Funding Application

Competition
Regional FTA

Application Type
Main Competition

Status
submitted

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Prepopulated with screening form?
Yes

Project Information

1. **Project Title**
   Light Rail Extension: Redmond Technology Station to Downtown Redmond

2. **Regional Transportation Plan ID**
   2524

3. **Sponsoring Agency**
   Sound Transit

4. **Cosponsors**
   N/A

5. Does the sponsoring agency have "Certification Acceptance" status from WSDOT?
   N/A

6. If not, which agency will serve as your CA sponsor?
   N/A

7. **Is your agency a designated recipient for FTA funds?**
   Yes

8. **Designated recipient concurrence**
   N/A

Contact Information

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Project Description

1. **Project Scope**
   This project will extend Link light rail approximately 3.4 miles from the Redmond Technology Station (opening 2023 as part of East Link) to downtown Redmond. The project will build two new stations in downtown Redmond and southeast Redmond near Marymoor Park. The Downtown Redmond station will be elevated along the Central Connector Trail with a station straddling 166th Avenue NE. It will be the final stop on the East Link Extension. The Southeast Redmond at-grade station will be located along SR 520 just to the west of SR 202/Redmond Way and will support the City of Redmond's plans to develop the neighborhood into a denser and walkable neighborhood. It will also serve the many uses of Marymoor Park. The project will also include parking spaces and bicycle and pedestrian improvements.
Project benefits include:

- 3.4 miles of new light rail service
- Two new light rail stations in downtown and southeast Redmond, near Marymoor Park
- Provides direct connections within two designated Regional Growth Centers of Redmond Downtown and Redmond-Overlake with populations totaling 7,200 and 36,322 jobs (source: City of Redmond, 2015) and supports even further connections (with the opening of East Link in 2023) to other designated Regional Growth Centers such as Bellevue, Seattle University Community, Seattle, Seattle Northgate and SeaTac.
- Frequent, reliable transit service between Redmond, Bellevue, Seattle the University of Washington, SeaTac Airport and other regional destinations seven days a week operating approximately every 8 minutes during peak periods. (source: Link RFMP 2020-2029)
- Increased mobility, access and transportation capacity for residents and workers with in Redmond and beyond.
- A new parking facility at the Southeast Redmond station with approximately 1,400 stalls
- A total of 295 bicycle parking spaces at the two new stations at full build-out.
- An estimated 8,900 - 10,900 average weekday project riders in 2042
- Reduces an estimated 9.1M to 11.1M vehicle miles traveled (VMT) annually
- Calculated using the lowest figure for VMT reduction, Puget Sound Clean Air Agency estimates this project will reduce annual emissions of CO2 by 2,300 tons; CO by 5.72 tons; NOx by .27 tons; SOx by 0.023 tons; PM10 by 0.12 tons; and PM2.5 by 0.011 tons.

- Light rail provides fast and reliable travel times: light rail from Redmond to downtown Seattle will take 45 minutes, and Southeast Redmond to downtown Bellevue will take 15 minutes.
- Light rail operates 98%+ of trips and runs operates 95%+ on-time. This reliability is very difficult for express buses to achieve in congested corridors. Light rail is expected to be 15-30 minutes faster than existing Rapid Ride bus service to/from Redmond to Bellevue. Light rail is also faster than ST Express service from Redmond to Downtown Seattle.
- Estimated in-vehicle travel time along the project segment (downtown to Overlake) is 7 minutes.
- Pedestrian and bicycle improvements at station areas including sidewalks, lighting, signage, a cycle track on NE 70th between SR 202 through SE Redmond station area, and connection of East Lake Sammamish Trail to Redmond Central Connector including bridge over Bear Creek and trail connection from Marymoor Park to SE Redmond Station.
- Opportunities for transit-oriented development – if partner is found, surface parking lot could be redeveloped and the developer would accommodate the rail station parking along with their own needs.
- Part of the voter approved ST3 Plan. The plan builds 62 new miles of light rail to form a 116-mile system.

Preliminary engineering will be complete 2nd Quarter 2018. Final design and construction is scheduled for 2019-2023 through the use of design/build project delivery method. The FTA Regional funds will be used to complete construction of the project. Project is expected to open in 2024.

2. Project Justification, Need, or Purpose

The purpose of the project is to expand the Link light rail system from the Redmond Technology Station (opening in 2023 as part of East Link) to downtown Redmond in order to meet the following overall objectives:

- Provide a rapid, reliable, accessible, and efficient alternative for travel within the 520 and I90 corridors and urban growth and activity centers in the region with sufficient capacity to meet projected demand.
- Expand mobility by providing alternatives to traveling on congested roadways and improve connections to the regional multimodal transportation system with peak and off-peak service.
- Provide the HCT infrastructure and service to support the adopted regional and local land use, transportation, and economic development plans.
- Advance the long-range vision, goals, and objectives for transit service established by ST’s Long-Range Plan for high-quality regional transit service connecting major activity centers in King county and beyond to Pierce, and Snohomish counties.
- Supports development a regional transit system that will integrate with East Link and Central Link light rail lines, providing direct connections among the largest urban centers in King County including connections to Regional Growth Centers of Redmond Downtown and Redmond Overlake.
- Implement a financially feasible high capacity transit system that seeks to preserve and promote a healthy environment.

This project is needed because it helps solve three of the region’s biggest transportation challenges: getting people to/from work reliably, moving more people and reducing vehicle emissions. Light rail operates 98%+ of trips and runs operates 95%+ on-time. This reliability is very difficult for express buses to achieve in congested corridors. Moving more people on light rail trains maximizes our existing transportation system by freeing up road capacity for vehicles and people who cannot use mass transit. Everyone benefits from an effective light rail system whether they ride it or not. Population and employment growth in this region is strong. By 2040, the region is expected to be home to five million people and 1.2 million new jobs. All of these new people and new jobs are expected to boost demand for travel within and through the region by about 40%. The Puget Sound economy also continues to grow at a fast pace. During the last five years, job growth has been especially robust. The region added more jobs than any five-year period
since the early 1990s. In all, the region added a total of 349,000 jobs between 2010 and 2017. All four central Puget Sound counties — King, Pierce, Snohomish and Kitsap — gained new jobs, but most growth (nearly 300,140 new jobs) occurred in King and Snohomish counties. The largest job increases have been focused in Downtown Seattle, Bellevue and Redmond – places served or to be served by the light rail system. (PSRC, Puget Sound Trends Jan 2018)

Redmond Link will connect the regional growth centers of Redmond Downtown and Redmond Overlake. Redmond Link will also directly connect with the new East Link extension (opens in 2023) where riders can access other regional growth centers such as Bellevue, downtown Seattle, SeaTac Airport, Capitol Hill, University of Washington/University District, Northgate (in 2021), and Lynnwood and Federal Way (in 2024). PSRC’s VISION 2040 plan recognizes that these urban centers will require high-capacity transit options to meet their increasing transportation demands. This project addresses these growing transportation needs by providing reliable and efficient peak and off-peak transit service connecting people with these growth centers. For residents in the corridor, especially those at the lower end of the wage scale, cost-effective, easily understandable transit access to a variety of employment centers during peak and non-peak periods is important. Link trains run 20 hours each day and this extension has reliable travel times from downtown Redmond to Overlake in about 7 minutes, downtown Seattle in approximately 45 minutes and from Southeast Redmond to downtown Bellevue in about 15 minutes. This project will also help meet environmental and sustainability goals of the state and region, including an estimated 9.1M to 11.1M reductions in vehicle miles traveled (annually). This project contributes to a fast, efficient, and reliable transportation system that would provide an alternative to driving congested highways. Reducing dependency on driving reduces vehicle miles and hours traveled, conserves energy, and reduces air pollution. The VMT reductions from this project are estimated to reduce CO2 by 2,300 tons; CO by 5.72 tons; NOx by .27 tons; SOx by 0.023 tons; PM10 by 0.12 tons; and PM2.5 by 0.011 tons.

This funding request is to complete construction of the project.

Project Location

1. **Project Location**
   Overlake/downtown Redmond

2. **Please identify the county(ies) in which the project is located.**
   King

3. **Crossroad/landmark nearest the beginning of the project**
   Redmond Tech Ctr @ SR520 and Overlake Transit Center

4. **Crossroad/landmark nearest the end of the project**
   The milepost terminus at the end of the tail track for the elevated station downtown is 164th Ave NE.

5. **Map and project graphics**
   All_MAPS_v2_w_more_maps.pdf

Plan Consistency

1. **Is the project specifically identified in a local comprehensive plan?**
   Yes

2. **If yes, please indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found.**
   This project is included in the approved ST2 and ST3 plans. These plans can be found at:
   - https://www.soundtransit.org/st2 Project # E28b (funding for preliminary engineering and environmental work)
   - https://www.soundtransit.org/st3 East Corridor Projects, Downtown Redmond (funding for final design and construction)
   - Redmond's Comprehensive Plan (Redmond 2030 Dec 2011)
   The plan includes specific goals and policies that support transit access and construction of light rail into Redmond including: (http://www.redmond.gov/cms/one.aspx?objectId=11767)
   - Land Use (p 5-1)
   - LU-51 (p5-18) Downtown Mixed-Use Designation Purpose. Encourage development of the Downtown as a place that: • Meets community needs for employment, shopping, recreation, civic activities, and cultural and night life opportunities; • Provides attractive and safe places to live close to amenities, such as restaurants and cafes, a wide selection of stores and services, frequent...
transit service, and plazas, parks and art;...........

- LU-52 (p5-19) LU-52 Overlake Mixed-Use Designation Purpose. Maintain and encourage Overlake as a place that: • Serves an important local and regional economic role as a center for advanced technology uses, research and development, corporate offices, distribution and compatible manufacturing; • Encourages high-quality, compact development, while recognizing that many corporate developments will retain their campus-like character; • Provides an intense comparison commercial shopping district that supports and complements nearby employment and residential areas; • Includes primarily in Overlake Village mid-rise, mixed-use neighborhoods that provide attractive and safe places to live close to amenities, such as restaurants, frequent transit service, and a network of parks, sidewalks and trails; and • Emphasizes access for pedestrians and bicycles with attractive “local” streets appropriate for a destination environment;

Urban Centers (page 14-1)
- UC-12 (p 14-5) Recognize that the light rail alignment, station locations, and Park and Ride location illustrated in Map TR-1 in the Transportation Element best fit Redmond’s needs for a planned light rail extension to Overlake and Downtown.
- UC-13 (p 14-5) Prepare station area plans in cooperation with Sound Transit and other stakeholders to guide updates to policies and implementation measures and to preserve opportunities for transit-oriented development. Create a dynamic and high-quality urban place that emphasizes pedestrian and bicycle activity and minimizes motor vehicle parking facilities through consideration of design, land use density and mix, community facilities, and public
- UC-28 (p 14-7) Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.
- UC-29 (p 14-8) Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.
- DT-21 (p 14-15) Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:

Encouraging use of transit, car pools, bicycles, walking, and other forms of transportation that limit congestion and parking demand; • Maintaining an attractive and efficient Downtown transit center that is the focus for local and regional bus-based transit service between the Downtown, Redmond neighborhoods, the Eastside and the region; • Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service; • Providing bicycle facilities, such as connections to the Sammamish River Trail, Redmond Central Connector and other regional corridors, bicycle racks in new developments, bike lanes on key streets, and signage at key points;
- OV-27 (p 14-30) Increase mobility within Overlake and provide for convenient transit, pedestrian and bicycle routes to and from Overlake by: • Encouraging commuter traffic to use regional facilities such as SR 520; • Encouraging use of transit, carpools, bicycles, and other forms of transportation that decrease congestion and parking demand through the Commute Trip Reduction or other programs; • Enhancing multimodal connections within the Overlake Neighborhood and between the neighborhood and nearby areas, including Downtown Redmond; Transportation (p9-1)
- TR-8 Implement Redmond’s Transit System Plan, as contained in the Transportation Master Plan, and work with partner transit agencies to provide transit service, access to neighborhoods, passenger amenities and capital improvements necessary to serve local Redmond, Eastside and regional transit needs.
- TR-9 Use transit as a way to provide for access, circulation and mobility needs in Redmond, especially in areas planned for higher density mixed-use development and favorable pedestrian environments.
• TR-10 Plan for the extension of Sound Transit’s East Link to Redmond Overlake and Downtown, within the alignment identified on Map TR-1. Work closely with Sound Transit and other agencies to develop the Southeast Redmond Station and Park and Ride to intercept regional trips and address commuter parking needs.

• TR-11 Maintain the ability to construct the East Link light rail line on the alignment identified through Sound Transit’s planning process and illustrated on Map TR-1. Once the light rail alignment has been approved, ensure that right-of-way is preserved.

King County’s Comprehensive Plan (2016) contains a number of policies and goals supportive of this project, including:


• U-108: (Urban Communities – Page 2-6) King County should support the development of Urban Centers to meet the region’s needs for housing, jobs, services, culture and recreation and to promote healthy communities; improving access to these services helps address social and economic needs of all residents, including disadvantaged communities. Strategies may include exploring opportunities for joint development or transit-oriented development, siting civic uses in mixed-use areas, and leveraging or utilizing existing county assets in urban centers.

• U-109a: (Urban Communities – Page 2-7) King County should encourage development, facilities and policies that lead to compact communities that transit can serve efficiently and effectively. As funding permits, King County should partner with jurisdictions and the private sector to spur development of compact communities and infrastructure investments that enhance alternatives to single occupant vehicles such as transit, safe walking paths and trails, bicycle facilities, car and van pools, and other modes.

3. If no, please describe how the project is consistent with the applicable local comprehensive plan, including specific local policies and provisions the project supports. In addition, please describe how the project is consistent with a transit agency plan or state plan, if applicable.

N/A

Federal Functional Classification

1. Functional class name

00 Not applicable (transit, enhancements, Etc.)

Support for Centers

1. Describe the relationship of the project to the center(s) it is intended to support. For example, is it located within a designated regional, countywide or local center, or is it located along a corridor connecting to one of these areas?

The project is located in and directly serves 3 centers: the Redmond Downtown and Redmond Overlake regional growth centers and Redmond’s designated Marymoor local center.

Criteria: Benefit to Center

1. Describe how the project will benefit or support the existing and planned housing and employment development of a center or centers. Does it support multiple centers?

The light rail extension into Redmond supports multiple centers. It directly serves and connects two Regional Growth Centers of Redmond Downtown and Redmond Overlake. Redmond Link will connect to several more centers (through East Link) including Bellevue, downtown Seattle, Capitol Hill, University Community, Northgate and SeaTac Airport. Redmond Link will also connect to the City of Redmond’s Marymoor subarea, which was recently adopted as a new local center. In 2017, Redmond adopted a package of zoning amendments intended to remake the Marymoor Subarea as a denser mixed use neighborhood. Redmond Link will benefit existing and planned housing and employment development in these centers because it will quickly and conveniently transport residents, employees and
visitors between two growth centers and one local center with visions of walkable, denser areas and plans which include a transportation system that conveniently connects people to high capacity transit service.

Downtown Redmond is home to nearly 6,000 residents and more than 10,000 jobs. Downtown is targeted to accommodate one-third of Redmond’s planned housing growth through 2030. Since 2010, more than 1,200 new multi-family homes have been issued permits and the Downtown center is on track for a nearly three-fold increase in population, from 4,300 in 2010 to 11,350 in 2030. Redmond has been actively planning to create an urban center in downtown for decades, work has resulted in hundreds of residential units in construction and thousands in the pipeline and infrastructure investments that include numerous bicycle lanes, a denser street, more walkable street grid, and an east/west pedestrian/bicycle spine via the Redmond Central Connector paved shared use path.

The City of Redmond has been actively planning for light rail. Redmond has already built density around station areas and has upzoned to allow more multi-family units. The City also made an policy decision: declaring transit a “use by right” which proactively approves transit infrastructure and therefore is not subject to special reviews or approvals. This streamlines the permitting process by not requiring Sound Transit to get a special use permit to build light rail.

Redmond also made investments in infrastructure to encourage and attract development, including buying the BNSF rail line, converting it to a multi-use trail, and soon light rail will use segments of that corridor. The multi-use trail runs right through the future downtown Redmond station area, allowing for easy access for residents biking and walking to the station. Apartment buildings are beginning to line the trail’s corridor.

Development in Downtown Redmond supported by light rail include:
- The Redmond Central Connector is a regional trail, linear park and a future connection to Redmond Link. It supports a City vision of being inspired by nature while connecting neighborhoods and vibrant urban centers. The Connector is a regional, hard surface trail that will connect with more than 60 miles of King County regional trails. It provides transportation choices, recreation opportunities, and contributes to the character of the community. The trail will be a key regional link from Redmond to Sammamish and Kirkland—revitalizing 30 acres in Redmond to improve tourism for retail establishments and encourage more recreational, commercial, retail, and office activity.
- The Station House Lofts are currently under construction and will provide a 6-story building, with 197 apartment units.
- Redmond Triangle currently under construction will include a 6-story building, home to 195 apartment units and 5,000 square feet of commercial space.
- Redmond Town Center Apartments currently under construction will include a 6-story building, with 286 apartment units and 9,100 square footage of commercial space.
- Elan Apartments (completed in 2014) includes 134 apartment units and approximately 14,000 square feet of ground floor commercial space housed within a 6-story building, over the building’s parking garage.

Redmond Overlake is the third largest employment center in the Puget Sound region, with about 46,000 jobs and a mix of office, commercial and residential land uses. Overlake is a hub of urban activity, with excellent access via SR-520 and public transit to Downtown Redmond, Downtown Bellevue, Seattle, and the region. The City of Redmond has been planning for significant urban growth in the Overlake area. Business owners choose Overlake in part because of its proximity to the world’s biggest names in software and digital media: Microsoft and Nintendo. Overlake attracts talent and families from around the world, and the density and diversity of people in Overlake helps businesses thrive. Zoning regulations for Overlake reward urban density, innovation, and sustainability. The zoning code allows multi-story mixed-use developments with an incentive program that allows applicants to reach up to 12 stories.

Development in Overlake/Redmond Tech Station area supported by light rail include:
- OBAT Height Limits located at the central portion of Microsoft East (Main) Campus includes Redmond City Council adoption of a height overlay in the central portion of the Microsoft East Campus that allows up to 9-story buildings, with the option to go to 10 stories using transferable development rights. Building heights are generally limited to 5 stories elsewhere in the Overlake Business and Advanced Technology zone. Microsoft and the City executed a Development Agreement for future growth on the campus.
- Microsoft Building 83 a 4-story, 313,790-square-foot office building. The building is located on the old Safeco campus.
- Esterra Park Development Master Plan - completed in December 2011 and to be constructed in phases over several years. Esterra Park is the first major urban mixed-use redevelopment in Overlake Village. In total it comprises 1,400 homes, 1.2 million square feet of office, 25,000 square feet of retail, a hotel and conference center, a 2.67-acre public park, and associated street and utility infrastructure. Capstone Partners is the master developer for the site and is currently building basic site infrastructure in advance of building construction. Phase 1 of Esterra Park consists of two mixed-use residential blocks, two office blocks, the hotel and conference center, the public park, and most site infrastructure. First out of the ground was two apartment buildings totaling about 480 units. Capstone is also applying for
permits for two office buildings that would likely be constructed once a tenant is identified. The public park would be constructed concurrent with office buildings. The hotel is also part of Phase 1; construction began in 2015.

The City of Redmond has recognized the area at Marymoor as a Local Center where growth and infrastructure investment are taking shape, following Redmond’s adoption of the Marymoor Subarea Infrastructure Planning Report (June 2017) to guide growth and infrastructure implementation in Marymoor. The Marymoor subarea vision includes “A walkable, denser subarea that features opportunities for living, employment, community gathering, education, shopping, and traveling to other Redmond and central Puget Sound destinations.” Infrastructure plans and strategies for the area include a transportation system that conveniently connects people to the Southeast Redmond light rail station and parking facilities. Priority projects have been identified for the subarea that will “unlock” redevelopment potential, stimulate subarea investment, and support development over time. Three priority projects have been identified for the Marymoor Subarea including the Station Area and Access project. The Station Area and Access project includes the Southeast Redmond light rail station and park and ride garage and street and trail improvements necessary to support an interconnected multi-modal station environment.

Construction of the light rail station is likely to have the greatest impact on future development within the Marymoor Subarea. The station and parking facility will be designed and constructed in conjunction with the multi-purpose trails and access and circulation streets. This allows the greatest degree of design integration and construction flexibility and ensures the trails and access and circulation streets will be ready for use when light rail service begins.

For example, the “Redmond TOD site a Marymoor Park Station” is a 4.9 acre multifamily mixed use development with max height of 5 stories. 
https://www.commercialmls.com/Media/PDF/photos/pdf/fs/589334_1.pdf

Population and Employment Growth for Redmond Centers

Redmond is planning for a total of 78,000 people and 119,000 jobs by 2030, representing increases of approximately 18,000 more people and 34,000 more jobs than in 2015. The two growth centers are planned to accommodate approximately 2/3 of the population growth and almost half of the job growth through 2030:

Population

2015: 13,691 Downtown, 1,500 Overlake
2030: 11,350 Downtown, 10,550 Overlake

Employment

2015: 10,733 Downtown, 25,589 Overlake
2030: 10,800 Downtown, 36,350 Overlake

(Source: City of Redmond website)

To support growth in population and employment, access to frequent and fast high-capacity transit service is seen as a key attractant for creating vibrant cities where businesses want to locate and people want to live or visit. PSRC’s Growing Transit Communities study shows that transit communities are popular places to live and areas within one quarter to one half of mile of current and future high capacity transit such as light rail are capturing a large percentage of the region’s growth. Transit communities are growing at double the rate of the region. With convenient access to transit these communities connect residents to employment centers, services, and cultural amenities. From 2010 to 2016, transit communities added over 60,000 new residents, accounting for 21% of regional population growth. Areas such as Downtown Redmond saw some of the largest increases in population.

Plans and Policies

The City of Redmond has established goals of creating communities having a variety of transportation options, providing better local and regional connectivity. The City of Redmond’s Transportation policies for Downtown and Overlake emphasize providing a variety of mobility choices in order to increase access to, from, and within these urban centers. These policies place an emphasis on investments that will enable more safe and attractive opportunities for using transit including:

• UC-28 Work with regional transit agencies to provide a full range of transit service to and within the urban centers. Provide transit stations, shelters, and other amenities that support these services in locations that conveniently serve the urban centers and support the vision for them.

• UC-29 Encourage new transit-oriented development in order to take advantage of local and regional transit opportunities.

• DT-21 Increase mobility within the Downtown, promote environmental quality, and provide for convenient transit, pedestrian and bicycle routes to and from the Downtown by:
  Supporting an extension of the regional light rail system into Downtown to provide frequent all-day transit service;
  This project supports VISION 2040’s housing policies, including assisting with Jobs-Housing Balance and encouraging infill, redevelopment, and more compact development in designated centers and around transit stations. VISION 2040 housing policies supported:
  • MPP-H-4 “Develop and provide a range of housing choices for workers at all income levels throughout the region in a manner that promotes accessibility to jobs and provides opportunities to live in proximity to work.”
Additionally, Sound Transit supports the Regional Equitable Development Initiative (REDI) to develop affordable housing near transit, providing opportunity for low-income households. Sound Transit is contributing $20 million (YOE$) to the regional revolving loan fund to support affordable housing creation. Developers will have to use the loans to acquire sites within either one-half mile of a rail station or one-quarter mile of a frequent-service bus stop.

2. **Describe how the project will support the development or redevelopment plans and activities (objectives and aims) of a center or centers.**

This project supports development plans and activities of the designated centers by providing efficient and reliable high capacity transit service to areas of dense mixed-use development and high employment. Regional high capacity transit has been incorporated into regional and local development goals and planning policies of these designated centers including:

**REGIONAL PLANS**

**Sound Transit**

- ST3 the 25-year regional mass transit expansion plan approved by voters November 2016: The Sound Transit 3 Plan adds 62 new miles of light rail with stations serving 37 additional areas for a regional system reaching 116 miles. ST3 will extend East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision.
- The Regional Transit Long-Range Vision (adopted December 2014):
  - Provide a public transportation system that helps ensure long-term mobility, connectivity, and convenience for the citizens of the Puget Sound region for generations to come. Provide reliable, convenient, and safe public transportation services between regional growth centers and create an integrated system of transit services and fares. Create a regional transit system that provides measurable economic, environmental and community benefits.

**PSRC Plans**

Sound Transit has this project included in the current Regional & State Transportation Improvement Program identified under RA-95: Downtown Redmond Link Extension. PSRC’s “Vision 2040” policies that support high capacity transit include the following:

- MPP-Ec-6: Ensure the efficient flow of people, goods, services, and information in and through the region with infrastructure investments, particularly in and connecting designated centers, to meet the distinctive needs of the regional economy.
- MPP-T-9: Coordinate state, regional, and local planning efforts for transportation through the Puget Sound Regional Council to develop and operate a highly efficient, multimodal system that supports the regional growth strategy.
- MPP-T-23: Emphasize transportation investments that provide and encourage alternatives to single-occupancy vehicle travel and increase travel options, especially to and within centers and along corridors connecting centers.
- MPP-T-24: Increase the proportion of trips made by transportation modes that are alternatives to driving alone.
- MPP-T-26: Strategically expand capacity and increase efficiency of the transportation system to move goods, services, and people to and within the urban growth area. Focus on investments that produce the greatest net benefits to people and minimize the environmental impacts of transportation.

- The project is identified in the Regional Transit Component of the Metropolitan Transportation System identified as MTP ID: 2524

This project is also supportive of the Regional Economic Strategy (Amazing Place) and the initiatives to “Improve the links between housing and employment centers by delivering reliable transit connections that cut current commute times” and “Develop land use around transit stations that maximizes regional transit accessibility for a diverse and equitable mix of residents and businesses.” (pg 39)

**REDMOND PLANS**

Redmond Development Goals and Redevelopment Plans

The City of Redmond’s Comprehensive Plan, Transportation Master Plan, Marymoor Subarea plan and other subarea plans all support light rail connecting jobs and population centers. Redmond’s comprehensive plan includes the Urban Center Element, which addresses both Downtown and Overlake Regional growth centers. The plan includes policies and land use designations encouraging a pedestrian-friendly environment and supporting high capacity transit service. The Downtown Redmond transit community is located in a Regional Growth Center and City of Redmond designated mixed-use center. The City of Redmond envisions Downtown Redmond becoming a “complete community” with additional residential and employment options, dining and entertainment, and greater orientation towards pedestrians and bicyclists.

High technology computer software is the primary focus of the Overlake area, with the vast majority of land in the center devoted to the Microsoft Corporate Campus. Maintaining Overlake’s attractiveness, especially high technology firms, is one of Redmond’s major roles in supporting regional economic diversification. Currently Microsoft has over 40,000 full-time workers and more than 8 million square feet of office space in Redmond, with additional
offices in Bellevue. Microsoft is expanding its Redmond Campus over the next five to seven years and will construct 18 new buildings on the campus. Microsoft will add about 2.5 million square feet in new construction and will renovate another 6.7 million square feet, primarily in the section of campus east of Highway 520. When it's done, Microsoft will have room for 8,000 more employees to add to its 47,000-person head count in the Puget Sound region—the vast majority of which work in Redmond. The work will be done about the same time that the East Link light-rail extension opens, in 2023. Microsoft and Sound Transit have a $33.3 million funding agreement in place the construction of a pedestrian bridge over SR 520 that will allow employees to easily get from one side of campus to the other, and allow transit riders to cross from the Redmond Technology Center Station to the other side of the highway.

Redmond’s Transportation Master Plan (Chapter 4.2 Transit System plan) identifies key implementation priorities between now and 2030 that further support high capacity transit into Redmond:

**Support Overlake Transit Center Station as major transfer hub**
Redmond will implement and improve multimodal connections to the Overlake Transit Center Station, including pedestrian, bicycle, and transit facilities. To facilitate access to Overlake and the light rail corridor, most transit services in Redmond should be reoriented to connect with the Overlake Transit Center Station to provide direct access to light rail.

**Work with transit agencies to maintain and build the transit corridor between Overlake, Southeast Redmond, and Downtown**
Direct connections between Downtown Redmond, Southeast Redmond, Overlake, and destinations in Seattle should continue to be supported and maintained. These connections are critical to support the continued growth and economic development in Downtown and in Southeast Redmond, accommodate growing travel demand to the new Overlake light rail stations, and build and maintain the transit market prior to light rail arriving in Downtown Redmond.

**Work with Sound Transit to support early construction of transit commuter parking in Southeast Redmond**
The early construction of park and ride facilities and associated multimodal street improvements in Southeast Redmond will help support the growth and development of the future light rail corridor, and will be necessary to support the growing travel demand along the SR 520 corridor and access to Overlake. Measures should be taken to ensure efficient and quick bus access to and from this facility.

**Redmond Downtown Bus and Rail Planning**
In early 2017 Redmond completed a Downtown bus-rail transit integration (TRAIN) study. The purpose of the study was to determine how to best integrate light rail transit into Downtown Redmond so that light rail is safely, conveniently and efficiently accessible by transit, walking, and biking, while accommodating vehicle access for pickup and drop-off. Based on an evaluation of four station area concepts and community input, the City Council recommended that the Downtown Redmond light rail station be located between 164th Ave NE and 166th Ave NE (the east location) and that it be elevated. The Council emphasized safety, mobility, and a direct and uninterrupted Redmond Central Connector as key reasons for recommending this station location.

**TRANSIT ORIENTED DEVELOPMENT PLANNING AND ACTIVITY**
This project supports Transit Oriented Development (TOD) planning and activities because light rail will serve the Redmond-Overlake and downtown Redmond areas which are slated for station area planning and TOD opportunities. The City of Redmond’s Downtown Transportation Master Plan for public transportation investments is designed to help facilitate full development of the downtown urban center. Key to this concept is a TOD design district that will provide regulatory guidelines and implementation strategies appropriate for land uses that support transit. The community’s vision for downtown embraces a mix of residential, employment, retail, and recreational opportunities. The future of downtown Redmond is envisioned as an urban neighborhood where people can live and work, and where automobile use is an option, not a requirement. Current and potential TOD opportunities along this project alignment include:

**Downtown Redmond Station**
The Downtown Redmond Station area is prime for TOD opportunities. The station site includes property for potential development and bus lay over areas (refer to station map attached). Currently under construction is a six-story, multi-family housing project in downtown Redmond. The development’s transit oriented focus provides residences with many amenities, including easy access to the area’s public transportation system. Project highlights include:
- Contains 322 apartment units over retail shops and restaurants on the main level and one level of below-grade parking.
- The apartments are located in three buildings over the podium, overlooking a central courtyard.
- Construction included five levels of wood framing over two levels of post-tensioned concrete.
SE Redmond Station
The final station footprint will be designed to support the Marymoor Design District’s vision. Significant TOD or joint development opportunities exist at Southeast Redmond. Property acquired for construction staging could become surplus to Sound Transit in the future. The City of Redmond views this station as a catalyst for redevelopment of the Marymoor subarea into a mixed-use, transit-oriented neighborhood defined by a more complete grid of streets and smaller, urban-scaled blocks. As the first phase of this redevelopment process, Sound Transit’s investment in the station and supporting facilities will set the table for subsequent improvements done by others over the years. This reality has encouraged project partners to revisit some of the assumptions of earlier phases of project development with regard to the configuration of supporting infrastructure and facilities as well as opportunities for joint development and agency or community TOD there.

Redmond /Overlake
The City of Redmond is providing station area planning and TOD incentives for its major transit stations. In December 2011, the Redmond City Council approved a development agreement that allows a hotel and conference center, 1,400 apartments or condos and 1.2 million square feet of offices and stores on the site of Group Health’s former Eastside hospital. The 28-acre mixed-use development in the Overlake Village area is located adjacent to Microsoft’s main campus. The City of Redmond up-zoned the Overlake Village Station area height limits and incentivized, sustainable, higher density, TOD development. Zoning regulations for Overlake Village reward urban density, innovation, and sustainability. (More specific examples provided under question 1 above)

Partnership with Microsoft Corporation – Sound Transit and Microsoft have existing partnerships in the Overlake Transit Center area. In 2001, Microsoft conveyed ownership of the property for the Overlake Transit Center to Sound Transit. Sound Transit built the Overlake Transit Center bus transit center in 2002, in partnership with King County Metro, the City of Redmond, Microsoft, and WSDOT. Microsoft is funding covered, pedestrian/bicycle bridges over the SR 520 freeway, connecting Microsoft’s two main campuses to the Redmond Technology Station. In addition, Microsoft is funding other station improvements that would enhance rider experience in and around the station, including a retail component and additional weather protection.

Sound Transit will also support city-led housing development efforts through its’ TOD program. ST3 includes a requirement to develop and implement a regional equitable TOD strategy, focused on creating opportunities to make Sound Transit surplus property available for affordable housing. On April 26, the Sound Transit Board completed an 18-month process to adopt an updated policy for equitable TOD. The policy will guide the use of property that remains as surplus after voter-approved transit investments are complete for projects that provide housing for families of various sizes and income levels and increase access to social and economic opportunities. Consistent with regional growth plans, the updated policy focuses urban growth at transit centers and commits Sound Transit to work with local communities and stakeholders to develop projects on surplus property, while also encouraging TOD in nearby areas. Sound Transit's investments will not only help with people’s commutes, but turn surplus property into affordable housing. Work is already underway planning 600 affordable units in Seattle’s First Hill, Capitol Hill and Roosevelt neighborhoods. More projects will follow as the light rail system expands north, south, east and west. The equitable TOD policy supports regional plans and policies, including the Puget Sound Regional Council Growing Transit Communities Strategy, adopted in 2013, to which Sound Transit is a signatory.

In accordance with the new law and subject to certain exemptions, Sound Transit will offer a minimum of 80 percent of its surplus property that is suitable for development as housing for either transfer at no cost, sale, or long-term lease first to qualified entities that agree to develop affordable housing on the property, consistent with local land use and zoning laws. Qualified entities include local governments, housing authorities and nonprofit developers. If a qualified entity accepts the property through the offer, at least 80 percent of the housing units constructed must be affordable to those earning 80 percent of the area median income for the county in which the property is located.

Early TOD projects stemming from the disposition of Sound Transit surplus properties are:
• Senior City – a $16.9 million, 62-unit affordable housing development built in 2010 by the Korean Women’s Association at the Federal Way Transit Center.
• Mount Baker Station – an $18 million, 57-unit affordable housing development for artists built in 2014 by developer Artspace USA.
• Othello Station – a $29.8 million, 108-unit affordable housing and mixed-use development built in 2017 by Mercy Housing Northwest.

To learn more about Sound Transit’s TOD program, see https://bit.ly/2G07wvZ.

Sound Transit supports the Regional Equitable Development Initiative (REDI) to develop affordable housing near transit, providing opportunity for low-income households. Sound Transit is contributing $20 million (YOE$) to the regional revolving loan fund to support affordable housing creation. Developers will have to use the loans to acquire sites within either one-half mile of a rail station or one-quarter mile of a frequent-service bus stop. Additionally, Sound Transit has letters of support from the City of Redmond, King County, and other cities along Redmond/East Link corridor, stating that the project is consistent with, and supportive, of local comprehensive plans. Sound Transit will work cooperatively with each of the local jurisdictions and transit agencies as this project is implemented.
3. **Describe how the project improves safe and convenient access to major destinations within the center, including enhanced opportunities for active transportation that can provide public health benefits through the following relevant areas: walkability, public transit access, public transit speed and reliability, safety & security, bicycle mobility and facilities, streetscape improvements, etc.**

Redmond Link provides safe and convenient access to major destinations and designated growth centers with connections to public transit and enhanced opportunities for active destinations within these centers including:

**ACCESS TO PUBLIC TRANSIT/ BIKE AND PEDESTRIAN**

Redmond Link will connect light rail, BRT, local and express bus service, bicycle and pedestrian, air travel and ferry service:

- **Light Rail** – Redmond Link extends the East Link light rail segment into southeast and downtown Redmond. Redmond Link through East Link (2023) will connect to regional light rail service including University Link which serves downtown Seattle, First Hill/Capitol Hill and University Community; Northgate Link (2021) which serves University Community, Roosevelt neighborhood and Northgate; Lynnwood Link (2024) which serves Northgate, Shoreline, Mountlake Terrace and Lynnwood. Light rail service also extends from downtown Seattle to SeaTac Airport and when Federal Way Link Extension is complete (2024) riders can connect to Kent/Des Moines and Federal Way.

- **Regional/Local bus transit**, including BRT- each station area will include connections to regional and local bus service including connections to King County Metro’s Redmond Transit Center and park and ride that has numerous local and intercity bus connections and a Metro RapidRide Line Bus Rapid Transit station.

- **Parking and Ride users** - will benefit from increases in parking capacity (1400 stalls at Southeast Redmond station) and direct connections to the Redmond Tech Station that will include increased parking for over 300 cars (East Link).

- **Pedestrian/bicycle** – Station areas will have bike and pedestrian improvements within and surrounding light rail stations, including access improvements to the stations and covered bike storage. Redmond Link will also connect with major regional trails, including the East Lake Sammamish Trail and the Redmond Central Connector with further connections to regional destinations via the Sammamish River Trail. King County was recently awarded a TAP grant [that ST will administer] to complete the East Lake Sammamish Trail missing link, which will link the northern terminus of the trail with the southern terminus of the Redmond Central Connector trail. This trail project eliminates a barrier caused by SR 520 and will serve as the primary corridor for bicycles and pedestrians between downtown Redmond and southeast Redmond. This project will be coordinated with the Redmond Link project and plays an important role in the region’s multimodal transportation system by significantly improving bike and pedestrian access to light rail.

- **Air Travel** – the project provides light rail connections to SeaTac airport [through East Link and Central Link corridor]

Other connections: Light rail passengers will also be able to connect with Washington State ferry and Amtrak train service [to Portland, Oregon and Vancouver B.C.] in downtown Seattle. Vanpool / Carpool. As part of the Redmond Link Stations, “Kiss & Ride” passenger drop-off facilities will be built for carpools and ridesharing. In the parking facilities, there will be designated parking stalls for electric vehicles and designated parking stalls for carpools and car sharing services. Sound Transit has carpool parking permits available that prioritize parking for carpools/vanpools.

**ACCESS TO HEALTH CARE**

Several hospitals and medical facilities are located in the Redmond Link corridor, including Overlake Medical Clinics, UW HealthWorks Medical Group, and Redmond Medical Center at Riverpark. Redmond Link will connect with East Link which provides further access to health care facilities including US Healthworks Medical, Overlake Medical Center and Seattle Children’s Clinic and Surgery Center in Bellevue and further connections to the University of Washington Medical Center in Seattle. These facilities are also important employment opportunities: Overlake Medical Center in Bellevue employs nearly 3,000 people and has more than 1,000 active and courtesy physicians on staff; the University of Washington Medical Center (Seattle campus) has over 5,000 employees and over 700 physicians.

**PUBLIC HEALTH BENEFITS / ACTIVE TRANSPORTATION**

Regular physical activity can reduce risk factors for several chronic conditions, including heart disease, obesity, cancer, anxiety and depression. Public transit, like Redmond Link, can increase physical activity, since it is usually paired with either walking or bicycling to reach a final destination. A national study shows that public transit users walk about three times as much as non-transit users and are more likely to meet guidelines for daily physical activity. One study found that nearly a third of transit riders get the recommended 30 minutes or more of daily physical activity from walking to and from transit (ST3, Appendix D, pg. D-3).

Per adopted Sound Transit policy, each light rail station will include pedestrian and bicycle safety and access improvements [specific Redmond Link improvements mentioned above] which can provide opportunities for active transportation. Station elements that will support active transportation include safe and well-lit waiting areas, pedestrian-friendly aesthetics, bicycle lockers and racks. These amenities are important for removing barriers for potential transit riders and to ensure the safety of existing riders as they traverse the “last mile” to their...
Established in ST3, the Station Access Allowance program was funded at $270M (2014$) for additional access improvements outside the footprint of ST3 light rail stations. Funds are for improvements that will create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places. Allowance amount is based on station type. This funding will help catalyze investments around station areas that will improve the quality of pedestrian and bicycle infrastructure. A 5% increase in neighborhood walkability is associated with 6.5% fewer vehicle miles traveled per capita and people who walk, bike and take transit are more likely to get needed physical activity daily versus those who drive (PSRC’s Active Transportation Plan).

ACCESS TO EDUCATION OPPORTUNITIES
This project provides access to many educational opportunities, including More Technology Center in downtown Redmond and Bellevue College Continuing Education College and UW Professional and Continuing Education facility in Overlake. Additionally Redmond’s new Community Center at Marymoor Village offers a diverse range of recreation programs and services out of the 20,000 square foot facility that was previously the Lake Washington School of Technology Redmond Campus. The facility has seven classrooms, a tiered classroom with stadium seating, café, state of the art media and sound, and parking.

SAFETY / SECURITY
According to the Journal of Public Transportation, public transit is overall very safe (low crash rate) and secure (low crime rate). Transit travel has less than one-tenth the crash casualty rate as automobile travel, and TOD residents have less than one-fifth the per-capita traffic casualty rate as in automobile-oriented communities. Transit crimes tend to be less frequent and costly overall than motor vehicle crimes (Volume 17, No. 4, 2014). Link light rail has had no preventable accidents since November 2016.

Sound Transit’s top priority is the safety of customers and drivers. Light rails stations will have numerous safety features including platform and pathway lighting, remote video monitoring and call boxes that connect directly with the system operator and/or police. All Sound Transit stations are patrolled by security and transit police. Sound Transit has 112 Transit Security Officers (excluding dispatch, account management) and 56 Transit Police Officers (contracted Sheriff’s Deputies) monitoring light rail and Sounder stations. Sound Transit also has about 22 Fare enforcement officers who actively ride the trains and patrol our facilities helping customers throughout the day.”

Light rail safety features in the project design would also include:
- Seismic upgrades and guideway designed to withstand a 2,500-year seismic event
- Additional lighting, CCTV systems, emergency phone systems/alarms, and tunnel radio systems
- Regular safety drills conducted with personnel from the Sound Transit Police and local police and fire departments will test the coordination of emergency responders.
- Sound Transit’s Safety and Security Management Plan, involves the continual development and evaluation of safety and security procedures.
- Sound Transit will provide safety outreach through construction and operation, to English and non-English communities and to persons with disabilities. Sound Transit provides safety information in 12 languages. Sound Transit also has phone translation services that provide interpretation in 150 languages, 24 hours, seven days a week.

Overall, research has shown that traffic casualty rates tend to decline in a community as transit ridership increases. Transit-oriented cities have about half the average youth and total traffic fatality rates as more automobile-oriented cities. Analyzing 29 years of data for 100 U.S. cities, Stimpson, et al. (2014) found a 10% increase in transit passenger-miles is associated with 6.5% fewer vehicle miles traveled per capita and people who walk, bike and take transit are more likely to get needed physical activity daily versus those who drive (PSRC’s Active Transportation Plan).

4. Describe how the project provides a range of travel modes to users traveling to centers, or if it provides a missing mode.
Redmond Link will provide light rail service for users traveling within the Redmond Downtown and Overlake regional growth centers as well as the Marymoor Local Center and other regional growth centers [through East Link] including Bellevue, Seattle, Seattle University Community, and SeaTac Airport.
Redmond Link will connect to a range of travel modes within these growth centers including: Light Rail - connections to East Link light rail will be provided through this project. East Link light rail opens in 2023 and serves several growth centers including Overlake and Bellevue with further connections, through Central Link, to downtown Seattle, University Community, Capitol Hill, and SeaTac Airport.
Local and Express bus, including BRT -- bus riders will benefit from the ST Express and local Metro bus connections at the station areas. Light Rail services could free-up existing bus hours which will be re-deployed for both local service and rail station feeder service.
Downtown Redmond is also home to a King County Transit Center with park and ride that has numerous local and intercity bus connections and a Metro RapidRide line Bus Rapid Transit station which serves Overlake Transit Center and Bellevue Transit Center.
Bicycle and Pedestrian - Per the System Access Policy (Board Resolution No. R2013-03),
when designing transit facilities and services, Sound Transit will maximize pedestrian, bicycle and transit access. Pedestrian amenities at the Redmond light rail stations will include sidewalks, crosswalks, benches, lighting, and signage. This project will provide sidewalks, ADA ramps, and a cycle track as well as connections to major regional non-motorized trails (e.g. Redmond Central Connector, East Lake Sammamish Trail, etc).

Bicycle parking planned for the 2 new stations:
SE Redmond Station will have: parking for 60 bicycles at station opening, plus 90 expansion spaces, for 150 spaces total. (Class I on-demand bike storage lockers: 36 spaces and space for 54 future and Class II bicycle racks: 24 spaces and space for 36 future)

Downtown Station will have: parking for 58 bicycles at station opening, plus 87 expansion spaces, for 145 spaces total. (Class I on-demand bike storage lockers: 34 spaces and space for 52 future and Class II bicycle racks: 24 spaces and space for 35 future). Source: EIS

In 2018 Sound Transit plans to launch an on-demand bicycle e-lockers program. On-demand bicycle parking provides users with a smart card that unlocks any available on-demand locker or bike cage on a first-come, first-served basis.

Established in ST3, the Station Access Allowance program was funded at $270M (2014$) for additional access improvements outside the footprint of ST3 light rail and BRT stations. Funds are for improvements that will create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses and community gathering places. Allowance amount is based on station type.

This project will also access major regional trails, including the East Lake Sammamish Trail and the Redmond Central Connector with further connections to regional destinations via the Sammamish River Trail.

Air travel - Redmond Link will serve SeaTac Airport by connecting through East Link and Central Link light rail service.

Vanpool/Carpool – the light rail stations will have passenger drop-off and pick-up areas and designated parking for carpools and vanpools at southeast Redmond. A growing percentage of Sound Transit riders access the stations by bus or carpooling.

Transportation Network Company Users (e.g. Uber, Lyft, etc.): Sound Transit and LA Metro are partnering on a pilot project to improve first/last mile access to Sounder stations. In the pilot program, when an eligible rider uses their ORCA card, they’ll be eligible for a reduced price TNC ride to/from the station. The TNC discount would correspond to the fare category (Adult, RRFP or ORCA-LIFT). The pilot program is scheduled to begin in 2018. If successful, the program could be rolled out to other Sound Transit stations including light rail.

Electric vehicles – the parking facility will include infrastructure for electric vehicle charging services. To enforce parking management, Sound Transit is implementing parking management tools such as: designated parking for high occupancy vehicles (HOV) and vanpool vehicles; designated parking for transit parking permit holders; parking validation systems and parking fees.

Permit Parking - In September 2016, Sound Transit rolled out the HOV parking permit program, which has been a success with almost 300 permits issued to new carpoolers at ten facilities. In February 2018 Sound Transit and KCM kicked off outreach efforts to get feedback on plans to offer reserved parking for solo drivers who are frequent transit riders. SOV parking permits and fees are scheduled to begin in late 2018. Sound Transit is considering a range of $15 to $90 a month based on the market-rate average of pay lots near the permitted stations. In order to have a valid Sound Transit parking permit, the user must use transit an average of three times a week or 12 times a month to be eligible. ST verifies transit use through ORCA fare card data and check for regular usage monthly to renew the permits.

5. Describe the user groups that will benefit from the project, including commuters, residents, commercial users, those groups identified in the President’s Order for Environmental Justice, seniors, people with disabilities, those located in highly impacted communities, and/or areas experiencing high levels of unemployment or chronic underemployment.

User groups that will benefit from this project include: Commuters: Commuters will benefit from frequent, peak hour light rail train service with trains every 8 minutes and estimated train travel times of approx 9 minutes from downtown Redmond to Redmond Tech Center, 19 minutes from downtown Redmond to Bellevue and 40-45 minutes from downtown Redmond to downtown Seattle. (Source: 2020-2029 ST Rail Fleet Management Plan)

Students: connects to educational facilities including More Technology Center in downtown Redmond and Bellevue College Continuing Education College and UW Professional and Continuing Education facility in Overlake. Additionally Redmond’s new Community Center at Marymoor Village offers 20,000 square foot facility that was previously the Lake Washington School of Technology Redmond Campus. The facility has seven classrooms, a tiered classroom with stadium seating, café, state of the art media and sound, and parking. Residents: light rail service will be provided 20 hours per day, including weekends, not just
6. **Describe how the project will support the establishment of new jobs/businesses or the retention of existing jobs/businesses including those in the industry clusters identified in the adopted Regional Economic Strategy.**

This project supports the retention or establishment of new jobs/businesses by providing connections to major employment centers such as Overlake, which is home to Microsoft, the nation's largest software company and employs thousands of people at their Redmond campus. The project also improves the ability of businesses to draw its workforce and...
customer base from a wider area throughout the region since light rail connects to Bellevue, Seattle and beyond.

The project also strongly supports the Region’s Economic Strategy initiative to “Improve the links between housing and employment centers by delivering reliable transit connections ………” (page 39).

Per PSRC Regional Economic Strategy, regional growth centers captured 33% of job growth between 2010 and 2015. This project connects and improves light rail service within 2 designated growth centers and even further connections to other designated growth centers in the region through East Link and Central Link service. Redmond Link supports the Regional Economic Strategy and development priorities because it helps provide transportation to/from job centers promoting economic opportunities for everyone. Light rail connects to education opportunities, too. Redmond Link serves various colleges, universities and tech centers.

This project supports the Regional Economic Strategy (Amazing Place) because it will provide transportation to jobs and other opportunities in the clusters, including:

**Aerospace** - Redmond Link will provide connections to the SeaTac Airport (through East Link) where the University of Washington and Washington State University are leading advancements in the commercial production of bio-based aviation, diesel, and gasoline fuels from woody biomass. Aerospace leaders, including Alaska Airlines, are leading demand for this research and development as they seek to incorporate biofuels into flight operations at SeaTac Airport. Elon Musk’s SpaceX opened an office in Redmond to develop internet satellites. Other companies, such as Planetary Resources in Redmond, are creating a thriving network of companies and talent in a promising new subsector of space exploration. Other aerospace companies located near or along the rail alignment include: Esterline Technologies, a specialized manufacturing company principally serving aerospace and defense markets, is headquartered in [downtown] Bellevue; Pacific NW Aerospace Alliance and Tallamond Inc (Redmond) and Honeywell Aerospace (Bellevue).

**Information & Communication Technology** - This region has the highest concentration of Information & Communication Technology jobs in the nation, supporting both large industry leading companies as well as startups. Redmond Link will directly serve the Redmond Tech Station, which is in the heart of the Microsoft Campus, the nation’s largest software company. Also in this area is Nintendo of America, a video gaming company. The region’s concentration of 3,200 jobs in this industry is driven by a thriving interactive media and video game industry. Redmond Link will also serve downtown Seattle (through East Link), which is home to multiple high tech companies, including Cisco, Dropbox, Electronic Arts, Groupon, HP, Hulu, IBM, Indeed, McGraw Hill Education, Oculus, Oracle, Twitter, and others.

**Maritime** - This project supports light rail infrastructure connecting to downtown Seattle (through East Link) where the port of Seattle is located. Collaborating together as the Northwest Seaport Alliance, the ports of Seattle and Tacoma drive regional job totals in the Water Cargo Transportation industry cluster that are significantly higher than the national average. This collaboration is strengthening this concentration and port-related employment has averaged more than 10% annually.

**Military & Defense** - Redmond Link will connect to companies that support military and defense such as Esterline Control Systems, headquartered in Bellevue, is an international specialized manufacturing company providing avionics and controls, sensors and systems, and advanced materials for the Aerospace and Military & Defense industries.

**Life Sciences & Global Health** - Redmond Link stations are located near health care facilities, such as Overlake Medical Clinics, UW HeathWorks Medical Group, and Redmond Medical Center at Riverpark. Through East Link, light rail direct connections are also made to University of WA campus and Medical facility, Overlake Hospital, Seattle Children’s (Bellevue), etc.

**Clean Technology** - Architecture & Engineering and construction fields will benefit from the design and implementation of this project. Sound Transit Link light rail trains will run on 100% clean energy by the year 2019 and regional transit agencies are transitioning diesel buses to hybrid or all-electric vehicles.

**Tourism** - Light rail provides service to major venues in downtown Seattle that house professional sports teams such as the Seahawks, Mariners, and Sounders. Light rail can provide significant capacity to handle crowds for special events. Light rail also serves other regional attractions in downtown Seattle (Pioneer Square, Seattle Art Museum, Pike Place Market).

**Transportation & Logistics** - Sound Transit Link light rail trains will run on 100% clean energy by the year 2019 and regional transit agencies are transitioning diesel buses to hybrid or all-electric vehicles.

**Business Services** - Within the Business Services industry, the region has a high...
concentration of three industry clusters: Corporate Headquarters, Insurance Services, and Marketing, Design & Publishing. This project connects to some of the region’s top corporate headquarters including Microsoft and Nintendo in Redmond and Amazon and Starbucks in downtown Seattle (through East Link).

This project is consistent with the goals of the “Challenge Seattle” initiative. The light rail system supports the Challenge Seattle vision and strategy by developing multi-modal options for commuters. Performance measures for Challenge Seattle include: 1) Reliability: average travel time and variability on key commuting routes; 2) Safety: number of fatalities and serious accidents 3) Equity: proportion of income of residents/families spending on their transportation needs; 4) Environmental: CO2 reductions based on vehicles; 5) Business: percent of SOV by employees of major employers. The increase in light rail service through the Redmond Link extension project benefits all five of the Challenge Seattle performance measures.

More Equitable Access to jobs - This project decreases costs and improves access for people with transportation disadvantages through reliable and timely access to employment centers, education and training opportunities, and other basic needs of workers. Light rail serves areas of “low” on the “Opportunity Index.” Additional light rail service is expected to improve opportunity to jobs and services, improving safety, providing additional modes and reducing emissions of air pollutants. This project connects communities to educational resources, career training resources, and healthy sources of food and living-wage jobs (Source: PSRC, Growing Transit Communities, “Equity, Opportunity, And Sustainability in the Central Puget Sound Region”).

Overall, Sound Transit provides a number training and job opportunities related to construction of our projects and operation of our services including:

- Establishing DBE goals for our construction programs. Sound Transit’s agency wide goal for 2017-2019 is 12.2%. Bidders on major Sound Transit contracts are required to submit and implement diversity plans. Sound Transit also monitors the agency’s overall performance in meeting its diversity commitments.
- Sound Transit encourages and supports the training of young men and women in the building and construction trades and provides opportunities to put those skills to work. Under the Regional Apprenticeship Preparation Integrated Delivery System (RAPID), Sound Transit contractors and subcontractors contribute to a Pre-Apprenticeship Training Program Fund.
- Through a Project Labor Agreement, Sound Transit and its labor partners support pre-apprenticeship organizations to provide support services and referrals to apprenticeship programs or hiring halls for people ready to enter the trades. PLA aspirational goals include: Women 12%, People of color 21%, Apprentices 20%
- Sound Transit has a Diversity Oversight Committee, which includes representatives from small business, trade and craft organizations, communities and community organizations in impacted neighborhoods. The committee reflects the cultural and ethnic diversity of the communities in the Sound Transit district.

Investments in light rail is an investment in long term mobility, jobs and economic stability. By the time the regional high-capacity transit system is built out, Sound Transit’s projects will have created some 370,000 direct and indirect jobs. The skilled workers with direct jobs building the transit system are paid good, family wage jobs. Sound transit supports the private sector by contracting with private companies to help design, engineer, plan and build out the regional system. For instance, University Link light rail (Seattle to UW) created 20,800 direct and indirect jobs; the first light rail line between downtown Seattle and the airport supported about 31,000 direct and indirect jobs; and current ST 2 construction is creating about 100,000 direct and indirect jobs.

7. Does the project promote Commute Trip Reduction (CTR) opportunities?

The Commute Trip Reduction program requires local governments to develop programs that reduce drive-alone trips and vehicle miles traveled. Light rail supports Commute Trip Reduction because it promotes the use of regional transit, reducing dependence on single occupancy vehicles and improving quality of life by reducing traffic congestion, air pollution, and fuel consumption. This project reduces congestion by decreasing an estimated 9.1M to 11.1M reductions in vehicle miles traveled annually, on the region’s roadways.

Light rail is faster and more reliable than existing Rapid Ride and ST Express bus service. Light rail operates 98%-99% of trips and runs operates 95% or better on-time. This reliability is very difficult for express buses to achieve in congested highway corridors. Light rail is expected to be 15-30 minutes faster than existing Rapid Ride bus service to/from Redmond to Bellevue. Faster and more reliable service benefits commuters.

Sound Transit also promotes CTR opportunities by offering a variety of free services to enhance business CTR programs including participation at benefits and wellness fairs, electronic updates with Service changes and news, and helping worksite employees with relocation services and trip planning.

Sound Transit works with other transit agencies to provide ORCA cards and other transit passes through employers. The ORCA regional business account program allows Sound Transit and regional partners to offer local employers a program that includes a range of transit benefits.

Additionally, Redmond Downtown and Redmond Overlake designation as an urban centers qualifies them as a candidate for a Growth and Transportation Efficiency Center (GTEC). The GTEC concept is part of Washington’s Commute Trip Reduction program and has enabled
area to receive assistance in creating programs to encourage use of alternatives to single occupant vehicle use and reduce single occupancy vehicle trips and vehicle miles traveled. Such programs benefit the community by supporting improved transportation efficiency, economic development, energy conservation, air quality, and livability.

Criteria: System Continuity/Long Term Benefit-Sustainability

1. **Describe how this project provides a "logical segment" that serves a center, or allows users to access the system.**

   The Redmond Link extension completes a logical segment in the region’s transportation network connecting Regional Growth Centers and locally defined centers in Redmond. This project will extend light rail from the Redmond Technology Station (East Link) in Redmond/Overlake into downtown Redmond (Redmond Downtown Center) and southeast Redmond (Marymoor Park subarea). This project was approved as part of Sound Transit 3 Plan approved by voters in 2016. Without this extension, light rail service would not have extended into Redmond reaching two urban growth centers that together, are planned to accommodate approximately 2/3 of Redmond’s population growth and almost half of the job growth through 2030.

   This project provides a long-term improvements along the corridor. Per FTA guidelines (Circular 5010 and 9030), for following elements of the project have a useful life of:

   - Light rail stations and facilities = 40-50 years
   - Parking garage = 40-50 years

   This light rail extension into Redmond is also part of the Public Transportation Investment of the Metropolitan Transportation Plan – Transportation 2040 and is shown on the Metropolitan Transportation System as displayed on the map on page 70 of the plan.

2. **Describe how the project fills in a missing link or removes barriers to a center (e.g. congestion, inadequate transit service/facilities).**

   This project completes a missing link in the region’s high capacity transit system by extending light rail, where it currently does not exist. This project will provide a new light rail extension another 3.4 miles from Overlake into downtown Redmond, adding two new light rail stations - in southeast Redmond and downtown - beyond the future Redmond Technology Station being built as part of the East Link Extension. The project will provide a new parking facility at the Southeast Redmond station with approximately 1,400 stalls as well as increased mobility, access and transportation capacity for residents and workers in Redmond and beyond. Redmond Link will serve an estimated 8,900 - 10,900 average weekday project riders (2042), with frequent, reliable transit service between Redmond, Bellevue, Seattle and other regional destinations. Pedestrian and bicycle improvements at station areas will include sidewalks, walkways, ADA ramps, cycle track and integration with the East Lake Sammamish Trail, Bear Creek Trail and the Redmond Central Connector non-motorized projects.

   The project removes major barriers to nonmotorized travel. The Redmond Link Extension has enabled a connection of the East Lake Sammamish Trail with the Redmond Central Connector. Currently these trails, both built on the old BNSF corridor, are separated by the ramps at the end of SR 520, requiring dangerous street crossings. Both of the ramps to/from Redmond Way will be rebuilt and raised to allow trains to pass underneath. This allowed a connection for the trail with short tunnel sections under the ramps at little additional cost. Redmond Link will also connect with major regional trails, including the East Lake Sammamish Trail. King County was recently awarded a TAP grant [that ST will administer] to complete the East Lake Sammamish Trail missing link, which will link the northern terminus of the trail with the southern terminus of the Redmond Central Connector trail. This trail project eliminates a barrier caused by SR 520 and will serve as the primary connection for bicycles and pedestrians between downtown Redmond and southeast Redmond.

   This project will be coordinated with the Redmond Link project and plays an important role in the region’s multimodal transportation system by significantly improving bike and pedestrian access to light rail.

   Very frequent service is provided on ST Express route 545 serving Redmond to Seattle (via SR 520). During peak travel times those buses remain overcrowded and have capacity issues. With this project, a barrier to centers is removed because additional transit capacity is added to the corridor. Light rail riders are able to connect to/from centers - downtown Redmond, Overlake, Bellevue and Seattle - with fast, reliable high capacity transit service, regardless of roadway congestion. Because it operates in its own right of way Link offers fast and reliable travel times 20 hours a day, seven days a week regardless of weather or traffic.

3. **Describe how this project will relieve pressure or remove a bottleneck on the Metropolitan Transportation System and how this will positively impact overall system performance.**

   Light rail in general relieves pressure on the MTS because it helps get people to/from work reliably, moves more people, offering far greater capacity than a highway lane and can be the best and sometimes only way to expand capacity in our limited, most congested transportation corridors. Moving more people on trains maximizes our existing transportation system by freeing up road capacity for vehicles and people who cannot use mass transit.
Given limited space and funding, transit can move more people per mile and per dollar than new roadway expansion projects. For example, in ideal conditions, an uncongested highway lane can move as many as 1,900 vehicles per hour. A congested highway lane may only see 700 vehicles per hour. In comparison, a light rail train running four-car trains every four minutes at maximum capacity can move up to 12,000 riders per hour in each direction, or 24,000 riders per hour in both directions. (ST3)

Getting to the Eastside can be a challenge because of significant traffic congestion in the I-90 and SR 520 corridors. Over 250 million person miles were traveled on SR 520 corridor in 2016, a 6.3% increase from 2014 and nearly 511 million person miles were traveled on the I-90 corridor in 2016, a 2.4% increase from 2014. (2017 WSDOT Core Capacity Report)

Traffic at specific locations on the SR 520 corridor worsened from 2014 to 2016, with morning and evening weekday commutes experiencing moderate to severe congestion on a daily basis. Delay increased by 35% on SR 520 between Seattle and Redmond. The SR 520 corridor between Seattle and Redmond experienced more vehicle delay in 2016 than 2014 in some locations. In 2016 on eastbound SR 520, morning delay lasted from 7-10 a.m. On westbound SR 520, delay extended from the I-405 interchange to Seattle during the evening commute, with the most intense delay occurring from 4-6:30 p.m. The I-90 corridor also experienced vehicle delay in 2016. The amount of delay significantly increased between 2014 and 2016 in some locations on the westbound I-90 corridor, including at Mercer Island (up 25%) and on the floating bridge (up 59%). The amount of delay on eastbound I-90 increased significantly between 2014 and 2016. Commuters driving between Bellevue and Seattle via I-90 drove in severely congested conditions (36 mph or less) more often in 2016 than in 2014. From Bellevue to Seattle, between 3-6 p.m., most weekday commuters experienced speeds below 36 mph. For example, at around 4:50 p.m. during the evening commute from Bellevue to Seattle, the percent of days speeds were below 36 mph worsened from 90% in 2014 to 95% in 2016. Of the approximately 30-mile I-90 corridor between Seattle and Issaquah (both directions), the segments on the I-90 floating bridge, Mercer Island and in the Eastgate area (where light rail will travel) had the most routine congestion in 2016. Overall, the locations where routine congestion occurred increased from 13 miles in 2014 to 16.5 miles in 2016, while the amount of time of routine congestion increased by 42%. (2017 WSDOT Core Capacity Report)

This project will positively impact the overall system and SR 520 and I-90 corridor performance by offering a fast, reliable alternative to regularly congested corridors. Light rail high capacity transit runs on its own separate guideway and has the ability to move large volumes of people and can operate with four-car trains for up to 200 passengers per car, providing greater efficiency at moving people across the region compared to single-occupant vehicles and buses (e.g. a 60ft bus has seating capacity for about 55-60 people).

Redmond Link ridership is expected to be an estimated 8,900 - 10,900 average weekday project riders (2042), reducing an estimated 9.1M to 11.1M in vehicle miles traveled annually.

4. **Describe how the project improves intermodal connections (e.g. between autos, ferries, commuter rail, high capacity transit, bus, carpool, bicycle, etc.), or facilities connections between separate operators of a single mode (e.g., two transit operators).**

Intermodal Connections

The project provides intermodal connections between five modes of travel:

**Light Rail –** Redmond Link extends the East Link light rail segment into southeast and downtown Redmond. Redmond Link and East Link will connect to regional light rail service including University Link which serves downtown Seattle, First Hill/Capitol Hill and University Community; Northgate Link (2021) which serves University Community, Roosevelt neighborhood and Northgate; Lynnwood Link (2024) which serves Northgate, Shoreline, Mountlake Terrace and Lynnwood. Light rail service also extends from downtown Seattle to SeaTac Airport and when Federal Way Link Extension is complete (2025) riders can connect to Kent/Des Moines and Federal Way.

**Regional/Local bus transit, including BRT–** each station area will include connections to regional and local bus service including connections to King County Metro’s Redmond Transit Center and park and ride that has numerous local and intercity bus connections and a Metro RapidRide line Bus Rapid Transit station.

**Carpool/vanpool-** Both SE Redmond and the Downtown Redmond Station will have on street kiss and ride pull outs on NE 70th Street and NE 76th Street respectively that will benefit carpools and ridesharing.

**Park and Ride users** - will benefit from increases in parking capacity (1400 stalls at Southeast Redmond station) and direct connections to the Redmond Tech Station that will include increased parking for over 300 cars.

**Pedestrian/bicycle –** Station areas will have bike and pedestrian improvements within and around light rail stations, including access improvements to the stations, sidewalks, cycle track and connections to regional bike/ped trails and covered bike storage.

**Air Travel –** the project provides light rail connections to SeaTac airport [(through East Link and Central Link corridor)]

**Other connections:** Light rail passengers will also be able to connect with Washington State ferry and Amtrak train service [(to Portland, Oregon and Vancouver B.C.)] in downtown Seattle and major bike and pedestrian trail systems (Redmond Central Connector, East Lake Samm
5. **If applicable, describe how the project provides an improvement in travel time and/or reliability for transit users traveling to and/or within centers.**

Redmond Link extension provides reliability for transit users traveling to and within centers because it provides a fast, frequent and reliable mode of travel to and within designated growth centers. Light rail is expected to be 15 to 30 minutes faster than existing Rapid Ride bus service to/from Redmond to Bellevue.

When comparing Rapid Ride B bus service to light rail, light rail will provide faster and more reliable service because it operates in its own exclusive right of way. Rapid Ride B service takes 30-45 minutes to travel from Redmond to Bellevue and operates approximately 87% on-time (headway adherence). Light rail from Southeast Redmond to downtown Bellevue will take 15 minutes and operates 95% or better on-time and operates 99% of trips scheduled. (Source: RapidRide Performance Evaluation Report and ST Ridership Report)

Although the alignments are different, light rail will also be faster and more reliable than ST Express bus service from Redmond to Downtown Seattle. In non-congested conditions, it takes at least 48 minutes for ST Express route 545 to travel from Downtown Redmond to downtown Seattle (via SR 520). In congested conditions, travel times on buses can be much longer. With light rail (via I-90), it will take 45 minutes to travel from Redmond to downtown Seattle and service will be far more reliable.

Traffic along on the SR 520 corridor worsened from 2014 to 2016, with morning and evening peak commute travel times experiencing moderate to severe congestion on a daily basis. Delay increased by 35% on SR 520 between Seattle and Redmond. The SR 520 corridor between Seattle and Redmond experienced more vehicle delay in 2016 than 2014 in some locations. In 2016 on eastbound SR 520, morning delay lasted from 7-10 a.m. On westbound SR 520, delay extended from the I-405 interchange to Seattle during the evening commute, with the most intense delay occurring from 4-6:30 p.m. The I-90 corridor also experienced vehicle delay in 2016. The amount of delay significantly increased between 2014 and 2016 in some locations on the westbound I-90 corridor, including at Mercer Island (up 25%) and on the floating bridge (up 59%). The amount of delay on eastbound I-90 approaching I-405 increased significantly between 2014 and 2016. Commuters driving between Bellevue and Seattle via I-90 drove in severely congested conditions (36 mph or less) more often in 2016 than in 2014. From Bellevue to Seattle, between 3-6 p.m., most weekday commuters experienced speeds below 36 mph. For example, at around 4:50 p.m. during the evening commute from Bellevue to Seattle, the percent of days speeds were below 36 mph worsened from 90% in 2014 to 95% in 2016. (WSDOT 2017 Corridor Capacity Report)

Regardless of traffic congestion and/or bad weather that impact these roadways and travel conditions, light rail will still provide a reliable form of travel to/from and within centers. Light rail riders will be able to travel from downtown Redmond to downtown Bellevue in about 15 minutes (Southeast Redmond to downtown Bellevue) and approximately 45 minutes to downtown Seattle. Trains will operate in a dedicated separate right-of-way 20 hours a day and as frequent as every 8 minutes (per 2020-2029 Link RFMP).

This project provides benefits to the SR 520 and I-90 corridors as well as other corridors, highways and arterials in the region because it provides a new extension of light rail reducing an estimated 9-11 million vehicle miles traveled on the region’s roadways annually.

6. **If applicable, describe how the project increases transit use to or within centers.**

This project will have an estimated 8,900 - 10,900 average weekday riders in 2042 and is directly located in two regional growth centers.

Forty-seven million people rode Sound Transit trains and buses in 2017, a 10 percent system-wide increase over the previous year. Light rail ridership alone surged 22 percent as more people took advantage of fast, consistent travel times to stations at Capitol Hill, the University of Washington and Angle Lake. When East Link and the extension into Redmond open, ridership for those extensions combined is expected to be 61,000 - 77,000 (trips-on-project in 2042).

Light rail high capacity transit runs on its own separate guideway and has the ability to move large volumes of people and can operate with four-car trains for up to 200 passengers per car, providing greater efficiency and capacity at moving people across the region and to/within centers compared to single-occupant vehicles and buses (e.g. a 60ft bus has seating capacity for about 55-60 people).

The Redmond Link project increases transit use to and within centers because it provides a new extension of high capacity transit service from the Redmond Technology Station (Overlake) into Downtown Redmond, both designated growth centers. Redmond Link will connect to East Link light rail service and also provide connections to other transit service, such as King County Metro local and BRT service through timed transfers with connections to regional and local bus serving the stations.

Redmond Link will have a station in downtown Redmond adjacent to the King County’s Transit Center and Park and Ride, which includes local and express bus service, Metro’s RapidRide B link (which serves Overlake and Bellevue), and Sound Transit Express routes 542 and 545 that provide service to Overlake, UW light rail station, Green Lake and downtown Seattle.

7. **Describe how this project supports a long-term strategy to maximize the efficiency of the corridor? Describe the problem and how this project will**
This project would allow Sound Transit to complete the light rail extension into downtown Redmond, an important and sustainable segment in the region’s light rail system. Redmond Link light rail would operate on an entirely new and exclusive high capacity transit right of way. All of the newly created exclusive transit right of way for light rail will be owned in perpetuity by Sound Transit for the purposes of light rail. Light rail offers substantial improvements in reliability and travel times as compared to existing Rapid Ride and Express bus service. The travel time improvements and reliability are sustainable in the long term because light rail operates in its own exclusive right of way, unimpeded by traffic congestion. This project provides a very long term benefit for the region because, as demand for light rail service grows, more train cars and more train service can be added and operated more frequently. Link light rail service can easily be expanded to accommodate future growth. This project supports a long term strategy in maximizing the efficiency of region’s transportation network because per FTA guidelines (Circular 5010 and 9030) the following elements of the project have a useful life of at least 40-50 years:

- Light rail stations and facilities = 40-50 years
- Parking garage = 40-50 years.

Sound Transit has a dedicated revenue stream that is available in its entirety to finance Sound Transit projects and transit operations; no revenues will be drawn from sources that are used to support other services or projects. All aspects of the project are built to meet projected long-term travel demand to/from multiple regional centers. Sound Transit’s financial plan shows that Sound Transit has the local funding to implement and operate this project.

Air Quality and Climate Change: Element Selection

1. Please select one or more elements in the list below that are included in the project’s scope of work, and provide the requested information in the pages to follow.
   - Transit and Ferry Service

Air Quality and Climate Change: Transit and Ferry Service

1. What is the current transit ridership for the affected transit stops or routes?
   - Per Sound Transit’s recent ridership forecast update (Jan 2018), estimated ridership for the Downtown Redmond Link project is: 8,900 - 10,900 average weekday project riders in 2042.

2. What is the average transit trip length for the affected routes?
   - 3.4 miles

3. What is the average transit trip length of the entire system?
   - The average trip length for the Link light rail system in 2016 is 6.5 miles. Currently, the light rail system is 20 miles long. When Redmond Link Extension is open in 2024, the light rail system will be over 50 miles long.

4. If the project includes a park and ride, how many new stalls are being provided?
   - An estimated 1,400 parking stalls will be included at the Southeast Redmond Station.

5. Are there other amenities included to encourage new transit ridership? If so, please describe.
   - Link light rail service is available from 5 a.m. to 1 a.m. Monday through Saturday and from 6 a.m. to midnight on Sunday and holidays. Link light rail trains feature level boarding. People will board directly from the platform without climbing steps or using a lift or ramp. Bicycle racks, lockers and/or cages will be available at the Redmond Link stations and bicycles are welcome on the trains. Transit security officers are at each station to improve safety and help with customer assistance.

6. What is the expected increase in transit ridership from the project?
   - Ridership for this project is estimated to be 8,900-10,900 average weekday project riders in 2042.

7. If a new or expanded ferry service, what is the length of the driving route being replaced?
   - N/A

8. Please describe the source of the project data provided above (e.g., Environmental Impact Statement, EPA/DOE data, traffic study, survey, previous projects, etc.).
   - Sound Transit’s recent ridership forecast update (Jan 2018), for the ST3 Light Rail Operations Analysis project. For reductions in VMT calcs, please refer to the documentation attached to this application.
PSRC Funding Request

1. **What is the PSRC funding source being requested?**
   5307

2. **Has this project received PSRC funds previously?**
   No

3. **If yes, please provide the project's PSRC TIP ID**
   N/A

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**Total Request:** $7,000,000.00

**Total Estimated Project Cost and Schedule**

**PE**

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**Expected year of completion for this phase:** 2018

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**Expected year of completion for this phase:** 2019

**Construction**

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**Expected year of completion for this phase:** 2024

**Other**

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**Expected year of completion for this phase:** 2024

**Summary**

1. **Estimated project completion date**
   12/2024

2. **Total project cost**
   $1,415,281,000.00
**Documents**

N/A

2. Please describe the secure or reasonably expected funds identified in the supporting documentation. For funds that are reasonably expected, an explanation of procedural steps with milestone dates for completion which will be taken to secure the funds for the project or program should also be included.

Funding for the project is affordable within the Sound Transit financial plan and budget. Local match is available to obligate the Section 5307 funding request in the 2021-2022 timeframe. This project can be found on page 12 and 20 of the current ST Financial Plan and page 28 of ST budget/TIP. These documents can be found at the following link: https://www.soundtransit.org/About-Sound-Transit/Accountability/Financial-documents

Additionally this project is included and funded in the voter approved ST 2 (2008) and ST 3 (2016) Plans and can be found at the following links:

https://www.soundtransit.org/st2 Project # E28b (funding for preliminary engineering and environmental work)

https://www.soundtransit.org/st3 East Corridor Projects, Downtown Redmond (funding for final design and construction)

The $7,000,000 unsecured Section 5307 funding listed above are the funds requested in this application.

**Project Readiness: PE**

1. Are you requesting funds for ONLY a planning study or preliminary engineering?
   - No

2. Is preliminary engineering complete?
   - Yes

3. What was the date of completion (month and year)?
   - June 2018

4. Have preliminary plans been submitted to WSDOT for approval?
   - N/A

5. Are there any other PE/Design milestones associated with the project? Please identify and provide dates of completion. You may also use this space to explain any dates above.
   - N/A

6. When are preliminary plans expected to be complete?
   - N/A

**Project Readiness: NEPA**

1. What is the current or anticipated level of environmental documentation under the National Environmental Policy Act (NEPA) for this project?
   - Environmental Impact statement (EIS)

2. Has the NEPA documentation been approved?
   - Yes

3. Please provide the date of NEPA approval, or the anticipated date of completion (month and year).
   - 11/2011

**Project Readiness: Right of Way**

1. Will Right of Way be required for this project?
   - Yes

2. How many parcels do you need?
   - Multiple

3. What is the zoning in the project area?
   - Downtown mixed use, park and open space, manufacturing. The Station areas have been upzoned for light rail.

4. Discuss the extent to which your schedule reflects the possibility of condemnation and the actions needed to pursue this.
Condemnation and actions need to pursue this is part of Sound Transit’s Property Rights Acquisition Timeline and therefore is provided for in the overall project schedule.

5. Does your agency have experience in conducting right of way acquisitions of similar size and complexity?
   Yes

6. If not, when do you expect a consultant to be selected, under contract, and ready to start (month and year)?
   N/A

7. In the box below, please identify all relevant right of way milestones, including the current status and estimated completion date of each.
   This light rail extension will require ROW for the alignment and station areas. Property interests required for the prototypical alignment will include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. The schedule for the project already includes schedule float. The potential for ROW condemnation is already factored into Sound Transit project schedules. This funding request does not include right-of-way

Project Readiness: Construction

1. Are funds being requested for construction?
   Yes

2. Do you have an engineer’s estimate?
   Yes

3. Engineers estimate document
   N/A

4. Identify the environmental permits needed for the project and when they are scheduled to be acquired.
   Environmental permits needed for the project include:
   • Corps of Engineers Section 404 Individual Permit - Anticipated to be acquired December 2019
   • Ecology Section 401 Individual Water Quality Certification - Anticipated to be acquired December 2019
   • City of Redmond Shoreline Permit – Substantial Development – Anticipated to be acquired July 2019
   • City of Redmond Clearing and Grading - not specifically and environmental permit but it does include evaluation of environmental criteria as part of the review process - Anticipated to be acquired March 2020
   • King County Shoreline Permit – Substantial Development and Conditional Use - Anticipated to be acquired August 2019
   • King County Clearing and Grading – not specifically and environmental permit but it does include and evaluation of environmental criteria - Anticipated to be acquired March 2020
   • Washington Department of Fish and Wildlife – Hydraulic Project Approval(s) - Anticipated to be acquired March 2020
   • Coast Guard General Bridge Permit – this is not technically an environmental permit, but does include an evaluation of environmental criteria - Anticipated to be acquired June 2020
   • Washington DNR Aquatic Lands Right of Entry – similarly, this is not a permit but it does include an evaluation of environmental criteria - Anticipated to be acquired March 2020

5. Are Plans, Specifications & Estimates (PS&E) approved?
   N/A

6. Please provide the date of approval, or the date when PS&E is scheduled to be submitted for approval (month and year).
   N/A

7. When is the project scheduled to go to ad (month and year)?
   June 2018

Other Considerations

1. Describe any additional aspects of your project not requested in the evaluation criteria that could be relevant to the final project recommendation and decision-making process.
   Design/Build is one of the delivery methods being considered and has the potential to accelerate completion of the project.

2. Describe any innovative components included in your project: these could include design elements, cost saving measures, or other innovations.
Other agency efforts to improve the region’s air quality include prohibiting the highest-polluting construction equipment and vehicles from construction sites. Sound Transit designates bonds as Green Bonds that use proceeds to finance or refinance projects that adhere to Sound Transit’s Sustainability Plan, such as those that reduce car trips by carrying more transit riders, supporting smart regional growth, fostering transit oriented development and improved transit access, designing and building greener projects, and operating fleets and facilities more efficiently.

3. **Describe the process that your agency uses to determine the benefits of projects; this could include formal cost-benefit analysis, practical design, or some other process by which the benefits of projects are determined.**

This project is part of the ST3 plan. A full benefit-cost (B/C) analysis was conducted on the ST3 investment package. Sound Transit's planning assumptions align closely with Puget Sound Regional Council plans. For more details, see link to ST3 Benefit-Cost analysis here: https://st32.blob.core.windows.net/media/Default/Document%20Library%20Featured/8-22-16/ST3_Appendix-C_2016_web.pdf

4. **Final documents**

   N/A
Light Rail Extension: Redmond Technology Station to Downtown Redmond

This map is accompanied by no warranties, and is simply a graphic representation.

Map date: 3/28/2018

Legend

- Station location
- Future alignment
- East Link station (under construction)
- East Link alignment (under construction)
- Bike route
- PSRC Regional Growth Center

0.25 Miles

Map date: 3/28/2018

This map is accompanied by no warranties, and is simply a graphic representation.
Light Rail Extension: Redmond Technology Station to Downtown Redmond
Connections to Regional Light Rail and Growth Centers

Legend

Downtown Redmond Link Extension
- Station
- Alignment

Existing Link
- Existing Link station
- Existing Link alignment

Future Link (Under construction)
- Future station
- Future alignment

Manufacturing Industrial Center
PSRC Regional Growth Center

Map date: 4/10/2018

This map is accompanied by no warranties, and is simply a graphic representation.
Station neighborhoods

[Diagram showing various locations including Downtown Redmond, SE Redmond Station, and Marymoor Sub-Area.]
Southeast Redmond station
Downtown Redmond station profile
Potential trail connections

- Integrate the Redmond Central Connector into the downtown Redmond station area design.
- Facilitate extending the East Lake Sammamish Trail to link with the Redmond Central Connector and Bear Creek Trail.
- Create a non-motorized connection between the southeast Redmond station and Marymoor Park and the Marymoor Connector Trail.
- Facilitate extending the East Lake Sammamish Trail to link with the Redmond Central Connector and Bear Creek Trail.

Locations:
- To Woodinville and Kirkland (future connection)
- To Woodinville
- To NE Redmond
- To Bellevue (future connection to Seattle)
- To Issaquah
Planning for Downtown Redmond Link Extension