

**CITY COUNCIL AGENDA ITEM**

CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Discussion of the Sound Transit 3 Draft Plan
<b>DEPARTMENT:</b>	Public Works
<b>PRESENTED BY:</b>	Randy Witt, Public Works Director Nytasha Sowers, Transportation Services Manager Kurt Seemann, Senior Transportation Planner
<b>ACTION:</b>	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

**PROBLEM/ISSUE STATEMENT:**

On March 24, 2016, the Sound Transit Board released the Sound Transit 3 (ST3) Draft Plan. ST3 will build upon the existing mass transit system of light rail, commuter rail and bus services to take people further and faster to destinations throughout King, Snohomish and Pierce counties. The Draft Plan is currently available for public comment until April 29, 2016. The Sound Transit Board is then scheduled to adopt a final ST3 Plan in June 2016 for a public vote in November 2016.

Tonight, staff from Sound Transit will present an overview of the ST3 Draft Plan to Council and will highlight the projects in the Draft Plan that are of importance to Shoreline, including the 145<sup>th</sup> and SR 522 Bus Rapid Transit (BRT) project. Staff will also present a draft City Council letter of support for the ST3 Draft Plan for Council review. Staff is interested in receiving Council's feedback on this letter of support.

**RESOURCE/FINANCIAL IMPACT:**

There is no financial impact associated with tonight's discussion.

**RECOMMENDATION**

There is no action required with this agenda item as this report is mainly for discussion purposes. However, staff recommends that the City submit a letter of support for the ST3 Draft Plan and would like to confirm Council's support for the proposed 145<sup>th</sup> and SR 522 BRT project as an Early Deliverable for ST3 as well as the Council's level of interest in advocating for inclusion of the 145<sup>th</sup> and 185<sup>th</sup> light rail station areas for inclusion in the Draft Plan's System Access Program.

Approved By:            City Manager **DT**    City Attorney **MK**

## **BACKGROUND**

In June 2015, the Washington State Legislature and Governor granted Sound Transit the authority to ask regional voters to approve new local revenue sources that within 15 years can generate up to \$15 billion in funding for mass transit expansions called Sound Transit 3 (ST3). ST3 will build upon the existing mass transit system of light rail, commuter rail and bus services to take people further and faster to destinations throughout King, Snohomish and Pierce counties.

In August 2015, the Sound Transit Board identified projects for further study and on December 4 the results of those studies were released. The studies documented estimated benefits and costs for each project. After considering feedback from the public and key stakeholders, in addition to the findings of technical analysis about each ST3 Candidate Project, the Board released the ST3 Draft Plan for public input on March 24, 2016 (see Attachment A and B). The Draft Plan is out for public comment until April 29, 2016. The Board is scheduled to adopt a final plan in June 2016 for a public vote in November 2016. The overall schedule for development of the ST3 Plan is presented below.

<b>ST3 Plan Development Schedule</b>	
April 2016	
• Public outreach March 24 to April 29th	
• Expert review panel	
• Board Committee meetings to discuss elements of Draft ST3 System Plan	
May-June 2016	
• Public outreach results	
• Expert review panel	
• Refinements of Draft ST3 System Plan	
• Financial plan, risk assessment	
• Projects, scopes, and phasing	
June 2016	
• Board allocation of costs of regional assets and services	
• Board review of final draft financial and system plan	
• Potential Board adoption of ST3 System Plan	
September 2016	
• Ballot Measure	

Tonight, staff from Sound Transit will present an overview of the ST3 Draft Plan to Council and will highlight the projects in the Draft Plan that are of importance to Shoreline, as noted in the next section of this report.

## **DISCUSSION**

The following two projects proposed as part of the ST3 Draft Plan would be especially beneficial to the City of Shoreline: Bus Rapid Transit (BRT) service on Northeast 145<sup>th</sup> Street and the System Access Program. An overview of these two projects and their potential benefits is provided below:

- Proposed Bus Rapid Transit Service on 145<sup>th</sup>. Included in the ST3 Draft Plan is a project to operate BRT on NE 145<sup>th</sup> Street (SR 523) and SR 522 (Bothell Way) between the 145<sup>th</sup> Street light rail station and the University of Washington campus in Bothell (see Attachment C). In an earlier version of the ST3 plan BRT was proposed on SR 523 and SR 522 as separate projects. In this most recent version of the plan, the two projects have been combined into one project with potential extensions to connect with the proposed I-405 BRT line and into Woodinville.

BRT is expected to run every 10 minutes in peak periods and 20 minutes in off-peak periods between these destinations. Capital improvements to support BRT operation along the 145<sup>th</sup> (SR 523) would include construction of bus lanes or queue jumps at key locations and the installation of two paired BRT stations in the vicinity of 15<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE.

The project as proposed is consistent with and supportive of the Preferred Design Concept for the 145<sup>th</sup> corridor developed through the Shoreline-led 145<sup>th</sup> Multi-modal Corridor Study. This BRT project is proposed for implementation in 2024 as part of the ST3 Early Deliverables program. The 145<sup>th</sup> and I-5 light rail station is currently scheduled to open in 2023.

- Proposed System Access Program. The ST3 Draft Plan also includes a System Access Program that could fund access improvements to ST2 stations and facilities to help increase ridership (see Attachment D). Potential improvements include new or improved sidewalks, bicycle parking and facilities, support for transit integration efforts with partner transit agencies and expanded drop-off/pick-ups. The estimated capital cost for the Program is \$100 million (2014 dollars). The Draft Plan states that for improvements not on Sound Transit owned property, Sound Transit may make capped contributions that reimburse up to 50% of capital costs incurred by local jurisdictions or third parties. The specific stations to receive access improvements were not identified in the Draft Plan.

Shoreline and Sound Transit are in the process of negotiating an agreement for the Lynnwood Link Extension project that will set forth the conditions and procedures for the project's construction, operation and maintenance. This agreement will include the identification of pedestrian, bike, transit and traffic improvements that the City and Sound Transit will partner on to construct within approximately a quarter mile of the 145<sup>th</sup> and 185<sup>th</sup> light rail stations. ST3's proposed System Access Program could further support construction of these multi-modal improvements.

Other highlights of the ST3 Draft Plan include:

- Inclusion of an unfunded provisional light rail station at 130<sup>th</sup> Street and I-5 in Seattle as part of the Lynnwood Link Extension project
- Completing the light rail spine from Tacoma to Everett
- New Eastside light rail connections from Bellevue/Overlake to Downtown Redmond and from Bellevue to Issaquah
- New light rail service to growing urban neighborhoods of Ballard and West Seattle

- Improvements to Sounder South stations to serve longer trains to carry more passengers and extending the line from Tacoma to DuPont

### **City Council Letter of Support for ST3 Draft Plan**

Earlier this year, Shoreline joined with four other cities – Lake Forest Park, Kenmore, Bothell, and Woodinville – to voice their strong support for including operational and capital improvements to support BRT on the 145<sup>th</sup> (SR 523) and Bothell Way (SR 523) corridors as part of ST3. Shoreline subsequently joined with these cities again to write a letter to the Sound Transit Board applauding the Draft Plan’s inclusion of the 145<sup>th</sup> and SR 522 BRT project.

In addition to this joint jurisdictional letter, staff recommends that the Council also write an individual letter of support for the ST3 Draft Plan. The letter should focus on the City’s support for the plan, our desire to see the Draft Plan forwarded onto the November ballot, our support for the inclusion of the 145<sup>th</sup> and SR 522 BRT project and the System Access Program project in the Draft Plan, and that BRT be open and operating in concert with the opening of the 145<sup>th</sup> Street light rail station in 2023. The draft ST3 letter of support for Council review is provided in Attachment E.

### **SCA Public Issues Committee (PIC) ST3 Discussion**

It should also be noted that on April 13, the SCA PIC discussed a potential future action that PIC may take at their May meeting regarding ST3. Specifically, PIC discussed a policy position in support of the ST3 Draft Plan and that SCA would urge the Sound Transit Board to maintain the commitment of the ST3 Draft Plan that it be a truly regional transit system, including retaining:

- the 25-year financial package to ensure the complete build-out of the Plan;
- the early deliverables program;
- investment in system access improvements;
- a commitment to equitable housing, including transit-oriented development and affordable housing; and
- a commitment to work with local jurisdictions to assess ongoing improvements to access.

Staff feels that support of the draft City Council letter of support for the ST3 Draft Plan is in alignment with the proposed PIC policy position, and that if Council is comfortable with the draft letter, it would also provide policy direction to Mayor Roberts to support the proposed SCA policy position when it is potentially voted on by the PIC in May.

## **STAKEHOLDER OUTREACH**

Sound Transit is currently asking the public to review the information in the ST3 Draft Plan and then record their opinions through a short online survey. The survey, which can be found at [www.soundtransit3.org](http://www.soundtransit3.org), can be accessed through April 29. Comments received during the public comment period will help the ST Board adopt a final plan.

Sound Transit will also hold public meetings at the following seven locations to gather input on the Draft Plan:

- Ballard—April 19, Ballard High School; 1418 NW 65<sup>th</sup> Street
- Tacoma—April 21, Evergreen State College Tacoma; 1210 6<sup>th</sup> Avenue
- Everett—April 25, Everett Station; 3201 Smith Avenue
- West Seattle—April 26, West Seattle High School; 3000 California Avenue SW
- Redmond—April 27, Old Redmond Schoolhouse Community Center; 16600 NE 80<sup>th</sup> Street
- Federal Way—April 28, Todd Beamer High School; 35999 16<sup>th</sup> Avenue S
- Seattle (daytime)—11:30 a.m.-1:30 p.m., April 28, Union Station; 401 S Jackson Street

Except for the daytime meeting in Seattle on April 28, all of the meetings will run from 5:30 to 7:30 p.m., with presentations at 6 p.m. The meetings in Ballard, West Seattle, Redmond and Federal Way will coincide with King County Metro Transit Long-Range Plan public meetings.

### **COUNCIL GOAL(S) ADDRESSED**

These projects address Council Goal No. 2: Improve Shoreline's utility, transportation, and environmental infrastructure, and Council Goal No. 3: Prepare for Two Light Rail Stations.

### **RESOURCE/FINANCIAL IMPACT**

There is no financial impact associated with tonight's discussion.

### **RECOMMENDATION**

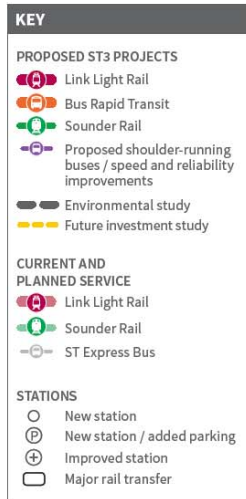
There is no action required with this agenda item as this report is mainly for discussion purposes. However, staff recommends that the City submit a letter of support for the ST3 Draft Plan and would like to confirm Council's support for the proposed 145<sup>th</sup> and SR 522 BRT project as an Early Deliverable for ST3 as well as the Council's level of interest in advocating for inclusion of the 145<sup>th</sup> and 185<sup>th</sup> light rail station areas for inclusion in the Draft Plan's System Access Program.

### **ATTACHMENTS**

- Attachment A: ST3 Draft System Plan Map
- Attachment B: ST3 Plan Project Phasing
- Attachment C: ST3 145<sup>th</sup> and SR 522 Project Document
- Attachment D: ST3 System Access Program Project Document
- Attachment E: City of Shoreline Letter of Support for ST3

## Attachment A: ST3 Draft Plan Map

### ST3 Draft Plan Map – PROPOSED



NOTE: All routes and stations are representative.

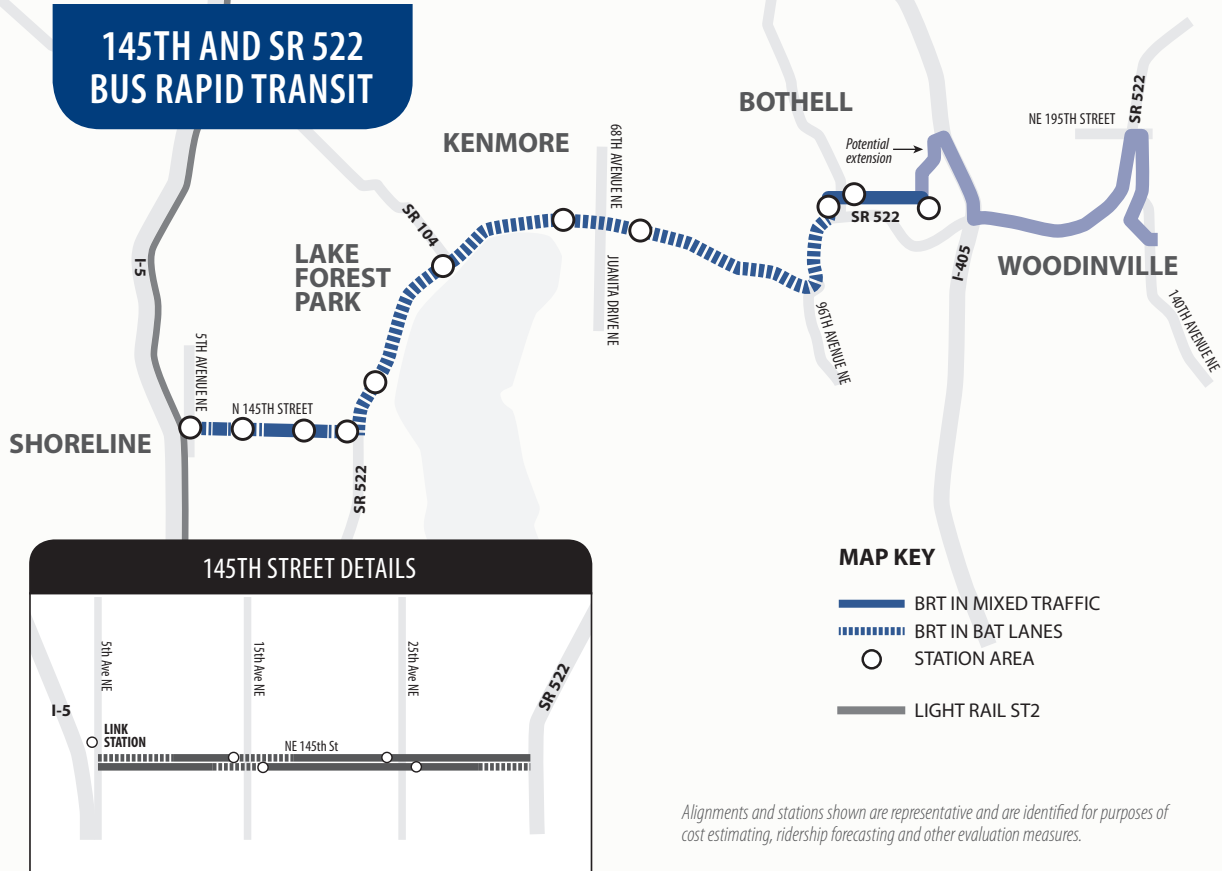














## Attachment B

### Draft ST3 Plan Project Phasing

Projects	Scheduled Completion
<b>Sound Transit 2 Projects</b>	
University Link Extension	2016
Angle Lake Link Extension	2016
Northgate Link Extension	2021
East Link Extension	2023
Lynnwood Link Extension	2023
LRT extension to Kent/Des Moines	2023
Tacoma Link Extension	2022*
<i>* Partnership project to be baselined in Q2 2017</i>	
<b>Draft ST3 Plan: Early ST3 Deliverables</b>	
<p>Early Deliverables to improve bus speed and reliability:</p> <ul style="list-style-type: none"> <li>• Bus on Shoulder Opportunities: I-5, I-405, SR 518, SR 167</li> <li>• Capital improvements for RapidRide C and D Routes</li> <li>• Bus capital Improvements for Pacific Ave. (Tacoma)</li> <li>• Bus capital improvements in East Pierce County</li> </ul> <p>Early Deliverables to improve system access:</p> <ul style="list-style-type: none"> <li>• Parking on SR 522 in Kenmore, Forest Park, and Bothell</li> <li>• I-405: Parking at Kingsgate and new transit center in South Renton with parking</li> <li>• Parking for North and South Sounder</li> <li>• Passenger amenities, including pedestrian and bicycle improvements</li> </ul>	2019-2024
<b>Draft ST3 Plan: ST Express</b>	
Approximately 600K annual ST Express hours to continue providing interim express bus service in future HCT corridors	Ongoing
<b>Draft ST3 Plan: Bus Rapid Transit</b>	
I-405 BRT: Lynnwood to Burien	2024
SR 522 & 145th St. BRT: UW Bothell to 145th Light Rail Station Includes service from Woodinville	2024
<b>Draft ST3 Plan: Link Light Rail</b>	
Redmond Technology Center to Downtown LRT	2028
Kent/Des Moines to Federal Way LRT	2028
Federal Way to Tacoma Dome LRT	2033
West Seattle to Downtown Seattle LRT	2033
Lynnwood to 128 <sup>th</sup> St. SW (Mariner) LRT	2036
Infill Light Rail Station: Graham Street	2036
Infill Light Rail Station: Boeing Access Road.	2036
Ballard to Downtown Seattle LRT (with new downtown rail tunnel)	2038
Tacoma Link Extension to Tacoma Community College	2041
128 <sup>th</sup> St. SW (Mariner) to Everett LRT via Southwest Everett Industrial Center and Evergreen Way	2041
Bellevue to Issaquah LRT	2041
<b>Draft ST3 Plan: Sounder Commuter Rail</b>	
Lakewood to DuPont Sounder	2036
South Sounder Capital Improvements Program: Program to fund capital items as such as track improvements, platform extensions, and access projects to meet growing demand	2024-2036
<b>Draft ST3 Plan: Environmental/Future Investment Studies</b>	
High-Capacity Transit Environmental Study: Bothell to Bellevue via Kirkland	
High-Capacity Transit Study: Northern Lake Washington	
High-Capacity Transit Study: Light Rail extending from West Seattle to Burien, and connecting to Light Rail Spine	
High-Capacity Transit Study: Connections from Everett to North Everett	
High-Capacity Transit Study: Commuter Rail to Orting	

## SOUND TRANSIT 3 DRAFT SYSTEM PLAN



	LENGTH (MILES)	8.0
	REGIONAL LIGHT RAIL SPINE	NO
	RIDERSHIP (DAILY PROJECT RIDERS)	8,000—9,000
	CAPITAL COST (2014 \$ M)	\$374—\$400
	ANNUAL O&M COST (2014 \$ M)	\$15
	TRAVEL TIME (MIN)	28 (BOTHELL) / 45 (WOODINVILLE)
	RELIABILITY	MEDIUM
	SYSTEM INTEGRATION	MEDIUM
	EASE OF NON-MOTORIZED ACCESS	MEDIUM-LOW
	PERCENT OF NON-MOTORIZED ACCESS	25—35%
	CONNECTION TO PSRC-DESIGNATED REGIONAL CENTERS	0 CENTERS
	PLANS AND POLICIES	MEDIUM-LOW
	MARKET SUPPORT	MEDIUM
	POP PER ACRE (2014/2040)	7 / 9
	EMP PER ACRE (2014/2040)	2 / 4
	POP+EMP PER ACRE (2014/2040)	9 / 12
	MINORITY/LOW-INCOME	33% / 12%
	POPULATION (2014/2040)	23,800 / 29,700
	EMPLOYMENT (2014/2040)	7,700 / 12,300



# 145<sup>th</sup> and SR 522 Bus Rapid Transit

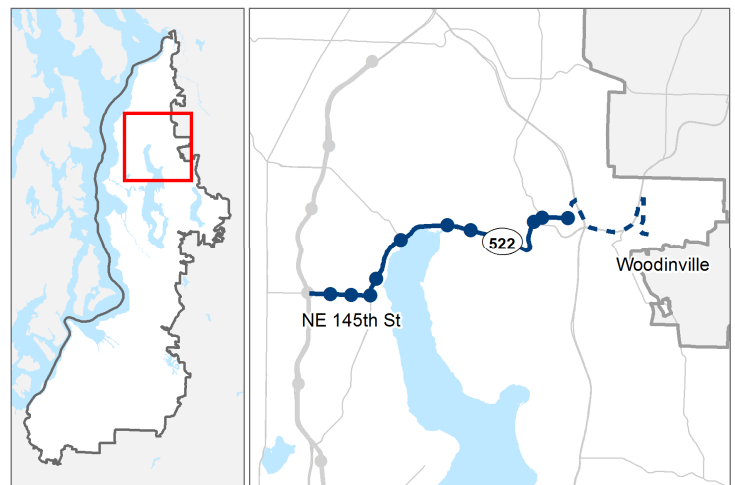
Subarea	North King
Primary Mode	BRT
Facility Type	Corridor
Length	8 miles
Version	Draft ST3 Plan
Date Last Modified	March 28, 2016

## SHORT PROJECT DESCRIPTION

This 8-mile BRT project would design and implement BRT on NE 145<sup>th</sup> Street/SR 523 from the Link station at I-5 to SR 522, with BRT treatments continuing on SR 522 to UW Bothell, and with connecting service to Woodinville. On SR 523, this project would include transit priority spot treatments, with two stations. On SR 522, the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes to downtown Bothell, and transit priority treatments on arterials to UW Bothell.

*Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

## PROJECT AREA AND REPRESENTATIVE ALIGNMENT



## KEY ATTRIBUTES

### REGIONAL LIGHT RAIL SPINE

*Does this project help complete the light rail spine?*

No

### CAPITAL COST

*Cost in Millions of 2014 \$*

\$374 — \$400

### RIDERSHIP

*2040 daily project riders*

8,000 — 9,000

### PROJECT ELEMENTS

- Approximately 8 miles of Bus Rapid Transit (BRT) with 9 pairs of stations and an expanded transit center at UW Bothell
- Along NE 145<sup>th</sup> between I-5 and SR 522 (Lake City Way/Bothell Way), sections of the corridor will have bus lanes or queue jumps to reduce transit delays due to traffic, with BRT serving two station pairs on NE 145<sup>th</sup> Street in the vicinity of 15<sup>th</sup> Avenue NE and 25<sup>th</sup> Avenue NE
- On SR 522, BRT will use business access transit (BAT) lanes on SR 522 from NE 145<sup>th</sup> Street to Bothell, then on arterials to the UW Bothell and potential I-405 BRT station at NE 195<sup>th</sup> Street. This completes existing "gaps" in the BAT lanes along SR 522 between NE 145<sup>th</sup> Street and 96<sup>th</sup> Avenue NE in Bothell, as well as adding a westbound BAT lane between 98<sup>th</sup> and 96<sup>th</sup> Avenues NE
- On SR 522, there will be stations near NE 145<sup>th</sup> Street, NE 153<sup>rd</sup> Street, Lake Forest Park Town Center, 65<sup>th</sup> Avenue NE, and 73<sup>rd</sup> Avenue NE; and in Bothell at 98<sup>th</sup> Avenue NE/Fir Street and NE 185<sup>th</sup> Street/101<sup>st</sup> Ave NE
- On-street bus transfer point at NE 185<sup>th</sup> Street/101<sup>st</sup> Ave NE, and at an expanded transit center at the UW Bothell
- Three 300-space parking garages, located in Lake Forest Park, Kenmore and Bothell
- BRT vehicle fleet purchase of 14 coaches (3-door articulated coaches with ST BRT livery)
- Per-bus allowance as necessary for construction of a bus base
- Peak headways from NE 145<sup>th</sup> Street to Bothell: 10 minutes, and 20 minutes off-peak
- Non-motorized access facilities (bicycle/pedestrian) and transit-oriented development (TOD)/planning due

# 145<sup>th</sup> and SR 522 Bus Rapid Transit

KEY ATTRIBUTES	
PROJECT ELEMENTS	diligence (see separate document titled "Common Project Elements")
NOT INCLUDED	<ul style="list-style-type: none"><li>• BRT service west beyond the Lynnwood Link station at NE 145<sup>th</sup> Street</li><li>• Capital improvements east of transit center at UW Bothell</li><li>• Reconstruction of locally funded or completed sections of BAT lane/SR 522 projects in Kenmore and Bothell, as well as right-of-way acquisitions for Bothell's improvements from Kenmore to 96<sup>th</sup> Avenue NE</li><li>• See separate document titled "Common Project Elements"</li><li>• On-going maintenance and repair of BAT lanes, sidewalks, and signalization improvements</li></ul>
ISSUES & RISKS	<ul style="list-style-type: none"><li>• The SR 523/NE 145<sup>th</sup> Street and SR 522 rights-of-way are constrained, and widening would affect adjacent properties in some areas</li><li>• Maintaining speed and reliability in areas with high levels of congestion and frequent driveways and cross-streets</li><li>• To minimize travel time, SR 522 BRT assumes fewer stations than local and existing ST Express service</li><li>• Leverages prior investments in SR 522 as a major transit corridor</li><li>• ST2 included a \$5 million (in \$2007) capital contribution toward a transit center and parking garage in the City of Bothell</li></ul>

# 145<sup>th</sup> and SR 522 Bus Rapid Transit

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

## Long Description:

This project would develop a BRT corridor improvements on SR 523/NE 145<sup>th</sup> Street between the Link station at I-5 and SR 522, and continuing on SR 522 to Bothell, on local streets to UW Bothell, with transit service continuing at lower frequencies to Woodinville.

On SR 523, BRT features transit priority spot treatments at Lake City Way (SR 522), 15<sup>th</sup> Avenue NE, and 5<sup>th</sup> Avenue NE, with BRT serving two station pairs and the NE 145<sup>th</sup> Street light rail station. On SR 522, the project features capital and service improvements to build on existing and planned local agency improvements to develop outside business access and transit (BAT) lanes along the corridor. Other improvements along SR 522 and downtown Bothell include transit signal priority at intersections, 7 pairs of BRT stations, and an expanded transit center at UW Bothell. Access improvements include 300-space parking garages near Lake Forest Park (1), Kenmore (1) and Bothell (1). There are also improvements to bring sidewalks to current standards where BAT lanes or other street modifications are being added, and there is an allowance for pedestrian and bicycle access improvements in the vicinity of each station.

## Assumptions:

- The 145<sup>th</sup> Street Link Station will accommodate BRT vehicles
- Service span: up to 19 hours of service Monday – Saturday, 17 hours on Sunday
- Operating and Maintenance costs includes service along the SR 523/SR 522 corridor as well as connecting service east of the UW Bothell transit center to Woodinville
- For non-motorized station access allowances, the BRT stations are categorized as Suburban stations
- Some or all of the project elements could be implemented by local jurisdictions on behalf of Sound Transit
- The SR 522 section does not presume changes to King County Metro service for this corridor, where several peak period routes currently run
- Cost estimates include per-bus allowance as necessary for construction of a bus base
- City of Bothell has funding in place for right-of-way acquisitions needed between Kenmore city line and 96<sup>th</sup> Avenue NE
- Sections of SR 522 with bus lanes already in place or under construction (Kenmore, Bothell) would not need to be replaced

## Environmental:

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

## Utilities:

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

## Right-of-Way and Property Acquisition:

Property acquisitions at stations and intersections where protected turns or lanes are to be maintained.

## Potential Permits/Approvals Needed:

- WSDOT approvals for modifications to state routes
- Agreements with King County Metro for use of Kenmore park-and-ride for structured parking
- Agreements with UW Bothell for modifications within campus area
- Building permits: Electrical, Mechanical, Plumbing
- Utility connection permits
- Construction-related permits (clearing and grading, stormwater management, street use, haul routes, use of city right-of-way)
- Master use permits
- Land use approvals (Conditional use, design review, site plans, Comprehensive Plan or development code consistency, Special Use Permits)
- All required local, state, and federal environmental permits
- NEPA/SEPA and related regulations

# 145<sup>th</sup> and SR 522 Bus Rapid Transit

**Project Dependencies:**

- Completion of Lynnwood Link Extension station at NE 145th Street

**Potential Project Partners:**

- WSDOT
- Cities of Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell
- FHWA
- King County
- FTA
- UW Bothell
- Transit partners serving project corridor: King County Metro, Community Transit

# 145<sup>th</sup> and SR 522 Bus Rapid Transit

## Cost:

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

In Millions of 2014\$

ITEM	COST	COST WITH RESERVE
Agency Administration	\$20.03	\$21.43
Preliminary Engineering & Environmental Review	\$10.63	\$11.38
Final Design & Specifications	\$19.77	\$21.15
Property Acquisition & Permits	\$55.36	\$59.23
Construction	\$201.61	\$215.73
Construction Management	\$17.79	\$19.03
Third Parties	\$4.75	\$5.09
Vehicles	\$23.87	\$25.54
Contingency	\$19.77	\$21.15
<b>Total</b>	<b>\$373.58</b>	<b>\$399.73</b>

## Design Basis:













Conceptual

The costs expressed above include allowances for TOD planning and due diligence, Sustainability, Bus/rail integration facilities, and Non-Motorized Access. These allowances, as well as the costs for Parking Access included above, are reflected in the following table. Property acquisition costs are not included in the table below, but are included within the total project cost above.

ITEM	COST	COST WITH RESERVE
TOD planning and due diligence	\$1.55	\$1.66
Sustainability	N/A	N/A
Parking access	\$47.00	\$50.29
Non-motorized (bicycle/pedestrian) access	\$4.83	\$5.17
Bus/rail integration facilities	N/A	N/A

145<sup>th</sup> and SR 522 Bus Rapid Transit

## Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i>	No	
 <b>Ridership</b> <i>2040 daily project riders</i>	8,000 — 9,000	
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$374 — \$400	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	\$15	
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	28 min to/from Bothell 45 min to/from Woodinville	
 <b>Reliability</b> <i>Quantitative/qualitative assessment of alignment/route in exclusive right-of-way</i>	Medium	
 <b>System Integration</b> <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	Medium	Low to medium number of existing daily transit connections
 <b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	Medium-Low	Medium to low intersection density providing non-motorized access with large parcels as barriers
 <b>Percent of Non-motorized Access</b> <i>Percentage of daily boardings</i>	25-35%	
 <b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	None	
 <b>Land Use and Development/TOD Potential</b> <i>Quantitative/qualitative assessment of adopted Plans &amp; Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i>  <i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>  <i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i>	Medium-Low  Medium  Pop/acre: 2014: 7; 2040: 9 Emp/acre: 2014: 2; 2040: 4 Pop+Emp/acre: 2014: 9; 2040: 12	Three city centers, but areas with limited support in local and regional plans; 25% land compatibly zoned  Moderate Market Support  Higher densities in the northern side of SR 522 near Kenmore and Bothell city centers
 <b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>  <i>2014 and 2040 population within 0.5 mile of potential stations</i>  <i>2014 and 2040 employment within 0.5 mile of potential stations</i>	33% Minority; 12% Low-Income  Pop: 2014: 23,800; 2040: 29,700  Emp: 2014: 7,700; 2040: 12,300	

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>

## SOUND TRANSIT 3

## System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

Subarea	Region-wide
Primary Mode	Non-motorized
Facility Type	Various
Length	N/A
Version Number	Draft ST3 Plan
Date Last Modified	March 28, 2016

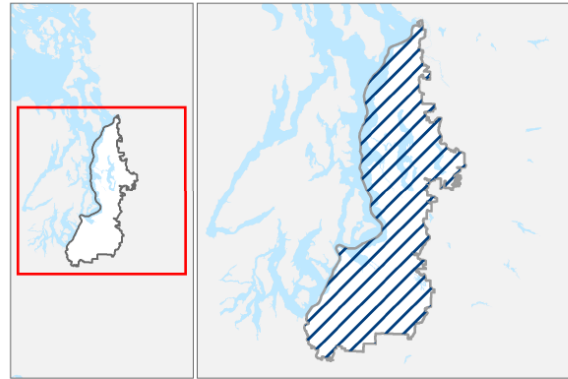
### SHORT PROJECT DESCRIPTION

This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy.

Implementation would be conducted in accordance with the System Access Policy and the Bicycle Policies and future updates.

*Note: The elements included in this representative project will be refined during future phases of project development and are subject to change.*

### PROJECT AREA AND REPRESENTATIVE ALIGNMENT



KEY ATTRIBUTES	
<b>REGIONAL LIGHT RAIL SPINE</b> <i>Does this project help complete the light rail spine?</i>	N/A
<b>CAPITAL COST</b> <i>Cost in Millions of 2014 \$</i>	\$100
<b>RIDERSHIP</b> <i>2040 daily project riders</i>	N/A
<b>PROJECT ELEMENTS</b>	<ul style="list-style-type: none"> <li>• Non-motorized Access Improvements</li> <li>• Bicycle Parking and Facilities</li> <li>• Transit Access and Drop-off/Pick-up Improvements</li> <li>• Mode of Access Data Collection</li> <li>• Station Access Studies</li> <li>• System Access Strategic Plan</li> </ul>
<b>NOT INCLUDED</b>	<ul style="list-style-type: none"> <li>• Limited funds intended to support many smaller investments rather than major expansion projects</li> <li>• No Park-and-Ride expansion; future parking management program development in the Innovation Fund</li> </ul>
<b>ISSUES &amp; RISKS</b>	<ul style="list-style-type: none"> <li>• Coordination with local jurisdictions and local agencies.</li> <li>• Partnership agreements for non-motorized access improvement investments.</li> <li>• Typical project risks will be minimized as many partnership projects will be led by local jurisdictions</li> <li>• Partnership agreements for potentially complex non-motorized access improvements could consume more staff time than anticipated</li> <li>• Education component of Class 1 on-demand secure access to bicycle cages (including signage and provision of identification or special fare media) may add to cost</li> </ul>



## SOUND TRANSIT 3

## System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

### Long Description:

This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access and expanded drop-off/pick-up as needed. Implementation would be conducted in accordance with the System Access Policy and the Bicycle Policies and future updates that may be informed by the studies and data collection included in this project. Following are examples of some of the types of projects that could be funded in partnership with local jurisdictions through the System Access Fund:

- **Non-motorized Access Improvements:** Provide funds for pedestrian and bicycle access improvements, in partnership with local jurisdictions and agencies to increase ridership at existing and ST2 stations; the goal of this program is to increase ridership and access to transit by connecting activity centers with higher density residential and employment to stations through improved non-motorized access facilities and reduce demand for automobile parking by providing access options with lower costs and fewer impacts.
- **Bicycle Parking and Facilities:** Provide funds for future bicycle parking demand at existing stations; provide on-demand secure parking; improve/replace bicycle parking furnishings that are past their useful life or are in disrepair
- **Transit Access and Drop-off/Pick-up Improvements:** Provide funds for transit integration with partner transit agencies, improve efficiency of transit access to stations, and improve transit information; provide funds to improve or expand capacity of drop-off/pick-up area at stations in response to demand and changing technology
- **Mode of Access Data Collection:** Establish a regular and recurring mode of access data collection program; the goals are to establish baseline mode of access and then monitor the effectiveness of access investments over time; mode of access data will also be used to monitor the effectiveness of local jurisdiction land use plans and TOD projects to increase access by non-motorized modes; mode of access data will provide a basis for planning of bicycle parking and access needs and cost-effective phasing of bicycle parking expansion and bicycle infrastructure near the facility
- **Station Access Studies:** This project will fund a System Access Strategic Plan that identifies and prioritizes access improvements; provide funds for in-depth needs at select stations as needed, including coordination with local jurisdictions and public outreach; station Access Studies can guide the implementation and prioritization of non-motorized access, transit, drop-off/pick-up, and detailed analysis of benefits estimated from investments; station access studies can be used to address more complex prioritization of access funds

### Assumptions:

- Implementation would be conducted in accordance with the System Access Policy (Resolution No. R2013-03 & Attachment A) and the Bicycle Policies (Administrative Policies and Procedures No. 34; Motion No. M2010-87 – Attachment A) and future updates
- Non-motorized improvement budget is relative to street construction costs at approximately \$4,000,000 per mile, which includes concrete sidewalks, bicycle access improvements, roadway base course, drainage facilities, traffic signal upgrades, utility relocation, and pavement overlay
- Class 1 secure bicycle lockers at existing Sound Transit stations with low demand for bicycle parking
- Class 1 on-demand secure bicycle cages at existing Sound Transit stations with high demand (>40 parked bicycles) for bicycle parking
- Class 1 on-demand secure bicycle technology for ST2 stations; cages included within current ST2 station scope
- Class bicycle parking (freestanding racks) at all stations
- Station access studies will define transit and drop-off/pick-needs
- Mode of access data collection at 30 existing stations, biennial data collection over 20 years
- Mode of access data collection at 25 ST2 stations beginning one year after opening and biennial over 16 years
- Station access studies at up to 20 stations

### Environmental:

For non-motorized project improvements Sound Transit or a project partner will complete state and federal environmental reviews as appropriate. Sound Transit or project partner will also obtain and meet the conditions of all required local, state, and federal environmental permits and approvals.

### Utilities:

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



**SOUND TRANSIT 3****System Access Program (Pedestrian and bicycle access, bicycle parking, transit)****Right-of-Way and Property Acquisition:**

Little to no right-of-way acquisition by Sound Transit because facilities are developed in partnership with local jurisdictions on their streets and trails, and improvements may be located on ST property.

**Potential Permits/Approvals Needed:**

Sound Transit will be the lead agency responsible for constructing few projects selected for funding outside Sound Transit property. The local jurisdiction or transit partner, as appropriate, will be responsible for construction, permitting and environmental requirements, and operating/maintenance associated with projects located outside Sound Transit property.

**Project Dependencies:**

- Non-motorized access improvements are dependent on local plans and policies consistent with station area development and local jurisdiction and agency partnerships
- Sound Transit will work with local jurisdictions as necessary to implement companion bikeshare stations near Sound Transit stations

**Potential Project Partners:**

The System Access Policy and Bicycle Policies require that Sound Transit work in partnership with local jurisdictions to identify, fund, and implement agreed-upon non-motorized access around the agency's rider facilities. For improvements not on Sound Transit owned property, Sound Transit may make capped contributions that reimburse up to 50% of capital costs incurred by local jurisdictions or other third parties. A shared cost partnership will be developed for these improvements. Implementation guidelines, including project eligibility and prioritization criteria, will be prepared concurrent with ST3 planning and updated to reflect new data, policies, and practices.

## SOUND TRANSIT 3

## System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

**Cost:**

Sound Transit has developed a conceptual scope of work for this candidate project for the purpose of generating a representative range of costs, both capital and operating; and benefits, including ridership forecasts, TOD potential, multi-modal access and others. This information is being developed to assist the Sound Transit Board as it develops an ST3 system plan, including phasing of investments and financial plan, for voter consideration. Final decisions on project elements (e.g., alignment, profile, station locations, and number of parking stalls) will be determined after completion of system planning, project level environmental review, and preliminary engineering during which additional opportunities for public participation will be provided. Therefore, this scope definition should not be construed as a commitment that all representative features will be included in the final developed project.

*In Millions of 2014\$*

ITEM	Cost
Non-motorized Access Improvements	\$76.78
Bicycle Parking and Facilities	\$4.59
Transit access improvements	\$3.54
Drop-off/Pick-up Improvements	\$3.54
Mode of Access Data Collection	\$1.18
Station Access Studies	\$4.72
Agency Administration	\$5.66
<b>Total</b>	<b>\$100.00</b>












*Design Basis:*

N/A

## SOUND TRANSIT 3

## System Access Program (Pedestrian and bicycle access, bicycle parking, transit)

## Evaluation Measures:

MEASURE	MEASUREMENT/RATING	NOTES
 <b>Regional Light Rail Spine</b> <i>Does project help complete regional light rail spine?</i>	N/A	
 <b>Ridership</b> <i>2040 daily project riders</i>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <b>Capital Cost</b> <i>Cost in Millions of 2014 \$</i>	\$100	
 <b>Annual O&amp;M Cost</b> <i>Cost in Millions of 2014 \$</i>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <b>Travel Time</b> <i>In-vehicle travel time along the project (segment)</i>	N/A	
 <b>Reliability</b> <i>Percentage of alignment/route in exclusive right-of-way</i>	N/A	
 <b>System Integration</b> <i>Qualitative assessment of issues and effects related to connections to existing local bus service and potential future integration opportunities</i>	N/A	Prioritization of access improvement projects will include analysis of ridership benefits
 <b>Ease of Non-motorized Access</b> <i>Qualitative assessment of issues and effects related to non-motorized modes</i>	N/A	This Fund creates many opportunities for safer and more convenient walk and bicycle access in locations with incomplete street grids
<b>Percent of Non-motorized Access</b> <i>Percentage of daily boardings</i>	N/A	
 <b>Connections to PSRC-designated Regional Centers</b> <i>Number of PSRC-designated regional growth and manufacturing/industrial centers served</i>	N/A	
 <b>Land Use and Development/TOD Potential</b> <i>Quantitative/qualitative assessment of adopted Plans &amp; Policies and zoning compatible with transit-supportive development within 0.5 mile of potential stations</i>	N/A	Non-motorized access investments enhance and support transit oriented development.
<i>Qualitative assessment of real estate market support for development within 1 mile of potential corridor</i>	N/A	
<i>Density of activity units (population and employment for 2014 and 2040) within 0.5 mile of potential stations</i>	N/A	
 <b>Socioeconomic Benefits</b> <i>Existing minority / low-income populations within 0.5 mile of potential stations</i>	N/A	Data can be used to ensure that access improvement investments improve access to transit and opportunity in underserved places.
<i>2014 and 2040 population within 0.5 mile of potential stations</i>	N/A	
<i>2014 and 2040 employment within 0.5 mile of potential stations</i>	N/A	

For additional information on evaluation measures, see <http://soundtransit3.org/document-library>

April 18, 2016

**DRAFT**

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

Dear Chair Constantine:

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

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

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

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

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

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

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

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

Sincerely,

Christopher Roberts  
Mayor

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