

SOUND TRANSIT

MOTION M99-14

A MOTION of the Board of the Central Puget Sound Regional Transit Authority Identifying the Locally Preferred Alternative for Alignment and Station Locations for the Central Link Light Rail Line.

WHEREAS, RCW81.104 requires that regional high capacity transit plans be consistent with the region's adopted long range transportation plan; and

WHEREAS, on May 31, 1996, the Central Puget Sound Regional Transit Authority Board of Directors adopted Resolution 73, adopting *Sound Move, the Ten-Year Regional Transit System Plan*; and

WHEREAS, on June 27, 1996, the Puget Sound Regional Council's Executive Board approved a finding that *Sound Move* was consistent with the 1995 Metropolitan Transportation Plan (MTP); and,

WHEREAS, in November 1996, the voters of the three-county Sound Transit District approved *Sound Move*, which includes a 23-mile electric light rail line connecting SeaTac, Tukwila and Seattle; and

WHEREAS, the development of the light rail line as approved by the voters is critical to mobility, growth management and continued economic development of the Central Puget Sound Region; and

WHEREAS, because *Sound Move* is a major regional investment that will provide the region with significant new transportation capacity, the public interest requires that there be continued deliberate and ongoing careful consideration and evaluation of alternative alignments, ridership markets and station locations; and

WHEREAS, *Sound Move* provides that before supporting construction of the preferred alternative, alternative alignments will be evaluated to determine which maximize ridership, minimize capital and operating cost per passenger trip and create the greatest economic net benefit; and

WHEREAS, a goal of *Sound Move* is to maximize the positive effects to our region's economic, social and physical environments; and

WHEREAS, Sound Transit will work with the community to carefully evaluate the short and long-term effects of implementing and operating *Sound Move* investments; and

WHEREAS, scoping for a Draft Environmental Impact Statement (DEIS) on the Central Link Light Rail line began in November, 1997, with extensive community outreach, formal scoping meetings and public hearings to solicit public input on which alternative alignments and station locations should receive detailed analysis in the DEIS; and

WHEREAS, the Board of Sound Transit adopted Motion No. M98-40 on May 14, 1998, identifying the light rail routes and station location alternatives to be examined in the DEIS; and

WHEREAS, during 1998, hundreds of outreach meetings have been held, including technical working meetings with staff of each of the cities and other agencies involved; and community and neighborhood meetings in each geographic segment of the light rail line seeking comment on the conceptual design and DEIS technical analyses; and

WHEREAS, on December 4, 1998, Sound Transit and the Federal Transit Administration issued the completed DEIS to satisfy the requirements of both the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA), and included in the DEIS a detailed analysis of the costs and impacts of each route and station alternative, and a preliminary staff recommendation for a Locally Preferred Alternative to help citizens and government agencies focus their review and comments on the DEIS; and

WHEREAS, five public hearings on the DEIS were held in January 1999, and hundreds of additional written comments were received on the DEIS prior to the end of the formal DEIS comment period on February 5, 1999; and

WHEREAS, additional public meetings were held and public comments received on the choice of a Locally Preferred Alternative during February 1999; and

WHEREAS, identification of the preferred alternative at this time will enable Sound Transit staff to report the "Locally Preferred Alternative" to FTA, pursuant to the requirements of 23 CFR 771.125; and

WHEREAS, the locally preferred alternative is a statement of intent of the Sound Transit Board with respect to the alignments and station locations for the light rail line. It is not a final decision. The Board can only select a final alignment after the preparation of the final environmental impact statement which will include more detailed engineering and mitigation information and respond to comments generated by the Draft EIS; and

WHEREAS, the station and associated facility locations included in the Draft Environmental Impact Statement and the locally preferred alternative are for the purposes of continuing the environmental analysis and necessary preliminary engineering. Modifications to exact locations may be made by the Sound Transit Board in its final alignment decision, based on additional information in the Final EIS; and

WHEREAS, Sound Transit will work with property owners and tenants to assess the impacts of the proposed stations, associated facilities (such as park-and-ride lots and bus transfer facilities) and light rail alignment on businesses, homes and institutions. A mitigation plan will be developed for affected properties as part of the FEIS; and

WHEREAS, the major schedule milestones after identification of the Locally Preferred Alternative include: 1) completion and issuance of the FEIS, with sufficient preliminary engineering to permit inclusion in the FEIS of appropriate measures to mitigate unavoidable

significant adverse impacts, and the costs of those measures, all by August/September, 1999; 2) issuance by the federal government of a Record of Decision certifying the acceptance of the FEIS by October, 1999; 3) the Sound Transit Board's selection of the alignment in October/November, 1999; and 4) negotiation and approval of a Full Funding Grant Agreement with the federal government for design and construction of the project, by March/April, 2000; and

WHEREAS, consistent with the financial policies adopted in *Sound Move*, Sound Transit staff will refine the financial analysis of the Locally Preferred Alternative to ensure its funding capability within the North King and South King subarea budgets respectively; and

WHEREAS, after the FEIS and preliminary engineering are completed, the Sound Transit Board will make a commitment to design features and other mitigating measures which will assure that the project will be an asset to the communities it serves and incorporate funding for those features as part of the project; and

WHEREAS, after completion of the FEIS and preliminary engineering, the Sound Transit Board will select the light rail vertical and horizontal alignments, the station locations, and the location of the vehicle maintenance facility from the various alternatives evaluated in the FEIS:

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

The Locally Preferred Alternative for the Central Link Light Rail Line shall include alignments (routes), and station locations defined below within each of six geographic segments from Northgate to SeaTac.

A. Northgate to University District

The University District to Northgate segment shall be funded and constructed as part of a Phase II vote by the public. As stated in the Sound Move plan, this segment "will be the first to be built" in Phase II. Environmental analysis shall be completed under the current

process with the final alternative alignment to be decided under the Phase II design process.

B. University District to Downtown (Westlake)

The route in this segment begins at the underground station at N.E. 45th Street and east of 15th Avenue N.E. and will travel under 15th Avenue N.E. to an underground station at N.E. Pacific Street west of 15th Avenue N.E.; then it will continue in tunnel under Portage Bay, run south under Capitol Hill-First Hill along 10th Avenue E. and Broadway, turn southwesterly under Madison Street, and finally northwesterly beneath Boren Avenue and then west under I-5 to connect to the existing Downtown Seattle Transit Tunnel at Westlake Station. The segment will be entirely in tunnel, with four underground stations: 1) N.E. 45th Street and east of 15th Avenue N.E.; 2) near N.E. Pacific Street and west of 15th Avenue N.E.; 3) Broadway south of E. John Street; and 4) Madison Street and Summit Avenue.

Sound Transit will not modify the existing Convention Place Bus Station for use as a light rail station. A Convention Place light rail station will not be part of the Central Link Light Rail system.

A detailed analysis of the Link terminus impacts on the University District shall be undertaken by Sound Transit. Analysis shall include impacts on pedestrian, bicycle, vehicular, and bus circulation and intermodal connections. Mitigation, monitoring and financial participation will be identified by Sound Transit working with the City of Seattle and King County as a part of developing the North King subarea budget.

C. Westlake Station to South McClellan Street

The route will use the Downtown Seattle Transit Tunnel (DSTT) and four of the five existing stations therein: Westlake Station, University Street Station, Pioneer Square Station, and International District station. Escalator access or similar methods of

improving the connection between the Westlake station to the East towards the Washington State Convention Center shall be constructed.

The DSTT will be converted to exclusive light rail use. Bus service will be discontinued in the DSTT to permit retrofitting the DSTT for light rail service. Relocation of the buses from the tunnel during and after construction for the Link light rail will require surface street improvements to accommodate the displaced buses. The City of Seattle, King County and Sound Transit will jointly approve street and bus facility improvements to be constructed in downtown Seattle, to accommodate the increased volume of buses on downtown streets. These improvements will be designed to maintain or improve transit travel times for current tunnel bus users during tunnel retrofit and after light rail opens in the tunnel. The City of Seattle shall cooperate in providing transit priority corridors and signalization to ensure reliable and efficient service. The project will include appropriate costs for improvements on downtown streets to accommodate the additional buses. Costs associated with these street improvements will be allocated to the North King subarea budget.

Use of the DSTT for light rail service is contingent on King County, the City of Seattle and Sound Transit negotiating and approving an agreement for the transfer of the downtown Seattle transit tunnel to Sound Transit. Negotiations will consider the potential budgetary impacts of a final settlement, and will explore cost control and cost saving opportunities for all parties. Negotiations also will address the construction of bus elements of Link light rail multi-modal stations and mitigation for construction related impacts to bus operations. Future development rights and transit use of the Convention Place station shall be decided as a part of these negotiations. The City of Seattle and King County will explore opportunities to participate in the funding of downtown street and

transit priority and passenger facility improvements, subject to negotiations on the transfer of the Downtown Seattle Transit Tunnel.

From the International District station, the route will continue south at-grade along the existing E3 busway, turn east at S. Lander Street and tunnel under I-5 and Beacon Hill, portaling to an elevated station at S. McClellan Street. New at-grade stations will be constructed at Royal Brougham and at S. Lander Street; and an underground Beacon Hill Station below S. Lander Street at Beacon Avenue S. to be constructed as funding permits.

D. So. McClellan Street to Boeing Access Road

From the elevated station near S. McClellan Street, the route will transition to an at-grade alignment in the median of Martin Luther King, Jr. Way S. then continue south to Boeing Access Road. The route will include at-grade stations on Martin Luther King, Jr. Way S. near: S. Edmunds Street; S. Othello Street; S. Graham Street; and S. Henderson Street.

The Board's intentions for the design of this segment to include:

1. The southeast Seattle Link light rail corridor shall be a surface alignment fit within a 93' Martin Luther King street right of way to the greatest extent possible so as to minimize takings and lessen neighborhood impacts. Up to 14 signalized vehicle and pedestrian intersections shall be provided and up to 12 additional signalized pedestrian crossings shall be provided along the corridor. The trackway shall be designed utilizing a rolled curb to allow emergency vehicle crossings. The street shall be rebuilt from property line to property line as part of the project.
2. The planned Henderson Street turnback shall be relocated further south to the extent practical and economically feasible within the subarea budget to reduce its impact on the intersection of Martin Luther King Way So. and South

Henderson Street. Any relocation shall be done while maintaining a surface configuration for the turnback.

3. Sound Transit in cooperation with the City of Seattle shall provide bike access through the Rainier Valley roughly paralleling the southeast Seattle corridor.

This route shall be constructed instead of a path along the corridor so as to allow a narrowing of the corridor impacts. Sound Transit shall fund completion of the route at the same level of cost as if it existed along the rail corridor. Seattle will participate in and/or find alternative funding sources for any costs above this base.

Sound Transit shall establish within the North King subarea budget a \$50 million Transit Oriented Community Development Fund to be available to mitigate any impacts of the implementation and operation of light rail in the southeast Seattle Link light rail corridor. The Fund shall be used exclusively to increase transit ridership on the region's high capacity transit system and/or to address project impacts. The Fund shall be used to leverage local, State and Federal dollars for transit-related and transit supportive investments in the southeast Seattle Link light rail corridor. Community advisory panels shall be established to set priorities and make recommendations to the Sound Transit Board for application of the Fund. The Sound Transit Board shall adopt guiding principles for the use and application of the Development Fund, generally consistent with the intent outlined in this Motion. Expenditures from the Fund shall be generally consistent with the timing of construction of the project, the mitigation of impacts of the project, and promotion of increased ridership. Board adopted guiding principles may specify timing and expenditure thresholds for expenditures of the Fund including the removal of legal barriers and the issuance of major construction permits. Seattle and King County are encouraged to provide or secure matching funds for the investments.

All Section 5309 (New Starts) Federal funds shall be applied to the federal assumptions for projects within the Sound Transit budget.

The Transit Oriented Community Development Fund shall be available to the community to fund physical and economic improvements to the southeast Seattle corridor. Any investment shall reflect and relate to opportunities to increase transit ridership on the region's high capacity transit system and/or to address project impacts. All corridor physical improvements and services above the Sound Transit standard for all light rail corridors as set forth in the budget and by Board adoptions shall be funded through the Development Fund. The Development Fund shall pay all necessary and associated administrative, legal and staff support costs, including any economic feasibility studies completed to support the implementation of the funds programs.

Sound Transit shall provide access to contracting, job training and employment opportunities directed at enhancing and ensuring local employment. These programs shall include targeting outreach and recruitment within neighborhoods directly effected by Sound Transit construction impacts. Special emphasis shall be given to census tracts meeting Federal guidelines for low-income neighborhoods. Sound Transit shall provide annual reports to the community reflecting the level of success in achieving significant local employment and contracting.

As a part of implementing business and residential relocation and construction impact mitigation along the southeast Seattle corridor, Sound Transit will recognize and address the special needs of the community including language, locations sensitive to business viability, and community continuity. A Community Ombudsman will be provided by Sound Transit and relocation policies shall be developed to ensure minimized impacts and the long-term viability of the businesses and the community. Business technical assistance shall be provided as a part of the overall Sound Transit Business Assistance

Program. Priority shall be given to relocation of existing businesses to locations within the same neighborhood.

E. Tukwila

The route will continue from the median of Martin Luther King, Jr. S. Way, rising to an elevated structure and turning westward adjacent to Boeing Access Road, will pass over the I-5 freeway, the BNSF and UP Railroad tracks and E. Marginal Way; and continuing on elevated structure in the median of Tukwila International Boulevard (SR-99) will pass over the Duwamish River and the SR-599 interchange area. The line will then continue south, coming to street level in the median of Tukwila International Blvd., to the SeaTac City limits, north of SR-518.

Two stations will be constructed in this segment. The station at the northerly end of the segment will be elevated, and will either be constructed over the BNSF railroad tracks, with a 300-car park and ride lot below, or just north of SR599; based upon further preliminary engineering. The second station will be constructed at-grade in the median of Tukwila International Blvd. near S. 144th Street. The Boeing Access Link station shall be deemed to benefit the North King subarea, and will be part of the North King Subarea budget.

The design of the light rail line in the median of Tukwila International Blvd. will include design and reconstruction of Tukwila International Blvd. in partnership with the City of Tukwila and the Washington State Department of Transportation, to achieve the design aims of Tukwila's program to revitalize that highway including lower average speeds, improved safety, landscaping, and a pedestrian-friendly environment.

F. SeaTac

From the at-grade alignment in the median of Tukwila International Blvd., the route transitions to an elevated structure with an elevated station just north of S. 154th Street.

This station, which will also serve as a major light rail access point for residents of Renton, Burien and White Center via SR-518, will include a 350-car park and ride lot. The route will continue south on elevated structure along International Blvd. and over SR-518, then continue south on elevated structure along either the east or the west property line of Washington Memorial Park cemetery. The route will then continue in an elevated profile to the Airport's proposed Intermodal Center, where an elevated light rail station will serve both the City of SeaTac's City Center and the Airport. The Airport will be connected to the Intermodal Center with an internal airport people-mover system to be constructed by the Port of Seattle.

The determination of the alignment between S. 154th Street and the Intermodal Center will be made in cooperation with the Port of Seattle and the City of SeaTac over the next 4 months, as the Airport completes studies of the feasibility of incorporating the light rail line into future airport roadway and terminal plans.

The route will then continue west and south along the proposed alignment of the South Airport Link Road to an elevated crossing over S. 188th Street, continuing south on 28th Avenue S. to an elevated station in conjunction with a parking facility, in the vicinity (north or south) of S. 200th Street, working to avoid the property of major businesses fronting on International Boulevard north of S. 200th that directly support airport economics. Sound Transit will explore the feasibility of working with public and private partners to construct a park and ride garage in lieu of a surface lot in a public/private partnership with the City of SeaTac and/or private development interests, with the cost increment above the surface lot cost being met by others. Design and construction of a light rail station at the Airport's Intermodal Center is contingent upon commitment of the Port of Seattle to fund an extension of the Airport's satellite transportation system (STS) or another appropriate technology to serve the Intermodal Center. If that commitment

should not be made by May 1, 1999, the route from the station at S. 154th Street will continue south on or adjacent to International Blvd. to an elevated station directly serving the existing airport terminal, before continuing south on South Airport Link Road and 28th Avenue South as described above.

Operations and Maintenance Facility:

No locally Preferred Alternative site for the light rail maintenance facility shall be designated at this time. Based on additional investigation, the Board may choose to select a Locally Preferred Alternative site for the maintenance base prior to issuance of the FEIS. Funding for the maintenance base shall be accommodated within the budgets of the subareas benefited by Phase I. The maintenance base site shall be within any federally funded corridor.

IT IS FURTHER MOVED THAT:

1. The Locally Preferred Alternative identified above will require a substantial level of federal funding over an extended period of time. Therefore, the Board directs that during the preliminary engineering, Sound Transit staff will explore alternative construction and operational phasing scenarios and how they would relate to the level and type of commitment to federal funding and report these scenarios to the Board no later than June 1999.
2. The Central Link line design and operations plans and construction program shall incorporate the following principles: (a) Design, construction and implementation of the Link light rail system shall ensure compatibility with neighborhoods and priority and reliability for transit services. Operating speeds for surface alignments shall be maintained at no greater than the speed limit within which right of way the line is located. Signalization shall be regulated to ensure travel prioritization for train movement. Left turns shall be controlled so as not to conflict with trains and to ensure safety. Train lengths shall be operated to ensure adequate available service capacity while minimizing

unnecessary impacts to communities; and (b) As a part of ensuring full accessibility to Sound Transit services for all patrons, Sound Transit shall commit to meeting the needs of special populations, including people with disabilities and people who speak languages other than English. Sound Transit will create a community advisory committee to help develop design solutions to address accessibility issues.

3. Sound Transit shall employ technology, which lessens operating noise to the greatest extent practical. Sound Transit shall refrain from constructing noise barriers and will pursue the use of the most effective noise mitigation solutions.
4. Construction staging sites shall be evaluated as a part of Sound Transit's Transit Oriented Development Program to identify their potential for reuse. Priority shall be given to uses that benefit the community and increase transit ridership.
5. Sound Transit staff will refine its financial assessment of the funding capabilities of the North King and South King subarea budgets, respectively, to fund the LPA consistent with *Sound Move* financial policies. Following the final selection of the light-rail alignment after the completion of the FEIS, the Sound Transit Board will perform annual reviews of the project to ensure that funding and expenditures remain consistent with adopted financial policies. The financial assessment will be based on the following principles:
 - a) The *Sound Move* Financial Policies shall be adhered to. All Funding requirements to implement the proposals set forth herein shall come from the subarea budget benefited by the expenditure. Subarea equity principles shall be maintained and each subarea will meet long term bonding constraints, as set forth in Sound Transit financial policies.
 - b) Assumptions for Federal funding shall not exceed the current \$70 million per year expectation except for a three year \$100 million period. Assumptions

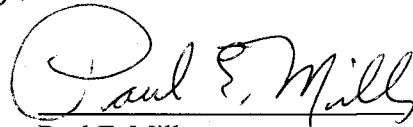
regarding full funding of Federal commitments shall not extend beyond five years past the anticipated construction completion date or 2011. Staff is directed to analyze ways to reduce the duration of federal funding to fewer than five years beyond construction completion, or 2011, and report back to the Board by no later than June of 1999.

- c) Final project components and costs will be identified after completion of the FEIS and the development of required mitigation measures. Sound Transit staff will work with City of Seattle staff and King County staff to identify potential cost savings which can be brought back to the Sound Transit Board for concurrence. These potential cost savings shall be used in identifying costs associated with a total budget for the North King County subarea.
- d) Trackage crossovers, turnbacks and maintenance facility expansion capability are essential to both the short term and long term operating viability of the system and shall not be deleted from Phase I. Costs for essential facilities shall be allocated in accordance with Phase I subarea benefits consistent with the *Sound Move* financial policies.
- e) *Sound Move* budgeted funds for commuter rail, community connections and regional express shall not be adversely affected.
- f) Shortfalls in achieving Federal funding assumptions shall be dealt with in accordance with existing Sound Transit financial policies.
- g) The City of Seattle, consistent with its expressed intent, should seek means of directly or indirectly contributing funds and/or support to the Link light rail project, including the transit oriented community development fund, as part of the City's commitment to the success of the Link project. Seattle acknowledges that requests or imposition of additional requirements as part of the design review

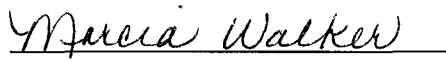
or permitting process may require offsets by reduction in scope elsewhere within the subarea.

- h) King County should seek means of directly or indirectly contributing funds and/or services to support the Link light rail project, including the transit oriented community development fund, as part of the County's commitment to the success of the project. King County shall take responsibility for ensuring good east-west and inter-community connections between the Link system and existing and new bus transit services.

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