

Substitute Motion M99-85
Proposed by: King County Executive Ron Sims
City of Seattle Mayor Paul Schell

SOUND TRANSIT

SUBSTITUTE MOTION NO. M99 - 85

A MOTION of the Board of the Central Puget Sound Regional Transit Authority directing staff to analyze the new option through Tukwila for Central Link Light Rail Line.

WHEREAS, the Sound Transit Board adopted Resolution No. R99-34 identifying the alignment, stations, and maintenance base for the Central Link Light Rail project; and

WHEREAS, Resolution No. R99-34 includes the Tukwila International Blvd. alignment in segment E through the City of Tukwila, which is one of the alternatives that was evaluated in the final Environmental Impact Statement (EIS) for the project; and

WHEREAS, the alignment as described in Resolution No. R-99-34 will be transmitted to the Federal Transit Administration (FTA) as the “Locally Preferred Alternative” (LPA) for purposes of securing federal funding for the project; and

WHEREAS, Tukwila has identified a new option that may address certain local government and community concerns regarding the Sound Transit Board's choice of alignment through Tukwila; and

WHEREAS, Sound Transit recognizes the importance of completing Segment E on a basis that is supported by the community of Tukwila; and

WHEREAS, the proposed new option would leave the preferred alternative route identified by the Sound Transit Board in February 1999 just west of I-5 on Boeing Access Road, and would then proceed south on aerial structure along East Marginal Way, crossing the Duwamish River on a new LRT bridge. South of the river crossing the alignment would pass

over, then proceed along, the west side of SR 599 to I-5, and then follow the west side of I-5 to SR-518. Throughout this segment the alignment would be a combination of aerial guideway and guideway on retained cut or retained fill. The alignment would then proceed west on the north side of SR-518 to an aerial station located to the south of S. 154th Street just east of SR-99 (International Blvd). From here the aerial structure would pass over SR-99 and SR-518 and rejoin the preferred alignment for segment F along the re-aligned North Airport Access Freeway; and

WHEREAS, the new option was not evaluated in the EIS for the Central Link Light Rail Project; and

WHEREAS, a preliminary draft Technical Memorandum recently prepared by Sound Transit staff summarizes certain background information currently available from limited and preliminary visual observations of the new route alignment proposed by Tukwila; and

WHEREAS, the new option may provide an opportunity to resolve issues of concern to Tukwila residents and businesses; and

WHEREAS, Sound Transit pledges to continue to work closely and cooperatively with Tukwila in evaluating the new option.


IT IS HEREBY MOVED by the Board of the Central Puget Sound Regional Transit Authority that:

1. Sound Transit staff will immediately proceed on an expedited basis and schedule to evaluate the new option. This evaluation will include additional analyses, at a level of detail consistent with the evaluation completed for the other segment E alternatives through Tukwila that were presented to the Board in Resolution No. R99-34. The evaluation will address the following:


- ◆ Environmental analysis
 - ◆ Conceptual engineering
 - ◆ Constructability
 - ◆ Cost and value engineering
 - ◆ Financing
 - ◆ Operations
 - ◆ Ridership
 - ◆ Schedule
2. Immediately after the FTA issues the anticipated Record of Decision based on the current EIS for the project, Sound Transit will determine, in consultation with the FTA, the appropriate environmental process for the new option and inclusion of any new option and complete the process expeditiously.
 3. It is anticipated that the evaluation of the new option will be completed by Spring 2000, although completion of the environmental process may take longer, depending on FTA requirements and approvals.
 4. If at any time Sound Transit staff identifies issues that could affect the viability of this new option, Sound Transit Board will immediately work with Tukwila and the Board to determine the appropriate course of action.
 5. During this evaluation, Sound Transit staff will provide regular status reports to the Sound Transit Board and to Tukwila regarding the evaluation of the new option. A subcommittee of the Sound Transit Board shall be appointed to oversee the evaluation process and make a recommendation to the Sound Transit Board.

6. At the earliest opportunity, after the evaluation and environmental process is completed, the results will be presented to the Sound Transit Board for consideration. Based on the results of the evaluation, the Sound Transit Board shall formally vote on whether to select the new option.
7. If the Board decides to select the new option, Sound Transit staff will work with the FTA to obtain the necessary approvals as expeditiously as possible. Sound Transit recognizes the importance of completing Segment E on a basis that is supported by the community of Tukwila. In the event the new option is selected, the Sound Transit Board will actively work to identify other sources of funding that will allow selection and completion of the new option. Sound Transit staff shall, as part of the evaluation of the new option, assess potential funding sources.
8. In the event that additional light rail financial resources beyond the funds required to implement the *Sound Move* projects located in the South King County subarea, (including Segment E of the light rail line) become available to the South King subarea, the Board will use its excess revenue policy, including the subarea consultation process to program those funds.
9. Sound Transit staff and consultants shall, insofar as is feasible, design the new option in a manner that will facilitate the future extension of light rail services to the Tukwila Urban Center.
10. Sound Transit acknowledges that the schedule does not require final design or property acquisition for the portion of the alignment in Tukwila during the time frame in which the new option is being evaluated and considered by the Sound Transit Board.

Approved by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 18th day of November, 1999.


Paul E. Miller
Board Chair

ATTEST:


Marcia Walker
Board Administrator

Proposed amendment to substitute Motion No. M99-85

Sponsor: Paul Miller

Amend Sections 8 and 9 as follows:

8. In the event that additional light rail financial resources beyond the funds required to implement the Sound Move projects located in the South King County subarea, (including segment E of the light rail line) become available to the South King subarea, ~~those resources shall first be devoted to financing the new option if that option is further found feasible and selected by the Sound Transit Board~~ the Board will use its excess revenue policy, including the subarea consultation process to program those funds.

9. Sound Transit staff and consultants shall, insofar as is feasible, design the new option in a manner that will facilitate the future extension of light rail services to the Tukwila Urban Center, ~~and shall cooperate with the City of Tukwila in securing additional funds to serve the Tukwila Urban Center.~~

SOUND TRANSIT
Amendment #1
Proposed Amendment to Substitute Motion No. M99-85
#8 – Page 4

SPONSOR:

BACKGROUND:

The Sound Move plan stated that University District to Northgate segment would be the first priority in Phase II if it was determined that there are not sufficient federal funds to complete it during Phase I. The intent of this amendment is to reiterate that policy.

PAGE/SECTION:

Page 4, Section A.

AMENDMENT:

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.

IMPACT OF AMENDMENT:

The impact of this amendment is to continue with the policies adopted as part of the Sound Move plan as approved by the voters in November 1996.

**SOUND TRANSIT
REVISED**

**Proposed Amendments to
Resolution No. R99-34**

Amendment 1		Passed/ Failed
<p>Sponsors: Ron Sims Greg Nickels</p>	<p>Amend section B (4) to read: ...<u>"Sound Transit will mitigate the construction impacts to businesses along Broadway and to other neighbors that will be affected by this construction. To this end, Sound Transit will develop a partnership agreement with affected Capitol Hill businesses and residents by February 2000 that outlines a strategy for addressing concerns about transportation and parking management, relocation and assistance, marketing and public relations during construction, and ongoing coordination and communications about construction activities.</u></p> <p>Cut-and-cover construction will be implemented in cooperation with the business and residential communities on Capitol Hill, and Sound Transit will undertake efforts to promote the business district <u>prior to and during</u> construction and preserve, to the greatest extent possible, auto and transit access to the district including replacement parking." (pg. 9)</p>	
Amendment 2		Passed/ Failed