)
- Transit partners serving project: Community Transit

Cost:

Sound Transit has defined a conceptual scope of work for this candidate project based on a concept being developed by Snohomish County. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements will be determined after completion of system planning, project level environmental review, and preliminary engineering.

In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$0.45	N/A
Preliminary Engineering & Environmental Review		
Final Design & Specifications		
Property Acquisition & Permits		
Construction		
Construction Management		
Third Parties	\$56.00	N/A
Vehicles		
Contingency		
Total	\$56.45	N/A

Design Basis: Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	N/A	N/A
Sustainability	N/A	N/A
Parking Access	N/A	N/A
Non-Motorized	N/A	N/A
BU/Rail integration facilities	N/A	N/A

N-08: 128th St Light Rail Station – BRT/Pedestrian/Bicycle Access

MEASURE	MEASUREMENT/RATING	NOTES
<p>Regional Light Rail Spine Does the project help complete the regional light rail spine?</p>	<p><u>No</u> <u>Yes</u></p>	<p><u>Project will provide needed connectivity to the regional light rail spine for approximately 100,000 residents and 25,000 employees who live within ½ mile of planned Swift BRT routes.</u></p>
<p>Ridership 2040 daily station boardings</p>	<p><u>N/A</u> <u>7,000 to 9,000 daily boardings at the 128th St light rail station.</u></p>	<p><u>This project will provide connectivity to the 128th St. light rail station for the planned Swift BRT route as well as providing access to the station for pedestrians and bicycles. This station is projected to have 7,000 to 9,000 daily boardings.</u></p>
<p>Capital Costs Cost in Millions of 2014 \$</p>	<p>\$56</p>	<p>Capped contribution to multi-agency partnership project</p>
<p>Annual O&M Cost Cost in Millions of 2014 \$</p>	<p>N/A</p>	<p>Snohomish County would be responsible for facility maintenance</p>
<p>Travel Time In-vehicle travel time along the project (segment)</p>	<p><u>N/A</u> <u>8-9 minutes for bus</u></p>	<p><u>This improvement will provide an estimated 44% improvement in bus travel time by avoiding the congested 128th/I-5 interchange.</u></p>
<p>Reliability Percentage of alignment/route in exclusive right-of-way.</p>	<p><u>N/A</u> <u>60%</u></p>	<p><u>Improves travel time and reliability of the Swift BRT route serving the 128th St Station light rail station by providing an exclusive crossing of I-5 getting transit out of the congested 128th Ave./ I-5 interchange area.</u></p>

<p>System Integration <i>Qualitative assessment of issues and effects related to connections to existing local bus and potential future integration opportunities.</i></p>	<p><u>Medium High</u></p>	<p><u>The 128th St station will be served by the Community Transit's Swift II BRT expansion. Swift II will begin at Canyon Park in Bothell and end at Paine Field/SW Everett MIC near the Boeing plant. Project NO8 will improve travel time and reliability for Swift II and the other transit on 128th St providing integration of bus service and the light rail station.</u></p>
<p>Ease of Non-motorized Access <i>Qualitative assessment of issues and effects related to non-motorized modes.</i></p>	<p><u>N/A Medium</u></p>	<p><u>Currently the 128th station area has Medium/Low ease of non-motorized access partially due to the conditions at the 128th interchange that make non-motorized crossing of I-5 difficult or impossible. Project NO8 will provide a non-motorized connection from the Interurban Trail and Urban Center on the east side of I-5 to a light rail station on the west side of I-5.</u></p>
<p>Percent of Non-motorized Access <i>Percent of daily boardings</i></p>	<p><u>N/A</u> <u>25-35% of boardings at the 128th Station</u></p>	
<p>Connection to PSRC-designated Regional Centers <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served.</i></p>	<p><u>N/A</u> <u>Connects to 2 Regional Centers</u></p>	<p><u>This project will provide travel time and reliability improvements for the Swift BRT route connecting the 128th light rail station with Canyon Park Regional Growth Center in Bothell and the Paine Field Manufacturing/Industrial Center.</u></p>
<p>Land Use and Development/TOD Potential <i>Quantitative/qualitative assessment of adopted Plans and Policies and zoning compatible with transit-</i></p>	<p><u>N/A</u> <u>High</u></p>	<p><u>Snohomish County has zoned all properties within 0.5 miles of this project as Urban Center. This is the County's highest density mixed-use zone intended for transit-oriented and pedestrian-oriented areas.</u></p>

<p>supportive development within 0.5 mile of potential stations.</p> <p>Qualitative assessment of real estate market support for development within 1 mile of potential corridor.</p> <p>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</p>	<p><u>Medium/High</u></p> <p><u>128th Station:</u> <u>Pop/acre: 2014: 9; 2040: 13</u> <u>Emp/acre: 2014: 2; 2040: 3</u> <u>Pop+Emp/acre: 2014: 11; 2040: 16</u></p>	<p><u>Much of the area within 1 mile of this project corridor has been evaluated as having a high redevelopment potential. Some areas of the corridor are rapidly redeveloping while others areas are stable waiting for a development catalyst.</u></p>
<p>Socioeconomic Benefits Existing minority/low-income populations with 0.5 mile of potential stations</p>	<p><u>N/A 128th Station:</u> <u>45% minority; 17% low-income</u></p> <p><u>Pop: 2014: 4,700; 2040: 6,500</u></p>	
<p>2014 and 2040 population within 0.5 mile of potential stations</p> <p>2014 and 2040 employment within 0.5 mile of potential stations</p>	<p><u>Emp: 2014: 1,000; 2040: 1,400</u></p>	



**SNOHOMISH COUNTY COUNCIL
SNOHOMISH COUNTY EXECUTIVE
Snohomish County, Washington**

JOINT RESOLUTION NO. 15-011

PROVIDING INPUT AND COMMENTS TO THE SOUND TRANSIT CHIEF EXECUTIVE OFFICER AND BOARD OF DIRECTORS REGARDING THE DRAFT PRIORITY PROJECTS LIST TO BE CONSIDERED FOR POSSIBLE INCLUSION IN A PROPOSED BALLOT MEASURE ENTITLED ST3

WHEREAS, Sound Transit is charged with planning, building, and operating a high-capacity transportation system for the Central Puget Sound Region; and

WHEREAS, Sound Transit is currently in the process of shaping a ballot measure entitled Sound Transit 3 (ST3) that voters could consider as early as November 2016. ST3 will build upon the existing mass transit system of light rail, commuter rail and bus services; and

WHEREAS, the Sound Transit Board of Directors released a draft priority project list in 2015 to consider public feedback in determining how and where regional mass transit should expand. Public comment and further technical study will be combined to aid Sound Transit in the development of a draft system plan in early 2016; and

WHEREAS, Snohomish County is committed and supportive of the efforts to provide regional transportation capacity that addresses existing and future growth in population, jobs, and travel demand; and

WHEREAS, Snohomish County provided input and comments on the draft priority project development for ST3 in the form of a letter dated May 15, 2015 issued jointly by the Snohomish County Council and the Snohomish County Executive; and

WHEREAS, Snohomish County encourages the Sound Transit Chief Executive Officer and the Board of Directors to consider how access to light rail stations will be integrated into the local transportation system when developing the priority project list for ST3 in Snohomish County;

NOW, THEREFORE, BE IT RESOLVED, the Snohomish County Council and Snohomish County Executive urge the Sound Transit Board to adopt a priority list and system plan that will include: alignment from Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center (Paine Field) as the preferred alignment; appropriate station locations and system improvements to address the 164th and 128th corridors as expressed in the County's letter of May 15, 2015; and coordination with other transit providers and transportation systems to serve the ST3 core priorities adopted by the Sound Transit Board.

APPROVED this 2nd day of December, 2015

Dave Somers
Council Chair

Terry Ryan
Council Vice-Chair

Ken Klein
Councilmember

Brian Sullivan
Councilmember

Stephanie Wright
Councilmember

John Lovick
Executive

ATTEST:

Asst. Clerk of the Council

D-1

Suggested revisions to the summary sheet "Additional North ST3 Candidate Projects"

	N-07 New I-5 Crossing at 164 th Street SW	N-08 New I-5 Crossing at 128 th Street SW
REGIONAL LIGHT RAIL SPINE	YES	YES
RIDERSHIP (DAILY PROJECTED RIDERS)	3,200	7,000 – 9,000
CAPITAL COST (2014 \$ M)	\$32	\$56
ANNUAL O&M COSTS (2014 \$ M)	N/A	N/A
TRAVEL TIME (MIN)	7-11 min/bus	8-9 min/bus
RELIABILITY	50%	60%
SYSTEM INTEGRATION	HIGH	HIGH
EASE OF NON-MOTORIZED ACCESS	MEDIUM	MEDIUM
PERCENT OF NON-MOTORIZED ACCESS	(Sound Transit can/should add this information) 1 Regional Center	25-35%
CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	1 Regional Center	2 Regional Centers
PLANS AND POLICIES	HIGH	HIGH
MARKET SUPPORT	MEDIUM	MEDIUM/HIGH
LAND USE AND DEVELOPMENT/TOD POTENTIAL	POP PER ACRE (2014/2040) EMP PER ACRE (2014/2040) POP+EMP PER ACRE (2014/2040)	9/13 2/3 11/16
	(Sound Transit can/should add this information) (Sound Transit can/should add this information) (Sound Transit can/should add this information)	
SOCIOECONOMIC BENEFITS	MINORITY/LOW-INCOME POPULATION (2014/2040) EMPLOYMENT (2014/2040)	45%/17% 4,700/6,500 1,000/1,400
	25%/10% (Sound Transit can/should add this information) (Sound Transit can/should add this information)	

SCCIT Snohomish County Committee for Improved Transportation

January 19, 2016

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

Re: Support for Sound Transit expansion to Everett via Paine Field

Dear Sound Transit Board members,

The Snohomish County Committee for Improved Transportation (SCCIT) would like to reiterate its support for Sound Transit 3 expansion to Everett via Paine Field, with an extension to the Everett Community College/WSU campus in north Everett. We ask that you include this alignment, and supporting projects, in the package presented to voters in November.

Transit is a key component to our region's transportation system, helping moving people to and from major employment, population and education centers, while helping to mitigate the impacts of growth on our already congested highways. The county is set to receive over \$670 million in road and highway investments over the next sixteen years after a successful effort to pass a statewide transportation package in 2015, but these investments alone will not address all the congestion issues brought by growth. A light rail system coupled with robust local and regional bus service is the best option to keep people and freight moving in the region.

Snohomish County is the fastest growing county in the state, and adequate transportation infrastructure is needed to accommodate this growth. As the Sound Transit Board looks to complete the regional light rail spine, it is essential for our local and regional economies that the extension to Everett includes a light rail connection to the nearly 56,000 jobs at Paine Field and the Southwest Everett Manufacturing Industrial Center.

Today Snohomish County is home to 760,000 people and nearly 283,000 jobs. Projections show that these numbers will increase significantly by 2035, to nearly one million people and 400,000 jobs. The case for the County is apparent and compelling.

Thank you for your support and consideration on this issue.

Sincerely,



Reid H. Shockey
Chair, SCCIT



RESOLUTION

Supporting Sound Transit expansion to Everett via Paine Field

WHEREAS: Economic Alliance Snohomish County exists to be a catalyst for economic vitality resulting in stronger communities, increased job creation, expanded educational opportunities, and improved infrastructure.

WHEREAS: In 1994, the Board of the Regional Transit Authority (RTA), as the precursor to Sound Transit, passed a resolution “clarifying the RTA Board’s intent with respect to future light rail service to the City of Everett.” That resolution noted that following the Sound Move Phase I, “priority shall be given in subsequent phases to linking the four major centers of Everett, Seattle, Tacoma, and Bellevue.” The resolution went on to note that “extension of light rail service to Everett shall be a first priority in Phase II.”

WHEREAS: The Sound Transit Board is currently reviewing the draft project list and will make a decision on preferred projects and alignments for the project list to be put before the voters.

WHEREAS: Today the County is home to 760,000 people and nearly 275,000 jobs, and projections show that will increase significantly by 2035, to nearly one million people (955,281) and 400,000 jobs (396,373).

WHEREAS: The overall community consensus is that the preferred alignment to Everett is via Paine Field with an extension to Everett Community College/WSU campus, as it meets all of the regional needs and the Sound Transit Board’s core priorities.

NOW THEREFORE BE IT RESOLVED, That Economic Alliance Snohomish County hereby confirms its support for Sound Transit expansion to Everett via Paine Field, with an additional extension to the Everett University Center. Furthermore Economic Alliance Snohomish County resolves to work with all partners and stakeholders to ensure that this preferred alignment is included in the project list of the funding package that will be sent to voters in November 2016.

Patrick Pierce
President and CEO

Crystal Donner
Chair, Board of Trustees

February 19, 2016

Sound Transit

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

Dear Mr. Chairman and Sound Transit Board Members:

The South County Area Transportation Board (SCATBd) appreciates the opportunity **to comment on the Sound Transit 3 (ST3) candidate projects. SCATBd's 15 cities in King County collaborate to improve the regional transportation systems that support the State's economy.**

Greater connectedness in the South County region benefits all SCATBd jurisdictions and the 720,000 people who live here. Our highway systems are overburdened. Many of our commuter trains and buses are full. More transit investments will take single-occupant vehicles off the road during the most congested hours. Furthermore, transit reduces air pollution and promotes more walkable and bike-friendly communities, thereby providing public health benefits to all ages of the population.

We are confident that the South King County Subarea of the Sound Transit district can generate revenue within the district to accomplish the proposed investments **below needed to improve regional transit connections. South County's participation in the region's economic recovery has already allowed Sound Transit to restore** several projects from Sound Transit 2, including the Auburn and Kent Sounder Station Access projects. We urge Sound Transit to completely fulfill the promises of Sound Transit 2. With ST3 funding, the following projects can be completed closer to the time frame that voters intended:

- S-01 Kent/Des Moines to Star Lake Link light rail extension
- S-06 Expand Sounder South Train Platforms to 8 Cars

To make the most of the Sound Transit 2 investments already completed, the following projects should also be included in the ST3 package:

- S-02 Star Lake (272nd) to Federal Way Link light rail extension
- S-03-04 Federal Way to Tacoma Dome Station Link light rail extension
- S-05 Tacoma Dome Station to Tacoma Mall Link light rail extension
- S-07 Additional South Sounder Platform Extensions
- S-08 Additional Sounder Service
- S-15 South Sounder Access Program
- C-09 Infill Light Rail Station: Boeing Access Road
- C-10 Infill Sounder Station: Boeing Access Road
- C-12 Additional parking at Tukwila International Boulevard (TIB) Station
- C-13 West Seattle/Junction to Burien Transit Center Light Rail
- E-02 Option 1 or 3 I-405 Bus Rapid Transit Lower Capital to Burien Transit Center
- P-05 HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station
- P-06 HCT Study: Light Rail Directly Linking Burien to Tukwila and Renton
- R-05 System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

With 329,000 jobs located in the South County area alone, we need reliable and convenient transportation to jobs within and outside of South County to ensure continued economic growth and quality of life in our communities and the Puget Sound Region as a whole. SCATBd looks forward to collaborating further with the Sound Transit Executive Board in the planning of Sound Transit 3 to achieve that goal.

Sincerely,



Dana Ralph
Councilmember, City of Kent
SCATBd Chair



Carol Benson
Mayor, City of Black Diamond
SCATBd Vice-Chair



To: Sound Transit Board
From: Transit Access Stakeholders
Re: Sound Transit 3 - Draft System Plan and Policies
Date: January 21, 2016

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) system plan and policies. The Transit Access Stakeholder group is a growing coalition of organizations that are interested in connecting the Puget Sound region through affordable, reliable, and sustainable transit. Together, we represent environmental, land use, active transportation, social justice, affordable housing, and transit stakeholders, with thousands of members in the central Puget Sound region. We look forward to mobilizing our memberships in support of a Sound Transit 3 system plan and supporting policies that are consistent with the following framework:

Go Big! Create an Expansive and Visionary System Plan

We support a bold and visionary ST3 system plan that brings affordable and sustainable transportation options to all subareas. The people of Puget Sound are excited for high capacity transit that offers a reliable, cost-effective alternative to increasingly congested corridors. We urge the Sound Transit Board not to develop a plan that picks between jurisdictions that are eager and prepared for such investments, and instead develop a plan that is able to serve more neighborhoods of all incomes and demographics. We believe an ambitious plan can win at the ballot.

Increase Multimodal Access Funding

We support an increase in investments for local transit, walking and biking access to high capacity transit. Investments in transit, walking, and biking access are an affordable, effective, and sustainable way to attract riders. Research shows that encouraging riders to access transit on foot or by bike can be a lower-cost way to increase ridership. In some locations, local bus service has the potential to bring the most riders to stations.

Sound Transit should prioritize funding for local transit, walking and biking access to high capacity transit over parking by increasing both the overall allocation to the system access fund and the specific allocation for transit integration, access, and information within each project. The system access fund should be large enough to cover both additional community-identified improvements for new stations as well as retrofits for all existing stations that need transit and non-motorized access improvements.

Sound Transit also should scale the size of the System Access Program to the size and duration of the final ST3 system plan. The current R-05 is the baseline for access with a 15-year plan. If Sound Transit moves forward with a system plan that makes ambitious investments in all sub-areas over a longer time horizon, the funding in R-05 needs to increase in direct proportion to these investments in order to ensure adequate access to future transit facilities.

Make Smart Investments in Parking, and Use Pricing to Manage Demand

We think Sound Transit should plan for and build less parking for each project, increasing parking only when the need for parking is demonstrated. This approach allows for changes in density that will occur around station areas as land use zoning and development changes over time before light rail arrives and as the network is built out. We believe that excessive spending on parking disproportionately benefits white people and higher-income populations: people with low-incomes and people of color in Washington are still much less likely to own a car.



We urge Sound Transit to price and manage parking at all current and future park-and-ride lots. Parking management can help spread passenger demand across the day, thus lowering operating costs by requiring fewer vehicles and drivers during peak periods. Pricing and managing parking can also help achieve social equity goals by providing predictable access to a spot and defraying the costs of building and operating park-and-rides. Without fees, these costs are fully borne by all users, including people arriving by foot, bike, or bus. Additionally, in order to ensure equitable access, ORCA LIFT riders should pay a lower parking rate. Unpriced parking will attract too much vehicle traffic and reduce the attractiveness and likelihood of transit-oriented development.

We also urge Sound Transit to find ways to use existing parking capacity before building new capacity. For example, in the South corridor, approximately 9,000 new stalls are included in the draft project list, yet the average utilization for Park & Rides in the South district currently is often under 70 percent. Sound Transit should look at opportunities to lease parking from partner agencies, jurisdictions, or nearby businesses, rather than building new structures, wherever possible. This approach is typically cheaper than construction, and makes it easier to reduce parking when supply exceeds demand or station areas transform with dense, walkable residential and commercial development.

Prioritize Affordable Housing in Development Decisions

Sound Transit should prioritize affordable housing in the use and disposal of its land. By supporting and prioritizing affordable housing, Sound Transit can play a critical role in promoting equitable development in high opportunity transit-connected areas, stimulating redevelopment, increasing ridership, and building much needed affordable homes. Aligning land disposition/acquisition policies and affordable housing goals provides local flexibility, creates government efficiencies, and puts public property to its highest and best use. The State Legislature has already required, in RCW 81.112.350, that Sound Transit sell 80% of its surplus land for affordable housing use. Additionally, Sound Transit is required to put \$20 million in a revolving acquisition loan fund to acquire additional sites for affordable housing near transit.

Sound Transit should develop a clear and predictable process for implementing RCW 81.112.350 and maximizing affordable housing outcomes by:

- Removing fair market value requirements on surplus property and better utilizing federally authorized tools such as joint developments, land leasing, and liquidating federal interests.
- Providing favorable sale & development terms for affordable housing developers and organizations acquiring land for affordable housing.
- Planning for and acquiring sites that can be used effectively to promote future TOD, and align land purchasing decisions with affordable housing and land banking actors when possible.
- Updating disposition policies and increasing staff development expertise to better enable nonprofit housing providers and land banking organizations to purchase developable land in and around stations prior to cost increases.
- Maximizing affordable housing potential by ensuring disposition sites are large and regularly shaped.
- Eliminating any assumptions of surplus land sale profits in financial planning.
- Developing minimum standards for sites acquired with loan fund dollars.
- Creating job quality standards for developments at surplus TOD sites and sites acquired through revolving loan fund to promote healthy, accessible, living wage jobs near transit.
- Ensuring that organizations and developers with strong ties to community (alongside development expertise) be competitive in the bidding process. Community partners are better able to understand the holistic needs of a low-income community, immigrants, refugees and people of color and are the most knowledgeable about what makes equitable TOD successful.



Maximize Ridership and Potential for Equitable Transit-Oriented Development and Density

We strongly believe that the System Plan should include robust policies, projects, investments, and alignments that maximize potential for equitable transit-oriented development (TOD) and increased density. Recent studies show that people are more likely to take transit to work if their job and housing is located near transit. Studies show also that people of middle to lower income are more likely to take transit than those with higher incomes. Promoting a mix of jobs, services, and affordable housing around transit stations and hubs is, therefore, critical to increasing ridership as well as to ensuring everyone access to opportunity. Prioritizing equitable TOD also decreases reliance on travel by car, reducing single occupancy vehicles and greenhouse gas emissions (GHG). Moreover, recent studies have found, that availability of affordable housing near transit more effectively increases ridership than market-rate housing.

Sound Transit should maximize potential for equitable TOD means by:

- Selecting alignments and investing in station locations that can support mixed development.
- Building in sufficient funds for multimodal access and TOD development to each station.
- Connecting areas with an existing mix of development.
- Prioritizing contracting with developers that will build affordable housing.
- Actively working to prevent residential and commercial displacement, especially in lower-income, communities of color, immigrants and refugees.
- Supporting equitable TOD through land purchases that are the right size for future development and disposition policies that ensure land can be developed when stations are built or soon after completion.
- Considering access costs when evaluating alignments. Freeway alignments and other access challenged alignments should require analysis and inclusion of multimodal access costs as a mitigation need.

Sound Transit should also develop internal prioritization frameworks that incentivize such policies at the local level and reward jurisdictions that have planned for equitable transit communities. Specifically, we recommend that Sound Transit compare the potential number of jobs and housing units within one quarter mile of stations, when selecting alignments and station locations.

Sound Transit can best provide reliable transit service that connects the most users with the most destinations if it focuses on reaching and connecting dense urban areas across the region. Sound Transit should focus on serving transit centers, as well as schools, hospitals, and large employment centers with high ridership potential. For example, we strongly support option 1 or 2 for Ballard to Downtown Seattle light rail, which are grade-separated and serve South Lake Union, because this route is projected to attract more than 100,000 riders in the corridor.

Use a Race and Social Justice Lens in Decision Making

Sound Transit should make an extra effort to bring reliable, high-frequency, and accessible service to low-income households and communities of color, both of which are disproportionately transit-dependent, underserved, and negatively impacted by transit investments. This may mean providing light rail service in these areas, or it may mean ensuring smooth system integration with local bus service. Improving access to and from these communities can increase opportunities for employment and affordable housing, and can improve health, economic, and social outcomes for the communities historically left behind. Because access to reliable transportation is the single most important factor in escaping poverty, Sound Transit has the opportunity to significantly improve quality of life for communities throughout the Puget Sound. Like with other stations that have these characteristics, we strongly support funding the Graham Street infill station. The Graham Street station area is a busy commercial junction with a middle school, important cultural anchors, locally-serving businesses, affordable housing and community centers in an area that is 81% people of color. Community leaders view the station as critical to fulfilling neighborhood plans, adding substantial ridership for Sound Transit, and serving as a model for community-driven TOD.



Maximize Reliability

Sound Transit should choose projects and alignments with exclusive right-of-way, and grade separated where possible. This ensures that light rail will remain a competitive mode of transportation even as the region grows and congestion increases. For example, we strongly support the construction of a new transit tunnel in Downtown Seattle, which will provide the opportunity for increased train frequency and capacity for higher ridership while avoiding congested downtown roads. When at grade, Sound Transit should invest in safety measures that adhere to universal design standards in order to maximize safe access to transit.

Adopt a Community Engagement and Outcomes Policy

Sound Transit should develop and adopt an explicit community engagement and outcomes policy that lays out best practices for expanding engagement with low-income communities, people of color, immigrants and refugees earlier in and throughout the planning process. Achieving equity outcomes – and optimizing ridership – will succeed only by providing diverse communities with equal opportunities to participate in and influence the planning process. Laying out steps to create and sustain meaningful relationships with community leaders and social services organizations, which will help Sound Transit staff understand language and cultural differences that may shape the way that the agency engages with communities and conducts planning outreach is key to this process.

Plan for the Future

Sound Transit should develop the system plan in a way that will best serve our growing region in the future by:

- Designing alignments and stations that make it easy to expand lines and create new junctions;
- Making cost-effective investments that will allow ST to do more with the money they have, accommodating more growth in the region over time;
- Increasing funding for and ensuring policies support early recruitment for apprenticeship programs so that we have a local workforce in place that is ready to tackle ST3 construction **Sound Transit should look into new grant opportunities for workforce development in the FAST Act;**
- Locating in dense areas with the best potential for TOD in order to connect the most people with the most jobs, reducing GHGs and helping meet long-term climate and growth management goals; and
- Planning for contingent funding to build out the system further if projects come in under budget or additional federal, state or local matching funding is found. This should also include identifying potential projects in all subareas, and doing early planning that can inform decision making for ST3.

Thank you for the opportunity to share these comments. This is a very important planning process, and we look forward to working with you to ensure the success of Sound Transit 3.

Sincerely,

Shefali Ranganathan, Executive Director
Transportation Choices

Rebecca Saldaña, Executive Director
Puget Sound Sage

Rich Stolz, Executive Director
OneAmerica

Lisa Quinn, Executive Director
Feet First

Hilary Franz, Executive Director
Futurewise

Marty Kooistra, Executive Director
Housing Development Consortium

Elizabeth Kiker, Executive Director
Cascade Bicycle Club

Gene Duvernoy, President and CEO
Forterra

Tim Gould, Volunteer Chair
Transportation &
Land Use Committee
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Keith Kyle, Board President
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Harmon Pub & Brewery

Al Abbott
Carrot Stick Marketing

Sound Transit
Board of Directors
625 5th Ave. S.
Seattle, WA 98104

Dear Sound Transit Board

On behalf of the Board of Directors of Travel Tacoma + Pierce County, I am communicating our support of Pierce County projects in Sound Transit 3, especially expanding the Sound Transit Link light rail system to Tacoma and running Sounder trains every hour throughout the day. Together, these expansions will reach more of the region's population centers and help to reduce congestion caused by major tourism events.

Travel Tacoma + Pierce County is the official destination marketing and sales organization for Pierce County. Travel Tacoma's mission is to improve the visitor economy of Pierce County, which ultimately improves the overall economy of this region. Tourism represents a countywide industry labor force of more than 11,000 people.

Expanding the transit system will take people farther and move them faster to destinations throughout the region. This not only opens up Tacoma and Pierce County to locals living in the greater Seattle area, but also to visitors traveling from the Seattle-Tacoma International Airport. There are a number of economic advantages, as well as other benefits that help preserve our quality of life, which will result from ST3.

Pierce County has an estimated 10.8 million visitors coming into the area every year [based on the 2014 Pierce County Travel Impacts report by Dean Runyan Associates]. These visitors spend more than \$1 billion in our local, Pierce County economy. We are well aware that tourism events and attractions create congestion as well. Just ask any of your commuters what a Tacoma Dome concert or the Washington State Fair does to their commute. The number of visitors coming into Tacoma and its surrounding cities has been trending upward since 2009, and we feel strongly that visitors need more than a bus connection from the airport to Tacoma, both to support this vital industry and to reduce the congestion caused from tourism events and attractions.

Critical transportation issues, including costs to get from the airport to Tacoma sharply decrease our ability to book events requiring 600 room nights or more.. Sound Transit Link light rail to Tacoma and increased Sounder trains will result in a higher volume of meetings and events in the region thanks to the ease of travel, less congestion, lower costs for convention attendees, and attractive alternatives for those who wish to avoid driving in an unfamiliar region.

Together, the Link light rail and Sounder train expansions will be a competitive

TRAVEL

TACOMA +

PIERCE COUNTY, WA

Roshaun Yates
*Lifestyle Valet,
Shuttle & Craft Tours*

Carole Ann
McQuade
*The Swiss
Restaurant & Pub*

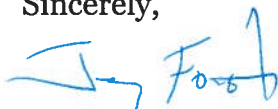
feature for our destination, which is a positive outcome for the entire South Sound and our state. It will help generate increased economic impact to Pierce County cities and local businesses due to a higher volume of visitors, and will reduce congestion caused by the South Sound's growing tourism market.

The Tacoma area is also a popular travel location for millennials because of the arts accessibility and affordability. Millennials are very reliant on public transit options, particularly rail.

This plan helps to fill the regional need for all-day, seamless travel between Seattle and Tacoma, the two largest cities in the Puget Sound region.

We look forward to this one day becoming a reality.

Sincerely,



Jeremy Foust
Chair

cc: Pat McCarthy, Pierce County Executive

West Seattle Transportation Coalition

Move the People.



January 12, 2016

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

Re: Proposed Plans for Sound Transit 3 (ST3)

The **West Seattle Transportation Coalition** (WSTC) is a peninsula-wide organization representing Seattle's largest constituency of more than 100,000 people living and working in the 10 square mile area between the Duwamish River and Puget Sound. These community leaders, advocates, business owners, and residents are working to address the peninsula's transportation, mobility and commuting challenges.

The WSTC membership has some concerns about the "3+1" West Seattle ST3 options that have been presented to the Sound Transit Board (STB) for consideration. The proposed ST3 projects with at-grade or elevated tracks will directly conflict with the Move Seattle funded Fauntleroy Boulevard and Delridge Way SW Visioning / Complete Street projects. In addition, the decision by Sound Transit not to include comprehensive planning to West Seattle in ST2 funding puts us at a distinct disadvantage.

Therefore, we request that before the March draft of the ST3 plan is unveiled, a significant effort is made by Sound Transit, with the assistance of the City of Seattle and WSTC, to get constituent input on potential light rail routing. We propose meetings be held in each of the West Seattle Urban Villages (Alaska, Admiral, Morgan, Westwood/Highland Park and North Delridge) as well as in the City of Burien.

WSTC strongly believes that our region requires a fully connected light rail system. The system should accommodate our fast growing population and economy, and the reality in which we must live and commute from more affordable housing in our suburbs and outlying areas. We endorse all the projects presented to the STB on December 4, 2015, to form the Complete Regional System. Our hope is that the STB chooses to ask for the taxing authority in order to successfully implement the complete, regional light rail system.

We look forward to working with Sound Transit in order to *Move the People*.

In Community,

West Seattle Transportation Coalition
Move the People.
info@westseattletc.org
westseattletc.org

cc:

Seattle Mayor Ed Murray
Seattle City Council
Burien Mayor Lucy Krakowiak
Burien City Council
King County Executive Dow Constantine
King County Council