

Sound Transit Phase 3 Candidate Project Scope Comment Letters

Bellevue City Council

January 11, 2016

Why We're Here

- Sound Transit seeks local jurisdiction feedback on the ST3 System Plan candidate project scopes
 - Comments due to Sound Transit by **January 21**

Tonight:

- Direction/Action on a joint Eastside Cities comment letter
- Direction on a City letter to Sound Transit regarding the ST3 System Plan candidate project scopes

Background

June 8, 2015	Sound Transit Briefing to Council on ST3 System Plan
June – July	Eastside Cities Coordination
July 14, 2015	Bellevue ST3 Interest Statement, Bellevue Comment Letter, and Joint East King Cities Interest Statement Submitted
Aug 27, 2015	Sound Transit Board Approval of Project List
Dec 4, 2015	Sound Transit Board Workshop on candidate projects for ST3
Dec 14, 2015	Sound Transit Briefing to Council on candidate projects for ST3
Dec – Jan	Eastside Cities Coordination

ST3 Candidate Projects East

E-01

REDMOND TECHNOLOGY CENTER TO SE REDMOND TO
DOWNTOWN REDMOND (EAST LINK)

E-02

I-405 BUS RAPID TRANSIT

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

E-03

KIRKLAND/TOTEM LAKE TO ISSAQUAH VIA BELLEVUE LRT

E-04

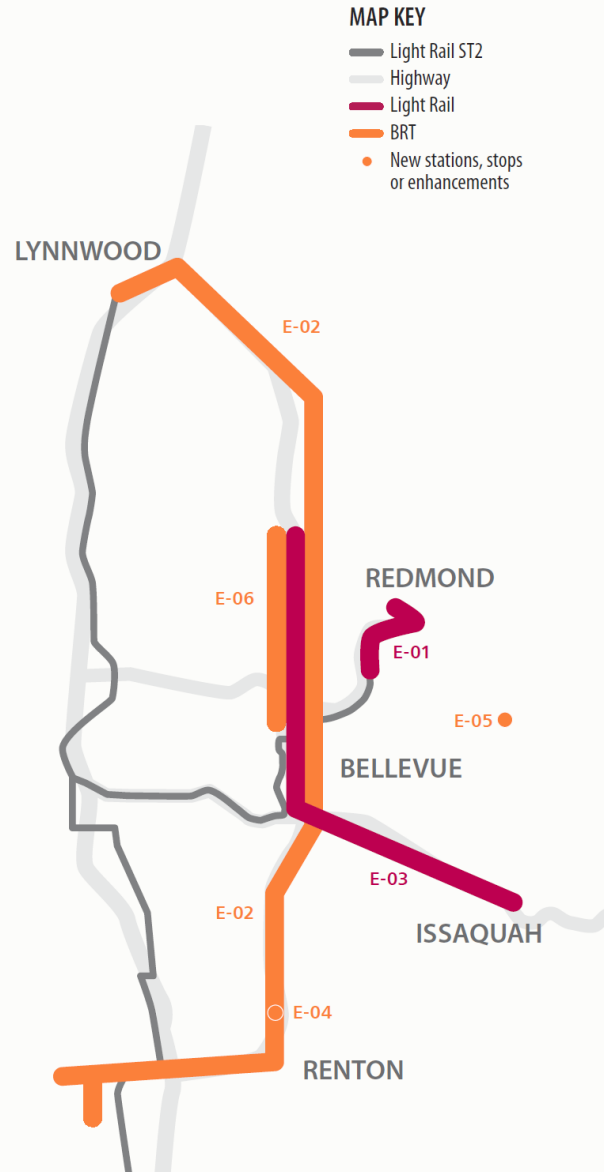
HOV DIRECT ACCESS AT RENTON/N 8TH STREET

E-05

NORTH SAMMAMISH PARK-AND-RIDE

E-06

BRT ON EASTSIDE RAIL CORRIDOR FROM KIRKLAND TO
BELLEVUE



Working with East King Cities

- Developed joint comments on scope of candidate projects
 - Follows July 2015 Joint Cities Interest Statement
- Coordination with other agencies
 - Redmond, Issaquah, Renton, Kirkland, Bothell
- Requesting Council direction and potential action on joint letter from Eastside Cities

Bellevue's Feedback

ST3 Candidate Project Scopes

- Draft comment letter in packet
- Comments include:
 - Fully implement true BRT on I-405 from SeaTac to Lynnwood
 - Build light rail from Totem Lake to Issaquah via Bellevue
 - Direct HOV access ramps in Renton at Rainier Ave South and South Grady Way
 - Coordination and integration of ST3 and Metro's Long Range Plan

Immediate Next Steps-January

- Staff developing technical comment letter
 - Council direction on draft City letter
 - Council direction on draft joint Eastside Cities letter
 - Return with final letters for Council approval
- January 19**
- Jurisdiction comment letters due to Sound Transit January 21

ST3 Next Steps

January 28 th	Sound Transit Board review agency comments and approve candidate project scope
March 24 th	Sound Transit Board reviews additional analysis and develops draft system plan
April	Additional public input on draft system plan
June 23 rd	Sound Transit Board Adopts ST3 Final System Plan

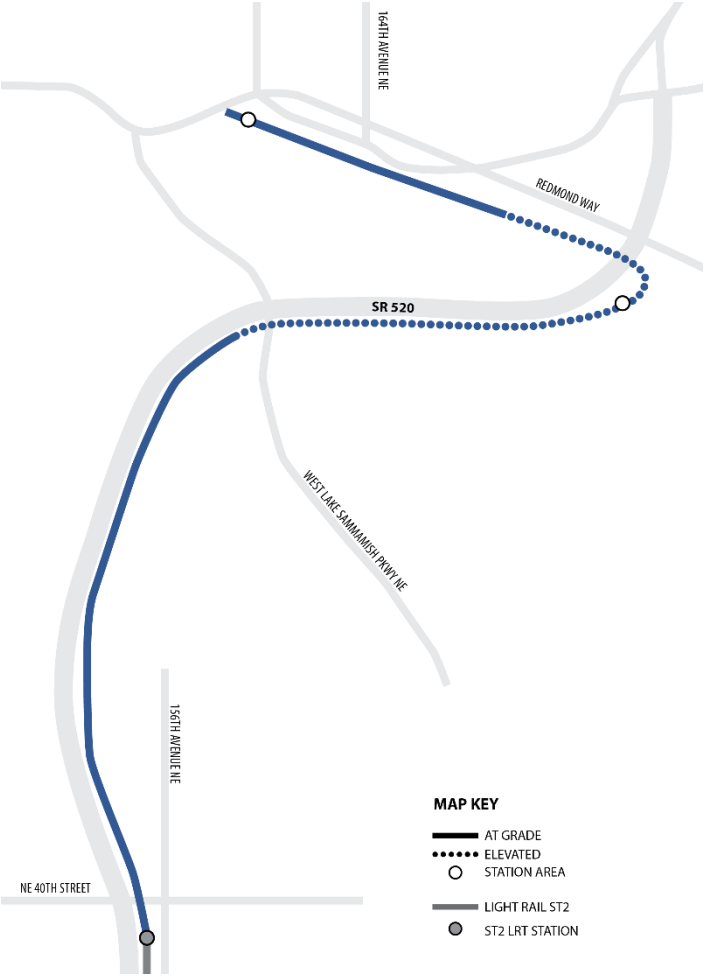
Discussion

- Joint Eastside Cities comment letter

Discussion

- City of Bellevue comment letter

E-01: Overlake to Redmond LRT

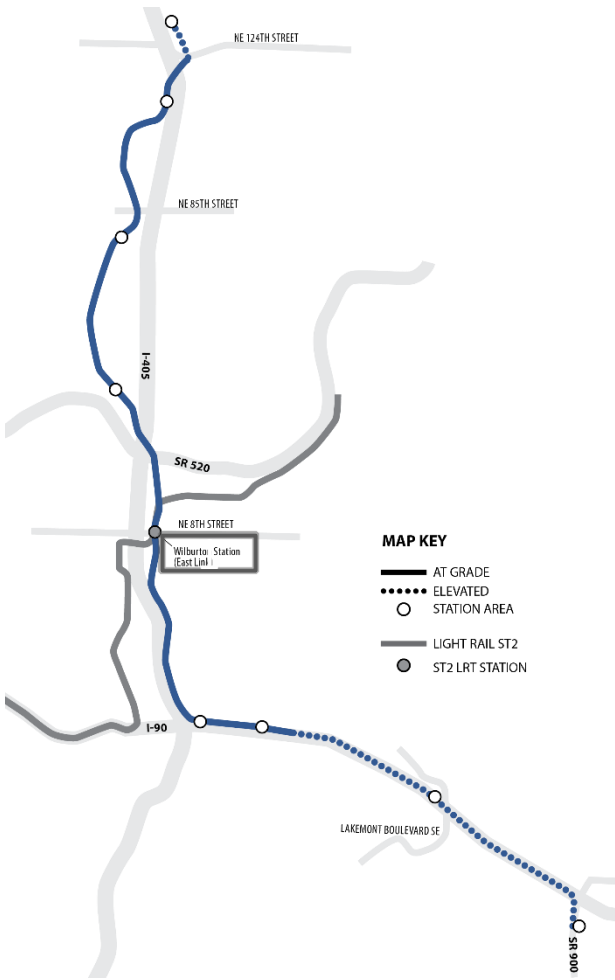


**OVERLAKE TO
DOWNTOWN
REDMOND**
Length: 3.7 Miles
ST3 Candidate Project
E-01



	REGIONAL LIGHT RAIL SPINE	YES
	RIDERSHIP (DAILY PROJECT RIDERS)	8,000—10,000
	CAPITAL COST (2014 \$ M)	\$1,041—\$1,114
	ANNUAL O&M COST (2014 \$ M)	\$11.83
	TRAVEL TIME (MIN)	8
	RELIABILITY	HIGH
	SYSTEM INTEGRATION	MEDIUM
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	50—60%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2 CENTERS
	PLANS AND POLICIES	MEDIUM-HIGH
	MARKET SUPPORT	MEDIUM-HIGH
	LAND USE AND DEVELOPMENT/ TOD POTENTIAL	
	POP PER ACRE (2014/2040)	3 / 9
	ACTIVITY UNITS	
	EMP PER ACRE (2014/2040)	11 / 20
	POP+EMP PER ACRE (2014/2040)	14 / 29
	MINORITY/LOW-INCOME	46% / 9%
	SOCIOECONOMIC BENEFITS	
	POPULATION (2014/2040)	3,200 / 8,700
	EMPLOYMENT (2014/2040)	10,200 / 18,900

E-03: Totem Lake to Issaquah LRT

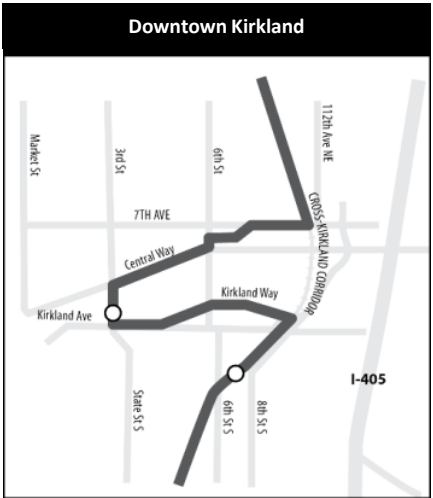
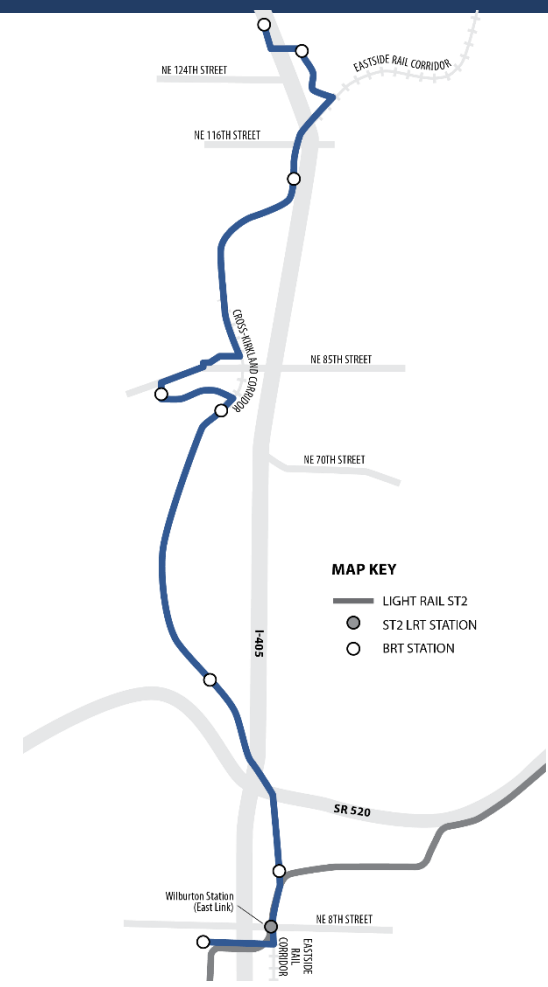


TOTEM LAKE TO ISSAQUAH
Length: 17.5 Miles
ST3 Candidate Project E-03



	REGIONAL LIGHT RAIL SPINE	NO
	RIDERSHIP (DAILY PROJECT RIDERS)	12,000—15,000
	CAPITAL COST (2014 \$ M)	\$3,157—\$3,379
	ANNUAL O&M COST (2014 \$ M)	\$42.18
	TRAVEL TIME (MIN)	31
	RELIABILITY	MEDIUM-HIGH
	SYSTEM INTEGRATION	MEDIUM-LOW
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	25—35%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2+ CENTERS
	PLANS AND POLICIES	MEDIUM
	MARKET SUPPORT	MEDIUM
	LAND USE AND DEVELOPMENT/ TOD POTENTIAL	
	POP PER ACRE (2014/2040)	6 / 8
	ACTIVITY UNITS	
	EMP PER ACRE (2014/2040)	7 / 13
	POP + EMP PER ACRE (2014/2040)	13 / 21
	MINORITY/LOW-INCOME	29% / 7%
	POPULATION (2014/2040)	24,100 / 29,400
	SOCIOECONOMIC BENEFITS	
	EMPLOYMENT (2014/2040)	28,300 / 50,900

E-06: Totem Lake to Bellevue BRT

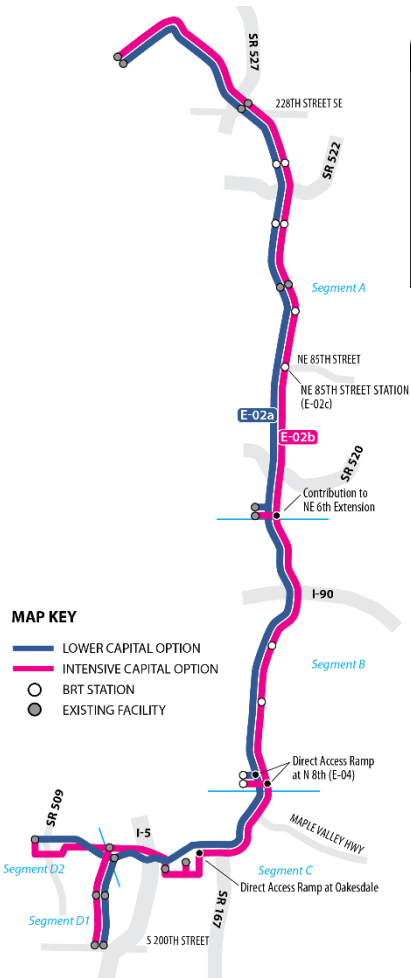


TOTEM LAKE TO BELLEVUE BRT
Length: 10 Miles
ST3 Candidate Project
E-06



	REGIONAL LIGHT RAIL SPINE	NO
	RIDERSHIP (DAILY PROJECT RIDERS)	2,500—3,500
	CAPITAL COST (2014 \$ M)	\$698—\$747
	ANNUAL O&M COST (2014 \$ M)	\$14.72
	TRAVEL TIME (MIN)	35
	RELIABILITY	MEDIUM-HIGH
	SYSTEM INTEGRATION	MEDIUM
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	35—45%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	2 CENTERS
	PLANS AND POLICIES	MEDIUM
	MARKET SUPPORT	MEDIUM-HIGH
	POP PER ACRE (2014/2040)	8 / 12
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	19 / 34
	POP+EMP PER ACRE (2014/2040)	27 / 46
	MINORITY/LOW-INCOME	30% / 8%
	POPULATION (2014/2040)	27,200 / 43,400
	EMPLOYMENT (2014/2040)	68,600 / 119,300

I-405 BRT









* RELIES ON WSDOT TO MANAGE THE EXPRESS TOLL LANES TO PROVIDE SPEED AND RELIABILITY FOR BUSES

REGIONAL LIGHT RAIL SPINE		LOWER CAPITAL OPTION		INTENSIVE CAPITAL OPTION	
RIDERSHIP (DAILY PROJECT RIDERS)		ST3 Candidate Project E-02a + E-04		ST3 Candidate Project E-02b + E-02c + E-04	
		Length: 37.1 Miles	Length: 37.9 Miles	Length: 40.4 Miles	Length: 40.6 Miles
		To Burien TC	To Angle Lake	To Burien TC	To Angle Lake
		NO	NO	NO	NO
		13,000—18,000	13,000—18,000	13,000—18,000	13,000—18,000
		\$317—\$341	\$323—\$348	\$2,174—\$2,326	\$1,961—\$2,099
		\$43.02	\$45.58	\$45.68	\$48.24
		100	105	105	110
		MEDIUM	MEDIUM	MEDIUM-HIGH	MEDIUM-HIGH
		MEDIUM	MEDIUM	MEDIUM	MEDIUM
		MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW	MEDIUM-LOW
		20—80%	20—80%	20—80%	20—80%
		7 CENTERS	7 CENTERS	7 CENTERS	7 CENTERS
		MEDIUM-HIGH	MEDIUM-HIGH	MEDIUM	MEDIUM
		MEDIUM	MEDIUM	MEDIUM	MEDIUM
		8 / 13	7 / 12	6 / 10	6 / 10
		13 / 22	13 / 22	11 / 18	11 / 18
		21 / 35	20 / 34	17 / 28	17 / 28
		39% / 13%	42% / 14%	37% / 11%	40% / 12%
		34,800 / 57,300	35,700 / 59,600	46,000 / 73,100	46,900 / 75,400
		60,000 / 99,200	63,800 / 109,200	78,100 / 127,400	81,900 / 137,400

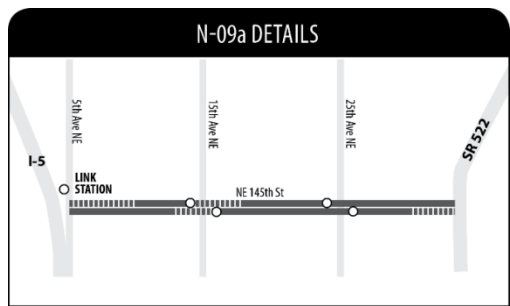
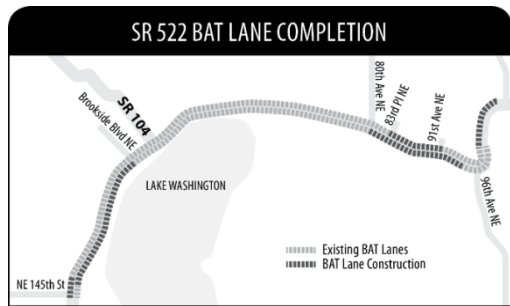
Note: E-04, HOV Direct Access at Renton/N 8th St. is part of ST2 ; due to reduced agency revenues experienced during the recession, implementation has been deferred.

Additional East Project



ST3 Candidate Project E-05 North Sammamish Park-and-Ride		
 REGIONAL LIGHT RAIL SPINE	NO	
 RIDERSHIP (DAILY PROJECT RIDERS)	N/A	
 CAPITAL COST (2014 \$ M)	\$11—\$12	
 ANNUAL O&M COST (2014 \$ M)	\$0.43	
 TRAVEL TIME (MIN)	N/A	
 RELIABILITY	N/A	
 SYSTEM INTEGRATION	N/A	
 EASE OF NON-MOTORIZED ACCESS	N/A	
 PERCENT OF NON-MOTORIZED ACCESS	N/A	
 CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	0 CENTERS	
PLANS AND POLICIES		N/A
MARKET SUPPORT		N/A
 LAND USE AND DEVELOPMENT/ TOD POTENTIAL	POP PER ACRE (2014/2040)	N/A
	ACTIVITY UNITS EMP PER ACRE (2014/2040)	N/A
	POP+EMP PER ACRE (2014/2040)	N/A
MINORITY/LOW-INCOME		N/A
 SOCIOECONOMIC BENEFITS	POPULATION (2014/2040)	N/A
	EMPLOYMENT (2014/2040)	N/A

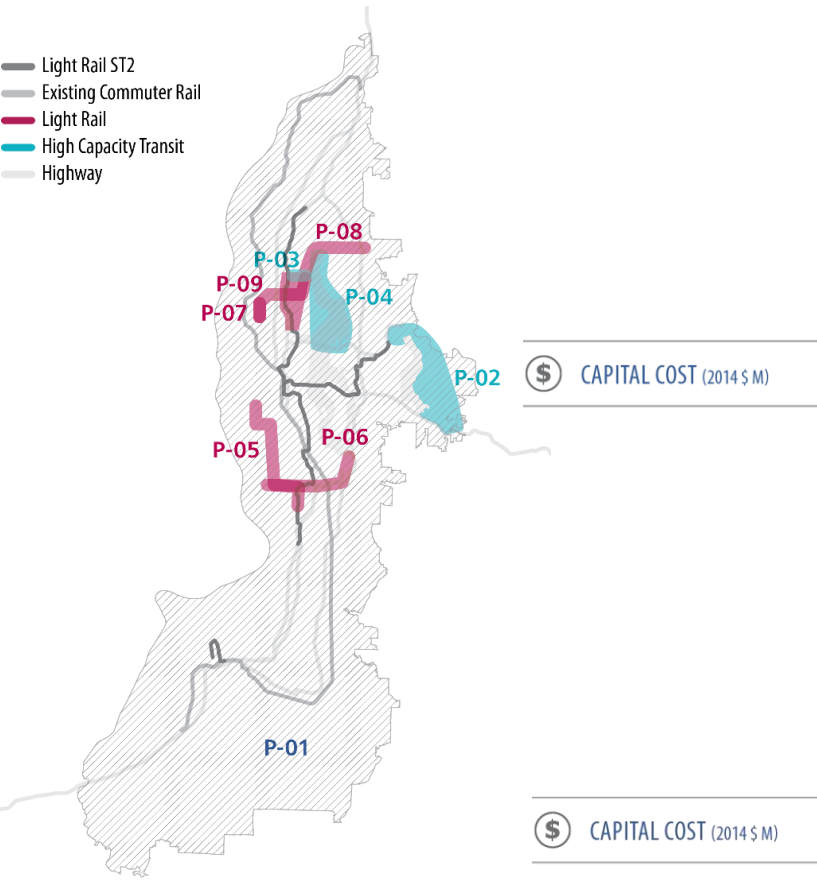
N-09, N-10: 145th/SR 522 BRT



	REGIONAL LIGHT RAIL SPINE
	RIDERSHIP (DAILY PROJECT RIDERS)
	CAPITAL COST (2014 \$ M)
	ANNUAL O&M COST (2014 \$ M)
	TRAVEL TIME (MIN)
	RELIABILITY
	SYSTEM INTEGRATION
	EASE OF NON-MOTORIZED ACCESS
	PERCENT OF NON-MOTORIZED ACCESS
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS
	PLANS AND POLICIES
	MARKET SUPPORT
	LAND USE AND DEVELOPMENT/TOD POTENTIAL
	ACTIVITY UNITS
	POP+EMP PER ACRE (2014/2040)
	MINORITY/LOW-INCOME
	POPULATION (2014/2040)
	EMPLOYMENT (2014/2040)

OPTION 1	OPTION 2
Length: 8.0 Miles	Length: 8.0 Miles
ST3 Candidate Project N-09a + N-10	ST3 Candidate Project N-09b + N-10
NO	NO
7,000—8,000	7,000—8,000
\$360—\$386	\$416—\$446
\$12.16	\$12.24
28	27
MEDIUM	MEDIUM
MEDIUM	MEDIUM
MEDIUM-LOW	MEDIUM-LOW
25—35%	25—35%
0 CENTERS	0 CENTERS
MEDIUM-LOW	MEDIUM-LOW
MEDIUM	MEDIUM
7 / 9	7 / 9
2 / 3	2 / 3
9 / 12	9 / 12
33% / 12%	33% / 12%
23,700 / 29,800	23,700 / 29,900
6,800 / 10,100	6,900 / 10,200

Region-wide Projects + Planning Studies



R-05	R-06	R-07
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Innovation and Technology Fund	Transit Oriented Development Program
\$170—\$181	\$123—\$132	\$16—\$17

P-01	P-02—P-09
Future System Planning (ST4)	P-02: HCT Study: Issaquah Highlands to Overlake via Sammamish, Redmond P-03: HCT Study: Access and Connection on NE 145th from State Route 522 to Link Light Rail P-04: HCT Study: Northern Lake Washington Crossing P-05: HCT Study: Light Rail Extending from West Seattle to Burien and SeaTac Airport Station P-06: HCT Study: Light Rail directly linking Burien to Tukwila and Renton P-07: HCT Study: Light Rail from Ballard to Crown Hill P-08: HCT Study: Light Rail on SR 522 P-09: HCT Study: Light Rail from Ballard to Bothell via Greenwood, North Seattle, and Lake City
\$60—\$64	\$26—\$28