

SOUND TRANSIT

MOTION NO. M99-79

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying a Preferred Alternative and corridor improvements for the Everett to Seattle Commuter Rail Project.

Background:

The environmental process for the proposed Everett to Seattle Commuter Rail Line began in February 1998. During the month of February 1998 project scoping for this project took place. Scoping was followed by an environmental effort that eventually culminated in a SEPA/NEPA/EIS process. The public involvement period for the Everett to Seattle Commuter Rail Project Draft Environmental Impact Statement occurred between June 28 and August 9, 1999. Sound Transit has identified a Preferred Alternative based upon written and oral testimony collected during the public involvement period, comments offered by the various environmental agencies consulting on the project, Sound Transit's understanding of the Burlington Northern Santa Fe Railroad's operational requirements, and Sound Transit's schedule and budget constraints.

The Corridor Improvement package includes all of the improvements referred to in the EIS as the Modified Corridor Improvement Alternative (MCIA), as well as several universal crossovers, double track segments and signal improvements located throughout the corridor. The MCIA restores the corridor to its historic double track configuration, but does not include any passing (third) track sections. Those Corridor Improvements impacting the waters of the Puget Sound will be constructed in accordance with the methods and materials established during the "Parallel Process" sanctioned by the Board in February 1999. The Preferred Alternative also includes a series of track and signal improvements traversing the northern border of the City of Everett.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the following station locations and corridor improvements (as more fully described in the *Everett to Seattle Commuter Rail Project Final Environmental Impact Statement*) be adopted as the preferred station locations and corridor improvements for the Everett to Seattle Commuter Rail Project:

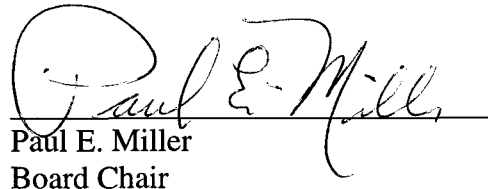
Station Locations:

- ◆ Alternative 1b....Everett Multi-modal Facility (a.k.a. "Everett Station")
- ◆ Alternative 2a....Mukilteo Multi-modal Terminal, modified to include less on site parking and include the possibility of remote parking
- ◆ Alternative 3a....Existing Edmonds Amtrak Facility

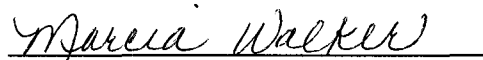
- ◆ Alternative 4b....The Point Wells site for a Shoreline/Richmond Beach station
- ◆ No Ballard Alternative is identified as preferred at this time.
- ◆ Alternative 6....Seattle Waterfront Station at Broad Street

Corridor Improvements: 1 through 13, 15, 16, 18 “a” and “b”, and 20 through 24.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 18th day of November, 1999.


Paul E. Miller
Board Chair

ATTEST:


Marcia Walker
Board Administrator

Alternative 3a, the existing Edmonds Amtrak facility, was chosen as an interim site until the planned Edmonds multi-modal facility is constructed. To the extent practicable, fixtures at this site will be designed in a manner that allows for future relocation.

The Shoreline and Ballard station locations were included in Sound Move as provisional station locations. No funds were allocated to these station locations during the formulation of Sound Move, and no funding exists in the Sound Transit budget for these station locations at this time. The City of Shoreline and its citizens were able to narrow the station site alternatives offered in the EIS to two, and of these, Point Wells (Alternative 4b) is identified as the site with the fewest potential impacts by Sound Transit staff. While several agencies and municipalities are vying for use of this site, a Sound Transit Commuter Rail facility could adapt to any of their proposed uses with few impacts.

The Ballard Station location was the focus of a considerable community discussion. The EIS is sufficient in every technical detail in analyzing the two potential station sites in Ballard. However, it is likely that both potential sites in Ballard would need to be taken to the 30 % design phase before the community could make a decision that would be satisfactory in the long term. An estimate of potential station development costs at the proposed Ballard station sites is attached as Exhibit "A".

A station site on the north Seattle waterfront was also considered in the EIS as the "Seattle Waterfront Station at Broad Street" (Alternative 6). The EIS assessed the impacts providing a station at this location. While this station location was not included in Sound Move, it was included in the EIS at the request of the public and Board members for a station serving Seattle's north downtown and waterfront areas. If the Board chose to construct a station at this location Sound Move would need to be amended and additional funding secured.

Corridor Improvements

The Corridor Improvements (CI's) consist of the track, signal, and switch improvements considered in the EIS. Those recommended for inclusion in the Preferred Alternative are CI's 1 through 13, 15, 16, 18 "a" and "b", and 20 through 24. This package includes all of the improvements referred to in the EIS as the Modified Corridor Improvement Alternative (MCIA). The MCIA is a series of track improvements that restore the corridor to its historic double track configuration. The MCIA does not include all passing (third) track sections proposed in the "full build" alternative examined in the EIS. The MCIA is the result of the preliminary engineering and agency coordination effort ("Parallel Process") the Board funded in December of last year. As a result of this process cumulative impacts on the Puget Sound *intertidal areas affected by this project have dropped from 35.5 acres to 2.72 acres.*

The Preferred Alternative also includes several universal crossovers, double track segments and signal improvements located throughout the corridor. The Preferred Alternative also includes a series of track and signal improvements traversing the northern border of the City of Everett. These improvements will reroute freight traffic around the north of Everett during commute hours, allowing Sounder trains exclusive use of the rail tunnel passing under downtown Everett.

In areas where corridor improvements require construction in, or in waters immediately adjacent to, the Puget Sound, a 2:1 side slope fill topped by a concrete block wall will be used to minimize the amount of material required for the improvement. Corridor Improvements impacting the waters of the Puget Sound will be constructed in accordance with the methods and materials established during the "Parallel Process" sanctioned by the Board in December 1998.

A description of the Corridor Improvements recommended for the Preferred Alternative are included in Exhibit "B".

IMPORTANCE OF ACTION:

Consequences of Delay

Delay by the Committee and Board would likely delay FTA approval of the Final Environmental Impact Statement (FEIS). The immediate effect would likely be delay of the Record of Decision beyond the end of December 1999. Sounder must exercise its options to purchase rail cars from Bombardier before the end of December 1999, or may be subjected to a (one-time) retooling charge of \$3-5 million and possible re-negotiation of the rail car contract. Staff has already explored and implemented several strategies to extend the date for exercising the options already extended from July to December 1999. Sound Transit could delay, with the knowledge that the delay would result in the retooling fee and possible re-negotiation of the purchase price for the rail cars.

Alternatives

Alternatives include accepting the Preferred Alternative, as presented; identifying other alternatives as preferred or delaying a decision at this time.

Public Involvement

Everett-to-Seattle EIS Public Hearings:

- ◆ Ballard – Monday, July 12, 1999 & Thursday, July 29, 1999
- ◆ Mukilteo – Tuesday, July 13, 1999 & Wednesday, August 4, 1999
- ◆ Shoreline – Thursday, July 15, 1999
- ◆ Edmonds – Monday, July 19, 1999
- ◆ Everett – Wednesday, July 21, 1999

City of Woodway Technical Briefing (CI-20) – Monday, August 2, 1999

Meetings with public agencies, community and business organizations:

- ◆ People for Puget Sound – July 13, 1999
- ◆ Snohomish County Tomorrow Group – July 14, 1999 & July 22, 1999
- ◆ City of Shoreline – July 19, 1999
- ◆ Brackett's Landing – July 22, 1999

Interagency Technical Group: Parallel Process – August 17, 1999 & September 16, 1999

Meeting with the Tribes:

- ◆ Tulalip – July 29, 1999
- ◆ Muckleshoot – August 17, 1999
- ◆ Suquamish – August 17, 1999

BUDGET:

Sound Transit’s funding for the Preferred Alternative can be found in the “Proposed 2000 Budget”, now under consideration by the Board of Directors. That budget is detailed as follows:

Page In Budget	Project Number	Description	Total Available Capital Budget (YOE \$)
79	100	Everett-to-Seattle (Track & Facilities)	74,463,000
83	201	Everett Multimodal Station	15,504,000
84	203	Bond St. Station (Everett)	1,169,000
85	204	Mukilteo Station	7,677,000
86	207	Edmonds Station	7,676,000
TOTAL			\$106,489,000

The station budgets are anticipated to be adequate to fund design, property acquisition, construction and outfitting of the station facilities. With the passage of this motion, the budget listed for Bond Street could be transferred to the Everett Station multi-modal facility. A resolution modifying Sound Move and the Budget to this effect will be prepared for the Board prior to any such transfer of funds.

The budget for Everett-to-Seattle Track & Facilities (Project No. 100) is \$74,453,000, or 70% of the overall capital budget for the Everett-to-Seattle project. However, of the \$74,453,000, a maximum of \$37,338,000 (including contingencies) is available for the design and construction of the non-station Corridor Improvements recommended for inclusion in the Preferred Alternative. These include Corridor Improvements 1-13, 15, 16, 18 “a” and “b”, and 20-24, as detailed in Exhibit A. The Corridor Improvements included in the Preferred Alternative are projected to cost approximately \$110,000,000. (Note that cost estimates for Corridor Improvements are based only on the engineering done to date, which was intended to support the EIS process rather than to yield specific, accurate cost estimates. This level of engineering typically represents the first 5% –10% of the engineering required to complete the job, so cost estimates are extremely preliminary at this time.)

The difference between the projected cost of engineering and constructing the Corridor Improvements, and the maximum available ST budget, could amount to a \$73,000,000 shortfall. The current (potential) shortfall could be addressed using variety of funding sources. Examples of these sources include the Washington State Department of Transportation rail program,

traditional regional and statewide transportation grant sources, the Federal Railroad Administration and the Burlington Northern and Santa Fe Railway.

While the shortfall is large, there is precedent for the assumption that it can be addressed through partnerships and other means. In the Tacoma-to-Seattle commuter rail corridor, for example, \$320,000,000 in track, signal and grade crossing improvements are planned. Of that amount, Sound Transit will contribute \$200,000,000 and WSDOT will contribute \$60,000,000. The remainder will come from other public and private sources including the railroads, the ports, and various grant sources.

NEXT STEPS:

The final EIS will be issued identifying the preferred alternative and distributed to the Board as the public and agencies. Staff will return to the Board for implementing actions such as approval to proceed with final design and construction.

LEGAL REVIEW AND SUPPORTING ACTIONS:

Legal Review

The Background and Comments and the Motion are approved as to legal sufficiency.

Relevant Board Policies and Previous Actions Taken

- ◆ Adoption of Sound Move, the Ten-Year Regional Transit System Plan (May 31, 1996)
- ◆ Adoption of Implementation Guide (May 22, 1997)
- ◆ Contract with Huckell/Weinman Associates for the Everett to Seattle Commuter Rail EIS (April 20, 1998)
- ◆ Contract amendment with Huckell/Weinman Associates for the Everett to Seattle Commuter Rail EIS (December 10, 1998)
- ◆ Contract with Anchor Environmental for permitting of the Everett to Seattle Commuter Rail Project (August 19, 1999)

Regional Partnership and Cooperation

Finding a suitable method to construct the improvements contained in the Preferred Alternative would not have been possible without the input and assistance of several state and federal resource agencies, the tribes, and the FTA. The U.S. Army Corps of Engineers, National Marine Fisheries Service, U.S. Fish and Wildlife Service, and the Environmental Protection Agency; the Tulalip, Suquamish, and Muckleshoot Tribes; and the Washington Departments of Fish and Wildlife, Ecology, Natural Resources, and Transportation all aided Sound Transit in reaching a successful design alternative that minimized impacts to critical wildlife habitat.

SOUND TRANSIT

MOTION NO. M99-79

**Everett-to-Seattle Commuter Rail Line
Preferred Route Alignment and Station Locations
BACKGROUND AND COMMENTS**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee Board	11/5/99 11/18/99	Recommend Board Approval Approval	Paul Price, Director, Commuter Rail Barry Hennelly, Project Manager, Commuter Rail	206-398-5111 206-689-4925

PROPOSED ACTION:

Staff seeks Board approval of a preferred alternative for the Everett-to-Seattle Commuter Rail Line. The Preferred Alternative is comprised of a select group of the station alternatives and corridor improvements. These station locations and corridor improvements were considered in the *Everett to Seattle Commuter Rail Project Draft Environmental Impact Statement (EIS)*.

KEY FEATURES:

Highlights

- ◆ Establishes a Preferred Alternative for the Everett-to-Seattle Commuter Rail Line.
- ◆ Directs staff on which series of station and corridor improvements the Board wishes to pursue, construct, and put into service in the immediate future on the Everett-to-Seattle Commuter Rail Line.
- ◆ Authorizes staff to finalize and complete the environmental process required to implement the Preferred Alternative.
- ◆ The proposed action defines which station and corridor improvements are to be included in the Preferred Alternative, and carried forward through the implementation process by staff.
- ◆ Several potential station locations considered in the EIS process are provisional (unfunded) stations, or additions/deletions to *Sound Move*.

Description

Sound Transit and consultant staff have identified a Preferred Alternative for the *Everett to Seattle Commuter Rail Project Environmental Impact Statement*. The Preferred Alternative is based upon written and oral testimony collected during the public involvement period for the EIS, comments offered by the various environmental agencies and local governments consulting on the project, Burlington Northern Santa Fe Railway's operational requirements, and Sound Transit's schedule and budget constraints.

Station Alternatives

The following station alternatives were determined to be the preferred alternatives based on input received during the EIS process:

- ◆ Alternative 1b....Everett Multi-modal Facility (a.k.a. "Everett Station")
- ◆ Alternative 2a....Mukilteo Multi-modal Terminal, modified to include less on site parking and include the possibility of remote parking
- ◆ Alternative 3a....Existing Edmonds Amtrak Facility
- ◆ Alternative 4b....The Point Wells site for a Shoreline/Richmond Beach station
- ◆ No Ballard Alternative is identified as preferred at this time.
- ◆ Alternative 6....Seattle Waterfront Station at Broad Street

Alternative 1b includes only the Everett Station multi-modal facility, and removes the Bond Street Station from further consideration. Difficulties associated with the Bond Street site included parking constraints, marginal transit access, and traffic impacts to local streets. Patrons who would have used the Bond Street site will be well served by the Everett Station site. The City of Everett has chosen to focus its attention on the Everett Station facility, in an effort to provide one centralized multi-modal facility. Savings from this project could potentially be used for other Commuter Rail projects in Everett. Removing the Bond Street Station from the project will require a change to *Sound Move*. Sounder staff will prepare the requisite resolution consistent with Board adopted criteria to change *Sound Move* and the budget well in advance of any re-allocation of funds intended for this station.

Alternative 2a includes the Mukilteo commuter rail station and leaves the possibility of a remote parking facility open. The commuter rail station will be sited in a manner that allows for parking expansion at a later date, as required. The parking at the station site will also have to be moved in the future as the Mukilteo multi-modal facility is developed. It also leaves Sound Transit participation in a remote parking facility, in partnership with the City and Community Transit, available as an option.

Exhibit A

Provisional Ballard Station Development Costs

Improvements	65th St. Site	70th St. Site
Platforms (600 feet)	\$1.5M	\$1.5M
Canopies (for info kiosks and Ticket Vending Machines, one section per platform)	\$.5M	\$.5M
Additional Canopy Sections (basic design, approximately 20-25 feet, 3 sections for both platforms)	\$1.5M	\$1.5M
Pedestrian bridge serving Seaview Ave. NW and both platforms incorporating 3 staircases and 3 elevators		\$4.25M
Rehabilitation and improvement of 65 th St. pedestrian underpass (to include ADA compatibility, right of way, structural improvements and neighborhood mitigation [minimum])*	\$3.75M	
Parking (at-grade or structure in Ballard, approximately, including right of way)	\$6M	\$6M
Ticket Vending Machines (3)	\$.525	\$.525M
CCTV/Public Address System, etc.	\$.25M	\$.25M
Bus pull outs on Seaview Ave. NW	\$.125M	\$.125M
Right of way (minimum, station area)	\$3.25M	\$2M
Pedestrian improvements, including at-grade signalized crossing of Seaview Ave. NW)	\$.5M	\$.5M
Retaining wall, slope stabilization (minimum)	\$1.25M	\$7.5M
Legal expenses (baseline conservative)	\$2.5M	\$1.6M
Contingency (15%)	\$3.25M	\$3.9M
Estimated Total	\$24.9M	\$29.9M

* The existing pedestrian underpass at 65th St. may not be able to be upgraded to ADA acceptable standards. A pedestrian bridge at this location would likely cost \$5.75M due to the increased length of the required span.

Exhibit B
Preferred Alternative - MCIA Corridor Improvements (CIs)

CI	Location	Description of Improvement
CI 1	MP 6.40 to 0.40	<u>Third mainline</u> : construction of a third mainline track in the existing single-track right-of-way of CI 2 to provide track exclusively for freight trains.
CI 2	MP 1782.20 (P.A. Junction) to 1781.20 (Lowell Junction)	<u>Second mainline track</u> : upgrade existing track used for storage (Turkey Track) to serve as the second mainline.
CI 3	Pacific Avenue to Delta Yard or other appropriate location	<u>Relocate industrial track</u> : relocate this track, which serves several industrial users, to accommodate the Everett Multimodal Facility (Everett Station) commuter rail station.
CI 4	Everett Multimodal Facility Site (Everett Station) and south about 2,600 feet	<u>Construct overnight storage tracks for commuter rail</u> : construction of the storage track, fencing, yard lighting, drip-oil pans, and electrical connections.
CI 5	MP 7.86 to MP 10.49 (Sealine Junction to Rogers Siding)	<u>Second mainline track</u> : second track would extend to the south end of Rogers Siding at M.P. 9.75. Some relatively minor grading work is required.
CIs 6, 7, 8, 9, and 10	Various locations (Everett Junction, Delta Junction, Sealine Junction, Lowell Junction, Pacific Avenue Junction)	<u>Centralized Traffic Control (CTC)</u> : this commonly used railroad signaling system would be required to allow bi-directional train traffic and automatic switch operation. This improvement would add another metal building at each of these locations, and a single new building at Delta and Sealine Junctions.
CI 11	MP 32.1 to MP 37.0 (also known as 10.9) and MP 10.9 to MP 7.86 (Bayside Line Everett Junction to Delta Junction, and Delta Junction to Sealine Junction)	<u>Upgrade Bayside Line</u> : This improvement would allow freight trains to use the existing freight rail line at increased speed, compensating for the increased distance freight trains would be required to travel when the Everett train tunnel is needed for commuter rail. The existing track would be upgraded for through-freight service.
CI 12	Everett Junction	<u>Set-out track to mainline track</u> : conversion of the setout track is an upgrade or improvement of the existing track for use as a mainline track along the existing alignment; therefore, no grading or major construction work is required.

CI 13	MP 31.3 to 31.7 (Howarth Park)	<u>Universal crossover:</u> A universal #24 crossover is made of four switches and connecting track, which allow either a southbound or northbound train to switch from one track to the other. The universal #24 crossover would be located within the 2,000-foot-long track tangent (straight track) between M.P. 31.3 and M.P. 31.7.
CI 15	M.P. 28.5 to M.P. 29.0 (Mukilteo)	<u>Universal crossover:</u> universal #24 crossover, as described under CI 13, would be located within the 2,000-foot-long track tangent between M.P. 28.5 and M.P. 29.0.
CI 16	M.P. 27.0 to M.P. 28.0 (Mukilteo)	<u>Double track:</u> a second mainline track would be added (double track) in this location to the existing single track.
CI 18a	MP 23.5 to MP 23.9	<u>Universal #24 crossover:</u> as described under CI 22.
CI 18b	MP 18.5 to MP 18.9	<u>Universal #24 crossover:</u> as described under CI 22, would be located within the 3,000-foot-long track tangent between M.P. 18.5 and M.P. 18.9.
CI 20	MP 15.9 to MP 17.8 (Woodway to Edmonds)	<u>Second mainline track (Double Track):</u> second track needs to be installed to supplement the single existing main line track.
CI 21	MP 14.0 to MP 14.4 (Richmond Beach)	<u>Universal crossover:</u> universal #24 crossover, as described under CI 13, would be located within the 1,500-foot-long track tangent between M.P. 14.0 and M.P. 14.4.
CI 22	MP 8.7 to MP 9.3 (Metum)	<u>Universal crossover:</u> consists of installing a crossover and signal equipment as described under CI 13.
CI 23	MP 7.3 to MP 7.8 (Ballard, Opposite Shilshole Marina)	<u>Reinstall former second mainline track:</u> proposed second mainline track would be on the east side of the existing single mainline track. This would restore the second track in the location where it previously existed; the roadbed is already in place.
CI 24	M.P. 3.28 to M.P. 5.49 (Interbay Rail Yard)	<u>Construct 2.21 miles of new second mainline track:</u> the track would be installed adjacent to the many existing tracks in the Interbay freight rail yard. This improvement also includes reconstruction of the yard track to the second mainline (1.61 miles) between M.P. 1.67 and 3.28, and installation of a #24 crossover at M.P. 5.49.