

**SOUND TRANSIT  
STAFF REPORT**

**RESOLUTION NO. R2004-03 AND MOTION NO. M2004-27**

**Small Cities Transit Access Project and Budget Amendment**

| <b>Meeting:</b>     | <b>Date:</b> | <b>Type of Action:</b>                                 | <b>Staff Contact:</b>                              | <b>Phone:</b>  |
|---------------------|--------------|--|--|----------------|
| Executive Committee | 4/1/04       | Discussion/Possible Action to Recommend Board Approval | Jim Edwards, Chief Engineer, Regional Express      | (206) 398-5436 |
| Finance Committee   | 4/1/04       | Discussion/Possible Action to Recommend Board Approval | Vicki Youngs, Program Manager, Regional Express    | (206) 398-5024 |
| Board               | 4/8/04       | Action   | <b>Dan Eder, Project Manager, Regional Express</b> | (206) 398-5104 |

| <b>Contract/Agreement Type:</b> | ✓ | <b>Requested Action:</b>            | ✓ |
|---------------------------------|---|-------------------------------------|---|
| Competitive Procurement         |   | Execute New Contract/Agreement      |   |
| Sole Source                     |   | Amend Existing Contract/Agreement   |   |
| Interlocal Agreement            |   | Contingency Funds (Budget) Required |   |
| Purchase/Sale Agreement         |   | Budget Amendment Required           | ✓ |

✓ = Applicable to proposed transaction.

**OBJECTIVE OF ACTION**

Define scope for the Small Cities Transit Access project and transfer budget to purchase new coaches for East King County Subarea.

**ACTIONS**

**Resolution:** Authorize the transfer of \$4.252 million from Small Cities Transit Access project budget to East King County Subarea's Bus Systemwide project procurement budget.

**Motion:** Establish that the preferred alternative for the Small Cities Transit Access project is rider safety and security improvements to westbound SR520 flyer stop in Yarrow Point. Such improvements could include installing pedestrian low-level lighting, extending the Jersey barrier along the access path, widening the sidewalk near the bus zone, installing new signage, and/or similar improvements to the flyer stop that emerge during the planning and study phase of the project.

**KEY FEATURES**

- Sound Move established the Small Cities Transit Access project to provide a regionally significant transit investment in the vicinity of Clyde Hill, Hunts Point, Medina, and Yarrow Point (collectively the "Points Communities"). Mayors and City Administrators/Managers from all four Points Communities support the proposed action.

- Enhances East King County subarea's bus fleet by funding a total of 16 new articulated buses. Provides funds for the differential cost between 12 articulated 60-foot buses and the 12 standard 40-foot buses for service expansion previously approved by the Board in the 2003 Service Implementation Plan (SIP). Provides funds for four (4) additional 60-foot articulated buses for maintenance spares and future ridership growth.
- Motion defines project scope for the Small Cities Transit Access project and reserves \$150k for improvements to the westbound SR520/92nd Avenue NE flyer stop to enhance rider safety and security.

### **BUDGET IMPACT SUMMARY**

**Project Description:** Small Cities Transit Access project.  
Bus Systemwide project.  
**Current Status:** Scope Definition.  
**Projected Completion Date:** 4th Quarter 2006.

| <b>Action Outside of Adopted Budget:</b>   | <b>Y/N</b> | <b>Y Requires Comment</b>  |
|--|------------|--|
| This Line of Business  | N          |  |
| This Project   | Y          | This action would transfer \$4,252,000 in project budget from project #378 to project #290 (Bus Systemwide). |
| This Phase   | N          |  |
| This Task  | N          |  |
| Budget amendment required  | Y          | See above  |
| <b>Key Financial Indicators:</b>   | <b>Y/N</b> | <b>Y Requires Comment</b>  |
| Contingency funds required   | N          |  |
| Subarea impacts  | N          |  |
| Funding required from other parties other than what is already assumed in financial plan | N          |  |

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

### **BUDGET DISCUSSION**

The Small Cities Transit Access project appears on page 187 of the 2004 Proposed Budget, with a lifetime project budget of \$4.4 million. The Bus Systemwide project was included in the 2004 Proposed Budget on page 195 and then amended on Page 3 of Attachment D in Resolution R2003-19, adopting the 2004 budget. It has an approved lifetime project budget of \$101.5 million. This action will transfer \$4.252 million from the Small Cities Transit Access project to Bus Systemwide project to provide for the acquisition of 16 new articulated buses (12 for service expansion, 4 for spares and a reserve fleet). There are no net increases to the Regional Express program budget.

The following is a summary of the budget transfers proposed:

(\$ in 000s)

| Project                            | 2004 Approved Budget | Transfer    | 2004 Revised Budget |
|------------------------------------|----------------------|-------------|---------------------|
| Small Cities Transit Access (#378) | \$ 4,402             | \$ (4,252)  | \$ 150              |
| Bus Systemwide (#290)              | \$ 101,489           | \$ 4,252    | \$ 105,741          |
| <b>Total</b>                       | <b>\$ 105,891</b>    | <b>\$ -</b> | <b>\$ 105,891</b>   |

## **REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS**

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit's long-term financial plan and the subarea financial capacity. This action moves dollars from one project budget to another project budget in the East King County subarea. The operations and maintenance impacts of this action are also affordable both within the 2004 approved operations and maintenance budget and within the long-range operations and maintenance funding in the financial plan.

## **BUDGET TABLE**

### Summary for Board Action (Year of Expenditure \$000)

#### Action Item: Discussion of Scope for Small Cities Project (#378), \$s in thousands

|                                    | 2004 Adopted<br>Budget<br>(Revised) <sup>1</sup><br>(A) | Committed To<br>Date <sup>2</sup><br>(B) | This Action<br>(C) | Revised Budget<br>(D) | Total<br>Committed &<br>Action<br>(E)=(B)+(C) | Uncommitted<br>(Shortfall)<br>(F)=(D)-(E) |
|------------------------------------|---|--|--------------------|-----------------------|---|---|
| Agency Administration <sup>3</sup> | \$ 222  | \$ 228                                   | \$ (200)           | \$ 22                 | \$ 22   | \$ -                                      |
| Preliminary Engineering            | 24  | 18                                       | (6)                | 18                    | 18  | -   |
| Final Design                       | -   | -  | -                  | -                     | -   | -   |
| Right of Way                       | -   | -  | -                  | -                     | -   | -   |
| Construction                       | -   | -  | -                  | -                     | -   | -   |
| Contingency <sup>4</sup>           | 4,155   | -  | (4,046)            | 109                   | -   | 109                                       |
| <b>Total Current Budget</b>        | <b>\$ 4,402</b>   | <b>\$ 245</b>                            | <b>\$ (4,252)</b>  | <b>\$ 150</b>         | <b>\$ 40</b>                                  | <b>\$ 109</b>                             |

#### Notes:

- (1) Budget amounts are from the 2004 Adopted Budget (Page 187 of the 2004 Proposed Budget, which was adopted in December 2003). Revised by a transfer of \$20K from contingency to PE/ED as approved by Gloria Overgaard, Acting Director Regional Express on January 21, 2004
- (2) Committed to-date includes commitments through March 9, 2004 (HQ). Outlays to-date for all phases are \$16K.
- (3) Committed to-date includes assumptions for allocated agency costs based on a project budget of \$4.4 million. With this action reducing the project budget, projected allocated costs are to be removed from the committed number in Column E.
- (4) Remaining contingency funds would be used to allow for design and implementation of improvements to flyer stop in Yarrow Point. No specific improvements or commitments are being approved with this action.
- (5) Columns may not total due to rounding

The following table illustrates the impact of this action on the project budget for the Bus Systemwide acquisition project:

**Summary for Board Action (Year of Expenditure \$000)**

Action Item: Increase to Bus Systemwide (#290) project budget, \$s in thousands

|                             | 2004 Adopted<br>Budget<br>(A) | This Action<br>(C) | 2004 Revised<br>Budget<br>(D) |
|-----------------------------|-------------------------------|--------------------|-------------------------------|
| Agency Administration       | \$ 3,405                      | \$ 200             | \$ 3,605                      |
| Preliminary Engineering     | -                             | -                  | \$ -                          |
| Final Design                | -                             | -                  | \$ -                          |
| Right of Way                | -                             | -                  | \$ -                          |
| Construction                | -                             | -                  | \$ -                          |
| Vehicles                    | 98,084                        | 4,052              | \$ 102,136                    |
| Contingency                 | -                             | -                  | \$ -                          |
| <b>Total Current Budget</b> | <b>\$ 101,489</b>             | <b>\$ 4,252</b>    | <b>\$ 105,741</b>             |



| Subarea Budget Detail | 2004 Adopted<br>Budget<br>(A) | This Action<br>(C) | 2004 Revised<br>Budget<br>(D) |
|-----------------------|-------------------------------|--------------------|-------------------------------|
| Snohomish             | 16,926                        | -                  | 16,926                        |
| South King County     | 8,867                         | -                  | 8,867                         |
| East King County      | 43,449                        | 4,252              | 47,701                        |
| Pierce County         | 32,248                        | -                  | 32,248                        |
| <b>Total Phase</b>    | <b>101,489</b>                | <b>4,252</b>       | <b>105,741</b>                |

**Notes:**

Budget amounts are from the 2004 Adopted Budget (Page 3 of Attachment D of the Resolution approving the 2004 Budget)

**M/W/DBE – SMALL BUSINESS PARTICIPATION**

Not applicable for this action.

**HISTORY OF PROJECT**

The Board has taken no actions to date specifically with regard to this project.

The 2003 SIP authorized funding for 35 new buses needed to implement service improvements systemwide, with 12 of the buses designated for the East King subarea. The SIP called for the size and configuration of these buses to be determined following consultation with Sound Transit's partners and the Sound Transit Board. Current East King funding is sufficient to purchase twelve 40-foot buses. The difference in purchase cost between a 40-foot bus and an articulated 60-foot bus is approximately \$180,000 per vehicle. While the 60-foot bus has a higher initial cost, the extra capacity has substantial benefits in terms of increased passenger comfort and operator productivity. The 60-foot buses also can absorb future ridership growth at lower operating cost per passenger.

Since the 2003 SIP was first drafted, Sound Transit has experienced steady ridership growth on most East King County routes. Standing loads are common during peak periods, and some

trips require “double heading” (two 40-foot buses operating together) in order to accommodate peak period demand. The proposed budget transfer from the Small Cities Transit Access project would allow Sound Transit to acquire twelve 60-foot buses for the East King County Subarea rather than twelve 40-foot buses. In addition, four 60-foot buses would also be purchased to provide maintenance spares and a small reserve fleet for future ridership growth in the East King Subarea.

The 60-foot articulated buses have higher fuel and maintenance costs. However, the purchase of these buses would increase the seating capacity of the East King County subarea fleet by 798 seats while having no increase on projected overall O&M costs. The larger buses would accommodate more passengers with fewer drivers, thereby reducing or limiting increases in vehicle platform hours. The savings in platform hours are projected to offset the increased articulated bus O&M costs within the 12-year lifecycle of the articulated buses.

Staff met individually with the City Administrators/Managers of the City of Clyde Hill, the Town of Hunts Point, the City of Medina, and the Town of Yarrow Point to discuss the Small Cities Transit Access project and to identify regionally significant transit improvements in the area. Staff also discussed this issue at a meeting of Points Communities mayors and elected officials.

Points Communities staff and elected officials support the idea of using the funds to purchase additional articulated coaches for East King County. With the exception of the Town of Yarrow Point, all agreed that there were no other regionally significant transit improvements in the area.

The Mayor of the Town of Yarrow Point also supports the proposed bus purchases, but she requested that Sound Transit consider using a small portion of the project budget to improve the safety and accessibility of the westbound SR520/92nd Avenue NE flyer stop in Yarrow Point. The other communities supported the Mayor of the Town of Yarrow Point’s proposal.

Staff interviewed bus operations managers at Sound Transit and King County Metro to elicit suggestions for regionally significant transit improvement projects in the Points Communities. No suggestions for physical improvements in the vicinity of the Points Communities were identified.

Sound Transit has worked with a transportation consultant to identify potential improvements to the westbound SR520/92nd Avenue NE flyer stop in Yarrow Point. The potential improvements include installing pedestrian low-level lighting, extending the Jersey barrier along the access path, widening the sidewalk near the bus zone, installing new signage, and similar improvements to the flyer stop that emerge during the planning and study phase of the project. Since the Translake project will widen SR520 in this vicinity, the study of potential improvements has been limited to low-cost opportunities that might provide immediate benefit to the existing users. Staff is proposing that the Board identify these improvements as the preferred alternative for the Small Cities Transit Access Project. The following tasks will be completed by the consultant team:

- Review existing physical conditions;
- Analyze existing transit riders and potential for increased ridership;
- Identify potential improvements;
- Estimate cost; and
- Prepare a report and presentation.

After these improvements are further defined, environmental review will be completed, and staff will return to the Board for a final decision to construct these improvements.

### **CONSEQUENCES OF DELAY**

There are no serious consequences of delay.

### **PUBLIC INVOLVEMENT**

There has been no formal public involvement to date concerning this project. However, on February 13, 2004, Board member Butler informed the Eastside Transportation Partnership (ETP) of the proposed action. The Mayor of Yarrow Point is the Points Communities representative on ETP and she spoke in favor of the proposed action. ETP was not asked to take any formal action with regard to the proposed action.

### **LEGAL REVIEW**

DB 3/11/04

## **SOUND TRANSIT**

### **MOTION NO. M2004-27**

A motion of the Board of the Central Puget Sound Regional Transit Authority establishing that the preferred alternative for the Small Cities Transit Access project is rider safety and security improvements to westbound SR520 flyer stop in Yarrow Point.

#### **Background:**

The Points Communities (Clyde Hill, Hunts Point, Medina, and Yarrow Point) senior staff and elected officials supported the idea of using the funds to purchase additional articulated coaches for East King County. With the exception of the Town of Yarrow Point, all agreed that there were no other regionally significant transit improvements in the area.

The Mayor of the Town of Yarrow Point supported bus purchases, but requested that Sound Transit consider using a small portion of the project budget to improve the safety and accessibility of the westbound SR520/92nd Avenue NE flyer stop in Yarrow Point. The other communities supported the Mayor's proposal.

Staff interviewed bus operations managers at Sound Transit and King County Metro to elicit suggestions for regionally significant transit improvement projects in the Points Communities. No suggestions for physical improvements in the vicinity of the Points Communities were identified.

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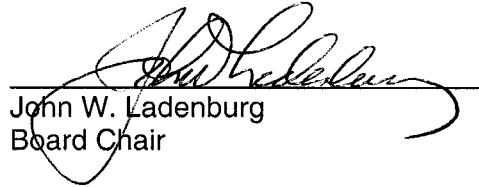
- Review existing physical conditions;
- Analyze existing transit riders and potential for increased ridership;
- Identify potential improvements;
- Estimate cost; and
- Prepare a report and presentation.

After these improvements are further defined, environmental review will be completed and staff will return to the Board for a final decision to construct these improvements.


**Motion:**

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the preferred alternative for the Small Cities Transit Access project is rider safety and security improvements to westbound SR520 flyer stop in Yarrow Point.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 8, 2004.

  
John W. Ladenburg  
Board Chair

ATTEST:

  
Marcia Walker  
Board Administrator