

## SOUND TRANSIT

### RESOLUTION NO. R99-6

#### Amending Sound Move and Creating A New Project BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	2-18-99	Recommend Board Action	Agnes Govern, Director,	206-684-1673
Executive Committee	2-19-99	Recommend Board Action	Regional Express	
Board of Directors	2-25-99	Action	Bill Guenzler, Program Manager, HOV Access	206-689-3534

#### **ACTION:**

Approve Resolution No. R99-6 to amend *Sound Move* to add an HOV project on State Route 900 to the list of projects in the East King county subarea by reducing the funds allocated for Sunset Interchange (HOV Share) Project and reallocating funds to the SR 900 HOV Project.

#### **BACKGROUND:**

Appendix A of *Sound Move* lists six high occupancy vehicle (HOV) access projects in East King County totaling \$258 million (1995\$). Included in this amount is \$16 million (1995\$) for the HOV share of the Sunset Interchange. As a result of agreements with other partners on the Sunset Interchange project, Sound Transit would convey \$9 million (YOES) for the Sunset Interchange with other partners paying for the majority of the estimated \$70 million cost. This leaves an uncommitted balance to pay for Sound Transit administrative expense and other transit improvements in the East King County equity area. The 1999 budget schedules expenditure of the balance between 2001 and 2003.

#### **Coordinated Action to Reduce Future Re-construction Cost**

Pending development in the Issaquah area will add traffic to State Route 900 and would require mitigation by the developer. In order to avoid piece-meal modifications of the highway that would make future modification for bus lanes very expensive; Issaquah, King County, WSDOT, Sound Transit, and private partners developed a Memorandum of Understanding to work cooperatively toward the planning, design, and construction of the improvements to State Route 900.

During 1998, Washington State Department of Transportation (WSDOT) produced a State Route 900 Definition Study at the request of Sound Transit staff. Staff members from WSDOT, King County, Issaquah, and Sound Transit attended several technical work sessions to determine the configuration and estimated cost of a project that would improve safety, reduce congestion, provide for HOV movement from Interstate 90 and the Issaquah Park and Ride Lot, and partially mitigate traffic growth from pending developments.

## **Project Definition and Benefits**

The project would begin on State Route 900 just north of Interstate 90 and extend southward past the planned entrance of East Village. Sound Transit's direct interest in the project is limited to the portion of State Route 900 lying between Interstate 90 and the Issaquah Park and Ride Lot. Regional Express bus service is proposed to operate between Issaquah and Northgate commencing in 2001. That service will originate at the Issaquah Park and Ride facility, which also functions as the transit center for King County Metro. Between King County and Sound Transit, 18 buses per hour are expected to use this portion of State Route 900 during peak hour. Traffic congestion on State Route 900 at its intersections with Interstate 90, Gilman Boulevard, and Newport Way cause considerable delays to buses routed to and from the park and ride facility. The State Route 900 Definition Study proposes to reduce delay and improve transit reliability by providing HOV lanes between I-90 and Issaquah Park and Ride Lot, priority treatment at two signals, and bus layover space.

## **City and Eastside Support**

Eastside Transportation Partnership (ETP) voted, at the request of the Issaquah representative, to support a change to *Sound Move* within the East King County subarea by reducing the Sound Transit HOV share of the Sunset Interchange from \$16 million to \$9 million and creating an HOV project on SR 900 between I-90 and the Issaquah Park and Ride Lot.

## **RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:**

- ◆ Adoption of *Sound Move*, the Ten-Year Regional Transit System Plan (May 31, 1996).
- ◆ Adoption of Resolution No. R98-22 establishing criteria for amending *Sound Move* (July 1998).
- ◆ Adoption of 1999 Budget (November 12, 1998).
- ◆ Adoption of the Regional Express Bus System Implementation Plan (November 12, 1998).
- ◆ Adoption of Resolution No. R98-23 allocating \$2.5 million to SR 99 Project in Lynnwood (May 28, 1998).
- ◆ Approval of High Occupancy Vehicle and Transportation System Management Policies and Guidelines (December 10, 1998).

## **EVALUATION OF PROPOSAL**

Resolution No. R98-22 establishes six criteria to evaluate a proposed revision to *Sound Move*:

- **Consistency with Sound Transit's enabling legislation.**  
Pursuant to RCW 81.112.080(2) and RCW 81.104.015(1), Sound Transit is authorized to construct, maintain, operate, and regulate a system of public transportation services and supporting services and facilities necessary to implement a high capacity transportation system (HCT). The HCT system may include HOV lanes to benefit transit speed, higher capacity, and service frequency as mandated by the enabling statute. The proposed project directly links HOV lanes on I-90 with the Issaquah Park-and-Ride Lot and will support the

Issaquah-to-Northgate Regional Express bus route and feeder service provided by King County Metro within the system.

- **Consistency with Sound Transit's funding requirements and priorities.**

The proposal would keep the funds within the same subarea as the project whose budget would be reduced. The change will not result in a net change in the subarea expenditures. Benefits to the speed and reliability of Regional Express are directly increased by constructing HOV lanes on SR 900. (Also see funding section below.)

- **Consistency with the proposition approved by voters in the November 1996 election.**

*Sound Move* was adopted by the board on May 31, 1996 to serve as the basis of the ballot question approved by voters in the November 1996 election. The map illustration shows a "diamond" on I-90 at Issaquah with a legend that says, "A continuous system of HOV lanes with special access ramps for transit and carpools. Diamonds indicate direct access ramps or flyer stops." Appendix A of *Sound Move* lists \$16 million (1995\$) for "I-90 at Sunset Interchange (HOV Share)." It has been agreed to convey, after Sound Transit expense for administration and art, \$9 million (YOES) to Sunset Interchange. The reduction is primarily a result of a decision not to build "center HOV" lanes on I-90 at this location and instead connect the Sunset Interchange ramps on the "outside." The money saved could be used on State Route 900 for providing the continuous system referenced in *Sound Move*. The result is that the Sunset Interchange project listed in *Sound Move* will be constructed and another project can be funded within the same subarea that accomplishes still more speed and reliability benefits.

- **Consistency with and support of the transportation goals, commitments, project, and corridors served in *Sound Move*.**

*Sound Move* creates a comprehensive, regional, high-capacity travel network that offers frequent, convenient, and dependable services. Specific to East King County, the network consists of express bus services operating primarily on HOV lanes in the I-405, SR 520, and I-90 corridors. The HOV Access Program improves speed and reliability of Regional Express bus schedules by eliminating the need to weave through other traffic at locations where buses need to leave the freeway lanes to access transit centers and parking facilities. The proposed amendment to *Sound Move* will result in the construction of the original improvements at Sunset Interchange and the establishment of another project on State Route 900 that further improves transit speed and reliability in the I-90 corridor. The proposed HOV improvements at SR 900 and I-90 conform to the High Occupancy Vehicle Transportation System Management policies approved by the board on December 10, 1998 to ensure that HOV investments improve the speed and reliability of Regional Express service between centers.

- **Adequacy of environmental review completed under SEPA and/or NEPA, either as part of the 1993 System Plan EIS or otherwise.**

The proposed changes fall within the range of alternatives and impacts analyzed in the 1993 System Plan Environmental Impact Statement. In addition, project-level environmental review will be prepared on both the Sunset Interchange and State Route 900 projects.

All of the “Build Alternatives” evaluated in the 1993 System Plan EIS include Transportation System Management strategies that “would provide better access to freeway HOV lanes and give HOVs priority on key arterial links to transit stations and park-and-ride lots. . . Some arterial HOV treatments are on roadways feeding the regional HOV system.” (pp 2-7 and 2-9) The EIS also describes a plan element to complete “the regional high-occupancy-vehicle (HOV) system planned by WSDOT, providing measures to give HOVs (buses, vanpools, and carpools) priority on congested major arterials and expanding park-and-ride lot facilitates.” (p. xiii) The proposed plan changes are consistent with the analysis contained in the 1993 EIS.

In addition, the 1996 Major Investment Study (MIS) illustrates the I-90 corridor and others and states the “HOV Expressway includes the state’s program to fill the gaps and extend the existing HOV-lane system to create a continuous inside-lane HOV network...Using the expressway will be a series of 20 regional express bus routes. The regional express bus service will connect 24 major employment centers, as well as connect with the commuter rail and light rail transit network.” (p. 18) The proposed plan changes are consistent with the MIS.

Finally, project level environmental review will be prepared on both of the proposed projects, consistent with the 1993 EIS and state and national environmental policy act requirements.

- **Extent to which the proposed revision has been reviewed and supported by the subarea(s), local jurisdictions, and community.**

The proposed revision was presented to Eastside Transportation Partnership on January 8, 1999 for discussion, and on January 22, 1999 the Partnership voted to support the proposal at the request of the City of Issaquah representative.

#### **KEY FEATURES:**

- Reduces the Sound Transit financial contribution to Sunset Interchange from \$16 million (1995\$) to \$8 million (1995\$).
- Establishes a project for HOV improvements to SR 900 between I-90 and Issaquah Park and Ride Lot and limits Sound Transit participation to \$8 million (1995\$).
- Provides additional guidance for the development of a project agreement for future board consideration:
  - Requires financial contribution from other partners sufficient to construct a project that provides HOV priority movement to (from) I-90 and the Issaquah Park and Ride Lot.

- Directs Executive Director to negotiate an agreement with WSDOT for board consideration prior to the year 2000 that:
  1. Contractually pledges a Sound Transit commitment of \$7M (YOES) to the development and construction of HOV lanes on SR 900;
  2. Makes WSDOT or its designee responsible for the overall project; and
  3. Provides for other financial contributions sufficient to complete a logical phase of the project proposed in the State Route 900 Definition Study.

**FUNDING:**

The adopted budget authorizes project expenditures of \$16 million (1995) for the HOV share of the Sunset Interchange project. Approval of this action would allocate the same amount of money to two projects: 1) \$7.959 million (1995\$) including \$0.482 million (1995\$) to agency administration and art for the HOV share of the Sunset Interchange project; plus 2) \$8.042 million (1995\$) including \$0.371 million (1995\$) to agency administration and art for HOV improvements to State Route 900. This allocation will allow a \$9 million (YOES) contract with WSDOT for the HOV share of constructing the Sunset Interchange project and a \$7 million (YOES) contract with WSDOT for the HOV improvements to State Route 900 and leave a \$2.181 million (YOES) contingency.

**Adopted 1999 Budget for Sunset HOV Project**

All figures are in \$000s

Cost Element	1995\$	YOES	% of Total
Administrative Costs	\$383	\$450	2%
PE/ED	\$--	\$--	0%
Plans, Specs & Est./Construction Engineering	\$--	\$--	0%
ROW	\$--	\$--	0%
Construction	\$7,476	\$8,999	47%
Contingency	\$8,141	\$9,572	50%
<b>Total</b>	<b>\$16,000</b>	<b>\$19,021</b>	<b>100%</b>

**Proposed Change to Sunset**

All figures are in \$000s

Cost Element	1995\$	YOES	% of Total
Administrative Costs	\$407	\$478	5.0%
PE/ED	\$--	\$--	0.0%
Plans, Specs & Est./Construction Engineering	\$--	\$--	0.0%
ROW	\$--	\$--	0.0%
Construction			0.0%
1% for Art	\$75	\$90	0.9%
All Other Construction	\$7,477	\$9,000	94.1%
Contingency	\$42	\$49	0.0%
<b>Total</b>	<b>\$8,000</b>	<b>\$9,617</b>	<b>100%</b>

**Proposed SR900 Project**

All figures are in \$000s

Cost Element	1995\$	YOES	% of Total
Administrative Costs	\$313	\$368	3.8%
PE/ED	\$--	\$--	0.0%
Plans, Specs & Est./Construction Engineering	\$--	\$--	0.0%
ROW	\$--	\$--	0.0%
Construction			0.0%
1% for Art	\$58	\$70	0.7%
All Other Construction	\$5,815	\$7,000	72.8%
Contingency	\$1,813	\$2,132	22.7%
<b>Total</b>	<b>\$8,000</b>	<b>\$9,570</b>	<b>100%</b>

**Total for Both Projects After Sound Move Change**

All figures are in \$000s

Cost Element	1995\$	YOES	% of Total
Admin Costs	\$720	\$	4.4%
		847	
PE/ED	\$--	\$--	0.0%
Plans, Specs & Est./Construction Engineering	\$--	\$--	0.0%
ROW	\$--	\$--	0.0%
Construction			0.0%
1% for Art	\$133	\$160	0.8%
All Other Construction	\$13,292	\$6,000	83.4%
Contingency	\$1,855	\$2,181	11.4%
<b>Total</b>	<b>\$16,000</b>	<b>\$19,188</b>	<b>100%</b>

**ALTERNATIVES:**

- Cap Sound Transit's financial contribution to Sunset Interchange at \$8 million (1995\$) and determine the allocation of the balance after other East King County projects can be evaluated for funding need.
- Cap Sound Transit's financial contribution to Sunset Interchange at \$8 million (1995\$) and allocate the \$8 million (1995\$) balance to an HOV project on State Route 900, contingent upon other partners making substantive funding commitments by the end of 1999; allocate to other projects if no agreement materializes.

**CONSEQUENCES OF DELAY:**

Intracorp, the sponsor of East Village development, intends to negotiate a mitigation agreement with Issaquah early in 1999. It is expected that several million dollars will be committed to improvements on SR 900 and other facilities impacted by the development. Absent a comprehensive funding agreement, the developer's obligation on the portion of SR 900 lying between I-90 and Newport Way will probably be limited to intersection improvements. The resultant roadway would have to be further improved to provide transit priority to and from the Issaquah Park and Ride Lot. Creation of a *Sound Move* project at this time allows funds from the developer and Sound Transit to be combined for a project that has lower overall cost. It also will

significantly increase the probability that WSDOT and King County will fund portions of the project.

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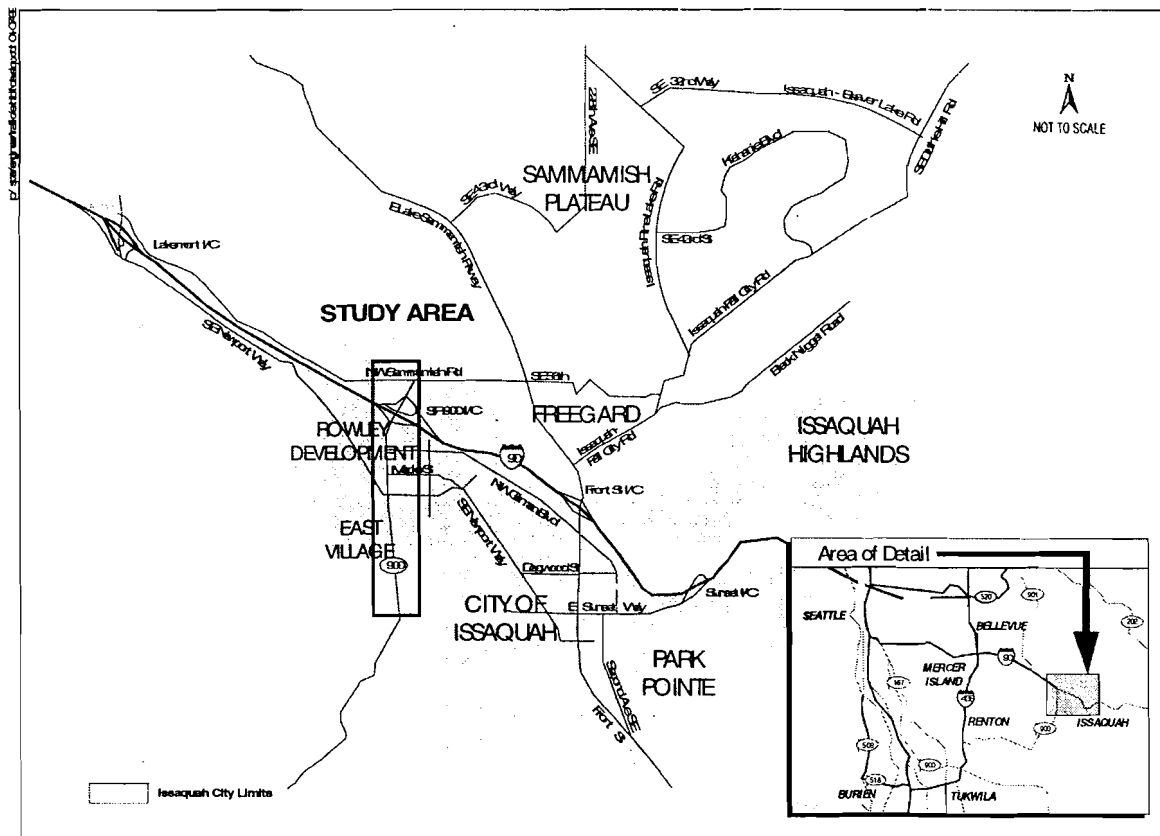
**RECOMMENDATION:**

Adopt Resolution R99-6 revising *Sound Move* to limit Sound Transit's financial contribution for the Sunset Interchange project to \$8 million (1995\$), create a new HOV project on State Route 900 for \$8 million (1995\$), and direct the Executive Director to negotiate an agreement to jointly fund the improvements to State Route 900.

**LEGAL REVIEW:**

1. The Legal Department has reviewed and approved the Background and Comments and Resolution.
2. Amendment to *Sound Move* constitutes a major decision requiring a two-thirds favorable vote of the entire membership of the board.

**PROJECT LOCATION:**



Vicinity Map and Major Development Areas  
SR 900 Multi-Modal Traffic Forecasts



## SOUND TRANSIT

### RESOLUTION NO. R99-6

A resolution of the Board of the Central Puget Sound Regional Transit Authority to revise *Sound Move* by reducing the budget for the I-90 at Sunset Interchange (HOV Share) project and creating a project to partially fund HOV lanes on State Route 900 from I-90 to the Issaquah Park and Ride Lot.

WHEREAS, the Central Puget Sound Regional Transit Authority is a duly organized regional transit authority existing under RCW Chapters 81.104 and 81.112 and has powers necessary to implement a high capacity transportation system; and

WHEREAS, on November 5, 1996, central Puget Sound area voters approved local funding for *Sound Move*, Sound Transit's ten-year plan for regional high-capacity; and

WHEREAS, the proposed State Route 900 ("SR 900") Improvement for HOV lane construction from I-90 to Issaquah Park and Ride Lot ("Project") is consistent with Sound Transit's statutory authority to implement a high capacity transportation system pursuant to Chapters 81.104 and 81.112 RCW; and

WHEREAS, it would be necessary to amend *Sound Move* to add the proposed Project; and

WHEREAS, the board adopted Resolution No. R98-22 establishing criteria for evaluating proposals to amend *Sound Move*; and

WHEREAS, the Executive Committee has reviewed the proposed Project and finds it satisfies the criteria established in Resolution No. R98-22; and

WHEREAS, *Sound Move* includes \$16M (1995\$) for the HOV share of the Sunset Interchange Project on Interstate 90; and



WHEREAS, the funds required for the Sunset Interchange (HOV Share) have been reduced to \$8M (1995\$) making \$8M (1995\$) in funds available for another Sound Transit project; and

WHEREAS, financial contribution from other parties benefiting from the Project is necessary to fully fund the Project; and

WHEREAS, if an agreement is not reached among the parties to fully fund the Project, other projects within the East King County could be identified that would provide benefits to transit speed and reliability; and

WHEREAS, it is in the best interest of Sound Transit to fund the Project in furtherance of the development of a HOV-lane system to improve travel along high capacity transportation corridors in support of the network of high capacity transportation services and facilities; and

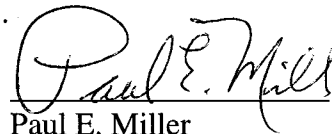
WHEREAS, amending *Sound Move* requires a two-thirds vote of the entire membership of the Board of Sound Transit;

NOW, THEREFORE, BE IT RESOLVED by a two-thirds vote of the Board of the Central Puget Sound Regional Transit Authority that *Sound Move* be revised to (1) limit Sound Transit's contribution to the Sunset Interchange Project to \$8M (1995\$) which includes Sound Transit costs for administration and art; and (2) reallocate \$8M (1995\$) to a new project which includes a contribution to construction, Sound Transit costs for administration, art, and contingency, for the construction of HOV lanes on State Route 900 from I-90 to the Issaquah Park and Ride Lot.

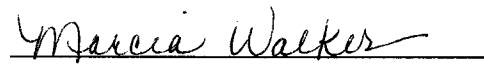
BE IT FURTHER RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that: (1) the Executive Director is authorized to negotiate, for Board consideration, an

agreement that provides sufficient funding from other parties benefiting from the HOV improvements to State Route 900 to fully fund project development and construction; and (2) establishes a deadline of January 1, 2000 for approval of an agreement with the parties for full funding of the SR 900 HOV Project and further declares the board's intent to reallocate savings from the Sunset Interchange Project (HOV Share) to other projects if the deadline is not met.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 25th day of February, 1999.

  
Paul E. Miller  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator