

SOUND TRANSIT

RESOLUTION NO. R2000-12

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority consenting to accept King County funds generated by a tax ballot measure as related to support of Central Link Light Rail, Sounder Commuter Rail, and Regional Express bus projects.

WHEREAS, a Regional Transit Authority ("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, Sound Move included a funded University District to Sea-Tac (S. 200th) light rail route, and identified as a top priority extension of the route from the University District to the Northgate Transit Center if funds became available; and

WHEREAS, the King County Executive has submitted a proposal to the King County Council to place a measure on the November 2000 ballot that includes \$320 million of the costs to extend Central Link light rail from the University District to the Northgate Transit Center ("Segment A"), providing roughly 50 – 75% of the total estimated cost of that extension depending on the route ultimately decided upon by the Sound Transit Board of Directors ("Board"); and

WHEREAS, the locally preferred alternative for the Central Link light rail alignment adopted by the Board on November 18, 1999 by Resolution 99-34 included a light rail route along International Boulevard in the City of Tukwila; and

WHEREAS, the Board directed staff to further investigate a freeway alignment as an alternative to the Board's locally preferred alternative, such freeway alignment being a

compromise to the City of Tukwila's preferred route using Martin Luther King, Jr. Way to Southcenter ("Segment E"); and

WHEREAS, the King County Executive's proposal includes \$120 million to finance alternative routing to the currently identified locally preferred alternative in the Tukwila community, providing roughly 75-100% of the total estimated incremental cost of alternatives under consideration; and

WHEREAS, the proposal to provide additional funding for the construction of Segments A and E of the light rail alignment will benefit and serve the citizens and transportation system in King County by better facilitating and/or accelerating the construction of the alignment in a manner consistent with Sound Move and with the goals and objectives of King County for improving the King County transportation system, and is a valid public purpose; and

WHEREAS, Sound Move included an Interstate 90, Two-way Transit Access Project ("I-90 Transit Access Project") and numerous jurisdictions have examined a variety of alternatives to provide such two-way transit access; and

WHEREAS, the participants in the planning process have not yet identified the preferred alternative on the I-90 Transit Access Project; and

WHEREAS, the King County Executive's proposal includes \$111 million for Bus Rapid Transit in the I-90 corridor with the precise application of these funds to depend on the critical choices made on the I-90 Transit Access Project; and

WHEREAS, Sound Move included surface parking lots for the Kent and Auburn commuter rail stations and the cities of Kent and Auburn have requested structured parking garages as an alternative; and

WHEREAS, the King County Executive's proposal includes \$6 million for park and ride capacity and pedestrian overpasses in the cities of Kent and Auburn; and

WHEREAS, Sound Move included new regional express bus routes and the Board has planned for gradual implementation of these routes which began in 1999 with full service implementation occurring several years later; and

WHEREAS, Sound Transit's Route 522 is currently programmed to begin service in September 2002; and

WHEREAS, the King County Executive's proposal includes funding for early implementation of Sound Transit's Route 522 service.

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

SECTION 1. Sound Transit will substantially benefit from the King County Executive's proposal and, subject to entering into an interlocal or other agreement, agrees to accept funds provided by King County to support the cost of certain elements of Sound Transit's regional transit system because the proposed additional funding for transit service and capital improvements identified in King County Executive's proposal will substantially facilitate and/or accelerate the implementation and integration of Sound Transit's regional system transit system with essential transit services and facilities to be provided by King County.

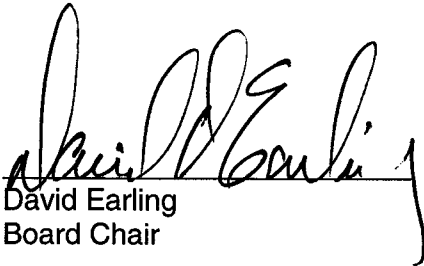
SECTION 2. The Sound Transit Board retains final authority regarding the design/siting and operations of Sound Move facilities and services.

SECTION 3: In the event that King County imposes the additional sales and use tax embodied in the King County Executive's proposal the Board hereby directs the Sound Transit staff to negotiate an interlocal or other agreement with King County to implement the provisions of this Resolution. Such interlocal or other agreement shall address the issues of consent required under RCW 81.112. The consent granted in such interlocal or other agreement shall


be a limited consent and shall authorize King County to provide funding to Sound Transit pursuant to RCW 81.112.070 and RCW 81.112.100.

SECTION 4. The Executive Director is hereby authorized to take any and all administrative actions as may be necessary to implement this Resolution.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 10th day of August, 2000.


David Earling
Board Chair

ATTEST:



Marcia Walker
Board Administrator

STAFF REPORT

**SOUND TRANSIT
RESOLUTION NO. R2000-12**

**Sound Transit's Acceptance of Funds Raised by the Ballot Measure
of Another Local Jurisdiction**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Executive Committee	8/04/00	Discussion/Action	Paul Matsuoka, Deputy Executive Director	(206)398-5070
Board	8/10/00	Action		

PROPOSED ACTION

The proposed Resolution signals the agreement by Sound Transit to accept revenues raised by another local jurisdiction's ballot proposal to help finance a portion of Sound Transit's high capacity transit system.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Formally acknowledges Sound Transit's inclusion in a ballot measure sponsored by King County.
- ◆ Formally states Sound Transit's intent to accept revenues raised in such ballot measure to help finance a portion of Sound Transit's voter-approved Sound Move Plan.
- ◆ Provides for negotiation of an interlocal or other agreement to implement the ballot measure. Such agreement shall include a limited consent to exercise certain powers of a regional transit authority.

Discussion of Proposed Action:

In legislation enabling regional transit authorities (RTA) to finance, construct, and operate high capacity transit (HCT) (RCW 81.112), the legislature granted exclusive authority for such systems to RTAs and prohibited local transit systems from providing HCT service without the consent of the RTA.

King County Executive Ron Sims has recently announced his proposal to gain voter approval of a 0.3% sales tax increase to maintain King County Metro bus service and to finance certain capital facilities. These capital facilities include some that would be financed, built, owned, and operated by King County. However, some would be financed in part by King County, but be built, owned and operated by Sound Transit.

Passage of this resolution would serve to clarify three issues:

- that Sound Transit consents to accept financing from King County to a limited exercise of certain powers thereby making it clear that both jurisdictions are acting according to RCW 81.112 (such consent to be included in an interlocal or other agreement); and
- that Sound Transit signals its knowledge of and willingness to be included in the King County ballot proposal; and
- acknowledgment that with King County's financial participation comes the obligation on the part of the Sound Transit Board to give due consideration to the recommendations of King County as they pertain to the location and design of the facilities financed, but reserves the final decision on design/siting and operations for the Board.

Because the King County Council is scheduled to vote as early as August 14, 2000, on whether to refer a ballot measure to the voters, it is important for the Sound Transit Board to act on this Resolution prior to this date.

An interlocal or other agreement would be entered into to implement the ballot measure in a form acceptable to Sound Transit and consistent with the adopted resolution.

BUDGET

There is no budget cost associated with this Resolution. Potential revenues for Sound Transit's system, as outlined in Executive Sims' proposal, include:

- \$320m to extend Link north of 45th Street in Seattle.
- \$120m to extend Link to Southcenter.
- \$111m for bus rapid transit services and facilities in the I-90 corridor.
- \$6m for parking facilities in the Kent/Auburn area.
- Funding to accelerate Route 522 in the ST Express program.

The King County Council may modify Executive Sims' proposal in taking final action.

ALTERNATIVES

The Board may wish to convey its unwillingness to be part of any King County ballot measure.

The Board may wish to recommend a different set of HCT investments to be included in this King County ballot measure.

The Board may wish to recommend the same set of HCT investments as proposed by Executive Sims, but in different dollar amounts.

CONSEQUENCES OF DELAY

The King County Council is scheduled to act on August 14, 2000. It would be most useful to convey the will of the Sound Transit Board at the Board meeting on August 10, 2000, the only regularly scheduled Board meeting prior to August 14.

REGIONAL PARTNERSHIP AND COOPERATION

- Executive Sims and his staff have been in discussion with Sound Transit Boardmembers and staff during the development of this proposal.
- The investments are included in and consistent with the regionally adopted Metropolitan Transportation Plan and Sound Transit's Sound Move Plan.
- The investments increase the capacity of the region's most congested corridors.

PUBLIC INVOLVEMENT

Executive Sims has held three major summit meetings during Spring and early Summer to discuss transit and transportation financing. Sound Transit has held numerous public meetings on the projects included in Executive Sims' proposal.

The capital investments proposed are included in previous or currently ongoing public involvement processes, permitting detailed knowledge by the public and the potential for rapid implementation.

LEGAL REVIEW

MBL 7/28/00