

Sound Transit 3 Stakeholders and Organizations

Draft Plan Comments

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Resolution in Support of the Proposed NE 130th Street Link Light Rail Station

Whereas, Sound Transit plans to ask voters in November, 2016, to approve Sound Transit 3: a 25-year plan to build \$50 billion in transportation projects, including a significant expansion of the Link light rail network to destinations such as Everett, Tacoma, Ballard, West Seattle, Redmond, and Issaquah;

Whereas, a Link light rail station at NE 130th St. and Interstate 5 in Seattle is included in the draft Sound Transit 3 system plan as only a “provisional” station, which means funding for the station is not guaranteed;

Whereas, the Sound Transit 2 ballot measure approved by voters in 2008 includes funding to build the Lynnwood Link light rail extension, which will connect Shoreline and Lynnwood to Northgate and points south when it opens in 2023;

Whereas, frequent congestion on key arterials make planned stations at Northgate Transit Center and NE 145th St. difficult to access for residents of many North Seattle neighborhoods;

Whereas, a station at NE 130th St. could be easily served by frequent bus service along the 125th/130th St. corridor, connecting North Seattle neighborhoods such as Bitter Lake, Haller Lake, Pinehurst, and Lake City to the light rail system;

Whereas, serving neighborhoods adjacent to light rail in North Seattle, which contain higher percentages of low-income households and persons of color than many other communities in the Sound Transit region, helps fulfill Sound Transit’s stated social equity goal for Sound Transit 3 projects;

Whereas, traffic congestion on key North-South corridors is worsening rapidly, as evidenced by consistently increasing Seattle-to-Everett commute times on Interstate 5;

Whereas, Seattle and the Puget Sound region and projected to continue experience significant growth in the coming decades, making access to fast reliable, high-capacity transit an increasingly necessary component to building sustainable, equitable, and economically vibrant communities;

Whereas, the draft Seattle 2035 comprehensive plan designates the immediate area around the NE 130th St. station location as a new Urban Village that would allow increased density to accommodate additional residents and businesses;

Whereas, a Link station at NE 130th St. enjoys broad community support from neighborhood and district council organizations, businesses, transit advocates, and neighbors;

Therefore, be it resolved that the 46th District Democrats support the inclusion of a fully-funded Link light rail station at NE 130th St. in the upcoming Sound Transit 3 ballot measure and urges Sound Transit to build the station as early as possible to serve our district’s diverse, growing, and increasingly transit-dependent neighborhoods;

Be it further resolved that the 46th District Democrats also support maintaining funding for other transit projects within the district that have been included in the draft Sound Transit 3 system plan, including BRT on Hwy. 522 and NE 145th Street, and associated parking facilities;

And be it further resolved that the 46th District Democrats will send a copy of this resolution to the Sound Transit Executive Board, Seattle Mayor Ed Murray, and Seattle City Councilmember Debora Juarez by the April 29, 2016, deadline for public comment.

Prepared by Jesse Piedfort, member, 46th District Democrats Executive Board

(206) 947-6529, jesse.piedfort@gmail.com



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RECEIVED *MO*
APR 18 2016
BY: BOARD ADMINISTRATION

April 15, 2016

Sound Transit Board
c/o Board Administrator
Sound Transit
401 South Jackson Street
Seattle, Washington 98104-2826

RE: All Aboard Washington Proposal for Sound Transit 3

Dear Board Members:

At our April 9, 2016 meeting, All Aboard Washington (AAWA) discussed various proposals for the Sound Transit 3 project (ST3). We approved the following recommendations for service enhancements as part of the ST3 November 2016 ballot measure:

Recommendation 1:

All day, seven days per week, Sounder rail service between Tacoma and downtown Seattle; and,

Recommendation 2:

Weekday Sounder rail service during peak periods, between Tacoma and Bellevue's Wilburton Station where it connects with East Link light rail. We recommend that the route run along the southern segment of the Eastside Rail Corridor, with a negotiated easement with BNSF Railway and Boeing for trackage rights from milepost 5 (Gene Coulon Park) to the main line at Tukwila.

The above recommendations resulted from discussion, examination and analysis of rider demand and environmental impact of recommended service enhancements.

Feel free to contact AAWA with any questions or suggestions on how our organization may assist your efforts to place the above proposal on the November 2016 ballot.

Sincerely,

Lloyd H. Flem
Lloyd H. Flem
Executive Director



Board Chair
Wilf Wainhouse

April 11, 2016

RECEIVED
APR 25 2016

Board President
David Nelson, M.D.

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

BY: BOARD ADMINISTRATION

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Kathryn Beattie, M.D.

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- Carrie Miceli
- Andrew Over
- Chad Robins
- Jonathan Smith
- Karen Stout, M.D.
- Jack Weisbly

Dear Sound Transit Board of Directors:

The American Heart Association is focused on supporting opportunities to create healthier, more active communities where the healthy choice can be an easy, safe choice. Sound Transit 3 provides an opportunity to enhance our regional transit system in a truly meaningful way, including creating safe ways for our friends and neighbors to walk and bike to transit. This would allow our community to reap the health benefits of physical activity, as well as benefits to the environment and congestion relief.

As such the American Heart Association joins our partners at Cascade Bicycle Club, the Childhood Obesity Prevention Coalition and the Foundation for Healthy Generation in urging you to dedicate \$500 million of the Sound Transit 3 package to fund multimodal access to the Sound Transit system.

Individuals with sedentary lifestyles are at increased risk of chronic disease including cardiovascular disease. With Sound Transit 3 we have an opportunity to build in opportunities for physical activity throughout the region's transportation system. Walking and biking investments will create healthier communities and a safer, more accessible transit system.

As you craft the draft plan for voters to consider the American Heart Association urges an investment of \$500 million in walking and biking access to transit.

Sincerely,

Cheryl Dale
Executive Director
Puget Sound Division

"Building healthier lives, free of cardiovascular diseases and stroke."

life is why™ es por la vida™ 全为生命™

Please remember the American Heart Association in your will.





May 2, 2016

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

RE: ST3 Draft Plan Comments

Dear Chair Constantine and Members of the Sound Transit Board:

On behalf of the Bellevue Downtown Association (BDA), I would like to share the following brief comments on the Sound Transit 3 Draft Plan.

Downtown Bellevue's success as a growing and thriving regional center relies on a viable transportation network, one that ensures all modes of travel operate more efficiently and effectively than they do today. Transit ridership is on the rise, and that's welcome news as we expect almost a doubling of total trips over the next two decades. Abundant and reliable transit service will play a key role in moving our city and downtown forward.

The BDA endorsed the Sound Transit 2 ballot measure with light rail expansion to the Eastside and supported a tunnel alignment to optimize ridership and strengthen access in Downtown Bellevue. As construction moves forward and looking to the full build out of East Link, we continue to support completion of the light rail spine to Downtown Redmond as soon as funds become available.

Although the BDA has not yet taken a position on the overall plans, funding, and timing of Sound Transit 3, we have tracked the release of the Draft Plan and continue to engage our Board and members on the details. We fully support subarea equity as a principle in Sound Transit's plan development, including a clear view for the public of how funding and project costs are allocated among the subareas.

I-405 Corridor Regional Transit Investment

We recognize that the Draft Plan responds in part to Eastside requests for progress in implementing bus rapid transit service in the I-405 corridor. The largest shares of new transit trips to Downtown Bellevue are projected to come from the north and south. However, as reflected by comments from Bellevue and other corridor cities, the proposed I-405 transit project in the Draft Plan has not met the definition or community expectations for a high-quality "bus rapid transit" investment.

The draft project proposes 10-minute peak headways, additional parking and one new inline station at NE 85th Street. Nevertheless, buses in the corridor's north section would still get bogged down in general purpose lanes, including an approximate 8-10 minute travel time on local arterials between the Lynnwood Transit Center and the onramp to I-5. From there, heading north on I-5 and merging onto I-405, buses would continue to use general purpose lanes with some limited shoulder access for about 10 miles through one of the most congested segments of the corridor.

Having simulated the proposed route and stops with minimal traffic congestion, we found that future travel times would be comparable to Sound Transit's regional express service today. Disabled vehicles

are frequently in the shoulders, making for a potentially unreliable and hazardous option for a dedicated bus lane with high-frequency service in those locations. It's also clear that the current configuration of the SR-522/I-405 interchange poses one of the major hurdles to achieving a more reliable system.

We note the planning estimates for the "low" and "high" capital investment options among candidate projects present a conundrum; the ridership numbers are the same for all four versions. The most capital intensive version, closest to the full build out in the I-405 Master Plan, yields the same ridership as the low capital/hybrid draft project. That may explain why the Draft Plan includes the less-intensive version, but it sets up the question of how the plans can be refined to support higher ridership and maximize the benefit of such a large investment to serve a growing region.

As we've experienced with other major regional transportation projects, the opportunity for improved regional transit in the I-405 corridor will likely call for a more intensive, collaborative planning effort. It's a worthwhile challenge for the transportation agencies, cities and community stakeholders to reconcile the options and realize how a project aligned with the vision of the I-405 Master Plan can be fully funded and implemented.

We stand ready to provide additional feedback and encourage further work to strengthen transit connections between growth centers, improve regional mobility and meet future demand for the rise in trips across all modes. Thank you for your leadership and for considering these comments on specific elements of the ST3 Draft Plan.

Sincerely,

A handwritten signature in black ink that reads "Patrick Bannon". The signature is fluid and cursive, with a large initial "P" and "B".

Patrick Bannon, BDA President

belltown

community council

Dear Sound Transit Board Members,

The Belltown Community Council supports the transportation solutions recommended in ST3. As the densest neighborhood in Seattle, Belltown has felt the impact of increased congestion and the cumulative effect on our quality of life. The Seattle region's economic growth and success has been a windfall but we must understand and address the negative impacts to our infrastructure.

It is unfortunate that Belltown was not included in the latest ST3 plan but we understand the many needs of the region and the current plan does its best to address those needs. To that end the Belltown Community Council continues to advocate for a connection between the proposed Westlake and Uptown stations. We understand the Center City Connector is not part of the current ST3 project but a Belltown line would connect two ST3 stations and provide added transit alternatives for 10,000 residents and 20,00 workers in the Belltown neighborhood. Additionally, the shorter construction timeline for SDOT streetcar projects and the significantly lower cost to light rails would be an "early win" and provide a more immediate solution.

In addition to the Belltown specific requests, we advocate for a particular system design to ensure the long term reliability of the light rail solution. Specifically we recommend all new lines be built with grade separation. A system which competes with current traffic is not a long term solution. As the system grows, delays or stoppage of caused by traffic incidents would have a multiplier effect throughout the region's transit system. This is problem which consistently observable on our bus lines and on Link lines along MLK Jr Way.

We also support evaluating all opportunities to shorten the design, development and construction process including the permit process, any EIS process improvements and decision processes associated with federal, state and city decisions. It is imperative that the 25 year timeline be shortened as much as possible in order to address the significant needs of our region.

The Belltown Community Council is excited that Sound Transit is addressing the region's most pressing infrastructure issue and the Council looks forward to partnering with Sound Transit, King County and the City of Seattle on all current and future transit solutions.

Sincerely,



Dean McColgan

President, Belltown Community Council

Cc: Council Member Rod Dembrowski
Council Member Jeanne Kohl-Welles
Council Member Sally Bagshaw
Council Member Tim Burgess
Chris Arkills, King County Executive's Office
Andrew Glass-Hastings, Mayor's Office

BILL & MELINDA
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April 27, 2016

Sound Transit Staff and Board

Attn: Sound Transit 3

401 S. Jackson St., Seattle, WA 98104

Via email to Trinity Parker trinity.parker@soundtransit.org and soundtransit3@soundtransit.org and AllBoardMembers@soundtransit.org

Re: Comment Letter for ST3 Draft System Plan

Dear Sound Transit Staff and Board:

This letter is in response to your request for input on the ST3 Draft System Plan. We were able to host your staff at the foundation for our Earth Day celebration last week and they heard directly from our employees the importance of a regional transit system that serves the most people, is flexible for responding to future growth and provides access to our cultural assets.

Our headquarters is located just north of Seattle's downtown at 5th Avenue and Mercer Street. We are at the nexus of the Seattle Center/South Lake Union and the Uptown communities and are actively engaged in supporting this area through the Lake2Bay Coalition, Mercer Stakeholders, Uptown Alliance and the Downtown Seattle Association. As property owner, and employer of over 1,500 people locally and a neighbor, we have felt the challenges of the City's rapid growth. Because we universally support the goal of a healthy Seattle where people and goods can move quickly and efficiently and innovation in all industries thrives, there are few initiatives more important to our staff, partners, neighbors and City than the expansion of our regional transportation system.

We want to echo many of our partners' expressions of support for the ST3 draft system plan, but emphasize the following as it impacts our neighborhood:

Provide Transit to Growth Centers to Maximize Access

Downtown Seattle is the region's fastest-growing residential and job center. Currently there are 300,000 daytime commuters and 67,000 night-time commuters, not counting visitors. These numbers are expected to grow over the next fifteen years. The north downtown area in the ST3 Plan is located primarily in two regional growth centers – Uptown and South Lake Union. The inclusion of the light rail from Ballard to Downtown Seattle in ST3 provides service to two of the region's highest-growth centers, providing the highest levels of transit service to these areas is necessary. Not only are the Denny, South Lake Union and the Seattle Center stations linking regional growth centers, they will also provide a connection to these areas for a larger, regional audience.

According to the City of Seattle, South Lake Union and Uptown increased by over 5,000 residential units in the last ten years, representing 12% of the City's residential growth during the period. More significantly, the area added 15,286 jobs from 2004 to 2013, over one-third of the City's job growth. Continued expansions and relocations from major employers like Fred Hutchinson Cancer Research Center, Amazon and Expedia indicate that this trend will continue. Our foundation alone has 1500 staff and countless partners coming and going from this area, nearly half living near the South/West Seattle and QA/Ballard north alignments. Providing better transit connectivity to this area will significantly improve regional access to this growing job center.

Support access to Seattle Center

ST3 also represents an opportunity to expand non-work transit trips in the region and increase accessibility to jobs, schools, medical facilities, recreation and shopping throughout the region. In addition to the significant housing and employment in the north downtown area, it also hosts many neighborhood, city, and region-serving destinations. These destinations include not only the Seattle Center but arts and cultural institutions such as MOHAI, EMP, Olympic Sculpture Park, Chihuly Garden & Glass, Pacific Science Center; sports and recreational opportunities at the Center for Wooden Boats, Key Arena and Memorial Stadium; open space at Seattle Center, Denny Park and Lake Union Park; and many educational institutions.

The proposed Seattle Center Station provides for a unique opportunity to provide high-capacity transit to a truly regional destination and an institution we have long supported. There are 12.3 million visitors and over 12,000 events a year held at Seattle Center and approximately 2/3 of Seattle Center visitors come from within the ST3 service area¹. According to a recent poll conducted by EMC Research on behalf of Seattle Center Foundation, 29% of respondents stated that parking was a main factor in not visiting the Seattle Center as well as 15% responded with too difficult to get to and lack of transportation options. The Seattle Center Station will provide frequent and reliable transit service that is currently lacking and shift event and tourist trips from automobiles to transit.

As alignment and station planning progresses, we encourage Sound Transit to explore opportunities for partnerships that will help to advance civic priorities such as the Century 21 Master Plan implementation and Uptown Urban Design Framework.

Need to Accelerate Implementation Timeline

The foundation shares the values expressed in the Sound Transit Core Priorities for ST3. This north downtown area, including the Seattle Center, is of regional significance as designated by the regional growth area, as well as its significance for tourism and economic development. Due to the importance of the three downtown stations, as well as the significance of the Ballard to Downtown light rail line where over half of our staff live close enough to use and the growth we are already experiencing, it is imperative that Sound Transit move as quickly as possible to accelerate the system timeline. The Ballard to Downtown line will carry up to an estimated 145,000 daily riders resulting in the highest performing line and deserves to be accelerated in the project timeline. We also support and believe that West Seattle to Downtown should also be completed on an increased time due to its regional significance as well.

We support innovative thinking on steps Sound Transit could take to reduce the build timeline for the downtown light rail lines. Steps that might be discussed include working with the cities on their permitting and land use regulatory timelines, as well as using local jurisdictional bonding capacity to speed projects along. If it is feasible to consider asking voters for a 60% approval rate rather than a majority vote, would additional capacity be available?

Thank you for asking for our comments about what is important to this neighborhood and our staff and partners. We look forward to working with Sound Transit as planning and design phases unfold, and especially as it relates to our own developments and experience in constructing in the north downtown area.

Sincerely,



Norma Miller, Director
Global Real Estate and Operations

¹ Source: Seattle Center



www.bluegreenalliance.org/wa

April 29, 2016

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

Dear members of the Sound Transit Board of Directors:

The BlueGreen Alliance of Washington State, a partnership between labor, environmental, and community groups across our state, would like to submit the following comments on the proposed plans for Sound Transit 3.

On the whole we are very supportive of the ST3 proposals. A bold plan to bring comprehensive public transit to communities in some of the most populated areas in Washington State will make a significant and important contribution to goals the BlueGreen Alliance supports: reducing greenhouse gas emissions, creating and sustaining good family-supporting jobs, and enhancing equity for all communities. However, we believe that there are a few key ways in which the proposal could be improved, which include procurement, equity components regarding transit-oriented development and targeted local hire, and accelerating the delivery timetable.

With regard to procurement, we strongly urge you to establish procurement provisions that allow for consideration of the life-cycle carbon footprint of materials as well as prioritizing domestic content. The environmental impact of materials varies greatly depending on the energy intensity and efficiency during the manufacturing process, and additionally the method and distance goods travel makes a very significant contribution to the carbon footprint of materials. Part of the great value of a transit proposal such as ST3 is the contribution it will make to reducing carbon emissions in our region; ensuring that procurement rules enable selection of materials with lower life-cycle carbon footprints will enhance the climate impact of the project. In addition, these

considerations link up closely to the importance of buying domestically sourced goods, which contributes greatly to creating and maintaining a vibrant manufacturing sector in the US economy and supports broadly-shared prosperity. We strongly support life-cycle carbon footprint and domestic sourcing in the final procurement rules.

In addition, we feel there are additional ways in which equity for lower income communities can be enhanced. These include efforts to maximize the potential for equitable transit-oriented development (TOD) and increased density with supporting policies, projects, investments and alignments. Promoting a mix of jobs, services, and affordable housing around transit stations and hubs is critical to increasing ridership as well as ensuring access to opportunity. Strengthening proposals related to access to the stations for pedestrian, bus, and bicycle users will also ensure that all communities can easily and affordably access the system.

Another valuable opportunity related to equity is the use of targeted local hire in the building process. ST2 has provided millions of labor hours, including apprenticeship training for our local communities which benefits numerous women and people of color. The projects proposed in the ST3 draft plan should continue and expand these successes by establishing worker and apprenticeship goals for local residents and disadvantaged communities. Continued and expanded apprenticeship utilization will allow local people to learn the skills needed for a successful career while earning money in their own community. Additionally these goals should be extended to all Sound Transit property developed related to the proposed projects. This will provide significant additional training opportunities and ensure that the wages paid to workers on these and related development projects stimulate our local and regional economy.

Finally we believe that efforts should be made to speed the delivery timetable across the entire package, while prioritizing higher ridership areas where the need for transit is greatest. The Graham Street station should be included as an early win and connections across the region should be built quicker while keeping the intent of high-capacity transit as a community use with an eye on equitable TOD. Finding ways to

shrink the timeline and opening stations earlier across the region than currently planned should be focused on, as this would enable access for communities that need it most, while high-ridership connections will generate resources needed to complete the system and hasten the reduction of greenhouse gas emissions.

Sound Transit 3 can reshape our community in many valuable ways, improving our climate impacts, providing good jobs, and supporting shared prosperity. We urge you to ensure that this plan maximizes its potential positive impacts, by establishing procurement processes that consider carbon emissions and domestic content, enhancing equity through TOD and targeted local hire, and endeavoring to speed delivery of the system. These improvements will enable what is already a strong and important proposal to be truly transformational – for Washington’s communities and economy, as well as for the planet.

We look forward to continue to engaging with you on this valuable project.

Sincerely,



Stephanie Celt
Washington State Policy Coordinator, BlueGreen Alliance

Signed by Washington State BlueGreen Alliance Executive Committee members:



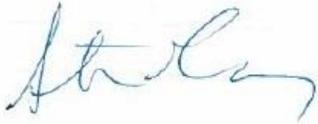
Jeff Johnson
President, Washington State Labor Council, AFL-CIO



KC Golden
Senior Policy Advisor, Climate Solutions



Robin Everett
Organizing Representative, Sierra Club Washington State Chapter



Steve Garey
President (retired), United Steelworkers Local 12-591



Neil Hartman
Political Director, Washington State Building and Construction Trades Council



Becky Kelly
President, Washington Environmental Council



JB Tengco
West Coast Director, BlueGreen Alliance



Improving Lives Through Bicycling

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To: Sound Transit Board
From: Cascade Bicycle Club
Re: Sound Transit 3 - Draft System Plan and Policies
Date: April 29, 2016

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Draft Plan and policies. Cascade has over 17,000 members around the Puget Sound and Statewide. Many of our members look forward to the opportunity to have more transportation choices as ST3 brings affordable, reliable and sustainable transit across the region.

A key component for our membership is the need to provide safe routes to access transit via biking regionwide. With the 2041 ST ridership projected be over 500,000 people, the vast majority of daily riders will walk, bike or bus to access this high capacity transit. Using ST projections and past data, nearly 87% of riders will get to stations by walking, biking and using local transit. The ST3 plan must ensure that the region invests resources in modes of access that benefit the majority of people in the region.

We appreciate the bold package of investments the board is proposing in the Draft System Plan and Policies, but the package needs to incorporate the following improvements:

Cascade requests that Sound Transit 3 System Plan invests in improving system access to an aggregate of \$500 million The success of public transit is often dependent on safe, comfortable and convenient ways for people to access the station. These include bike, pedestrian and bus connections to high capacity transit stations. In ST2 \$75 million was allotted for access, but these funds were quickly repurposed during the depths of the Great Recession. Increasing system access funding in the ST3 package will allow Sound Transit to make much needed investments in existing stations and planned ST2 stations, while also improving access across an expanded regional transit system.

System Access funding can be accomplished through a mix of direct investments, policies, and programs:

- Increase the R-05 System Access Fund. This will allow bike/ped improvements to be made to all stations, whether from Sound Move, ST2 or new investments proposed in ST3.



Improving Lives Through Bicycling

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- Increase allowances in the project lists for non-motorized access, especially in places with potential alignments adjacent to freeways. Access funding is a proxy for alignment and many of the prospective alignments will need substantial investments to allow people to access transit.
- Allow scope of parking investments in projects to be revised to include a range of strategies providing rider access along with or instead of parking. ST precedence for this already exists on projects like the Federal Way Transit Center to Tacoma Dome Light Rail.
- Price parking at all stations and use revenues from parking to fund local access improvements surrounding the stations.
- Given the 25-year timeline, require any ST3 parking investments to include a parking needs assessment before new garages are designed.
- Parking facilities should require a jurisdictional match that is equivalent to the match suggested by ST for any non-motorized access investments.

Make biking and walking investments part of the early wins. Many voters may not be seeing substantial investments in their community in the ST3 package for the next 10-15 years. Providing improved biking and walking connections to existing stations will create early wins for communities and provide visible improvements for the voters.

Improve connections to the regional trail network. Connecting transit and trails will allow people of all ages and abilities to bike or walk to transit. Below are examples of projects that would enhance connections to existing bike routes in the region.

- Ensure any rail bridge across Salmon Bay in Ballard includes comfortable accommodations for people riding a bike or walking. This type of multimodal bridge already exists with Portland's Tillikum Crossing Bridge.
- Make a seamless connection between the Wilburton Station and the Eastside Rail Corridor at NE 8th St. in Bellevue with a safe and accessible flyover that improves mobility and access between transit and the trail.
- Include an extension of the Interurban Trail spur that currently ends at 128th St. SW to connect to the the future light rail station at Mariner (South Everett).
- Connect the Central Issaquah Station to the East Lake Sammamish Trail. Rail should be accessed via a walking and biking bridge that is comfortable and accessible.

Prioritize alignments that support Transit Oriented Development (TOD). Choosing alignments that allow for strong TOD dramatically improve access to transit. Research shows that those who live close to transit ride more often. It also can provide an opportunity and easy access to jobs and homes. There



Improving Lives Through Bicycling

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is also a significant environmental health and justice aspect to locating away from Interstates, which is supported by language incorporated in Sound Transit's most recent Long Range Plan.

Making biking and walking convenient and safe supports Transit Oriented Development and affordable housing around stations. It supports healthy, equitable communities, and it provides low-cost, sustainable ways to give more people better options to get around the Puget Sound.

Thank you for the opportunity to comment, we look forward to working with the board to ensure that everyone can safely and comfortably access transit by biking walking or taking the bus.

Sincerely,

A handwritten signature in black ink that reads 'elizabeth kiker' in a cursive, lowercase style.

Elizabeth Kiker

Executive Director, Cascade Bicycle Club.



April 29, 2016

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

Re: ST3 Draft Plan – COP Comments

Dear Chair Constantine:

This letter represents the comments of the Citizen Oversight Panel (COP) to the ST3 Draft Plan (ST3 or Plan). COP members have individually reviewed the draft Plan, attended selected public comment open house events offered by the Agency and assembled these comments representing our consensus of comments for the Board’s review in finalizing the ST3 Plan for a ballot measure in November 2016.

It is our understanding that ST3 would complete the regional light rail (LRT) spine that began with Sound Move, add connections to West Seattle, Ballard, Redmond and Issaquah, extend commuter rail to Dupont and add bus lanes and park and ride spaces in the I-405 and SR-522 corridors. The Puget Sound region would benefit greatly by these investments. The COP supports the Plan and commends Sound Transit for the extensive work that was necessary to develop the Plan in time for voter consideration on November 8, 2016.

General Comments

Sound Transit provided many opportunities for public input when updating the long-range plan for the district, from which the Board selected projects for further study and analysis. The list of potential projects is inclusive and the analysis appears to be reasonable and objective. All jurisdictions were invited to comment on the projects affecting them, and the draft system plan now under public review was issued. The news media have responded with considerable interest in the Plan, and extensive public response has already occurred. While the COP is aware that some local governments and citizen groups are currently unhappy with Sound Transit, the draft Plan is a good first step.

We believe the ST3 Plan to be a good one, developed in an open and reasonable manner that reflects sound financial capacity. However, we also find the overall scope of the Plan to be very large in terms of both time and cost. As envisioned, ST3 would be among the largest transit infrastructure projects ever undertaken in the United States. The Plan would add an estimated \$400 per year per household to existing taxes

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collected under Sound Move and ST2 that will be collected indefinitely. The 25-year duration of the Plan projects that some major investments won't be complete until 2041. While the various elements of the Plan all appear to be well developed and explained, we feel that the Board will need to vigorously discuss aspects of project timing, phasing, construction schedule, and subarea distribution in the process of finalizing the scope of ST3.

In general, the timeline for delivery of most the ST3 projects appears to be quite conservative, as do financing assumptions. As particular projects advance under ST3, the COP suggests that the Agency work to identify technical needs, permit requirements and other intergovernmental requirements with its partner agencies, including local transit providers, the Washington State Department of Transportation (WSDOT), the Burlington Northern Santa Fe Railroad (BNSF), and various local municipalities. These efforts would reduce delays in phasing and scheduling and help control project costs. Reassessment of the Agency's longstanding fiscal policies regarding debt service might also facilitate project delivery.

The application of the concept of subarea equity contributed to the successful vote on Sound Move, and its continuation with ST2 makes it likely that the public would expect it to be an integral part of ST3. The COP believes this is a reasonable expectation, and encourages the Agency to make the costs and benefits to each subarea transparent.

The Plan proposes that 8,000 new parking stalls be distributed throughout the region, except for north King County, at a total cost exceeding \$600 million. This amounts to a substantial subsidy to the user and the Agency should consider expanding its parking fee program and/or evaluating alternate access possibilities.

Finally, we believe the following major policy questions should be addressed as the Board works to finalize the Plan:

- The extent to which proposed project delivery dates are driven or constrained by funding limitations
- The effect of subarea equity in establishing the prioritization of projects
- The extent to which projects with the highest returns on investment and ridership potential could be given a higher priority in scheduling and delivery

Subarea-Specific Comments

Pierce County

Western Pierce County will benefit greatly by the Link extension to Tacoma, the Tacoma Link extension and the Sounder extension to Dupont. Expanding ST Express service to meet increasing travel demand northbound and adding Bus Rapid Transit (BRT) along Pacific Avenue in Tacoma would also improve mobility in the region.

It appears that eastern Pierce County will receive relatively few benefits in the Plan as currently drafted. The South Sounder Capital Improvement Program targets station area enhancements in the Puyallup/Sumner area. Bus and capital enhancement projects in eastern Pierce County and Tacoma will provide commuter benefits, but in our opinion have little impact on travel time reliability. We believe that previously identified candidate projects to provide additional Sounder frequency and service expansion from McMillin to Sumner or Puyallup would provide much greater benefits to eastern Pierce County.

Snohomish County

The Plan doesn't appear to include specific improvements for Sounder North. However, the COP suggests that adding parking spaces for commuters at the Edmonds station should be a top priority that would address existing parking shortages and encourage ridership. Expediting ongoing mudslide mitigation efforts would enhance schedule reliability. Adding a station at Smith Cove to connect to the new Ballard LRT line would provide greatly improved service between Snohomish County and major employment centers and regional bus connections. Finally, performance thresholds should be developed that if not met would be evaluated by a peer review panel to recommend future direction for the line.

Additional parking capacity at the Mountlake Terrace Transit Center will be important to absorb additional ridership, including the potential addition of a North 220th Street LRT station. Temporarily serving Paine Field by BRT or a phased LRT spur while reevaluating future service and alignments based on economics and demographic needs is recommended. The COP encourages the Agency to work with Community Transit to maximize coordination between BRT and LRT routes, including the addition of an LRT station at I-5 and 128th Street SW. Accelerating completion of the regional spine by using the most cost and time effective right-of-way and evaluating the extent to which projects to Ballard, West Seattle and Issaquah might delay such completion should be a priority of the Agency.

North King County

The Ballard to downtown Seattle LRT, in combination with the proposed second downtown tunnel, will strike a good balance in terms of cost effectiveness, needed reliability and capacity over earlier options, and should be retained in the Final Plan. The 145th Street and SR-522 BRT project will also provide high returns on investment and in new ridership. The infill station at 130th Street would provide LRT access to two densely populated communities that are currently underserved by public transit: Bitter Lake and the Lake City Hub area. Lake City in particular is a fast growing residential neighborhood with a relatively low rate of home ownership and a high percentage of below-median income and transit dependent households, and the location is well-suited to walking and biking access as well as feeder bus connections along the 130th/125th Street corridor. The infill LRT stations at the Boeing Access Road and Graham Street appear to have relatively lower ridership and return on investment.

Both the Ballard to downtown Seattle and downtown Seattle to West Seattle LRT lines have very high value to the region and should be completed as soon as possible. Projected ridership on the Ballard line in particular, at up to 145,000 passengers per day, is higher than the current ridership of the entire Portland MAX system. A completely grade-separated line between Ballard and downtown Seattle would have many more benefits than the current alignment, which includes a long section at-grade that will result in significant slowdowns and potential for collisions at multiple cross-traffic intersections.

The final configuration of the LRT system has not been specified in the ST3 Plan, but strong consideration is being given to reconfiguring the current Central Link line from the University District and downtown Seattle to SeaTac Airport to instead go from downtown Seattle to West Seattle, while the SeaTac portion of Central Link would be connected to the new Ballard line. This has operational advantages, but it may not sufficiently consider the benefit of “single-seat” rides. In this regard, the current plan of the East Link line continuing northward to the University District and points north seems to be a less productive choice for single-seat rides. Passengers traveling between the eastside and points north of downtown Seattle would likely seek buses or other more efficient routes than traveling via the International District. The Sound Transit Board should explore other options such as Eastlink continuing to Ballard, which would likely provide more single-seat rides and thereby increase total ridership. This configuration could also better support a spur line from Issaquah directly to Seattle via south Bellevue rather than via a connection in downtown Bellevue, as discussed below.

East King County

Light rail service to Issaquah will be very beneficial, but the proposed routing through downtown Bellevue will not serve commuters well between Issaquah and Seattle. With the rapidly changing regulatory and construction environment, it seems premature to commit to a less than optimal routing years ahead of implementation. The Agency should defer any commitment of the routing of LRT to Issaquah and include the alternatives in the Environmental Impact Statement (EIS) process.

The Eastside Rail Corridor was purchased through the federal Rails to Trails program to provide dual-use recreation and transit. The corridor has ample width to support both uses without interference. The Agency should explore the inclusion of rapid transit along the corridor to serve south Kirkland, downtown Kirkland and Totem Lake.

The current Record of Decision (ROD) for East Link through Redmond includes a complicated routing that was identified many years ago due to factors that have changed considerably in the interim. The Agency should consider a more natural routing, perhaps leaving SR-520 at Leary Way and traveling along the west side of the heron rookery, which would require less track, improve operations and create a better terminus location to support a later extension of the line.

The ST2 station plan for the Redmond Technology Center station calls for a center platform design because the station will serve as a terminus for a short time. However, this design will cause very large numbers of morning commuters to cross the tracks through a very narrow at-grade crossing of the eastern track and create safety concerns. Side platforms, or the addition of an eastside platform, would eliminate the need for pedestrians to cross the tracks. The Agency should consider building, concurrent with ST2 construction, sufficient tail track beyond the station to support side platforms rather than a center platform.

South King County

South King County was hit harder than other regions by the 2008 recession and has taken longer to recover. The subarea has been paying taxes for the Link extension to So. 272nd/Star Lake for eight years, and anxiously awaits the completion of that project and a future extension to the Tacoma Dome. The subarea also needs increased and faster ST Express bus service through use of the I-5 shoulders, and more than 400 parking spaces added at or near the Federal Way Transit Center during the interim period when the Federal Way light rail station is the terminus for the line.

Many south King County and Pierce County residents have expressed frustration that LRT in the Plan would only reach Kent/Des Moines/ Highline by ST2's original 2023 completion date for the South 272nd/Star Lake project, and the extension to Federal Way would take another five years. Some taxpayers could view this as being asked to assume an additional, significant tax increase in order to fund the same project. The COP would be interested in knowing whether the long project delivery time frames estimated in the Plan could be accelerated with a more aggressive policy toward capital project bonding guidelines.

The COP appreciates the opportunity to comment on the ST3 Draft Plan and looks forward to reviewing the Final Plan expected in June.

Sincerely,



CITIZEN OVERSIGHT PANEL
Philip Lovell,
Chair

Cc: Peter M. Rogoff, CEO
Citizen Oversight Panel



Coalition of Immigrants, Refugees and Communities of Color

April 29, 2016

To Sound Transit:

We need a commitment to build the NE 130th Street Station. North Seattle is a growing community, one which already lacks adequate transit service. We appreciate that the Sound Transit draft plan has included the recognition that the 130th Street Station could serve thousands of people. However, the current “provisional” designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle. North Seattle’s solution to light rail should not be to walk or drive to Shoreline’s station. The 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track and no new tunnel; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal. We are calling on the Sound Transit Board to make a commitment to build the NE 130th Street Station.

Other key issues to mention:

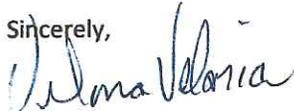
- Station Spacing – Best practice for high capacity rail lines in other cities have stations averaging every 0.4 mile. North of the ship canal we will be looking at an average of 2 mile spacing getting as high as 2.5 miles between the Northgate and 145th St. stations. This is unacceptable.
- Seattle’s Race and Social Justice Initiative – Bitter Lake Hub Urban Village and Lake City Hub Urban Village are the fastest growing urban villages in North Seattle while remaining some of the most affordable places to live in Seattle. High numbers of low-income families and seniors live in these communities. They also represent the areas with the highest concentration of neighbors who are English language learners in North

Seattle

- 130th is an ideal place to build out better pedestrian and bicycle infrastructure. In fact, some of that work has already started along this corridor. This station could prove to be the most accessible via bike above both Northgate and 145th street stations.
- Car ownership is below the city wide average in these areas. This is a transit dependent community
- Based on Seattle's 2035 Growth Analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don't even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. With our current housing crisis can we really say no to this kind of growth potential?

Thank you.

Sincerely,



Velma Veloria

Coordinator

Coalition of Immigrants, Refugees and Communities of Color

1528 Valentine Pl. South

Seattle, WA 98144

rosete80@gmail.com



950 Pacific Ave, Suite 300 | Tacoma, WA 98402
253-682-1739 | info@downtownonhego.org

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

April 29, 2016

Dear Chair Constantine and Board of Directors,

We are excited to see a Sound Transit 3 package move forward to the voters in November and are pleased to provide comments on the ST3 candidate projects. Growth and vitality of our public transportation system is critical to the prosperity and well-being of businesses and residents in our community. At Downtown On the Go, our priority is creating and supporting multi-modal transportation options for the downtown community and we support a compact, urban core that provides service in the most efficient way to create a thriving regional economy.

We believe the following transit projects should be given higher priority in your plan:

- **Light rail from the airport**

Growth of the light rail system is vital to downtown Tacoma and completing the central spine should be made a priority. Sound Transit has continually said that the light rail central spine is a priority, and with that, the completion date to Tacoma should be moved up to 2026 (from 2033) and completed before any additional projects are finished.

- **Bus Rapid Transit**

Tacoma commuters will benefit greatly from Bus Rapid Transit (BRT) on Pacific Ave and we fully support the partnership between Pierce Transit and Sound Transit to make this happen. This addition to our transportation system will make a huge difference for mobility in Tacoma and our ability to convince commuters that transit is a viable option.

- **Bus service to and from Seattle**

Tacoma commuters rely heavily on Sound Transit Express buses and these buses are currently running at capacity throughout the day. Additional resources should be put towards additional buses. In addition, we would like to see bus service continue after the completion of central link as capacity will be needed and options are key to connectivity.

- **Souder service**

We support the additional Souder service *on existing tracks* outlined in the plan and wish to underscore the value of adding additional, midday trips on this service.

- **Multi-modal connections**

Connections to transit by bicycle, foot, and local buses are essential to our use of the regional system and increased connectivity to and from mixed-use residential centers, transportation hubs, major cities, business districts is paramount to the vibrancy of downtown Tacoma. We are excited to see that station access remains part of your long-term plan and we would encourage you to write multi-modal station access into all of your ST3 plans. Options that allow commuters to leave their car at home will ensure that the regional transit system strengthens the local system, rather than becoming part of local congestion.

We are a partnership of the Tacoma-Pierce County Chamber, City of Tacoma, and Pierce Transit, and our Board of Directors represent downtown businesses, organizations and agencies. On behalf of our Board and the approximately 33,000 employees and more than 7,000 students who commute to downtown Tacoma on a daily basis, I would like to express our support for Sound Transit's efforts to increase access to public transportation in our region and we urge you to utilize us as a community partner in this effort.

Thank you for your consideration.

Sincerely,



Kristina Walker
Executive Director
Downtown On the Go



Our Mission
To champion a healthy, vibrant urban core

April 28, 2016

Downtown Seattle Association

Officers

Mark Barbieri
Chair

Richard Stevenson
Vice Chair

Karen Chang
Treasurer

Charles Riley Jr.
General Counsel

Jon Scholes
President & CEO

Board of Directors

Zahoor Ahmed

Bill Bain

Marilyn Boss

Rita Brogan

Patrick Callahan

Cary Clark

Dan Dixon

David Douglass

Ben Franz-Knight

Patrick Gordon

Dan Greenshields

Bernie Griffin

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Paul Ishii

Gerry Johnson

Greg Johnson

William Justen

Megan Karch

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Jane Lewis

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Roger Nyhus

Kathy O'Kelley

Denny Onslow

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Fred Rivera

Charles Royer

Rita Ryder

Craig Schafer

John Schoettler

Monica Smith

H. Martin Smith

Tony Stewart

Beth Takekawa

Todd Timberlake

Bart Waldman

William Weisfield

Roy Whitehead

Kathryn Williams

Donald Wise

Emeritus

Herbert Bridge

A.M. Clise

Mike Flynn

Joshua Green III

Matt Griffin

Yogi Hutsen

Stephen Koehler

Blake Nordstrom

Jane Rakay Nelson

Richard Redman

J. Michael Rona

H. Jon Runstad

Judith Runstad

Frederic Weiss

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

Dear Sound Transit Board Members:

On behalf of the Downtown Seattle Association (DSA), I would like to thank you for your thoughtful consideration of Downtown in your future planning for the next phase of Sound Transit's expansion. Earlier this year, we shared with you three principles that we hoped would guide your thinking as you prepare to shape these important investments:

1. Investments must emphasize transit connections to current and future jobs, residential hubs, cultural assets as well as regional growth centers.
2. Enhancements must maximize overall capacity and ridership, but not at the expense of existing modes of transportation or the existing right of way.
3. We must build now for the long-term, to prepare for future demand and flexibility as well as to allow future expansion of lines through Ballard and West Seattle.

Today, no project is of greater importance and concern to our members than the expansion of our regional transportation network through the Sound Transit 3 measure. The efficient movement of people and goods to and within Downtown Seattle is vital to our urban core. Our ability to attract and retain businesses, residents, and visitors in the Puget Sound region depends on this mobility and it is for these reasons that the DSA and its members have actively supported the Move Seattle levy and both the King County and Seattle Transportation Benefit District ballot measures in recent years.

As the Sound Transit Board refines the ballot measure to present to voters in November, we would like to underscore the following critical components:

A High-Capacity Tunnel through Downtown Seattle

We are steadfast in our support for a new tunnel through the Downtown. It's essential that we plan for future growth and invest in our regional transportation network in a way that provides additional mobility options, and doesn't compete with existing transit capacity, right of way, or the movement of freight. This includes all of our downtown, including South Lake Union, the Seattle Center and Uptown. While the at-grade light rail options may look like cost-saving measures today, they would result in substantial compromises to the functionality of the regional system in years to come—in connectivity, cost and capacity.

Accelerated Timeline for Implementation

While current ST3 planning incorporates important elements for a successful regional transportation system, the phasing pushes many of these key investments out nearly twenty years. It's clear that the need for an integrated light rail system is growing faster than we can plan and build it. It is for this reason that we request that Sound Transit explore ways to implement these connections in Downtown Seattle quickly to meet the demands of our growing urban centers as soon as possible. Specifically, we encourage the Sound Transit Board to explore creative financing methods and partnerships to expedite delivery of service.





Our Mission
To champion a healthy, vibrant urban core

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H. Jon Runstad

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Frederic Weiss

Stations to Maximize Capacity in Urban Growth Centers

We are pleased to see that current plans include three future stations in North Downtown. These three stations are critical and provide much-needed service for the more than 12 million annual visitors to the Seattle Center and the expanding employee and residential populations in the South Lake Union and Denny Triangle neighborhoods. Today, Downtown is home to 67,000 residents, over 250,000 jobs and over 3.5 million annual hotel guests. With the current levels of residential, office and hotel development, these numbers are expected to grow significantly and it's critical that the investments we make today account for this projected growth. Specifically, in North and South Downtown, there is an opportunity to connect to the anticipated employment and population growth in addition to our cultural and civic assets. Likewise, a station in the central business district and two stations in South Downtown would provide increased access to growing residential and job clusters, as well as major events.

Integrated Transit Hubs at Westlake and the Chinatown-International District Stations

Lastly, about a quarter of a million passengers commute to Downtown Seattle every day via light rail, heavy rail, on more than 100 bus lines and now by streetcar. We have a once-in-a-generation opportunity to fully integrate these diverse modes of transportation at our major transportation hubs in Downtown Seattle through a well-choreographed and designed public realm. Realizing the full potential of our regional transit hubs at Westlake and the Chinatown-International District is critical to the future success of our transit system. We urge the Sound Transit Board to give heightened attention to the public realm and to carefully consider how light rail will connect to existing and growing transportation options, while enhancing the urban experience.

The strength of our regional economy and quality of life depends on the reliability and connectivity of our transportation infrastructure. Thank you for your continued stewardship of our regional transportation system and your work to develop the Sound Transit 3 measure to improve mobility throughout the region.

Best regards,

Jon Scholes
President and CEO
Downtown Seattle Association (DSA)



816 Second Ave
Suite 200
Seattle, WA 98104



(206) 343-0681
fax (206) 709-8218
futurewise.org

April 29, 2016

Sound Transit Board and Staff / Sound Transit
Attn: Sound Transit 3 Draft System Plan
401 S Jackson St., Seattle, WA 98104

Via email to soundtransit3@soundtransit.org and emailtheboard@soundtransit.org

RE: Comment Letter for ST3 Draft System Plan – Futurewise

Dear Sound Transit Board and Staff:

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) Draft System Plan. Futurewise is a non-profit organization working throughout the state of Washington to develop and implement solutions that create healthier communities and a healthier environment. With offices in Seattle, Tacoma, Spokane, and Bellingham, we are recognized as a leading civic planning organization and respected for our independent and holistic approach to urban, rural, and natural resource issues. We have been a leading voice on land use and transportation issues for over 25 years in the Puget Sound region and throughout Washington State.

We commend the Sound Transit Board for their leadership and vision in bringing a plan forward to provide high-capacity transit to the Puget Sound region. With the region set to grow by over one million additional residents by 2040, now more than ever is the time to invest in a truly regional system. You have accomplished this by providing a plan that will connect Everett to Tacoma, building east to Redmond and Issaquah, and providing reliable high-capacity transit to West Seattle and Ballard. While we strongly support the vision that the Sound Transit Board put forward, Futurewise believes that Sound Transit can still make improvements to the Draft System Plan.

Futurewise requests that Sound Transit:

- 1) Update their Transit Oriented Development Policies and include principles of action within the system plan as well as set out a plan to achieve the affordable housing statute RCW 81.112.350 in the authorizing legislation;**
- 2) Retain light rail to Everett via Paine Field and SR 99;**
- 3) Limit Sound Transit-owned parking spaces, design parking garages to be converted into TOD, and charge for parking at all Sound Transit stations;**
- 4) Speed up the timeline of construction for light rail across the region.**

In the following letter, Futurewise will provide policies and principles on why each of these are important and how they should be accomplished. By making the following changes, ST3 will be the bedrock on which our region grows and moves in the coming decades.

1) Update Transit Oriented Development Polices and include principles of action within the system plan as well as set out a plan to achieve the affordable housing statute RCW 81.112.350 in the authorizing language. By updating TOD policies and embedding affordable housing into station planning, Sound Transit can be a leader on building equitable transit oriented development for the country. Communities can promote equitable development in high opportunity areas, stimulate redevelopment, and build more affordable homes when publicly-owned, transit-connected land is prioritized for affordable housing. In high-cost communities with access to good transit, schools, and jobs, affordably-priced land is in short supply and becomes even more challenging to procure as high capacity transit expands nearby. In lower-cost markets, unused public property remains vacant for years, hampering community development and threatening public safety. Aligning land disposition/acquisition policies with affordable housing goals provides local flexibility, creates government efficiencies, facilitates dense development to achieve environmental goals, increases transit ridership, and achieves the fullest public benefit from transit investment. ST3 provides a prime opportunity to accomplish these objectives. RCW 81.112.350 now requires Sound Transit to proactively support affordable housing development on public land. In order to implement this language, Sound Transit should alter practices and policies in the following ways:

PROPERTY ACQUISITION & DISPOSITION

- A) Property Acquisition:** As part of its commitment to provide greater benefit to the community, Sound Transit must continue to improve its land acquisition practices by purchasing lots in sizes and shapes that are conducive for TOD. Federal Capital Investment Grant (New Starts/Small Starts) guidance now promotes this practice as transit “enrichment” for joint development. Sound Transit should also explore leasing land through other public partners such as local governments and housing authorities in order to minimize any long-term encumbering of the property. This would allow Sound Transit to better align with land acquisition funds from other public or philanthropic sources.
- B) Property Disposition:** Sound Transit must prioritize affordable housing development on all surplus property. To reflect this priority, Sound Transit needs to update disposition policies and increase staff development expertise to better enable affordable housing providers to purchase developable land in and around stations. In addition, the policies must align with authorizing language in 81.112.350 by removing the current requirement that the disposition of property return the maximum financial return. To the greatest extent feasible, Sound Transit should partner with other public entities with expertise in affordable housing, finance, and disposition of public land for affordable housing (such as county and local governments and housing authorities) throughout the disposition and request for proposal (RFP) process in order to create cost efficiencies and assure policy and funding alignment. Finally, Sound Transit must accelerate the timeline for property disposition to promote more timely construction of affordable homes. Sound Transit must promote a timely and transparent disposition process by publishing and maintaining a list of properties and the anticipated schedule for their disposition.
- C) Favorable Sale & Development Terms:** As required by state authorizing language (RCW 81.112.350), Sound Transit must provide first offer of sale of at least 80% of all surplus land across the portfolio to housing authorities, nonprofit developers, and local governments for the development of affordable housing. As required by the state statute, at least 80% of the homes on this land must be affordable for households earning less than 80% of the county’s area median income. Mixed-income, mixed-use development should be encouraged. In order to promote the disposition goals above, Sound Transit must provide favorable sale terms to affordable housing developers such as holding land until sale.
- D) Discount Land Sales for Affordable Housing Development:** As required by state authorizing language (81.112.350), Sound Transit must discount the sale of most (if not all) surplus

property for affordable housing. Affordable housing near transit is a public good with immense value for low-income residents, communities, and transit ridership. Current policy that requires fair market value (for unrestricted use as of the time of sale) focuses solely on monetary return rather than encouraging other public benefits. This practice prevents affordable housing developers from competing for sites well-located for low-income residents and creates inefficiencies for public affordable housing funding sources. Recent updates to Federal Regulations provide the flexibility Sound Transit needs to sell surplus lands at little or no cost in order to deliver the benefits of affordable Transit-Oriented Development (TOD) to the fast-growing Puget Sound region. Sound Transit must adopt a policy statement which clarifies the intent to sell surplus property for affordable housing at below “fair market value.” This policy statement should state Sound Transit’s intent to use some or all of the following strategies to comply with FTA requirements:

- Approve joint development (including on top of station areas);
- Lease land instead of selling;
- Include affordable housing requirements in the appraisal of property;
- Dispose of land quickly, before land values escalate;
- Liquidate federal financial interest when needed;
- Include the benefits of increased ridership from affordable housing in property valuation;
- Confirm that affordable housing is a direct transit benefit due to increased ridership;
- Further explore whether some station areas are unencumbered by federal investment.

JOINT DEVELOPMENT AGREEMENTS

- E) Joint Development Expertise:** ST should hire a joint development practitioner that can specialize in developing and executing joint development agreements. This includes an individual that is well versed in outreach and public input to produce the developments that fit within the community vision.
- F) Affordable Housing Requirements:** The affordable housing requirements only pertains to surplus property. ST must adopt policies for joint development agreements that reflect the spirit of the law. This means setting aside similar requirements for affordable housing and including them throughout the joint development agreement portfolio.

FINANCIAL ASSUMPTIONS

- G) Financial Plan:** Sound Transit must retain the policy principle in ST3 that does not assume any revenue from property sales in the revenue estimates of the financial plan. This includes updating the land disposition policies that require Sound Transit to realize the greatest possible return to include affordable housing. The principles guiding Sound Transit’s financial plan must be consistent with the values articulated in its Long Range Plan. The agency’s commitment to promoting equity, dense and walkable communities, and to providing measureable public benefits must be integrated into a financial plan that maximizes the potential for all investments to contribute to those goals.
- H) Loan Fund:** As required by the state statute, Sound Transit must plan for the total of \$20 million in contributions to the regional revolving acquisition loan fund which will help acquire additional sites for affordable housing near transit.

EQUITABLE TRANSIT-ORIENTED DEVELOPMENT

- I) Station Alignment:** Sound Transit must improve TOD policies to establish a preference for transit alignments that follow and foster compatible land uses.

- J) Good Jobs:** Sound Transit must create job quality standards for commercial tenants over 10,000 square feet that are operating at surplus TOD sites and sites acquired through the revolving loan fund in order to promote family-supporting jobs that pay living wages, provide benefits, and create long-term economic security. Sound Transit already expects job quality standards for system construction and operation and should set similar standards through the RFP process for any private-sector jobs on formerly public land.
- K) Community-Driven Development:** Throughout the planning and disposing of property, Sound Transit must ensure that organizations with strong ties to local communities (when paired with development expertise) are able to effectively compete in the disposition/bidding process. Communities which are most negatively and disproportionately impacted by the lack of adequate and available transit and affordable housing, in particular, should be prioritized and consulted throughout the process. Because a public good is best designed by those who will use and benefit the most from it, Sound Transit should solicit and incorporate input from these communities when determining the goals for specific properties. Sound Transit can facilitate this process by hosting stakeholder workshops and encouraging developers to build relationships with community partners.

2) Retain light rail to Everett via Paine Field and SR 99. Building a light rail system is a once-in-a-lifetime opportunity to invest in the communities of the Puget Sound region. Although it is infeasible to build a station in every neighborhood, there is clear value in creating a transit system that maximizes its benefit to existing communities and catalyzes the development of thriving, walkable urban centers. The following three goals set by the Growing Transit Communities Partnership underscore the importance of designing the light rail network with transit-oriented development in mind:

- Attract more of the region's residential and employment growth near high-capacity transit;
- Provide housing choices affordable to a full range of incomes near high-capacity transit;
- Increase access to opportunity for existing and future community members in transit communities.¹

Sound Transit must prioritize these goals when weighing the options for the system alignment between Lynnwood Transit Center and Everett Station (N-02). Although several alternatives have been proposed for this leg of the North Corridor, public discussion has focused on the two most dissimilar candidates: a line that follows I-5 with one station at the Everett Mall; and a line that connects to the Paine Field/Boeing industrial center as well as three mixed-use communities along SR-99 and Evergreen Way (see attached **Lynnwood to Everett Corridor comparison diagram**).

The I-5 alignment minimizes travel time and capital/O&M costs, but it does so by sacrificing the urban development and community connectivity potential of the system. In this alignment, a single station would be built at the Everett Mall, which is an auto-oriented commercial center with "no local or regional designation for significant future residential or employment growth."² This alignment fails to offer any opportunity to develop transit oriented communities and is inconsistent with the goals established in the VISION 2040 plan.

¹ Puget Sound Regional Council. "The Growing Transit Communities Strategy: A Transit Corridor Action Agenda for the Central Puget Sound Region." Seattle, October 2013.

² *Ibid.*

In contrast, the Paine Field/Boeing alignment connects three mixed-use districts with the potential to develop into vibrant urban villages and transit oriented communities: SR-99/Airport Rd., Casino Rd. at Evergreen Way, and 41st St. at Evergreen Way. The first two communities have a higher proportion of people of color than the region as a whole,³ making them potential nodes of equitable transit-oriented development in accordance with the Growing Transit Communities goals cited above.

The Boeing station would add a different type of value to the light rail network: while not an ideal site for mixed-use residential development, it is an important regional employment center for engineering and aerospace workers. Sound Transit must acknowledge the benefit of connecting the over 17,000 jobs that are located within a half mile of this transit node, as well as the positive impact that job growth in this employment center would have on the region once it is connected with a high-capacity transit system.

A side-by-side comparison of these two alternatives reveals that the I-5 alignment not only fails to provide adequate options for the growth and development of housing and jobs, but also prevents and limits development of housing and jobs. The larger investment required by the Paine Field alternative would serve 16,200 more people, connect 7,900 more jobs, and significantly increase the access of low-income and persons of color households (see attached comparison diagram for details). In addition, building to Paine Field and along SR-99 will increase the opportunity for ridership growth while decreasing reliance on automobiles. Sound Transit must retain the Paine Field alignment in order to maximize the equitable development benefits of this regional investment and to ensure that the light rail system contributes to the "prosperous, sustainable, and equitable future" envisioned in the VISION 2040 plan.

3) Work with local partners to limit the amount of parking delivered by Sound Transit, charge for parking at all Sound Transit Stations, and design parking facilities to be converted into future transit-oriented development.

Transit systems across the country demonstrate that parking contributes less ridership than other access modes, and that transit systems are most effective when surrounded by land uses that favor transit over driving. Light rail systems with the highest ridership per mile in the United States, including Boston, San Francisco, and Houston, have in common a prioritization of walkability and fewer park-and-ride lots. Further, providing free parking at light rail stations may undermine investments in local transit by incentivizing transit riders to drive to the station rather than other options such as walking, cycling, or using transit. With decreased utilization, the frequency of local transit service is impacted, which burdens all riders and further incentivizes private auto access.

Prior to construction, Sound Transit should conduct studies on proposed new parking structures to determine:

- The net cost per new parking space;
- The potential for reduced parking;
- Access within a one mile walk-shed and three-mile bike-shed to determine potential investments in improving multimodal access;
- Opportunities for shared parking or other nearby parking supply that could reduce the need to build additional Sound Transit parking;
- Opportunities to integrate parking with transit oriented development.

³ *Ibid.*

A) Limit parking paid for by Sound Transit: Sound Transit should explore opportunities to partner with local jurisdictions and/or private entities on joint development or shared parking agreements to reduce the amount of transit parking owned and operated by Sound Transit. Joint development agreements to provide transit parking alongside district parking or other uses would significantly lessen the cost burden of parking construction and maintenance shouldered by Sound Transit, and could help stimulate private investments in transit-oriented development. Leasing agreements with land uses that have compatible parking demand periods (such as cinemas, restaurants, or residential buildings) would reduce Sound Transit's capital and operating costs, increase its flexibility to adapt to changing transit markets, and reduce the environmental and social justice impacts associated with new construction.

B) Implement paid parking at all Sound Transit locations: Appropriately priced transit parking incentivizes high-occupancy-vehicle parking; encourages riders to walk, bicycle, or use local transit to access stations; enables prioritization of parking for transit use and restriction of parking for non-transit uses; encourages higher turnover; and generates revenue.⁴ Sound Transit should develop a parking pricing program to be implemented at all Sound Transit parking facilities.

To retain ridership and avoid adverse impacts on lower-income and minority riders, Sound Transit should perform a pricing analysis and pilot small incremental fee increases to determine the pricing levels riders are able to absorb. Orca Lift should be expanded for free or reduced parking at transit stations to eliminate adverse impacts of those most vulnerable to fee increases. Other parking pricing strategies that should be explored include higher rates for premium parking spots; incentivizing carpool parking through reduced rates; and charging for reserved stalls.

C) Paid parking can supply long-term maintenance and operations dollars for parking and provide multimodal access funds to enhance bicycle/pedestrian/transit access to stations: Revenue from paid parking can fund long-term maintenance and operations for parking facilities. Surplus revenue should be allocated to station area investments that support multimodal access to the station. Access investments not only offset the removal of free parking, but they may also boost public support for parking fees. Sound Transit should update its System Access Policy to guide the allocation of parking revenue in alignment with goals to enhance bicycle, pedestrian, or local transit access to light rail stations in coordination with local jurisdictions.

D) Parking structures owned by Sound Transit should be “convertible” into mixed use space once parking is no longer necessary or viable: In areas where new parking facilities will be built, parking should function as an interim use. Wherever possible, Sound Transit should confine parking to paved lots rather than multi-level structures. Where new structures are built, they should be designed for adaptive re-use or conversion into future transit-oriented development, and Sound Transit should develop minimum adaptability requirements for all new parking structures, including flat floors, appropriate floor-to-ceiling heights, and enough loading capacity to support another structural use.

4) Speed up the timeline of construction for light rail across the region. The Puget Sound region is estimated to grow by more than one million people by 2040, and we need fast, reliable transit to move everyone between work, home, and daily activities. Futurewise understands the constraints Sound Transit faces, especially for such a large regional project as this. Nevertheless we believe Sound Transit can speed the construction timeline for all projects. Sound Transit has consistently met project timelines and goals and even recently opened ahead of schedule; we are confident this pattern can be continued by finding solutions that reduce permitting time and provide funds for projects at an earlier date.

⁴ American Public Transit Association. *Transit Parking 101*. Publication no. APTA SUDS-UD-RP-008-15. Washington, DC: APTA, 2015.

Futurewise suggests and supports Sound Transit in finding creative solutions to reduce the construction timeline for ST3. It is imperative that Sound Transit work with local jurisdictions early and often to reduce permitting delays and right-of-way acquisition; working closely with local jurisdictions and neighborhood groups during the planning process can significantly speed up the permitting process. This can limit community concerns and provide a broad basis for support once construction begins.

Futurewise also supports using local bonding capacity to fund projects at an earlier date. Due to Sound Transit's limited bonding authority and the scale of ST3, many projects have been pushed out to later dates due to lack of funding. By using local bonding capacity, Sound Transit will gain the ability and the resources to shrink timelines of projects and deliver high-capacity transit to the region sooner. This provides a direct benefit for the communities in which bonding capacity is used.

Futurewise strongly encourages Sound Transit to use these and other solutions to decrease the timeline for projects around the region. The value of this significant investment will be greatly increased as we reduce the wait times for high-capacity transit in the region.

Futurewise would again like to commend the Sound Transit Board and Staff for providing a strong vision for the future of transportation and transit in the Puget Sound region - a vision we can be proud of and a vision we strongly support. While we stand ready to support Sound Transit and provide any assistance that is needed, Futurewise also believes that with some changes we can do more than just provide a vision for our region, but a vision for the country. We believe you can improve the Draft System Plan by doing the following:

- 1) Update the Transit Oriented Development Policies and include principles of action within the system plan as well as set out a plan to achieve the affordable housing statute RCW 81.112.350 in the authorizing legislation;**
- 2) Retain light rail to Everett via Paine Field and SR 99;**
- 3) Limit Sound Transit owned parking spaces, design parking garages to be converted into TOD, and charge for parking at all Sound Transit stations;**
- 4) Speed up the timeline of construction for light rail across the region.**

Thank you for providing Futurewise the opportunity to provide public comment on the ST3 Draft System Plan. We look forward to continuing to work with Sound Transit on this important plan through the planning process and implementation phase to ensure that the critical transit needs of the region are met.

Sincerely,



Bryce Yadon
State Policy Director

ST₃ OPTIONS: LYNNWOOD TO EVERETT CORRIDOR COMPARISON DIAGRAM

SUMMARY

The contrast in priorities between the alignment alternatives is clear:

Option 1 maximizes the potential for mixed-use density, employment connectivity, and equitable development, while **Option 2** takes the most efficient route to Everett Station.

Sound Transit should retain **Option 1** (the Paine Field/Boeing alignment) in recognition of the goals of VISION 2040 and the decisive role that the light rail spine will play in realizing a more sustainable, prosperous, and equitable Puget Sound region.

MAP KEY

-  AT GRADE
-  ELEVATED
-  STATION AREA
-  PROVISIONAL STATION AREA



OPTION 1

OPTION 2

RIDERSHIP



~50,000 annual rides



~49,000 annual rides

POPULATION



38,100 People



21,900 People

EMPLOYMENT



25,800 Jobs



17,900 Jobs

LOW INCOME / PERSONS OF COLOR



15,621

Persons of Color



6,477

Low-Income



8,760

Persons of Color



3,285

Low-Income

PSRC CENTERS



Three Regional Growth Centers



Two Regional Growth Centers

CAPITAL COST



~\$4,467 MILLION



~\$3,003 MILLION

May 4, 2016

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

RE: Support for Increased Transit in Kingsgate, Kirkland

Dear King County Executive Constantine:

On behalf of Imagine Housing and Red Vines 1, I would like to take this opportunity to express our support for increased Bus Rapid Transit options in Totem Lake. We would also like to encourage Sound Transit to envision Transit Oriented Development as a crucial element of the Kingsgate Park & Ride expansion. As you are aware, the redevelopment of the South Kirkland Park & Ride from a vast surface parking lot to a thriving mixed income Transit Oriented Development has been hugely successful and demonstrates the synergy in connecting transit, commuter parking, housing and jobs. As a bonus, since there is frequent transit many residents have reduced or ended their reliance on personal vehicles.

Sound Transit 3's goal is "improving mobility in our region," increasing quality of life by reducing traffic congestion, and providing benefits to the economy. The Eastside has a lot of room to grow in population. To best benefit the economy, the region should ensure low income and workforce individuals and families have access to enough equitable transit options—to which they currently do not. We hope you will consider this of extremely high importance.

Imagine Housing & Red Vines 1 maintain, support, and develop affordable housing communities throughout the Eastside. We currently own 13 affordable housing, multifamily properties which support over 1,000 residents. We will begin construction of *Athene* this summer as the 2nd phase of our 61 unit *Francis Village*, which was completed in 2011. *Athene* will provide 91 independent living units with onsite supportive services tailored to meet the needs and interests of seniors. Both communities are located one mile from the Kingsgate Park & Ride and will greatly benefit from additional transit service. In siting new affordable housing communities, access to public transportation is of the utmost importance. It is vital to ensure all community members on the Eastside are able to get access across the county.

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

Sincerely,



Chris Jowell
Executive Director, Imagine Housing and Red Vines 1
CC: Mayor Amy Walen



Imagine Housing
building eastside communities

April 25, 2016

Sound Transit Staff and Board
Sound Transit
Attn: Sound Transit 3
401 S. Jackson St., Seattle, WA 98104

Via email to soundtransit3@soundtransit.org and AllBoardMembers@soundtransit.org

Re: Comment Letter for ST3 Draft System Plan from Lake2Bay Coalition

Dear Sound Transit Staff and Board:

On behalf of the Lake2Bay Coalition, we are pleased to submit the following comments on the ST3 Draft System Plan. The Lake2Bay Coalition includes over a hundred committed civic leaders representing a wide-variety of non-profit organizations, private enterprises and government departments who have been working for several years to plan and implement a world-class, city-defining vision of Lake2Bay as the healthiest urban space in the world.



Connecting Lake Union to Elliott Bay has been a dream for decades. In recent years, that vision has been expanded to include a city-defining urban corridor through a web of diverse, thriving places that embody and reflect the area's leadership and innovations in business, culture, science, philanthropy and education. This ambitious vision is consistent with the opportunities and needs in Seattle's most dynamic neighborhoods.

The Lake2Bay Corridor project when complete will connect four of Seattle's fastest growing neighborhoods and many of our most iconic public spaces. The Lake2Bay area is an exploding business and employment hub, a cultural and recreational asset for the region, an international tourist destination, and a critical crossroads for the region's transportation network, utility infrastructure and ecological systems.

The Lake2Bay Corridor is located in two of the highest-performing regionally designated growth centers – Uptown and South Lake Union. Due to the regional significance of this area, we greatly appreciate the inclusion of light rail from Ballard to Downtown Seattle as well as the Seattle Center Station servicing Uptown and South Lake Union. We recognize and appreciate the leadership and hard work that went into creating a robust and visionary transportation plan for the region. **Providing light rail access to this area should continue to be a priority for Sound Transit in ST3. We request Sound Transit:**

- 1) Ensure the light rail stations at both Seattle Center servicing Uptown and Westlake/Denny servicing South Lake Union**
- 2) Accelerate the project timeline for all Seattle projects that will provide light rail service to both Ballard and West Seattle at an earlier date**

The following letter provides data and information on the importance of a light rail station in this area as a part of ST3 and the station being critical to Sound Transit's stated goals and objectives as stated in the [Regional Transit Long-Range Plan](#).

1) The Lake2Bay area represents a significant gap in the light rail network's service to regional growth centers. The Lake2Bay Corridor is located primarily in two regional growth centers – Uptown and South Lake Union – and a small portion is located in the northwest corner of the Seattle Downtown growth center. The inclusion of the light rail from Ballard to Downtown Seattle provides service to two of the region's highest-growth centers, providing the highest levels of transit service to these areas. Not only are the Denny Station, South Lake Union Station and the Seattle Center linking regional growth centers, this will provide a connection to these areas for a regional audience that attends events at Seattle Center.

Goal: Provide reliable, convenient, and safe public transportation services between regional growth centers and create an integrated system of transit services and fares.

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

2) Without a light rail station, the transit accessibility of the area is diminished. While served by other transit options, most transit trips to or from the Lake2Bay and specifically the three stations within the area require a transfer between modes. Transfers increase travel time, decrease reliability and diminish the ease of transit usage. Access to the light rail system for the Seattle Center and South Lake Union will greatly increase regional transit access to a major population, employment and recreational center.

Objective: Reduce the average time it takes to make a trip by transit.

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

3) Lake2Bay is one of the region's highest growth areas for both housing and employment. According to the City of Seattle, South Lake Union and Uptown increased by over 5,000 residential units in the last ten years, representing 12% of the City's residential growth during the period. More significantly, the area added 15,286 jobs from 2004 to 2013, over one-third of the City's job growth. Continued expansions and relocations from major employers like Fred Hutchinson Cancer Research Center, Amazon and Expedia indicate that this trend will continue. Providing better transit connectivity to this area will significantly improve regional access to a growing job center.

Objective: Increase the percentage of people using transit for their trips to work and the percentage using transit to reach major regional employment centers.

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

South Lake Union and Uptown Growth

	Residential Growth 2005-2015	Employment Growth 2004-2013
South Lake Union	3,250	14,954
Uptown	2,266	332
Total	5,516	15,286
Seattle Total	44,846	44,362
% of Seattle Total	12%	34%

Source: Seattle DPD Urban Center / Village Residential Growth Report, 04.06.15 and Seattle DPD Urban Center / Village Employment Growth Report 08.11.14

4) Lake2Bay represents an opportunity to expand non-work transit trips in the region and increase accessibility to jobs, schools, medical facilities, recreation and shopping throughout the region. In addition to the significant housing and employment in the area, Lake2Bay houses many neighborhood-, city-, and region-serving destinations. These destinations include arts and cultural institutions such as MOHAI, EMP, Olympic Sculpture Park, Chihuly Garden & Glass, Pacific Science Center; sports and recreational opportunities at the

Objective: Make it easier to use transit to reach jobs, schools, medical facilities, recreation and shopping throughout the region.

- From Sound Transit Regional Transit Long-Range Plan, Updated 2014

Center for Wooden Boats, KeyArena and Memorial Stadium; open space at Seattle Center, Denny Park and Lake Union Park; and educational institutions such as City University of Seattle and Cornish College of the Arts.

According to the PSRC's Regional Centers Monitoring Report, South Lake Union has an activity unit density of 67.7 and Uptown has an activity unit density of 64.3, compared to an average activity unit density of 42.1 in all regional centers.

The Seattle Center Station provides for a unique opportunity to provide high-capacity transit to a truly regional destination. There are 12.3 million visitors and over 12,000 events a year held at Seattle Center and approximately 2/3 of Seattle Center visitors come from within the ST3 service area¹. According to a recent poll conducted by EMC Research on behalf of Seattle Center Foundation, the primary reasons for not going to Seattle Center are parking (29%) and too difficult to get to and lack of transportation options (15%). The Seattle Center Station will provide critical, frequent and reliable transit service to a beloved regional asset that is currently lacking.

5) Lake2Bay creates a significant opportunity to mitigate growth impacts on our natural environment by encouraging density and reducing VMT and greenhouse gasses. Successfully capturing regional growth and increasing transit accessibility in our most central neighborhoods closest to job centers and will enable the region to encourage more multi-modal trips, reduce residents' reliance on cars and reduce greenhouse gas emissions -- an essential component of meeting the our climate change mitigation goals. The estimated average annual carbon footprint of a household in the Lake2Bay area ranges from 25.4 to 35.0, lower than most Seattle neighborhoods, such as Bitter Lake (50.6), Admiral (43.5) or Rainier Valley (45.1) and significantly lower than households in suburban locations, such as Redmond (72.0) or Renton (56.8).²

Objective: Reduce greenhouse gas emissions and other pollutants.

- From Sound Transit [Regional Transit Long-Range Plan](#), Updated 2014

6) Adjust the Ballard to Downtown and the West Seattle to Downtown timelines to reflect regional significance. The Lake2Bay area, including the Seattle Center Station is of regional significance as designated by the regional growth area as well as its significance for tourism and economic development. Due to the importance of these stations, as well as the significance of the Ballard to Downtown light rail line, it is imperative that Sound Transit adjust the timeline. The Ballard to Downtown line will carry up to an estimated 145,000 daily riders resulting in the highest performing line and deserves to be moved up in the project timeline. We also support and believe that West Seattle to Downtown should also be completed on an increased time as the Ballard line due to its regional significance as well.

We suggest that you take key steps to achieve a reduced timeline for these two light rail lines. These steps include work with the City of Seattle to reduce the permitting timeline. The scale of this project is large and can present permitting difficulties, by working collaboratively with the City of Seattle and neighborhoods; we believe you can reduce the length of time to gain all permits. On a transportation vision as large as this, funding is always an issue, for that we suggest working with local jurisdictions on using their bonding capacity to speed projects along. Continue conversations with local jurisdictions on finding excess bonding authority to provide the gap in bonding capacity Sound Transit currently faces. While we understand the complexity of both the Ballard to Downtown and West Seattle to Downtown projects, we believe you can speed up the timeline for both projects working to implement these and other suggestions.

¹ Source: Seattle Center

² Source: Cool Climate Network, UC Berkeley

Lake2Bay is a remarkable opportunity for Sound Transit to reach a growing, thriving center with significant transit-supportive uses during the third expansion of the light rail system. With a team of individuals and organizations committed to its success and with the tremendous growth and private investment already occurring in the area, the Ballard light rail service represents an important strategy in achieving the agency's goals and objectives by providing light rail to an area with demonstrated ridership potential, astronomical growth and a land use pattern which supports existing and future TOD. **To take advantage of this opportunity, we ask that Sound Transit:**

- 3) Ensure the light rail stations at both Seattle Center servicing Uptown and Westlake/Denny servicing South Lake Union**
- 1) Accelerate the project timeline for all Seattle projects that will provide light rail service to both Ballard and West Seattle at an earlier date**

We look forward to working with Sound Transit through the planning and implementation of ST3 to ensure that this critical regional transit need is met.

Sincerely,



Thatcher Bailey
Co-chair
Director

Jane Zalutsky

Jane Zalutsky
Project

Lake2Bay

Planning Group & Corridor Conceptual Design Steering Committee Members

Virginia Anderson
Thatcher Bailey
Lesley Bain
Maria Barrientos
Richard Beckerman
Lyle Bicknell
Donald Byrd
Martha Choe
Jill Crary
Maud Daudon
Rob Dunlop
Gene Duvernoy
Andy Fife
Hilary Franz
Phil Fujii
Lindy Gaylord
Jim Goodspeed
Tom Graff
Lisa Graumlich
Brian Hawksford
Ada Healy
Katie Idziorek
Ken Johnsen
Todd Leber
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Norma Miller
Robert Nellams
Tracy Robinson
Patty Isacson Sabee
Cory Sbarbaro
John Schoettler
Jon Scholes
Ron Severt
Greg Smith
Kelly Tweeddale
Maggie Walker
Amy White
Jeff Wright
Jane Zalutsky



<http://lcna-seattle.org/>

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Lake City Future First

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Lutheran Church

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Council

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North Helpline

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Olympic Hills Neighborhood
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Pierre Visioning Project

Pinehurst Community Council

Prince of Peace Lutheran Church

Seattle Mennonite Church

South Cedar Park Good
Neighbors Association

Techno-Formation Vocational
Services

Thornton Creek Alliance

Victory Heights Community
Council

April 19, 2016

Peter Rogoff, Sound Transit Executive Director
Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

Dear Mr. Rogoff and Sound Transit Board Members:

I am writing on behalf of Lake City Neighborhood Alliance (LCNA), an alliance of organizations with the mission to protect and enhance the quality of life in the greater Lake City area. LCNA is comprised of 27 member groups representing neighborhood, business, faith, school, special-issue, and service-provider groups throughout Lake City. At our April 14 meeting, LCNA members expressed great dismay that the NE 130th Street Station is listed as provisional only in Sound Transit 3. The current "provisional" designation for the NE 130th Street Station, with no funding or timeline, is unacceptable to people living and working in Lake City. Our members voted overwhelmingly to urge you to commit to building this station. The ST3 draft is only partially completed and before going to the ballot should include funding for the 130th Street Station and a timeline for completion.

Lake City is a transit-dependent community, with car ownership below the citywide average. The Lake City Hub Urban Village (LCHUV) is densely-populated, with many poor families, recent immigrants, and older adults, all underserved. Residents in the five Lake City neighborhoods surrounding the LCHUV—Cedar Park, Olympic Hills, Victory Heights, Meadowbrook, and North Matthews Beach, as well as in neighboring Pinehurst, need the NE 130th Street Station. Businesses along the Lake City Way NE corridor need transit options for employees and customers. Please commit to funding and building the NE 130th Street Station.

The NE 130th Street Station would be located directly west of Lake City's main intersection at Lake City Way NE and NE 125th Street (which, after a jog to the north, becomes NE 130th Street). The east-west connection on NE 125th Street would be a much easier commute option to a rail station than an east-west connection via NE 145th Street (now undergoing a major transit corridor project to accommodate all the traffic from Shoreline, Lake Forest Park, and other communities to the north). Northgate is simply too far.

Lake City's solution to light rail access should not be to walk, bike, drive, or bus to either the Northgate or the NE 145th Station in Shoreline. For Lake City residents, taking an east-west bus to/from NE 130th Street is the best light rail commute option. Because this station is already within the walksheds of the immediately adjacent neighborhoods of Pinehurst to the east and Haller Lake to the west, NE 130th Street is an ideal place to build out improved pedestrian

and bicycle infrastructure. In fact some of that work has already started along this corridor. This station could prove to be more bicycle accessible than either Northgate or NE 145th Street Stations. We strongly advocate the inclusion of the NE 130th Street Station in ST3.

We understand that best practice for locating high-capacity rail stations is placing them, on average, every ¼ mile. North of the Ship Canal there is an average spacing of every 2 miles. There are 2.5 miles between the Northgate and NE 145th Street Stations. With our current population and the projected growth in Lake City and in all of North Seattle (as detailed in the *Seattle 2035 Comprehensive Plan for Managing Growth*), not having a station at NE 130th Street is simply incomprehensible to those of us living and working in Lake City.

Further, the NE 130th Street Station is a pivotal connection for the Bitter Lake HUV, which is directly west of the NE 130th Street Station. LCHUV and Bitter Lake HUV are the two fastest growing HUVs in North Seattle. These two HUVs have the highest concentration of neighbors who are English language learners in North Seattle. North Seattle already lacks adequate transit service. The NE 130th Street Station would serve thousands of people daily. For those of us living and working in North Seattle, failure of the Sound Transit Board to commit to building the NE 130th Street Station would represent a significant racial and social inequity.

In conclusion, building the NE 130th Street Station is a common sense move for the Sound Transit Board as it requires only a platform for a stop, without need for any extra track, or a tunnel, or a parking garage. The NE 130th Street Station would be the most cost-effective addition possible in the entire ST3 proposal. LCNA strongly urges the Sound Transit Board to commit to building the NE 130th Street Station as part of ST3. It is the right thing to do.

Please do not hesitate to contact me if you have questions.

Very sincerely,



Sandra Adams Motzer
Chair
sandymotzer@aol.com
206.819.8056

cc: District 5 Councilmember Debora Juarez; Council President Harrell; Councilmembers Bagshaw, Burgess, González, Herbold, O'Brien, and Sawant; Deputy Mayor Hyeok Kim; Executive Director Lake City Future First Chris Levenson; North District Council Co-Chairs Mark Mendez and John Lombard; Katie Sheehy, OPCD, Christa Dumpys, DON

Urban Center / Village Residential Growth Report

Through 4th Quarter

Urban Center / Village	Finaled Permits (Net New Units Built by Year Finaled)																							Progress Toward Targets			
	95	96	97	98	99	00	01	02	03	04	Growth 1995- 2004	05	06	07	08	09	10	11	12	13	14	15	Growth 2005- 2015	Target 2005- 2024	% of Target Met	Permit Issued*	% of Target w/ Permitted
Belltown	75	1	1	87	502	572	636	920	292	11	3,097	116	441	-1	387	909	34	2	-88	475	892	147	3,314	4,700	71%	1,566	104%
Denny Triangle	-31			20	-1		366	65		55	474	50	5	522		587	325		49	654	-1	820	3,011	3,000	100%	357	112%
Commercial Core	5	16	447	156		301	45	-1	65	-2	1,032	-1	117	0	119	142	35		3	208	-1	0	622	300	207%	607	410%
Pioneer Square	-1	1	15	6	10	20				93	144	112		130	1		26				511	2	782	1,000	78%	45	83%
Chinatown-International District	30		80	172		25	269	76		57	709		186	1	1		121	1	-1	27		35	371	1,000	37%	342	71%
Downtown Urban Center	78	18	543	441	511	918	1,316	1,060	357	214	5,456	277	749	652	508	1,638	541	3	-37	1,364	1,401	1,004	8,100	10,000	81%	2,917	110%
Capitol Hill	41	84	62	14	43	18	111	28	32	74	507	88	170	62	149	17	401	12	302	137	259	349	1,946	1,000	195%	300	225%
Pike/Pine	46	-6	-25	56	75	25		209	160	1	541		225	33	21	143	179	28	264	179	611	776	2,459	600	410%	1,138	600%
First Hill	93			84		36	200		7		420	-21	50	-57	64	313	-2	-48	229	-1	-122	416	821	1,200	68%	151	81%
12th Avenue	57	2	45	36	253	168	119	156	2	-1	837		6	89	5	11	104		255	21	-117	239	613	700	88%	374	141%
First Hill/Capitol Hill Urban Center	237	80	82	190	371	247	430	393	201	74	2,305	67	451	127	239	484	682	-8	1,050	336	631	1,780	5,839	3,500	167%	1,963	223%
Ravenna		1	21		115	2			146		285				-78	227			1		3		153	450	34%	54	46%
University Campus	-12		-6			-1			-4		-23				-1			249	6	2		24	280	0	N/A	-1	N/A
University District Northwest	2	38	152	4	184	45	9	96	18	5	553	135	18	139	141	229	-3	70	-31	335	278	599	1,910	2,000	96%	661	129%
University Community Urban Center	-10	39	167	4	299	46	9	96	160	5	815	135	18	139	62	456	-3	319	-24	337	281	623	2,343	2,450	96%	714	125%
Northgate	32	15	106	16	-28	12		17			170	5	22	-1	1	699	8	3	2	8	282		1,029	2,500	41%	5	41%
South Lake Union		-56	40	69	3	319		-5	70	162	602	151		614	97	735	89			889	675	102	3,352	8,000	42%	2,715	76%
Uptown	23	18	70	2	62	225	192	157	133	111	993	8	212	94	173	320	46	207	105	483	542	333	2,523	1,000	252%	183	271%
Urban Centers	360	114	1,008	722	1,218	1,767	1,947	1,718	921	566	10,341	643	1,452	1,625	1,080	4,332	1,363	524	1,096	3,417	3,812	3,842	23,186	27,450	84%	8,497	115%

* Permit issued, final inspection not completed, may be under construction, pre-construction, or complete awaiting final inspection.

Urban Center / Village	Finaled Permits (Net New Units Built by Year Finaled)																								Progress Toward Targets			
	95	96	97	98	99	00	01	02	03	04	Growth 1995- 2004	05	06	07	08	09	10	11	12	13	14	15	Growth 2005- 2015	Target 2005- 2024	% of Target Met	Permit Issued*	% of Target w/ Permitted	
Ballard	25	64	14	13	63	20	223	23	39	196	680	35	86	70	602	294	298	18	81	572	712	540	3,308	1,000	331%	981	429%	
Bitter Lake Village	3	183	7		4		1	3	5	2	208	4	4	450	35	26	475		3	177		1	1,175	800	147%		147%	
Fremont	9	15	14	16	28	5	55	22	8	27	199	146	15	4	61	42	25	19	164	50	167	228	921	500	184%	522	289%	
Lake City	16	2	44		3	44	105	244	79	63	600	55	28	16	228	86	14	91	-4	11	8	21	554	900	62%	183	82%	
North Rainier	10	1	33	41	5	12	10	6	11	215	344	183	1	22	59	19	13	72	-3	12	139	24	541	900	60%	222	85%	
West Seattle Junction	4	22	27	75	76	4	1	162	117	41	529	48	20	73	13	172	6	198	53	68	348	663	1,662	700	237%	716	340%	
Hub Urban Villages	67	287	139	145	179	85	395	460	259	544	2,560	471	154	635	998	639	831	398	294	890	1,374	1,477	8,161	4,800	170%	2,624	225%	
23rd & Union-Jackson	20	42	40	33	39	97	97	173	33	198	772	110	48	63	198	306	121	57	9	96	141	78	1,227	650	189%	351	243%	
Admiral	-1	6	5	3	18	86	27	68	2		214		10	7	4		1	6		78		-10	96	200	48%	137	117%	
Aurora-Licton Springs	23	12	61	57	61	35	18	48	33	45	393	88	42	94	54	133	12	37	13	90	29	15	607	500	121%	39	129%	
Columbia City	3	6	2	7	1	15	13	2	0	28	77	195	34	63	119	80	107	53	309	49	49	235	1,293	800	162%	302	199%	
Crown Hill	5		1	10	10	0	14	4	1	-2	43		1	8	12	0	1	3	1	51	27	32	136	250	54%	161	119%	
Eastlake	77	14	64	14	75	-3	35	12	44	11	343	34	17	-4	162	59	206	11	14	12	36	8	555	250	222%	271	330%	
Green Lake	1	4	9	11	14	-1	5	50	10	117	220	7	5	3	18	11	59	1	200	7	297	33	641	250	256%	243	354%	
Greenwood-Phinney Ridge	0	4		33	30	3	109	-1	181	27	386	0	-1	77	3	101	1		-1	6		23	209	400	52%	137	87%	
Othello	2	1	5	85	213	82	532	29	16	-193	772	142	80	58	58	50	13	365	7	-1	2	19	793	590	134%	451	211%	
Madison-Miller	6	33	11	83	28	41	36	3	155	64	460	259	31	11	13	16	11	11	150	164	26	13	705	500	141%	483	238%	
Morgan Junction	1	18		3	2	1	1	12	6	2	46	8	27	14	46	7	3	11	3	11	3	42	175	200	88%	12	94%	
North Beacon Hill	10		5	1	4	1	13	3	18	8	63	2	8	13	27	15	9		3	0	54	31	162	490	33%	143	62%	
Upper Queen Anne		-2	38	10	7	-1	17		14	-1	82	4	61	-15	27	64			57		96	1	295	200	148%	-1	147%	
Rainier Beach	-1	6	2	45	1	14	0	1	8	4	80	5	8	-1	-20	6	3	1	2	2	14	12	32	600	5%	55	15%	

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Urban Center / Village	Finaled Permits (Net New Units Built by Year Finaled)																								Progress Toward Targets			
	95	96	97	98	99	00	01	02	03	04	Growth 1995- 2004	05	06	07	08	09	10	11	12	13	14	15	Growth 2005- 2015	Target 2005- 2024	% of Target Met	Permit Issued*	% of Target w/ Permitted	
Roosevelt			1	1	0	52	2	0	5	3	64	6	0	80	2	2	1	5	-1	124	96	194	509	250	204%	349	343%	
South Park	6	13	-1	6	15	6	16	12	9	16	98	14	17	6	11	20	25		7	3	2	-2	103	250	41%	13	46%	
Wallingford	11	46	1	198	20	47	18	12	55	-1	407	114	4	49	56	47	3	7	5	121	1	148	555	400	139%	57	153%	
Westwood-Highland Park	8	22	9	7	56	-50	48	-17	27	4	114	19	16	54	31	16	26	8	1	4	1	-1	175	400	44%	27	51%	
Residential Urban Villages	171	225	253	607	594	425	1,001	411	617	330	4,634	1,007	408	580	821	933	602	576	779	817	874	871	8,268	7,180	115%	3,230	160%	
Ballard-Interbay-Northend	-3	-3	-13	-1	1	1	-3		1	1	-19	-2	8	0	3	1	-5		-1	-3		0	1	0	N/A	1	N/A	
Greater Duwamish	-1	2	4	-2	-1	6	-4	1	-1	0	4	-2	-1	-3	-11	-2	0	-1	-1	-2	-2	-4	-29	0	N/A	-1	N/A	
Manufacturing Industrial Centers	-4	-1	-9	-3	0	7	-7	1	0	1	-15	-4	7	-3	-8	-1	-5	-1	-2	-5	-2	-4	-28	0	N/A	0	N/A	
Total Inside Villages	594	625	1,391	1,471	1,991	2,284	3,336	2,590	1,797	1,441	17,520	2,117	2,021	2,837	2,891	5,903	2,791	1,497	2,167	5,119	6,058	6,186	39,587	39,430	100%	14,351	137%	
Total Outside Villages	576	498	592	621	708	1,119	480	711	763	770	6,838	1,001	860	812	1,061	1,090	843	639	508	1,165	1,490	811	10,280	7,570	136%	2,365	167%	
GRAND TOTAL	1,170	1,123	1,983	2,092	2,699	3,403	3,816	3,301	2,560	2,211	24,358	3,118	2,881	3,649	3,952	6,993	3,634	2,136	2,675	6,284	7,548	6,997	49,867	47,000	106%	16,716	142%	

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April 29, 2016

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

Dear Chair Constantine and Members of the Board:

Microsoft offers the following comments to supplement our January 21st input on the preliminary Sound Transit 3 (ST3) draft plan. We continue to believe that the ST3 proposal will contribute significantly to the regional transportation network, increasing mobility and supporting a stronger local economy. We applaud your ambitious long-term view and all of the hard work that has gone into developing the updated draft plan.

We believe that the goal for ST3 must be to maximize mobility improvements, project delivery and public support while minimizing expense. We are concerned that the costs may exceed the public's appetite for new taxes and that the proposed length of the program may dilute voter support for the package. We encourage you to reexamine the current draft and find ways to reduce costs and accelerate project delivery. Additionally, in order to gain the public trust, an even stronger emphasis should be placed on transparency, with clear and regular reporting of the costs, progress against accelerated project delivery schedules, and actual performance against published metrics.

Beyond this over-all feedback, we offer the following comments in regard to the details of the proposed package:

1. **Link Light Rail to Downtown Redmond:** Accelerate the Eastlink extension to Downtown Redmond to open by 2023, at the same time as the ST2 Eastlink project. The Redmond extension is the most straightforward the ST3 projects and is the furthest along in the design process. Efficiencies in contracting, mobilization and management should be gained by constructing the extension in conjunction with the ST2 project.
2. **I-405 Bus Rapid Transit (BRT):** Continue refining the I-405 BRT, particularly between Kirkland and Lynnwood. Delivering effective BRT will require dedicated lanes that don't weave in and out with general purpose lanes. We believe that the lack of in-line stops north of Kirkland as well as the lack of any stops between Bellevue and Renton is inadequate to deliver the improved travel times that are needed to build ridership and deliver the benefits of BRT service. Additionally, to maximize system access, we encourage you to consider moving the 85th Street BRT station to 70th Street. Positioning an in-line station at NE 70th will enable the construction of a parking garage and encourage additional transit-oriented development around the existing Houghton Park-and-Ride site. Additionally, right of way is less constrained at the NE 70th interchange, allowing an inline station to be constructed at lower cost and with fewer conflicts to existing freeway infrastructure.
3. **I-90 Light Rail from Issaquah to Seattle:** Additional research should be done on the geotechnical challenges of crossing the Mercer Slough to provide a more direct route for the Issaquah LRT. Because WSDOT has not yet completed its 2010 Phase 2 report on potential lateral loading on



the I-90 roadway, it is unknown whether those risks can be appropriately mitigated to provide a more direct route for Issaquah commuters who travel directly to Seattle.

4. The planning for future light rail across SR 520 is a continuation of the commitment made during the development of the new bridge. We applaud you for the inclusion of the planning funding and we will continue to advocate for the ultimate development of that connection.

Finally, we strongly urge you to review the board policies on contingencies and reserves. We believe that current agency practice is to build in extensive buffers in both project budgets and delivery times. This approach to risk management comes at a very high premium: an excessive percentage of the potentially available tax revenues are tied up in an attempt to reduce risk to a bare minimum. Sound Transit should build upon the extensive knowledge it has gained during the construction of SoundMove and ST2 projects since 2006 to assess risk on a project-by-project basis, and then build a consolidated contingency fund. It is unlikely that each individual project will require the use of its entire contingency fund, so maintaining these individual funds compounds costs and consumes an unacceptably large portion of the tax resources that are being asked of the public. As a result, the resulting proposed ballot measure will not deliver as much value for the money as could otherwise be offered.

Further we recommend the use of contingencies and reserves be made part of the agency's performance metrics, regularly reported to the public and evaluated through third-party audits. The public should be aware what portion of the budget is tied up in contingency and/or reserve accounts, when and why those funds are tapped, and how the funds remaining after project completion are allocated to other projects. Maintaining good public communication is the best way to ensure that the taxpayers see the value they receive for their investments.

Maintaining and enhancing public trust in the agency's ability to deliver on the promised projects will be the key factor in passage of this new package. We encourage you to keep this requirement in the forefront as you develop the final proposal. In closing, Microsoft appreciates having the opportunity to share this initial input with you, and we look forward to additional opportunities for engagement in the planning process. Thank you.

Sincerely,

A handwritten signature in blue ink, reading "Irene Plenefisch", enclosed in a thin blue rectangular border.

Irene Plenefisch
Director, Government Affairs

cc: Peter Rogoff, CEO, Sound Transit
Ric Ilgenfritz, Deputy Director, Sound Transit

Neighbors in Motion
Mercer Island, Washington 98040
Board@NeighborsinMotion.com

March 3, 2016
Board of Directors
Sound Transit
Via Email:

Dear Board Members:

Re: Vision for Mercer Island I-90 Bike/Pedestrian Trail

Since 2010 Neighbors in Motion (NIM), a group of Mercer Island residents has supported and advocated on behalf of Mercer Island cyclists and pedestrians to improve bicycle and pedestrian safety on Mercer Island. Working in cooperation with the Cascade Bicycle Club, NIM recently held public meetings and conducted a survey sent to 500 Mercer Island residents about attitudes and priorities concerning transportation issues. Based on the results of this work, we are submitting the following observations and recommendations for changes needed to improve the safety, enjoyment and transportation efficiency on Mercer Island.

Future Growth

In the next several years bicycle traffic on and across Mercer Island will increase substantially because of continued population growth, new investments in non-motorized infrastructures and other factors. Moreover Mercer Island bicycle traffic will grow even faster because of:

- Increased automobile congestion and commute times on the I-90 floating bridge due to the closing of the express lanes in June 2017,
- Increased bicycle traffic and parking requirements to support the light rail station and potential bus turnaround on the Island.

Current Issues Already Undermine Bicycle and Pedestrian Safety

Even at current volumes, we believe the current I-90 Bike/Pedestrian trail is inadequate to ensure safe, effective use. The expected growth in bicycle and pedestrian traffic will exacerbate these problems and risks. Examples include:

1) The trail in front of the Mercer Island Park and Ride

- The trail runs through an intensively used Sound Transit and Metro bus stop in front of the Mercer Island Park and Ride. This has caused a number of near misses between cyclists and pedestrians. Attempts by cyclists to avoid these conflicts by using the road raises the risk of conflicts between cyclists and stopping or starting buses, turning cars, and crossing pedestrians.
- Motor vehicle traffic routinely ignores crosswalks on North Mercer Way, risking injury to pedestrians attempting to cross.

2) Insufficient Bike storage

- Bike storage is insufficient to meet current demand. MI already has a waiting list and demand will grow.

3) Connection to the city center

- The trail does not provide clear connection to MI City Center merchants or to recreational opportunities on the Island.

4) The trail between the road to the Shorewood Apartments and the Mercer Island Park and Ride

- The trail is inadequately lit and narrow. This trail section is frequently used by pedestrians with strollers, runners, pets and small children, making it dangerous for pedestrians to share with bikes during darkness. Some Shorewood residents have resorted to driving and parking at the Mercer Island Park and Ride, increasing the demand for parking spaces.

5) Signage

- Signage is mixed and confusing.

Recommendations

To meet this increased bicycle traffic and to reduce risks to bicycles, pedestrians and motorists alike, we recommend that Sound Transit coordinate its Mercer Island plans with nearby projects planned or underway by the Washington DOT, King County, and City of Mercer Island to contribute to the following vision:

1) A revised I-90 Bike Trail

- A trail that goes around the Mercer Island Park and Ride bus stop.

2) Additional bicycle parking at ST facilities.

- Design and install additional bicycle parking facilities at the Mercer Island Park and Ride and at whatever light rail/bus facilities are constructed.

3) A safe, short bicycle pedestrian connection to Mercer Island City Center

- A connection with signage that clearly indicates this connection as well as connections to recreational areas.

4) Clear, direct signage

- Signage to mark this route with destinations, such as the MI City Center, MI Community Center, Seattle and Eastside Communities.

5) A separated, paved bike path across Mercer Island

- Contribute to a separated, paved bike path across Mercer island connecting the I-90 Floating Bridge with the I-90 East Channel Bridge built to the **Vision Zero** (Zero traffic deaths) standard adopted by the Seattle DOT and other Puget Sound communities. The trail should be wide and sufficiently well lit for safe two-way bicycle traffic and pedestrian traffic at all points.

NIM looks forward to working with all parties to achieve these goals. We are happy to meet and discuss these issues and their solutions.

Very truly yours,

Neighbors in Motion, Mercer Island

James Stanton for

**Robert Olson
Jeff Koontz
Kirk Griffin**

**Mark Clausen
James Stanton**

CC:
Washington DOT
City of Mercer Island
Cascade Bicycle Club



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

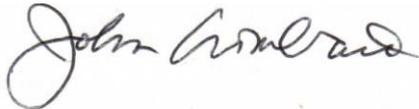
Mr. Peter Rogoff
April 15, 2016
Page Two

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

Sound Transit Board Chair Constantine and fellow Board Members,

Northgate Mall strongly supports building the proposed NE 130th Street/“Thornton Creek” Light Rail Station. Adding the 130th Street station to the LINK light rail system would provide critical benefits for the region’s economy, housing supply and jobs through transit oriented development.

As a major employer in Seattle, two of the challenges we face daily are traffic congestion on both I-5 and surrounding streets and enough parking to accommodate customers as our businesses grow. To ensure customers and employees can get to **Northgate Mall** without getting stuck on I-5 or nearby congested roads, we need fast reliable transit service. In particular, light rail will help people get to and from our businesses with less congestion and will reduce demand for parking.

A light rail network with convenient, sensibly placed stops will allow customers and employees living throughout our region to access jobs and businesses without adding congestion to local streets or I-5. A stop at NE 130th will enable employees to live near their jobs and will give nearby customers easier access as well. In fact, the NE 130th Street Station has the potential to spur creation of thousands of units of transit-oriented housing in the station’s service area, which includes the neighborhoods of Cedar Park, Lake City, Pinehurst, Haller Lake, and Bitter Lake. Seattle as a whole is in dire need of an additional housing, as businesses, we feel the need to do our part to advocate for **our approximately 2,000 employees** and our **11.5 million customers**.

These expanded transit options benefit not only commuters, who will see shorter travel times and more options to get to work, but other transportation network users as well via reducing congestion on I-5 and neighborhood roadways. Reducing congestion will benefit auto traffic, especially the freight operators who serve our businesses. Increased mobility for our employees, customers, and freight operators increases our business success now and into the future.

As a major employment center in North Seattle **Northgate Mall** is committed to being a good neighbor to surrounding residential areas. Light rail help ensure traffic impacts on our neighbors can be minimized.

With a NE 130th Street Station, we have a great opportunity to grow sensibly, with transportation options for our employees, for our customers and for our neighbors. We encourage your support of this project as a means to heighten our commercial viability and strengthen our community bonds.

Sincerely,

Steven L. Heim

General Manager

Northgate Mall

Sound Transit Board Chair Constantine and fellow Board Members,

Northgate South Commons LLC (aka Thornton Place) strongly supports building the proposed NE 130th Street/“Thornton Creek” Light Rail Station. Adding the 130th Street station to the LINK light rail system would provide critical benefits for the regional and local economy, housing supply and jobs through transit oriented development.

As a major employer in Seattle, two of the challenges we face daily are traffic congestion on both I-5 and surrounding streets and enough parking to accommodate customers as our businesses grow. To ensure customers and employees can get to Thornton Place without getting stuck on I-5 or nearby congested roads, we need fast reliable transit service. In particular, light rail will help people get to and from our businesses with less congestion and will reduce demand for parking.

A light rail network with convenient, sensibly placed stops will allow customers and employees living throughout our region to access jobs and businesses without adding congestion to local streets or I-5. A stop at NE 130th will enable employees to live near easy and environmentally friendly transit options to their jobs and will give nearby customers easier access as well. In fact, the NE 130th Street Station has the potential to spur creation of thousands of units of transit-oriented housing in the station’s service area, which includes the neighborhoods of Cedar Park, Lake City, Pinehurst, Haller Lake, and Bitter Lake. Seattle as a whole is in dire need of an additional housing, as businesses, we feel the need to do our part to advocate for our 700 residential tenants, 225 commercial employees and more than 4,200 customers that visit Thornton Place daily.

These expanded transit options benefit not only commuters, who will see shorter travel times and more options to get to work, but other transportation network users via a reduction in congestion on I-5 and neighborhood roadways. Reducing congestion will benefit auto traffic, especially the freight operators who serve our businesses. Increased mobility for our employees, customers, and freight operators increases our business success now and into the future.

As a major employment center in North Seattle, Thornton Place is committed to being a good neighbor to surrounding residential areas. Light rail will help to ensure traffic impacts on our neighbors can be minimized.

With a NE 130th Street Station, we have a great opportunity to grow sensibly, with transportation options for our employees, for our customers and for our neighbors. We encourage your support of this project as a means to heighten our commercial viability and strengthen our community.

Sincerely,

Timothy P. Ainge

SVP-Real Estate Operations
Stellar Holdings

SVP- Business Development
Pioneer Venture Partners, LLC
5350 Carillon Point
Kirkland, Washington 98033
M 425-495-4352

WWW.STELLAR.COM



NORTH SEATTLE COLLEGE

One of the Seattle Colleges

April 26, 2016

Sound Transit Board Chair Constantine and fellow Board Members,

North Seattle College strongly supports building the proposed NE 130th Street/“Thornton Creek” Light Rail Station. Adding the 130th Street station to the LINK light rail system would provide critical benefits for the region’s economy, housing supply and jobs through transit oriented development.

As a major employer in Seattle, two of the challenges we face daily are traffic congestion on both I-5 and surrounding streets and enough parking to accommodate customers as our businesses grow. To ensure customers and employees can get to North Seattle College without getting stuck on I-5 or nearby congested roads, we need fast reliable transit service. In particular, light rail will help people get to and from our businesses with less congestion and will reduce demand for parking.

A light rail network with convenient, sensibly placed stops will allow customers and employees living throughout our region to access jobs and businesses without adding congestion to local streets or I-5. A stop at NE 130th will enable employees to live near their jobs and will give nearby customers easier access as well. In fact, the NE 130th Street Station has the potential to spur creation of thousands of units of transit-oriented housing in the station’s service area, which includes the neighborhoods of Cedar Park, Lake City, Pinehurst, Haller Lake, and Bitter Lake. Seattle as a whole is in dire need of additional housing; as businesses, we feel the need to do our part to advocate for our 850 employees and more than 6,000 students we serve quarterly.

These expanded transit options benefit not only commuters, who will see shorter travel times and more options to get to work, but other transportation network users as well via reducing congestion on I-5 and neighborhood roadways. Reducing congestion will benefit auto traffic, especially the freight operators who serve our businesses. Increased mobility for our employees, customers, and freight operators increases our business success now and into the future.

Office of the President

9600 College Way North | Seattle, WA 98103-3599

(206) 934-3601 • Fax: (206) 934-3606

www.northseattle.edu

As a major employment center in North Seattle, North Seattle College is committed to being a good neighbor to surrounding residential areas. Light rail help ensure traffic impacts on our neighbors can be minimized.

With a NE 130th Street Station, we have a great opportunity to grow sensibly, with transportation options for our employees, for our customers and for our neighbors. We encourage your support of this project as a means to heighten our commercial viability and strengthen our community bonds.

Sincerely,



Warren J. Brown, Ed.D.
President
North Seattle College



Andréa S. Johnson
Vice President, Administrative Services & Capital Projects
North Seattle College



April 29, 2016

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

Via email: Soundtransit3@soundtransit.org; emailtheboard@soundtransit.org;
boardadministration@soundtransit.org

RE: Northwest Seaport Alliance Input on the Sound Transit 3 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). As some of our Managing Members highlighted during a recent presentation to the Port of Seattle Commission, it is imperative that we work together to ensure ST3 enhances people mobility and access to the region's assets while protecting freight mobility to and through our international trade, manufacturing and industrial centers.

The Northwest Seaport Alliance has one central objective for ST3 projects: Improve regional transportation for personal mobility while protecting maritime/industrial land uses and freight mobility.

Viewing the Draft System Plan through this lens, there is much to like. The draft plan strengthens light rail service, BRT and Sounder Rail, relieving pressure on our constrained transportation system by improving alternatives to the personal vehicle.

However, both Sounder, as well as three Light Rail Transit (LRT) plan components have the potential to affect freight mobility and truck access to Northwest Seaport Alliance facilities. We trust that future design will maintain freight mobility in these corridors:

Sounder Commuter Rail Projects

The Port supports expansion of the southerly Sounder service, as long as any impact on freight operations is mitigated, as was the original southerly Sounder service start-up. Creation of new capacity for passenger service on the freight rail lines must come from investments demonstrated (by modeling) to preserve existing freight rail capacity. Puget Sound's international trade gateway benefits from our transcontinental service and the existing freight rail capacity is one of our competitive assets.

Given the available funds in the Pierce County subarea, we believe ST3 should be able to engage stakeholder jurisdictions and begin conducting an EIS upon voter approval of the funding package. With the City of Tacoma's commitment to streamline its planning and right-of-way acquisition process, Sound Transit could advance the construction timeline for the completion of the central spine by 2026.

We would also ask, assuming approval of the package by voters, that Sound Transit make it a negotiating priority with the railroads that any fees paid by the agency to the railroads for running rights on the mainline be reinvested back into Washington State. We would hate to see tax dollars paid by Puget Sound residents ultimately go to rail capacity improvements that benefit competing west coast ports.

Light Rail Transit Projects

1. 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 truck access to Terminals 5 and 18, as well as the BNSF Railway and Union Pacific (UP) rail yards.

2. South Federal Way to Fife

Via I-5: Using existing right-of-way along the I-5 corridor has the potential to minimize both costs and impacts on major freight routes. While we prefer this option for the above reasons, we are concerned about the proposal to locate the Fife station above the south-bound freeway off-ramp to 54th Ave E. The ramp, with its intersection with SR-99/Pacific Highway, is a major access point to the Tacoma Tidelands, in particular the Blair-Hylebos Peninsula. Any station and alignment at this location must preserve and protect freight access to the Tidelands and the peninsula. A proposed 500-stall parking facility on Puyallup Tribal property to the northeast of the ramp has the potential to generate significant additional traffic in a location that is already heavily congested much of the day. We look forward to working with your staff to ensure that final station and parking garage design and location decisions will address these concerns.

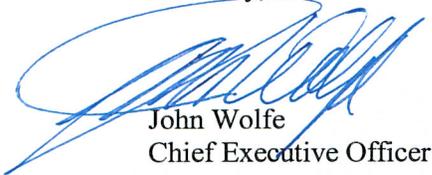
Via SR-99: The proposed alignment traverses the Gateway Projects SR-167 extension project area. It will be important to ensure that the alignment does not affect major truck freight movements supporting the Blair-Hylebos Peninsula, in particular, and the Tidelands in general.

3. Fife to Tacoma Dome

Via SR-99: "Old" SR-99 between 54th Ave. East and Portland Ave. is an important freight corridor today, despite current load restrictions on the Puyallup River Bridge. The City of Tacoma is working toward replacement of the entire structure, which will re-open the corridor for the movement of large trucks and provide access to I-5. Any alignment in this corridor should avoid at-grade intersections and maintain the capacity of "Old" SR-99 to move freight.

We support your efforts to develop an integrated and robust transportation system for people; they are key to maintaining Puget Sound's economic competitiveness and quality of life. We commend your staff for the initial work in developing the draft plan and look forward to working with you as you complete and implement the plan. Should your staff have any questions about our review, please have them contact Christine Wolf, Senior Planner, at cwolf@nwseaportalliance.com or (206) 787-3458.

Sincerely,



John Wolfe
Chief Executive Officer

cc: Northwest Seaport Alliance Managing Members
Ted Fick, Port of Seattle



NORTHWEST SEATTLE COALITION

For Sound Transit 3

Contact: Ben Broesamle, Coalition Coordinator
Email: contact@nwseattlecoalition.org

April 13, 2016

TECHNICAL PAPER REGARDING REQUEST FOR CANDIDATE PROJECTS C-01c, C-01e, C-07, and FUTURE CONSTRUCTION of C-01g, C-02 and P-09 TO BE ADVANCED TO NOVEMBER BALLOT AND THEIR DELIVERY ACCELERATED.

The Ballard-Interbay-Uptown corridor is projected to serve 60,000 to 74,000 riders per day, in isolation, the highest ridership of any rail corridor proposed in Sound Transit 3. The Northwest Seattle Coalition consists of eleven Northwest Seattle industry, business, and neighborhood organizations that seek the most reliable light rail alignment in the Ballard-Interbay-Uptown corridor, and the timeliest construction and delivery of this high-ridership service. Specifically, the Coalition asks the Sound Transit Board to:

- A)** select ST3 Candidate Project C-01c: a subway line connecting Ballard, through a tunnel under the Ship Canal, and then following a western alignment through Interbay. The proposed route would include stations in Uptown, near Prospect Street, and at Dravus Street west of 16th Avenue before terminating in an underground station in Ballard. The Interbay alignment would cross over the Elliot Avenue and 15th Avenue to run along the west side of Interbay, thus avoiding any reduction in carrying or turning capacity on 15th Avenue West and minimizing construction impact. It would utilize a tunnel to pass under the ship canal.

- B)** decrease the time to delivery of the Ballard subway line by whatever means available, including but not limited to accelerating the EIS process, partnering with the city for efficient permitting, or other means. After selecting the routing that best serves Northwest Seattle's future, the next highest priority must be speed in new service delivery because of the current and future growth in both housing and jobs in neighborhoods that use the corridor, both north and south of the Ship Canal.

Included, on the last page of this document, is a map of the preferred route that should be presented to voters in November, 2016 to be built as part of ST3.

A) Deliver the most reliable system:

The Draft Sound Transit 3 System Plan route consisting of at-grade rail on Elliot Avenue

West and 15th Avenue West with a draw bridge across the ship canal is a very short-sighted solution. At-grade rail would remove or block existing transit, freight, general-purpose or turn lanes on Elliot Avenue and 15th Avenue West both during construction and permanently. The rapid growth and planned density of the neighborhoods in Northwest Seattle increase the urgent need to provide increase the corridor's overall capacity to move goods and people in both the interim and long-term. The negative impacts, to transit, freight, businesses and people, both during and after construction of light rail must be avoided by avoiding the 15th Avenue and Elliot Avenue right-of-ways as much as possible.

This would adversely affect the movement of people and goods from the Ballard industrial area, Interbay, Fishermen's Terminal, Magnolia, West Queen Anne, adjoining neighborhoods and points well north of Market Street to downtown Seattle forever.

Relying on a draw bridge across the ship canal will degrade the transit service, make it more difficult to retain the high ridership that the line is slated to attract and permanently hinder the reliability of the route that should be expanded to both the north, to Crown Hill, Northgate and Lake City, and east, to the University District.

The Coalition supports a Sound Transit 3 Final System Plan including the following candidate projects:

- C-01c – Constructing the **most reliable and highest capacity route with the best options for future expansion (as identified by Sound Transit)**:
 - underground station in Ballard
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 - routing west of 15th Avenue, thus not impacting 15th Ave West,
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 - add a tunnel segment between Pike Street and Royal Brougham Way. Note: We recognize that accelerating delivery of the Ballard Line might require deferring other vital work, such as a second downtown tunnel, until either federal, state, or regional funding becomes available or additional demand is imminent. The system impact of deferring a second downtown tunnel can be partially mitigated by undertaking interim improvements to the existing downtown tunnel (ST candidate project C-07).
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The Coalition supports Candidate Projects C-01c, C-07, and C-01e because they meet the above needs. Unlike the draft plan, C-01c will have the highest reliability, have the most positive capacity impact and least negative construction impact for mobility in the 15th Avenue West Corridor, while providing the most future riders with equitable transit-oriented lifestyles.

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The Coalition recognizes the many complexities in constructing light rail in the Ballard-Interbay-Uptown corridor. Nevertheless, the high ridership projected in this corridor and the current planned growth in our neighborhoods necessitate bringing us light rail much sooner than currently proposed.

Sound Transit has many opportunities to accelerate service delivery, especially as selecting an alignment that has overwhelming neighborhood approval will mitigate some risks that are built into the current timeline. Mitigating those risks at the outset will enable shorter environmental review and permitting times, for example.

Dramatically speeding up the schedule for the Ballard line might also involve changing priorities, including postponing one or more projects in order to “Make room” for the new high-ridership line. To do so in a way that is equitable across all Sound Transit jurisdictions, we suggest looking closely at funding interim efficiency improvements to the existing downtown tunnel (project C-07) and postponing the construction of a the duplicative segment downtown tunnel, south of Pike Street.

As stated in our transmittal letter, the draft proposal asks residents and businesses in the high-ridership Ballard-Interbay-Uptown corridor to pay taxes for 22 years before receiving any service improvements at all from Sound Transit, while reducing the corridor’s capacity and reliability immensely during construction. This corridor already experiences daily congestion on its busiest streets and more density—both housing and jobs—is planned. This growth is desirable for our neighborhoods, but we need to both avoid construction impacts reducing the capacity of the corridor and to have transit relief sooner than planned. To address the difficult situation until light rail is constructed, we request that Sound Transit work with its counterpart agencies, the Seattle Department of Transportation and King County Metro, to deliver short-term, interim transit service improvements similar to those proposed in other corridors elsewhere in the ST3 package while at the same time not constructing a route that would severely reduce the reliability and capacity of this corridor’s main artery during construction.

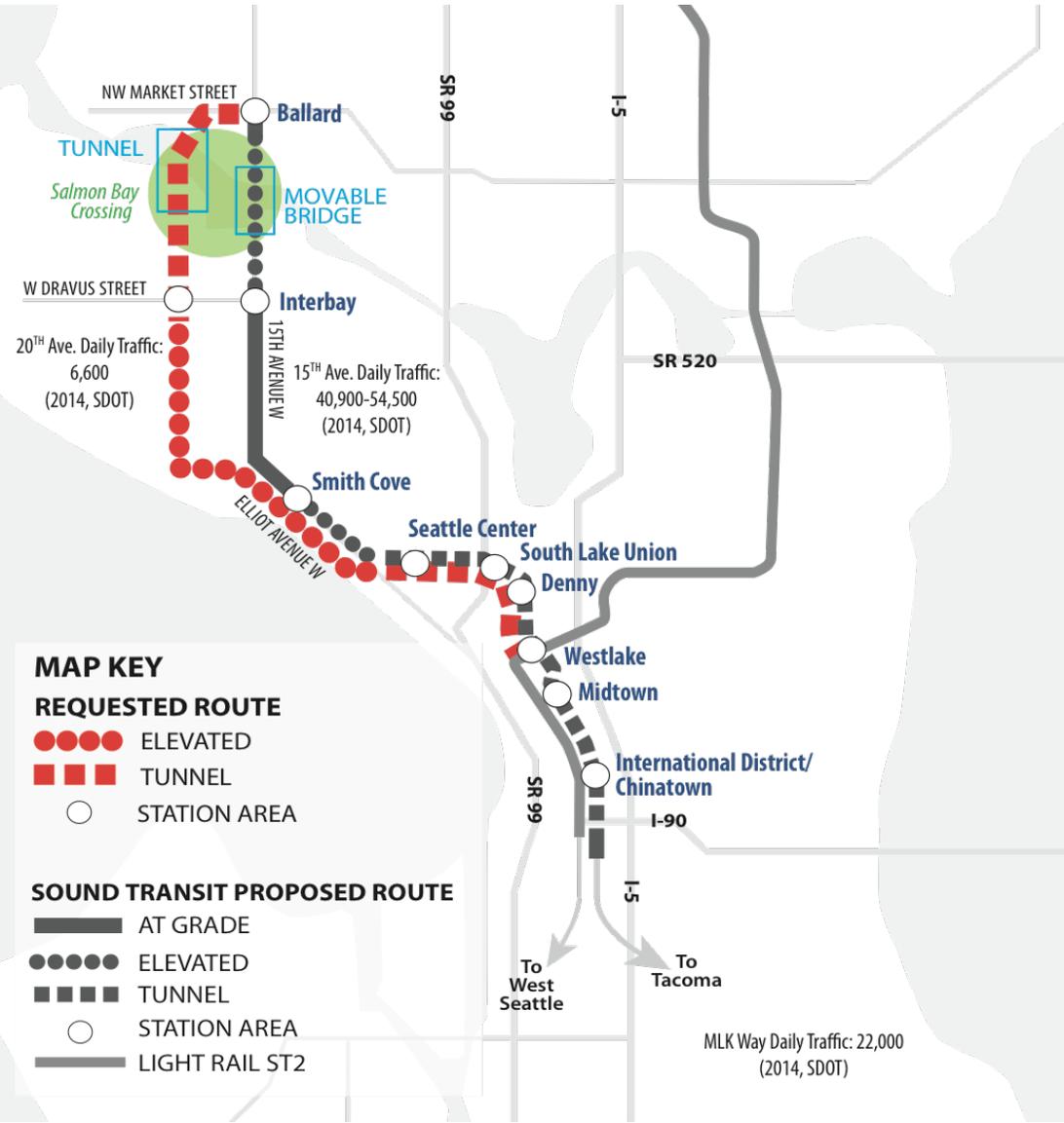
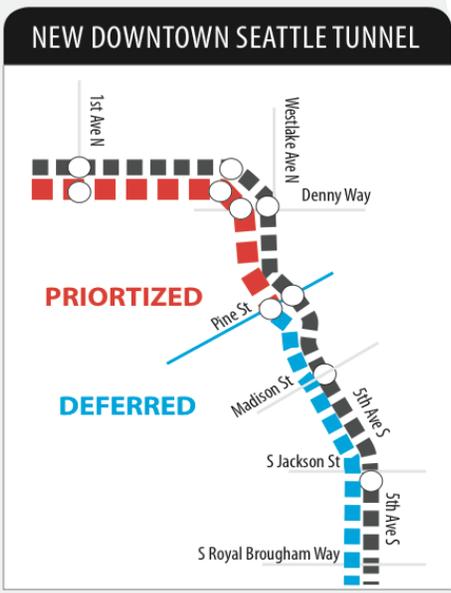
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NORTHWEST SEATTLE COALITION
For Sound Transit 3





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Contact: Ben Broesamle, Coalition Coordinator
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April 13, 2016

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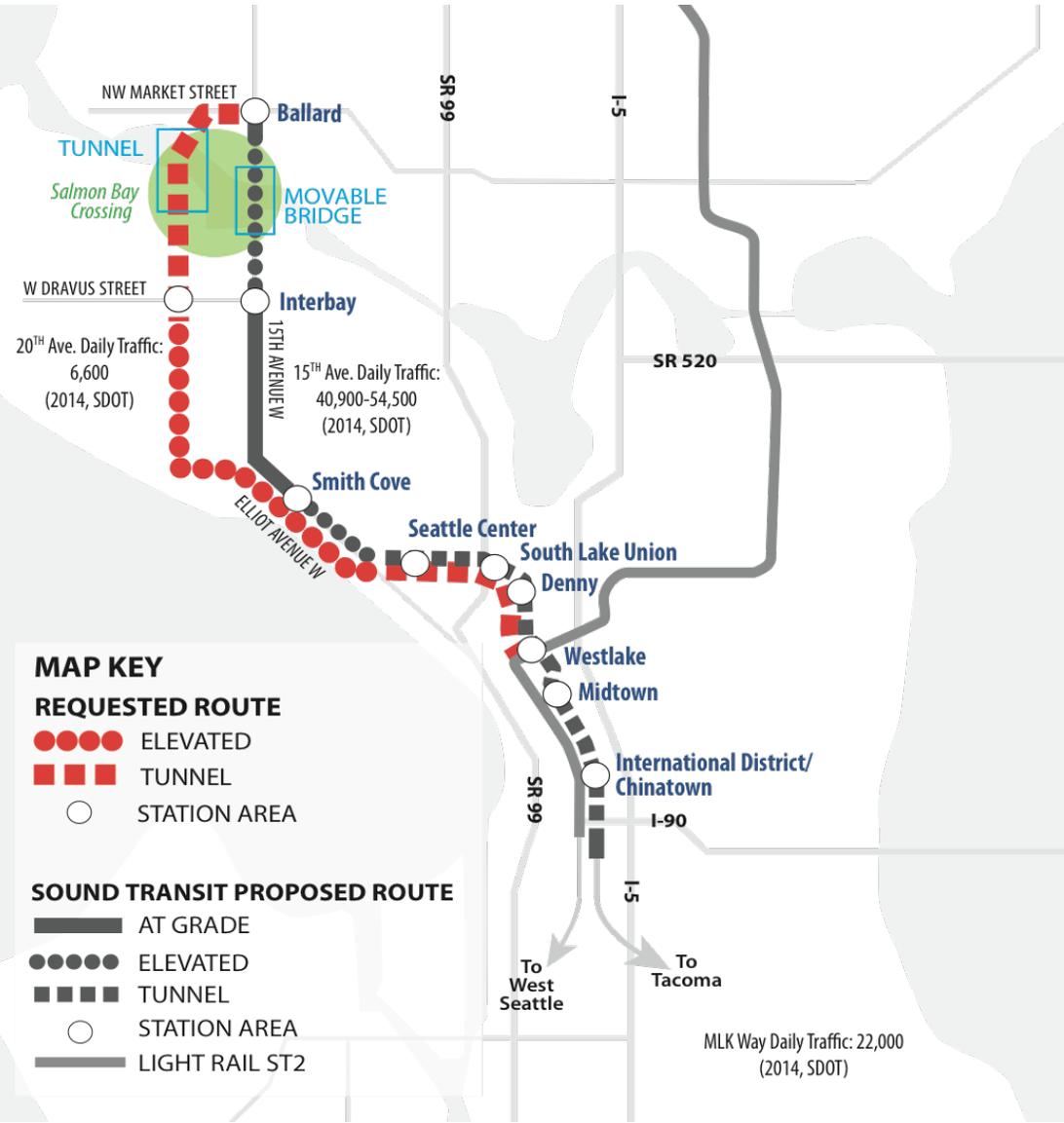
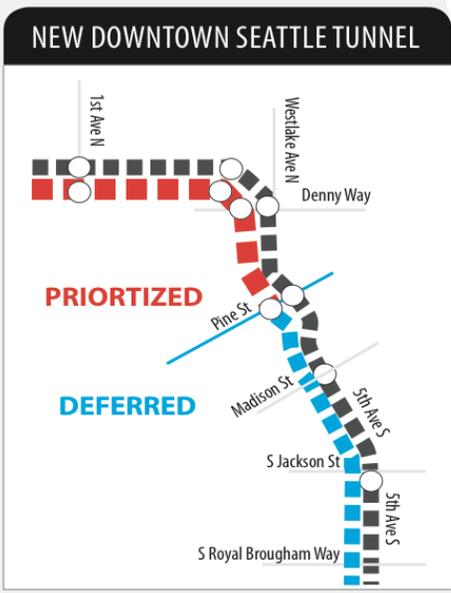
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NORTHWEST SEATTLE COALITION
For Sound Transit 3





NORTHWEST SEATTLE COALITION

For Sound Transit 3

Contact: Ben Broesamle, Coalition Coordinator,
Email: contact@nwseattlecoalition.org

April 25, 2016

TO: THE SOUND TRANSIT BOARD

CC: ED MURRAY, Mayor, City of Seattle
SEATTLE CITY COUNCIL
KING COUNTY COUNCIL
RIC IGENFRITZ, Executive Director of Planning, Environmental and Project Development, Sound Transit
KAREN KITSIS, Planning and Project Development Manager, Sound Transit
SCOTT KUBLY, Director, Seattle Department of Transportation
ANDREW GLASS-HASTINGS, Transit and Mobility Division Director, City of Seattle
The Sound Transit 3 Contact Email Address

FROM: NORTHWEST SEATTLE COALITION - SOUND TRANSIT 3

RE: BROAD COALITION REQUESTS ACCELERATED DELIVERY OF LIGHT RAIL TUNNEL UNDER SHIP CANAL & NO AT-GRADE LIGHT RAIL

The communities and businesses that make up the Northwest Seattle Coalition straddle the Elliott Avenue West and 15th Avenue West corridor, spanning north and south of the Ship Canal. Our communities are at the eye of the growth storm and favor aggressive delivery of reliable transit to relieve current congestion and help meet the mobility needs of future population growth. Unfortunately, the draft Sound Transit 3 (ST3) system plan released for public comment in March consigns our communities to paying \$500 or more per household in new taxes for 22 years, bringing the total to \$11,000 or more, before receiving the light rail we are promised. The draft ST3 package would construct light rail running at-grade in the middle of Elliot and 15th Avenues West and utilizing a drawbridge over the ship canal. This rail line will have far more negative construction impact and be much less reliable permanently than is acceptable. It must be improved. The Northwest Seattle Coalition advocates strongly for the West Interbay, between 18th and 20th Avenues West, and a Tunnel under the Ship Canal route to Ballard.

As currently configured, the ST3 package will be a hard sell in our communities because it exacts too many taxes without delivering the most reliable, rapid transit option the corridor so badly needs. The compromise Draft System Plan route proposed will also take too long to construct.

The ST3 measure needs our communities' unqualified endorsement and support if it is to be enacted in November. The reason ST3 needs strong support from our communities is in the electoral numbers. There are 102,000 registered voters in the 36th legislative district (ten percent of King County voters). Election records show that our communities have both the highest percentage of registered voters and the highest percentage of voter participation in the state (over 85% in November, 2012). Simply put, the ST Board needs overwhelming support in our communities to increase the likelihood that ST3 will pass throughout its tri-county service area.

The Elliott Avenue and 15th Avenue West corridor, the aorta of our communities, had 54,500 cars crossing the Ballard Bridge daily in 2014, over double the traffic of Martin Luther King Way South. This corridor has become congested on a daily basis and is becoming more so. Ballard has grown by about 2,000 private parking spaces in recent years. The Interbay neighborhood is projected to grow similarly. Expedia proposes to add 2,000 parking spaces to its campus, which will open in 2019. The Elliott/15th corridor operates like a section of plumbing pipe with control valves at the Ballard Bridge and where the corridor meets downtown at Denny Way. When the control valves are plugged, nothing moves. To this mix, ST3 proposes to remove up to 50% of the existing car capacity (two travel lanes) on Elliot Avenue and 15th Avenue West and to perpetuate the current "control valve" impediment by using a draw bridge to cross the ship canal. The final route must enhance, and not diminish the current and potential future carrying capacity of the entire 15th Avenue West Corridor, both during and after construction, all without blocking residents, workers and patrons from crossing the street.

Our coalition has previously recommended alternatives that deliver much more reliable, rapid transit service at comparable cost. These alternatives, which involve: using a corridor to the west of 15th Avenue West; crossing the ship canal by means of a tunnel; and constructing an underground station in Ballard with the best options for northern and eastern expansion capability identified in Sound Transit planning documents as alternative C-01c. Our reasons for continuing to recommend this alternative, and related reasoning for constructing the most reliable and cost effective rapid transit system are detailed in the attached white paper.

In addition to more reliable service, we need light rail much sooner than 22 years from now. We believe that Sound Transit's priority must be first to deliver a reliable Ship Canal tunnel crossing to the highest ridership corridor proposed in ST3 and second to ensure the fastest delivery schedule possible.

Getting ST3 right is essential if the measure is to be embraced by the voters. Thank you for considering our views. Please direct questions about our letter and white paper to Ben Broesamle, the contact and coordinator for the Coalition and Chair of the Transportation Committee of the Magnolia Community Council. He can be reached by cell phone at (310) 562-2759 and by email at contact@nwseattlecoalition.org.

The Coalition is sending this letter with the signatories of thirteen current official-member organizations below. The Coalition continues to grow as additional organizations officially decide to join to our advocacy.

Very truly yours,



Mike Stewart, Executive Director
Ballard Chamber of Commerce



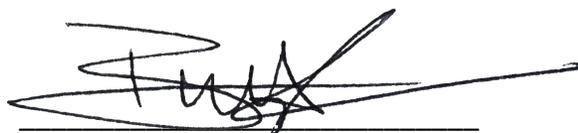
Tom Malone, Co-Chair, Urban Design
and Transportation Committee,
Ballard Partnership for Smart Growth



Catherine Weatbrook, Co-Chair, Urban
Design and Transportation Committee,
Ballard Partnership for Smart Growth



Michael Kahrs, President
Central Ballard Resident's Association



Bert Hopkins, President
Crown Hill Neighborhood Association



Jeff Thompson, Co-Founder
Interbay Neighborhood Association



Greg Carnese, Executive Director
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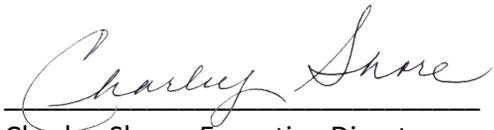
Bruce D. Carter, Co-President
Magnolia Community Council



Steve DeForest, Chair
Magnolia Queen Anne Dist. Council



Eugene Wasserman, President
North Seattle Industrial Association



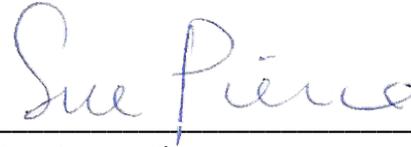
Charley Shore, Executive Director
Queen Anne Chamber of Commerce



Ellen Monrad, Chair
Queen Anne Community Council



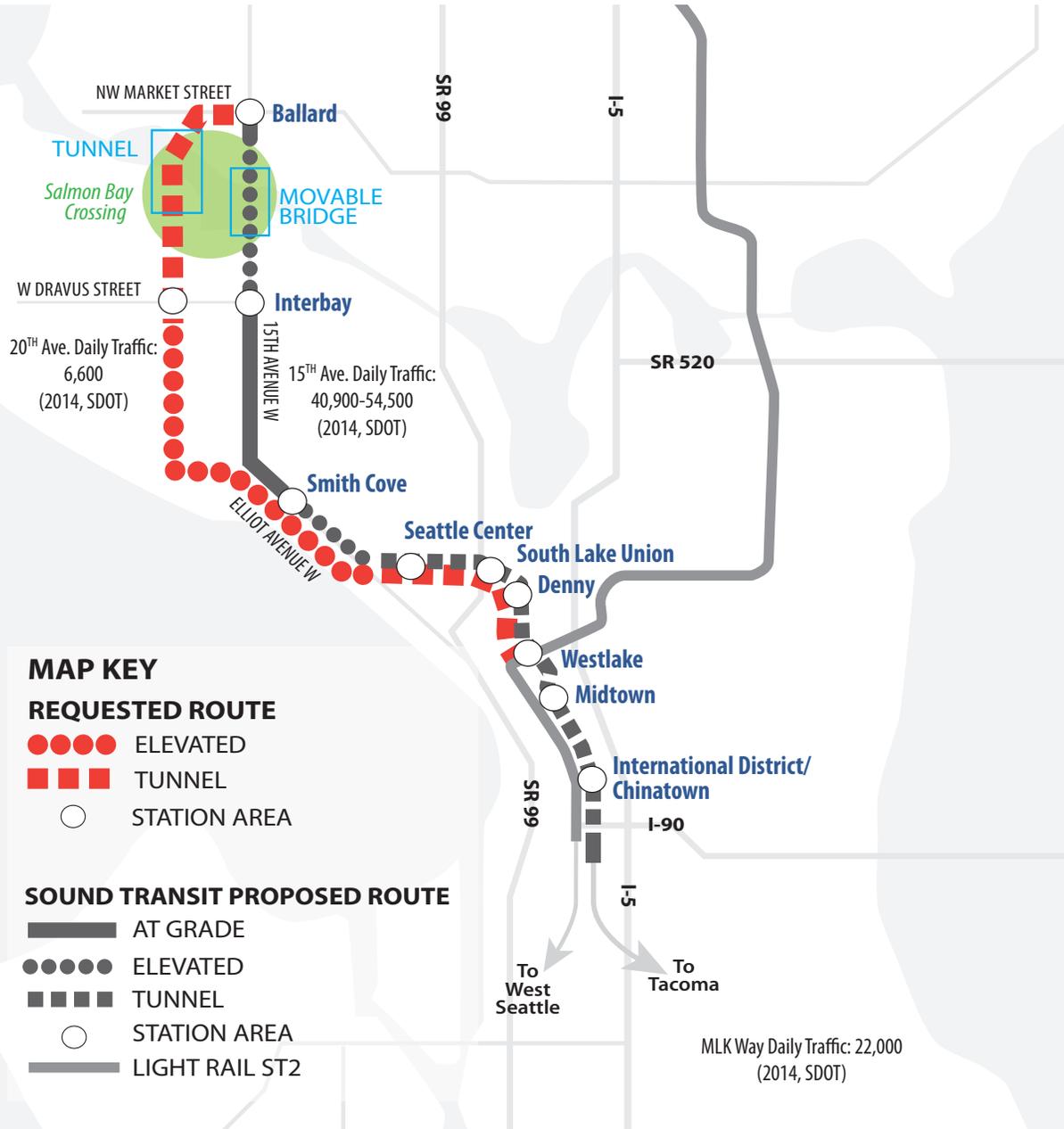
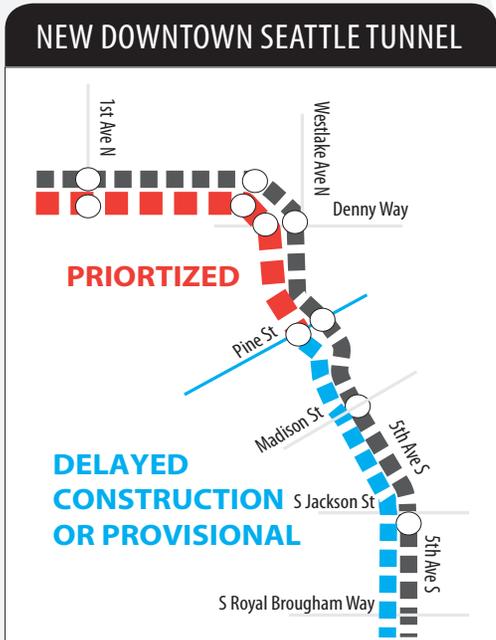
Michael K. Davis, Transportation Committee
Chair, Uptown Alliance



Sue Pierce, Chair
West Woodland Neighborhood Assoc.



NORTHWEST SEATTLE COALITION
For Sound Transit 3





NORTHWEST SEATTLE COALITION

For Sound Transit 3

Contact: Ben Broesamle, Coalition Coordinator
Email: contact@nwseattlecoalition.org

April 25, 2016

TECHNICAL PAPER REGARDING REQUEST FOR CANDIDATE PROJECTS C-01c, C-01e, C-07, and FUTURE CONSTRUCTION of C-01g, C-02 and P-09 TO BE ADVANCED TO NOVEMBER BALLOT AND THEIR DELIVERY ACCELERATED.

The Ballard-Interbay-Uptown corridor is projected to serve 60,000 to 74,000 riders per day, in isolation, the highest ridership of any rail corridor proposed in Sound Transit 3. The Northwest Seattle Coalition consists of eleven Northwest Seattle industry, business, and neighborhood organizations that seek the most reliable light rail alignment in the Ballard-Interbay-Uptown corridor, and the timeliest construction and delivery of this high-ridership service. Specifically, the Coalition asks the Sound Transit Board to:

- A)** select ST3 Candidate Project C-01c: a subway line connecting Ballard, through a tunnel under the Ship Canal, and then following a western alignment through Interbay. The proposed route would include stations in Uptown, near Prospect Street, and at Dravus Street west of 16th Avenue before terminating in an underground station in Ballard. The Interbay alignment would cross over the Elliot Avenue and 15th Avenue to run along the west side of Interbay, thus avoiding any reduction in carrying or turning capacity on 15th Avenue West and minimizing construction impact. It would utilize a tunnel to pass under the ship canal.

- B)** decrease the time to delivery of the Ballard subway line by whatever means available, including but not limited to accelerating the EIS process, partnering with the city for efficient permitting, or other means. After selecting the routing that best serves Northwest Seattle's future, the next highest priority must be speed in new service delivery because of the current and future growth in both housing and jobs in neighborhoods that use the corridor, both north and south of the Ship Canal.

Included, on the last page of this document, is a map of the preferred route that should be presented to voters in November, 2016 to be built as part of ST3.

A) Deliver the most reliable system:

The Draft Sound Transit 3 System Plan route consisting of at-grade rail on Elliot Avenue

West and 15th Avenue West with a draw bridge across the ship canal is a very short-sighted solution. At-grade rail would remove or block existing transit, freight, general-purpose or turn lanes on Elliot Avenue and 15th Avenue West both during construction and permanently. The rapid growth and planned density of the neighborhoods in Northwest Seattle increase the urgent need to provide increase the corridor's overall capacity to move goods and people in both the interim and long-term. The negative impacts, to transit, freight, businesses and people, both during and after construction of light rail must be avoided by avoiding the 15th Avenue and Elliot Avenue right-of-ways as much as possible.

This would adversely affect the movement of people and goods from the Ballard industrial area, Interbay, Fishermen's Terminal, Magnolia, West Queen Anne, adjoining neighborhoods and points well north of Market Street to downtown Seattle forever.

Relying on a draw bridge across the ship canal will degrade the transit service, make it more difficult to retain the high ridership that the line is slated to attract and permanently hinder the reliability of the route that should be expanded to both the north, to Crown Hill, Northgate and Lake City, and east, to the University District.

The Coalition supports a Sound Transit 3 Final System Plan including the following candidate projects:

- C-01c – Constructing the **most reliable and highest capacity route with the best options for future expansion (as identified by Sound Transit)**:
 - underground station in Ballard
 - tunnel under the Ship Canal not susceptible to boat traffic impact
 - routing west of 15th Avenue, thus not impacting 15th Ave West,
 - new downtown tunnel truncated to a Westlake Center Transfer Station
 - delayed construction or provisional tunnel segment between Pike Street and Royal Brougham Way. Note: We recognize that accelerating delivery of the Ballard Line might require deferring other vital work, such as a second downtown tunnel, until either federal, state, or regional funding becomes available or additional demand is imminent. The system impact of deferring a second downtown tunnel can be partially mitigated by undertaking interim improvements to the existing downtown tunnel (ST candidate project C-07).
- C-07 – Constructing Sound Transit-proposed improvements to the existing Transit Tunnel (International District to Northgate) to increase **frequency of trains to less than three minutes** and increasing the capacity of the system in the interim, until the new tunnel can be extended south of Pike Street.
- C-01e – a Sound Transit proposal to **include a station in South Lake Union** between Westlake Station and Seattle Center in the vicinity of SR 99 and Harrison St.

and Future Extensions:

- Deprioritized, provisional, or delayed construction of portion of C-01c – Downtown Tunnel from Pike Street, just south of a Westlake Center Transfer Station, to Royal Brougham Way
- C-02 – from Market Street in Ballard to the University District
- P-07/C-01g – from Market Street in Ballard to Bothell via Crown Hill, Greenwood, Northgate, and Lake City

The Final System Plan route proposed to the voters needs to:

- **have the absolute highest possible reliability** to maximize ridership and opportunities for system expansion. Future riders must know their train will be on time and take a definitive amount of time to travel between stations. This will also reduce delay for trips throughout the region, increase ridership, and support equitable transit-oriented development in our growing Urban Centers;
- **include a new Ship Canal tunnel and route to the west of 15th Avenue which would be additive to the corridor's overall mobility capacity. The route must enhance, and not diminish the current and potential future carrying capacity of the critical 15th Avenue West Corridor during and after construction.** This corridor currently serves 55,000 vehicles per day, double Martin Luther King Way South. Buses must have their peak period bus-only lanes retained throughout construction without removing general purpose lanes. Removing up to 50% of the general purpose lanes will cripple this vital north-south artery;
- **be extensible and support additions to the East and North.** This key connection should not function as a chokepoint for the future phases as the City and Sound Transit expand the system. **All necessary structures and systems must be built into one underground Market Street station in Ballard from its inception** so that service can be easily expended to the north and to the east from the Ballard station as the system expands in both directions;

The Coalition supports Candidate Projects C-01c, C-07, and C-01e because they meet the above needs. Unlike the draft plan, C-01c will have the highest reliability, have the most positive capacity impact and least negative construction impact for mobility in the 15th Avenue West Corridor, while providing the most future riders with equitable transit-oriented lifestyles.

B) Shorten the delivery time to under 20 years (from 22 years)

The Coalition recognizes the many complexities in constructing light rail in the Ballard-Interbay-Uptown corridor. Nevertheless, the high ridership projected in this corridor

and the current planned growth in our neighborhoods necessitate bringing us light rail much sooner than currently proposed.

Sound Transit has many opportunities to accelerate service delivery, especially as selecting an alignment that has overwhelming neighborhood approval will mitigate some risks that are built into the current timeline. Mitigating those risks at the outset will enable shorter environmental review and permitting times, for example.

Dramatically speeding up the schedule for the Ballard line might also involve changing priorities, including postponing one or more projects in order to “Make room” for the new high-ridership line. To do so in a way that is equitable across all Sound Transit jurisdictions, we suggest looking closely at funding interim efficiency improvements to the existing downtown tunnel (project C-07) and postponing the construction of a the duplicative segment downtown tunnel, south of Pike Street.

As stated in our transmittal letter, the draft proposal asks residents and businesses in the high-ridership Ballard-Interbay-Uptown corridor to pay taxes for 22 years before receiving any service improvements at all from Sound Transit, while reducing the corridor’s capacity and reliability immensely during construction. This corridor already experiences daily congestion on its busiest streets and more density—both housing and jobs—is planned. This growth is desirable for our neighborhoods, but we need to both avoid construction impacts reducing the capacity of the corridor and to have transit relief sooner than planned. To address the difficult situation until light rail is constructed, we request that Sound Transit work with its counterpart agencies, the Seattle Department of Transportation and King County Metro, to deliver short-term, interim transit service improvements similar to those proposed in other corridors elsewhere in the ST3 package while at the same time not constructing a route that would severely reduce the reliability and capacity of this corridor’s main artery during construction.

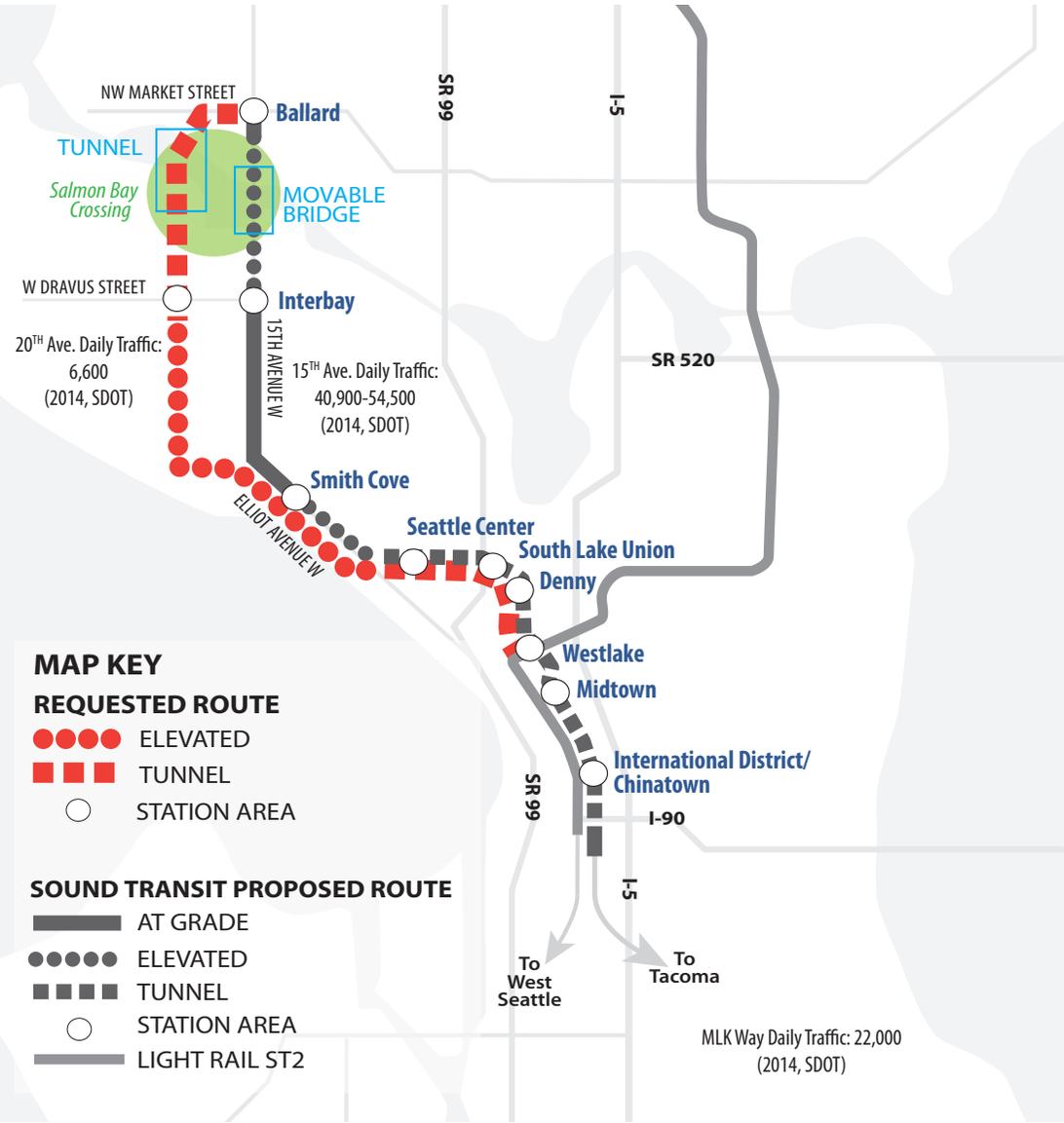
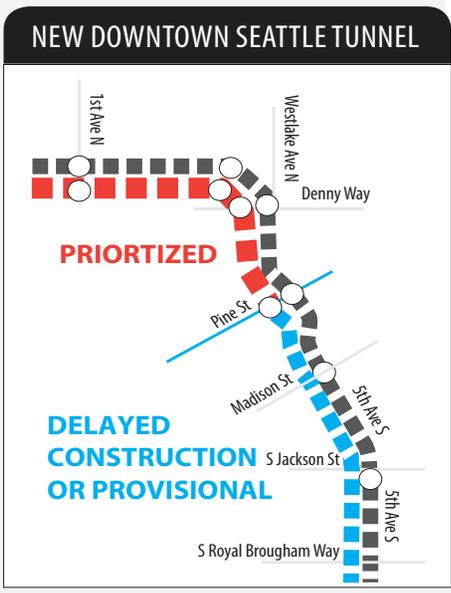
Thank you for your attention to our ideas on elements that we consider most important for reliable and timely new light rail serving Ballard, Interbay and Uptown including Seattle Center. The Coalition appreciates your time, your excellent work, and care in planning for the Region’s future transit needs.

Thank you for your attention to our input on elements that we consider most important, as Sound Transit, the City of Seattle, and King County Metro move forward with planning for transit service between Ballard and downtown Seattle. The Coalition appreciates your time, your excellent work, and care in planning for the Region’s future transit needs.

The contact and coordinator for the Coalition is Ben Broesamle, Magnolia Community Council. He can be reached by cell phone at (310) 562-2759 and by email at contact@nwseattlecoalition.org.



NORTHWEST SEATTLE COALITION
For Sound Transit 3



Subject: North Seattle Industrial Association supports “I want a #TunnelToBallard and the #WestIsBest route in Interbay.”

We are part of the Northwest Seattle Coalition and support its proposal.

Thanks.

Eugene Wasserman

206 440.2660 eugene@ecwassociates.com

President, North Seattle Industrial Association

Olympic Hills Neighborhood Council
ohnc@googlegroups.com

April 18, 2016

Sound Transit Board Members:

The Olympic Hills Neighborhood Council (OHNC) asks for a commitment to build the NE 130th Street light rail station in north Seattle as a part of the Sound Transit 3 ballot measure. North Seattle is a growing community, one which already lacks adequate transit service. The current “provisional” designation for the 130th Street Station, with zero dedicated funding and no timeline, is unacceptable. We need a commitment to build. The ST3 draft is only half done. To get this draft ready for the ballot we need the 130th Street Station funded, as well as a timeline for station completion.

Not only will this station serve the immediate surrounding communities, like Pinehurst and Haller Lake, it will also act as the focal point of a powerful East-West connection, working in concert with buses to provide light rail service to Bitter Lake and Lake City, the fastest growing Urban Villages in North Seattle.

North Seattle’s solution to light rail should not be to walk or drive to Shoreline’s station. The NE 130th Street Station is a common sense move for the Sound Transit Board as it requires no extra track, no new tunnel, and no parking; we just need a platform for a stop. This is the most cost-effective possible addition in the entire ST3 proposal.

Best practice for high capacity rail lines in other cities have stations averaging every ¼ mile. North of the Ship Canal we will be looking at an average of 2-mile spacing. Without a 130th Street station, there would be a gulf-like 2.5 miles separating the Northgate and 145th St. stations at the Lynnwood Link Extension’s closest approach to Lake City and Bitter Lake. This is unacceptable.

Based on Seattle’s 2035 Growth analysis, the Bitter Lake Hub Urban Village has new growth capacity of over 10,000 residential units and nearly 20,000 jobs. The Lake City Hub Urban Village has new growth capacity of 4,000 residential units and 5,000 jobs. These growth numbers will only be attainable and successful with access to reliable transit like light rail. These estimations don’t even touch the untapped capacity that could be attained with a transit oriented development (TOD) plan directly around the station area. Community conversations began in summer 2015 on the topic of transit-oriented development near a future 130th Street Station. With our current housing crisis can we really say no to this kind of growth potential?

We are calling on the Sound Transit Board to make a **commitment to build** the NE 130th Street Station.

Sincerely,

Andy Haner
Board Member
On behalf of the Olympic Hills Neighborhood Council



Date: April 29th, 2016

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

Re: Sound Transit 3 Draft System Plan and Policies

Dear Sound Transit Board Members,

While we are encouraged by your commitment to community in including Graham Street Station as part of Sound Transit 3 (ST3) System Plan and Policies (referred to below as the Plan), the timeline for implementation is unacceptable. As Seattle continues to grow, the threat of gentrification and displacement has become a harried reality for our community. Graham Street Station represents an opportunity to impact the well-being and prosperity of our community but in twenty years, it will be too late.

As a project with broad support from community organizations and residents in Southeast Seattle, early delivery of Graham Street Station, as originally promised in ST1, will demonstrate Sound Transit's commitment to racial/economic equity and best practices in system planning.

Significantly advancing the build out timeline of Graham Street Station in the Plan will 1) capitalize on the **\$10 million in funding from the Move Seattle Levy** that will expire in nine years, 2) **finally connect residents to critical services, cultural institutions, and multicultural business district** that are currently almost inaccessible by public transit, and 3) **create equitable transit oriented development** that would serve majority low-income communities and communities of color, mitigating displacement.

Without early implementation of Graham Street Station, \$10 million in committed funding will be lost, the multi-cultural fabric of the City will be pushed beyond its borders, and equity will remain a buzzword at press conferences but never put to practice.

For these reasons, we request your support and leadership to speed up the Graham Street Station timeline.

Sincerely,

On Board Othello

On Board Othello is a coalition of community organizations, resident and business groups, and individual commercial property and small business owners located in and serving the Othello community in Southeast Seattle. We came together in 2014 to strengthen the many positive community efforts already underway at Othello, to integrate our efforts and have more significant and lasting community impacts. We articulated a vision and priorities for community economic development at Othello, and began implementing action plan steps to bring that vision to fruition. Our priorities are to support and grow existing residents and businesses, and attract new development and businesses that will increase access to economic opportunities in our community. Our work includes the Graham business node.



OneAmerica
1225 S Weller St
Suite 430
Seattle, WA 98144

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

April 27, 2016

Dear Members of the Sound Transit Board of Directors,

Thank you for inviting us to comment on the ST3 Draft Plan. We wanted to take this opportunity to communicate feedback we gathered from a community workshop with Sound Transit staff, hosted by Highline College in collaboration with OneAmerica.

OneAmerica advances the fundamental principles of democracy and justice at the local, state, and federal levels by building power within immigrant communities in collaboration with key allies. Whereas major infrastructure investments profoundly impact the daily lives of the members of these communities, many of whom are transit-dependent, we believe their unique perspectives and needs must shape those investments. Moreover, we believe this can only be achieved if they have seats at the table, and if their voices are part of the discussion. To that end, the People's Workshop on April 13th engaged a large group of students and community members of diverse ages, backgrounds, and interests in Sound Transit 3. To the extent possible, we have captured their input in this letter.

When asked about access, many community members named the lack of Orca card vending machines as an obstacle to ridership. They would like to see more vending machines installed in more places as construction takes place for ST3. The access conversation also piqued interest in safety measures; to ensure that light rail and bus stations remain safe places, community members suggested robust place-making processes for vibrant stations that express the artistic capacities of the communities they serve. They also hope to see more lighting at park-and-rides, which constitute a major investment in ST3.

Participants also noted the need for more multimodal access to stations. Some expressed a desire to access light rail by bike and by foot, but lamented the lack of local bike lanes and safe sidewalks. Consequently, as we continue to support efforts to expand Sound Transit's own multimodal access fund for better multimodal access at stations, we also encourage the agency to work with local jurisdictions to expand their bike and pedestrian infrastructure nearby. Specifically, within the ST3 Draft Plan, we ask the agency to revisit its calculations on parking needs, and reallocate excessive parking funding to bike and pedestrian infrastructure.

Participants were also happy to hear that increased BRT is already in the plan, since many will only access light rail by bus. However, they suggested Sound Transit continue to study the potential for more options, and to continue to coordinate with King County Metro to ensure bus routes align with light rail schedules, and that the two agencies continue to work toward fare integration. This second point was especially important to participants who spoke English as a second language, suggesting the importance of simplicity and ease of use for the region's growing immigrant and refugee populations.

Many also expressed enthusiasm for the Orca Lift program and were pleased to hear the Board's decision to expand the program system-wide. However, they identified a lack of information about the program –



for which many believe they would qualify – in their areas. OneAmerica has worked with the City of Seattle to improve its own Orca Lift implementation within city limits, and looks forward to working with Sound Transit to implement SDOT’s best practices throughout Sound Transit’s service area.

Additionally, members of the community indicated their support for the construction of affordable housing near light rail. We continue to encourage the Board to indicate their resolve to implement the transit-oriented development and affordable housing requirements stipulated by RCW 81.112.350 through the ST3 process.

Despite the enthusiasm for increased affordable housing stock, their fears of displacement through construction were apparent. There were also several misperceptions about Sound Transit’s relocation policies that require attention. Some participants offered anecdotal accounts of friends who were relocated to apartments too small to accommodate their growing families, and others who did not know the extent of the benefits to which they were entitled. OneAmerica staff have worked with agency staff on what we believe is a robust and generous relocation package, but we recognize a lack of information in these communities. We understand many of the linguistic, legal, and cultural hurdles to adequately disseminating this information and hope to work with Sound Transit to overcome them throughout the ST3 implementation process. We hope the Board will revisit this policy specific to light rail construction phases that will likely displace more low-income residents from communities of color than any other.

The topic that inspired the most robust discussion at the People’s Workshop was community engagement. We know Sound Transit strives to improve its outreach and engagement practices and to tailor them to an increasingly diverse community of transit riders as well as area residents and business owners affected by construction and services. Indeed, the Spanish-English interpreter at our event was provided by the agency, and that valuable contribution was appreciated.

However, participants stressed that communications from the agency were not always strategically targeted to meet community members where they are. Specifically, participants listed mosques, community centers, churches, festivals, transit centers, and buses as strategic places for Sound Transit to conduct community engagement. They also described a very different approach to public engagement, including the use of more open-ended questions about the user experiences of transit riders. They ask that Sound Transit approach community engagement as a way to get to know community members and better understand the context of the communities impacted by ST3 expansion. OneAmerica has long supported an overhaul of agency practices in community engagement that are more community-centric. We look forward to working with the agency throughout the implementation of ST3 to ensure adequate community input in remaining decisions.

OneAmerica and our partner organizations look forward to the opportunities presented by ST3 to bring our vision of an equitable region closer to fruition. Please do not hesitate to contact our office with any questions.

Best,

A handwritten signature in black ink, appearing to read "R Stolz", written over a white background.

Rich Stolz
Executive Director, OneAmerica

To: Sound Transit Board
From: Othello Park Alliance
Re: Graham Street Station Timeline
Date: April 29, 2016

Dear Sound Transit Board:

On behalf of the Othello Park Alliance, we are writing to request your support to build the Graham Street Station much earlier than 2036, and to instruct Sound Transit staff to support grassroots request to include Graham Street as early deliverable System Access in Sound Transit 3. According to a recent study, the Graham Street Station was found to be one of the most cost effective of ST3 projects, second only to the Ballard line. More importantly, in term of positive community development, Graham Street would be the best use of Sound Transit funds because of its proximity to and similarities to Othello.

Of all LINK Stations built thus far, the one with greatest positive impact upon the surrounding community has been Othello Station. Thousands of affordable housing and transit oriented development projects are planned and being built around Othello Station. That is because Othello is, so far, the only LINK station from which passengers can disembark the train and immediately enter the surrounding shops and restaurants. The Station is, in fact the center of our business district.

In the case of other LINK stations built thus far, passengers must ascend from a tunnel and/or walk several blocks to reach local businesses. This makes Othello more attractive to positive workforce housing and developers. Graham Street is the only ST3 proposed project that would have the same advantage as Othello. Passengers disembarking at Graham Street would be able to immediately and conveniently access local businesses. For that reason, the Graham Street Station would be the wisest and best use of your funds.

OPA is a group of Othello neighbors which works tirelessly to promote and improve Othello Park and the surrounding neighborhood. Because of our LINK station, Othello is on the way to becoming a model community with optimum capacity to get people out of their cars and into a world freer of fossil fuels. A cadre of such neighborhoods across the world are what will be needed to save the planet.

Graham Street is only one mile from Othello and is within the sphere of OBO's concerns. We want to see Graham Street join Othello as part of our model for the future. A LINK Station at Graham would unite our community. Neighbors who now find it necessary to get in their cars to travel within the neighborhood would be connected by fast and reliable transportation, thus eliminating thousands of local car trips. Many more of our neighbors would have convenient transit access to the airport, downtown, Capitol Hill and the University District.

We hope the Sound Transit Board will reprioritize its list of projects, placing Graham Street very near the top. If you wait until 2036 to build it, you will tragically delay the process of Martin Luther King's Othello/Graham community in becoming a model for the future.

Respectfully,

Mona Lee, Secretary

Erin Lau, Co-chair

Othello Park Alliance

4802 S Othello St.

Seattle, WA 98118

206-898-5452

To: Sound Transit Board
From: Othello Station Community Action Team (OSCAT)
Re: Graham Street Station Timeline
Date: May 2, 2016

Dear Sound Transit Board:

The Othello Station Community Action Team (OSCAT) strongly advocates that the Graham Street Station be built as soon as possible, and in any event significantly sooner than the proposed completion date of 2036. OSCAT is a part of a grassroots movement in the Rainier Valley advocating for this change in the ST3 proposed project plan.

Since the construction of the first segment of Link Light Rail, the highly diverse Rainier Valley has begun to develop in very positive ways. This is seen most dramatically in the Othello Station area, and the Rainier Beach Station area is following suit. Numerous housing options, from market rate to workforce housing to low income housing are planned in an area that is still more affordable than other Seattle neighborhoods. Educational opportunities and business expansion are also planned. Much of this development is adjacent to Othello and Rainier Beach Light Rail Stations and is the clear result of the construction of these stations.

The Graham area needs and deserves this station so that it, too, can be a target for such much needed development. A recent analysis (www.thetransportpolitic.com/2016/04/06/youve-got-50-billion-for-transit-now-how-should-you-spend-it) has indicated that a Graham Street Station would be highly cost-effective and provide a quick “payoff” for the investment. It would also continue the Rainier Valley’s development trend and, as such, be the highest and best use of Sound Transit funds. In addition to a providing future housing, the current business core at Graham Street would be immediately adjacent to the station, providing convenience for riders as well as support for locally owned businesses. A station at Graham would also further reduce the growing car traffic to Downtown, Capitol Hill and the University District, thereby supporting local residents as they travel for employment and education.

OSCAT is comprised of local residents and business owners committed to equitable, smart development in the Othello Station area. We believe that an additional light rail station at Graham Street, one mile north of Othello, would help that community develop and further support the Othello area by creating an easy commute to shopping there. OSCAT is also an active member of OnBoard Othello, a larger group committed to equitable development in the greater Othello neighborhood – including the Graham Street shopping and residential district. That group has also endorsed the construction of the Graham Street Light Rail Station, and we stand with them in that endorsement.

In addition to the above, the City of Seattle has already allocated \$10 million to the construction of this station – those funds should be moved to Sounds Transit to provide for Station planning work such as environmental review and engineering design. Clearly there is a commitment now to this station at the State level.

We hope the Sound Transit Board will see fit to prioritize the Graham Street Station for completion in the very near future, supporting the burgeoning growth and development of the Rainier Valley along this critical light rail corridor. Thank you for your consideration.

Thank you for your consideration.

Daphne Schneider
On behalf of the
Othello Station Community Action Team



1429 Avenue D, PMB 198
Snohomish, WA 98290

425-610-8027
www.pilchuckaudubon.org

April 25, 2016

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

Re: ST3 Draft Plan

Dear Sound Transit Board Members,

The mission of Pilchuck Audubon Society is to conserve and restore natural ecosystems focusing on birds and other wildlife for the benefit of the Earth's biological diversity. The mission of the Smart Growth Program is to work with Snohomish County local governments to achieve more livable, sustainable urban communities and protection of our resource and rural lands, air and water quality and wildlife habitat through education, outreach, advocacy and activism regarding land use comprehensive planning and development regulations. We represent over 1200 citizens in Snohomish County and Camano Island.

Thank you for the opportunity to comment on the draft ST3 plan. We support Link Light Rail throughout the region, but only if it makes sense in a variety of ways. The current draft plan unfortunately leaves Snohomish County with little to go on after 25 years of taxes. We believe the current draft plan will not pass with Snohomish County voters, if this plan is passed by King County voters only, than your agency will be doing a huge disservice to one of the fastest growing counties in the state, and will be just one more transportation agency that creates mistrust with the voting taxpayers. Our recommendations are below.

Build a system that will meet current demands in Snohomish County and that will be able to expand to meet future needs.

Clearly a rail line that just heads up I-5 from Lynnwood to Everett will not meet current needs now or in the future. While it may be the least expensive and fastest to construct, it will cost untold amounts of money to create Park-n-Ride lots for people to conveniently use this service. This would be a waste of land use, create more greenhouse gas emissions as people will be still be driving to and from park-n-ride lots, even if there could be enough spaces for cars to park that wish to use the system. This defeats the purpose of the Link Light Rail system. Preferably we believe a rail system that travels into the areas where people live is the right plan, such as building from Lynnwood to Everett up Highway 99/Evergreen Way corridor, where people live, work and play and which is an area that is ripe for redevelopment. This will guarantee a great



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incentive for building sustainable mixed use development that we desperately need here in Snohomish County.

Ensure the draft plan brings Link Light Rail from Lynnwood to Everett by 2033.

From feedback we have received, no one believes paying taxes for another 25 years for the current ST3 plan is a good idea. While we understand these large scale transportation projects takes time, it never takes that long to build large bridges or freeways. Mass transit projects need to take priority in this region if we ever hope to move people and not cars. Gridlock is pervasive and persistent. In another 10 to 20 years, with expected growth to reach 1 million people in Snohomish County (not to mention the millions more in the region), our region will continue to sprawl out and adding more vehicle traffic will further impact environmental problems. For the past 25 years, as the cost of living has increased in Seattle and King County, prompting more and more people to move to Snohomish County and commute to Seattle for work. Sound Transit needs to recognize this trend and present a plan to the Snohomish County voters that will pass at the ballot.

Ensure Transit-Oriented Development and Affordable Housing is part of the plan.

Transit-oriented development at Link Light Rail Stations needs to be a priority, and it needs to contain affordable housing. Designing a Link Light Rail system in Snohomish County that meets those two needs should be a priority for Sound Transit. Again, building a system that doesn't go where people live will just create more traffic as folks drive to park-n-ride lots, or in many cases, folks will just drive and not use the system. Affordable housing continues to be a huge issue in Snohomish County—there just isn't enough of it, and developers are reluctant to take on such projects, even when there are incentives. Please include these elements in the final plan that will be presented to the voters in November.

Design and build a Link Light Rail System that will protect our environment for people and wildlife.

Creating livable, walkable, transit-oriented developments next to Link Light Rail and that align with rapid bus services and other mass transit services so that our natural resource and rural lands are protected from unnecessary urban sprawl. This will help reduce greenhouse gas emissions in the most effective way, will reduce pollution from our roadways that are polluting our streams, rivers and Puget Sound, and will ensure a better quality of life for everyone, whether they choose to be urban or rural dwellers. Many agencies, governments and Tribes, as well as non-profits such as ours, are working hard to find ways to deal with climate change and



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Snohomish, WA 98290

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pollution impacts that are affecting our water supply, water quality, food supply, fish and wildlife, and people's health. Sound Transit should consider expanding their service and taxing authority to the entire county to help raise the funds for this more progressive transit system that will truly meet the needs of our grandchildren and their grandchildren. A Link Light Rail System that really will move people and not cars, which will reduce negative environmental impacts will benefit everyone throughout the county and the region.

Thank you for consideration of our recommendations.

Most sincerely,

A handwritten signature in black ink that reads 'Kristin Kelly'. The signature is written in a cursive, flowing style.

Kristin Kelly
Smart Growth Executive Director
Pilchuck Audubon Society
1429 Avenue D, #198
Snohomish, WA 98290
425-923-8625
execdirector@pilchuckaudubon.org

Pinehurst Community Council

Peter Rogoff, Sound Transit Executive Director
Sound Transit Board
401 South Jackson Street
Seattle, WA 98104

Dear Mr. Rogoff and Sound Transit Board members:

I am writing to you on behalf of Pinehurst Community Council, a local organization that represents the Pinehurst neighborhood in North Seattle. We appreciate your having included a NE 130th light rail station in the ST3 draft plan. The station is a key element in ensuring affordable transit access to the North Seattle residents. We are grateful that Sound Transit has recognized its importance.

Now, let me take this opportunity to ask you to please commit to funding and building the 130th station with a timeline as part of the final ST3 plan. While pleased with the inclusion of the station in the ST3 draft plan, we are deeply concerned that the 'provisional' status of the station planning, with no funding or schedule commitment, may lead to a significant delay or even a cancellation of the 130th station.

Having a light rail station at NE 130th and I-5 would improve North Seattle in three ways. First, it would give the adjacent neighborhoods the much needed access to transit. With an east-west bus service operating on the NE 130th/125th corridor, all the neighborhoods along the street - Lake City, Pinehurst, Haller Lake and Bitter Lake - would be able to use the light rail service without travelling to Northgate or NE 145th St. Second, the 130th station would be cost-efficient as it is a platform-only station with no parking garage. This would help reduce the overall traffic in the area. Last but not least, a 130th station would make an excellent core of another urban village, vitalizing North Seattle even more.

The importance of the 130th station cannot be emphasized enough from the ridership point of view as well. Without a station on 130th, many people in the aforementioned neighborhoods would be forced to drive to the other two stations, making the congestion in those areas much worse. That would discourage potential riders from using the light rail, resulting in lower ridership. It would also have an adverse commercial effect on the Northgate and Shoreline areas.

In conclusion, we firmly believe it makes perfect sense to have the 130th station, both economically and transportationally. We sincerely hope you agree and commit to building it in the final ST3 plan.

If you have any questions, please feel free to contact me anytime.

Yours sincerely,

Daigoro Toyama
Pinehurst Community Council
dai@pinehurstseattle.org

206.650.3204

cc: Sabrina Bolieu, Office of Councilmember Debora Juarez at Seattle City Council; Jesse Piedfort, Sierra Club



Date: March 11, 2016

Re: ST3 Plans for Cross Kirkland Corridor Trail

To: Sound Transit Board Members and Kirkland City Council,

I am writing you today on behalf of the Puget Sound Anglers State Board. We are the largest recreational fishing organization in Washington State, with 16 statewide chapters and thousands of members. We have taken serious consideration of the present plans to convert the Kirkland Trail to be a part of the Sound Transit Mass transportation system.

As recreational fishers we put the resource first. In this case of the Kirkland Trail we have watersheds with salmon bearing streams that will be affected if Sound Transit goes forward with bus or rail lanes. Salmon are in deep trouble and especially Coho salmon. These streams are Coho salmon bearing streams that are very important to continue to produce these runs. Some of our members have in-stream incubators in these areas to help these salmon runs to survive. These wetlands are important to the food web to support these fish and the surrounding wildlife. It is important that we do not impact these areas more than already has happened.

Many do not understand how critical these areas are as habitat is being degraded at an ever increasing speed making it tougher than ever for these fish to exist. An unknown fact is that man made obstructions, like tire rubber for example, that makes it into the streams or rivers can actually cause spawning salmon to turn around and swim back out.

We are asking you to reconsider and leave the Kirkland Trail intact and move mass transit lanes out to 405 where they belong. At \$74.7 million per mile, making this one of the highest cost transit projects in history, and the low expected ridership, the return on investment is negligible. This is surely going to financially strap many taxpayers. The Kirkland Trail is an important part of life for people to get out and enjoy the great outdoors. This small area is a vital part of a very complex ecosystem and deserves to be protected.

Sincerely Yours

Ron Garner

President

Puget Sound Anglers

State Board

Brad Ridgeway

Secretary

Puget Sound Anglers

State Board

CC: Claudia Balducci,

Fred Butler, Issaquah Mayor/Chair of the ST Capital
Committee

John Marchione, Redmond Mayor.



Date: April 29, 2016

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

Re: Sound Transit 3 Draft System Plan and Policies

Dear Sound Transit Board Members:

We respectfully submit the following comments on the Sound Transit 3 (ST3) System Plan and Policies (referred to below as the Plan). Puget Sound Sage values the tremendous work done by Sound Transit Board to analyze, write and release the Plan. We applaud you for a transformative public investment that creates unprecedented regional connectivity and prioritizes alignments with transit oriented development (TOD) potential. We also deeply appreciate efforts to lift up equity and prioritize potential projects for marginalized communities. In particular, we are thrilled that a Graham Street Station has been included in the Plan.

Puget Sound Sage improves the lives of all families by creating shared prosperity in our regional economy. We bring together community, labor, faith, and environmental leaders to advance a shared agenda for racial and social equity, a stronger democracy, better jobs, a clean environment, and thriving communities.

We are supportive of ST3 as a critical investment in our region, with the potential to connect people to jobs, schools and services throughout the region, especially communities that are transit reliant. We are also ready to educate and mobilize our communities to support Sound Transit 3 and the System Plan. However, we believe that more clarity and additional equity components are needed to get support of voters from communities that will bear a disproportionate tax burden. We urge you to incorporate the following in the final Plan before it goes to the ballot.

Have clear policies for disposal of surplus property: Sound Transit must develop, and make public, a clear plan to implement the new law requiring disposal of surplus property for affordable housing (RCW 81.112.350). This includes creating sustainability metrics that shows the value of siting affordable housing near transit stations. To optimize creation of equitable development around transit stations, we urge you to:

- Purchase land that will be optimal for affordable housing, mixed-use and joint development.
- Find creative mechanisms to discount the price of surplus property as deeply as possible for use as affordable housing.
- Prioritize sale of surplus property that leverages other public financing.
- Prioritize land sale in the bidding process to partnerships between affordable housing developers and organizations accountable to – and representative of – low-income

communities, people of color, immigrants and refugees. These could be organizations that are either local to a specific station or serve a broader diaspora of constituents. Examples of community-led development projects include El Centro's Plaza Roberto Maestas, Urban Impact's Emerald City Commons, InterIm's Hirobayashi Place and the proposed Filipino Community of Seattle Village Project.

- Ensure that the disposition policy allows organizations that use innovative, community-based ownership strategies to compete. This includes community land trusts, organizations that use land banking, and tenant-owned cooperatives.
- Use metrics for ST3 success that show the carbon reduction value of affordable housing and equitable development near the light rail. Increasingly, data shows that anchoring affordable housing near transit results in a more substantial reduction of vehicle miles traveled than market rate housing built in the same area¹. Low-income households tend to have higher rates of transit ridership and very low-income households in transit rich neighborhoods drive 53% less than higher income residents in those same neighborhoods. To capture this climate benefit, Sound Transit should include VMT reduction as a sustainability metric.

Include good jobs as a component of equitable transit oriented development: ST3 will only work for our communities if a significant proportion housing located near stations is affordable. But the flip side of this transit formula is access to good jobs at other stations. We urge Sound Transit to:

- Establish corridor alignments that link jobs density with existing, or potential, affordable housing density.
- Promote family-supporting jobs in commercial development near transit stations. In the sale of surplus property, Sound Transit should require job quality standards (e.g., living wages, benefits, and job stability) for commercial tenants over 10,000 square feet.
- Ensure access to construction jobs to economically distressed communities through a Community Workforce Agreement, or other labor standards, that prioritize hiring of people who can benefit from union apprenticeships the most.

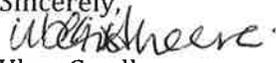
Improve community engagement: Sound Transit should explore and use best practices for expanding and deepening the influence of people of color, low-income communities, immigrants and refugees in the planning and implementation process. People who see themselves in the decision making process will be more likely to support ST3. Also, Sound Transit should prepare, and make public, a racial impact analysis of the draft Plan before it is finalized – especially on alignment and timing of specific projects. This will help build confidence in our communities that ST3 will minimize displacement and maximize opportunity to live near this massive public investment.

¹ http://www.publicadvocates.org/sites/default/files/library/affordable_tod_and_cnt_5_30_14_color.pdf

Improve the timeline of the Graham Street station: As a project with broad support from community organizations in Southeast Seattle, the Graham Street Station represents a clear equity benefit from ST3. We see the Graham Street Station as an opportunity to create a model for equitable TOD, and help stabilize our communities against displacement forces already doing harm. The station would serve majority low-income communities and people of color, allowing us to vision, plan, and shepherd our own development. But waiting twenty years for realization of community-led TOD will be too late for us. Early delivery of the Graham St Station, along with support for existing small businesses during construction, would demonstrate Sound Transit's commitment to racial equity and best practices in system planning.

Increase and improve investments in multimodal access for low-income communities: Equitable TOD requires multimodal planning and investment. We urge Sound Transit to increase overall allocation to the system access fund, in part by dedicating a portion of parking revenue, as well as publishing how the funds will be spent before the ballot initiative. Also, we urge that you adopt design standards for walking, biking and transit access to stations, especially for vulnerable populations such as youth, elders and disabled persons. Finally, we urge Sound Transit to allow ORCA LIFT users to pay reduced parking fees.

Sound Transit 3 is the biggest investment we will see in our lifetime that will shape the future of all our communities. The potential for creating affordable housing, good living wage jobs, and equitable TOD that helps communities under threat of displacement prosper in place and creates access to new opportunities **is extraordinary**. We urge you to ensure the above policies and frameworks are met and we look forward to promoting the equity benefits of ST3 to Sage's broad network of community partners and allies.

Sincerely,

Ubax Gardheere,
Program Director

April 28, 2016

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

Dear Chairman Constantine,

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan, and specifically to recommend changes to the plan and its implementation to better promote and support equitable transit-oriented development (TOD). Our comments reflect the consensus opinion of the Regional Transit-Oriented Development Advisory Committee (hereafter, the Committee), on which we serve as co-chairs.

The Regional Transit-Oriented Development Advisory Committee is a standing committee at the Puget Sound Regional Council, comprised of 43 signatories to the Growing Transit Communities (GTC) Regional Compact. The Committee provides guidance to PSRC and other agencies and organizations on GTC implementation, coalition building within the region, and support for state and federal legislation and funding needed to create and sustain thriving and equitable transit communities in the region.

The GTC Strategy and Regional Compact, of which Sound Transit is a signatory, reflects the mutual interests of governmental, business, and non-profit partners in leveraging our significant regional transit investments—proposed to grow by an additional \$50 billion under ST3—to create great urban places that attract jobs and housing to transit station areas, that increase housing opportunities affordable at a full range of incomes, and that improve equitable access to opportunity for current and future residents.

The comments expressed below are specifically based on the recommendations included in the GTC Strategy along with the requirements of RCW 81.112.350, which authorizes and directs Sound Transit to implement an equitable TOD strategy based on this regional framework and enact tools to promote affordable housing in transit-served areas. Our comments reflect Committee discussions that occurred during the last year and do not represent the position of individual Committee member organizations or the position of the PSRC.

Recognition of Sound Transit Improvements on Equitable TOD

Over the past few years, Sound Transit has demonstrated efforts to broaden and deepen its activities to plan for and implement TOD. In particular, we applaud the following:

- **Stronger policies.** The TOD Policy, updated in 2012, describes a comprehensive role for Sound Transit in promoting “agency TOD” on properties it controls and “community TOD” throughout station areas.
- **Stronger planning and analysis.** As an example of enhanced planning for TOD, analyses undertaken for the Federal Way Link Extension corridor have provided the Sound Transit board and stakeholders with rich information on development potential and community needs associated with different alignments and station locations
- **Achieving “wins” through collaboration.** In implementing TOD, the recent successful partnership between Sound Transit and the City of Bellevue (via MOU) to achieve desired development outcomes

at the 130th Station and Operations and Maintenance Facility properties, exemplifies a level of coordination and creativity to solve TOD challenges that we urge the agency to continue.

- **Building blocks for equitable TOD in ST3.** The ST3 Draft Plan includes several key elements that address TOD and equity. A total of \$12 million is earmarked for TOD evaluation and analysis in project level budgets. A TOD Program, funded at \$20 million, addresses many of the core functions of planning and due diligence around properties owned or controlled by Sound Transit that are crucial for successful agency TOD. Finally, the plan commits the agency to contribute an additional \$20 million to a revolving loan fund to support affordable housing development in high capacity transit station areas.

Recommended Improvements to the ST3 Draft Plan Package

The ST3 Draft Plan needs to be strengthened to provide a clearer vision for achieving equitable TOD throughout the Sound Transit service area, with affordable housing as a clear policy priority. The plan must address how the agency intends to strategically use its resources and work with communities to shape and incentivize development and public improvements that meet the needs of a full range of current and future residents, with an emphasis on maximizing affordable housing opportunities within walking distance of high-capacity transit. The following recommendations may be addressed through revisions to the plan or supporting documents that articulate a commitment to principles for equitable TOD:

- **Set ambitious goals for equitable TOD.** The Sound Transit board should set high-level goals for TOD that meet or exceed the requirements of RCW 81.112.350, establishing a commitment to ongoing strategic planning and use of a full range of tools and innovative approaches to maximize affordable housing potential within walking distance of high-capacity transit. The board should make clear its intent to update all relevant agency policies in the areas of TOD, station access, property acquisition, and property disposition to fully align with the direction and intent of RCW 81.112.350.
- **Clarify implementation of state requirements through ST3.** RCW 81.112.350 requires that Sound Transit 1) “implement a regional equitable transit-oriented development strategy” consistent with the region’s TOD plans, 2) contribute \$20 million to a revolving loan fund to support affordable housing development, such as the REDI program, and 3) meet specific targets for disposition of surplus agency property to provide opportunities for affordable housing development. The TOD Program description, including scope of agency responsibilities, TOD objectives, and major activities, should be revised to clearly state the importance of these requirements and how the agency will implement them.
- **Implement TOD around multiple modes.** The ST3 Draft Plan includes projects that expand several modes of transit in the region. TOD principles and the program description should make clear that planning for and implementing TOD will extend beyond light rail station areas to include BRT and Sounder stations, other agency facilities, such as maintenance and other large facilities, and right-of-way acquisitions that may create TOD suitable parcels through new alignments or access changes.
- **Collaborate and coordinate.** Early and ongoing collaboration with local jurisdictions and community stakeholders on identifying suitable sites and uses for TOD is critical to outcomes that are successful for all concerned. With the RCW 81.112.350 requirement to facilitate affordable housing production, affordable housing developers and financiers should be included as key partners in identifying potential projects and aligning Sound Transit’s efforts with affordable housing resources and funding. Collaboration and overall success of the program will be enhanced by adding clarity on how Sound

Transit's three-pronged strategy of 1) TOD resources for the TOD program, 2) support for a revolving loan fund, and 3) dedicated resources for TOD analysis in project planning and design, will be coordinated and timed to maximize TOD potential and equitable outcomes. It is especially critical to address the specifics of how affordable housing will be preserved and created in station areas.

Implementation Steps Beyond the Passage of ST3

In anticipation of passage of ST3 in fall 2016, both Sound Transit and its regional partners need to start planning for the more detailed work to implement the agency's TOD principles through its administrative policies and programs, and its partnerships. We call on the agency to address the following:

- **Update Sound Transit policies.** Work toward near-term updates of Sound Transit's adopted TOD, Access, Acquisition, and Disposition policies to implement the requirements of RCW 81.112.350 and reflect the goals, partnerships, and innovative tools advanced through the GTC Strategy to create thriving and equitable transit communities. It is particularly important to bring the agency's property acquisition policies up to date so that they are fully supportive of the affordable housing objectives in RCW 81.112.350. We urge the agency to utilize alternative tools, such as temporary use agreements and lease-back agreements, among others, to ensure that surplus properties can be used for affordable housing and equitable TOD.
- **Address equitable TOD beyond affordable housing.** While affordable housing is a major priority for the GTC Strategy, equitable TOD must also include non-residential elements, such as parks, cultural facilities, living-wage jobs, affordable commercial space for small businesses, and provisions to access the station by foot, bicycles, transit and automobile. In addition, the agency should prioritize collaboration with local communities to prevent and mitigate displacement that may occur around major new transit investments.
- **Enhance equitable community engagement.** Equitable and inclusive community engagement is a cornerstone of equitable TOD. Sound Transit's community engagement and public participation programs have achieved some success in reaching a diverse range of affected communities. The agency should review and strengthen its approaches and budgets to ensure that all affected communities are engaged and supported in helping to shape implementation of the agency's TOD strategy.

In conclusion, we want to thank the Sound Transit staff and board members for working with a broad range of regional partners and advocates, local governments, other public agencies, non-profit organizations, and members of the community, throughout the past year in developing the ST3 Draft Plan. We appreciate the agency's initial efforts to respond to new and challenging expectations of RCW 81.112.350 and we offer our support and assistance in providing Sound Transit with the tools necessary to fulfill the legislative intent.

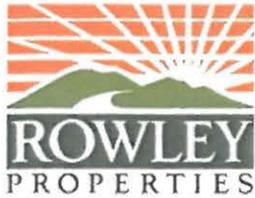
Sincerely,



John Stilin
Councilmember, City of Redmond



Tory Laughlin Taylor
Deputy Director, Bellwether Housing



April 14, 2016

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

RE: Public Comment on Sound Transit 3 – Bellevue to Issaquah Light Rail

Please accept this letter as our public comment regarding Sound Transit 3's project list. Generally, Rowley Properties is in favor ST3 as proposed but we also understand there is much still to do, study and determine, if ST3 is approved by the general public this coming November.

In general, we have a few comments to share given Sound Transit is seeking input in its final determination of projects slated for approval at its June Board meeting:

- The mobility of Interstate 90 – a major corridor that moves goods to and from the Port of Seattle – is essential for our region's continued economic success.
- A Bellevue-to-Central Issaquah light rail line will help meet a growing transit need in our community, and throughout the region. Further, the route serves an important connection of two major regional growth centers. The eastside is a major revenue contributor and as a result, funding should be equitable and balanced between both sides of the lake – in support of the whole region.
- The light rail from Bellevue to Issaquah line is relatively simple to construct compared to the scale and cost of other projects in the ST3 list. We request the completion target be expedited to much sooner than 2041 as we have deep concern there are earlier, much more complex and expensive projects that could delay or impact the Bellevue to Issaquah line even further.
- Ideally, users of the I-90 corridor line (*of which a majority will use to reach Seattle*) would not have to be diverted to the East Main Station and then, be transferred in order to reach their final destination. While we understand a direct route to Seattle has complications, our hope is that alignment efficiencies will be further explored in the environmental study.
- This line won't simply serve Bellevue and Issaquah, but our neighboring Eastside and rural communities that travel through town. As a community, we're faced with a very unique situation of being on the edge of the urban growth boundary and the RTA boundary. Neighboring cities such as Snoqualmie, North Bend, Maple Valley, Black Diamond, Covington, as well as Sammamish all provide feeder vehicular traffic for citizens accessing employment, entertainment or services not only in our town, but also Bellevue and Seattle. The Eastgate/Bellevue College location is equally important as this educational institution is at near capacity for enrollment (32,000 full- & part-time students plus continuing education) given the footprint of its campus and parking constraints. Access will help increase their ability to serve students, the community and in further efficient utilization of state funding to serve additional students.
- Thanks to the Central Issaquah Plan's (valley floor re-development) adoption in 2012 and our Development Agreement with the City, Issaquah is continuing its legacy of smart growth as a Cascade Agenda Leadership City. The key to the plan's success and Issaquah's future, however, is planning for tomorrow's transit solutions today.

- In addition to building light rail to Issaquah, the plan should:
 - Provide enhanced express bus service that connects Issaquah with East Link and bus rapid transit on I-405. Ensure these enhancements are integrated with existing and future King County Metro services. It is imperative that with the light rail proposed, not only do we need interim transit solutions but also that users' commute time to Seattle does not increase over the existing bus service provided today. The projected peak headways for express bus service should remain at 6 minutes or less.
 - The rail stop needs to be sited central to Issaquah's urban core on the valley floor and on I-90 (11/12th overcrossing planned in the WSDoT I-90 corridor study and Issaquah's CIP), (not off SR900 to the north or south of the city). This will best facilitate ease of access to the rail stop for bus, cars, bikers and walkers. At this location, more than Issaquah citizens will take advantage of this stop so it is important ST3 assist Issaquah in being proactive and doing what is feasible to limit additional impact of vehicular congestion on Issaquah's internal trip circulation.
 - We ask that you not limit the amount of parking stalls for the new park and ride to 500 for public vote. The amount of stalls should be determined as part of the environmental review and through public comment. While we understand this may be at odds with your philosophy, providing only 500 parking stalls to complement a rail/transit stop in an edge city is simply not reasonable given Issaquah's location at the end of the line. We all know Issaquah's two existing Sound Transit park and rides are at capacity today and are serving the needs of multiple communities' citizens' to get to employment. As ST3 progresses, it's important to consider user experience as a whole as well as potential unintended consequences for our city.
 - We are a big fan of bus rapid transit and express bus service and hope that service is ample between now and the time period when Issaquah's light rail is projected to come online. In particular, finding a way to connect north/south to Renton/neighborhood cities given that demographic studies tell us many commute to/from this area for employment (Renton's Boeing plant and specific to Issaquah, our retail/service industries). Currently, there are not many transit options for these individuals.
 - Costco Wholesale is one of the Metro Seattle area's largest employers. They currently employ 8,500 in King County with 6,300 of their jobs on the Eastside. Such a light rail line will enable its workforce to grow as well as to have more effective options for travel other than van pool.
 - Our hope is that you coordinate with WSDoT and Metro to find a way to utilize the planned general purpose lanes to also accommodate enhanced bus service for I-90.
 - And lastly, please include opportunities for transit-oriented development.

Thank you for your time and consideration. Decisions made now will impact generations to come, both by way of service but also monetarily; whether that be through no longer needing a personal vehicle and/or less household travel expenses with the offset being paid through property, bonds and sales tax. These are not light decisions for anyone. We appreciate that Sound Transit has added this project option for Issaquah and its surrounding communities.

Respectfully,



Kari Magill, CEO

c: Mayor Fred Butler/Issaquah City Council



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

April 25, 2016

Dear Sound Transit Board Members,

The Executive Leadership Team at Sabey Corporation is writing on behalf of Sabey employees, 2,500 employees of our tenants, and over 225,000 annual visitors to the Citizenship and Immigration Services Center, all located near the Boeing Access Road. We want to thank you for including the Light Rail Station at Boeing Access Road (BAR) in the draft system plan and request that you give it high priority when making your final determinations on the plan.

This station was originally approved by the voters in Sound Move 20 years ago. At that time the BAR station(s) were envisioned to be the right place to connect Regional Express Buses with both Link Light Rail and Sounder Commuter Rail. Today, because these connections did not occur, our area has become known as a "transportation desert." This is a great opportunity to install a station on existing track to immediately help alleviate the traffic congestion into and out of downtown Seattle while providing much-needed transit access to local residents, employees and visitors.

The Boeing Access Road project(s) also align with Sound Transit's other core priorities for the system plan, including ridership, connecting designated centers, advancing "logical next steps" and multimodal access. In fact, Boeing Access Road is the only place in the system where light rail and commuter rail can converge. We are disappointed that the BAR Commuter Rail Station is not part of the current system plan but hope for the reasons stated here you will consider the importance of a fully connected multi-model site that will serve over 11,000 jobs in the Tukwila MIC, many of which are coming from points south.

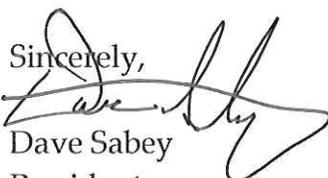
As you deliberate on your final plan, please consider the following key points:

- We ask that you ensure the Boeing Access Road light rail stop remains on the list and consider adding back the Commuter Rail station as well.
- Construction of this infill station offers the agency an opportunity to show quick progress on ST3, and we believe the timing of the project should be moved up significantly. As an infill station, the Link light rail station at Boeing Access Road

can be built quickly and allow Sound Transit to show voters tangible results within a few years of the ST3 vote. Moving up the schedule for this project would allow both the agency and community a quick win.

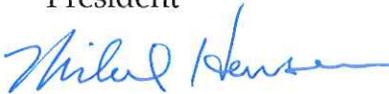
- The Boeing Access Road ridership numbers are noteworthy, with nearly 2 million annual riders, significantly more than any of the other infill light rail stations on the list. In addition, this station requires the least cost per rider of any project on the draft system plan \$0.85 per rider, making it the most fiscally prudent project on the list.
- Sabey Corporation along with several other key employers in the area are committed to partnering on a shuttle to ensure the last mile to and from the station is easily accessible for employees and visitors, such as to the Museum of Flight where analysis shows its annual visitors would increase by 25% with a light rail stop at Boeing Access Road.

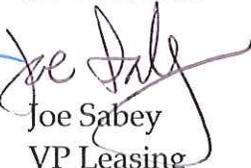
Thank you for your service, and, we hope, your support in advancing the delivery date of the Link light rail station at Boeing Access Road.

Sincerely,

Dave Sabey
President

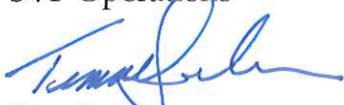

Patty Sewell
SVP Finance


John Sabey
President, Sabey Data Centers


Mikel Hansen
SVP Operations


Joe Sabey
VP Leasing


Dale Spencer
Director of Construction


Tim Sprake
Chief People Officer

Cc. Mr. Peter Rogoff, Sound Transit CEO



SaveOurTrail.org

Kirkland, WA

Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104-2826

Dated: April 25, 2016

Subject: Public Comment to ST3 Draft Plan

Dear Chairman Dow Constantine and Sound Transit Board Members,

We applaud your decisions not to include bus or light rail on the Cross Kirkland Corridor Trail and strongly encourage you to stay the course and continue to support early deliverables and transit alternatives on I-405. We refute the Kirkland City Council's letter dated 4/19/16 and want to clearly state that the City Council does NOT represent the views of the people of Kirkland.

After further review of the ST3 draft plan, we are very concerned to learn that the Trail is still under threat of future high capacity transit (HCT). The proposal to include an environmental study sets the stage for deciding on mass transit on the Trail and does nothing to alleviate the traffic problems that currently face Eastside communities. We are also aware of discussions to extend light rail from Bellevue to the South Kirkland Park & Ride. Again, this is seen as a costly precursor to pursuing HCT on the Trail rather than focusing on other economically feasible alternative routes. We absolutely disagree with this approach and ask that you exclude these from the final ST3 plan and any future transit plans:

- **Any HCT proposals on the CKC;**
- **The Environmental Study (decision document of HCT options on the CKC); and**
- **Light Rail or Any Mass Transit Extension from Bellevue to S. Kirkland P&R.**

As outlined in your March 24th letter to the Kirkland City Council, you stated the need to also focus on new BRT I-405 stations, move passengers East and West between Totem Lake, downtown Kirkland and downtown Redmond and improve bike and pedestrian access. We support this focus and attached is a list of possible projects that ST3 funds should be used for to meet the needs you outlined (Attachment A). Use of tax payer monies to enhance transit on I-405 should be the top priority – it would have a greater chance for voter approval in Kirkland than other costly projects involving or threatening the Trail (see Attachment B for cost per rider comparisons).

We want to be perfectly clear that our stance has not changed – we will actively work to defeat the passage of ST3 in November if there is any plan or study to include mass transit on our Trail. Our opposition would lead to a large negative vote from the citizens of Kirkland. We would like to continue to collaborate with you and your staff in making sure that we are able to fully support the ST3 plan in November.

Sincerely,
Save Our Trail Organization

cc: Sound Transit CEO Peter Rogoff
City Of Kirkland Council members

Attachment A – Projects We Support

Re-direct the offered funding towards bolstering transit use of I-405 and other existing main arterials by adding the following:

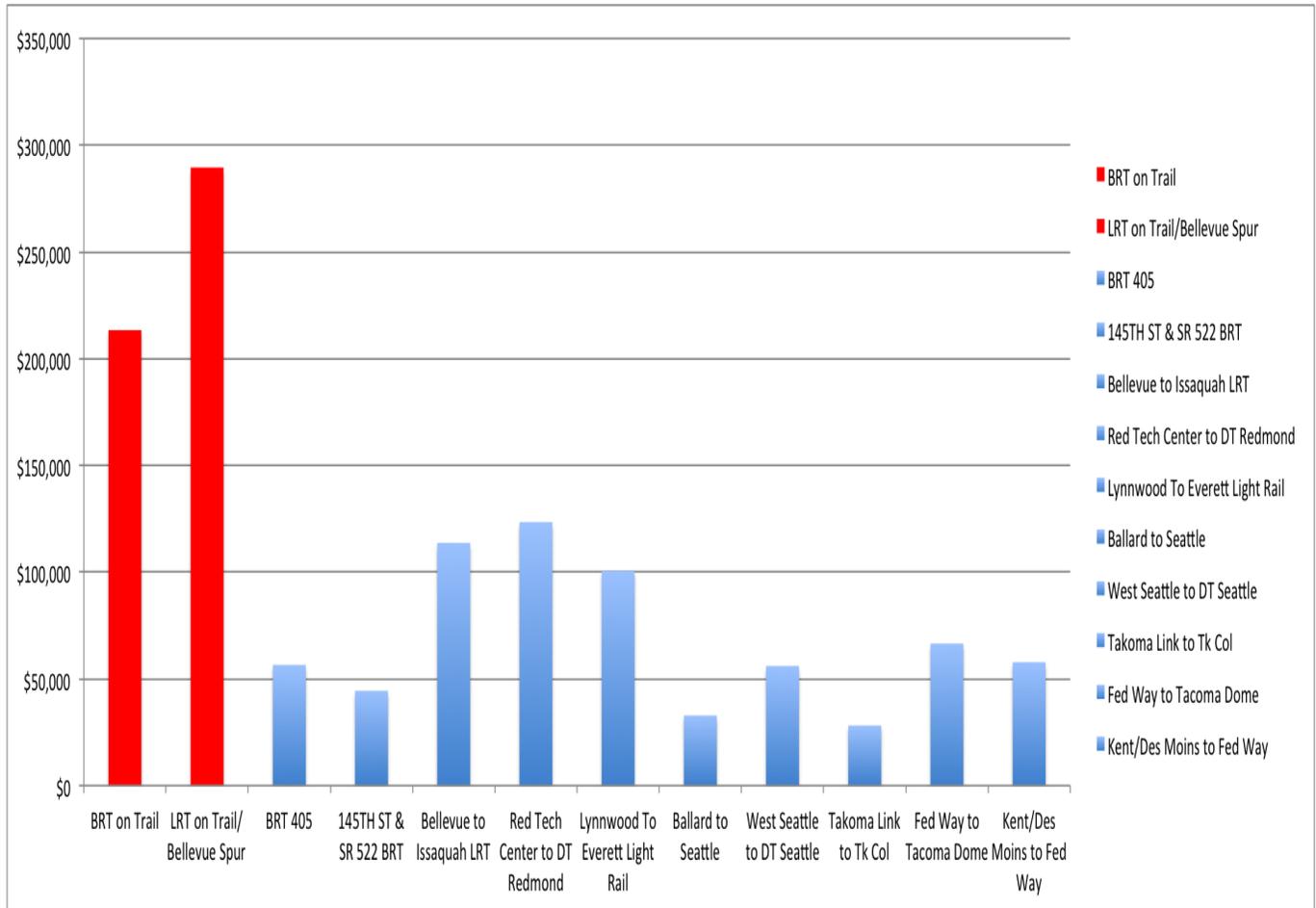
- Early deliverables such as bus only lanes on I-405 shoulder
- Conduct an HCT study of light rail on I-405
- Conduct an HCT study of extending light rail from downtown Redmond to Totem Lake
- Additional in-line stop at NE 112th Street
- Additional stop at NE 70th Street, instead of costly NE 85th Street station, and extending bus service to Google and to Microsoft
- Transit oriented development at Kingsgate Park and Ride
- Transit oriented development at Houghton Park and Ride (NE 70th Street)
- Adding BRT route similar to popular 255 KC Metro route
- Consider other possible parallel North-South street routes East of I-405 (116h Ave. NE, 132nd Ave. NE, 140th Ave. NE and/or 148th Ave Ne, with East-West bus lines to further link Kirkland to I-405 and Redmond
- Add in-city circular transit routes on existing main streets to connect key areas within the city, such as other transit modes along Lake Washington Blvd, Central Way, Market Street, to Juanita Drive and/or 100th Ave. that connects East to major I-405 intersections.
- Improve bicycle and pedestrian access to I-405 BRT

Sound Transit Board member John Marchione had expressed an interest in the NE 70th Street stop and the enhancement of routes connecting to Redmond.

Attachment B – Cost Comparisons of BRT/LRT on Trail vs BRT on 405 and other ST3 Projects

Beyond the fact that the Bellevue Spur (LRT extension to the S. Kirkland P&R) is a precursor to adding transit on the CKC Trail, this proposal, as with LRT and BRT on the Trail, is unacceptable due to high cost and low ridership issues. The capital cost per rider of \$289K is astronomical, making it the costliest of all the ST3 proposals. The operating costs are also the highest of all ST3 projects. The S. Kirkland P&R parking garage is already at full capacity during the work week and the stop would not help to resolve traffic congestion nor enhance connectivity within the city of Kirkland.

Comparison of Cost per Rider for ST3 Projects



Source: The highest costs and highest ridership numbers were used consistently for all comparisons. Bellevue Spur data from original E03a plan and other data from 3/24/16 ST3 draft plan templates. The Bellevue Spur data represents one-fourth of the total E03a (2 miles of 8 miles, 1 stop out of 4), with ridership at 1,250.



Sound Transit Board
401 S. Jackson Street
Seattle, WA 98104-2826

Dated: May 5, 2016

Subject: Public Comment re: LRT Bellevue Spur to S. Kirkland Park & Ride

Dear Chairman Dow Constantine and Sound Transit Board Members,

We want you to know that Save Our Trail strongly opposes the light rail extension from Bellevue to the S. Kirkland Park & Ride. We repeat our position in light of the fact that during the latest Kirkland City Council meeting on May 3rd they voted to support the extension "subject to the following provisions" which demands "a provisional "dotted line" of extended HCT service along the CKC to Totem Lake is included in the ST3 plan, in the event that the SKPR project costs less than anticipated or more federal dollars are secured."

We have stated that we opposed the extension because we feared it would be the first step to future transit on the entire Trail. Kirkland's actions now show that this could happen in ST3. Here are other reasons we oppose the Bellevue Spur:

- The Spur conflicts with the intent of the **Environmental Study** to study the Trail before anything is built. This is truly an example of putting the passenger car before the locomotive!
- The proposal **cost** of \$335 million dollars for only 2 miles is exorbitant.
- There is no real **time savings** for commuters. In the City proposal, the city calculates that taking the 235 bus from Totem Lake to the S. Kirkland P&R and then a transfer to light rail would take only 37 minutes versus the normal 44 minute ride. Currently, the 535 ST Express bus from Totem Lake to Bellevue only takes 12 minutes with no transfer. Which is the obvious choice for riders?
- The Spur would impact **traffic** near the park and ride. Traffic congestion around the park and ride will only increase and will not resolve the neighborhood traffic issues.

Regarding the Environmental Study, we would like to clarify our position that we stated in the 4/25/16 letter to you. If the intent is to solely build transit on the Trail, then we will not support it. However, we will support it if other alternative routes are also studied, like transit on I-405.

We want to be absolutely clear - we are resolutely against the Bellevue Spur proposal and any HCT plan affecting the CKC and will not support ST3 if proposals like these are included. We would like to continue to collaborate with you and your staff in making sure that we are able to fully support the ST3 plan in November.

Sincerely,

Save Our Trail Leadership Team
David Greschler, Santos Contreras, and Jan Young
cc: Sound Transit CEO Peter Rogoff
City Of Kirkland Council members



April 29, 2016

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

Re: Comments on Draft ST3 Plan

Dear Members of the Board of Directors:

I am writing to provide input from the Seattle 2030 District on the ST3 Draft Plan released in March 2016. With membership representing over 45 million square feet of real estate, the 2030 District is a coalition of industry professionals working to create a high-performance urban district in downtown Seattle and surrounding neighborhoods. The organization aims to create a more sustainable city by dramatically reducing environmental impacts of building construction and operations through cuts of 50% in energy and water usage and carbon emissions from transportation by the year 2030.

In order to reduce carbon emissions from transportation, the 2030 District has several guiding principles for public policy. These include:

- Advocate for maximizing ridership of mass transit projects that will impact the Seattle 2030 District in order to reduce the number of commute trips taken in single occupancy vehicles
- Promote electrification of public transit
- Support public funding to improve lower-carbon commuting options

In principle, there is substantial alignment between these strategies and the ST3 Draft Plan as we work toward achieving public transit access and mobility. However, at this point, we are reserving any endorsement until the ST3 Plan has been finalized and proposed for a vote by the region.

We are paying particular attention to a number of key elements that we think need closer examination and improvement in order to achieve our policy goals. One of

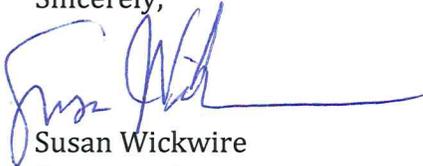
these is the proposed timeframe. While we acknowledge that projects of this magnitude take a long time and require massive resources, it is insufficient to delay light rail expansion by 22 years to our region's most densely populated areas, which continue to grow rapidly. For example, in northwest Seattle, existing fossil-fueled bus routes on surface streets are barely keeping up with demand and placing substantial pressure on SR-99 and the Ballard Bridge (15th Avenue NW). In addition to prioritizing this light rail route, it would be prudent to closely assess the tunnel option that avoids detrimental impacts on the 15th Avenue NW corridor.

A second important consideration is focusing light rail infrastructure where substantial growth is anticipated. As more development occurs in the northern neighborhoods of Seattle, careful thought must be given to how the stations at NE 145th and Northgate will attract large numbers of commuters from both east and west of I-5. For a relatively low cost, and much lower than building it retroactively, the proposed station at NE 130th Street provides a "safety valve" for the growing number of residents and offers more potential for walking and biking connections.

A third key element is ensuring that the well-intentioned multimodal approach to public transit takes into consideration the "last mile," to connect people to their homes. There may not always be a safe or convenient way for suburban commuters to reach Link Light Rail, Bus Rapid Transit or Sounder stations by human power or public transit. Building sufficient, market-driven parking options with electric vehicle charging infrastructure – whether publicly or privately provided - will be critical to facilitate longer-distance low/no-carbon commuting.

We very much appreciate all that Sound Transit has done to improve and expand low and no-carbon commuting options in the Puget Sound region so that businesses can take actions to be more sustainable, especially in their pursuit of their 2030 carbon reduction goals. Modifications to the timeframes for light rail service to dense population centers, the locations of stations that will ease future congestion, and the availability of suburban commuter parking will enhance the ST3 Draft Plan, facilitate more numerous and longer carbon-free trips to downtown Seattle and surrounding neighborhoods, and help secure a successful public vote come November.

Sincerely,

A handwritten signature in blue ink, appearing to read "Susan Wickwire", with a long horizontal line extending to the right.

Susan Wickwire
Executive Director

CC: Seattle City Councilmembers
King County Councilmembers



April 28, 2016

Sound Transit Staff and Board

Via email to: soundtransit3@soundtransit.org
AllBoardMembers@soundtransit.org

Re: Comment Letter for ST3 Draft Sound Transit 3 Plan from Seattle Center Resident Organizations

Dear Sound Transit Staff and Board:

Over the past half century, Seattle Center has evolved to become the region's premier arts and entertainment hub, top tourist center and a destination for families, large scale festivals, charitable walks and runs and much more. The thousands of events presented by more than 30 organizations that reside at the Center, along with the broad range of activities produced by community organizations, attracted 12.2 million visitors in 2015, who attended more than 12,000 events.

Today, Seattle Center serves the community in multiple and significant ways. Our world class performing arts organizations play essential roles in the arts ecology of the entire region and attract audiences from across the globe. Free public programming throughout the year serves diverse audiences who otherwise would not have access to the educational, cultural and arts experiences. These activities contribute meaningfully to the quality of life of our residents – and help to attract highly paid workers to our region.

Visitors travel to Seattle Center from all parts of the region using available transportation options. Convenient and predictable access is a critical factor in their desire and ability to join in our events and activities, and so it is also critical to our sustainability. For these reasons and more, we resolutely support Ballard to Downtown Seattle Light Rail with inclusion of a light rail station in proximity to the Seattle Center campus.

With the tremendous growth and private investment already occurring around Seattle Center, light rail service represents an important strategy in achieving your agency's goals and objectives by providing light rail to an area with demonstrated ridership potential, astronomical growth and a land use pattern that supports existing and future transit-oriented development.

We hope for future transit service that affords reliable, convenient and safe passage during the Center's long hours of daily operation. A light rail station adjacent to the grounds with direct access to activity centers on the 74-acre campus is essential – and would make the many valued and publicly supported amenities of Seattle Center more accessible to a broader spectrum of the community. We are excited about these long-range prospects, and we look forward to working with Sound Transit as we move forward to ensure that this critical regional transit need is met.

Sincerely,

Seattle Center Resident Organizations:

Arab Festival
Bite of Seattle
Book-it Repertory Theatre
BrasilFest
Bumbershoot/One Reel/AEG
A Glimpse of China-Chinese Culture and Arts Festival
Chihuly Garden and Glass
Cornish College of the Arts
Dia de Muertos
EMP Museum
The Italian Festival
KCTS 9
KeyArena
Levy Restaurants
Northwest Folklife
Pacific Northwest Ballet
Pagdiriwang Philippine Festival
SAVOR McCaw Hall
Seattle Opera
Seattle Center Foundation
Seattle Children's Museum
Seattle Children's Theatre
Seattle Monorail
Seattle Storm
Seattle University Men's Basketball
Seattle Repertory Theatre
Seattle Shakespeare Company
SIFF (Seattle International Film Festival)
Space Needle
Teatro ZinZanni
The Vera Project



April 26, 2016

Via email to soundtransit3@soundtransit.org and AllBoardMembers@soundtransit.org

Dear Sound Transit Board:

On behalf of the Seattle Center Foundation, I am pleased to submit the following comments on the ST3 Draft System Plan. We greatly appreciate the hard work and leadership that went into creating a robust and visionary transportation plan for the region. **We request that Sound Transit:**

- 1) Ensure inclusion of the light rail station servicing Seattle Center and Uptown**
- 2) Accelerate the delivery at an earlier date of all Seattle projects that will provide light rail service to both Ballard and West Seattle**

Seattle Center is a 74-acre park and public gathering place in the heart of the city with over 40 acres of open space, more than 30 arts, cultural, and entertainment organizations, destinations like the Space Needle, Pacific Science Center, Chihuly Garden and Glass, Artists at Play, the Seattle Children's Museum, KEXP radio, and EMP Museum, and attractions like the International Fountain and Monorail. Seattle Center hosts community events, high school sports, summer festivals, theater, opera, ballet, and concerts and sporting events at Key Arena.

Seattle Center annually draws more than 12 million visits each year, bringing in over \$1 billion to the local economy. Seattle Center is a critical economic engine for the city, responsible for 15,000 local jobs, \$400 million in wages, and \$41 million in tax revenue.

In a survey just completed by EMC Research, we asked more than 700 registered voters in the city of Seattle to identify the reasons they did not go to Seattle Center. By a wide margin, transportation related issues are the main obstacles to visiting Seattle Center more often. In fact, 60 percent of all respondents specifically cited Access and Parking as the top two reasons that keep them from going to Seattle Center.

We also asked about support for a light rail station at Seattle Center. Eight-in-ten voters support a station at Seattle Center, with nearly 60 percent strongly supporting the station location.

Seattle Center, its resident organizations and attractions clearly need reliable, convenient and safe transportation services to ensure its long-term viability as a beloved, regional destination.

Thank you for all you are doing to provide transit leadership!

A handwritten signature in black ink, reading "Joel Van Etta". The signature is written in a cursive, flowing style with a prominent loop at the end.

Joel Van Etta

Seattle Center Foundation

Board Chair

Seattle Repertory Theatre

Dear Sound Transit Board,

Over the past half century, Seattle Center has evolved to become the region's premier arts and entertainment hub, top tourist center, and a destination for families, large scale festivals, charitable walks and runs, and much more. The thousands of events presented by the many organizations that reside at the Center—including Seattle Repertory Theatre—plus the broad range of activities produced by community organizations, attracted over 12.2 million visitors to Seattle Center in 2015.

Visitors travel to Seattle Rep from all parts of the Puget Sound region using available transportation options. Convenient and predictable access is a critical factor in their desire and ability to attend our performances. For these reasons and more, **we support Ballard to Downtown Seattle Light Rail with inclusion of a station in proximity to the Seattle Center campus.**

We hope for future transit service that affords reliable, convenient, and safe passage—and accommodates rider use during the hours of our activities. A light rail station adjacent to the Seattle Center grounds is essential and would make the many valued and publicly supported amenities of Seattle Center more accessible to a broader spectrum of the community.

Thank you so much for your consideration.

Most sincerely,

Roland Carette-Meyers | Group Sales Manager | 206.787.1435 x1084

SEATTLE REPERTORY THEATRE | seattlerep.org | 155 Mercer Street, PO Box 900923, Seattle, WA 98109 | In Lower Queen Anne at Seattle Center

2016/17 SEASON SUBSCRIPTIONS ON SALE NOW | SHERLOCK HOLMES AND THE AMERICAN PROBLEM, April 22 – May 22, 2016 | Save the Date: GiveBIG is May 3, 2016!

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To: Sound Transit Board
From: Seattle Subway
Re: Sound Transit 3 - Draft System Plan and Policies
Date: April 29, 2016

Dear Sound Transit Board Members,

Seattle Subway thanks the board for proposing a transit package that meets the scale of the need in the Central Puget Sound region. As an advocacy group favoring robust, high quality, high capacity transit investments throughout the three-county metropolitan area, we also appreciate the opportunity to provide feedback on the ST3 draft plan. In addition to our support of the principles of the Transit Access Stakeholders group to which we are a party, we wanted to provide additional emphasis on the following issues:

PRINCIPLES

- **Regional infrastructure should be funded regionally**
- **Collaboration to reduce timelines as much as possible is critical** (involves Sound Transit, action by cities before the vote and community group support)
- **Grade separation in urban areas is essential**
- **Plan for the future, and study appropriately to help the future arrive more quickly**
- **Embrace reliable community partners**
- **Win!**

SPECIFIC COMMENTS

- **Regional Infrastructure:** We should recognize that both Downtown Subway Tunnels will be regional assets. Reliability challenges, left unaddressed, will have impacts on the entire system. Train delays in the Interbay section will have direct impacts all along the Ballard to Tacoma line. Interruptions on this line during rush hour will also push overwhelming crowds—up to 100,000 daily riders—into the existing tunnel that serves Everett, Lynnwood, West Seattle and Bellevue/Redmond as riders crowd just one downtown subway tunnel. This points us to a key fact: the second tunnel in downtown Seattle is a regional asset, just as the original [DSTT](#) is (which was [built and funded by King County voters](#) in the 1980s for \$455 million). Resourcing the tunnel as a regional asset can ensure funding available to resolve reliability issues north of the tunnel that will affect the entire system if left unaddressed.
- **Improving Timelines:** We know Sound Transit staff are working to reduce timelines as much as reasonably possible. We note the following:
 - **Ballard-SLU-Downtown** is the highest ridership line in the region. Every effort must be made to get the delivery timeline without reducing quality.
 - **Snohomish County** residents have disapproved of the timeline to Everett. Their hunger for light rail immediately can be satisfied with building direct to Everett, providing initial BRT

on the Paine Field loop, and constructing light rail from the spine to Paine Field at a later date. This option actually has higher ridership than the 25-year all-rail option. That said, an Everett alignment West of I-5 is preferable to best serve transit dependent communities. A freeway alignment has long term costs, undermining Everett's potential as a thriving city more than the short term construction impacts of construction near denser, walkable areas where people actually live and work.

- **City Efforts.** Sound Transit should outline specific actions that cities can take to speed delivery of projects by up to three years. If cities clamoring for light rail take action **prior to June** to maximize these timeline savings, then the delivery timelines of projects can reflect accordingly. Tacoma, Everett, Seattle and Issaquah all have the opportunity to make a difference here.
- **New Stations.** While full light rail lines take time to construct, infill stations should be an early deliverable. With this in mind, Graham St station should be built much earlier and the construction of 130th St station should be guaranteed and delivered as soon after Lynnwood Link is finished as possible.
- **Grade Separation:** The Ballard-SLU-Downtown line will be one of the highest ridership lines in America, with half the ridership in the downtown core coming from across the region. Sufficient funding for grade separation through Interbay is essential, otherwise reliability for Tacoma, Federal Way, SeaTac and the downtown core will be seriously affected. That would be a bad outcome for the entire region.
- **Plan for the future.** We can ensure the wait for transit is even less in the future if we do the following now:
 - **EIS study and provisional status of light rail for Ballard to UW and West Seattle to Burien.** Limited spending here shaves 6 years off a future construction timelines. Additionally, given that Sound Transit projects in 2016 are coming in \$240 million under budget and the FTA has granted double our expected funding for Lynnwood, we should have an executable plan to efficiently use unanticipated funding. On a package of this size, cost savings could contribute to line extensions to Burien and crosstown in North Seattle.
 - **Alternatives Analysis on Ballard-Crown Hill-Greenwood-Phinney-Northgate-Lake City.** This line serves transit dependent communities in North Seattle and the study can be completed at low cost.
 - **Alternatives Analysis on "Metro 8" serving Belltown-SLU-Capitol Hill-Central District-Judkins Park-Mt Baker.** This line connects transit dependent communities in the Central District and also connects region's highest density neighborhoods.
 - **Future-proof Stations for Continued Growth.** ST3 will not be the last transit expansion in the Seattle area. Stations should be funded to be built with an eye for future expandability. For example, funding should be sufficient to allow a Ballard station to be expandable both East and North, as the City of Seattle has requested.



- **Embrace Reliable Community Partners.** We support expansion of the light rail system to Issaquah, partly because reliable partners are essential to building robust system. Cities and Sound Transit (as noted above) must work together to serve the public interest. While some cities hold transit hostage, others embrace best urbanist principles in planning and in code, and do so in collaboration with regional entities. Issaquah and Redmond are examples of this latter group. Their willingness to work with and for transit will produce the best possible outcomes for the region all while reducing costs to do so. We hope Tacoma, Seattle and Everett also bring the same embrace of best practices to expedite delivery of light rail, maximize quality TOD opportunities, and continue to build the dense, walkable, accessible communities that should surround such an important transit investment.

We are excited for what is possible as part of this robust transit expansion package. We look forward to the impact this has on both economic development and quality of life in great communities from Tacoma to Everett to Redmond and Issaquah, and in Seattle itself. The board has attempted to meet the depth of the challenge our region faces when it comes to transportation. We expect the board will succeed in making many of these improvements that will improve likelihood of passage of such an important measure.

Sincerely,

A handwritten signature in black ink, appearing to read "Keith Kyle".

Keith Kyle
Board President





To: **Sound Transit Board**

From: **Student Government of Seattle University**

Date: April 30, 2016

Subject: **Statement in Support of Transit-Oriented Development and Madison Bus Rapid Transit in Sound Transit Three**

Seattle University is a campus situated at the axis between the Central District, Capitol Hill and First Hill neighborhoods. As such, many Seattle University students rely on public transportation to access city amenities, classes, housing, jobs and internships, and leisure.

In a recent survey of undergraduate commuter students on how they commute to campus 34 percent reported taking the bus, 10 percent reported biking, and 51 percent reported walking for at least part of their trip¹. As the City of Seattle and the Greater Puget Sound area continues to grow and Sound Transit adopts long range transit plans for developing regional mass transit, the Student Government of Seattle University (SGSU) requests that the agency focus more resources on Transit-Oriented Development (TOD) in close proximity to new and existing transit stations and for Bust Rapid Transit (BRT) on Madison Street.

SGSU is committed to ensuring holistic success for all undergraduate students. Part of this holistic success includes student access to affordable housing and transportation in order to complete their education. Transit-Oriented Development (TOD), as one of the proposals in Sound Transit 3 would help address both of these concerns due to the regional presence of the university. Many students, faculty and staff members are beginning to live in and commute from Tacoma, East King County and Everett and by investing in housing built around transit Sound Transit can facilitate better transit connections for the region.

By TOD, SGSU means dense and mixed-use housing development within one-quarter mile of a rapid transit bus (headways of 10 minutes or less), light rail or heavy rail station. Such a definition has broad empirical support to expand access to affordable housing², improve transit ridership³, and improve health and safety outcomes⁴ in a multitude of case studies across the United States and abroad. Sound Transit should use this opportunity presented in Sound Transit

¹ State of the Undergraduate Student Survey 2016

² <http://www.hud.gov/offices/cpd/about/conplan/pdf/todjobs.pdf>

³ <http://www.reconnectingamerica.org/assets/Uploads/finalreporttcrp128.pdf>

⁴ <http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.370.4585&rep=rep1&type=pdf>

3 to stress TOD in land-use planning on property either owned by Sound Transit or in proximity to new transit developments.

SGSU encourages Sound Transit to increase TOD as much as possible, especially through collaborations with local governments, non-profits and communities. In Sound Transit's TOD Policy, SGSU would like to commend the stated goals and strategies outlined by the agency and would like to encourage Sound Transit staff to prioritize Transit Oriented Development in their planning work. Part one in section D Cooperation and Partnerships⁵ in particular, SGSU requests that the measured time and financial resource threshold for staff be modified so that more TOD can be developed. Should Sound Transit 3 pass, SGSU would especially urge Sound Transit to consider hiring additional staff members committed to TOD exclusively so that they can work in conjunction with existing transportation planners.

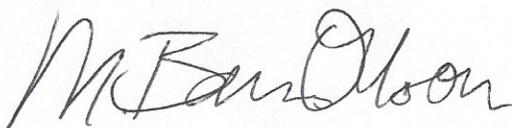
Madison Bus Rapid Transit (Madison BRT) is another important priority for SGSU that should be included in the Sound Transit 3 proposal. Improved bus service in the Madison corridor will improve student access to amenities along Madison Street, including grocery stores, medical services, job opportunities, and transit connections downtown.

SGSU believes BRT should be given transit exclusive lanes and signaling priority to increase system reliability for its riders. This aspect is especially important for students who rely on public transportation to commute to class in a timely manner. SGSU believes that students and other commuters are drawn to rail systems because of its reliability and ability to bypass traffic. By having a BRT system that shares lanes with other motor vehicles, Sound Transit would be wasting a valuable opportunity to improve transit accessibility in the Madison area by failing to devote transit exclusive lands on Madison Street.

With these reasons, SGSU strongly urges members of the Sound Transit Board to pursue a Sound Transit 3 ballot measure that maximizes Transit Oriented Development and pursues a Bus Rapid Transit project with transit exclusive lanes on Madison Street.

SGSU is hopeful that the pursuit of these projects will be possible within the scope of the ballot proposal and will work well in conjunction with other plans for light rail and commuter rail expansions. SGSU believes Madison BRT and TOD in the greater Seattle area will be not only beneficial and equitable to both students and existing communities in Seattle, but will responsibly address the needs of a quickly growing Seattle.

Sincerely,



Mallory Barnes-Ohlson
Student Body President



Palmyra Jackson
Executive Vice President

⁵ http://www.soundtransit.org/sites/default/files/Reso2012-24-Attachment_a.pdf



To: Sound Transit Board
From: Sierra Club – Washington State Chapter
Re: Supporting Infill Stations at S. Graham St. and NE 130th St.
Date: April 29, 2016

This letter specifically addresses proposals in the draft Sound Transit 3 system plan for two Link light rail stations in Seattle: S. Graham St. and NE 130th St. Sierra Club will be submitting a separate letter to provide comments about the full draft plan.

Sierra Club strongly supports the proposed Link stations at S. Graham St. and NE 130th St. in Seattle. These infill stations represent low-cost, high-value investments that advance some of our most important ST3 priorities, including:

- **Creating compact, walkable communities:** Both stations would likely serve as a catalyst for transit-oriented development in their respective neighborhoods. In anticipation of a NE 130th St. station being included in Sound Transit 3, the immediate area around the station has been designated as a new Urban Village in the City of Seattle’s “Seattle 2035” draft comprehensive plan update. If adopted, that designation would result in increased capacity for new jobs and residences within walking distance of the station.
- **Enabling smart bus-to-rail connections and climate-friendly station access:** Both stations are optimally located for efficient east-west bus connections that could boost ridership beyond Sound Transit estimates. We are also excited that neither station will include an additional parking facility, instead relying on transit connections and people walking and biking to the station to attract riders. NE 130th Station would likely spur planned bicycle and pedestrian improvements in the neighborhood, making it even easier for North Seattle residents to access Link without a car.
- **Social equity:** Access to reliable and efficient transit comes with economic opportunity, affordable housing choices, and health outcomes. Low-income neighborhoods and communities of color are often disproportionately dependent on public transit and disproportionately under-served by transit investments. Up to 80% of the riders boarding Link at S. Graham St. could be people of color. Diverse neighborhoods such as Hillman City, Brighton, and South Beacon Hill have no other way to access Link except by infrequent or indirect existing bus service. In North Seattle, a NE 130th St. station is the best way to serve the Lake City hub urban village, where the population of people of color has risen from 25% to more than 50% since 1990. Making these stations a reality will increase opportunities for employment and affordable housing, and could improve health, economic, and social outcomes for these populations.

We are pleased that funding for the S. Graham St. station was included in the draft system plan and are encouraged by recent statements from board members and CEO Peter Rogoff indicating that Sound Transit is enthusiastic about building the S. Graham St. station. This station will bridge the 1.8 mile gap between the Columbia City and Othello stations, and provide better access for



residents to schools, medical facilities, and regional job centers. We would like to see this advanced to “early win” status to expedite the project timeline.

The station at NE 130th St. should be funded in a way that doesn’t jeopardize Lynnwood Link and should also be included as an “early win.” We encourage Sound Transit to consider creative partnerships with the Federal Transit Administration to make this station a reality.

Sierra Club believes Sound Transit’s projected ridership estimate for the NE 130th St. station provides an incomplete picture of this station’s utility. Should this station be built, we expect frequent bus service to connect riders from neighborhoods to the east and west of the station area along the 130th/125th St. corridor, including Bitter Lake, Pinehurst, and Lake City. (Sierra Club has recommended routing the proposed BRT on State Route 522 to the NE 130th St. station instead of the NE 145th St. station, but similar bus connectivity to the NE 130th St. station could be accomplished by a local feeder route run by King County Metro.) Both Lake City and Bitter Lake are experiencing growth and have significant existing zoned capacity to accommodate new jobs and residents – far greater capacity than exists along Northgate Way or NE 145th St.

The planned stations at Northgate Transit Center and NE 145th St. will be nearly three miles apart and are insufficient to effectively serve the dense, growing neighborhoods and job centers to the east and west of the planned Link line. Geography and frequent congestion on key arterials conspire to make auto and transit connections from places like Lake City or Bitter Lake challenging during parts of the day. Both stations also present an unwelcoming environment for people walking or riding bikes. In contrast, the 130th/125th St. corridor usually sees less congestion, which would make getting to the station easier for all modes.

Thank you for your consideration of these comments. We look forward to working with you in the coming months to continue to shape and improve this important regional ballot measure.

Sincerely,

Tim Gould
Chair, Transportation and Land Use Committee

Megan Jenny
Chair, Environmental Justice Committee

Jesse Piedfort
Chair, Seattle Group Executive Committee



SIERRA
CLUB
FOUNDED 1892



Washington State Chapter

29 April 2016

Re: Sound Transit 3 Draft Plan

Dear Sound Transit Boardmember:

Thank you for the opportunity to comment on the Sound Transit 3 Draft Plan. Sierra Club supports transportation policies that strengthen local communities, towns and urban centers, and promote equity, while reducing emissions of greenhouse gases (GHGs) and promoting transit systems that are well coordinated with convenient intermodal connections.

As you adopt a final Sound Transit 3 package, please make changes to improve the environmental benefits of the projects, expedite timelines for high ridership corridors, and enable the transit system investments to build great, vibrant neighborhoods along the routes. Specifically, we urge you to make these changes to the ST3 plan:

- ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly. Investigate using local jurisdiction bond financing capacity to accelerate planning and permitting review, design, and construction.
- Locate light rail alignments where potential for creating compact walkable communities is greatest; don't place the lines along major freeways.
- Adopt policies to improve transit-oriented development (TOD) planning that guide alignment decisions. Consistent with regional comprehensive plans, promote best land use practices and facilitate housing and commercial activity next to stations.
- Manage parking demand by pricing and consider multiple ways for riders to access stations. New and existing parking should be priced, with revenues reinvested to improve connections for people travelling to that station on foot, bike, or local transit.
- Be less prescriptive in the corridor details identified for high-capacity transit projects so that exact routing can be determined through further EIS analysis.
- Accelerate the Downtown Seattle to Ballard line by a combination of expedited permitting, partner financing, phasing of project segments, and innovative use of advanced technologies.
- Include the Graham Street and 130th Street stations as early deliverables.
- Build BRT to internationally-recognized bus rapid transit standards. Reroute the SR 522 BRT line through Lake City to the 130th St. station for light rail connection.
- Prioritize Sounder South all-day, every-day service where stations are located in valley cities with high density zoning, complete street grids, and TOD potential.

Thank you for making the ST3 plan more appealing to the region through the above improvements. Further details on specific recommended changes to the ST3 plan are contained in the following supplemental information attachment.

Sincerely,

A handwritten signature in cursive script that reads "Tim R. Gould".

Tim Gould
Chair, Transportation & Land Use Committee
Sierra Club Washington

Supplemental Information

Sierra Club comment letter on Sound Transit draft ST3 plan April 2016

Prioritize High Ridership and TOD Potential

Projects where expected ridership is high and cost-effectiveness (capital cost per new rider served) is quite favorable need to be accelerated to be operational for the traveling public sooner than the proposed timelines in the draft ST3 plan. The successful opening of University Link in March 2016 shows there is big demand for rail right now. We can't expect West Seattle to wait until 2033, Ballard to wait until 2038, and Tacoma Community College to wait until 2041 for new rail service. ST3 high ridership projects that promote walkable neighborhoods need to be built more quickly.

Light rail alignments are once-in-multiple-generations investments that will determine the land use, housing affordability and economic development patterns in the region for multiple decades to come. We urge Sound Transit to ensure the selected projects and routes will support regional land use plans like Vision 2040 (<http://www.psrc.org/growth/vision2040/>).

Improve the timeline of deliverables

Seek partner financing from local jurisdictions to provide more funding sooner to be able to accelerate projects and deliver revenue service to the public in a shorter time span. Sound Transit needs to exercise more flexibility in project timelines and financing rules, so that if more funds become available from any source, these resources can be used to speed up delivery of some of the projects or to start them sooner. Sound Transit can provide priority project delivery to local jurisdictions which develop streamlined planning processes and permit review. Local jurisdictions can declare light rail as a permitted use, but still subject to resource standards such as stormwater management or urban tree canopy requirements.

Invest in Multi-Modal Access

We urge the Sound Transit Board to emphasize projects, routes, and station locations that encourage compact walkable communities around them. Emphasize low-impact access to major transit stations with priority in funding and design for bus transfers, biking, and walking. Increase the *R-05 System Access Fund* to finance improvements in access to stations, both existing and new ones added in ST3.

Increase investments in local transit, walking and biking access to high capacity transit. The funding provided for station access needs to prioritize safe, inviting, and convenient access with appropriate way-finding, lighting, safety, and other universal design standards within a half mile minimum walkshed of stations. Investments in local transit, walking, and biking access are an affordable, effective, and sustainable way to attract riders. Adequate planning for transit integration is essential to a well functioning system, and sufficient funding must be ensured to create seamless connections for riders reaching HCT by local bus.

Parking Policy

Spending \$661 million for parking at stations to be given away for free is neither appropriate nor sustainable. We need to save more of that money for low-impact multi-modal access to stations. Sound Transit needs to charge for any parking it does build at the stations, and fund local bus, bike, and walking access with these funds.

We urge Sound Transit to conduct a comprehensive needs assessment for all planned parking facilities to ensure that investments are socially equitable, reflect the impact of pricing on demand, and accommodate changes in density that will occur around station areas as land use zoning and development evolves over time. We strongly suggest that the following wording describe the proposed parking elements of all the projects where any parking is contemplated:

The scope of the transit parking components included in this project can instead include a range of strategies for providing rider access to the transit facility; along with, or instead of, parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project (http://soundtransit3.org/Media/Default/InteractiveMap/Templates/LRT_FederalWaytoTacoma1.pdf).

We support Sound Transit adopting parking policies that include exploration of leased or shared parking before building new parking, design of parking structures that allows for repurposing, and use of integrated payment methods such as ORCA that include reduced rates for low income qualified households.

Light Rail Projects

Central Corridor

Ballard to Downtown Seattle: A major challenge for all of ST3 is to deliver the high-ridership Ballard line sooner. Please consider innovative options to complete the project in phases such as initially connecting to the existing Pine St./3rd Ave. tunnel using the present bus entrance at Convention Place, and defer a second Downtown transit tunnel to later in the plan time line. Consider the use of advanced signaling and control, and emerging autonomous vehicle technologies to increase throughput and capacity of the existing Downtown Seattle transit tunnel. We urge that phasing, financing, and permitting be arranged to enable the segment from the north end of Downtown to Ballard to be operational by year 15 of the plan.

Graham Street Infill Station: Include the Graham Street station along the Central Link light rail line as an early deliverable. It will improve access for the Rainier Valley and more of southeast Seattle with local bus service on the east-west Graham Street arterial to connect with the station. This station would serve as a catalyst for transit-oriented development in the surrounding neighborhood. Further rationale in support of this station is found in the separate Sierra Club Graham/130th Station letter.

West Seattle to Downtown Seattle: Innovative phasing, financing, and permitting should be employed to enable this line to be operational by year 15 of the plan. If a second downtown tunnel can be delayed until later in the plan, this alignment could share a portion of the Central Link track along the 5th Ave. S. transit way.

North Corridor

Lynnwood to Everett: For expeditious travel to and from Everett, we advocate the line not deviate to the SW Everett Industrial Area (Paine Field). Instead, consider either a Bus Rapid Transit connection to serve the dispersed destinations at the Paine Field industrial area or a light rail spur that connects in-line at the proposed Evergreen station area.

130th Street Station: Ensure funding is identified for the 130th St. Station to be completed as soon as construction schedules allow in the implementation of ST2 Northgate to Lynnwood Link. Investigate creative partnerships with the Federal Transit Administration (FTA) to allow concurrent implementation. The cost for a NE 130th Street station is on the same order of magnitude as funds slated for a questionable 500 stall parking structure at the poorly located NE 145th Street station. A 130th Street station would serve as a catalyst for transit-oriented development in the surrounding neighborhood. Further rationale in support of this station is found in the separate Sierra Club Graham/130th Station letter.

East Corridor

East Link light rail extension: Please consider adding a station at NE 51st Street. It is near significant employment and connects with local bus service that provides transit connections in adjacent neighborhoods. A surface station along the at-grade alignment at this location would be relatively inexpensive. East Link needs a more direct route into Redmond. It should approach Downtown Redmond from the west such as near Leary Way, and then continue to its terminus station of SE Redmond near the intersection of SR 520 and Redmond Way.

HCT Study—Bothell to Bellevue via Kirkland: Accelerate this environmental review with priority on an electric BRT line along the Eastside Rail Corridor (ERC). The ERC right-of-way can accommodate both transit and trail making this a major win for intra-eastside mobility using clean, quiet vehicles along the “green corridor”.

Bellevue to Issaquah Light Rail: We urge Sound Transit to consider an in-line connection of this proposed line with East Link at the South Bellevue Station, and eliminate the segment that follows along the east side of I-405.

South Corridor

Prioritize Tacoma Link Extension to Tacoma Community College: Accelerate the extension of Tacoma Link Light rail to Tacoma Community College since it will serve a growing urban area with low-impact access to stations. Delay to the end of the plan the Federal Way to Tacoma Dome extension because its TOD potential is

poor and projected ridership plus project costs make for unfavorable cost effectiveness.

Kent-Des Moines to Federal Way: Please revise the alignment for the Kent-Des Moines Rd. to Federal Way segment to be along or near SR 99, not adjacent to I-5 where TOD potential is poor.

Bus Rapid Transit Projects

Please follow recognized standards for BRT to ensure the service performs well and delivers quality transit distinguished from other bus service. For example, the international bus rapid transit standards (<https://www.itdp.org/library/standards-and-guides/the-bus-rapid-transit-standard/what-is-brt/>) provide a framework to define the BRT level of service. Sound Transit should avoid using the BRT label for branding if the service does not meet the characteristics in the recognized standards for true BRT. The “ST Express” branding should be retained for service that does not meet BRT standards.

East Corridor

I-405 BRT: Please study a range of strategies for providing rider access to the BRT stations, along with or instead of parking. We urge Sound Transit to work with WSDOT to designate HOV lanes as 3+ instead of 2+ at least during the peak travel periods in those segments of the route where express toll lanes are not available.

North Corridor

SR 522 BRT: Reroute this BRT line to serve the Lake City urban village neighborhood via Lake City Way NE between NE 145th St. and NE 125th St. and along NE 125th St. and Roosevelt Way NE to connect to LRT at 130th St. Station. The station at 130th St. needs to be operational as part of or immediately after completion of ST2 implementation. This revised BRT routing will effectively serve Northshore riders traveling to and from Lake City as well as destinations further south via a transfer with Link light rail. NE 145th Street is quite congested and will remain so, given its major I-5 interchange, making NE 125th Street the superior choice for BRT.

Work proactively with WSDOT to have existing 2+ HOV lanes converted to 3+ HOV during peak commute periods (or even all day) to ensure that express bus and bus rapid transit service will flow reliably. Avoid the use of shoulder driving for BRT and express bus routes if at all possible to avoid the resultant safety concerns.

Sounder Commuter Rail

South

Prioritize Sounder South all-day, every-day service where stations are located in valley cities with high-density zoning and complete street grids. Reclaiming brownfield sites and replacing surface parking lots offers very favorable TOD potential. Station access improvements should consider a range of strategies for providing rider access to the Sounder stations, and include priced parking as an

element of a comprehensive assessment of needed capacity. The Capital Improvement Program should emphasize capacity upgrades that enable more frequent service, not just longer trains with the present service schedule.

North

With only four Sounder North trips in each peak period, the proposed parking at Edmonds and Mukilteo Stations is a poor investment. Please delete this capital expenditure and focus on expediting the North corridor light rail extension to Everett.

Planning Studies

Advanced environmental study instead of preliminary study is needed for these corridors:

- Ballard to University District to Redmond via SR 520
- West Seattle to Burien

These projects should be advanced to a stage where detailed design and construction could commence should additional funds become available to support this system expansion. A Ballard to University District segment should be considered as only part of a longer corridor with another connection to activity centers east of Lake Washington.

We also urge Sound Transit to accelerate funding for non-motorized system access improvements at existing and soon to be built stations, thereby creating early wins in communities that have or will soon have light rail.

South Communities

Organizing for Racial/Regional Equity

Community **controlled** & **inspired** development.

To: Sound Transit Board
From: South CORE and Allies
Re: Graham Street Station Timeline
Date: April 29, 2016

Dear Sound Transit Board:

We are writing to request your support to build the Graham Street Station far earlier than 2036, and to instruct Sound Transit staff to support the grassroots request to include Graham Street as early deliverable System Access in Sound Transit 3.

South Communities Organizing for Racial/Regional Equity (South CORE) formed in 2013 to be an organized voice for community controlled and inspired development. Since construction of the Central Link in Southeast Seattle, we have seen our members, clients, and neighbors relocating out of the light rail corridor due to increasing property values and rising rents.

Frankly, light rail in Southeast Seattle has been a mixed bag. Not only was the Graham Street neighborhood neglected in Sound Transit 1, light rail has not served our communities well. Many of us who have been *the most negatively impacted* by at-grade light rail through the heart of Southeast Seattle are unable to even use the system without an inconvenient and unreliable bus transfer or a long walk that is impossible for many.

We deeply appreciate that the Sound Transit Board has included the Graham Street Station in the recently announced Draft Plan. However, the compelling reasons for building the station cannot be realized unless the build out timeline is significantly advanced.

First, Graham Street already has **\$10 million in funding** from the Move Seattle Levy that will expire in nine years. We must speed up the planning and environmental work for this project in order to leverage this funding.

Second, building the Graham Street Station will finally connect residents to critical services and cultural institutions, like the Filipino Community Center, the Chua Co Lam Buddhist Temple, and the Makkah Islamic School, to just name a few. These anchor institutions and services benefit our communities across Seattle and beyond, and need transit connectivity to thrive.

Finally, we see the Graham Street Station as an opportunity to create equitable climate resilient transit oriented development that would help our communities prosper in place. South CORE is committed to working with the communities who live around the Graham Street Station to advocate for a build out of Graham Street that incorporates green infrastructure and other co-benefits that will make the community more sustainable for the current residents. Research shows that communities who thrive in place and are not displaced are more able to weather climate related weather and other hazards. The station would serve majority low-income communities and communities of color and allow the community to vision, plan, and shepherd our own development. But waiting twenty years for realization of community-led TOD will be too late for us.

Early delivery of the Graham St Station, along with support for existing small businesses and neighborhood diversity, would demonstrate Sound Transit's commitment to racial equity and best practices in system planning. The Graham Street Station will foster the type of development from our public investments that will allow our communities to enjoy the light rail's promised economic and health benefits. We believe that our communities, which will be impacted the most by the Sound Transit 3 taxes, will see this investment as a strong reason to support the initiative at the ballot box.

For these reasons, a broad base of local residents, community, labor, faith, and business organizations, represented by the undersigned, join together to request your support and leadership to speed up the Graham Street Station timeline.

Sincerely,

Ubax Gardheere, Program Director
Puget Sound Sage

Your name and organization below:

Beth Takekawa
Wing Luke Museum

Steve Bury
Urban Impact

Jill Mangaliman
Got Green?

Abdi Fayoke
Muslim Housing Services

Rich Stolz
One America

James Hong
Vietnamese Friendship Association

Sheila Burrus
Filipino Community of Seattle

Laurie Rocello Torres
GABRIELA Seattle

Jamie Lee
SCIDPDA

Sameth Mell
Rajana Society

Ethiopia Alemneh
Ethiopian Community of Seattle

Peter Bloch Garcia & Issac Araya
Coalition of Immigrants Refugees & Communities of Color (CIRCC)

Elena Perez
UFCW21

Debbie Carlsen
LGBTQ Allyship

**Vietnamese Buddhist Community
Co-Lam Temple**

Susanna Tran
Ethnic Business Coalition

Tony To
Regional Equity Network & Homesight

Tony's Bakery and Deli

Issac Araya
Eritrean Association of Greater Seattle

Sheila Burrus
Filipino Community of Seattle

Martin Luther King Business Association

Tammy Morales
Community leader, RBAC

Yemane Gebremicael
African Diaspora of Washington

Sound Transit 3 Expert Review Panel

April 26, 2016

Acting Secretary Roger Millar
Washington State Department of
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310 Maple Park S.E.
Olympia, WA 98501

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

Josh Brown
Executive Director
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104

Peter Rogoff
CEO
Sound Transit
401 South Jackson
Seattle, WA 98104-2826

Dear Sirs,

The ST3 Expert Review Panel met on April 11 and 12 to continue its work to review the underlying methodologies and assumptions being used to prepare the potential ST3 ballot measure. With this letter we are providing several comments from the panel for your consideration.

At our April meeting we received briefings on the work the Sound Transit Board and staff have done to prepare an ST3 draft system plan. We heard presentations regarding an overview of the draft system plan, the results of risk assessment workshops focused on selected ST3 candidate projects, plans for ST3 maintenance facilities, project scheduling and phasing, plans for public outreach, ST3 financial planning, and Sound Transit's work on environmental processes. We also invited representatives from the region's local transit agencies to talk with us about the ST3 plans for bus/rail integration. We were also pleased to be able to have good discussion with Sound Transit's CEO Peter Rogoff and Washington State Department of Transportation Acting Secretary Roger Millar.

As we did following our November meeting last year, the panel has decided to divide our comments into two parts. This letter includes several significant points that the panel has asked me to present to the Sound Transit Board at the April 28th meeting. Our second letter will provide additional detailed comments and questions for follow up.

Project Scheduling and Capacity Issues

In our March 10 letter to you we noted that Sound Transit is likely to face an unprecedented level of planning, design and construction activity to accomplish the ST2 and ST3 projects. While we are aware that there is still considerable discussion among staff and board members regarding the

timing and phasing of the projects, we have reviewed the overall phasing schedule for the projects currently included in the draft system plan.

The panel notes that this schedule has several peaks that would likely create an unprecedented level of activity for Sound Transit. For example, in the year 2022 Sound Transit could have six large projects under construction. Three will be ST2 projects (East Link, Lynnwood Link, and Federal Way Link), and three will be ST3 projects (Redmond LRT, Kent/Des Moines to Federal Way LRT, and I-405 BRT). In addition, four projects that year would be in the preliminary engineering or final design phases (Downtown Seattle to West Seattle LRT, Lynnwood to 164th/Ash Way LRT, Ash Way to 128th SW LRT, and Federal Way to Tacoma Dome Station LRT). In 2032 there is another peak, when five ST3 projects could be under construction and another two in final design. The Panel is concerned about the supply of qualified construction contractors available to accomplish general construction, structures, track work, systems and station work in a timely manner.

The panel has requested information about Sound Transit's plans to provide the necessary staff and consultant expertise to support such an aggressive design and construction agenda. Once we receive that information we will provide you with our comments. The panel agrees with CEO Rogoff's comment that project management and delivery for accomplishing the combined ST2 and ST3 programs will need to look different than it does today.

The panel also notes the length of time it takes to begin construction on many projects – in some cases eight or nine years. For several projects the time it would take to accomplish the planning and design phases is longer than the construction phase. Sound Transit staff and consultants have commented to the panel that the project timelines are conservative, but noted that they are consistent with Sound Transit's experience to date for large, complex light rail projects. As we have commented below, we believe there may be ways to streamline the timeframes and would encourage the board and staff to continue to look for ways to shorten the planning and design phases.

Partnerships and Streamlining

We would suggest that Sound Transit consider identifying technical support needs early and work with partnering local jurisdictions, other transit agencies, and WSDOT to identify work-share opportunities and potentially develop intergovernmental reimbursement agreements to obtain needed services. These entities have expertise and experience that should be leveraged to identify and help expedite resolution of potential "hot spots" early in the process, including issues regarding wetlands, waterways, environmental justice, threatened and endangered species, and historic resources. Early identification of issues saves time and money, and reduces risk. These partnerships could also reveal risks of isolated controversies that could slow overall program delivery, and identify opportunities for a phased implementation approach.

The ST3 projects would trigger several local, state, and federal permits and require consultation. It could save time and reduce risk to begin coordination with permitting agencies early in project development to ensure that impact assessment, alternatives analysis, public outreach, and design information needed to support their permitting process is being developed and rolled out in parallel with the design process. We believe this suggestion is consistent with the approach CEO Rogoff described to the panel in February, when he said that some federal projects work to achieve early agency environmental coordination.

Bus/Rail Integration

In previous letters we have raised questions about whether ST3 projects include the necessary budget and scope descriptions to ensure seamless integration of the proposed expanded light rail system with the regional bus system. At our April meeting we invited representatives from each of the regional transit agencies to discuss their involvement in ST3 planning, and to share their perspective on whether the draft system plan includes sufficient resources and scopes to create a seamless system for riders.

The panel heard that Sound Transit staff are working with the regional transit providers to begin planning for the future integration between light rail and the various bus services. Several panel members commented that the level of discussion and coordination is a good first step.

However, the panel heard from the transit agencies that given the current level of planning for ST3, it is not clear to them that the facilities needed to fully integrate light rail and regional bus services are included in the draft system plan. This comment was made by the transit agencies knowing that funding is identified in a limited number of ST3 project budgets (line items listed as “bus/rail integration transfer facilities”), and that transit integration is only one of the many potential uses for the System Access Program.

The panel would also note that as projects proceed into the planning and design phase, there would be a variety of interests competing for other types of improvements and other forms of access to stations besides buses. The panel strongly encourages the Sound Transit Board to monitor the planning process to insure that station planning and design will create a seamless experience for system riders. This is essential for maximizing system ridership. Several panel members commented that the standard for the level of integration between light rail and bus services should be higher than integration efforts executed to date for Sound Move and ST2 projects.

The panel suggests that more conversation is necessary between Sound Transit and regional transit agencies to determine the joint responsibilities for constructing the capital facilities to create a fully integrated bus/rail system for our region’s riders. However, based on multiple conversations to date with staff from Sound Transit and the regional transit agencies, we do not

believe that any agency has taken “ownership” of determining the plans and funding for those needed capital investments.

Risk Assessment

In February Sound Transit staff and consultants conducted two workshops to assess potential risks associated with ST3 project scopes, budgets and schedules. The team identified the potential severity of risk exposure associated with projects, and opportunities to modify scopes to reduce risk. Based on the analysis, some project scopes and budgets included in the draft system plan were revised to reflect the risk assessment process.

The panel commends Sound Transit for performing the risk assessment workshops and incorporating the results into the draft system plan. This is early in the planning process to conduct project risk assessment because the designs are at a conceptual level. However, this early work will help sharpen scopes and budgets.

The panel noted that this work was an internal process, using only Sound Transit staff and consultants. The panel would encourage Sound Transit staff to meet with staff from regulatory agencies and participating jurisdictions to review the results of the risk assessment and determine if other modifications are needed.

Transparency of Information

Throughout the course of the panel’s deliberations, panel members have been very attentive to issues of transparency, wanting to make sure that citizens have every opportunity to understand the large volume of information being generated for the ST3 proposal. We would like to make several comments about the transparency of information that has been presented to the panel.

For example, the ridership estimates for the Downtown Seattle to Ballard light rail project can be confusing. Without sufficient explanation of the proposed light rail system configuration (i.e., light rail lines running from Tacoma to Ballard and from Everett to West Seattle) the public may not understand why the ridership estimates for the Ballard project are more than double the estimated level of ridership for the West Seattle light rail segment. Ridership estimates for the Ballard light rail segment include riders who board the train in Pierce County or South King County, and leave the train at a downtown Seattle station. The ridership estimates for the West Seattle light rail segment do not include a similar assumption for riders who board in Snohomish County or North King County and leave the train in downtown Seattle. The panel understands why this was done and is not raising a question about methodology. We are suggesting that without greater transparency these numbers will be difficult for the public to understand.

Another example that we have mentioned in previous letters is the estimated cost per household for the ST3 proposal. Sound Transit’s CFO Brian McCartan told the panel that the agency intends to describe the potential financial impact on households as the cost of the “new”

increment of taxes associated with the ST3 proposal. In the past we have suggested that Sound Transit include both the average additional per household tax impact as well as the cumulative tax impact that includes the taxes from Sound Move and ST2 that will be continued as part of the ST3 ballot measure. Panel members are mindful of Mr. McCartan's concerns about providing clear, consistent information to the public. One option would be to prepare "tiered" materials, allowing members of the public with different levels of background and interest to "drill" down to the level of detail for which they are most comfortable in order to grasp such a complicated proposal. We understand this approach is used now with the FAQ and policy papers posted on the Sound Transit web site. With regard to the potential tax impacts, the first level of detail could be information about the new, additional taxes. A second level of detail could be provided on more detailed papers posted on the web site and could include information about both the new, additional taxes and the cumulative impact of the new additional taxes and the continuation of the current level of taxes.

Finally, with respect to transparency, panel members reviewed a packet of recent press clippings about the ST3 draft system plan and noted that a number of jurisdictions are urging Sound Transit to move projects earlier in the 25 year life of the program. Panel members commented that based on the presentations they have received, there are financial constraints with respect to when tax revenue will be raised in different sub-areas. These financial constraints do not appear to be part of the explanation about why the proposed program stretches over 25 years. The panel would also note that if there is consideration of moving more projects into the first 10 to 15 year period of the program, it will further stretch the internal and external capacity of the agency to carry out these projects (as noted earlier in this letter).

Our next meeting will likely occur in early June to enable the panel time to provide comments to the board before final actions are taken. Please let us know if you have any questions about this letter or our remaining work.

Thank you for the continued cooperation of your respective staffs.

Sincerely,

A handwritten signature in blue ink that reads "Jim Jacobson". The signature is fluid and cursive, with the first name being the most prominent.

Jim Jacobson
Chair

Cc: Expert Review Panel Members
Ric Ilgenfritz, Sound Transit
Amy Scarton, WSDOT

Surrey Downs East Link Committee

To: The Sound Transit Board of Directors
From: The Surrey Downs East Link Committee

Re: Draft Sound Transit Phase 3 Plan

The Surrey Downs East Link Committee hereby submits the following comments related to our neighborhood in Bellevue.

In the ST3 description of the Bellevue to Central Issaquah Light Rail the following language is used:

*"An elevated station on the north side of I-90 will be located near Richards Road SE to serve the Factoria area. The guideway continues along I-90 until it reaches I-405 where it turns north. The LRT guideway travels along the east side of I-405 at-grade to SE 8th Street where it transitions to an elevated guideway before heading west over I-405. **The elevated guideway crosses over SE 8th Street, 112th Avenue SE and then interlines with East Link tracks south of the Main Street Station.**"*

The Surrey Downs neighborhood has the following comments relative to the above proposed alignment:

- The alignment has huge visual and noise issues with the proposed elevated curved section on the eastern boundary of a residential neighborhood - Surrey Downs.*
- The additional trains from Issaquah could potentially double the number of trains passing by our neighborhood*
- Riders from Issaquah, Bellevue College, Eastgate P&R, and Factoria with Seattle as their destination would all transfer at E Main resulting in it being more like a transfer station which is inconsistent with its non-hub setting and purpose*
- The interlining from the Issaquah line into the S Bellevue - E Main line would generate massive noise impacts due to the required transfer switches*
- The goal of providing linkage from the I-90 hubs east of I-405 out to Issaquah can be accomplished much more simply by the use of a Y connection at South Bellevue that travels immediately east*

along the I-90 corridor. This is the guidance already recommended by the US DOT in their January 27, 2016 FHWA Comments on ST3 Candidate Projects. Alternatively, using BRT from Issaquah to South Bellevue would provide a direct connection at a fraction of the cost and much more quickly. Ridership projections do not justify the large investment necessary for light rail on this route.

Thank you.

The Surrey Downs East Link Committee

Charles Fisher

Christie Hammond

John Kling

Scott Lampe

Leonard Marino

Joseph Rosmann

David Slight



April 28, 2016

Sound Transit Board
C/O Board Administrator
401 S. Jackson St.
Seattle, WA 98104-2826

Re: City of Kirkland/ST3 Ballot Measure

Dear Sound Transit Board:

As major property owners and investors in the City of Kirkland, Talon would like to underscore our support for the Kirkland City Council's position on the ST3 ballot measure as outlined in the City's April 19th letter to the Sound Transit Board.

As real estate developers and investors, we know all too well how important effective transit is to cities serving the Eastside, particularly one as desirable as Kirkland. Talon is a partner in Kirkland Urban, Kirkland's largest downtown development, a new mixed-use project that consists of approximately 1.2 million square feet of office, multi-family residential, and retail space that will ultimately accommodate up to 3,000 employees.

We recently broke ground on Phase 1, which includes two new office buildings for tenants Tableau Software and broadband provider Wave, in addition to a 50,000-square-foot grocery store and 175 apartment homes. Kirkland continues to be one of the most popular cities in Washington for technology companies and having a high capacity transit system to serve employees and residents is critical. Current and planned growth is dependent on regional transit service.

We recommend that the Sound Transit Board reconsider the level of investment in Kirkland and incorporate the Kirkland City Council's 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 -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 24, 2011 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 Street Inline Station could better utilize the station and better serve Kirkland and the region.

We greatly appreciate the Board's attention to ensuring that the ST3 System Plan incorporates Kirkland's needs.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Pollard", is written over a horizontal line. The signature is stylized and extends to the right.

Bill Pollard
Managing Principal
Talon Private Capital



The Urbanist

Examining Urban Policy to Improve Cities and Quality of Life
theurbanist.org | info@theurbanist.org | 424.234.6936

May 2, 2016

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

Sound Transit Boardmembers:

The Urbanist Board of Directors is excited about the prospects of an expanded regional transit network to serve communities throughout the Puget Sound. The Sound Transit 3 Draft Plan is an ambitious proposal that could bring high quality transit to currently underserved areas. This plan will undoubtedly do much to help to realize the region's goals for supporting growth within existing urban areas, increasing connectivity across the region, reducing driving and dependency on the automobile, and providing new options for people to carry out their lives. In principle, we are generally supportive of the Sound Transit 3 Draft Plan concepts, however, we propose areas where it could be improved to facilitate greater ridership and offer greater public benefit.

Service delivery timeline. We echo the sentiments of many when it comes to the speed of project delivery for light rail extensions and individual projects. There is current demand for transit improvements and it is critical that the projects are delivered in the short- and medium-term in a substantive way. We urge Sound Transit to bring the proposed opening of the Ballard-Downtown line in 2038 and Everett-Lynnwood line in 2041 significantly forward. Voters expect faster implementation for capital improvements like light rail extensions and new bus rapid transit lines. The need for transit service is abundantly evident today and the region will suffer waiting 25 years for completion on key projects. In fact, the regional growth plans are entirely predicated on project delivery for many elements long before 2035, let alone dates beyond that. One way to frontload some of the corridor projects may be to break them up into additional segments that are activated upon completion. While this may not be ideal or even feasible for some corridors, it could be a solution to guaranteeing earlier successes for many.

Exclusive right-of-way. Speed, reliability, safety, and reduced conflicts are important to effective, high quality transit. For these reasons, we believe that Sound Transit must adopt a policy of exclusive right-of-way moving forward. Light rail infrastructure is a significant investment and it should achieve excellence. The infrastructure that we construct now will have a legacy, lasting at least 100 years if not more. If we build substandard rail instead, today's short cuts will impair generations to come. Sound Transit should only use exclusive right-of-way techniques for light rail projects regardless of subarea. That means that new lines like Ballard-Downtown should not be mixed with other modes or at the mercy of drawbridge openings. We do not support new light rail investments that do not achieve this basic standard.

Paine Field deviation. The Draft Plan endorses a Lynnwood-Everett deviation via Paine Field and portions of the SR-99 corridor. We recognize the importance in serving employment centers and areas that could accommodate substantial transit-oriented redevelopment. In principle, we support light rail service that would serve these purposes. However, the proposed deviation would unreasonably delay service to Snohomish County riders. Therefore, we urge Sound Transit to evaluate options that defer a deviation to Paine Field in favor of more direct and less expensive options to connect Lynnwood and Everett. We are agnostic on whether the alignment should be I-5 or SR-99 running with the option of a spur, but we would like to note that an I-5 alignment would greatly reduce opportunities for transit-oriented development and the potential to leverage a substantial residential catchment.

Bus rapid transit. We applaud Sound Transit's planned improvements to the existing RapidRide C and D lines as well as possible bus rapid transit (BRT) on SR-522 and NE 145th St. Noticeably missing in the Sound Transit 3 Draft Plan is funding for the RapidRide E line, the most widely used BRT line in the region. This line should receive further enhancements to increase speed, reliability, and capacity in an effort to provide greater equity to existing riders along the corridor. We also think that the SR-522/NE 145th St BRT line should be slightly modified to directly serve Lake City south of NE 145th St and continue further west toward Bitter Lake. Both of these areas are underserved and would remain so without BRT service. A better alignment would continue to NE 125th St and head toward Bitter Lake via NE 130th St, which would intersect a planned light rail station at I-5.

Infill stations. Sound Transit 3 must deliver infill stations that have been promised. The core Central Link line was completed in 2009, and with it, two infill stations were identified at Graham Street and Boeing Access Road as yielding potentially high returns. The value that a new station at Graham Street provides is unquestionable. The City of Seattle has guaranteed funding for this station and the community has planned around it. The Draft Plan, however, has identified an opening date of 2038 - more than 30 years after it was established as a deferred station. This station should be expedited in the program delivery timeline to the late 2020s at the absolute latest. We are wary on the utility of the Boeing Access Road station at this juncture, but we do believe that it should be retained as a provisional station. Further, the Lynnwood Link extension will be completed by 2023. Planning work for the extension evaluated two provisional stations at NE 130th St and 220th St SW. We think that both of these stations have merit and should be prioritized in Sound Transit 3. Neither of these should remain as provisional stations. Instead, Sound Transit must commit to constructing these stations and bring them on line early in Sound Transit 3. We urge Sound Transit to put a particular emphasis on NE 130th St for the late 2020s timeframe.

Shovel-ready projects. Sound Transit has proven that it has the ability to come in dramatically under budget on its major capital projects. The region should be prepared to benefit from this by ensuring that leftover project funds can be used to expand the system as soon as possible. Projects need to be shovel-ready so that we can break ground when funding becomes available. We can't afford to wait for studies and then hope money later appears to conduct deeper analysis. We ask that Sound Transit prioritizes Environmental Impact Statements and Alternative Analyses for key future rail lines. Specifically, we think that Ballard-University District, Alaska Junction-Burien, and Tacoma Dome-Tacoma Mall lines each merit a full EIS while the Metro 8 Subway (loop line via SLU, Capitol Hill, Central District, and Mount Baker), Fremont rapid streetcar, Belltown-Uptown rapid streetcar (compatible with the Center City Connector), and Ballard-Greenlake-Lake City lines should have each have an Alternatives Analysis. As many projects as possible should be added as contingency lines, particularly Ballard-University District.

Second Downtown Seattle transit tunnel. The region will undoubtedly need a second downtown transit tunnel in Seattle to support new light rail lines. We think this presents a unique opportunity to serve new areas of Downtown and even First Hill. Sound Move failed to provide First Hill with adequate high quality rail service despite promises from Sound Transit to serve the densest neighborhood in the state. A new Downtown tunnel should locate a stop at Madison Street just east of I-5 to serve residents and the hospitals of First Hill, connect with the future Madison BRT line, and open up a new transit market. Additionally, the new tunnel will serve people throughout the entire network. It will provide redundancy in Downtown Seattle and increase connections between jobs, housing, and recreation for all subareas. For this reason, all subareas should contribute money towards the construction of the second Downtown tunnel.

Transit centers and park-and-rides. Sound Transit owns and operates transit center and park-and-ride facilities throughout its transit network. These transit centers and park-and-rides serve tens of thousands of riders that arrive by foot, bike, bus, and car everyday. We encourage Sound Transit to establish an *Active Transportation First* policy for these facilities. Such a policy should give those walking, biking, or using transit to and from transit centers and park-and-rides the highest priority. The facilities to support people walking and biking should be designed with safety, comfort, and efficiency in mind. Too often, transit centers and park-and-ride facilities have been designed with people driving in mind, undermining the quality of access for pedestrians and cyclists. This discourages

active transportation and suppresses additional ridership that could more easily reach these facilities otherwise. Sound Transit should also commit to more rigorous and expansive planning of off-site walking and biking improvements for access. The integration between bus and rail or bus and bus should be enhanced at transit centers and park-and-rides. The goal should be to minimize delay between transfers as much as possible. Finally, Sound Transit has thousands of parking spaces and that number is likely to grow under the Sound Transit 3 plan. Parking at park-and-rides costs taxpayers substantial sums and presents real opportunity costs; this should be mitigated against by appropriately charging for all parking facilities that the agency owns and direct derived revenue toward operational, maintenance, and future upgrades.

Transit-oriented development. It's encouraging that Sound Transit has partnered with agencies and communities to develop surplus property as transit-oriented development (TOD), particularly around light rail stations. We think that these kinds of partnerships are valuable, especially when they can be paired with affordable, diverse housing and mixed-use development to create a virtuous cycle for transit and riders. We recommend that Sound Transit expands its goals regarding TOD investments. In fact, we think that Sound Transit should add a new lens to locating stations and alignments where there is the greatest potential impact for TOD. In the past, Sound Transit has often favored light rail alignments that follow alongside highways, which limit the opportunity to fully leverage/capitalize on this significant investment/asset. This has the unfortunate consequence of limiting convenient walksheds and often provides little land that is capable of supporting TOD goals. Sound Transit should proactively identify ways to expand TOD with agencies and communities, including at existing and already planned high capacity transit facilities.

We appreciate the opportunity to comment on this Draft Plan and look forward to seeing Sound Transit develop a final plan that urban advocates and voters can fully support in November.

Cordially yours,

The Urbanist Board of Directors

Owen Pickford
Stephen Fesler
Ben Crowther
Sarah Oberklaid
Scott Bonjukian



To: Sound Transit Board
From: Transit Access Stakeholders
Re: Sound Transit 3 - Draft System Plan and Policies
Date: April 29, 2016

Dear Sound Transit Board Members,

Thank you for the opportunity to comment on the Sound Transit 3 (ST3) system plan and policies. The Transit Access Stakeholder group is a growing coalition of organizations that strongly supports connecting the Puget Sound region through affordable, reliable, and sustainable transit. Together, we represent environmental, land use, active transportation, social justice, affordable housing, and transit stakeholders, with thousands of members in the central Puget Sound region. We look forward to mobilizing our memberships in support of a Sound Transit 3 system plan that is consistent with the following framework:

Bring light rail to more neighborhoods sooner. Sound Transit should work with individual jurisdictions to find ways to shorten planning processes or identify more funding in order for more communities to have access to affordable, reliable, and sustainable transportation as soon as possible. Our coalition welcomes the opportunity to support you in these efforts.

Increase investments in local transit, walking and biking access to high capacity transit. Demonstrate regional leadership by providing funding to cities to build safe, inviting, and convenient access with appropriate wayfinding, lighting, safety, and other universal design standards within a half mile minimum walkshed of stations. Investments in local transit, walking, and biking access are an affordable, effective, and sustainable way to attract riders.

Focus parking investments on cost-effective, flexible, and priced solutions. We urge Sound Transit to conduct a comprehensive needs assessment for all planned parking facilities to ensure that investments are socially equitable, reflect demand, and accommodate changes in density that will occur around station areas as land use zoning and development changes over time. Parking should be priced, with revenues reinvested to improve connections for people travelling to that station on foot, bike, or transit.

Prioritize affordable housing in the use and disposal of land. By supporting and prioritizing affordable housing, Sound Transit can play a critical role in promoting equitable development in high opportunity transit-connected areas, stimulating infill and redevelopment, increasing ridership, and building much needed affordable homes in a region increasingly challenged by skyrocketing growth.

Maximize potential for equitable transit-oriented development (TOD) and increased density with supporting policies, projects, investments and alignments. Promoting a mix of jobs, services, and housing around transit stations and hubs is, therefore, critical to increasing ridership as well as to ensuring access to opportunity. Prioritizing equitable TOD provides opportunities to create communities that decreases reliance on travel by car by providing services and activities near transit, thereby reducing single occupancy vehicles and greenhouse gas emissions (GHG).

Improve community engagement and outcomes policies to include best practices for expanding and deepening engagement with low-income communities, people of color, immigrants and refugees earlier in and throughout the planning process. Designing an equitable transit system with optimal ridership is only possible if the region's diverse communities have equal opportunities to participate in and influence the planning process.

The Transit Access Stakeholders look forward to mobilizing our members and supporters to vote in favor of a ST3 system plan and related policies that are consistent with our [collective goals](#). We are the organizations that will be leading the charge to win public support for this measure in November. We were crucial in passing the Sound Transit 2 package, and we are committed to doing the same for ST3.

We propose the following specific changes to the ST3 package:

- **Improve the timeline of deliverables**
 - Make Graham Street Station an early win.
 - Work to deliver the high-ridership Ballard line sooner.
 - Change the following from future investment studies to environmental studies:
 - Ballard to University of Washington
 - West Seattle to Burien
 - Ensure funding for 130th St. Station in a way that doesn't jeopardize Lynnwood Link, including creative partnerships with the FTA.
 - Accelerate funding for non-motorized system access improvements at existing and soon to be built stations, thereby creating early wins in communities already getting light rail.
- **Increase and improve investments in multimodal access**
 - Ensure adequate planning for transit integration and sufficient funding to create seamless connections for riders connecting by bus.
 - Bring non-motorized investments up to \$500 million by increasing the allocation to the system access fund, dedicating a portion of parking revenue, or by including specific bike and pedestrian investments in certain projects. For example, on the planned Ballard light rail bridge, bike and pedestrian access should be accommodated.
 - Work with advocates to develop and adopt a Non-Motorized Access Policy that:
 - Ensures planners include non-motorized access into station designs early in design.
 - Adopts design standards for walking, biking, and transit access to stations.
 - Commits to designing stations using principles of universal design, whereby all elements of a built environment should be usable to greatest extent possible by everyone, regardless of their age, ability, or circumstances.
 - Provides specific detail on how the new system access program funds will be prioritized and allocated.
- **Make smarter investments in parking**
 - Adopt a resolution that:
 - Requires an access study to be conducted for stations with planned parking before any new parking is built.
 - Explores leased or shared parking before building new parking.
 - Prioritizes building parking as part of TOD, rather than freestanding structures.
 - Builds any freestanding parking so that it can be repurposed as TOD in the future.
 - Prices parking at new or ST-owned and operated stations with high utilization.
 - Enables ORCA as a parking payment method to ensure users are transit riders.
 - Allows ORCA LIFT users to pay reduced parking fees.
 - Reinvests parking revenue in station access improvements to make it safer for riders to walk, bike and take transit to the station.

- Decrease funding allocated for new parking, based on anticipated decrease in demand for priced parking and investments in multimodal access.
- Allow parking investments in all projects to be revised to include a range of strategies for providing rider access to the station, along with or instead of parking.
- **Clarify affordable housing policies to align with RCW 81.112.350**
 - State Sound Transit's intent to prioritize the construction of affordable housing on surplus property, including through:
 - Using creative strategies that reduce land costs for non-profit developers, land banking organizations and local jurisdictions building affordable housing.
 - Partnering with other public entities with expertise in affordable housing finance and land disposition in order to leverage their affordable housing investments.
 - Accelerating the timeline for property disposition.
 - Including affordable housing in all joint development agreements.
 - Adopt a resolution or policy principles committing to:
 - Minimizing or eliminating assumptions regarding revenue from property sales in annual ST budget processes.
 - Using creative strategies to discount the sale of most surplus property for affordable housing, including some of all of the following: including affordable housing requirements in land valuation and liquidating federal interest in land.
 - Ensuring that organizations with strong ties to local communities (when paired with development expertise) are able to effectively compete in the disposition/bidding process.
 - Updating disposition policies to reflect prioritization of affordable housing on ST surplus property.
- **Commit to improved TOD practices**
 - Adopt a resolution or policy principles committing to:
 - Updating the TOD policy to promote better station area planning that facilitates mixed use development, affordable housing and better access.
 - Improve TOD planning to guide alignment decisions which promote best land use practices and facilitate housing in and adjacent to stations.
 - Create job quality standards for large commercial tenants at surplussed TOD sites and sites acquired through the revolving loan fund in order to promote family-supporting jobs.
- **Improve community engagement and outcomes policies and procedures**
 - Initiate internal racial equity trainings for Sound Transit planning staff.
 - Invite community representatives alongside local governments to provide input during initial phases of alignment and station location decisions.
 - Continue to work with advocates and community groups to create a specific community engagement policy.
- **Ensure reliability for all neighborhoods by prioritizing grade separation in urban areas**

Thank you for the opportunity to share these comments. This is a very important planning process, and we look forward to working with you to ensure the success of Sound Transit 3.

Sincerely,



Shefali Ranganathan
Executive Director
Transportation Choices



Rebecca Saldaña
Executive Director
Puget Sound Sage



Rich Stolz
Executive Director
OneAmerica



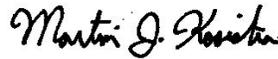
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Transportation & Land
Use Committee
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Gene Duvernoy
President and CEO
Forterra



Keith Kyle
Board President
Seattle Subway



April 28, 2016

Dear members of the Sound Transit Board,

The Transit Riders Union is an independent democratic organization of transit riders throughout Seattle, King County and beyond. We support the expansion of light rail in the Puget Sound Region, and we offer the following comments on the Sound Transit 3 proposal.

We are deeply concerned about the proposed funding sources for ST3. As you know, Washington State has the most regressive tax system in the country, placing a disproportionate burden on working and low-income people. We understand that Sound Transit has a limited range of funding mechanisms to choose from. However, Sound Transit does have authority to levy an Employer Tax on businesses of \$2 per employee per month.

Suppose a low-income person working full-time, after paying for rent and transportation and basic food, has a mere \$500 per month to spend on taxable goods – that includes clothing, personal hygiene products, eating out at cafes and restaurants, and nearly all other purchases. With the proposed 0.5% sales tax increase, this person will pay an additional \$30 per year to help fund Sound Transit 3. *This is more than the \$24 per year that their employer would be required to pay through the Employer Tax.* It is unacceptable that we would ask for such a sacrifice from low-income people and working families without asking for a comparable contribution from big businesses like Amazon, Boeing and Microsoft.

The ST3 proposal asks for consumers, car-owners, property-owners and renters to pay more in the form of sales tax, MVET, and property taxes; as a matter of basic fairness, we believe that businesses should contribute too, and we believe that voters will agree.

How can the Transit Riders Union tell voters, especially low-income voters who are facing rising rents and struggling to make ends meet, to support a proposal that will raise their taxes disproportionately, while businesses that are also benefiting greatly from the expansion of light rail are not being asked to contribute even a little bit, let alone their fair share? Especially when Sound Transit has the ability to make the package more equitable and just? And how can we expect the Washington State Legislature to take seriously the repeated calls for more progressive tax options, when local governments and TBDs are not even using the few progressive options they already have?

According to a 2011 Transportation Resource Manual published by the state legislature, the Employer Tax could raise approximately \$40 million per year; five years later, that number is likely to be significantly higher. We understand that this is not enough to appreciably reduce the sales tax portion of

Contact: *Katie Wilson, General Secretary* | 206-781-7204 | katie@transitriders.org
Transit Riders Union | P.O. Box 20723 | Seattle, WA 98102

the package. However, by simply adding the Employer Tax to the mix of funding mechanisms for ST3, Sound Transit can increase the overall size of the package by \$1-2 billion, thereby increasing bonding capacity and allowing popular projects to be funded and completed faster.

Speaking of popular projects, we would also like to offer the following feedback:

- **Graham St. Station:** We support a much faster timeline for the infill station at Graham St., so that the surrounding underserved low-income community can benefit from light rail.
- **130th St. Station:** We strongly support full funding for a station at 130th St. in Northgate. This station will benefit low-income and immigrant communities and help to create vibrant, walkable urban villages in North Seattle. It should not be merely provisional!
- **Affordable Housing:** We urge Sound Transit to acquire land that can be effectively used for affordable housing and equitable Transit-Oriented Development, and we believe Sound Transit should offer favorable below market rate terms to affordable housing developers.
- **Multi-Modal Access:** We support increased investments in improvements to walking, biking, and local transit access to light rail stations.

Thank you for all your work on the Sound Transit 3 proposal so far. We hope you will make the package more equitable before it is put to voters this fall.

Sincerely,

Transit Riders Union

*Contact: Katie Wilson, General Secretary | 206-781-7204 | katie@transitriders.org
Transit Riders Union | P.O. Box 20723 | Seattle, WA 98102*



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Sound Transit
Board of Directors
625 5th Ave. S.
Seattle, WA 98104

Dear Sound Transit Board

On behalf of the Board of Directors of Travel Tacoma + Pierce County, I am communicating our support of Pierce County projects in Sound Transit 3, especially expanding the Sound Transit Link light rail system to Tacoma and running Sounder trains every hour throughout the day. Together, these expansions will reach more of the region's population centers and help to reduce congestion caused by major tourism events.

Travel Tacoma + Pierce County is the official destination marketing and sales organization for Pierce County. Travel Tacoma's mission is to improve the visitor economy of Pierce County, which ultimately improves the overall economy of this region. Tourism represents a countywide industry labor force of more than 11,000 people.

Expanding the transit system will take people farther and move them faster to destinations throughout the region. This not only opens up Tacoma and Pierce County to locals living in the greater Seattle area, but also to visitors traveling from the Seattle-Tacoma International Airport. There are a number of economic advantages, as well as other benefits that help preserve our quality of life, which will result from ST3.

Pierce County has an estimated 10.8 million visitors coming into the area every year [based on the 2014 Pierce County Travel Impacts report by Dean Runyan Associates]. These visitors spend more than \$1 billion in our local, Pierce County economy. We are well aware that tourism events and attractions create congestion as well. Just ask any of your commuters what a Tacoma Dome concert or the Washington State Fair does to their commute. The number of visitors coming into Tacoma and its surrounding cities has been trending upward since 2009, and we feel strongly that visitors need more than a bus connection from the airport to Tacoma, both to support this vital industry and to reduce the congestion caused from tourism events and attractions.

Critical transportation issues, including costs to get from the airport to Tacoma sharply decrease our ability to book events requiring 600 room nights or more. Sound Transit Link light rail to Tacoma and increased Sounder trains will result in a higher volume of meetings and events in the region thanks to the ease of travel, less congestion, lower costs for convention attendees, and attractive alternatives for those who wish to avoid driving in an unfamiliar region.

Together, the Link light rail and Sounder train expansions will be a competitive

FEARLESS EXPLORATION

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feature for our destination, which is a positive outcome for the entire South Sound and our state. It will help generate increased economic impact to Pierce County cities and local businesses due to a higher volume of visitors, and will reduce congestion caused by the South Sound's growing tourism market.

The Tacoma area is also a popular travel location for millennials because of the arts accessibility and affordability. Millennials are very reliant on public transit options, particularly rail.

This plan helps to fill the regional need for all-day, seamless travel between Seattle and Tacoma, the two largest cities in the Puget Sound region.

We look forward to this one day becoming a reality.

Sincerely,

A handwritten signature in black ink that reads "Jeremy Foust". The signature is stylized with a large, sweeping "J" and "F".

Jeremy Foust
Chair

cc: Pat McCarthy, Pierce County Executive



FACILITIES SERVICES
UNIVERSITY of WASHINGTON

April 29, 2016

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

OFFICE OF THE DIRECTOR
TRANSPORTATION SERVICES
1320 NE Campus Parkway
Box 355360
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Dear Chairman Constantine and Members of the Sound Transit Board,

When Link light rail opened at Husky Stadium in March 2016, it represented a major improvement in regional access to the University of Washington. Sound Transit 3 (ST3) represents an even greater opportunity to expand and improve access to UW's growing campuses in Seattle, Bothell, and Tacoma. As a result, the UW community's desire to engage in shaping the future of the system is stronger than ever and we value the opportunity to provide input.

The University of Washington supports sustainable transportation options that reduce congestion and improve mobility. The projects included in the draft ST3 proposal are consistent with these and other UW and stakeholder goals, including connecting rapidly growing employment and residential centers—like the University District—through a synchronized effort with other transportation providers so that students, staff, and visitors have easy access to an affordable and truly regional system.

As Sound Transit develops a final proposal, please work with partner agencies and localities to continue to:

- Pursue the investment study of the Ballard-to-Kirkland light rail connection via SR 522 or SR 520, which would serve demand to major employers and healthcare providers like the UW and Seattle Children's Hospital;
- Maintain parking structures included in the draft plan along SR 522 between 145th and UW Bothell;
- Work with partner agencies and localities to identify and address project-specific issues that may fall between institutional gaps;
- Improve transfer environments at stations by promoting pedestrian and bicycle safety, safe intersections, traffic patterns that favor smooth connections with buses and other surface modes, and emphasizing wayfinding;
- Ensure synchronization with other major planning efforts, such as King County Metro's long range plan;
- Track and adjust to changes that disruptive technologies will bring, such as rideshare, car share, and eventually autonomous vehicles; and
- Work with stakeholders to identify processes that can be improved to deliver the projects faster than the proposed 25-year timeline.

Early counts show that the station at Husky Stadium is already exceeding estimates for ridership. University initiatives like the Mobility Innovation Center, Urban@UW, the Campus Master Plan, Campus Mobility Framework, and many others recognize

that transportation is the linchpin for the extraordinary growth predicted in our region. As a growing center for education, employment, healthcare, and innovative research, the University of Washington supports ambitious and accelerated efforts to provide much-needed transportation improvements through ST3.

Sincerely,



James A. Angelosante
Director, Finance and Business Services,
& Interim Director, UW Transportation Services
UW Facilities Services



April 29, 2016

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

RE: Comments on Draft Sound Transit Phase 3 Plan

Dear Chair Constantine and Members of the Board:

Thank you for the opportunity to comment on the draft Sound Transit Phase 3 (ST3) System Plan. This letter advocates for a smaller “ST 2.5” plan that provides for more improvements to the regional transit system that can be implemented before 2030, provides funds to plan for projects beyond 2030, complies with subarea equity and at the same time reduces the proposed tax increases and preserves tax money for public education, our paramount duty.

It is important to remember that under the existing tax rates we are seeing great progress in transportation and mobility in our region. The initial spine of light rail is open and will extend east to Redmond by 2023, as well as north to Lynnwood and South to Des Moines. In addition we are seeing progress on SR-520, I-405 and with improved transit, like the Rapid Ride lines.

Subarea Equity.

It is critical that Sound Transit adhere to the principle 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).¹ For example, the East King subarea will generate 24-25% of the tax revenue between 2017 and 2041, so 24-25% of the ST3 package should benefit the East Subarea. From the limited information that has been made available to date, it appears that a disproportionate amount of projects have been allocated to the Snohomish and North King subareas at the expense of the East King and Pierce subareas.²

Subarea	Snohomish	North King	South King	East King	Pierce	Total
Subarea Revenue %	13.22%	29.56%	14.47%	24.20%	18.55%	100.00%
Subarea Projects %	21.10%	35.23%	13.56%	18.07%	12.04%	100.00%
	7.88%	5.67%	-0.90%	-6.13%	-6.51%	0.00%
Sources Available for Capital (80% of Total Sources)	2,909,618	6,502,983	3,183,390	5,325,824	4,084,262	22,006,077
Projects by Subarea	4,643,665	7,752,957	2,984,360	3,975,626	2,649,469	22,006,077
Surplus/(Deficit)	1,734,047	1,249,974	(199,030)	(1,350,198)	(1,434,793)	0

¹ Subarea equity has been a foundation of Sound Transit since 1994. For example, the 2002 Subarea Equity Report says “The principle of subarea equity assures that Sound Transit taxes raised within an area are used for capital projects and operations that directly benefit that area.” And “A subarea can borrow money based on the amount it raises in taxes... No subarea will be asked to pay off the bonds from another subarea. The money from one subarea will not be used to subsidize shortfalls in another...”

² See Appendix A for the allocation of the ST3 projects by subarea.

Education Funding/Elimination of Property Tax from the Plan.

Sound Transit should not impose a property tax when the Legislature is still working to address the Supreme Court’s order to amply fund basic education from a stable source of revenue. To address levy reform, leading proposals in the Senate call for an increase in property tax of \$750/year on a \$500,000

	Total 2017 - 2041
Sales & Use Tax Revenue	16,782,544
MVET Tax Revenue	6,945,594
Property Tax Revenue	3,904,987
Total Tax Revenue	27,633,126

home in the Bellevue and Seattle School Districts. Property tax accounts for less than \$4 billion of ST3’s \$50 billion plan, so reducing the plan package to eliminate the

property tax does not seem an insurmountable task. As one example, the capital projects in ST3 have a 15% Project Reserve, which amounts to \$1.3 billion. Eliminating this reserve in the same fashion as was done for ST2 would reduce the need to use property tax. Refinements to other contingency percentages, application of ST2 cost savings and similar measures could allow for elimination of the property tax without any changes to the project list.

The Draft ST3 Plan Takes Too Long and Costs Too Much.

Traffic congestion in the Puget Sound region is a reality today, and it is difficult to get excited about paying 150% more to Sound Transit for projects that don’t deliver until 2041. In addition, the large increases proposed for sales, MVET and property tax are not something that responsible elected officials can take lightly. Imposing such large tax increases on the region may have negative economic consequences that have not been adequately considered, and voters may be less likely to support other important priorities if they are already paying such large amounts to Sound Transit.

I encourage Sound Transit to propose to the voters a package that focuses on projects that can be accomplished by 2030, combined with funds to *design* the projects intended to be built in later years, reserving the construction and right of way costs for a future funding package. This would enable the elimination of the property tax and even the reduction of sales tax and MVET. Additional tax increases could be considered by the voters after more is known about the design and costs of the post-2030 projects.

The ST 2.5 Plan.

The scaled-down “ST 2.5” Plan applies the tax revenues and all other revenues proportionately across the five subareas. In the \$50.1 billion Draft ST3 plan, \$27.6 billion (55%) is projected to come from tax revenues and \$25.5 billion (45%) from “Other Sources”. There is no available information on the YOE allocation of “Other Sources”, so where taxes are reduced, Other Sources are reduced proportionately (the 55/45 ratio is preserved).

System-wide, if all of the authorized taxes under ST3 are imposed, approximately \$22 billion (\$2014) is available for capital projects (see table on page 1). The present value of the \$50.1 billion (YOE) is \$27.3 billion (\$2014), and 80% of that is available for capital projects.

Eliminating the property tax from the calculation reduces the funds available for capital expenses by \$3.12 billion, leaving \$18.88 billion. A plan that is limited to a .3% sales tax increase, a .5% MVET and no property tax yields \$11.47 billion for capital. The ST 2.5 Plan allocates this \$11.47 billion proportionately by subarea.

Snohomish Subarea.

Available Resources (\$2014) with Maximum ST3 Tax Revenue: \$2.91 billion.

Available Resources without Property Tax: \$2.50 billion.

Available Resources with 0.3% sales tax and 0.5% MVET: \$1.52 billion.

Even at the maximum authorized tax revenues it does not appear possible to comply with Subarea Equity and build a \$4.3 billion (\$2014) light rail extension from Lynnwood to Everett. Sound Transit’s information indicates that a BRT extension could be built before 2030 and at a cost that works with the Snohomish Subarea’s available resources.

SNOHOMISH			
Total Sources Available for Capital (\$2014)			1,517,725
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	13.2%	30,670
I-405 BRT - Lynnwood to Burien	1,000,000	10.0%	100,000
Lynnwood to Everett BRT	1,158,340	100.0%	1,158,340
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	13.2%	215,495
Share of Additional Design Costs for Post-2030 Projects	100,000	13.2%	13,220
Total Uses			1,517,725

The above table shows that with tax increases of 0.3% sales tax and 0.5% MVET (and no property tax) the Snohomish Subarea could receive a prorata share of the early deliverables and system-wide projects, contribute a prorata share of \$100 million in additional design costs for Post-2030 Projects, pay 10% of the I-405 BRT project, and have over \$1 billion left over to build a highly functional BRT extension from Lynnwood to Everett. As noted below, the budget for the I-405 BRT was increased to \$1 billion.

North King Subarea.

Available Resources (\$2014) with Maximum Tax Revenue: \$6.50 billion.

Available Resources without Property Tax: \$5.58 billion.

Available Resources with 0.3% sales tax and 0.5% MVET: \$3.39 billion.

NORTH KING			
Total Sources Available for Capital (\$2014)			3,392,176
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	29.6%	68,583
SR-522 and 145th BRT	400,000	70.0%	280,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	29.6%	481,874
Share of Additional Design Costs for Post-2030 Projects	100,000	29.6%	29,561
Light Rail Extensions			2,532,158
Total Uses			3,392,176

With the smaller tax package the North King Subarea could fund all of the projects slated to be completed before 2030 in the Draft ST3 Plan, including enhancements to the Rapid Ride lines between Downtown and West Seattle and Downtown and Ballard. In addition, \$2.5 billion would be available for light rail extensions. This could fund the LRT extension to West Seattle, or a less expensive extension to Ballard, but not both. However, design funds are allocated to advance the design of the alternate line so that it can be included in a future package to the voters. For example, if the West Seattle line were funded in ST 2.5 the Ballard line could be *designed* in 2.5 and funded with the next ballot measure.

South King Subarea.

Available Resources (\$2014) with Maximum Tax Revenue: \$3.19 billion.

Available Resources without Property Tax: \$2.73 billion.

Available Resources with 0.3% sales tax and 0.5% MVET: \$1.66 billion.

SOUTH KING			
Total Sources Available for Capital (\$2014)			1,660,525
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	14.5%	33,560
South Sounder Access Improvements (Lakewood to Seattle)	243,000	50.0%	121,500
I-405 BRT - Lynnwood to Burien	735,000	10.0%	73,500
Kent/Des Moines LRT (Already Federal ROD)	1,156,000	100.0%	1,156,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	14.5%	235,800
Share of Additional Design Costs for Post-2030 Projects	100,000	14.5%	14,466
Remainder			25,699
			1,660,525

In South King, funds would be available to finish LRT to Kent/Des Moines, South Sounder Access Improvements and the prorata share of Early Deliverables and System-Wide Improvements. The prorata share of additional design costs would be funded as well, enabling

further design of a future extension from Federal Way to the Tacoma Dome. That extension could be submitted to the voters in a subsequent funding package.

East King Subarea.

Available Resources (\$2014) with Maximum Tax Revenue: \$5.32 billion.

Available Resources without Property Tax: \$4.57 billion.

Available Resources with 0.3% sales tax and 0.5% MVET: \$2.78 billion.

EAST KING			
Total Sources Available for Capital (\$2014)			2,778,063
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	24.2%	56,144
I-405 BRT - Lynnwood to Burien	1,000,000	80.0%	800,000
SR-522 and 145th BRT	400,000	30.0%	120,000
Redmond Extension (Already Federal ROD)	1,111,000	100.0%	1,111,000
BRT from Sammamish to Bellevue	272,237	100.0%	272,237
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	24.2%	394,482
Share of Additional Design Costs for Post-2030 Projects	100,000	24.2%	24,200
Total Uses			2,778,063

The East Subarea has sufficient capital to fund its prorata share of the system-wide improvements, complete the East Link extension to Downtown Redmond and implement a BRT package on I-405 and I-90. BRT would enable a connection not just to Issaquah, but all the way to Sammamish.

I-405 Bus Rapid Transit.

Sound Transit should collaborate with WSDOT to fund uninterrupted HOT/BRT lanes along the entire 405 corridor from Lynnwood to Tukwila. The final ST3 plan should provide in-line stops in the following additional locations:

- Canyon Park (Bothell)
- Northeast 85th Street (Kirkland)
- 112th Avenue SE (Newcastle)
- Northeast 44th Street (Renton)
- North 8th Street (Renton).

Sound Transit should also work in collaboration with WSDOT and the neighboring cities to plan for parking facilities and include them in the overall plan and budget for I-405 BRT.

The I-405 BRT plan provides a great opportunity for collaboration between Sound Transit and WSDOT. Combining the project budgets from the two organizations should be synergistic and either reduce the costs for both sides or allow for an even better system. To enable all of this, the ST 2.5 Plan increases the budget for I-405 BRT to \$1 billion.

Connecting to Sammamish with BRT instead of Issaquah with LRT.

Extending light rail from Bellevue to Issaquah at a cost of \$1.7 billion in 2041 is not cost effective, cannot be done in a reasonable timeframe and is not justified by the projected ridership. Instead, the Board should serve the I-90 corridor with BRT. The ST2.5 Plan allocates the remaining \$272 million in East Subarea funds to this endeavor, which should be sufficient to connect Issaquah and Sammamish to the South Bellevue Park & Ride.

Pierce Subarea.

Available Resources (\$2014) with Maximum Tax Revenue: \$4.09 billion.

Available Resources without Property Tax: \$3.51 billion.

Available Resources with 0.3% sales tax and 0.5% MVET: \$2.13 billion.

PIERCE			
Total Sources Available for Capital (\$2014)			2,130,381
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	18.6%	43,043
Bus Capital Improvements for Pacific Ave.	60,000	100.0%	60,000
Bus Capital Improvements for East Pierce County	33,000	100.0%	33,000
South Sounder Access Improvements (Lakewood to Seattle)	243,000	50.0%	121,500
Lakewood to DuPont Sounder	314,000	100.0%	314,000
Tacoma Link Extension to Tacoma Community College	478,000	100.0%	478,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	18.6%	302,426
Share of Additional Design Costs for Post-2030 Projects	100,000	18.6%	18,553
Remainder			759,859
Total Uses			2,130,381

As with South King, there is not sufficient funding available for Pierce to build the entire extension from Federal Way to the Tacoma Dome. Otherwise all Pierce Subarea projects can be built and there is \$760 million left over. Funds were programmed to advance the design of the Federal Way/Tacoma LRT extension so it can be included in a future funding package.

The Draft ST3 Plan costs too much, takes too long, and does not comply with subarea equity. The ST 2.5 Plan complies with subarea equity and reduces the tax burden on the region by focusing on BRT instead of LRT in the lower density areas. It allows for continued improvements to the system the taxpayers have already funded, and preserves the use of property tax for education and other important government priorities. It will also focus on projects that can be completed in the next 15 years, while not precluding the ability to do still more in the future.

Sincerely yours,



Kevin Wallace

APPENDIX A
DRAFT ST3 PLAN PROJECTS ALLOCATED BY SUBAREA

SNOHOMISH			
Total Sources Available for Capital (\$2014)			2,888,660
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	13.2%	30,670
I-405 BRT - Lynnwood to Burien	735,000	10.0%	73,500
Lynnwood to Everett LRT	4,324,000	100.0%	4,324,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	13.2%	215,495
Total Uses			4,643,665
Surplus/(Deficit)			1,755,004
NORTH KING			
Total Sources Available for Capital (\$2014)			6,456,143
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	29.6%	68,583
SR-522 and 145th BRT	400,000	70.0%	280,000
West Seattle to Downtown LRT	2,018,000	100.0%	2,018,000
Infill Light Rail - Graham Street	76,000	100.0%	76,000
Infill Light Rail - Boeing Acces	133,000	50.0%	66,500
Ballard to Downtown	4,762,000	100.0%	4,762,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	29.6%	481,874
Total Uses			7,752,957
Surplus/(Deficit)			1,296,814
SOUTH KING			
Total Sources Available for Capital (\$2014)			3,160,460
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	14.5%	33,560
South Sounder Access Improvements (Lakewood to Seattle)	243,000	50.0%	121,500
I-405 BRT - Lynnwood to Burien	735,000	10.0%	73,500
Kent/Des Moines LRT (Already Federal ROD)	1,156,000	100.0%	1,156,000
Federal Way to Tacoma Dome LRT	2,595,000	50.0%	1,297,500
Infill Light Rail - Boeing Acces	133,000	50.0%	66,500
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	14.5%	235,800
Total Uses			2,984,360
Surplus/(Deficit)			(176,100)

APPENDIX A
DRAFT ST3 PLAN PROJECTS ALLOCATED BY SUBAREA

EAST KING			
Total Sources Available for Capital (\$2014)			5,287,462
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	24.2%	56,144
I-405 BRT - Lynnwood to Burien	735,000	80.0%	588,000
SR-522 and 145th BRT	400,000	30.0%	120,000
Redmond Extension (Already Federal ROD)	1,111,000	100.0%	1,111,000
Bellevue to Issaquah LRT	1,706,000	100.0%	1,706,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	24.2%	394,482
Total Uses			3,975,626
Surplus/(Deficit)			(1,311,836)
PIERCE			
Total Sources Available for Capital (\$2014)			4,054,843
Uses	Total Cost	% Allocation	\$2014
Share of Early Deliverables	232,000	18.6%	43,043
Bus Capital Improvements for Pacific Ave.	60,000	100.0%	60,000
Bus Capital Improvements for East Pierce County	33,000	100.0%	33,000
South Sounder Access Improvements (Lakewood to Seattle)	243,000	50.0%	121,500
Federal Way to Tacoma Dome LRT	2,595,000	50.0%	1,297,500
Lakewood to DuPont Sounder	314,000	100.0%	314,000
Tacoma Link Extension to Tacoma Community College	478,000	100.0%	478,000
Share of System-Wide (OMSF, 600k bus hours, TOD, Studies)	1,630,077	18.6%	302,426
Total Uses			2,649,469
Surplus/(Deficit)			(1,405,374)



April 27, 2016

VIA ELECTRONIC AND U.S. MAIL

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

Dear Sound Transit Board Members:

On behalf of the Washington State Labor Council, AFL-CIO, and our over 450,000 affiliated union members, I want to express our support for Sound Transit 3. Population growth, grid locked highways, carbon pollution and climate change all make this investment in the next stage of developing our regional transit system the right thing to do for our communities, our economy, and our environment. With this proposal we can make a significant contribution towards providing family wage employment opportunities in the community, increasing equity in communities of color, bringing young people into our apprenticeship programs, lowering our carbon footprint and lowering carbon emissions, and making procurement decisions that reflect the priority of using the most highly skilled domestic and local labor and materials available. As you get the proposal ready for the ballot I would make the following recommendations to enhance the package.

Procurement Process:

Over the next 25 years, ST3 procurement decisions can make a huge difference in strengthening both local and domestic jobs. Our recommendation is to incorporate the U.S. Employment Plan, developed by Jobs to Move America, into the procurement process for the purchase of all light rail cars and buses over the life-span of ST3. The U.S. Employment Plan adds components to bid the evaluation process that gives additional points to manufacturing companies that hire and train U.S. workers and give preferential hire to disadvantaged workers, e.g., veterans re-entering the workforce and local hiring from disadvantaged communities. Enhancing U.S. manufacturing capacity also helps us lower our overall carbon footprint through more efficient production processes, lower life-cycle carbon processes, and lowering transportation related carbon pollution.

Washington State Labor Council, AFL-CIO

Jeff Johnson, President • Lynne Dodson, Secretary Treasurer
321 16th Avenue South • Seattle, Washington 98144

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Sound Transit Board
April 27, 2016
Page 2

Domestically sourcing materials for ST3 also has the advantage of growing U.S.-based employment as well as lowering our overall carbon footprint. In particular, all iron, steel, cement or other manufactured goods used or supplied in the building of ST3 and related projects shall be manufactured in the United States unless inconsistent with the public interest, unavailable in sufficient quantities or would increase the cost of the project by more than 25%.

Apprenticeship and Local Hire:

ST3 creates a great opportunity to expand our pre-apprenticeship programs, e.g., PACE, Youth Build, SVI PACT, and ANEW, as well as to use apprenticeship utilization standards developed with the building and construction trades to create opportunities for young workers to gain the skills necessary to become journey level workers and, given the aging of the current construction workforce, to replenish the stock of skilled trades people necessary to meet the needs of the next several decades. We are strongly supportive of community/local hire agreements and support the position of the Seattle Building and Construction Trades Council, AFL-CIO, in their efforts to secure access to local hire.

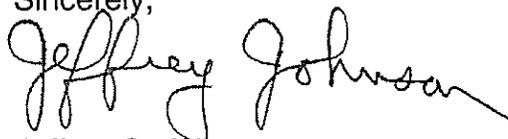
Transit Access Stakeholders:

We support the positions forwarded by the Transit Access Stakeholders with regard to shortening the planning process time, wherever possible, to bring light rail to more neighborhoods more quickly and to emphasize transit-oriented development which would help make our communities more livable, decrease the need for travel by car for services, decrease carbon emissions, and build into the plan the creation of more affordable housing. We also support signing community workforce agreements for this work to ensure the highest skilled labor is used in re-building our communities.

Finally we support improving the planning process by fully engaging labor, communities of color, immigrants, and refugees into the discussion at each step of the process. Let's reshape and build our communities together.

Thank you for the opportunity to share these thoughts with you. I look forward to working with you to build a successful ST3 plan and build out our regional transit system in an equitable fashion.

Sincerely,



Jeffrey G. Johnson
President

JGJ:jh
opeiu8/afl-cio