

## **SOUND TRANSIT**

### **RESOLUTION NO. R2001-06**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending Sound Move – The Ten-Year Regional Transit Plan by removing the Bond Street Station from the Everett-to-Seattle Commuter Rail Project.

WHEREAS, the Central Puget Sound Regional Transit Authority hereinafter referred to as Sound Transit has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high capacity transit in the Central Puget Sound region; and

WHEREAS, by Resolution No. R98-22, adopted July 23, 1998; the Board adopted criteria and a process to guide evaluation of proposals to amend Sound Move – The Ten-Year Regional Transit Plan; and

WHEREAS, by Resolution No. R99-5, adopted February 11, 1999, Sound Transit and the City of Everett executed a Memorandum of Agreement setting forth their respective roles and obligations in environmental review, permitting, funding, public involvement, and design of the Everett Multi-Modal Station (Everett Station); and

WHEREAS, the Comprehensive Plan for the City of Everett places a high priority on alternative travel options, including improvements to transit services and facilities and the coordination of operations among travel modes and calls for the City's active participation in the development of regional transit facilities; and

WHEREAS, by Motion No. M2000-05, adopted January 13, 2000, the Board selected the project to be built for the Everett-to-Seattle Commuter Rail Line, which included a commuter rail station at the Everett Multimodal facility; and

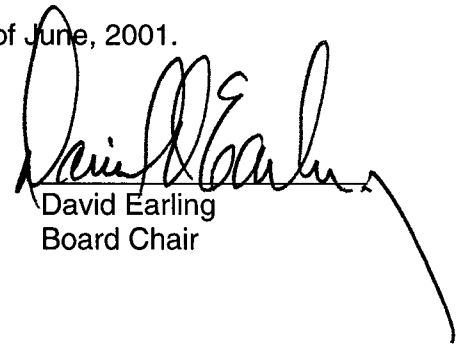
WHEREAS, Sound Move contemplated that the commuter rail station would be at the existing Amtrak station at Bond Street, but since that time the Everett Multimodal facility has received funding and is moving forward, and the Amtrak station eventually will be moved to the Everett Multimodal facility; and

WHEREAS, in order to implement the Board's decision in Motion No. M2000-05, the Board must approve a change to Sound Move by removing the Bond Street Station from further consideration and reallocating the Bond Street Station budget to the Everett Multi-Modal facility.

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


The Bond Street Station is hereby removed from Sound Move – The Ten-Year Regional Transit Plan.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 14th day of June, 2001.



David Earling  
Board Chair

ATTEST:



Marcia Walker  
Board Administrator

**SOUND TRANSIT  
RESOLUTION NO. R2001-06**

**Amending Sound Move to Remove Bond Street Station**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Board of Directors	6/14/01	Discussion/Possible Action	Paul Price, Director Val Batey, Project Development Manager	(206) 398-5111 (206) 398-5117

**PROPOSED ACTION**

The proposed action would amend Sound Move – The Ten-Year Regional Transit Plan by removing the Bond Street Station from the Everett-to-Seattle Commuter Rail Project.

**KEY FEATURES**

**Highlights of Proposed Action:**

- ◆ Recommends a change to Sound Move removing Bond Street Station from the Everett-to-Seattle Commuter Rail Project.
- ◆ Completes procedural action initiated with the Board's selection of the Everett Station project by Motion No. M2000-05, adopted January 13, 2000.

**Discussion of Proposed Action:**

In Sound Move, Bond Street Station was included as one of the stations serving the proposed Everett-to-Seattle Commuter Rail Line. Amtrak is currently serving the station. Once the new Everett Station is functional, Amtrak will shift its service there, eliminating inter-city service to the Bond Street Station location.

Motion No. M2000-05 passed by the Board January 13, 2000, selects the project to be built for the Everett-to-Seattle Commuter Rail Line. With that motion the Board selected Alternative 1b in the Final Environmental Impact Statement (FEIS) (December, 1999) for the project, described as follows:

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.

The station budgets are anticipated to be adequate to fund design, property acquisition, construction and outfitting of the station facilities.

The FEIS, page 2-14, states:

Alternative 1b is the Multimodal Facility without the Bond Street station...With Alternative 1b, commuter rail would only be located at the Everett Multimodal Facility (Everett Station) along with intercity rail. Alternative 1b has been selected as the Preferred Alternative with parking on a surface lot located east of the BNSF railroad tracks.

### **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). This action is consistent with Sound Move and does not move money out of the subarea nor does it diminish the commuter rail program, rather it allows the Everett Station to be a better, consolidated service facility which will serve residents of Everett and its surroundings.

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

The adopted 2001 budget transfer from Bond Street to Everett Station and subsequent transfer of \$1,169,000 has kept the funds within the same subarea. The change has not resulted in a net change in the subarea expenditures.

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

Sound Move called for the implementation of a commuter rail system "that offers a fast, dependable and easy-to-use commute option, linking major destinations in Snohomish, Pierce and King counties."

The removal of Bond Street Station remains consistent with the proposition approved by voters in the November 1996 election because removal of Bond Street Station from Sound Move will increase the speed of Sounder Commuter Rail by eliminating stopping time and rail boarding time for a station which would have been in relatively close proximity to the Everett Station. Removal of Bond Street Station will not affect the estimate of the number of rail boardings as described in Sound Move, riders living in the proximity of Bond Street Station can easily access the Everett Station. The Bond Street Station is in the same commuter rail service area as the Everett Station. Ridership estimates for the Bond Street Station indicated that 200 boardings would occur with full build out. This is the lowest ridership of all the funded Sounder stations. Ridership at the Everett Station, with the removal of the Bond Street Station is expected to be 600 daily boardings. The distance between Bond Street Station and the Everett station is approximately 1.25 miles. This is a minor change in commuter rail service provided to residents of Everett and its environs.

Sound Move also required that:

The RTA will develop park-and-ride-lots, transit centers and stations that serve and support the commuter rail system through a joint development program promoting

public / private partnerships and partnerships with local jurisdictions. The goal of the program will be to encourage transit and pedestrian access to stations by establishing and promoting partnerships with parties interested in locating in areas served by commuter rail. The joint development program will try to establish transit and pedestrian-friendly improvements and land uses in surrounding areas. Access improvements that extend the benefits and the scope of transit system to more people and to more places will be considered eligible for TRA funding as part of the budget for each station.

The Everett Station is an example of the public/private partnerships envisioned by Sound Move. In terms of transportation options, it is designed to serve Sounder commuters and Amtrak passengers, regional and local bus riders and to provide for airport shuttles, taxis, car pools and bicycles. The Everett Station will include facilities for higher education and employment resources, commercial, retail, and a public gathering space. Partners in the higher education consortium who will provide university-level programs to the community include: the University of Washington, Western Washington University, Central Washington University, Eastern Washington University, Washington State University, and Everett, Edmonds, and Skagit community colleges. The State Department of Employment Security will take the lead in operating a career development center that will involve Edmonds and Everett community colleges, the Job Corps, Volunteers of America and the Tulalip Tribes.

To complement the joint development uses described above, there will be retail and office space, a restaurant, and space for street vendors. In addition, the City of Everett is considering a revision of the surrounding area's comprehensive plan.

The public/private partnerships and multi-modal access to the Everett Station robustly satisfies the vision of Sound Move, and may turn out to be a national model of such developments.

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

The proposed amendment to Sound Move is consistent with the goals, commitments, projects and corridors served in Sound Move. In preparing the FEIS, staff evaluated the preferred Alternative 1b (which would remove Bond Street Station) against the original vision of the corridor. The vision and commitments to the Everett-to-Seattle corridor remain intact with this proposed elimination.

- **Adequacy of environmental review completed under State Environmental Protection Act (SEPA) and/or National Environmental Protection Act (NEPA), either as part of the 1993 System Plan EIS or otherwise.**

The proposed change falls within the range of alternatives and impacts analyzed in the NEPA/SEPA FEIS Everett-to-Seattle Corridor (December 1999) and is consistent with the 1993 System Plan EIS.

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

Sound Transit and the City of Everett negotiated a Memorandum of Agreement setting forth their respective roles and obligations in environmental review, permitting, funding, public involvement, and design of the Everett Station (Resolution No. R99-5, approved February 11,

1999). The City of Everett was responsible for the design of the Everett Station, and was involved in discussions about the use or elimination of Bond Street Station as a commuter rail option.

The proposed elimination of Bond Street Station from Sound Move was reviewed by the public when the FEIS was issued December 1999, at an October 13, 1999 North Everett neighborhood meeting, and in a July 21, 1999 public meeting to review DEIS options. In addition, the DEIS was highlighted in the July 1999 Sounder Update Newsletter that included DEIS alternatives, schedules, and public hearing dates. The public had opportunity through these meetings and public notices to comment on the preferred alternatives in the FEIS.

**BUDGET**

During the review of the 2001 Proposed Budget, the Board was apprised of the reallocation of budget to the Everett station taking place, bringing the budget in line with prior Board action on the preferred alignment from Everett-to-Seattle (Motion No. M99-79, 11/18/99). The 2001 Proposed Budget provided the following explanation of the Bond Street Station (page 61): “This station is no longer under consideration. Staff will be preparing a motion to have it removed from Sound Move, pursuant to agreement with the City of Everett.” The description section of the Everett Multimodal Station on (page 88), further stated that “The Proposed Budget includes a transfer of all Bond Street Station (project 203) budget, according to the Board adopted preferred northern segment alignment alternative.

The impact on the two stations from the transfer of \$1,169,000, is summarized in the following table:

**Table 1 - Impact of Budget Reallocation on Bond Street and Everett Stations**

<b>Station (Project Number)</b>	<b>Adopted 2000 Budget<sup>1</sup> (A)</b>	<b>Bond Street Transfer (B)</b>	<b>Other<sup>3</sup> (C)</b>	<b>Adopted 2001 Budget<sup>2</sup> (D)= (A + B + C)</b>
Bond St. Station (#203)	\$ 1,169,000	- \$ 1,169,000	\$ 0	\$ 0
Everett Stations (#201)	\$ 15,507,000	+ \$ 1,169,000	\$ 347,000	\$ 17,023,000

<sup>1</sup> See Resolution R99-33 from 11/18/99, pages 84-85.

<sup>2</sup> See Resolution R2000-17 from 12/14/00, pages 88-89.

<sup>3</sup> This reflects a transfer from vehicle cost savings associated with the Snohomish County subarea as part of the 2001 Adopted Budget.

**ALTERNATIVES**

1. Request that the project team identify and evaluate another station to replace Bond Street Station in the plan. However, the FEIS showed that eliminating one station from the Everett-to-Seattle corridor would not adversely impact the service levels of commuter rail; to the contrary, removing the station and combining budget resources into the Everett Station will give Everett commuters more options in the multi-use nature of the station.

2. Ask the project team to conduct a more extensive study for the best investment to provide improvements in transit speed, reliability and access. The current proposal, however, provides clear regional benefits to combine resources for a multi-modal facility in Everett. Furthermore, the City of Everett and the TAC have both indicated support for the proposed change to Sound Move. The financial resources designated for the Bond Street station have already been transferred to the Everett Station.

### **CONSEQUENCES OF DELAY**

A delay of up to a few months is unlikely to have a significant effect on the implementation of the Everett-to-Seattle commuter rail corridor.

### **REGIONAL PARTNERSHIP AND COOPERATION**

The Memorandum of Agreement between the City of Everett and Sound Transit affirms the cooperation and partnership between the two entities. The City of Everett is the primary partner involved in this decision.

### **PUBLIC INVOLVEMENT**

The following describes public involvement in the FEIS, which included the preferred alternative 1b to remove Bond Street Station from further consideration (certain of these meetings were led by the City of Everett, with involvement from Sound Transit staff):

3/11/99	Everett Station Planning regarding the Everett Multimodal Station (open house, display of current station area designs.)
10/13/99	North Everett neighborhood meeting
7/21/99	DEIS Public Hearing for Everett
7/99	Sounder Update Newsletter – alternatives, schedules, public hearing dates.
1/13/00	Board action on Motion M2000-05, selecting the Preferred Alternative 1b which removes Bond Street Station from consideration, and suggests savings from the removal could be used for other commuter rail projects in Everett.

### **LEGAL REVIEW**

MBL 5/17/01