

## SOUND TRANSIT

### MOTION NO. M99-86

#### Reallocation of Funds from Lynnwood Connector Project to Regional Express Lynnwood Project BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/02/99	Discussion/Recommend Board Action	Agnes Govern, Director, Regional Express	(206) 398-5037
Executive Committee	12/03/99	Deferred		
Board of Directors	12/09/99	Deferred	Bill Guenzler, Program Manager, Capital Projects	(206) 398-5041
Finance Committee	01/06/00	Deferred		
Executive Committee	01/07/00	Deferred		
Finance Committee	01/20/00	Discussion/Recommend Board Action	Linda J. Sullivan, Project Manager, Capital Projects	(206) 398-5033
Executive Committee	01/21/00	Discussion/Recommend Board Action		
Board	01/27/00	Deferred/No Quorum		
Board	02/24/00	Action		

#### **ACTION:**

Approval of Motion No. M99-86 would authorize the reallocation of \$2.66 million (1995 dollars) from the Lynnwood Transit Center/Park-and-Ride Connector Project (the "Connector Project") to the Regional Express Lynnwood Project grouping, specifically to the Lynnwood Transit Center Project. This reallocation would help address a funding deficit in the Regional Express Lynnwood Project without adversely affecting the Connector Project, which has been constructed with funding that the City of Lynnwood obtained from other sources.

#### **BACKGROUND:**

The Regional Express Lynnwood Project is a grouping of three Sound Move projects whose objective is to develop improved facilities for express bus service into and out of Lynnwood. These projects are:

- Lynnwood Transit Center which would construct a new and expanded transit center.
- Lynnwood Park-and-Ride Enhancements which would provide enhancements to the existing Lynnwood Park-and-Ride.
- I-5 @ Lynnwood Park-and-Ride Direct Access Ramps which would construct HOV direct access ramps connecting the transit center to Interstate 5 HOV lanes.

Approximately \$38.6 million (YOE dollars) is allocated in Sound Transit's budget for construction and land acquisition for these combined facilities, out of a total combined project budget of \$57.8 million (YOE dollars). Preliminary Engineering began in May 1998 and has been completed to roughly the 20-25% stage. A Biological Assessment, which analyzes the

project as it affects salmon species regulated by the Endangered Species Act, has been prepared and will be submitted to the Washington State Department of Transportation (WSDOT) for consultation with the National Marine Fisheries Service and other regulatory agencies. An Environmental Assessment is scheduled to be released for public and agency review in January.

During 1998 and early 1999, the Regional Express Lynnwood Project Management Team considered six different locations for the siting of these facilities. Following an extensive analysis and public comment period, the existing Lynnwood Park-and-Ride/Transit Center site was selected as the preferred location for the new facilities. This 12.4-acre facility is owned by WSDOT and has been operated by Community Transit since it opened in 1980. With 17 bus bays and 960 parking spaces, it serves as a service hub for Community Transit, which operates 19 bus routes from the transit center. Three Sound Transit routes and one King County Metro route also serve this facility. Geographically, the Lynnwood Park-and-Ride is a key connecting link, not only for service along I-5 to Seattle and Everett, but for points east as well, providing express bus service along I-405 to Bothell and Bellevue.

Once they narrowed consideration to the existing site, members of the Project Management Team focused on three alternatives. Alternative 1A would have used only existing land and would propose a parking structure. Alternative 1D would have utilized the existing site and in addition, would acquire adjacent property currently occupied by a restaurant and a furniture store. Alternative 1C would use the existing site and would acquire an adjacent property known as the Lynnwood Technical Center for the transit center and additional parking. The project management team is in agreement that Alternative 1C is the superior alternative. However, cost estimates indicate that construction and acquisition costs for Alternative 1C exceed available funds by approximately \$8.4 million.

### **Reasons for Budget Shortfall**

On a typical weekday, the Lynnwood Park-and-Ride facility operates at 110-112% capacity. Addition of new Sound Transit bus service and construction of the HOV ramps and a larger transit center is expected to add to the number of customers desiring to use the facility. However, acquisition of land for expansion of parking was not specifically identified in the original Sound Move scope. Comment from the public, local businesses, Community Transit, City of Lynnwood staff, and elected officials has been unanimous in indicating that more parking is needed to support transit service planned for the new Lynnwood facility. Work-to-date indicates that acquisition of additional land is necessary for this expansion of parking. Such acquisition and development of surface parking now would allow for longer-term flexibility for expansion (in the form of structured parking) as needs and funds develop in the future.

Staff recognizes the seriousness of any budget shortfall, but nevertheless recommends Alternative 1C as the preferred alternative because of its short- and long-term benefits to the regional transit system. To support the project in the search for necessary funds, Community Transit has applied for a \$5 million grant from the Transportation Improvement Board (TIB) to be used for land acquisition for the Lynnwood Transit Center. Results of this grant application will be known by the end of January 2000. In addition to this, Sound Transit project staff will seek approval from the Executive Director per Resolution No. 98-4 to transfer \$1 million from the project's contingency phase to construction phase funding. And with this motion, staff is

requesting a funds transfer in the amount of \$2.66 million (1995 dollars) from the Lynnwood Connector Project to the Lynnwood Transit Center Project. The City of Lynnwood fully supports this transfer.

### **Lynnwood Connector Project**

When Sound Move was developed, it included funding for the Lynnwood Connector Project. Since that time, the project has received alternate funding through other sources, including a Transportation Improvement Account grant, multiple Federal ISTEA grants, City funds, and a local improvement district grant. With this funding identified, through Resolution No. R98-23 and the adoption of the 2000 Budget, Sound Transit reallocated \$2.657 million (YOE dollars) to the SR-99 Improvements project in Lynnwood to pay for \$2.5 million worth of construction expenditures plus associated Sound Transit administrative costs. Staff recommends the reallocation of the remainder of the budget from the Lynnwood Connector Project be used for the Regional Express Lynnwood Project, specifically, for the Lynnwood Transit Center.

### **RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:**

- Adoption of Sound Move, the Ten-Year Regional Transit System Plan (May 31, 1996).
- Adoption of Resolution No. 98-11, Preliminary Engineering and Environmental Documentation for Seven Community Connections Projects and Four HOV Access Projects (including the Regional Express Lynnwood Project) (April 9, 1998).
- Adoption of Resolution No. R98-23, Reallocation of \$2.657 million (year-of-expenditure dollars) from the Lynnwood Transit Center/Park and Ride Connector project to the SR 99 Improvement Project for HOV lane construction (May 28, 1998).
- Adoption of 1999 Budget (November 12, 1998).
- Adoption of the 2000 Budget (November 18, 1999).

### **KEY FEATURES:**

- Cost estimates indicate the Regional Express Lynnwood Project is likely to be \$8.4 million (YOE dollars) short of funds required for construction and land acquisition, based on estimates developed for the preferred alternative (1C) recommended by staff.
- Staff has identified a funding strategy to address the additional funds required.
- A key element of this funding strategy is reallocation of \$2.66 million (1995 dollars) from the Lynnwood Connector Project to the Lynnwood Transit Center Project.

### **FUNDING:**

The \$2.66 million (1995 dollars) being proposed for reallocation would come out of 2006 contingency for the Connector Project, where it had been placed by staff until determination of the best use for these funds. With approval of this motion, it would be transferred to the Lynnwood Transit Center budget, in either the right-of-way or construction phase account, depending on the outcome of Community Transit's grant application, which has been targeted for right-of-way acquisition.

**Proposed Supplemental Funding for the Regional Express Lynnwood Project:**

(All figures are in YOE Dollars)

Community Transit TIB Grant	\$5 million
Reallocation from Lynnwood Connector Project	\$3 million *
Transfer from Contingency	<u>\$1 million</u>
<b>TOTAL</b>	<b>\$9 million</b>

- \* Please note that the \$2.66 million in 1995 dollars would be inflated to approximately \$3 million in year-of-expenditure dollars. The precise inflated figure can only be calculated after determining the precise use of the funds (construction or right-of-way) and the year the funds will be used.

**ALTERNATIVES:**

These alternatives already have been considered.

1. Rather than seek additional project funds, find funds from within the project by modifying the HOV ramp design. A study was conducted to evaluate the feasibility of providing a less expensive HOV access via a center-lane drop ramp that would cross under the freeway to access the facility. This alternative was not considered feasible after WSDOT indicated the alternative would not be able to obtain approval from the Federal Highway Administration.
2. Rather than seek additional project funds, find funds from within the project by recommending that the Sound Transit Board decide to construct only the southbound HOV access ramp at this time. Staff does not recommend this alternative for consideration at this time. Among other reasons, the project partners do not support it.
3. Confine all improvements to the existing park-and-ride boundaries so that no land acquisition is required. This alternative (Alternative 1A) has been considered extensively and will be discussed in environmental documentation for the project. Disadvantages of this alternative include:
  - This alternative would reduce parking *below* existing levels unless a garage is constructed. The cost of constructing a 270-stall garage would also have exceeded the project budget by more than \$5 million.
  - This alternative would result in safety hazards due to the need to locate bus loading platforms and pedestrian crossings in close proximity to the point where the HOV ramp touches down.
  - Bus access from adjacent streets for this alternative is not considered acceptable by either the City of Lynnwood or Community Transit.
  - Existing service would need to be significantly reduced during construction if this alternative is selected.
4. Seek to reduce Sound Transit costs by securing a funding partner in a joint development which would require Sound Transit to purchase only a portion of the Lynnwood Technical Center property. This alternative will be explored if Community Transit's pending grant application is unsuccessful.

**CONSEQUENCES OF DELAY:**

There is not an urgency to reallocate the \$2.66 million (1995 dollars) from the Connector Project at this time. The Lynnwood Transit Center project has sufficient funding for its current phase (Preliminary Engineering and Environmental Documentation), as well as Final Design. Staff estimates that additional funding will be needed for property acquisition that could begin in late 2000. It is important, however, that the Board be informed about the funding shortfall at this time, so that staff can proceed with work with benefit of the Board's direction.

**LEGAL REVIEW:**

The Legal Department has reviewed and approved this Background and Comments and the Motion.

**SOUND TRANSIT**

**MOTION NO. M99-86**

A Motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the reallocation of \$2.66 million (1995 dollars) from the Lynnwood Transit Center/Park-and-Ride Connector Project (the "Connector Project") to the Regional Express Lynnwood Project grouping, specifically the Lynnwood Transit Center Project.

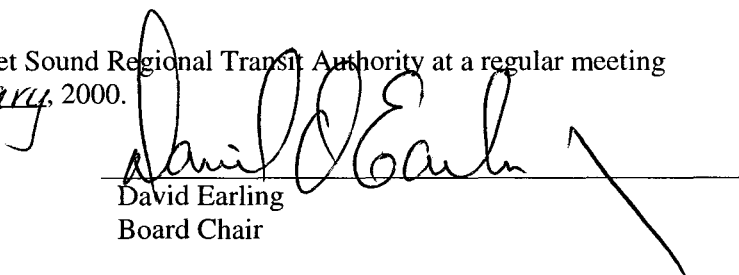
**Background:**

The Regional Express Lynnwood Project is a grouping of three Sound Move projects in the Lynnwood area and consists of a transit center, park-and-ride enhancements, and direct access ramps from I-5. Approximately \$57.8 million (YOE dollars) have been allocated for these combined projects, which are currently in the Preliminary Engineering/Environmental Design stage. This grouping of projects is currently exceeding budgeted funds by approximately \$8.4 million. Staff is proposing a number of strategies to supplement funding levels, including a proposed funds transfer in the amount of \$2.66 million (1995 dollars) from the Lynnwood Connector Project. This transfer would not result in an adverse affect on the Connector Project as alternate funding has been obtained by the City of Lynnwood to fund this project.


**Motion:**

It is hereby moved by the Board of Directors of the Central Puget Sound Regional Transit Authority that authorization be given to reallocate \$2.66 million (1995 dollars) from the Lynnwood Transit Center/Park-and-Ride Connector Project (Project 344) to the Regional Express Lynnwood Project grouping, specifically to the Lynnwood Transit Center Project (Project 310). Furthermore, recognizing the importance of the City of Lynnwood to the success of the Regional Express Lynnwood Project, it is moved by the Board that Sound Transit staff and Boardmembers shall work with City staff and officials to develop a Memorandum of Understanding regarding the Project. Sound Transit shall request the City of Lynnwood to indicate in the Memorandum of Understanding the City's support for the project and the City's desire to optimize Sound Transit's investment in Lynnwood through the support of transit-oriented development in the project area.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 24<sup>th</sup> day of February, 2000.

  
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David Earling  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator