

**STAFF REPORT**  
**SOUND TRANSIT**  
**RESOLUTION NO. R98-23-1**

**Amendment to Resolution No. R98-23 to Clarify Official Project Name**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Executive Committee	7/7/00	Discussion/Possible Action to Recommend Board Approval	Agnes Govern, Director, Regional Express	(206) 398-5037
Board of Directors	7/13/00	Action	Linda J. Sullivan, Project Manager, Capital Projects	(206) 398-5033

**PROPOSED ACTION**

Resolution No. R98-23 was approved on May 28, 1998, and authorized the addition of the SR99 Improvement Project to the Sound Move program. Resolution No. R98-23 allocated \$2.5 million towards the construction of the SR99 Project from the Lynnwood Transit Center/Park-and-Ride lot Connector Project. The amendment being put forth at this time proposes to amend Resolution No. R98-23 to clarify the project title. Resolution No. R98-23 referred to the project as the SR99 HOV Lane Improvement Project; the official title for this project is the SR-99 Improvement Project.

**KEY FEATURES**

**Highlights of Proposed Action:**

- ◆ Amends Resolution No. R98-23 approved May 28, 1998.
- ◆ Clarifies the primary purpose of the SR99 Improvement Project, which is to add transit emphasis lanes on the outside lanes of the existing roadway from 244th Street SW to 148th Street SW in South Snohomish County.
- ◆ Informs the Board that the overall project goals and partners for this Project have not changed since Resolution No. R98-23, and restates Sound Transit's funding contribution as \$2.5 million.

**Discussion of Proposed Action:**

The SR99 Improvement Project will widen SR99 in South Snohomish County from five to seven lanes by adding TELs to the outside lanes of the existing roadway. The TELs will be constructed to ensure that through travel is restricted to transit at signalized intersections – all other vehicles, including HOVs, are restricted to right-turn-only movements. In the beginning stages of the project, prior to Resolution No. R98-23, there was some discussion among the project Technical Advisory Committee that the project be open to HOV traffic as well as buses. However, it was decided through the design process that the project, if an HOV lane, would not

hold sufficient benefit to transit. The Project's overall goals and partners have not changed since the approval of Resolution No. R98-23. Sound Transit's contribution of \$2.5 million also has not changed.

The Sound Transit Board of Directors on May 28, 1998, approved Resolution No. R98-23 which added the SR99 HOV lane construction project to Sound Move and allocated \$2.5 million towards its construction. At that time, it was understood that Sound Transit would work with the project's lead agency, the City of Lynnwood, to develop a Memorandum of Agreement (MOA) that outlines roles and responsibilities for the two agencies during the construction phase of this project. This MOA has been developed and will be brought to the Sound Transit Finance Committee for approval on July 20, 2000.

This amendment clarifies for the Board that the project's scope includes constructing transit emphasis lanes (TEL), not HOV lanes, along SR99 within the project limits. TELs improve and allow through movements for transit only, not HOVs or SOVs. A brief description of HOV lanes versus transit emphasis lanes is provided below:

- HOV lane construction projects call for a lane that is dedicated to transit and HOVs only, and is not open to SOVs. This dedicated lane benefits HOVs because the lane is less congested and allows for quicker travel times. The SR99 Improvement Project will construct outside lanes to the existing road. It is not possible to exclude SOVs from such an outside lane because of the need to allow turning access to businesses and properties.
- Transit emphasis lanes are constructed to ensure that transit receives the greatest travel-time advantage, and are constructed so that HOVs and SOVs are allowed to travel in the TEL, but must make turns at signalized intersections. Through travel is restricted to transit at signalized intersections.

### **LEGAL REVIEW**

MBL 6/22/00

## SOUND TRANSIT

### RESOLUTION NO. R98-23-1

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority substituting the project title "SR99 Improvement Project" for "SR99 HOV Lane Improvement Project" as titled in Resolution No. R98-23 and superseding Resolution No. R98-23.

WHEREAS, Sound Transit may undertake the SR99 Improvement Project (hereinafter referred to as the "Project") pursuant to statutory authority to implement a high capacity transportation system in Chapters 81.104 and 81.112 RCW; and

WHEREAS, the Finance Committee has reviewed the project and finds it to be compatible with Sound Transit's overall funding requirements and priorities; and

WHEREAS, the Executive Committee has found that the results of the analysis confirm that the Project is consistent with the adopted goals, commitments, projects, and corridors served in Sound Move; and

WHEREAS, the Project has received a Documented Categorical Exclusion dated October 11, 1994 and is within the range of environmental impacts evaluated in the final Environmental Impact Statement adopted by Sound Transit for the Regional Transit Plan; and

WHEREAS, the City of Lynnwood has submitted a letter of request for the project dated September 3, 1997; and

WHEREAS, the Project proposal and request for Sound Transit funding has been reviewed and is supported by the Lynnwood community, local jurisdiction, and Snohomish County subarea;

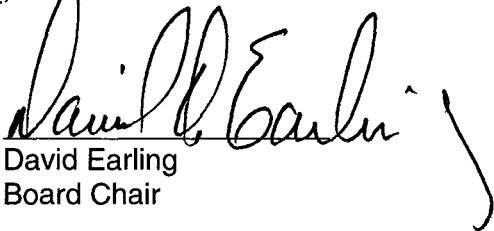
NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1. Sound Move be revised to add the SR99 Improvement Project and associated costs to the Snohomish County subarea list of projects.

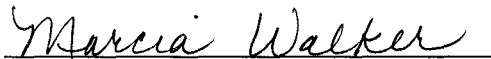
Section 2. \$2.5 million (YOE) be reallocated from the Lynnwood Transit Center/Park-and-Ride lot Connector Project to the SR99 Improvement Project.

Section 3. Resolution No. R98-23, as adopted by the Board of the Regional Transit Authority on May 28, 1998, is hereby superseded and replaced by this amended Resolution No. R98-23-1.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 13<sup>th</sup> day of July, 2000.

  
David Earling  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator