

Sound Transit 3 Agencies and Jurisdictions

Draft Plan Comments

Table of Contents

21st District State Representatives

Bellevue Chamber of Commerce

City of Bellevue

City of Bothell

City of Burien

City of Des Moines

City of Edmonds

City of Fife

City of Issaquah

City of Issaquah, Economic Vitality Commission

City of Kent

City of Kirkland

City of Lake Forest Park

City of Lakewood

City of Mill Creek

City of Mountlake Terrace

City of Redmond

City of Renton

City of Seattle, Transit Advisory Board

City of Shoreline – March 25, 2016

City of Shoreline – April 22, 2016

City of Sultan

City of Tukwila

City of Woodinville

Five Northeast Cities

I-405 Cities Coalition

King County Joint Letter

King County Transit Advisory Commission

Pierce Transit

Port of Seattle

Puyallup Tribe of Indians

Seattle Metropolitan Chamber of Commerce

Seattle North District Council

Snohomish County Cities

Snohomish County Legislators

Snohomish County Mayors

Snohomish County Representatives

Tacoma-Pierce County Chamber

WA House Representative Joe Fitzgibbon

WA Legislators of the 46th District

WA Legislators along I-405

State of
Washington
House of
Representatives



April 29th, 2016

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

RE: *Comments on Draft ST3 Plan – Critical need to reach Everett much sooner*

Dear Chairman Constantine & Sound Transit Board Members:

We regret that we were unable to be in Everett Monday night, for what we understand was a public outreach meeting before an overflowing crowd of some 300 people.

As a follow-up to that meeting, to get our comments on the record, and to second what you heard from our Senate seatmate in the 21st District, Sen. Marko Liias (D-Edmonds), we would like to underscore our strong support for bringing Light Rail Transit (LRT) service to Everett much sooner than the 2041 date spelled out in the ST3 Draft Plan.

As House Members who worked in support of providing Sound Transit with additional taxing authority to develop the ST3 plan, we can assure you completion of the Light-Rail **"spine" to Everett** and Tacoma, in a timely way, was foremost on our minds. We would never have imagined that translating into a 25-year build-out for extending LRT service to Everett. This timeline is too far away for all of the people in Snohomish County who have done **their part to support "Sound Move" and "ST2"**.

More importantly, a 2041 build-out for extending LRT service into Everett does a disservice to the manufacturing employment center of our region (Boeing/Paine Field) and our state, and to hundreds of thousands of workers who need to be connected to a viable high-capacity transit system. More than 150,000 Snohomish County workers cross the King County line each day to get to their place of employment, and another 50,000 cross from King County to Snohomish County to reach *their* work place. These people badly need the connectivity that LRT offers.

Sound Transit policies and long-range plans are replete with language that reinforces the importance of finishing the Light Rail spine first to Everett, Tacoma, and Redmond before other branches of LRT are under construction. ST needs to live up to that commitment in ST3.

We urge you to give our voters, who have proved their willingness to support ST3 ballot measures, a plan they can rally behind. Specifically, we urge you to work with the proposal from Board Members

Somers, Roberts, and Earling, which would bring LRT to Everett via Paine Field and Everett by 2033. This is a timetable that makes sense and serves the economic hub that is vital to our region and state.

Thank you for your consideration, and please assist us by directing ST staff to work with our local communities on a build-out of LRT service into Everett by 2033.

Sincerely,

A handwritten signature in black ink, appearing to read "Strom Peterson".

Strom Peterson
State Representative
21st Legislative District

A handwritten signature in black ink, appearing to read "Lillian Ortiz-Self".

Lillian Ortiz-Self
State Representative
21st Legislative District



April 20, 2016

Sound Transit Board
c/o Board Administrator

Sound Transit
401 S. Jackson Street
Seattle, WA 98104

Re: Sound Transit 3 Draft System Plan

Dear Chair Constantine and Members of the Board,

The Bellevue Chamber of Commerce seeks to create a positive business climate which will attract and retain business of all sizes, resulting in sustainable economic and employment growth. While the Chamber has not yet taken a position on 2016 ballot measure, the following principles will guide us as we consider the final ST3 Plan.

- Improve the overall economic vitality of the Eastside;
- Maximize overall traffic capacity within the City of Bellevue, with special emphasis on downtown mobility;
- Cost/Benefit – return on investment;
- Protect subarea equity.

Our review of the ST3 Draft System Plan has resulted in the following observations and recommendations.

The Bellevue Chamber has consistently supported Bus Rapid Transit (BRT) as the preferred HCT mode in the I-405 corridor, as well as the 5,000 Park and Ride stalls promised in the I-405 Record of Decision.

Does the I-405 BRT program described in the Draft System Plan, assume completion of an additional lane between Bothell and Lynwood?

If not, the Chamber is concerned that BRT will not be able to maintain speed and reliability while sharing the use of existing managed lanes with other modes, including carpool, vanpool and tolled SOV's. As one of the principal benefits to the east subarea, it is critical that the proposed BRT system function reliably to reduce travel times during peak periods.

How will the I-405 BRT project as described in the draft system plan, meet the projected demand of 18,000 passengers with only 1,700 additional park and ride lot stalls funded for construction?

The Chamber believes a substantial increase in park and ride capacity will be needed, in order for BRT to increase the transit mode split in the I-405 corridor. While the addition of a new inline station at NE 85th and I-405 may provide additional connectivity with local transit service, there is no additional parking associated with this option.

The Chamber recommends modifying the plan to add the new inline station at NE 70th where a structured parking at the existing Houghton Park and Ride Lot, can be built to allow increased ridership.

The Bellevue Chamber of Commerce has supported construction and operation of East Link to the Microsoft Technology Center by 2023, as a component of ST2.

We recommend accelerating completion of the proposed East Link extension to Downtown Redmond, as an “early win” component of ST3. This extension is already more developed than other components of the draft system plan, so it is a prime opportunity to deliver early value to eastside users.

While the proposal to build a new LRT line from Bellevue to Issaquah could provide greater connectivity between these two important population and job centers in East King County, the Chamber has concerns about the viability of the proposed alignment.

If the vast majority of inbound passengers from Issaquah have Seattle as their ultimate destination, why should these passengers be diverted to East Main Station and required to transfer? Is this the best use of limited capacity between East Main and South Bellevue Stations?

Similarly, the Chamber asks for explanation of any equity and travel time consequences for East Link riders, should a second transit tunnel be constructed and paid for as a system-wide investment.

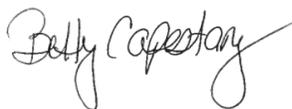
Will there be adequate capacity for four-car trains originating on the Eastside and operating at six minute headways, in either the existing or proposed second tunnel, if an additional LRT line is added?

Finally, we observe that all else being equal, one of the main benefits of this or any other proposed transit investment, should be operating efficiencies and connectivity with existing systems.

What is the estimate total value of service hours that will be freed up and made available for reinvestment system-wide, should the current Draft System Plan be implemented?

The Bellevue Chamber of Commerce thanks the Sound Transit Board for putting forth the Draft System Plan and we look forward to your reply to our comments.

Sincerely



Betty Capestany, President & CEO



Tanya Fraioli, Chair



May 2, 2016

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

RE: City of Bellevue comments on Draft Sound Transit Phase 3 Plan

Dear Chair Constantine and Members of the Board:

We appreciate the opportunity to comment on the draft Sound Transit Phase 3 (ST3) System Plan. We write this letter just days after the groundbreaking ceremony for East Link, and wish to acknowledge and thank you for this important ST2 investment in our community. As communicated in our July 14, 2015 and January 21, 2016 comment letters, 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 greater region, in a potential ST3 ballot measure.

Bellevue's priorities acknowledge and emphasize the many interests and goals shared among Eastside cities, which are interconnected both geographically and economically. Eastside cities are projected to reach nearly 700,000 residents and more than 550,000 jobs by 2040. ST3 represents an opportunity to build upon the transportation network already in place and advance a transit system that effectively and efficiently addresses the growing transportation needs of our region. As noted in Bellevue's Transit Master Plan vision, transit service should be designed to help more people reach more destinations in less time.

Our specific comments on the ST3 plan include the following:

Light Rail to Redmond

A key priority for Bellevue has been and remains finishing the East Link light rail spine to Redmond. Finishing East Link now is critical because ST2 did not complete light rail to Redmond. This must be the highest priority. We are pleased to see this included in the ST3 plan.

Bus Rapid Transit Must Operate in Center Lanes on I-405

As indicated in the attached I-405 corridor cities joint ST3 comment letter, for the I-405 Bus Rapid Transit (BRT) project to meet the needs of the growing Eastside, buses must be in the center lanes of the interstate and serve in-line stops, as envisioned in the I-405 Master Plan. Unfortunately, the proposed system appears to be only slightly better than current Regional Express bus service and cannot be considered high capacity transit (HCT). This is not acceptable.

As proposed, BRT service north of Kirkland will operate in the general purpose lanes and serve existing outside transit stops. Because of this, we are concerned BRT will be subject to I-405 corridor congestion and result in system-wide service delays and unreliable trip times, even with the proposed "shoulder running pilot program," on short segments in the southbound direction of the interstate. The same concerns exist for the segment from South Renton to the Tukwila International Boulevard Link Station where service is again described as operating in the general purpose lanes.

Although we are pleased that the proposed system will operate in the Express Toll Lanes between Kirkland and South Renton, we are concerned that the absence of stops between Bellevue and Renton leaves a significant portion of the I-405 corridor without access to this much needed HCT service.

We request that the Board amend the ST3 plan to include a center running BRT system the length of the I-405 corridor that serves, at a minimum, in-line stops at the following locations:

- Canyon Park (Bothell);
- Northeast 85th Street (Kirkland);
- 112th Avenue Southeast (Bellevue/Newcastle);
- Northeast 44th Street (Renton); and,
- North 8th Street (Renton).

The final element of successful BRT on I-405 is providing sufficient parking to allow commuters from the lower density areas of the Eastside to access the system by car. Expanding existing park-and-rides and adding new ones is critical to the success of the project. We request that Sound Transit work with its partner agencies and neighboring cities to plan for these parking facilities and include them in the final plan.

We understand the Board must make project decisions based on the available finances in each subarea, and we applaud cost conscious planning to maximize the public's investment. To achieve this goal, while still delivering a BRT system that meets the needs of the growing Eastside, Sound Transit must work with the Washington State Department of Transportation (WSDOT) to coordinate the build-out of the in-line system and capitalize on the investments the state is already planning to make in the I-405 corridor in the coming decade. Near term examples include the expansion of I-405 between Renton and Bellevue, and improvements to the corridor north of Kirkland.

The Record of Decision for I-405 calls for BRT. It is Sound Transit's duty to implement BRT on I-405. This means working in tandem—and working transparently—with WSDOT to innovate ways to partner to plan and build a BRT system that functions like light rail on rubber tires. The City of Bellevue stands by to help facilitate this partnership in any way either agency finds helpful.

Connecting Bellevue to Issaquah

There has been little, if any, local discussion about an HCT connection between Bellevue and Issaquah, and the public is being asked to weigh in on projects many years before they are designed and built. It is critical that Sound Transit allow maximum flexibility that will address changes over time to ensure the best options are considered for implementation. Any future HCT connections between Bellevue and Issaquah must be thoroughly vetted to ensure the most effective service between these regional growth centers is provided.

We request that the Board complete an in-depth analysis of the proposed light rail system. The analysis should examine this corridor and determine the most effective way to serve it. This could include light rail, trolleys, BRT, or other emerging technologies. If light rail is the option, our Council prefers that it run on the east side of I-405 and connect at the Wilburton Station. If a BRT system option is chosen, it should consider options for connections at South Bellevue, East Main, Downtown or Wilburton. In addition, developing an interim BRT system to Issaquah before a long range plan is initiated for light rail should be considered.

Transparency in Subarea Equity

Subarea equity remains an important element of Sound Transit planning. The transportation and mobility needs of the Eastside are of equal importance to those of other subareas, and there is a fundamental principle to apportioning projects by subarea. It is critical that the Board 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).

Before a measure is placed on the ballot, we look forward to a thorough cost breakdown of how the ST3 projects will be paid for by each subarea and the amount of funding each project will receive from Sound Transit-collected funds versus funding from other sources, such as grants.

Moving Forward and Early Wins

Traffic congestion and overcrowding on transit are a reality today. Given the length of the package, to 2041, the Board should take measures to expedite project delivery wherever possible. Sound Transit should work with other agencies to capitalize on early opportunities to collaborate and deliver early wins that provide near term transit service improvements as they present themselves, particularly in the I-405 and I-90 corridors. Sound Transit should prioritize working closely with King County Metro Transit to integrate its long term transit plan services with the services provided by Sound Transit.

The Bellevue City Council recognizes there are no easy decisions for the Board. We are committed to working with the Sound Transit Board to implement light rail, true bus rapid transit, and regional express transit services.

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 our comments in greater detail.

Sincerely,



John Stokes, Mayor

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

Attachments:

- City of Bellevue January 21, 2016 ST3 Candidate Project Scopes Comment Letter
- City of Bellevue Interest Statement Concerning Sound Transit's Phase 3 (ST3) System Plan
- City of Bellevue July 14, 2015 ST3 Comment Letter
- I-405 Cities Coalition ST3 Comment Letter

April 28, 2016



City of Bothell™

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

RE: City of Bothell's Sound Transit 3 Draft System Plan Comments

Dear Board Members:

Thank you for the direction you have provided to Sound Transit staff to develop the ST3 Draft System Plan and the projects identified within that Plan that serve the North Lake Washington Cities and the I-405 Corridor along the Eastside. 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 current plans. These projects represent a conscious effort to extend and provide mass transit opportunities to Bothell and our neighboring communities. The City of Bothell has invested over \$150 million in public and private capital funding to economically revitalize our downtown, which includes a transit vision we have developed through the partnership and coordination of all transit agencies serving the City of Bothell.

Many of these projects have been moving forward through City-obtained funding, including grants and other sources, to continue developing transit-friendly access into and through the city. The result: transit facility plans and policies that are supported, and projects that are well developed to the point that a few will be constructible in the near future, such as our SR 522 Multi-Modal Corridor Stage 3 Improvements Project included in the ST3 Draft System Plan as part of 145th and SR 522 Bus Rapid Transit.

Bothell's transit development plans also include a new Park and Ride located centrally downtown, and a transit-oriented corridor and transit center along the route serving the fast growing UW Bothell and Cascadia College campus. Demand for transit facilities is high and they are necessary to complete the Downtown vision. As the project detail assumes, the City of Bothell is willing to implement elements of 145th and SR 522 Bus Rapid Transit within Bothell on Sound Transit's behalf. With major development underway, it is important for Bothell to receive the funding at the beginning of the package cycle so that transit improvements can be implemented concurrently with private development. Bothell's transit projects are "quick win" early deliverable projects that can be used to show progress and make a big difference in the near term as you develop the larger and more costly rail projects for the long term.

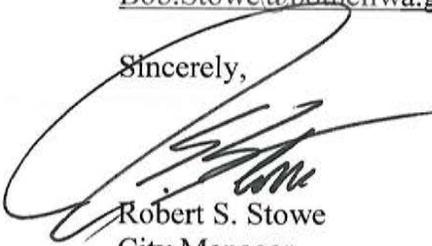
Bothell is also supportive of the I-405 Bus Rapid Transit project, although the plans need to address the operations and transition to and from the direct access lanes to any planned BRT stations at the

Office of the City Manager
18415 - 101st Avenue NE
Bothell, WA 98011
425.806.6140
www.bothellwa.gov

Brickyard, UW Bothell/Cascadia Campus, and Canyon Park stops with or without the addition of in-line stations. Use of the general purpose lanes along this section of I-405 will not constitute a BRT system based on current operating conditions. We request the Board work with Sound Transit staff to deliver full BRT in the I-405 corridor, as described in the WSDOT I-405 Master Plan. To offset the high costs of building a full BRT system and to maximize taxpayer transportation investments, it is essential that Sound Transit work in close coordination with WSDOT during the continuous build-out of I-405 to capitalize on each other's efforts. The Board should consider dedicating money for this coordination and in preparation for ST4.

We appreciate your support of the ST3 Draft System Plan projects along the SR 522 and I-405 Corridors. If you have any questions, please do not hesitate to contact me at Bob.Stowe@bothellwa.gov or 425.806.6140.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Stowe', is written over the word 'Sincerely,'. The signature is fluid and cursive.

Robert S. Stowe
City Manager

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



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

April 26, 2016

RE: Sound Transit 3 Draft System Plan

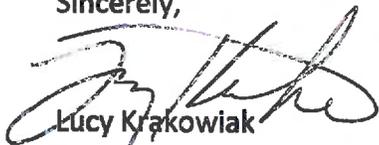
Dear Executive Constantine and Board Members:

Thank you for the opportunity to comment on the Sound Transit 3 Draft System Plan. Decisions on High Capacity Transit (HCT) investments are critically important for our region. Our City Council speaks with one voice on this important subject.

- **Light Rail Transit (LRT) connections from Burien to Sea-Tac Airport and Burien to West Seattle must be built to fulfill the Sound Transit Long Range Plan. While we hoped for such an LRT construction project in ST 3, Burien supports the HCT Study listed in the Draft System Plan.**
- **Burien supports the proposed I-405/518 Bus Rapid Transit (BRT) project from Lynnwood to Burien. This project is 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 ask that the Board review Burien's previous correspondence where we articulate the many reasons for Sound Transit investment in Burien. Also attached are additional specific comments on ST 3. Thank you again for this opportunity, and for the Board's service to our region. 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

Additional City of Burien Comments on ST 3 Draft System Plan

April 26, 2016

As stated on page 1 of this letter, Burien supports the LRT study and the BRT project in ST 3. In addition, Burien understands that:

For LRT

- The Draft ST3 System Plan includes a High Capacity Transit study on Extending LRT from West Seattle to Burien and Extending to the Light Rail Spine. The study includes conceptual engineering and planning work. We urge the Board to extend the scope of the study to support future construction, and that the study be completed promptly.
- The intent of the phrase “connection to the light rail spine” is that the extension of light rail from West Seattle to Burien will continue east from Burien to connect to the light rail spine (Everett to Tacoma) at Tukwila International Boulevard Station. We ask that Sound Transit also examine options for a direct connection to the airport.

For BRT

- The Draft ST3 System Plan includes BRT connecting Burien to Lynnwood via SR 518 and I-405. Burien would be connected to Sea-Tac Airport from the Burien Transit Center through Tukwila International Boulevard Station to the SeaTac/Airport Station.
- During the planning and design phase to add a BRT Station at Tukwila International Boulevard, creating a seamless transition for riders traveling between Burien and Sea-Tac Airport must be a key element of the new facility including wayfinding, weather protection, clear and accessible information, and an easy to use fare system.
- A set of “Early Deliverables” projects is being developed which focuses on establishing new service and facilities in key corridors while longer-term projects are planned and constructed. We support the Early Deliverables Program to expedite the I-405/SR 518 BRT investments in ST 3 to be operational within eight years or sooner.
- The use of the term “BAT lane on 518” will mean that BRT buses will travel in bus-only lanes to the right of general purpose lanes and that general traffic will be able to exit to the right across the BAT lane.



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



April 28, 2016



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

Dear Honorable Constantine:

The City of Des Moines is writing to provide requested input on the March 24, 2016 ST3 Draft System Plan. We understand that this input will help inform the Board's final decision on the ST3 November ballot measure.

We support the ST Board's core ST3 priorities of completing the link light rail spine, connecting the region's designated centers with high capacity transit (HCT), integrating with other transit systems, advancing logical "next steps" projects beyond the spine within ST's financial capacity, all while increasing ridership, promoting transit supportive land uses and transit oriented development (TOD), providing bicycle, pedestrian and bus access, and ensuring socio-economic justice and equity.

The ST3 Financial Plan using a mix of new sales tax, MVET, property tax, federal funds, fares, remaining available Sound Move and ST2 taxes and bonding seems to provide a balanced and equitable way to make the proposed investments. We also remain fully supportive 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 (272nd) as the Board's top deferred project, preferably out of existing tax levels and FTA funds, as quickly as funds can be made available.

We support the extension of the light rail spine to Federal Way Transit Center by 2028 as proposed or more quickly if funds become available. 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.

Honorable Dow Constantine, Chair

Page Two

April 28, 2016

The “Early Deliverables” part of the plan, especially South King County bus-on-shoulder opportunities on I-5 and parking and other improvements for South Sounder, and passenger amenities including pedestrian and bicycle improvements including access at light rail stations in South King County. Other South Sounder station service, train platform, parking and access enhancements in Kent and Auburn are strongly supported. Kent Sounder Station improvements would be of most benefit to the City of Des Moines.

We also support the future HCT study to extend light rail from West Seattle to Burien connecting to the light rail spine.

During the City’s participation in FWLE planning, two of the potential regional ST3 projects have become especially important to supplement existing project funding. System Access Program (\$100 million) providing enhanced funding for pedestrian and bicycle access, bicycle parking and transit service, and Transit-Oriented Development (\$20 million) 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.

We again request that we be fully included in the planning for LRT and bus 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.

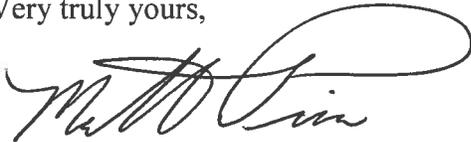
Honorable Dow Constantine, Chair

Page Three

April 28, 2016

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 and promote a Sound Transit 3 ballot measure 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,

A handwritten signature in black ink, appearing to read "Matt Pina". The signature is fluid and cursive, with a large loop at the end.

Matt Pina

Mayor

City of Des Moines

Cc: Des Moines City Council
Tony Piasecki, City Manager



CITY OF EDMONDS

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

DAVE EARLING
MAYOR

OFFICE OF THE MAYOR

April 29, 2016

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

Subject: Draft ST3 Plan

Honorable Chair Constantine and Sound Transit Board Members:

We appreciate the opportunity to review the draft ST3 Plan. It considers our entire region, recognizing that up to a million more people are likely to be here within the planning horizon and that effective transit is critical to help meet transportation needs.

Our specific comments are:

- We support the system completion of the spine in a timely manner, as the highest priority.
- We support the plan's proposal for completing light rail to Everett through the industrial area.
- We recommend the proposal from the Snohomish County delegation that would reduce the project time by continuing through the industrial area in Snohomish County to the freeway and on to Everett Station.
- We support the Early Deliverables identified in the draft Plan, including the additional parking at the Edmonds Sounder Station.

Thank you for your hard work and for considering our comments.

Sincerely,

David O. Earling
Mayor

CC: City Council
Shane Hope



April 27, 2016

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

Honorable Sound Transit Board members,

We have reviewed and support Sound Transit's March 24, 2016 Draft ST3 plan to complete the light rail spine through the City of Fife to the Tacoma Dome. The City of Fife remains committed to working shoulder to shoulder with the Transit Board to provide our full support to help place the ST3 ballot measure before the voters on November 8, 2016, and assist in the design alternatives process and construction phases that follow. We offer the following additional comments for your consideration to further strengthen the ballot measure and enhance partnership opportunities as we continue to move forward with site design alternative and construction:

- **Prioritize spine extension projects over non-spine plan elements** to include shortening the 2033 timeline to 2026 for extension to the Tacoma Dome.
- **Retain the station and parking in Fife on the North side of I-5:** consistent with your "Core Priorities" for sustainable best practices promoting Transit Oriented Development and Social Economic Equity.
- **Revise the specific detailed station and parking structure location description** to ensure that the Puyallup Tribe of Indians, City of Fife and stakeholder's retain appropriate flexibility during the next phase of environmental alternatives analysis. The specified current location may or may not be appropriate (See attached). A more general description would provide appropriate flexibility to analyze a couple alternatives to inform site selection and assist alignment constraints with the SR-167 gateway expansion at the "Fife curve".
- **Enhance agency coordination** with WSDOT immediately, to ensure that the "practical designs" for the SR-167 Gateway extension and the Puyallup River crossings are fully realized to the maximum extent possible:
 - Environmental protection,
 - Cost efficient savings for engineering and construction; and
 - Streamlined public process for planning and permitting.

- Partner with Puyallup Tribe of Indians, City of Fife and all Fife stakeholders to further enhance the quality of life for all our citizens and business.

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

Sincerely,



Winston Marsh
Mayor

cc: Bill Sterud, Chairman Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA 98404
Roleen Hargrove, Vice-Chairwoman, Puyallup Tribal Council, 3009 E. Portland Ave., Tacoma, WA
Pat McCarthy, Pierce County Executive, 930 Tacoma Ave. S. Room 737, Tacoma, WA 98402
Marilyn Strickland, Mayor of Tacoma, 747 Market St., 12th Floor, Tacoma, WA 98402
Jon Wolfe, Chief Executive Officer, Northwest Seaport Alliance
Roger Millar, Acting Director WSDOT, POB 47370, Olympia, WA 98504-7370

Enclosure: ST 3 Long Description Excerpt

S-03-SegB: South Federal Way to Fife LRT

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. 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 (e.g., alignment, profile, number of stations, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

Long Description:

This project would construct an extension of Link light rail from South Federal Way to Fife adjacent to I-5. The alignment would begin at the South Federal Way Station and have one station in Fife. It would be located adjacent to the west side of I-5 and be elevated. The alignment would have short at-grade sections where I-5 curves to the west as it enters Fife, where the alignment would be located underneath the proposed WSDOT – Puget Sound Gateway Project (SR 167 Extension), and between approximately 70th Avenue E and 62nd Avenue E in Fife. The remainder of the alignment would be elevated. The Fife Station would be located east of 54th Avenue E above the I-5 southbound off-ramp, and a 500-stall parking garage would be located just west of the Emerald Queen Casino. ✖

Assumptions:

- Crossover and tail track storage are included within the estimate, assuming this segment acts as an interim terminus station
- The maintenance base required to accommodate the additional capacity for this extension (and other segments that together complete the extension of light rail to Tacoma Dome) is located in S-03-SegC
- Completion of the WSDOT – Puget Sound Gateway Project (SR 167 Extension)
- For non-motORIZED station access allowances, the I-5/54th Avenue E Station is categorized as a suburban station
- For bus/rail integration, facilities have been assumed at the I-5/54th Avenue E Station

Environmental:

Sound Transit will complete project-level state and federal environmental reviews as necessary; provide mitigation for significant impacts; obtain and meet the conditions of all required permits and approvals; and strive to exceed compliance and continually improve its environmental performance.

Utilities:

Utility relocation as needed to complete the project, including fiber optics, sewer, water, overhead electric/communications, etc.

Right-of-Way and Property Acquisition:

- Property acquisitions anticipated at stations and traction power substations
- Property acquisition for bus/rail integration facility



CITY OF
ISSAQUAH
WASHINGTON

City Council

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

issaquahwa.gov

April 18, 2016

Chairman 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 your hard work in developing a transit package for our rapidly-growing region.

We are thrilled that light rail along the Interstate 90 corridor, from Bellevue to Central Issaquah, is included in your latest draft plan for ST3.

Issaquah's new urban growth center will require frequent and consistent transit service. Planning for that future transit demand – 15,000 daily riders by 2040 – must take place today.

Relieving congestion on the I-90 corridor, a critical route for east-west freight movement to the port, is also important for our region's economic success.

In addition, the I-90 line will benefit education institutions like Bellevue College; major employers including T-Mobile and Costco's international headquarters; and surrounding communities such as Sammamish and King County.

Along with fully funding the Bellevue-to-Central Issaquah light rail line, we also request that the board:

- Increase the number of stalls in the Issaquah parking garage from 500 to 1,000. Because the Lakemont station is provisional, the Issaquah parking facility will need further capacity.
- Provide additional ST Express bus service in Issaquah that utilizes the latest technologies. Reliable and frequent bus service that connects our community with light rail in Bellevue and Mercer Island, as well as bus rapid transit on I-405, is essential.
- Build facilities – for both bus and light rail service – that accommodate pedestrian and bicycle access.
- Leverage transit-oriented development opportunities.
- Ensure integration of local bus service, regional express service, bus-rapid transit, light rail and King County Metro's service.

We look forward to our continued partnership. Thank you again for your service and hard work on the ST3 effort.

Sincerely,



Stacy Goodman
Council President



Mary Lou Pauly
Deputy Council President



Eileen Barber
Council Member



Tola Marts
Council Member



Bill Ramos
Council Member



Paul Winterstein
Council Member

RESOLUTION NO. 2016-07

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

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 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. This measure will build upon the existing mass transit system of light rail and bus services; and

WHEREAS, Sound Transit Board seeks input on its draft ST3 plan.

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

PASSED by the City Council this 18th day of April, 2016.



MARY LOU PAULY, DEPUTY COUNCIL PRESIDENT

APPROVED by the Mayor pro tem this 18th day of April, 2016.



STACY GOODMAN, MAYOR PRO TEM

ATTEST:



CHRISTINE EGGERS, CITY CLERK

APPROVED AS TO FORM:



OFFICE OF THE CITY ATTORNEY

RESOLUTION NO: 2016-07
AGENDA BILL NO: AB 7167
DATE PASSED: April 18, 2016



CITY OF
ISSAQUAH
WASHINGTON

Economic Vitality Commission

1775 – 12th Ave. NW | P.O. Box 1307

Issaquah, WA 98027

425-837-3450

issaquahwa.gov

April 20, 2016

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

Dear Chairman Constantine and the Sound Transit Board:

As a united group of community and business leaders, Issaquah's Economic Vitality Commission (EVC) strongly supports the Interstate 90 light rail project in your draft ST3 plan.

One of our top goals is to ensure business needs are considered in regional transportation discussions.

Looking ahead, Issaquah is focusing future growth to our commercial core along I-90.

With about 90 percent of Issaquah's commercially-zoned land and nine of the City's top 10 employers, Central Issaquah is already our economic hub.

Meanwhile, Issaquah's visionary plan for the future of our central area is quickly materializing, as it was recently designated as a regional growth center.

In addition, under a recent development agreement between the City and Costco Wholesale Corporation, the nation's second-largest retailer can now add up to 1.5 million square feet to its International headquarters in Central Issaquah.

Our future success, however, is contingent upon strategic transportation planning. Connecting our new growth center with light rail will keep our businesses – both large and small – thriving and contributing to the region's economy.

To meet growing transit demands, the EVC also urges the board to:

- Fund additional express bus service for Issaquah riders as soon as possible. Some of the bus service that will no longer be needed thanks to East Link could easily be reallocated to Issaquah and the I-90 corridor.
- Increase by a minimum of 1,000 the number of transit-related parking stalls planned for our central area in order to accommodate users from other communities, including Bellevue, Sammamish, Snoqualmie, and nearby unincorporated King County neighborhoods.

Thank you for your visionary leadership in planning for the next phase of our region's growth.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Karl Leigh', written over a horizontal line.

Karl Leigh, EVC Chair
EVC Transportation Sub-Committee

A handwritten signature in black ink, appearing to read 'Ethan Stiles', written over a horizontal line.

Ethan Stiles
EVC Transportation Sub-Committee



OFFICE OF THE MAYOR

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

PHONE: 253-856-5700

April 25, 2016

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

Re: Sound Transit 3 Draft Plan

Dear Chair Constantine 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) draft plan. This regional plan addresses the needs and priorities of Kent, the fourth largest city in the region. Our city is prepared to support the ST3 plan if it retains three key project elements described below.

Kent is one of the most culturally diverse cities in the state and the nation, and a number of Kent's communities, groups and organizations see high-capacity transit as their most viable mobility alternative. As drafted, the ST3 plan represents an essential improvement in regional mobility.

Three elements of the ST3 draft plan are vital to meet Kent's needs:

- 1) Early completion of the South 272nd Street Link Light Rail Station;
- 2) Access to that station; and
- 3) Improvements to the South Sounder Rail Service.

The extension of Link Light Rail to South 272nd Street is appropriately phased early in the ST3 draft plan. This project was approved by voters in 2008 as part of Sound Transit 2 (ST2) but then deferred due to the great recession. Kent residents have been eagerly awaiting this extension. It will provide a vital link to the Green River Valley, the second-largest manufacturing and distribution center on the West Coast and a significant regional employment hub. In February, the Sound Transit Executive Board directed staff to begin preliminary engineering for this extension. Kent staff is collaborating regularly with Sound Transit and other stakeholders to complete interim design review. Kent is ready to move this extension expeditiously to the next phase should ST3 be adopted.

Access to the South 272nd Street Station will be crucial as the station will generate 3,000-5,000 additional riders per day, including pedestrians, bicyclists and drivers. High-capacity transit creates tremendous demand for station access. Kent has experienced this firsthand with the Kent Sounder Station parking facility, which is full by 6 a.m. on a typical weekday. In addition to generating new demand for parking, the station at South 272nd Street will displace the existing Star Lake park and ride and its 540 stalls. Sound Transit must invest in the future success of the South 272nd Street Link Light Rail Station by providing adequate parking facilities and improved pedestrian and bicycle access under Interstate 5 and along the 272nd Street corridor.

The City strongly supports the inclusion of the South Sounder Capital Improvements Program in the draft plan. The Sounder Commuter Rail line is an established alternative to congested highways, moving thousands of people to work each day and attracting Transit-Oriented Development to our downtown. Ridership is growing every year. The platform extensions – deferred from ST2 – and additional Sounder trips proposed in the ST3 draft plan will build upon past investment to meet the increasing demands of our growing community. Sound Transit must remain committed to these capital improvements.

Lastly, while the three project elements described above comprise our top priorities, Kent is concerned about omissions in Sound Transit's Common Project Elements document that are essential components of place-making in cities. For example, elements such as utility undergrounding, modifications to local street network, new or modified traffic signals, and public restrooms should be included in the project when applicable to the context of the guideway and station locations. This ensures projects will provide mitigation, successful integration, and support for Transit-Oriented Development.

We appreciate this opportunity to support Sound Transit in making the Puget Sound region a more connected place to live and work.

Sincerely,



Suzette Cooke
Mayor



April 19, 2016

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

Dear Sound Transit Board;

This letter provides the City of Kirkland's response to both the Draft ST 3 System Plan released on March 24 by the Sound Transit Board, and the March 24 letter to Kirkland sent by Board Chair Dow Constantine and the three Eastside Board Members.

We understand and respect the challenge faced by the Sound Transit Board in putting together a regional transit package that must serve the needs of a three-county region. We acknowledge that it is not possible for the Board to fund all the projects requested by the communities in the Sound Transit taxing district. However, we are disappointed that the Sound Transit Board did not support the "light rail with flexibility" project proposed by the City in January linking the Totem Lake Urban Center to Bellevue and the region. Of all the candidate projects that Sound Transit examined over the past ten months, transit on the Cross Kirkland Corridor (CKC) is unique in that it is the only project that runs directly through densely populated neighborhoods. Every other High Capacity Transit (HCT) project proposed in the draft plan is aligned on main arterials, elevated, or in tunnels. While there are residents that don't want any type of transit on the corridor, there are many residents who recognize the value of the CKC as a dedicated right of way and wish to see it used to improve mobility on the eastside. The "light rail with flexibility" concept fully funds a light rail line to Totem Lake but allows the flexibility for a different mode such as Bus Rapid Transit to be selected after an extensive conversation with the community.

Kirkland is a smart growth city that has taken the land use actions necessary to create a progressive, transit-friendly city zoned for urban densities. Current and planned growth is dependent on regional transit service. The development is arriving at an overwhelming pace. Google just cut the ribbon on a new building that has doubled the size of its campus. Two massive mixed-use developments, Kirkland Urban and the Totem Lake Mall, recently broke ground in 2016. Kirkland has 3600 residential units, 350,000 square feet of university expansion, and 1.4 million square feet of commercial development resulting in nearly 4000 jobs in the permit pipeline today. The growth is here and to be sustainable, Kirkland requires regional transit connections.

With such a compelling case for transit, it is difficult for our Council and our residents to understand why Sound Transit decided not to serve this growth with HCT on the CKC. This decision is especially perplexing when significant revenues will be generated by Kirkland over the life of the proposed plan and the current investments proposed by Sound Transit for Kirkland come nowhere near the value of those revenues.

It is our hope that the Sound Transit Board will reconsider the level of investment in Kirkland and the Eastside and we therefore offer the following suggested changes to the Draft System Plan:

High Capacity Transit on the Cross Kirkland Corridor

First, and most importantly, Kirkland requests that Sound Transit add HCT service on the CKC as our top priority in the final ST 3 System Plan. The Kirkland City Council voted in January in support "light rail with flexibility" on the CKC, with the mode choice to be decided over time after more study and community input. Including HCT service on the CKC as "light rail with flexibility" will allow the City of Kirkland to work together with Sound Transit and our residents and businesses to determine the most appropriate type of service for this corridor and our community.

HCT Environmental Study from Bothell to Bellevue via Kirkland

Kirkland appreciates that Sound Transit included a study of HCT options on the CKC leading to a Record of Decision in the ST 3 draft plan. If no service is provided in the measure, the study does demonstrate Sound Transit's commitment that there should eventually be transit on the corridor. Kirkland requests that the scope of this study also clearly identify light rail on I-405 from Bellevue to Totem Lake as one alternative option to be evaluated.

In addition, Kirkland also requests that a new study be included in ST 3 that evaluates light rail from Downtown Redmond along Willows Road and connecting to the Totem Lake Urban Center.

NE 85th Street Inline Station on I-405

Kirkland wishes to thank the Sound Transit Board for including the inline station at I-405 and NE 85th Street and transit lanes from the station to Downtown Kirkland as we requested. The Sound Transit staff description of this project has transit lanes only extending west from I-405 to Downtown, but the March 24th letter from the Board Chair and the Eastside Board Members states that the transit lanes would continue east towards Redmond, ending at 132nd Ave NE. Kirkland requests that transit lanes extend east along NE 85th as far as is feasible given the constraints of the roadway.

Kirkland also requests a significant additional investment in bicycle/pedestrian access funds to the NE 85th Street inline station to ensure safe and convenient access to the transit lanes, to the station access point, and connections to the CKC at NE 85th Street to encourage as many transit riders as possible to access the new station.

Totem Lake/Kingsgate Park and Ride

Kirkland believes that the Kingsgate Park and Ride is an ideal location for a Transit Oriented Development (TOD). The TOD will be served by the new Bus Rapid Transit on I-405 as well as the nearby Totem Lake Transit Center. The Park and Ride is surrounded by multi-family residences and is near the redeveloping Totem Lake Mall and also Evergreen Health, Kirkland's largest employer. The City is committed to implementing any land-use and regulatory steps necessary to support the TOD development. Therefore Kirkland requests that Sound Transit designate the Kingsgate Park and Ride as a preferred location for a Transit Oriented Development (TOD) and take whatever actions are appropriate to facilitate a TOD project there.

In addition, there are safety concerns at the existing Sound Transit inline station at NE 128th. Pedestrians and cyclists must cross several busy lanes of traffic to catch Sound Transit and Metro buses. To help make this location much more bicycle and pedestrian friendly, and to bring non-motorized travelers to the transit service, Kirkland requests robust bicycle/pedestrian access funds to create connections from the CKC and Totem Lake Urban Center to the Sound Transit service at the 128th Freeway Station and the Kingsgate Park and Ride.

South Kirkland Park and Ride Light Rail Extension

Finally, as communicated earlier this month via email, Kirkland wishes to accept the offer in the March 24 letter from Chair Constantine and the Eastside Board Members to explore an extension of light rail from the Wilburton Station to the South Kirkland Park and Ride (SKPR). This connection could have benefits to both Bellevue and Kirkland, but the value of this potential link must be understood before either Kirkland or the Sound Transit Board can decide whether to support this investment.

As part of the initial scope, Kirkland requests that an additional parking garage be included in the project and that the traffic impacts of a light rail connection be considered as part of the SKPR light rail evaluation.

Kirkland also requests that robust bicycle/pedestrian access funds and transit access improvement funds be included as part of the SKPR light rail evaluation. If done appropriately, a light rail station could be a major terminus for non-motorized access and bus service from Kirkland.

If Sound Transit elects to include light rail service from Bellevue to the South Kirkland Park and Ride, Kirkland may also want to explore whether alternative transit investments to the NE 85th Inline Station could better utilize the station and better serve Kirkland and the region.

We look forward to working closely with the Sound Transit Board to finalize an ST 3 System Plan that can be supported by both the region and Kirkland.

Sincerely,
Kirkland City Council

A handwritten signature in blue ink, appearing to read "Amy Walen", with a long horizontal flourish extending to the right.

Amy Walen
Mayor

Enclosures

cc: Sound Transit Board
Kirkland City Council



October 8, 2015

Secretary Lynn Peterson
Washington State Department of Transportation
P.O. Box 47316
Olympia, WA 98504-7316

RE: City of Kirkland's Interest in Developing TOD at the Kingsgate Park and Ride

Dear Secretary Peterson,

On behalf of the City of Kirkland, I write this letter to express the City's interest in developing Transit Oriented Development (TOD) at the Kingsgate Park and Ride. The City will assist WSDOT in its work with USDOT on any work/research that might need to be done to advance this interest.

We are grateful that you and your staff took time to visit Kirkland in June of this year to tour several sites, including the Kingsgate Park and Ride with myself, Deputy Mayor Sweet, Representative McBride and our City Manager, Kurt Triplett.

The Kingsgate Park and Ride is owned by WSDOT and operated by King County Metro Transit. It is located just east of I-405 at NE 130th Street, adjacent to the Totem Lake Urban Center. **Sound Transit's Totem Lake Freeway Station** is located across the street from the site, as are the NE 128th Street direct access ramps for northbound and southbound HOV lanes on I-405. King County Metro's Totem Lake Transit Center is located five blocks east on the southwest corner of the hospital campus of EvergreenHealth. **Totem Lake, is Kirkland's largest employment center and is the focus of significant economic revitalization.** By 2035, Totem Lake is expected to double its housing units to approximately **12,000 units.** **Employment is expected to increase from today's 13,000 employees** to approximately 52,000 employees.

The City continues to invest in significant multimodal connectivity capital projects in anticipation of connection to the I-405 high capacity transit spine and Kirkland has prioritized pedestrian and bicycle infrastructure investments around access to transit facilities. WSDOT's willingness to work with the City on its interest in developing a TOD at the Kingsgate site left us hopeful for the future of maximizing the livability of the Totem Lake area.

We appreciate the enormous responsibility you carry as the Secretary of Transportation and look forward to working with your staff on next steps. **The City's point of contact** for this is Dorian Collins at (425) 587-3249 or email dcollins@kirklandwa.gov.

Sincerely,

KIRKLAND CITY COUNCIL

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

By Amy Walen, Mayor
City of Kirkland

Cc: Lorena Eng, Northwest Region Administrator
Allison Camden, Intergovernmental and Tribal Relations Director
Kirkland City Council
Kurt Triplett, City Manager
Eric Shields, Director, Planning and Building Department
Dorian Collins, Senior Planner, Planning and Building Department
Lorrie McKay, Intergovernmental Relations Manager



**Washington State
Department of Transportation**

Lynn Peterson
Secretary of Transportation

Transportation Building
310 Maple Park Avenue S.E.
P.O. Box 47300
Olympia, WA 98504-7300
360-705-7000
TTY: 1-800-833-6388
www.wsdot.wa.gov

February 1, 2016

RECEIVED

FEB 04 2016

**CITY OF KIRKLAND
CITY MANAGER'S OFFICE**

The Honorable Amy Walen
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033-6189

Dear Mayor Walen:

Thank you for your October 8th letter regarding the City's interest in developing Transit Oriented Development (TOD) at the Kingsgate Park and Ride in Kirkland. Please accept our apology for the delay in our response.

With Kingsgate being the City's priority for TOD, we look forward to working with USDOT and the City to determine the steps necessary to make this happen with the state owned Park and Ride lot.

Please feel free to contact Dylan Counts, of our Public Transportation Division at (206) 464-1232 or email countsd@wsdot.wa.gov, with questions you may have.

Sincerely,

Lynn Peterson
Secretary of Transportation

cc: Lorena Eng, Northwest Region Administrator
Allison Camden, Intergovernmental and Tribal Relations Director
Kirkland City Council
Kurt Triplett, City Manager
Eric Shields, Director, Planning and Building Department
Dorian Collins, Senior Planner, Planning and Building Department
Lorrie McKay, Intergovernmental Relations Manager

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. Kassoover
Mark Phillips
E. John Resha III
Catherine Stanford
Hilda Thompson
John A. E. Wright

April 28, 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 plan. This letter has been discussed and approved by the Lake Forest Park City Council.

The City of Lake Forest Park is very supportive of the ST3 25-year plan that was submitted to the public. In general, the plan shows a coalescing of the vision of regional mass transit begun by Sound Move in 1996. Specifically, the projects included for the SR 522/SR 523 corridor underscore the importance of that east/west key link between the north corridor light rail spine at NE 145th Street and the proposed I-405 BRT spine. While the elements of the plan are listed as separate projects, they are most effectively seen as a unit within an integrated transportation and transit system. Further, the local effect will be to develop a transit-rich corridor with significantly improved local access to the system. It takes the combination of these projects to balance those factors and to make them work.

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. SR 522 already carries 20% of cross-lake trips, connecting north-end communities with the region's employment centers, making it a vital link in the region's continued economic development and economic vitality..

Additionally, the detailed elements of the SR 522 & SR 523 projects include critical investments in access to transit on an early-action timeline that will make the system more productive and reliable in real time with the coming of LINK to 145th Street in Shoreline. 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.

Earlier this month, the Sound Transit Board received a supportive multi-jurisdictional comment letter from the north-end cities. The SR 522/SR 523 (NE 145th Street) corridor crosses sub-area lines and it has been important for this SR 522/SR 523 coalition of cities to stress to the ST Board to view this as an integrated corridor.

Sincerely,

A handwritten signature in blue ink, appearing to be "Jeff Johnson", written over a horizontal line.

Jeff Johnson, Mayor



Don Anderson
Mayor

Jason Whalen
Deputy Mayor

Mary Moss
Councilmember

Michael D. Brandstetter
Councilmember

John Simpson
Councilmember

Marie Barth
Councilmember

Paul Bocchi
Councilmember

John J. Caulfield
City Manager

April 28, 2016

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

Dear Sound Transit Board of Directors:

On behalf of the City of Lakewood, the Lakewood City Council submits the following comments regarding the Sound Transit 3 (ST3) proposal.

The City of Lakewood has been working in partnership with Sound Transit for nearly two years on the formation of the ST3 package. The City has regularly communicated and advocated for projects that would benefit Lakewood, Joint Base Lewis-McChord (JBLM), Camp Murray, and the south Pierce County region.

Lakewood is strategically located along the I-5 Corridor, and is the “host community” for JBLM and Camp Murray, which serves a combined population of nearly 150,000 people. Our local community is home to nearly 60,000 residents and close to 4,000 businesses employing approximately 24,000 workers. Local public transit options serve not only the City, JBLM and Camp Murray, but also residents of Steilacoom, University Place, DuPont, Tacoma and unincorporated Pierce County.

The City Council is pleased to see as part of ST3, the extension of the Sounder system from Lakewood Station to the City of DuPont along with a new Sounder Station located in the Tillicum neighborhood that will serve our residents along with service members, their families, federal civilian workers of JBLM, and Camp Murray. Further, the City Council expresses its appreciation with the additional Sounder train hours to better serve Lakewood and South Sound commuters. The expansion will significantly increase ridership, boost economic development, and help the environment.

However, we strongly believe that the draft plan does not fully address the input we have provided to-date and the City Council has concerns. There are parts of the draft plan that fall short.

- Sounder Services: Additional Sounder hours of operations should be extended to include weekend services.
- Tillicum Sounder Station: Given Amtrak will be using the rail line that extends through Tillicum starting in 2017, the new station should be built to accommodate both Sounder and Amtrak rail passengers. It should also be built to handle busses given the City’s request for Bus Rapid Transit (BRT) to connect with the light rail system in Tacoma.

- Souder Expansion to DuPont: While Lakewood supports this project, we question the need for a second mainline track from Bridgeport Way SW to the DuPont Station. Given the rail line will be serving only Souder and AMTRAK passenger rail, a scheduling system can be developed to accommodate these limited runs. This will save significant capital investment dollars and will facilitate the delivery of additional Souder service between Lakewood and DuPont much sooner.
- Opposition to any operation of Freight Rail on Commuter Rail Lines: Sound Transit should honor the exclusive designation of these lines to Souder and AMTRAK passenger rail as outlined as part of the Point Defiance Bypass Rail project and proposed ST3 plan. Public assurances that once a second track is constructed to support the Souder extension that freight rail WILL NOT operate on this line should be made.
- Alignment of Light Rail Spine: The ST3 package proposes to extend light rail to Tacoma and then continue south. However, at that point it would proceed west to Tacoma Community College, primarily a residential area. Lakewood requests that the light rail system instead be extended south to the Tacoma Mall, a major employment and retail center. This alignment continues the policy goal to construct a north/south light rail spine through the whole Sound Transit service area that could eventually connect Everett to Olympia. The full spine needs to be fully constructed before moving onto the east/west spokes.
- High-Capacity Transit (HCT) Study/Future Investment Study: It is recognized that funding is not currently available to extend the spine further south at this time. Thus, Lakewood requests that a High-Capacity Transit (HCT) Study/Future Investment Study be included in the ST3 plan to identify the alignment of light rail into Lakewood and South Pierce County, similar to the other planning studies that are included in the proposed plan.
- Bus Rapid Transit (BRT): In the interim, it is proposed that BRT be used as a cost effective alternative to light rail connecting Tacoma, Lakewood and points south to include JBLM and Camp Murray. Adding BRT along South Tacoma Way to Pacific Highway South, terminating at the Tillicum Souder Station, will create a route that will serve major employment and education centers. This includes: the Lakewood Industrial Park, the fourth largest private employment site in Pierce County; Clover Park Technical College, with an enrollment of 3,500 full-time and 18,000 part-time students plus over 400 employees and teachers; the Woodbrook Industrial Park, which will be another major employment center with upwards of 3,500 employees in the coming years; JBLM, Washington State's largest single-point employer; and Camp Murray.

Connecting Lakewood to the light rail system via BRT will also serve as a catalyst for making neighborhoods more livable, increasing individual socioeconomic status, creating more equitable opportunities and providing transportation options currently not available for those living in the Lakewood and South Pierce County region. Today, there are parts of Lakewood, which happen to be our most economically challenged that do not have access to bus services after 7:00 PM each day. In 2014, the United States census estimated that 19.6% of Lakewood residents are living in poverty and 13.6% of Lakewood residents are over 65 years old. Recognizing the increasing needs of our population, we want to ensure that we take a proactive approach to assist those living near or below the poverty line and our aging population. BRT will provide a connection to the light rail system that, in turn, will provide opportunity to some of our most disadvantaged citizens by providing access to jobs and other economic prospects that currently do not exist.

- Competition with Local Governments for Property Tax: Sound Transit should not include property tax as a funding source in support of ST3 given the negative impact it will have on local government finances. Property taxes are the primary source of revenue for municipalities and special districts such as school

districts, library districts, and fire districts. Increased property taxes imposed by Sound Transit in Lakewood will have an adverse impact on the ability of local special districts to be able to access funds in support of new schools, library services and fire services. In addition, the impact to the average Lakewood resident is significantly greater as compared to a Seattle and Eastside metro taxpayer given this community's demographics and our citizen's ability to pay. Sound Transit has access to sales tax and MVET dollars and should continue to rely on those financing mechanisms to finance ST3.

- Project Delivery Timelines: The project delivery timelines are too long and need to be revised to provide project deliverables in a more realistic and timely manner. Waiting upwards of 20 to 25 years for infrastructure improvements and services that are voted on in 2016 is unacceptable and irresponsible. Meanwhile, Lakewood's businesses and residents will continue to pay nearly \$10 million annually to support Sound Move and ST2. ST3 would add another \$10 million annually bringing the total to over \$20 million for each year. While our community has benefited from increased Sounder train and some bus activity from Sound Move and ST2, the large financial contributions from our community dwarf the Sound Transit transportation investments that have been made and are planned to be made in Lakewood.

Sound Transit has the opportunity to reassess this draft plan and right-size it to ensure those commitments that were established as part of Sound Move and ST2, namely the construction of the north/south light rail spine and accompanying services that support it, are brought forward for voter consideration in a carefully planned and fiscally responsible manner. You also have a unique opportunity to be able to address how to serve some of the most needy and vulnerable citizens in our region, something that Sound Move and ST2 has not been able to fully accomplish. Lakewood, again respectfully asks that you consider our concerns as you move forward to finalize an ST3 package that will meet the needs of all of our communities.

This letter is the fourth piece of correspondence in which this community has laid out its comments about future transit proposals. Sound Transit has also attended City Council and other meetings, ostensibly to hear and consider our concerns. To-date, Sound Transit has been silent as to Lakewood's feedback and input. At the very least, the Lakewood City Council is disappointed in Sound Transit's lack of response. As you move forward with the deliberative phase of this process, we will continue to make ourselves available to discuss and review ST3 projects with you and look forward to any indication that we have been heard and considered.

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

Enclosures:

- January 19, 2016 letter to Sound Transit, City of Lakewood
- 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



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



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,



Mayor Michael Grayum, City of DuPont



Mayor Don Anderson, City of Lakewood



Mayor Ron Lucas, 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 multinodal public transportation options in the Puget Sound.

Marie Berth
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



April 11, 2016

Sound Transit
401 S Jackson St.
Seattle, WA 98104

Dear Sound Transit Board Members and staff:

In my role as Mayor of the City of Mill Creek, I am writing to share my concerns regarding the ST3 Draft Plan recently introduced for public comment. Like so many others in Snohomish County, I am encouraged by the Draft Plan's inclusion of a light-rail alignment that connects the state's largest aerospace jobs center to the system spine. That connection will only become more critical in the future as the local aerospace supply chain continues to grow in support of the Boeing Company.

At the same time, however, I am deeply concerned about the long timeline for completion of the spine to Everett. I hope that by working with key leaders in Snohomish County, including our Snohomish County Sound Transit Board Members, you will find ways to adjust the Draft Plan into a final proposal that provides for light rail alignment in the near term. Like many of my counterparts, I believe that completion of the spine connecting Everett, Seattle, Tacoma and the Eastside offers the single most impactful solution to traffic congestion in our region, which undermines our economic vitality more and more each year.

Snohomish County is a significant and growing center of manufacturing jobs and freight, serving citizens and businesses throughout the region. The benefits that light rail will bring to Everett will be felt well beyond our county, easing the commutes of residents and fueling the prosperity of businesses throughout the region.

I ask that you find ways to significantly shorten the proposed timeline for bringing light rail to Everett. With our long history of regional thinking, we know it can be done.

Sincerely,

A handwritten signature in blue ink that reads "Pam Pruitt". The signature is fluid and cursive, with a long horizontal stroke at the end.

Pam Pruitt
Mayor

Cc: Mill Creek City Council
Glenn B. Coil, EASC

April 25, 2016

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

Dear Chair Constantine:

The purpose of this letter is to express the Mountlake Terrace City Council's request that the Sound Transit Board take steps to ensure the extension of light rail from Lynnwood to Everett occur much sooner than 2041, as outlined in the March 2016 ST3 Draft Plan.

Since the mid-1990s, Sound Transit's pact with the region has been to establish a light rail corridor along Interstate 5 (I-5) between Everett and Seattle, with neighborhood connections to the I-5 corridor "spine" accomplished through community bus service.

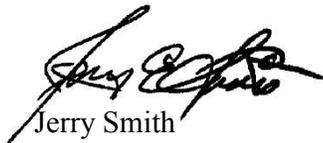
Taking light rail into neighborhoods such as Ballard, as proposed under ST3, reduces the funding available for the I-5 light rail spine. The longer the wait to connect Seattle to the major employment center of Everett, the longer it will be before I-5 can more efficiently move economic goods to and from the region.

We also encourage Sound Transit to revisit the parking data associated with the EIS completed in 2011. At that time, parking within the 0.25-mile radius around the Mountlake Terrace Transit Center was not showing the impacts of the Freeway Station completed that year. A visit to the area today shows a significant increase in the number of transit users utilizing on-street parking thereby reducing the inventory that had led Sound Transit to opt for not building a parking structure of any kind in Mountlake Terrace. ST3 needs to include parking at the Mountlake Terrace station on 236th Street SW. This facility will be even more necessary with the completion this summer of Edmonds' 228th Street connection to Mountlake Terrace, which will be a direct tie-in to the Transit Center.

In addition, there is a significant need for a station at 220th Street, even if it is solely for pedestrians. Employers within one mile of this location (including Swedish Edmonds Hospital and Premera Blue Cross) employ over 5,000 commuters. A station that would enable commuters to walk, cycle, or bus from I-5 along 220th would greatly reduce traffic along I-5.

Thank you for considering the input from the Mountlake Terrace City Council. Please contact Interim City Manager Scott Hugill at (425) 744-6208 for more information or if you have any questions or comments.

Sincerely,



Jerry Smith
Mayor



May 4, 2016

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

Subject: City of Redmond Comments on Draft Sound Transit 3 (ST3) System Plan

Dear Chair Constantine and Members of the Board,

Thank you for the opportunity to comment on the draft ST3 System Plan. The City of Redmond strongly supports the continued expansion of the regional high capacity transit system. We believe the draft 25-year ST3 System Plan provides the best opportunity to expand this system to implement the long term land use and transportation vision of the region and provide for its continued economic vitality.

The draft ST3 System plan implements many of the City's priorities early in the phasing plan, including:

1. East Link Extension from Overlake to Southeast and Downtown Redmond (2028 opening)
2. Sound Transit Regional Express Bus Service in future HCT corridors (on-going)
3. I-405 Bus Rapid Transit (2024 opening)

These top priority projects connect Eastside urban centers and connect the Eastside with the region. The City urges Sound Transit to accelerate their implementation so they open as early as possible. The City also requests that another City priority project, the North Sammamish Park-and-Ride, be added to the final ST3 System Plan.

The City is pleased that the draft Plan reflects an emphasis on linking Sound Transit projects with the communities they serve. Specific funding for transit oriented development, bus/rail integration, non-motorized access, and parking access will create better communities and generate higher transit ridership.

The City continues to be concerned that bus/rail transit integration funds for the Downtown Redmond station, part of the East Link Extension to Downtown Redmond, may be inadequate since funding was based on conceptual design. As the "end of the line station" for East Link, located in the middle of our growing and vibrant downtown, it is imperative that bus/rail integration at this station facilitates a safe and convenient transfer environment.

The City supports funding region-wide programs for transit oriented development, system access, innovation and technology, and operations and maintenance. These programs allow Sound Transit to increase the effectiveness of the entire regional transit system in coordination with local and regional partners.

Finally, as our region continues to look to the future, the City supports funding for future high capacity transit studies, including a SR 520 study, and system planning related to a potential Sound Transit 4 ballot measure. The City is confident that continued Sound Transit success, and regional population and employment growth will only increase the need for additional safe, convenient, and environmentally sustainable regional high capacity transit.

Thank you for considering the City of Redmond's comments. Please contact Nina Rivkin at 425-556-2103 or nrivkin@redmond.gov if you have any questions or would like to discuss any of the City of Redmond's comments on the draft ST3 System Plan.

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

Denis Law
Mayor

City of
Renton



Mayor's Office

April 28, 2016

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

Re: City of Renton Sound Transit 3 Comment Letter

Dear Chair Constantine and Members of the Board:

The City of Renton appreciates the opportunity to provide additional feedback on the Draft Sound Transit 3 (ST3) System Plan. In our previous two comment letters in the past nine months, as well as through joint Eastside city communications, we have stated to the Board our urgent need for high quality transit projects in the I-405 corridor. We have reviewed the latest draft ST3 plan and have the following comments.

The I-405 corridor needs a High Capacity Transit (HCT) investment consistent with that of light rail. Although we appreciate the inclusion of bus service on I-405 in the draft plan, what is described as "I-405 Bus Rapid Transit (BRT)" does not qualify as HCT, but rather regional express service with improved headways. Full BRT, as we have requested of the Board in our previous communications, and as envisioned in the I-405 Master Planning effort that was sponsored by Sound Transit and WSDOT, is the equivalent of light rail on rubber tires. This includes branded vehicles with multiple doors for entry/exit (designed to "dock" with stations to eliminate a step up onto the bus) and off-board fare collection. We have seen little evidence of these characteristics of full BRT in the draft plan.

On I-405, full BRT will include center-running operations the length of the system and serve in-line stops and direct access ramps throughout the corridor. To our disappointment, there are no stops at all between downtown Bellevue and south Renton described in the draft plan. Although we do appreciate that a new transit center in south Renton has been included in the plan, there are no direct access ramps or local street improvements to provide access to the station.

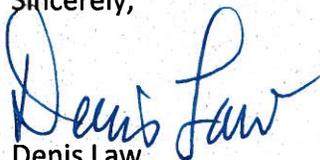
We again ask the Board to work with Sound Transit staff to deliver full BRT in the I-405 corridor, as described in the 2002 WSDOT/Sound Transit I-405 Master Plan. To maximize taxpayer transportation investments, it is essential that Sound Transit work in close coordination with WSDOT during the continuous build-out of I-405 to capitalize on

one another's efforts. The Board should consider dedicating funding for further study of additional I-405 system BRT stations and/or light rail in the I-405 corridor to help plan for this coordination now and to prepare for ST4. We are ready to work with Sound Transit and WSDOT staff to identify the most expedient locations for stops in every segment of the corridor as planning continues to move forward.

For BRT to be successful there must be a robust bus feeder system in place. Sound Transit should preserve and add significantly to the 600,000 regional bus service hours outlined in the draft plan throughout the duration of the ST3 package to ensure a high quality bus network continues to feed riders to the BRT system. These investments should also be adding service to overcrowded and high ridership routes and creating new routes such as a Renton-to-Seattle Express Bus route.

As for the timing of the development of the South Renton BRT station at the corner of Rainier Avenue South and South Grady Way, we again ask that you purchase the property at this time using a portion of the \$68 million that has been set aside for Renton projects as agreed upon in our 2002 settlement agreement with Sound Transit. This site offers the opportunity to expand commuter park-and-ride access in this high demand area with the creation of shared-use parking as part of a transit-oriented joint development project.

Sincerely,



Denis Law

Mayor

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



City of Seattle

Transit Advisory Board

TAB Members:

Ezra Basom
Marci Carpenter
Carla Chavez
Kevin Duffy-Greaves
Celeste Gilman
Jonathan Howard
Ron Posthuma
Zach Shaner
Odessa Stevens (Get Engaged)
Erin Tighe
Harriet Wasserman
Katie Wilson

*The Seattle Transit Advisory Board shall **advise** the City Council, the Mayor, and all departments and offices of the City **on matters related to transit** and the possible and actual impact of actions by the City upon all forms of public transportation.*

*The Board shall be provided the opportunity to comment and make recommendations on City policies, plans, and projects as they may relate to **transit capital improvements, transit mobility, and transit operations** throughout the City...*

*The Board shall help facilitate City policies, plans, and projects that support local and region-wide transit mobility efforts, to help **ensure a functioning and coordinated transit system** throughout the City and region.*

*The Board shall function as the **public oversight committee of revenues collected under Seattle Transportation Benefit District (STBD) Proposition 1**, as described in Resolution 12 of the STBD...*

The Board shall make an annual report to the City Council on the status of its work program and the achievement of its goals.

*City Council Resolution
31572*

Date: April 29, 2016

To: Sound Transit Board

Subject: Sound Transit 3 - Draft System Plan and Policies

Dear members of the Sound Transit Board,

The Seattle Transit Advisory Board is a group of Seattle residents who serve in an advisory capacity to the City in matters related to transit. We enthusiastically support an expansion of light rail in the Puget Sound Region and we appreciate the opportunity to provide feedback.

Build Graham Street Station as part of "Early Wins."

We support prioritization of the Graham Street infill station. Seattle taxpayers have approved \$10 million in funding for Graham Street Station through the Move Seattle levy. The community around Graham Street Station is underserved by the current stations and providing access to high-capacity transit will connect them to jobs, schools and community centers.

Ensure 130th Street is funded in the Sound Transit 3 package.

The station at 130th street is currently identified as provisional and no funding is included. We believe Sound Transit should include funding for the 130th Street Station in ST3. The 130th Street Station would serve the Bitter Lake Hub Urban Village and Lake City Hub Urban Village, which are the fastest growing Urban Villages in North Seattle while remaining some of the most affordable places to live in Seattle.

Build a high-quality Ballard to Downtown line.

City of Seattle

Transit Advisory Board

We support full grade separation along the Ballard - Downtown line. As this project has by far the highest ridership potential of all of the candidate projects, this is not the area to cut corners. Running Link at-grade has resulted in frequent conflicts and unnecessary delays in the Rainier Valley. As the line grows in length and operational risks compound, we do not endorse a repetition of those mistakes. It would be unacceptable for riders in Tacoma to be delayed because of at-grade conflicts miles away in Interbay. Vehicle and pedestrian collisions frequently stop Central Link, and the speed limit along Martin Luther King Jr. Way unnecessarily slows trains. Let's learn from our mistakes, and not plague the Ballard to Downtown line with the same problems.

We support greater protection from openings in the proposed Ship Canal crossing. A tunnel under the ship canal would allow the greatest protection from delays and malfunctions, as well as provide far better opportunities for further system expansion. Barring that possibility, we support a bridge that is high enough to minimize or eliminate openings. Although this would likely preclude bicycle and pedestrian access as part of the project, we feel that bicycle access across the Ship Canal is appropriately an SDOT project as part of replacing the current Ballard Bridge. Only Sound Transit can build light rail, but the City can create a separate bike-ped connection as part of a rebuild that is universally recognized as critically necessary.

Build a high-quality West Seattle to Downtown line.

We support full grade separation along the West Seattle - Downtown line, with the hope that tunneling under West Seattle between Delridge and the Alaska Junction can be studied in addition to the current plan for an elevated structure. The West Seattle Bridge is nearly at capacity now and traffic is projected to increase by 26-33% over the next 20 years. With a great deal of development already occurring in the Alaska/Fauntleroy/California area we support stations with a minimal footprint to limit impacts on the neighborhoods.

Build an urban network within a regional system.

Although Sound Transit operates a regional transit network, Seattle's urban environment requires a different design philosophy than can be applied in the suburbs. We support urban stop spacing (<1 mile) within

City of Seattle

Transit Advisory Board

the city limits, minimal station footprints, and prioritizing the maximization of access over travel time. This means we fully support infill stations at Graham Street, at 130th, and in the vicinity of SR 99 and Harrison Street. Rather than compromise urban stop spacing, we suggest Sound Transit explore turnback stations, passing tracks, and skip-stop operations as methods of speeding trains through the city center.

We support any and all efforts to minimize station footprints, reduce unnecessary mezzanines, and integrate stations into their urban surroundings. We suggest that the street-level access to new underground stations more closely resemble the Downtown Seattle Transit Tunnel rather than the large above-ground structures of University Link and Northgate Link. We also support station designs that maximize the possibility of transit-oriented development above and immediately adjacent to the station.

We are strongly supportive of RCW 81.112.350 and we would like to see language in the package that clearly articulates how this legislation will be implemented in good faith. We encourage Sound Transit to acquire plots in lots and sizes that can be used effectively for TOD and affordable housing, and we believe Sound Transit can and should offer favorable terms to affordable housing developers, enabling them to purchase land below market rate.

Improve Seattle's Rapid Ride bus routes.

Until the West Seattle-Ballard Link is completed, Metro's C and D Rapid Ride bus routes will be doing the heavy lifting when it comes to quickly moving people along these corridors. Sound Transit should invest in improving the quality of these routes to true Bus Rapid Transit by adding dedicated lanes, traffic signal priority, and more ORCA readers at stations lacking them currently. Additionally, Sound Transit 3 should also invest in similar improvements to Rapid Ride E, which is Metro's most popular route and growing, as well as the Madison Street BRT project and the new Rapid Ride routes identified in the Seattle Transit Master Plan - all of which connect riders with current or future Link Stations. Presently, Rapid Ride buses are key to regional mobility; their importance regionally will continue to grow before and after ST3 completion. Improving the quality and speed of the routes is a worthy goal of ST3 and an "early win" that can benefit Seattle residents and the region almost immediately.

City of Seattle

Transit Advisory Board

Appropriately fund regional light rail infrastructure.

The second Downtown Transit Tunnel is a key piece of regional infrastructure, without which the Link spine is not operationally possible. King County paid for the construction of the first downtown tunnel without the aid of other area counties, and the draft proposal suggests that North King again pay for 80% of construction costs, with Pierce County picking up the remaining 20%. This is an unacceptable distribution of funding. Under this proposal, Snohomish County's portion of the transit tunnels has been paid for entirely by King County. We suggest that all subareas contribute proportional funding to what is clearly a regional asset, and in particular we suggest the Snohomish subarea pay a fair portion of the costs of the second downtown tunnel, as they didn't have the opportunity to pay for the first. If regional contributions to the second tunnel cannot be secured, we support delaying the second tunnel in order to expedite and phase the Ballard-Downtown project, with the second tunnel being built as capacity needs dictate. In the interim, we support terminating the Ballard-Downtown line at a new Westlake station while funding accrues for the second tunnel.

Consider more progressive funding sources.

We are concerned that the proposed funding mechanisms for ST3 do not include the most progressive of Sound Transit's authorized funding sources: an Employer Tax of up to \$2 per month per employee. Instead, the heavy reliance on the regressive sales tax will disproportionately impact low-income people and communities. The current proposal asks consumers, car-owners, property-owners and renters to pay more in the form of sales tax, MVET, and property tax. It makes sense that businesses should also contribute to building a regional transit system that will connect employment centers. We would like to see projections for how much additional funding a \$2 per month Employer Tax would generate over the 25-year period. Adding the Employer Tax would increase the size of the package, enabling more projects to be funded and completed sooner.

Increase multimodal access funding.

City of Seattle

Transit Advisory Board

As part of ST3, the Seattle Transit Advisory Board supports increasing investments and sound planning for local transit, walking and biking access to high capacity transit. Access to high capacity transit should be affordable, sustainable and effective to attract new riders and make it possible for transit to be the first choice for getting around.

Transportation is the second highest household expense in the Puget Sound region and improving the connections to transit allows households to reduce their dependency on cars. Low-income households often rely on transit to get around - if they are unable to easily and safely access transit, they may be forced to buy a car, potentially adding thousands per year to their household expenses.

Plan for the future.

While we recognize that Sound Transit 3 is a good next step for Seattle and the region, we also realize that this shouldn't be the end of the line. We support funding for study and planning work to continue West Seattle Link to Burien, to extend Ballard Link to Bothell via Greenwood and Lake City, to continue planning for Link between Ballard and the University District, and to create the "Metro 8" from Belltown to Mt. Baker via South Lake Union, the Central District, and Judkins Park.

Sincerely,

Seattle Transit Advisory Board



**SHORELINE
CITY COUNCIL**

Chris Roberts
Mayor

Shari Winstead
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

March 25, 2016

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

Executive Constantine:

As the Chair of the Sound Transit Board, please accept the enclosed Guiding Principles for Light Rail Facility Design on behalf of the Shoreline City Council. It is the intent of the Shoreline City Council to utilize these guidelines as Shoreline and Sound Transit work collaboratively through the design process for the light rail stations and facilities in Shoreline.

These Guiding Principles originated from input received from Shoreline residents during City-hosted Visioning and Design Workshops as part of the City's subarea planning for future light rail stations at NE 145th and 185th Streets. Principles were refined through City Council discussion, in partnership with Sound Transit staff, and based on additional community input at an open house in January 2016. The City Council unanimously adopted these Guiding Principles on February 29, 2016. The Principles deal primarily with multi-modal transportation, neighborhood character, sustainability, public safety, mobility, public amenities, transit-oriented development, and public art.

The Council thanks you for considering these Principles as the Sound Transit Board finalizes light rail facility designs between now and 2017. We thank you for your commitment to working with the City of Shoreline to create a more sustainable nexus between land use and transportation options; one that will not only serve local residents, but also benefit King County and the entire Puget Sound region.

We look forward to continuing to partner with the Sound Transit Board throughout the duration of the Lynnwood Link Extension project.

Sincerely,

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

Mayor Christopher Roberts

Enclosure

Cc: Sound Transit Board
Peter Rogoff, Sound Transit CEO
Rick Ilgenfritz, Executive Director, Sound Transit Planning, Environment
and Project Development
Michelle Ginder, Sound Transit Lynnwood Link Project Development
Manager
Patrice Hardy, Sound Transit Government Relations Officer
Shoreline City Council
Debbie Tarry, City Manager
Nytasha Sowers, Transportation Services Manager
Rachael Markle, Planning and Community Development Director
Scott MacColl, Intergovernmental Relations Program Manage



Guiding Principles for Light Rail Facility Design

1. **Multi-modal** – stations should be full-service transit hubs and provide great access and inviting and convenient connections for trains, buses, bikes, and pedestrians through options such as:
 - a. Ensuring that all modes of non-motorized users can easily access the stations from both sides of I-5 and NE 185th and 145th Streets;
 - b. Providing safe non-motorized access to and from the stations and garages, including consideration of a pedestrian/bicycle bridge connecting the 145th Street station to the west side of I-5;
 - c. Balancing the need to maximize parking spaces with the desire to expand opportunities for emerging trends such as car- and bike-sharing programs;
 - d. Providing well-marked way-finding in the station areas, including pedestrian pathways;
 - e. Streamlining transfers between transit modes to minimize the frequency and locations of bus turning movements; and
 - f. Encouraging transit use through:
 - i. Convenient connections to Bus Rapid Transit and other transportation services;
 - ii. Electronic, dynamic signs with transit data; and
 - iii. Availability of Orca cards for purchase at the stations.

2. **Neighborhood Character** – stations should connect to the surrounding community to encourage and enhance vibrant place-making by such means as:
 - a. Providing gathering places, such as plazas, that could be used for a variety of functions within the station footprint;
 - b. Promoting excellent design that conveys a sense of place through pedestrian scale features, façade and sound wall treatments, and complementary lighting;
 - c. Providing common design elements between both Shoreline stations;
 - d. Providing landscaping that reflects Shoreline’s commitment to green space and sustainability; and
 - e. Consider making use of areas under power lines or trackways where feasible, including a potential trail connecting both stations (ex. City-managed public open spaces and/or trails).

3. **Sustainability** – all Sound Transit development should consider sustainable and climate friendly practices such as:
 - a. Incorporating energy-efficient and “green building” features, including Low-Impact Development techniques for storm water management;
 - b. Restoring impacted streams, wetlands, and other critical areas and associated buffers;
 - c. Providing information about the functions and values of adjacent critical areas through interpretive signage or other means; and
 - d. Preserving significant trees when possible.

4. **Public Safety** – the facilities should be safe, welcoming areas for people of all ages at all times through measures such as:
 - a. Limiting locations where vehicles, including buses, may cross dedicated pedestrian routes;
 - b. Integration of Crime Prevention Through Environmental Design (CPTED) at all facilities;
 - c. Security cameras (monitored) and emergency call-boxes;
 - d. Station designs that are as open as possible with maximum use of transparent panels; and
 - e. Lighting that enhances safety, but is non-intrusive for neighbors.

5. **Mobility** – stations should provide accommodations for people of all ages and abilities including:
 - a. Providing accommodations for people with mobility challenges;
 - b. Access to allow easy mobility for those with strollers and/or luggage;
 - c. Providing disabled parking and drop-off zones; and
 - d. Constructing safe, ADA-compliant, wide walking paths, sidewalks and curb ramps (non-slip).

6. **Public Amenities** – the stations should provide gathering places that create a sense of community and emphasize art, culture, and history of the community by such means as:
 - a. Using bridge design to create an iconic look where feasible;
 - b. Installing bicycle storage with covered racks and lockers;
 - c. Installing garbage and recycling receptacles;
 - d. Providing seating (covered and uncovered);
 - e. Using icon-based signage;
 - f. Creating flexible spaces for gathering and entertainment, including the potential for leasable spaces;
 - g. Including weather protection elements; and
 - h. Consider providing restrooms.

7. **Transit Oriented Development** – promote TOD through facility siting and design that is supportive of future development opportunities.

8. **Public Art** – integrate elements of art wherever possible by:
 - a. Utilizing local artists when feasible; and
 - b. Enhancing facades and public spaces with art.

**SHORELINE
CITY COUNCIL**

Chris Roberts
Mayor

Shari Winstead
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

April 22, 2016

RECEIVED
APR 25 2016

BY: BOARD ADMINISTRATION



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

Dear Chair Constantine:

On behalf of the Shoreline City Council, I want to express the City of Shoreline's appreciation of the Sound Transit 3 (ST3) Draft Plan as presented at the March 24 Sound Transit Board meeting. In particular, the City is very pleased with the inclusion of the 145th and SR 522 Bus Rapid Transit project in the Plan.

The City also supports construction of parking facilities in Lake Forest Park, Kenmore and Bothell as integral components of this project to increase riders and relieve congestion on the corridor. We see the 145th and SR 522 Bus Rapid Transit project as a critical investment for residents living along north Lake Washington who want to access the 145th Street light rail station and our regional light rail system.

The City is also very pleased that the Sound Transit Board agrees that it is imperative for the Bus Rapid Transit line to be open and operating in concert with the opening of the 145th Street light rail station in 2023. The 145th Street station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. Many of the residents in these cities travel to Seattle each day to work. This line also provides a critical connection to the University of Washington Bothell and Cascadia College campuses, as students often participate in cross-institutional education opportunities with Shoreline Community College and the main University of Washington campus.

The City of Shoreline appreciates working with Sound Transit and its other project partners to develop our Preferred Design Concept for multi-modal improvements on the 145th corridor. We are very pleased to see that Sound Transit's 145th and SR 522 Bus Rapid Transit project incorporates the City's concept and we look forward to continuing to work with you to implement this critical linkage to the light rail spine.

Additionally, the City is pleased with the Draft Plan's System Access Program. Whether planning for the 145th Street light rail station or with future ST3 projects, providing access to the stations, in particular non-motorized access, is critical to the success of the overall system.

Therefore we strongly support the 145th and SR 522 Bus Rapid Transit project in the ST3 Draft Plan, as it provides numerous benefits to the region, including:

- Increasing the opportunity to link affordable housing in our communities with transit as the cost of housing continues to increase; we must provide diverse opportunities for people to live without cars and still be able to connect to the region through rapid, all day transit;
- Creating a vital link to regional education and job centers, including connecting Shoreline Community College, the University of Washington-Bothell/Cascadia Community College campus and the main University of Washington campus;
- Allowing riders in Lake Forest Park, Kenmore, Bothell, and Woodinville immediate access to the light rail spine when it opens; and
- Connecting the regional transit network by linking the BRT line on I-405 with light rail along I-5.

The Shoreline City Council strongly supports the proposed plan and we urge the Sound Transit Board to submit this plan to the voters.

Sincerely,



Christopher Roberts
Mayor

Cc: Sound Transit Board
Peter Rogoff, Sound Transit CEO
Patrice Hardy, Sound Transit Government Relations Officer
Shoreline City Council
Debbie Tarry, City Manager
Nytasha Sowers, Transportation Services Manager
Scott MacColl, Intergovernmental Relations Manager



City of Sultan

Date: March 31, 2016
To: Dow Constantine, Chairman, and the Sound Transit Board
cc: Peter Rogoff, CEO, Sound Transit

On behalf of the Association of Snohomish County Cities and Towns (aka "Snohomish County Cities"), we appreciate the opportunity to comment on Sound Transit's Draft Proposal for ST 3. We understand the need for mass transit to continue our economic growth; we are pleased that ST 3 accomplishes getting light rail to the largest manufacturing area and job center in the state, and finally reaching Everett.

The timing of getting to Everett in 25 years is of great concern, however. At the beginning of the Sound Transit planning process in the 1990's, the intent and commitment to complete the "spine" linking Everett, Seattle, Tacoma, and Bellevue was the highest priority. The recent draft proposed plan seems to contradict that commitment: building new lines to Ballard, West Seattle, and Issaquah ahead of completing the spine to Everett is a drastic change that undermines Snohomish County voters' long support of the plan. We are very concerned that 25 years to reach the Everett Regional Growth Center and the Paine Field Manufacturing Industrial Center is likely a non-starter with our voters.

We are all aware of the current commute gridlock on I-5. Commute times have increased drastically in the last few years, such that it is not unusual to suffer a 1 ½ to 2 hour commute Everett to Seattle. That commute will only get worse as Snohomish County adds more than 200,000 people and 150,000 jobs by 2040. Light rail is a way to get commuters out of that congestion, leaving room on our severely overburdened highway system for freight and for those that need to use single occupancy vehicles. We can not wait 25 years for relief. We urge the Sound Transit Board to develop a better plan.

We know our three Snohomish County Sound Transit Board members are working diligently to shorten the light rail completion time period to Everett. The Executive Board of Snohomish County Cities is in complete support of their efforts. Please listen to business leaders, elected officials, and voters from Snohomish County who are united in their pleas for a recasting of the plan to fulfill the promises and pull us together as one region.

We urge Sound Transit to fulfill their long standing commitment to complete the "spine" as their highest priority.....and in significantly less than 25 years.

Sincerely,

Snohomish County Cities Executive Board:

Mike Todd, President; Councilmember, City of Mill Creek
Barb Tolbert, Vice President; Mayor, City of Arlington
Leonard Kelly, Secretary; Mayor, City of Stanwood
Nicola Smith, Mayor-at-Large; Mayor, City of Lynnwood

319 Main Street, Suite 200 – PO Box 1199 – Sultan, WA 98294-1199
City Hall (360) 793.2231 – Fax (360) 793.3344
cityhall@ci.sultan.wa.us



RESOLUTION NO. 39438

1 BY REQUEST OF MAYOR STRICKLAND AND DEPUTY MAYOR MELLO

2 A RESOLUTION authorizing the City Council to forward a letter to the Sound
3 Transit Board, expressing the City of Tacoma's recommendations on the
4 Sound Transit 3 draft proposal.

5 WHEREAS, on April 27, 2016, the Transportation Commission provided an
6 update on the Sound Transit 3 draft proposal ("ST3 Proposal") to the Infrastructure,
7 Planning and Sustainability Committee, and made a recommendation that the City
8 contact Sound Transit to request several revisions to the ST3 Proposal, and

9 WHEREAS the proposed recommendations to the ST3 Proposal include the
10 following: (1) deliver Central Link Light Rail to the Tacoma Dome Station by 2026;
11 (2) expanded Sounder Commuter Rail Improvements; (3) a High-Capacity Transit
12 Study, for light rail expansion from the Tacoma Dome Station to the Tacoma Mall
13 Regional Growth Center; (4) express bus service continuation and enhancements;
14 and (5) a Tacoma Link Corridor Expansion Study, for the purpose of connecting
15 additional neighborhoods with the Tacoma Link, all as more particularly described
16 in the attached Exhibit "A"; Now, Therefore,

17
18
19 BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

20 Section 1. That the City Council hereby expresses its support of the current
21 Sound Transit 3 draft proposal ("ST3 Proposal"), generally, and connecting to
22 Tacoma via light rail, bus rapid transit partnership with Pierce Transit along Pacific
23 Avenue, Tacoma LINK expansion to west Tacoma to connect to Tacoma
24 Community College, and station access improvements and Sound Commuter Rail
25 enhancements, in particular.
26



1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26

Section 2. That the City Council is hereby authorized to forward a letter to the Sound Transit Board, expressing the City's proposed recommendations to the ST3 Proposal, said document to be substantially in the form of the draft letter attached hereto as Exhibit "A."

Adopted _____

Mayor

Attest:

City Clerk

Approved as to form:

City Attorney

EXHIBIT "A"

May 3, 2016

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

Re: ST3 Draft Plan

Chair Constantine,

First I would like to sincerely thank the board of Sound Transit for the opportunity to comment on the proposed ST3 Draft. The proposed draft includes many items the City of Tacoma strongly supports and was pleased to see included, such as the expansion of regional light rail from Federal Way to Tacoma Dome Station, Light Link Rail from downtown to the western parts of the city, as well as bus capital enhancements along Pacific Avenue, and the Sounder Extension from Lakewood to Dupont.

As our community continues to grow, transportation issues will continue to play a key role in the city's long term success. We share Sound Transit's commitment to linking the north and south Sound areas and fulfilling the dream of moving people more efficiently throughout the region with a unified plan.

We would also like to offer Sound Transit some considerations we would like to see moving forward and that would enhance their current draft.

Deliver Central LINK Extension Sooner: Work creatively with partners to deliver Central Link Light Rail to Tacoma Dome Station by 2026. We understand that 2026 may be prior to the completion of the ST3 expansion to Federal Way, so bringing further expansion to Tacoma by 2026 is especially ambitious, but we encourage Sound Transit to work with all our regional partners to expedite light rail expansion throughout the region. This will require creativity to speed up financing and permitting, but we believe it is doable. Tax payers and commuters stuck in traffic are demanding transit options as soon as possible and we must do everything we can to deliver the program more quickly. Moreover, the City of Tacoma is prepared to do everything within its power to assist Sound Transit in speeding up the permit process, while balancing the proper review, public engagement and environmental processes.

Sounder Commuter Rail Improvements: Tacoma needs more specifics included about the expanded Sounder Commuter rail service. The draft as proposed is vague as to improving commuter rail service. Tacoma would like to see more details as to what those improvements may be, including specific numbers that reflect any proposed increase in the number of trains running both ways, expansion of hours they run, or increased frequency. South Sound Commuters need more frequent trains during rush hours, more trains running in both directions and span of service extended from 6 am – 9 pm at night or later to serve more riders with more reliable, frequent commuter options. Sounder Commuter Rail will be a faster way for commuters to get from Tacoma to Seattle compared to Link Light Rail and therefore, we must deliver more frequent service and a greater span of service.

EXHIBIT "A"

High-Capacity Transit Study from Tacoma Dome Station to Tacoma Mall Regional Growth Center:

Tacoma requests Sound Transit to fund a study in preparation for future expansions which includes Light Rail expansion from Tacoma Dome Station to the Tacoma Mall Regional Growth Center. Linking the various areas of our city to regional transit centers is a high priority as it will enable our citizens to use the services of the broader Sound Transit expansion – connecting our most densely populated centers with high-capacity transit.

Express Bus Service Continuation & Enhancement: Tacoma would like Sound Transit to reconsider the assumption that rapid bus service will be discontinued when the link is completed. BRT investments are critical in the beginning phases of ST3, and we look forward to the immediate positive effect they will have on the community. With the travel time to Seattle via central link being estimated at 60-75 minutes, express bus service may continue to be the quickest option for commuters and therefore continue to play a critical role even after light rail is connected to Tacoma Dome Station.

Tacoma Link Expansion Corridor Study: While the draft plan has already identified an expansion of the Tacoma Link to Tacoma Community College from the Hilltop, we believe funding an additional corridor study to connect additional neighborhoods with the Tacoma Link would promote efforts to provide a local match in advance of funding the project in future Sound Transit funding cycles.

We would like to respectfully request Sound Transit to consider these amendments in moving forward with the ST3 Draft Plan, and we look forward to continuing to work with ST and engage in a mutually beneficial discourse as we work together to improve transportation across our region.

Sincerely,



April 26, 2016

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

Dear Board Members:

On behalf of the City of Tukwila I would like to thank you for the significant amount of work that has gone in to the development of the System Plan and the agency's commitment to outreach and feedback during each phase of the effort. The Sound Transit staff have met with us through their process and Tukwila has appreciated the opportunity to provide our comments and situational insights along the way.

Tukwila has consistently had three priorities during the development of the System Plan.

Link Light Rail station at Boeing Access Road

We are very pleased that the Link Light Rail station at Boeing Access Road (BAR) was included in the draft system plan and we urge you to ensure that it remains in the final plan you will vote on in June. As you are likely aware, this station was approved in the Sound Move package passed 20 years ago by the voters and was one of two stations in the City of Tukwila deferred due to budget constraints in the initial build out of light rail. Because of this, the residents, employees and employers in the area experience what one resident calls a "transportation desert," with little access to transit services. In fact, lack of access to transit services was the number one reason cited by Group Health Cooperative when they made the decision to move their 2,000 employee campus from the BAR area to Renton just east of the Tukwila Station.

According to the agency's expert review panel, the BAR light rail station will move nearly 2 million riders a year, which far exceeds other stops in the draft plan. Additionally, due to the low operations and maintenance costs associated with this station, the projected cost per rider for the BAR light rail station is the lowest of all of the projects contemplated in the system plan, making it a strong economical investment for the agency. Add in the commitment from the employer community in the area to support a last-mile shuttle service and it is clear that the BAR light rail station is a great investment.

Finally, as to the timing of the construction of light rail at BAR, while we understand the constraints of funding, capacity and engineering, we believe that Sound Transit is missing an opportunity at BAR to provide the agency and community with a quick win. The agency has an opportunity to bring the BAR light rail station online earlier, providing a substantive and relatively fast project in South King County that would provide transit access for residents and employees in the area. The City is committed to being a partner in assisting the agency in gaining a quick win and will do our part to expedite permits and other regulations to ensure as swift of a construction schedule as possible.

Sounder Commuter station at Boeing Access Road

The City and the broader coalition we are a part of are disappointed that the Sounder Commuter Rail station at BAR is not included in the draft plan at this time. We urge you to put the project back into the final system plan. This location is the only place in the entire system where a true multi-modal opportunity exists for passengers to transfer between light rail and commuter rail. This transfer opportunity would provide communities on Sounder such as Puyallup, Sumner, Auburn and more easier access to Sea-Tac International Airport, not to mention a commuting opportunity for the 11,000 employees that work in the Duwamish Manufacturing Industrial Center, many of which hail from points south.

Like the light rail stop at BAR, the commuter rail stop was initially part of Sound Move approved 20 years ago. As you refine the list, continue your negotiations with BNSF and identify specific Sounder investments we hope that you will consider adding the BAR Sounder station to the final system plan.

BRT from Burien to Lynnwood

Bus Rapid Transit on 405 will be a great benefit to south and east King County residents and is a very positive project in the draft system plan. We are pleased that there will be additional HCT options for Tukwila residents who work in cities east and north of us. However, the City of Tukwila has significant concerns that there is no stop at Southcenter, an important economic engine in our region. We urge you to add a stop to serve this important area.

Westfield Southcenter is the largest mall in the Pacific Northwest and, along with the additional retail opportunities surrounding the mall, collects more sales tax for the State of Washington than 28 of its 39 counties. There are in excess of 20,000 people employed in the area, and over 150,000 visit every day for work, shopping or recreation in the area. In addition, with the adoption of the award-winning Southcenter plan in 2014, the area is expected to grow by 2,700 households over the next 15 years. The first 371 units are already under construction in the City's first high rise, with completion anticipated in 2017. Not including a stop at Southcenter runs counter to Sound Transit's mission to service the region's designated urban centers with HCT; the idea that this new, significant investment would not serve this critical employment, retail and recreation hub is a huge oversight that must be addressed.

We are hopeful that this input is helpful to you as you deliberate on the final system plan. Should you have questions or need further information, please contact Rachel Bianchi at (206) 454-7566 or via email at rachel.bianchi@tukwilawa.gov.

Thank you again for your work on this important effort and your leadership in expanding transit opportunities throughout the three county region.

Sincerely,



Allan Ekberg
Mayor

May 2, 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,

As mentioned in previous correspondence, the City of Woodinville is pleased to be included in the Sound Transit 3 draft system plan. This critical effort will bring incredible benefits to the region as a whole and Woodinville specifically, and for that we applaud your tireless efforts. In the spirit of maximizing those benefits without requesting capital-intensive modifications this late in the process, the City of Woodinville requests the Board consider minor improvements, operational in nature, to the specific portion of the plan that details service to Woodinville. These requests are based on citizen input, which confirmed our suspicion that while Woodinville has a fairly large population of transit users, they skip the Woodinville Park & Ride and board the bus at Brickyard, Bothell, or even Kenmore Park & Rides. There are two main reasons that they do not board in Woodinville: infrequent service and a circuitous, slow route between the Woodinville Park & Ride and either the Bothell or Brickyard Park & Rides.

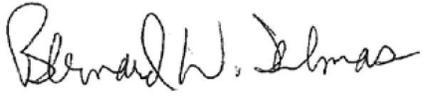
The City understands that full Bus Rapid Transit will not be extended to Woodinville as part of the ST3 draft plan for several reasons. Instead, the draft plan stipulates service on our end of the 145th/SR 522 corridor will be "less frequent" than the rest of corridor. Sound Transit Staff has explained this to mean service at 20 minute headways as opposed to the 10 minute headways made possible by the BRT planned for the rest of the corridor. Understanding the significant capital funding requirements of BRT, we recognize that BRT from Bothell to Woodinville is unlikely at this time. However, we believe that approximately 10 minute headways are not only justifiable for Woodinville based on ridership demands and necessary due to recent service cuts by King County Metro, but that they can be accomplished without the implementation of BRT and related costly capital investments.

We believe this goal of approximately 10 minute headways can be accomplished with a minor operational adjustment to the plan. In essence, it would be accomplished by defining a more direct route between Bothell and Woodinville. The route delineated in the ST3 draft plan is physically circuitous and as such, inevitably delays the frequency of service between the two service points. Operationally, a much more direct route could be accomplished by implementing a more express-type service between the two points. Designing the service route with less intermittent stops between Bothell Park & Ride and Woodinville Park & Ride would allow quicker turn-around of vehicles servicing the route, thus potentially decreasing headway times significantly.

If a minor capital-type modification was possible, we would request consideration of the addition of several smaller vehicles (small shuttles or buses) that would better reflect the ridership levels and expedite turn-around times, ultimately leading to headway times more similar to the remainder of the 145th/SR 522 corridor and more likely to encourage increased ridership among potential users

Thank you for your consideration. As always, I would be happy to further discuss this matter and you can reach me or City Manager Brandon Buchanan at (425) 877-2265.

Sincerely,

A handwritten signature in black ink that reads "Bernard W. Talmas". The signature is written in a cursive style with a large initial 'B' and a distinct 'W'.

Bernard W. Talmas, Mayor
City of Woodinville



April 6, 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:

We, along with our fellow councilmembers, are thrilled to see our requested projects in the Sound Transit 3 draft system plan. On behalf of our five cities, we thank you for listening to us and including Bus Rapid Transit on the SR522/145th St. corridor, structured parking on the SR 522 corridor, and a light rail study for the corridor in ST3.

We also appreciate the proposed timing for these projects, and we see their completion in 2024 as an early win that will reap significant benefits.

For the reasons stated in our January 19, 2016 joint letter to you, we strongly urge you to retain our requested projects in the final ST3 system plan. We know there is still a lot of work to be done between now and final adoption in June, and we are here to help and provide any technical or other assistance we can.

Again, thank you for your leadership on this important initiative that will mean so much to our region. We strongly support the proposed plan and urge the Sound Transit Board to submit this ST3 system package to the voters.

Sincerely,

Handwritten signature of Christopher Roberts in blue ink.

Christopher Roberts, Mayor
City of Shoreline

Handwritten signature of David Baker in blue ink.

David Baker, Mayor
City of Kenmore

Handwritten signature of Bernard W. Talmas in blue ink.

Bernard W. Talmas, Mayor
City of Woodinville

Handwritten signature of Jeff Johnson in blue ink.

Jeff Johnson, Mayor
City of Lake Forest Park

Handwritten signature of Andrew J. Rheame in blue ink.

Andrew J. Rheame, Mayor
City of Bothell



April 28, 2016

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

Re: I-405 corridor cities joint ST3 comment letter

Dear Chair Constantine and Members of the Board:

The cities of Bellevue, Renton, Bothell, Newcastle, and Clyde Hill and the Town of Beaux Arts Village appreciate the opportunity to provide feedback on the Draft Sound Transit 3 (ST3) System Plan. In the past nine months, through individual city comment letters, as well as through joint city communications, we have stated to the Board our urgent need for high quality transit projects in the I-405 corridor. The following shared comments are in addition to those from our individual jurisdictions.

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 residents and more than 550,000 jobs by 2040. We are interconnected both geographically and economically, and have many common interests and goals.

Our cities are united in our desire for quality High Capacity Transit (HCT) the length of the I-405 corridor, the transportation spine of the Eastside. This corridor connects the east to the north and to the south. It carries nearly a million trips of people to job and housing centers throughout the region every day, and the need for additional transit capacity is only growing.

The I-405 corridor needs a HCT investment consistent with that of light rail. Although we appreciate the inclusion of bus service on I-405 in the draft plan, what is described as “I-405 Bus Rapid Transit (BRT)” does not qualify as HCT, but rather regional express service with improved headways. Full BRT, as we have requested of the Board in our previous communications, and as envisioned in the I-405 Master Planning effort that was sponsored by Sound Transit and WSDOT, is the equivalent of light rail on rubber tires.

Full BRT will include center-running operations the length of the system and serve in-line stops throughout the I-405 corridor. As described in the draft plan, there are no in-line stops planned north of Kirkland, and perhaps even more concerning, no stops at all between downtown

Bellevue and south Renton. Full BRT will also include branded vehicles with multiple doors for entry/exit, designed to “dock” with stations to eliminate a step-up onto the bus, and off-board fare collection. We have seen little evidence of these characteristics of full BRT in the draft plan.

We again ask the Board to work with Sound Transit staff to deliver full BRT in the I-405 corridor, as described in the WSDOT/Sound Transit I-405 Master Plan. We understand that building a BRT system the equivalent of light rail on rubber tires is costly. To offset these costs and to maximize taxpayer transportation investments, it is essential that Sound Transit work in close coordination with WSDOT during the continuous build-out of I-405 to capitalize on one-another’s efforts. The Board should consider dedicating funds for further study of additional I-405 system BRT stations to help plan for this coordination and to prepare for ST4. Our jurisdictions are ready to work with Sound Transit and WSDOT staff to identify the most expedient locations for stops in every segment of the corridor as planning continues to move forward.

Lastly, for BRT to be successful, there must be a robust bus feeder system in place. Sound Transit should preserve the 600,000 regional bus service hours outlined in the draft plan throughout the duration of the ST3 package to ensure a high quality bus network continues to feed riders to the system. These investments should include adding service to overcrowded and high ridership routes.

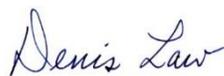
ST3 has the potential to create transit connections within the Eastside, and provide connections between the Eastside and the rest of the region. It is critical that our cities, Sound Transit and WSDOT work in unison to address the important ties between land use and transportation in the early planning phases of ST3 to realize the maximum potential of this regional investment.

Thank you for considering our comments as we plan for our region’s future mobility.

Sincerely,



John Stokes
Mayor, City of Bellevue



Dennis Law
Mayor, City of Renton



Rich Crispo
Mayor, City of Newcastle



Andy Rheame
Mayor, City of Bothell



Richard Leider
Mayor, The Town of
Beaux Arts Village



George Martin
Mayor, City of Clyde Hill



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:

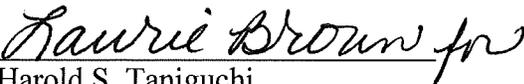
- Include the missing segment of the East Lake Sammamish Trail connecting to the Redmond Central Connector as part of the additional analysis necessary for the East Link crossing of the SR 520/SR 202 Interchange. The design and construction of this missing segment of the East Lake Sammamish Trail should 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

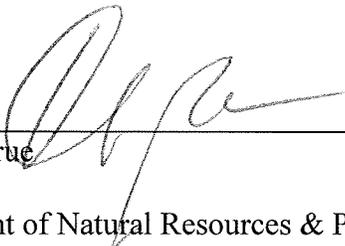
final agreement declaring a 4(f) de minimis determination and potential mitigation measures to reduce project impacts to King County facilities. King County looks forward to working closely with Sound Transit to identify appropriate mitigation responses and to address any additional impacts associated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



King County

Department of Transportation

Communications

KSC-TR-0824

201 South Jackson Street

Seattle, WA 98104-3856

April 29, 2016

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

RE: Sound Transit 3 Draft Plan

Dear Members of the Board of Directors of Sound Transit:

We are the King County Transit Advisory Commission, a resident advisory commission that advises King County Metro staff and the King County Executive and Council on matters related to transit services, planning, and programs. We are writing to offer our thoughts as a commission on the Sound Transit 3 draft plan in the interest of making the system usable for as many people as possible.

In discussing the draft plan, we have settled on four principles that we advise you to keep in mind and abide by as you develop future plans. These are:

- Design every station to provide access to the greatest number of people
- Consider metrics of efficiency for each of the proposed alignments
- Prioritize dedicated right-of-way for all projects
- Envision projects as part of a seamless transit network

The first principle is that every station should be designed to entice the greatest number of people to access it, in the way that suits their unique needs. To better align with this principle we suggest the following changes to the draft plan.

- Increase the station access funding to more than \$100 million. We do not want a repeat of the scramble to find funding for the Northgate bike/pedestrian bridge, or have to go back and fix mistakes that have been made such as with access to the U Link or Mount Baker Stations. Use universal design principles with a focus on the making sure the ways people reach the station are accessible for all users, including plentiful wayfinding and signage that reflects all modes and is accessible to people with sight impairment. As well, make sure there are elevators at grade separated stations that are clearly marked.

- Improve connections between the Redmond Transit Center and the Downtown Redmond station.

The second principle is to consider cost per mile and per rider, as well as travel time, in determining the best transit solution. Some light rail alignments, notably on the outer, suburban edges of the proposed system increase travel time and risk making trips too long to compete with driving or Bus Rapid Transit (BRT). One example of this is the diversion in the Redmond extension to accommodate a South East Redmond station.

The third principle is to prioritize dedicated right of way and grade separation for all projects. We applaud your chosen alignment for the West Seattle segment as it aligns with this principle in being completely grade separated. Conversely, we urge you make improvements to the Ballard line to avoid a movable bridge that would cause delays that ripple throughout the system.

The final principle is to continue to think about the projects in this and future packages as pieces that combine together as part of a regional public transit system that is seamless with local bus service and intuitive to use. As an example, having the Issaquah light rail extension connect at Downtown Bellevue requires a north/south diversion for riders looking to get to or from Seattle and the spine to Issaquah that greatly diminishes the utility of this rail line or any future extension of it.

Thank you for taking our comments. If you have anything you would like to bring to our attention or if any of your staff are interested in attending our meetings please contact with our staff liaison, DeAnna Martin, at deanna.martin@kingcounty.gov.

Best regards,

Members of the King County Transit Advisory Commission

cc: The Honorable Dow Constantine, King County Executive
The Honorable Rod Dembowski, King County Councilmember, District 1
The Honorable Larry Gossett, King County Councilmember, District 2
The Honorable Kathy Lambert, King County Councilmember, District 3
The Honorable Jeanne Kohl-Welles, King County Councilmember, District 4
The Honorable Dave Upthegrove, King County Councilmember, District 5
The Honorable Claudia Balducci, King County Councilmember, District 6
The Honorable Pete von Reichbauer, King County Councilmember, District 7
The Honorable Joe McDermott, King County Councilmember, District 8
The Honorable Regan Dunn, King County Councilmember, District 9
Harold S. Taniguchi, Director, Department of Transportation (DOT)
Betty Gulledge-Bennett, Communications Manager, DOT
Rob Gannon, General Manager, Metro Transit Division, DOT

Victor Obeso, Deputy General Manager, Metro Transit Division, DOT
Chris O'Claire, Strategic Planning and Analysis Manager, Metro Transit Division,
DOT
Tristan Cook, Community Relations Planner, Communications, DOT
DeAnna Martin, Community Relations Planner, Communications, DOT

April 29, 2016

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

Dear Chairman Constantine:

Pierce Transit is respectfully submitting the following comments and suggestions on the ST3 Draft Plan.

We are very pleased to see the *Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)* project identified for a \$60 million capital contribution. As such, Pierce Transit will be releasing a Request for Proposals/Request for Qualifications in May to conduct a High Capacity Transit Feasibility Study for the Pacific Avenue/SR 7 corridor from Tacoma to Spanaway resulting in a Locally Preferred Alternative. Our agency understands the importance of “early deliverable” projects and is confident this project could begin revenue service by 2024, as shown in your latest Draft Plan brochure and on your website

Pierce Transit is looking forward to partnering on other high capacity transit projects serving the South Sound region, especially since we understand the high capital costs and lengthy construction periods that are required for light rail and commuter rail expansion projects. We will be happy to provide assistance with projects such as the Tacoma Link Extension, Central Link Extension, and Sounder Extension.

We also would like to offer our support for keeping the Sound Transit Express bus routes from Lakewood and Tacoma to Seattle in operation indefinitely. With the estimated travel times of Central Link to Seattle being at 60-75 minutes, express bus service will continue to be an important mobility choice. Bus service between Seattle and Tacoma should not have an assumed elimination after the completion of Central Link. Both population and employment projections for Pierce County support a redundancy and multiple regional transit options, just as they already do today. Therefore we assume that Central Link from Seattle to Tacoma would serve to complement ST Express service but not supplant it.

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,

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

Sue Dreier
Chief Executive Officer

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

April 29, 2016

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

VIA EMAIL: Soundtransit3@soundtransit.org

RE: Port of Seattle Input on Sound Transit Draft System Plan

Dear Board Chair Constantine,

Thank you for the work of the Sound Transit board and staff to develop a Draft System Plan for Sound Transit 3 (ST3). Our thanks also to your CEO Peter Rogoff for his presentation to our Port Commission on April 12, when both Sound Transit and King County Metro presented draft plans to expand regional transit to better serve Puget Sound and King County. As our commissioners highlighted, it's imperative that we work together to ensure ST3 enhances the region's assets, most importantly access to and from Seattle-Tacoma International Airport (Sea-Tac), and also cruise terminals and maritime uses, while protecting mobility to and through our international trade, manufacturing and industrial centers.

The Port has invested almost \$500 million supporting partners' transportation systems over the past 20 years. Our Sound Transit collaboration included construction and extension of Link Light Rail at Sea-Tac. We strategized for the Sounder rail start-up and ensured the Eastside Rail Corridor remained in public ownership. We have fundamentally supported high capacity transit ridership to reduce system congestion.

Together with Sound Transit, we will work 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 Airport for passengers and employees, from a web of cities
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

Viewing the Draft System Plan through these lenses, we see much to like, strengthening the light rail service, BRT and Sounder Rail. However, **we have significant concerns** with the Interbay alignment proposal along 15th Avenue West (whether at grade or aerial), along with many community groups and the NW Seattle Coalition members. We encourage Sound Transit to revisit that alignment decision and instead **to pursue design that limits and/or mitigates any impacts on freight access, mobility and maritime industrial activities which must depend on their waterfront location.**

Dow Constantine, Sound Transit 3

April 29, 2016

Page 2

Attached please find our "Sound Transit 3 Draft System Plan Project Review" document, commenting on which components of the Plan we support and which we believe you should revisit.

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 a system expansion that complements our economic development work for the region. Should your staff have any questions about our review, please have them contact Geri Poor, Regional Transportation Manager at poor.g@portseattle.org or (206) 787-3778.

Sincerely,



Theodore J. Fick
Chief Executive Officer

Cc: Port of Seattle Commission
Port of Tacoma Commission
John Wolfe, Northwest Seaport Alliance
Julie Collins, Dave McFadden, Lindsay Pulsifer, Lance Lyttle, Elizabeth Leavitt, Sally Del Fierro, Clare Gallagher, Joseph Gellings, Geri Poor, Jeffrey Utterback, Lindsay Wolpa

Sound Transit 3 Draft System Plan Comments: 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

As you assess and refine the Draft System Plan into a ballot proposal, please recognize the following strengths and challenges we see in the plan. Please “Retain” or “Revisit” the following projects.

RETAIN:

Link Light Rail Kent/Des Moines to Federal Way Transit Center:

Link Light Rail Federal Way Transit Center to Tacoma Dome:

- These system extensions will allow additional riders to reach Sea-Tac Airport, especially important for airport employees many of whom live south of the airport.
 - *We urge Sound Transit to make decisions to minimize travel time, and attract riders for regional destinations, such as Sea-Tac, by allowing bypass routing for express light rail trains, which we understand could not be accommodated retroactively on the existing Link system.*

Link Light Rail Downtown to West Seattle:

- Using the E-3 busway alignment for north/south right of way means no direct capacity loss in the SoDo public rights of way.
 - *However, east-west mobility in the Spokane St corridor is congested and complex, and the aerial link extension must preserve and protect the major truck access to our Terminals 5 and 18, the BNSF rail, and access to the Port's Harbor Marine Center (T-102) on Harbor Island.*

Bus Rapid Transit:

- **We urge Sound Transit to attract regional riders for destinations such as Sea-Tac, by minimizing travel times for the longer trips.**
 - 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, especially with a bus connection to Sea-Tac Airport. Please consider the benefits to advancing the timing of this implementation in the plan.

Souder Commuter Rail Projects:

- The Port supports expansion of the southerly Souder service, as long as any impact on freight operations is mitigated, as was the original southerly Souder service start-up. Creation of new capacity for passenger service on the freight rail lines must come from investments demonstrated (through modeling) to preserve existing freight rail capacity.
- In implementation, we ask that Sound Transit make it a priority in negotiating with the railroads that any fees paid by the agency to the railroads for running rights on the mainline track be reinvested in the corridor in Washington state. Tax dollars paid by Puget Sound residents for rail capacity improvements should not go to investments benefiting competing west coast ports.

- Puget Sound's international trade gateway benefits from our transcontinental service and the existing freight rail capacity is one of our competitive assets.

HCT Study: Light Rail Extending from West Seattle to Burien and extending to the Light Rail Spine

- 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, we support the study of High Capacity Transit from Burien to the light rail spine, opening up new light rail connections for air passengers and employees.

System Access Program

Innovation and Technology Program

Improved Passenger Amenities at Stations and Stops

- We urge Sound Transit to focus on innovative use of these investments directed toward improving HCT access to Sea-Tac and other regionally designated centers, integrating with other transportation systems (the air travel network), and providing multi-modal access (three of ST's Core Priorities). Air passenger riders on Sound Transit may face unique challenges including lack of Link familiarity due to infrequent trips, bulky luggage, the walk between the airport and the Link station, and/or airport arrivals outside of Link operating hours. 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.

REVISIT:

Link Light Rail Ballard to Downtown (including second subway tunnel through Downtown):

- We request that Sound Transit consider alternate routing off of the 15th Ave W corridor and tunneling under the Ship Canal, while we support the additional tunnel through downtown.
 - We have grave concerns about any at-grade or aerial light rail on 15th Ave W. 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 and Fishermen's Terminal. The Elliott / 15th Ave W corridor has no proximate parallel routes.
 - An option we suggested in our January letter would follow 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 east side and proceed south to connect with the current proposal. In favor of this alignment, we note the opportunity to more easily access the properties on the west side of 15th.
 - Alternatively, as proposed in the Candidate Priority Projects list, the C-01c alternative alignment on the west edge of the BNSF Balmer railyard and east edge of Terminal 91, would require close planning and cooperation with Port of Seattle regarding our facilities, bike path, access and impacts of construction, and light rail location. It is important to protect the integrity of operations in the T-91 light industrial buildings adjacent to the tracks and mitigate any impacts to the regional bike path connecting NW Seattle to downtown.
 - We also believe that a tunnel under the Lake Washington Ship Canal will contribute to system reliability. It will also eliminate conflicts with the Port's Fishermen's Terminal (well documented and never resolved in the monorail project proposals). The ST alignment west of the existing Ballard

Bridge, would likely require acquisition and relocation of the Fishing Vessel Owners (FVO) facility, an active operation providing unique capabilities to the maritime industry. We are also 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).

Transit Tunnel improvements for system frequency

- Third Avenue Transit Tunnel improvements that provide additional capacity should be considered as needed in advance of completing of the second downtown tunnel.



Puyallup Tribe of Indians



Dow Constantine
Chair, Sound Transit Board
401 South Jackson Street
Seattle, WA 98104-2826

April 19th, 2016

RE: Sound Transit 3 Draft System Plan Comments

Honorable Chair Constantine,

With the release of Sound Transit's ST3 Draft System Plan, The Puyallup Tribe of Indians is pleased with the prospect of a comprehensive light rail system that will provide the Tribe's Membership with transit options and address congestion on our reservation. The Tribe wishes to continue an active dialogue with Sound Transit to ensure the refinement of this plan continues by addressing the following issues and concerns.

Plan Schedule

Under current plan estimates, completion of the light rail Central Spine along Interstate 5 from Federal Way to Tacoma is estimated to be complete by 2033. This distant of a timeframe hinders Tribal decision-making as the Tribe continues to acquire federal trust lands for governance and economic development purposes. The ownership in this area is heavily checker-boarded in ownership between the Tribe, WSDOT, and the cities of Tacoma and Fife respectively. Present and future tribal lands near the East Tacoma and Fife stations may become more restricted and prohibitive to light rail development based off of changing jurisdictional ownership. The Tribe wishes a clear and transparent process that is predictive of future land use and development needs through the Puyallup Reservation. We believe Sound Transit has a concurrent viewpoint to identify a clear path forward for development of the Central Spine. These mutual interests are best served by striving to work toward a window of completing the Central Spine by 2026.

Fife Station Location

In the ST3 Draft System Plan the Sound Transit has identified a tentative location for the Fife light rail station at east of 54th Avenue E above the I-5 southbound off-ramp. The plan also calls out a parking garage west of the Emerald Queen Casino on an existing surface parking lot that is designated in federal tribal trust. The Tribe recognizes that these locations are to be used for planning purposes only as part of the ST3 plan and are in no way conclusive of future site selection. The Tribe would expect to undertake an alternatives analysis looking at multiple site locations for this station, including this site. Albeit, the Tribe believes a site north of Interstate 5 is crucial for reaching key job centers and supporting ridership.

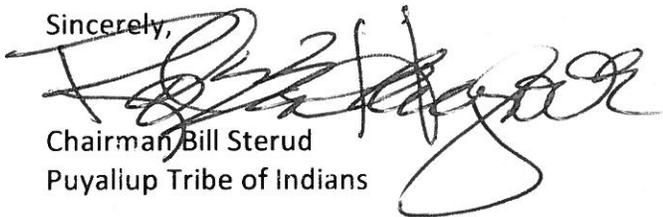
East Tacoma Station Location

The Tribe is enthusiastic at the Board's recognition of the future development of Tacoma's Eastside. The Tribe is investing heavily in a new casino, lodging, entertainment, and commercial opportunities along Portland Avenue. A station at Portland Avenue will help accommodate the major growth anticipated with these investments while reducing car dependent travel.

However, in order for this station to be feasible the Tribe believes the Puyallup River is a paramount resource to be protected. A crossing over the Puyallup River will require extensive study and consultation process that is appropriate for our people who rely on this river so dearly. The Tribe looks forward in participating in the design of this crossing with Sound Transit and requests that the Tribe be engaged at a preliminary level.

The Tribe shares a vision in the region in realizing a safe, effective, and efficient transportation network. As one of the first possible light rail alignments to service an Indian reservation we believe project prioritization of the Central Spine is in order to address the unforeseen challenges that come with right-of-way acquisition in Indian Country. We urge the Sound Transit Board to reevaluate the scheduling of projects under the draft plan based off of these concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Sterud", written over a printed name and title.

Chairman Bill Sterud
Puyaliup Tribe of Indians



April 29, 2016

Sound Transit Board of Directors
401 S. Jackson Street
Seattle, WA 9810

Dear Sound Transit Board members,

Thank you for taking on the tremendous task of drafting a bold 25-year proposal to fully connect our region via high-capacity transit. Our members have greatly appreciated having a voice in this process as well as your diligent and thorough outreach efforts. Since the end of last year, Sound Transit has held regular discussions with the Seattle Metro Chamber on the development of the draft ST3 plan.

A robust transportation system is critical to our region's ability to compete with our peer regions around the world, as transportation is a crucial component of the Seattle metro region's continued capacity to attract and retain people and jobs.

We are excited about the proposed scope of ST3, and understand the need for a comprehensive, forward-thinking package to serve this region's exponentially growing population. The draft proposal generally meets the principles of the Chamber, including connecting regional growth centers, complementing other transportation investments in our region, incorporating opportunities for transit oriented development, and advancing transit as a competitive alternative to other modes of travel. We encourage the Sound Transit Board to ensure that the final plan preserves the connections to all regional employment centers.

While we understand the factors that drive the delivery schedule of the investments included in the draft plan, we strongly encourage Sound Transit to look at ways to accelerate project completion, including alternative delivery and financing methods as well as partnering with local jurisdictions early in the projects' development to streamline the permitting process. This could include the use of incentives for early completion of projects through alternate delivery methods and permitting approaches. The Chamber would be willing to convene a group of experts who could offer suggestions based upon their experience with construction efforts at scale, here and elsewhere.

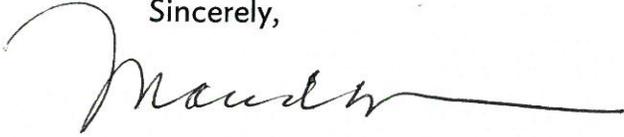
We also strongly encourage the Board to tailor the final package to address the public's input on revenue sources, overall plan costs and schedule to deliver the projects. By doing so, this package runs a much greater chance of success at the ballot box—our region simply cannot afford to wait to get people moving. We urge you to be creative as you fine-tune this plan.

This year, we have a once-in-a-generation opportunity to invest in a fully connected regional transit system. Better transit connections strengthen our economy, improve our

environment, and offer more people in our region affordable, reliable mobility. We need to get this right and move our region forward.

We look forward to working with you to continue to advance this plan into a successful system.

Sincerely,

A handwritten signature in black ink, appearing to read "Maud", followed by a long horizontal line extending to the right.

Maud Daudon
President & CEO



NORTH DISTRICT COUNCIL

Representing the North Seattle Neighborhoods of
Lake City • Northgate • Meadowbrook • Pinehurst • Maple Leaf • Cedar Park
• Victory Heights • Olympic Hills • Jackson Park • North Matthews Beach

April 15, 2016

Mr. Peter Rogoff
Executive Director
Sound Transit
401 S. Jackson St.
Seattle, WA 98104

RE: NE 130th St Station in ST3

Dear Mr. Rogoff:

Sound Transit, King County Metro, and the City of Seattle must cooperate to build the NE 130th St. Sound Transit Station in conjunction with enhanced connector transit service along NE 130th/125th St from Lake City and Bitter Lake, the two fastest growing urban villages in North Seattle. Lake City has recently experienced a net decrease in transit service, with the cancellation of Metro's Route 72, and faces the prospect of additional loss if Bus Rapid Transit from the suburbs of Kenmore, Bothell and Woodinville bypasses Lake City and turns west on NE 145th St.

Bitter Lake and Lake City offer some of the most affordable places to live in North Seattle, with large numbers of low-income families and seniors and the highest concentration of English language learners north of the Ship Canal. Both communities are already transit-dependent, with car ownership well below the city-wide average. Neither community is situated for convenient and quick access to the Sound Transit stations at Northgate or NE 145th St., which are 2.5 miles apart. The NE 130th Street Station is a common sense move for the Sound Transit Board, as it requires no extra track and no new tunnel, just a platform for a stop. This is the most cost-effective addition to light rail in ST3.

The Bitter Lake Hub Urban Village has additional capacity for over 10,000 residential units and nearly 20,000 jobs. The Lake City Hub Urban Village has additional capacity for 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable with access to reliable transit like light rail. This does not even count the untapped capacity that could be attained with transit-oriented development around a new NE 130th St. Station.

Cedar Park Neighborhood Council
Douglas Park Cooperative
Lake City Community Council
Lake City Greenways
Lake City Townhouses
Lake City Farmers Market
Lake City North Emergency
Communication HUB
Maple Leaf Community Council
Meadowbrook Community
Council
North Cedar park Good Neighbor
Association
North Seattle Chamber of
Commerce
North End Health & Human
Services Co-op
Olympic Hills Neighborhood
Council
Pinehurst Community Council
South Cedar Park Good
Neighbors Association
Thornton Creek Alliance
Victory Heights Community
Council

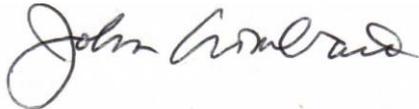
Mr. Peter Rogoff
April 15, 2016
Page Two

Sound Transit must play its part in meeting these regional growth and transportation needs. Please commit to constructing a NE 130th St. Station as part of a larger package of actions including frequent connector transit service from Bitter Lake and Lake City and transit-oriented development in the area of the new station.

Sincerely,



Mark Mendez
Co-Chair



John Lombard
Co-Chair



Date: March 31, 2016

To: Dow Constantine, Chairman, and the Sound Transit Board

cc: Peter Rogoff, CEO, Sound Transit

On behalf of the Association of Snohomish County Cities and Towns (aka "Snohomish County Cities"), we appreciate the opportunity to comment on Sound Transit's Draft Proposal for ST 3. We understand the need for mass transit to continue our economic growth; we are pleased that ST 3 accomplishes getting light rail to the largest manufacturing area and job center in the state, and finally reaching Everett.

The timing of getting to Everett in 25 years is of great concern, however. At the beginning of the Sound Transit planning process in the 1990's, the intent and commitment to complete the "spine" linking Everett, Seattle, Tacoma, and Bellevue was the highest priority. The recent draft proposed plan seems to contradict that commitment: building new lines to Ballard, West Seattle, and Issaquah ahead of completing the spine to Everett is a drastic change that undermines Snohomish County voters' long support of the plan. We are very concerned that 25 years to reach the Everett Regional Growth Center and the Paine Field Manufacturing Industrial Center is likely a non-starter with our voters.

We are all aware of the current commute gridlock on I-5. Commute times have increased drastically in the last few years, such that it is not unusual to suffer a 1 ½ to 2 hour commute Everett to Seattle. That commute will only get worse as Snohomish County adds more than 200,000 people and 150,000 jobs by 2040. Light rail is a way to get commuters out of that congestion, leaving room on our severely overburdened highway system for freight and for those that need to use single occupancy vehicles. We can not wait 25 years for relief. We urge the Sound Transit Board to develop a better plan.

We know our three Snohomish County Sound Transit Board members are working diligently to shorten the light rail completion time period to Everett. The Executive Board of Snohomish County Cities is in complete support of their efforts. Please listen to business leaders, elected officials, and voters from Snohomish County who are united in their pleas for a recasting of the plan to fulfill the promises and pull us together as one region.

We urge Sound Transit to fulfill their long standing commitment to complete the "spine" as their highest priority.....and in significantly less than 25 years.

Sincerely,

Snohomish County Cities Executive Board:

Mike Todd, President; Councilmember, City of Mill Creek
Barb Tolbert, Vice President; Mayor, City of Arlington
Leonard Kelly, Secretary; Mayor, City of Stanwood
Nicola Smith, Mayor-at-Large; Mayor, City of Lynnwood



Washington State Legislature

April 1, 2016

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

Dear Sound Transit Board Members and staff,

As Legislators who represent tens of thousands of manufacturing workers and their employers in Snohomish County, we are writing to express our extremely serious concerns regarding the draft ST3 proposal put forth by the Board last week.

While we are pleased to see that the light-rail alignment in Snohomish County connects the state's largest aerospace manufacturing center to the Sound Transit spine, we are alarmed at the projected date for completion of that critical segment. Putting off the completion of light rail to Everett until 2041 is simply unacceptable. It not only puts at risk the future growth of this foundational sector of our region's and state's economy, it further violates the stated intent of the Board more than two decades ago – that light-rail service to Everett would be a first priority of Sound Transit's *second* phase. It now appears that Everett is among the last priorities of the system's *third* phase.

Waiting until 2041 also delays the stated core priority of completing the light-rail spine in favor of adding segments that are not part of that spine – Ballard and West Seattle – and completing them *before* getting to Everett. Doing so unfairly places risks on taxpayers in the Snohomish County Subarea, as completion of the Everett segments could be jeopardized or even further delayed if construction problems arise on earlier projects and raise the overall costs of ST3.

Snohomish County continues to lead the Puget Sound region in job and population growth, with an additional 200,000 residents and 120,000 jobs expected by 2040. Investments in the transportation systems that serve the county's manufacturing base are critical to keeping freight moving and getting people to work. They also benefit the entire region and state.

Delaying light rail to Everett until 2041 figures to be a tough sell to voters in Snohomish County. One news headline last week captured the key question those voters will be asking themselves regarding ST3: "Will You Be Dead Before Light Rail Comes to Everett?"

We strongly urge you to do what's best for the entire region and reprioritize the projects in ST3 to bring light rail to Everett and its manufacturing center substantially earlier than 2041.

Sincerely,



Steve Hobbs, State Senator
44th Legislative District



Kirk Pearson, State Senator
39th Legislative District



Luis Moscoso, State Representative
1st Legislative District



Barbara Bailey, State Senator
10th Legislative District



John McCoy, State Senator
38th Legislative District



June Robinson, State Representative
38th Legislative District



Maralyn Chase, State Senator
32nd Legislative District



Derek Stanford, State Representative
1st Legislative District



Cindy Ryu, State Representative
32nd Legislative District



Mike Sells, State Representative
38th Legislative District



Rosemary McAuliffe, State Senator
1st Legislative District



Ruth Kagi, State Representative
32nd Legislative District

April 13, 2016

Re: United Letter of Support from Snohomish County Mayors on Sound Transit 3 Project Timeline to Everett via Paine Field

Dear Sound Transit Board Members and staff,

As Mayors of cities and towns throughout Snohomish County, we are writing to share our thoughts regarding the ST3 Draft Plan recently introduced for public comment. We share a keen interest in your progress toward a final ST3 proposal that can win the support of voters in Snohomish County this fall.

Like so many others in Snohomish County, we are encouraged by the Draft Plan's inclusion of a light rail alignment that connects the state's largest manufacturing jobs center to the system spine. That connection will only become more critical in the future as the local aerospace supply chain continues to grow in support of the Boeing Company.

At the same time, however, we are deeply concerned about the long timeline for completion of the spine to Everett. We believe that asking voters in Snohomish County to wait until 2041 will result in a resoundingly negative vote here. Getting to a positive vote, which we all desire, will require a shorter timeline to Everett.

We hope that, working with key leaders in Snohomish County, including our Snohomish County Sound Transit Board Members, you will find ways to adjust the Draft Plan into a final proposal voters here can embrace. We believe that completion of the spine connecting Everett, Seattle, Tacoma and the Eastside offers the single most impactful solution to traffic congestion in our region, which undermines our economic vitality more and more each year.

Snohomish County is a significant and growing center of manufacturing jobs and freight, serving citizens and businesses throughout the region. The benefits that light rail will bring to Everett will be felt well beyond our county, easing the commutes of residents and fueling the prosperity of businesses throughout the region.

We understand how critically important it is for our voters to approve ST3. Putting off light rail to Everett for another 25 years, however, poses a grave risk to those prospects. We encourage you to find ways to significantly shorten that timeline. With our long history of regional thinking, we know it can be done.

Sincerely,

The undersigned Mayors of Snohomish County

Barbara Tolbert



★

John Spencer



★

Bob Colman



★

N. Smit



★

Janell Hansen



★

Jan Nelson



★

Ray Stephenson



M. Stephenson



[Handwritten signature]



Carl A. Nichols



James R. Magerman



[Handwritten signature]



Leonard Kelly



April 19, 2016

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

RECEIVED
APR 25 2016

BY: BOARD ADMINISTRATION

Dear Executive Constantine:

As you know, the Snohomish County representatives to the Sound Transit Board of Directors have been actively engaged in talking with our constituents, studying the draft plan presented by Sound Transit staff in March, and looking for alternatives that will meet our goal of a plan that truly prioritizes a regional light rail mass transit system. With these in mind, we have devised a proposed plan (attached) that will meet our four priorities: 1) a truly regional system; 2) completing the "spine" as the top priority; 3) finishing the line to Everett in a timely manner; and 4) provides Transit Oriented Development opportunities.

Please see attached proposed changes to the most recent draft plan for the Link Light Rail line from Lynnwood to Everett. We support this new proposal because it saves money, can be completed more quickly, and addresses the most important regional priorities. Under this proposed plan, there would be seven stations (Alderwood West, Ash Way/164th, Mariner/128th, SR 99/Airport Road, SW Everett MIC/Paine Field, Evergreen Way/SR 526, and Everett Station). We are asking for completion of the line to Everett Station by 2033, ten years after the completion of the Lynnwood City Center Station. The project would be less expensive since we are committed to: working across jurisdictional lines for joint permitting; coordinating with federal and state partners to leverage additional funding; and expediting the timeline. Finally, the alignment would not go up Evergreen Way (SR99), but would follow SR-526 and I-5, an additional savings in both time and money.

The Sound Transit region and Snohomish County are best served by a plan such as the one we have proposed. It prioritizes completion of the "spine," does it in an acceptable time frame, saves the taxpayers' money, and creates a truly regional light rail mass transit system.

We would welcome the opportunity to brief you on this plan and look forward to supporting the final ST3 proposal.

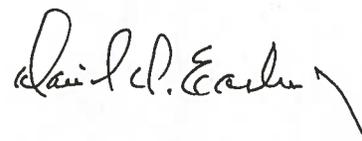
Sincerely,



Dave Somers
Snohomish County Executive



Paul Roberts
Everett City Council



Dave Earling
Mayor of Edmonds

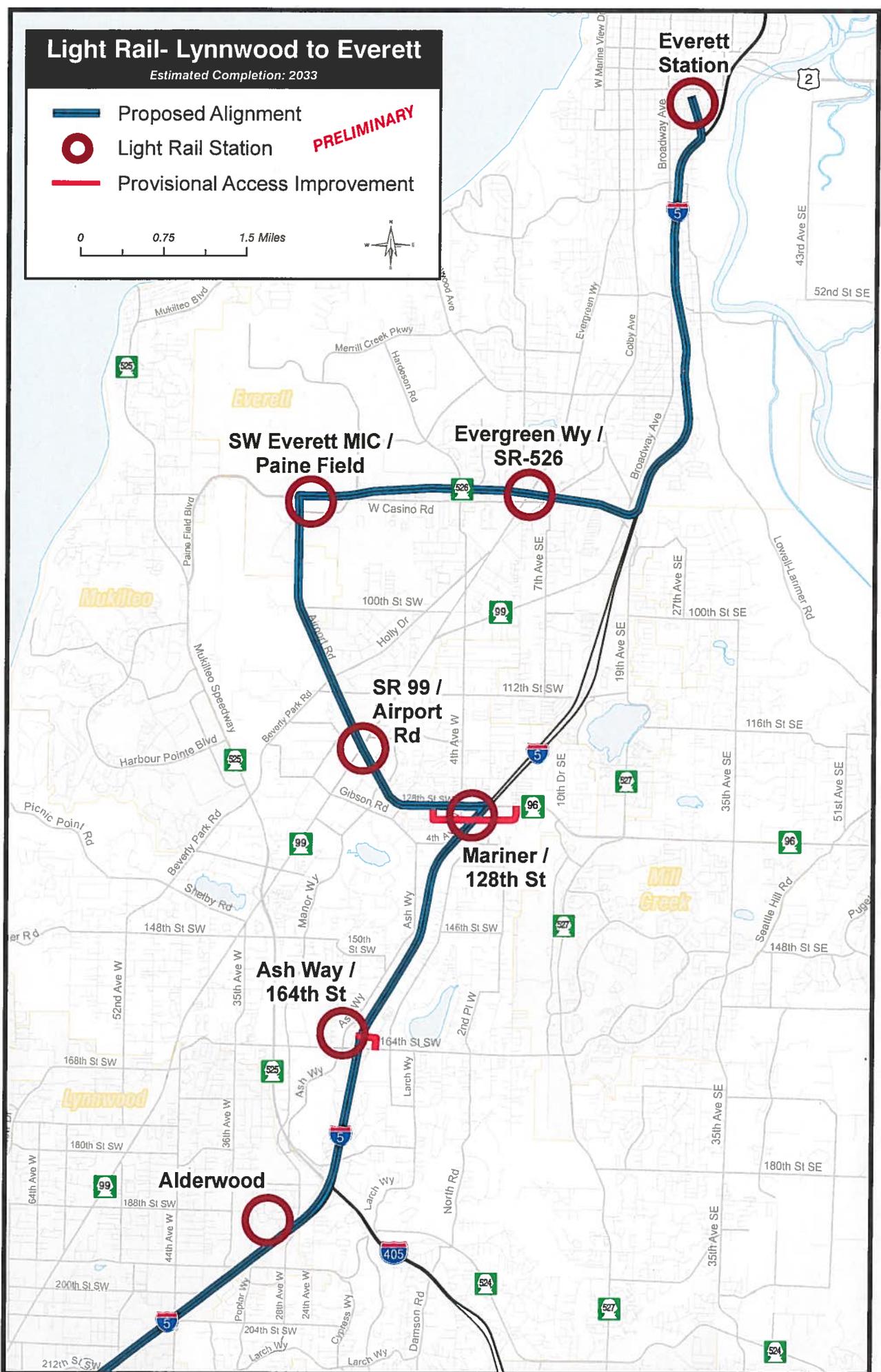
Light Rail- Lynnwood to Everett

Estimated Completion: 2033

-  Proposed Alignment
-  Light Rail Station
-  Provisional Access Improvement

PRELIMINARY

0 0.75 1.5 Miles





April 29, 2016

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

Re: Sound Transit 3

Dear Chair Constantine and Sound Transit Board Members:

Thank you for the opportunity to provide you with comments regarding the proposed Sound Transit 3 package. A coordinated regional transportation system is critical for businesses and the economic health of the Puget Sound region. For ST3 to meet these needs, the connection between Seattle-Tacoma International Airport and Tacoma must come before 2033.

As part of the interconnected system, a regional light rail system is essential to businesses in Tacoma, Pierce County and South King County. Improved connections will remove barriers between our region and destinations like Sea-Tac Airport and downtown Seattle.

The Sound Transit 2 plan provided the next step in delivering on that light rail connection. I was the CEO of the Federal Way Chamber when ST2 was developed; a plan that embodied the hard work to extend light rail as far south from the airport as possible. This included right-of-way acquisition and environmental review through Federal Way to the Tacoma Dome. Unfortunately due to the recession, much of this work has been postponed.

Since that plan was approved by voters in 2008, much has changed, but the need for this extension and Sound Transit's promise to the voters and businesses in Pierce County has not.

While the current ST3 package proposes completing this extension in 2033, this seems unreasonable based on promises made during the 2008 campaign, the need for reliable alternative modes northbound from Tacoma, and the desire to complete the Sound Transit spine. Please examine potential project scheduling that would allow the connection of the Tacoma Dome to the light rail spine to be complete in 2026, 10 years after passage of ST3.

We are mindful of the tax implications that such a large package brings but appreciate your willingness to have the conversation about not just the costs but also potential benefits and how to best deliver them.

Thank you for continuing to push forward with the development of a truly regional transportation system.

Best wishes,

A handwritten signature in blue ink, appearing to read "D. Pierson for". The signature is stylized and cursive.

Tom Pierson
President & CEO
Tacoma-Pierce County Chamber of Commerce



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

Dear Chair Constantine and Board Members:

Thank you for the opportunity to comment on the draft Sound Transit 3 proposal. As a state representative representing an area at the heart of the Sound Transit district which currently lacks light rail, as the chair of the House Environment Committee and an advocate for fighting climate change, and a transit rider myself, I commend your efforts to build great transit in the Puget Sound region.

I represent the 34th legislative district, which encompasses West Seattle, Burien, North Highline, and Vashon and Maury Islands. As such, I am thrilled to see light rail to the Alaska Junction in West Seattle included. West Seattle suffers from a limited number of access points and a lack of resiliency in the event of major traffic disruptions. The permanent closure of the Alaskan Way Viaduct will exacerbate this situation. Light rail will provide a reliable, fast, and environmentally sound transportation choice to a neighborhood that is presently too vulnerable to being isolated by traffic events and emergencies.

I am also encouraged to see planning included for an eventual extension to southern West Seattle, White Center, and Burien. These neighborhoods have high rates of transit ridership, and from an equity and social justice perspective, deserve reliable, quality transit options. If sufficient resources can be identified, I hope you will consider including the complete environmental review process for this corridor, so the West Seattle-White Center-Burien project is shovel-ready when new funds become available.

Thank you for utilizing the full revenue authority provided by the state legislature in the 2015 session. While it is undoubtedly a large ask of our region's voters and taxpayers, the appetite for transportation solutions in our region is large, due to the many years of delayed infrastructure investments in decades past. I support your decision to move forward aggressively with projects across the entire region utilizing the full revenue authority.

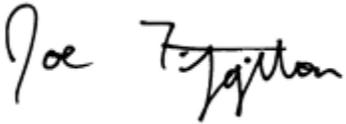
I understand that the environmental permitting and review process adds to the timeline. If there are changes to state law, including the Shoreline Management Act, the Growth Management Act, the State Environmental Policy Act, or other land use laws, that would be of assistance in providing greater project permitting predictability without compromising environmental protection, please consider me a resource. I stand ready to work with you on state legislative efforts if it would be potentially helpful.

As a resident of the South King County subarea, I am very excited to see the proposal to finish the light rail spine from Angle Lake to Tacoma. However, I am keenly aware of other unmet needs in South King County, such as east-west connections, due largely to the scarcity of subarea dollars in South King County. I absolutely believe that using our subarea's limited resources for planning for future projects and for nonmotorized station access is a higher and better use than new parking garages at Star Lake Park & Ride, Federal Way Transit Center, South Federal Way, and Boeing Access Road. Accelerating construction or funding infill stations, even

in other subareas, is another use I would prioritize over major parking investments. To the extent that the package includes new parking, I hope you will consider paid parking where practical.

Thanks to you and your excellent staff for all the time and work you have spent on building our regional transit system. We have the opportunity to build on the momentum created by the successful opening of University Link and the upcoming opening of Angle Lake Station by extending high capacity transit to many more neighborhoods that need it.

Sincerely,

A handwritten signature in black ink that reads "Joe Fitzgibbon". The signature is written in a cursive style with a large initial "J" and a long, sweeping underline.

Joe Fitzgibbon

State Representative

34th District



Washington State Legislature

April 29, 2016

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

RE: Placing a Light Rail Station at NE 130th St

Dear Chair Constantine and Board members,

Your commitment to funding a light rail station at NE 130th Street will help thousands of residents access transit, increase Sound Transit's ridership, and will encourage people to get out of their cars with reliable light rail service. North Seattle is growing rapidly, especially in urban villages whose residents would heavily utilize this station. Please commit to funding the station at NE 130th St. Failure to include and fund this station in ST3 will create disparate impacts on residents who are low-income, minorities, and living in some of the highest-poverty census tracts in Seattle.

A station at NE 130th St would serve many communities including Lake City, Haller Lake, Bitter Lake, and Pinehurst. Stations only at 145th St and Northgate will force most residents of Bitter Lake and Lake City – high poverty, senior and minority population areas with many residents who rely on transit - to travel out of their way north to 145th St even if they actually want to take the light rail south, or will take them much longer to access transit at Northgate than other residents in North Seattle.

With the current plan, the fastest option for people living in Haller Lake and Pinehurst is to drive and park at the Park & Ride by the Northgate Transit Center if there is a wait between buses to the TC.

Driving residents of Lake City, Olympic Hills and Pinehurst to NE 145th St will also increase congestion along 145th St, which already needs pedestrian safety and ADA improvements, and a major traffic study. We can all agree this is not sustainable for our environment in the long-term, or for the amount of cars we expect to use the Northgate Park & Ride as North Seattle's population expands.

Adding transit to the urban villages in North Seattle also helps fulfill our shared value of equity for our region. The urban villages in Bitter Lake and Lake City have a lot of families who are low-income, immigrants, minority communities, English language learners, or seniors who live there. There is a high concentration of senior housing, for whom access to 130th Street is likely the difference between whether they have access to downtown and the University District.

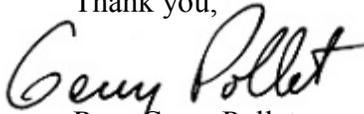
Improving their access to light rail will help connect them to necessary health care and daily errands. Considering that we expect over 14,000 new residents in these urban villages by 2035, it will make sense to improve the transit capacity and transit-oriented development in those areas. Federal funding for projects like this will favor increased racial equity and access to transit for people who are low-income. A station at NE 130th street would fulfill this purpose.

Adding a station at 130th St is a smart idea because it requires no extra track or new tunnel. Improved transit in North Seattle will demonstrate support for growth in this part of the city, and will help build public support for critical transportation measures in the future. Disappointment if this isn't included may be especially acute because many residents are already frustrated by reduced bus service in their neighborhoods, forcing them to go south to Husky Stadium and walk a considerable distance between their bus and train; and, the amount of neighborhood organizing it took to give input about the relocation of proposed transmission towers from the Northgate station through their neighborhoods.

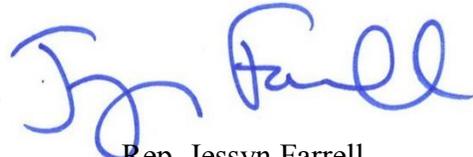
The federal government will look to whether the final ST3 plans increase equity or have disparate impacts on minority, English language learner, immigrant, senior and low income communities in the urban villages. Adding the NE 130th St. Station and providing bus rapid transit on the 522 corridor serving Lake City will demonstrate commitment to equity – while leaving these as provisional or not funding them at all will have a glaring disparate impact.

We look forward to working with you on improving transit in North Seattle, and are happy to meet with you or discuss next steps together.

Thank you,


Rep. Gerry Pollet


Sen. David Frocht


Rep. Jessyn Farrell



Washington State Legislature

April 28, 2016

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

RE: *Need for full Interstate 405 Bus Rapid Transit (BRT) in ST3*

Dear Chairman Constantine & Sound Transit Board Members:

We are writing as the Chair of the House Transportation Committee and as state lawmakers who have been integrally involved with the development of the I-405 Master Plan, the funding of I-405 investments in the Connecting Washington transportation package, and the approval of additional taxing authority for Sound Transit to develop a proposed ST3 package. We've recently heard from a number of local elected officials and share their concern that the Bus Rapid Transit (BRT) system proposed in ST3 for the I-405 corridor is inadequate.

We believe that given the dense population of the Eastside (*700,000 residents by 2040*) and the major employment centers in Renton, Bellevue, Kirkland, and Bothell (*550,000 jobs projected by 2040*), any BRT system along the I-405 corridor should mirror the quality and dedicated access that comes with Light Rail Transit service. It is critical that the BRT system serving I-405 be center running, serve in-line stations, sync up with express and local bus service, and most importantly is closely coordinated with the Washington State Department of Transportation (WSDOT) and its BRT plans as laid out in the I-405 Master Plan.

Of particular concern, is that the proposed I-405 BRT system does not stop between Bellevue and South Renton, which leaves a significant portion of the Eastside without access to the system. Additionally, the ST3 draft plan has no in-line stops planned north of Kirkland. There should also be enhanced bus service from the BRT stations to ensure riders can get to particular destination points.

With this letter, we urge ST Board members to direct ST staff to work closely with the WSDOT I-405 Team staff, and with Eastside cities, to develop and cost-out a true I-405 BRT system along the corridor, one that can best serve the connectivity needs of the region's residents and workers and can provide Eastside communities a system worthy of their support at the ballot.

Thank you in advance for your consideration, and for what we hope can be a collaborative effort to build a full and coordinated BRT system along the Interstate 405 corridor.



Washington State Legislature

Sincerely,

Handwritten signature of Judy Clibborn in black ink.

Chairwoman, Transportation Committee
Washington State House of Representatives

Handwritten signature of Tana Senn in black ink.

Representative Tana Senn
41st Legislative District

Handwritten signature of Mia Gregerson in black ink.

Representative Mia Gregerson
33rd Legislative District

Handwritten signature of Tina Orwall in black ink.

Representative Tina Orwall
33rd Legislative District

Handwritten signature of Karen Keiser in black ink.

Senator Karen Keiser
33rd Legislative District

Handwritten signature of Joan McBride in black ink.

Representative Joan McBride
48th Legislative District

Handwritten signature of Patty Kuderer in black ink.

Representative Patty Kuderer
48th Legislative District

Handwritten signature of Derek Stanford in black ink.

Representative Derek Stanford
1st Legislative District

Handwritten signature of Rosemary McAuliffe in black ink.

Senator Rosemary McAuliffe
1st Legislative District

Handwritten signature of Luis Moscoso in black ink.

Representative Luis Moscoso
1st Legislative District

Handwritten signature of Steve Bergquist in black ink.

Representative Steve Bergquist
11th Legislative District

Handwritten signature of Zack Hudgins in black ink.

Representative Zack Hudgins
11th Legislative District

Handwritten signature of Bob Hasegawa in black ink.

Senator Bob Hasegawa
11th Legislative District