

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2002-17

Adoption of the Proposed 2003 Budget with Amendments

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/5/02	Discussion/Possible Action to Recommend Board Approval Action	Hugh Simpson, Finance Director	(206) 398-5082
Board	12/12/02		Pete Rogness, Budget Manager	(206) 398-5102

Contract/Agreement Type:	<input checked="" type="checkbox"/>	Requested Action:	<input checked="" type="checkbox"/>
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Adopt the Proposed 2003 Budget authorizing the agency's operating and transit operations expenditures and capital outlays for the year 2003.

ACTION

- Adoption of an annual budget for the period from January 1 through December 31, 2003.

KEY FEATURES

- The resolution approves \$50.7 million for staff operations, \$20.0 million for Regional Fund projects (Phase II Planning, Research and Technology and Fare Integration), \$8.0 million for the Community Development Fund, \$57.5 million for transit operations in Regional Express, \$19.0 million for transit operations in Sounder, \$3.3 million for transit operations in Link, and \$17.3 million for payment of debt service on outstanding bonds by Sound Transit in 2003. In addition, the resolution authorizes capital and line-of-business non-capitalizable costs of \$186.7 million for Sounder, \$237.8 million for Link, and \$147.9 million for Regional Express, \$2.6 million for the STart program, and \$0.9 million for administrative capital outlays in 2003.
- Sound Transit is entering a period of increased activity; including ramping-up of service in Regional Express and Sounder; the initiation of Tacoma Link service; and increased construction activity in Regional Express, Sounder commuter rail and the initial segment of Link light rail.
- The adoption of Sound Transit's annual budget requires a two-thirds supermajority vote of the Board.

BUDGET IMPACT SUMMARY

Project Description: 2003 Budget

Current Status: N/A

Projected Completion Date: N/A

Action Outside of Adopted Budget:	Y/N	Y Requires Comment
This Line of Business	N/A	
This Project	N/A	
This Phase	N/A	
This Task	N/A	
Budget amendment required	N/A	
Key Financial Indicators:	Y/N	Y Requires Comment
Contingency funds required	N/A	
Subarea impacts	N/A	
Funding required from other parties other than what is already assumed in financial plan	N/A	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

BUDGET DISCUSSION

Sound Transit's Proposed 2003 Budget requests funding authorization totaling \$749,050,776 in operating expenditures and capital outlays. The agency's expenses and outlays will be funded by an estimated \$369,977,449 in revenue and other financing sources (on an accrual basis) and by an estimated positive cash position in January 2003 of \$846,703,610. Of this amount, an estimated \$201,592,205 will be collected from Retail Sales and Use Tax; \$59,252,838 from Motor Vehicle Excise Tax; \$60,530,000 from federal grants; \$25,451,012 in interest earnings; \$12,144,999 from farebox revenues; and \$11,006,395 in miscellaneous revenues. The budget assumes that the agency will not sell any bonds in calendar year 2003.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The Proposed 2003 Budget is fully affordable within the agency's existing revenue projections and financial policies for Sound Move.

SUMMARY FOR BOARD ACTION

N/A

M/W/DBE – SMALL BUSINESS PARTICIPATION

N/A

HISTORY OF PROJECT

Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
R2002-08	Adoption of revised budget policies, and superseding Resolution No. 98-4	7/25/02
R98-22	Adoption of criteria to guide evaluation of proposals to amend Sound Move	7/23/98
Resolution No. 98-4	Adoption of detailed budget policies governing budget content and processes/timeframes for budget submittal and adoption	2/26/98
Motion No. 32	Adoption of Sound Move Implementation Guide, which provides a blueprint for the development of detailed 6-year capital and operating budgets	5/22/97
Resolution No. 72	Adoption of financial policies and guidelines for providing sub-area equity within the 10-Year Regional Transit Plan	5/31/96

CONSEQUENCES OF DELAY

Adoption of the Proposed Budget requires a super-majority (two-thirds) vote of the Board. With only one or possibly two scheduled Board meetings remaining before the end of 2002, final adoption of this action must be done at one of these meetings.

REGIONAL PARTNERSHIP AND COOPERATION

N/A

PUBLIC INVOLVEMENT

Sound Transit has conducted Finance Committee workshops between September 5, 2002, and November 7, 2002; a Board workshop on October 10, 2002; and a Public Hearing on the Budget on October 31, 2002.

LEGAL REVIEW

JDW 10/24/02

SOUND TRANSIT

RESOLUTION NO. R2002-17

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting an annual budget for the period from January 1 through December 31, 2003.

WHEREAS, by Resolution No. 72, adopted May 31, 1996, the Sound Transit Board adopted financial policies to govern the financing and implementation of the Ten-Year Regional Transit Plan and to specify budgetary guidelines for providing subarea equity in accomplishing the same; and

WHEREAS, on November 5, 1996, at a general election held within the Central Puget Sound Regional Transit Authority's (Sound Transit) district, the voters approved local-option taxes to support implementation of the Ten-Year Regional Transit System Plan; and

WHEREAS, by Motion No. 32 adopted on May 22, 1997, the Sound Transit Board approved the Implementation Guide providing a blueprint for the development of significantly more detailed six-year capital and operating budgets for Sound Transit Board adoption; and

WHEREAS, by Resolution No. R2002-08, adopted the Sound Transit Board adopted revised budget policies; and

WHEREAS, the Sound Transit Executive Director has developed a budget (Attachment A) with amendments (Attachment B); and

WHEREAS, the Sound Transit Executive Director implemented changes to the annual budget process that included individually justifying all proposals, ensuring affordability; and

WHEREAS, said budget is consistent with and affordable under adopted Sound Transit financial policies as established by Resolution No. 72; and

WHEREAS, Sound Transit to date has implemented successful transit services for both Regional Express and Sounder; and

WHEREAS, beginning in September 2003, Tacoma Link will start passenger service; and

WHEREAS, Sound Transit is meeting a high standard of public accountability through clear monthly progress reports and quarterly financial reporting; and

WHEREAS, Sound Transit is moving from the planning and design phases of capital projects to a major ramp up of construction in all five subareas for all three lines of business.

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

Section 1. Subject to the provisions of Resolution No. 78-1 requiring Sound Transit Board approval of capital infrastructure projects, and Finance Committee or Board approval of contracts authorizing expenses exceeding \$200,000, Sound Transit is hereby authorized to incur \$50,651,907 in the year 2003 for staff operating expenses, \$20,002,350 for Regional Fund projects (Phase II Planning, Research and Technology, Fare Integration), \$8,000,000 for the Community Development Fund, \$2,563,381 for the STart program, \$869,500 in administrative capital and \$17,290,383 for payment of debt service on outstanding bonds. Sound Transit is hereby authorized to incur \$57,542,439 in the year 2003 in expenses for transit operations for Regional Express, \$3,274,518 in expenses for transit operations for Link Light Rail, and \$18,989,673 in expenses for transit operations for Sounder Commuter Rail. In addition, Sound Transit is hereby authorized to incur

\$572,449,560 in the year 2003 in capital outlays (including allocations) and line-of-business, non-capitalizable costs in calendar year 2003 or such amounts as are contained in amendments to the proposed budget (Attachment B) as adopted by the Board.

Section 2. The budget for the period January 1, 2003, to December 31, 2003, (Adopted Budget), substantially in the form of Attachment A as amended and attached hereto, is hereby adopted. The Adopted Budget shall serve as a planning document and is not an authorization of expenses, except as specified in Section 1 above. The Adopted Budget projects the collection of \$369,977,449 in total revenues including \$260,845,043 in Sales and Use Tax and Motor Vehicle Excise Tax.

Section 3. The Capital Plan described in Attachment A is hereby endorsed. Such endorsement does not constitute final project authorization, pursuant to Section 9.B of Resolution No. 78-1.

Section 4. The Board directs the Executive Director, or designee, to submit the final Adopted Budget to the Chair of the Board and the Chair of the Finance Committee to assure that the intent of the amendments made to the Adopted Budget is accurately reflected therein.

Section 5. The Executive Director, or designee, shall provide regular budget reports to the Sound Transit Board and shall provide the Board with such information as may be necessary to compare actual financial performance with the Adopted Budget and to ensure conformance with the financial policies.

Section 6. The Board further authorizes the Executive Director, or designee, to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

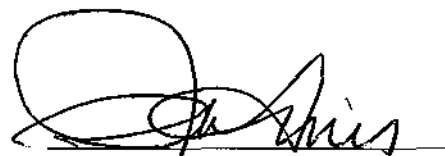
Section 7. Sound Move is hereby amended by (1) the removal of the Regional Express South Everett Mall Transit Center project and distribution of remaining funds to the

North Everett Transit Center project as justified in Attachment C, (2) the removal of the Regional Express East Everett Park and Ride project as justified in Attachment D, and (3) the creation of the Mercer Island Transit Center and Issaquah Highlands projects by transfer of funds from the Mercer Island Park and Ride/Transit Center project as justified in Attachment E.

Section 8. Consistent with the 90-day Sounder Program Assessment Action Plan that was reported to the Finance Committee during its review of the proposed 2003 Budget, Sounder staff are directed to intensively review and, as necessary, update project scopes, schedules, and budgets; strengthen program and project management capacities; and improve business practices and project control. After completion of these steps, the Executive Director will forward any proposed budget changes to the Board for its consideration.

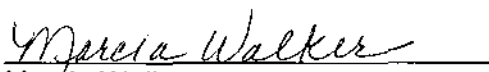
Section 9. Staff is directed to present an enhanced communications strategy to the Board prior to April 1, 2003, to engage the public, distribute timely and accurate information, respond to citizen and media inquiries, and improve the Sound Transit website.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on December 12, 2002.



Ron Sims
Board Chair

ATTEST:



Marcia Walker
Board Administrator

**Attachment B
Proposed Amendments
to the
Sound Transit 2003 Budget**

Amendment 1	
Sponsor	Staff Submitted
Amendment	Amend the “Sound Transit 2003 Cash vs. Accrual Budget” (p. 40 of the Proposed 2003 Budget) and other related text and tables to reflect the impact of all Board-approved budget amendments and related resolutions. Amend the budget, if necessary, for depreciation, non-material corrections and substitutions.
Budget Impact	No budget impact

Amendment 2	
Sponsor	Staff Submitted
Amendment	Amend the Sounder commuter rail transit operations budget (page 57) to add \$872,752 to “Depreciation and amortization” for depreciation of previously purchased locomotives.
Budget Impact	Increases transit operations budget by \$872,752.

Amendment 3	
Sponsor	Staff Submitted
Amendment	Amend the Regional Express Transit Operations Budget (page 136) to add \$144,165 to “Depreciation and amortization”. This adjusts the depreciation related to the Overlake Transit Center and Park-and-Ride to reflect the actual asset value, which is now known.
Budget Impact	Increases transit operations budget by \$144,165.

Amendment 4	
Sponsor	Staff Submitted
Amendment	Amend the Link Light Rail Initial Segment budget to reflect the re-coding of historic costs and adjustments to the budget detail to make the Proposed budget consistent with the Baseline Cost Estimate submitted to the FTA.
Budget Impact	Total lifetime project budget remains the same at \$2,070,000,000. Budgeted activity for 2003 is reduced from \$205,167,000 to \$191,886,307.

Amendment 5	
Sponsor	Staff Submitted
Amendment	Amend certain Regional Express project budgets to shift dollars between phases. See attachment F for details on the transfers.
Budget Impact	This action will increase the 2003 spending plan by a total of <u>\$1,303,000</u> , but will not change any of the Regional Express capital project lifetime budgets.

Amendment 6	
Sponsor	Staff Submitted
Amendment	The Proposed 2003 Budget included the creation of a new project, the Downtown Kirkland Transit Center. The new project would have been funded by a transfer of \$13.3 million from the Kirkland HOV Direct Access project (#140). Staff is recommending that the new project not be added at this time. This issue may potentially be revisited in the year 2003.
Budget Impact	Transfer \$13.3 million from the new Downtown Kirkland Transit Center project back to the Kirkland HOV Direct Access project (#140). No change to total Regional Express program budget.

Amendment 7	
Sponsor	Staff Submitted
Amendment	Change name of Regional Express project from <i>Newly Incorporated King County Transit Access</i> project to <i>Sammamish Park & Ride</i> project (project no. 380). Increase the project budget by \$33,000 to accept a funding contribution from the City of Sammamish.
Budget Impact	Increases project budget by \$33,000 for a new total project budget of \$6,672,010. <u>Increases miscellaneous revenues by \$33,000.</u>

Amendment 8	
Sponsor	Staff Submitted
Amendment	Increase project budget for Bellevue Transit Center to accept a \$300,000 grant initially secured by the City of Bellevue and transferred to ST for a bike station and wayfinding.
Budget Impact	Increase Bellevue Transit Center project (#322) budget by \$300,000 for a new total project budget of \$22,024,058. Increase grant revenues by \$300,000.

Amendment 9	
Sponsor	Staff Submitted
Amendment	Amendment to increase the Regional Express budget for the North Everett Park & Ride Project (no. 316) by \$353,606, to accept a funding contribution from the City of Everett for design effort.
Budget Impact	Increases Capital budget for the North Everett Park & Ride Project by \$353,606 for a revised total project budget of \$5,286,906. <u>Increases miscellaneous revenues by \$353,606.</u>

Amendment 10	
Sponsor	Staff Submitted
Amendment	<p>Amend budget to establish Transit Oriented Development (TOD) program for Ash Way and Woodinville and establish a 2003 budget for TOD technical support, <u>conditioned on Board review and approval of projects and of TOD performance criterion.</u></p> <p>1) Establish a TOD project at Ash Way in the amount of \$222,000. The project would be funded by transferring \$52,000 from the Regional Express Program Reserve for Snohomish County, \$85,000 from the Snohomish County subarea STArt program, and \$85,000 from the operating portion of the Research and Technology program.</p> <p>2) Establish a TOD project at the Woodinville P&R in the amount of \$300,000. The project would be funded by transferring \$159,000 from the Regional Express Woodinville Arterial HOV Enhancements project (no. 376), and \$141,000 from the operating portion of the Research and Technology program.</p> <p>3) Establish a \$140,000 budget in 2003 for variety of real estate predevelopment services including architectural, marketing feasibility, cost estimating, partnering, station area planning, and regulatory drafting related to the TOD program. This work would be funded from the Research and Technology program.</p> <p>Staff is authorized to transfer budget between years consistent with the project schedule to establish the above stated funding levels.</p> <p>On June 13, 2002 the Board established a \$38.7 million lifetime budget for the Research and Technology Fund. Within the Research and Technology Program, the TOD program was budgeted at \$1,025,000. If the Board approves these three budget expenditures, the remaining TOD budget within the Research and Technology fund is \$624,000</p>
Budget Impact	Establish a \$222,000 Ash Way TOD project, a \$300,000 Woodinville TOD project and \$140,000 in 2003 for technical support. The net lifetime budget impact of these actions is zero, as the budget is fully provided by existing projects and programs.

Amendment 11	
<u>Sponsor</u>	<u>Board Sponsored</u>
<u>Amendment</u>	<u>Staff is directed to add two new FTE’s within the Communications department to enhance the agency’s ability to engage the public, distribute timely and accurate information, respond to citizen and media inquiries, and to improve the Sound Transit website. These two positions include a researcher and writer/web-editor. The Executive Director shall submit a revised staffing plan with further clarification of the job responsibilities and action plan incorporating these new positions to the Sound Transit Finance Committee and Executive Committee.</u>
<u>Budget Impact</u>	<u>Budget impact: \$215,000 and two new FTE’s added to the 2003 Communications department budget.</u>

ATTACHMENT C

Proposed Change to Sound Move Deletion of Regional Express South Everett Mall Transit Center Project

The proposed action deletes the South Everett Mall Transit Center project from Sound Move and re-directs the remaining unspent project funds to the North Everett Transit Center. The proposed action is in compliance with the Board's criteria for evaluating proposals to amend Sound Move (as set out in Resolution No. R98-22), as described below.

- A. **Consistency with Sound Transit's enabling legislation:** The proposed change will re-direct funds to the North Everett Transit Center which is already part of the Sound Move plan and which is fully consistent with Sound Transit's enabling legislation.
- B. **Consistency with Sound Transit's funding requirements and priorities:** The proposed action re-directs the funds originally set aside for the South Everett Mall Transit Center because the facility is not warranted for further improvements given changes in the Service Implementation Plan (SIP), approved by the Board in May 2002 (Resolution No. R2002-07) and given other bus service decisions by Community Transit. Sound Transit and Community Transit have decided not to serve the Everett Mall area in order to provide better, more efficient, and more reliable regional connections for Snohomish county transit riders. The Sound Transit funds originally allocated for the project are re-directed to North Everett Transit Center. These reallocated funds remain entirely within the Snohomish County subarea.
- C. **Consistency with the November 1996 election proposal:** This change is consistent with the proposal given that the funding for the South Everett Mall Transit Center project is being redirected to another priority project within the subarea to support regional transit service provision objectives.
- D. **Consistency with and support of the transportation goals, commitments, projects, and corridors served in Sound Move:** Sound Transit completed some improvements to the existing transit layover/stop at Everett Mall for customers of Everett Transit and Sound Transit buses for the September 1999 service start-up from this location. The South Everett Mall Transit Center project is being discontinued because both ST Express and Community Transit bus services were restructured and will no longer serve this project site and Everett Transit service is focused on the Everett Station and other major destinations in Everett.
- E. **Adequacy of environmental review:**
Environmental review of the North Everett Transit Center project will be conducted by Sound Transit in coordination with the City of Everett.
- F. **Extent of subarea, local jurisdiction, and community support:** The deletion the South Everett Mall Transit Center project from the Sound Move plan is supported by the City of Everett, Everett Transit, all Snohomish County representatives to the Sound Transit Board, and the Everett Mall management. The Sound Transit service and route revisions associated with this change were approved in the Service Implementation Plan adopted by the Board in May 2002 (Resolution No. R2002-07).

ATTACHMENT D

Proposed Change to Sound Move Discontinue Regional Express East Everett Park & Ride Project

The proposed action discontinues the East Everett Park & Ride project (#346) and re-directs the project funds to Funds for Other Projects in Snohomish County (#395). The proposed action is in compliance with the Board's criteria for evaluating proposals to amend Sound Move (as set out in Resolution No. R98-22), as described below.

A. Consistency with Sound Transit's enabling legislation:

The proposed change will re-direct funds to Funds for Other Projects for Snohomish County, which is already part of the Sound Move plan and which is fully consistent with Sound Transit's enabling legislation.

B. Consistency with Sound Transit's funding requirements and priorities:

The proposed action re-directs the funds originally set aside for the East Everett Park & Ride project mainly due to poor interstate access. The location is inconvenient for existing and proposed commuter bus routes. The funds originally allocated for the project will be re-directed to Funds for Other Projects and the shift of funds remains entirely within the Snohomish County subarea. The purpose of the Funds for Other Projects is to serve as a contingency fund for transit enhancement projects within Snohomish County, identified through a multi-agency collaborative planning process.

D. Consistency with the November 1996 election proposal:

This change is consistent with the 1996 election proposal, given that the funding for this project is being redirected to another project within the Snohomish County subarea and will be used to support regional transit service objectives.

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

The Sound Move plan originally included the East Everett Park & Ride lot which included up to 1,000 stalls between 41st Street and 36th Street, and the Snohomish River and I-5.

Sound Transit has commissioned a project definition study for the East Everett Park & Ride. The study concluded that the East Everett Park & Ride is not compatible with existing long-range transit plans, primarily because the location is inconvenient for existing and proposed commuter bus routes. Sound Transit is not planning to provide bus service to the location.

The proposed site was determined to have poor transit accessibility, as it required circuitous travel path for buses from the freeway to access the park and ride. The proposed site was also determined to have poor automobile accessibility, because it is difficult to access from I-5, as access to the interstate is more than a mile away using neighborhood streets. The study concluded that, due to the poor location, this site should not be considered for a park and ride.

E. Adequacy of environmental review:

The proposed changes fall within the range of alternatives and impacts analyzed in the 1993 System Plan Environmental Impact Statement.

F. Extent of subarea, local jurisdiction, and community support:

The deletion of this project from the Sound Move plan is supported by the City of Everett, Everett Transit, and the Snohomish County representatives to the Sound Transit Board.

ATTACHMENT E

Proposed Change to Sound Move Creation of Mercer Island Transit Center and the Issaquah Highlands Projects

The proposed action separates the Mercer Island Park & Ride/Transit Center Project into three distinct projects: the Mercer Island Park & Ride, the Mercer Island Transit Center and the Issaquah Highlands Park & Ride, using funds from the Mercer Island Park & Ride/Transit Center Project. The proposed action is in compliance with the Board's criteria for evaluating proposals to amend Sound Move (as set out in Resolution No. R98-22), as described below.

A. Consistency with Sound Transit's enabling legislation:

The proposed change to Sound Move is to separate the Mercer Island Park & Ride/Transit Station Project into three distinct projects:

- Mercer Island Park & Ride project
- Mercer Island Transit Center project
- Issaquah Highlands Park & Ride project

No additional funds are being requested to implement these projects and this is consistent with Sound Transit's enabling legislation. The following is a description of the proposed change to Sound Move.

This project called for an additional 200 park and ride spaces on Mercer island and the expansion of the Mercer Island Transit Center to accommodate existing and future transit service on Mercer Island. Several alternatives to this plan were considered, but were rejected due to cost and/ or community concerns.

Mercer Island Park & Ride project will add up to 200 park and ride spaces in the downtown Mercer Island area. A joint development opportunity is being evaluated in which a developer would build the spaces and Sound Transit would purchase them for use by park and ride patrons.

The new Mercer Island Transit Center project would add two bus bays, enhanced shelters and associated sidewalk/pedestrian improvements to the existing Mercer Island Transit Center located along North Mercer Way adjacent to the existing Mercer Island Park & Ride.

The new Issaquah Highlands Park & Ride project would add up to 500 additional park and ride spaces at the Issaquah Highlands Park & Ride project being developed by King County for a total of up to 1,000 park and ride spaces. The purpose of this project is to intercept riders closer to home, reducing auto trips in the I-90 corridor.

B. Consistency with Sound Transit's funding requirements and priorities:

The proposed action will be performed within the current project budget amount and does not require any additional funding to implement. The Sound Transit Regional Express Capital Projects program for the East King County subarea for 2002 includes \$13.3 million (YOES) for the Mercer Island Park & Ride/Transit Station project. The total 2003 proposed budget for the three projects is still \$13.3 million. These funds remain entirely within the East King County subarea.

C. Consistency with the November 1996 election proposal:

This change is consistent with the election proposal. The restructuring of projects better reflects how the work will be managed within the East King County subarea and it supports regional transit service objectives.

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

- **Increases Speed and Reliability of Sound Transit Regional Express Bus Service and/or Complementary/Supportive Transit Service by Other Providers**
The proposed Mercer Island Park & Ride, Mercer Island Transit Center and Issaquah Highlands Park & Ride projects will increase transit speed, reliability and access along the I-90 corridor, for both Sound Transit and Metro Transit service. The Mercer Island Transit Center Project will provide additional bus bays to better accommodate existing and future Sound Transit and Metro Transit service. The Mercer Island and Issaquah Highlands Park & Ride projects will improve rider access to transit service by increasing the number of park and ride spaces at the facilities. The Issaquah Highlands Park and Ride will provide an increased opportunity for riders to access transit service closer to home. The Mercer Island Park & Ride will provide additional spaces for riders accessing the transit system at that location.
- **Increases Transit Ridership for Sound Transit Regional Express Bus Service and/or for Complementary/Supportive Service by Other Providers**
The proposed projects will improve access to Sound Transit and Metro Transit service in the I-90 corridor. The added parking stalls at Mercer Island and Issaquah Highlands will provide up to 700 park and ride spaces along the I-90 corridor, to attract riders to transit and reduce auto trips. The Mercer Island Transit Center will be built to accommodate additional transit service that is planned over the next 20 years.
- **Supports Multi-modal and/or Inter-modal Connections and/or Service**
The proposed project will not preclude other future transit improvements in the Mercer Island area. In addition, the operation of the Mercer Island Transit Center promotes multi-modal connections. Patrons access the transit center by bus, foot or bicycle. The Mercer Island Park & Ride Project would be located in any area that would be complementary to future light rail operation in the I-90 corridor. The proposed Issaquah Highlands Park & Ride Project would expand the King County/Metro Transit Park and Ride facility proposed to serve the new urban village being developed in the Issaquah Highlands area.
- **Has the ability to leverage other funding**
Additional funding for these improvements is not needed as the proposed projects represent stand-alone facilities. However, these improvements will be designed so as

not to preclude future improvements in the Mercer Island or Issaquah Highlands areas, by Sound Transit or other local or regional agencies.

E. 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 (EIS). In addition, project-level environmental review will be prepared on the Mercer Island Park & Ride, Mercer Island Transit Center and the Issaquah Highlands Park & Ride projects consistent with the 1993 EIS and state and national environmental policy act requirements.

All of the build alternatives evaluated in the 1993 System Plan EIS include Transportation System Management (TSM) strategies that “would increase regional and community transit service to and between Vision 2020 centers. Service improvements include all-day and more frequent two-way transit service, with increased connections to the regional system and between regional and other centers. Improved transit centers new park and ride spaces would accommodate the proposed service expansion.” (pg 2-7) The proposed TSM Community Service Concept included transit improvements in Mercer Island and Issaquah (Figure 2.3). Transit improvements such as new transit centers and park and rides in these cities are included in Sound Move Technical Appendix B which includes a summary of TSM capital improvements included within the build alternatives for purposes of evaluation. The proposed plan changes are consistent with the analysis contained in the 1993 EIS.

F. Extent of subarea, local jurisdiction, and community support:

This proposed change to Sound Move is supported by Mercer Island staff, the Mercer Island City Council, the Eastside Transportation Partnership (ETP).

Attachment F

Proposed Amendments to the 2003 Sound Transit Budget (\$000) Regional Express - Summary of Phase Transfers within Projects, no Bottom Line Impact

I-90 @ Eastgate Park & Ride Project (#160)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 2,426		\$ 2,426
Preliminary Engr / Environmental Documentation	1,669	500	2,169
Final Design	2,352		2,352
Row Acquisition/Permits and Construction	375		375
Construction	29,167		29,167
Contingency	2,919	(500)	2,419
Total	\$ 38,908	\$ -	\$ 38,908

Note: Phase adjustment to transfer funds from contingency into PE/ED. This action will increase the 2003 spending plan by \$500k, but will not increase the total project budget.

Bellevue Transit Center Project (#322)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 1,230		\$ 1,230
Preliminary Engr / Environmental Documentation	1,347		1,347
Final Design	1,852	200	2,052
Row Acquisition/Permits and Construction	16,157		16,157
Contingency	1,137	(200)	937
Total	\$ 21,723	\$ -	\$ 21,723

Note: This action transfers dollars between phases but will have no impact to the spending plan for the year 2003 and will not change the total project budget.

Bellevue Direct Access Project (#145)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 6,543		\$ 6,543
Preliminary Engr / Environmental Documentation	1,466		1,466
Final Design	4,028		4,028
Row Acquisition/Permits and Construction	78,135	2,000	80,135
Contingency	17,732	(2,000)	15,732
Total	\$ 107,903	\$ -	\$ 107,903

Note: Phase adjustment to transfer funds from contingency into construction. This transfer will increase the spending plan for the year 2003 by \$700k but will not increase the total project budget.

Federal Way Transit Center/317th Project (#321)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 2,164		\$ 2,164
Preliminary Engr / Environmental Review	1,623	(103)	1,520
Final Design	1,635	180	1,815
Row Acquisition/Permits	6,372		6,372
Construction	26,404	(77)	26,327
Contingency	-		-
Total	\$ 38,199	\$ -	\$ 38,199

Note: This action will transfer funds between phases but will increase the spending plan for the year 2003 by \$103k but will not change the total project budget.

I-5 @ 317th in Federal Way Project (#125)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 1,674	\$ 6	\$ 1,680
Preliminary Engr / Environmental Documentation	2,103	127	2,230
Final Design	1,885	30	1,915
Row Acquisition/Permits	470		470
Construction	21,944	(163)	21,781
Contingency	-		-
Total	\$ 28,075	\$ -	\$ 28,075

Note: This action will transfer funds between phases but will have no impact to the spending plan for the year 2003 and will not change the total project budget.

Issaquah Transit Center Project (#326)

Phase	2003 Proposed Lifetime Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 833		\$ 833
Preliminary Engr / Environmental Documentation	417		417
Final Design	1,207		1,207
Row Acquisition/Permits	3,535		3,535
Construction	6,387	300	6,687
Contingency	1,578	(300)	1,278
Total	\$ 13,957	\$ -	\$ 13,957

Note: Phase adjustment to transfer funds from contingency into construction. This action will have no impact on the spending plan for the year 2003 and will not change the total project budget.