

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2005-06

Identification of North Link Roosevelt Preferred Route

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Board	1/27/05	Discussion/Possible Action	Ahmad Fazel, Link Director Ron Endlich, North Link Program Manager	(206) 398-5389 (206) 398-5141

ACTION

Identifies the preferred Roosevelt route and station location for the North Link Light Rail Project.

North of the Brooklyn station in the University District through the Roosevelt neighborhood, the preferred alternative will consist of one of the following two alternatives:

12th Avenue Route and Station Alternative

The light rail line would continue north in a tunnel to a cut-and-cover station in the Roosevelt neighborhood just west of 12th Avenue NE between NE 65th Street and NE 68th Street. From the 12th Avenue station, the tunnel route would continue north and then northwest to a portal location along I-5, north of the Lake City Way interchange.

or

8th Avenue Route and Station Alternative

The light rail line would continue north in a tunnel to the east portal location south of Ravenna Boulevard NE and then to an elevated station west of 8th Avenue NE and south of NE 65th Street. From the 8th Avenue station, the elevated trackway structure would continue north along I-5 and 8th Avenue NE to a portal location at approximately NE 67th Street where it would continue in a cut-and-cover tunnel configuration along 8th Avenue NE north past NE 70th Street and under the Lake City Way interchange to a portal location north of the interchange.

KEY FEATURES

- This action would formalize the identification of a single preferred Roosevelt route and station, and allow Sound Transit to report the revised Locally Preferred Alternative to the FTA, prior to the publication of the North Link Final SEIS. The preferred alternative is a statement of the Board's intent regarding the North Link project and is not a final decision. The Sound Transit Board will make a final decision on the North Link project, including the route and station locations after the publication of the Final SEIS.
- Staff would proceed with preliminary engineering on the preferred route and station and complete the Final Supplemental Environmental Impact Statement (SEIS) for the preferred alternative and other alternatives evaluated in the Draft SEIS.
- At the December 16, 2004 meeting of the Central Link Oversight Committee, staff reported that a reconfigured design of the 12th Avenue station was feasible and would avoid the displacement on the 76-unit condominium project being constructed nearby. Committee members concurred with staff's recommendation to proceed with the reconfigured 12th

Avenue route and station. This revised 12th Avenue alternative is the basis for the comparison with the 8th Avenue alternative described above.

BUDGET DISCUSSION

Not applicable to this action.

REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board-adopted budget and is affordable within Sound Transit’s current long-term financial plan and the subarea financial capacity.

BUDGET TABLE

Not applicable to this action.

HISTORY OF PROJECT

Motion or Resolution Number	Summary of Action	Date of Action
M2004-116	Identified a site east of 1st Avenue NE and west of the existing King County Metro Northgate Transit Center, spanning NE 103rd Street, as the preferred location and configuration for the Northgate light rail station of the North Link Segment of the Central Link Light Rail Project to be advanced to preliminary engineering and authorizing an alternative location at 1st Avenue NE, between NE 100th and NE 103rd Streets, to be advanced to conceptual engineering.	11/18/04
M2004-112	Provided the Chief Executive Officer with direction regarding the North Link Segment of Central Link Light Rail to (1) expedite the evaluation and identification of either the 8th Avenue NE or 12th Avenue NE alignment as the preferred route through the Roosevelt neighborhood for a Board decision in January, 2005; (2) explore alternative locations for station facilities and construction staging for the Roosevelt Station at 12th Avenue NE; and (3) conduct an appraisal of the property located at 1026 NE 65th Street	10/28/04
R2004-08	Identified the preferred route, profiles, and station locations for the North Link Light Rail Project.	5/20/04
M2003-33	Directed staff to complete additional work on North Link route alternatives in order to provide the Board with more comprehensive information for its North Link route decision-making process.	3/13/03
M2002-13	Selected the route alternatives for inclusion and study in the North Link Draft Supplemental Environmental Impact Statement (Draft SEIS) and deleting less promising route alternatives from further study.	2/14/02
M2001-104	Directed the Executive Director to evaluate Central Link Light Rail routes and station alternatives between Convention Place and Northgate.	9/27/01

On November 18, 1999, the Sound Transit Board adopted Resolution No. R99-34, selecting the location of the route, station locations, and vehicle maintenance base for the Central Link Light Rail Project. On July 27, 2000, the Board adopted Resolution No. R2000-11, narrowing routes for further study from the University District to Northgate.

After re-examining the Central Link light rail project because of cost, schedule, and engineering issues, on September 27, 2001, the Sound Transit Board identified the preferred initial 14-mile light rail segment to be constructed and operated from Convention Place in downtown Seattle to South 154th Street. On November 29, 2001, the Board adopted Resolution No. R2001-16, selecting that Initial Segment of the Central Link Light Rail Project to be constructed and operated by 2009.

Also on September 27, 2001, the Board adopted Motion No. M2001-104, directing staff to evaluate Central Link Light Rail routes and station alternatives between Convention Place and Northgate (North Link), through commencement of a work plan including a SEIS, engineering and design work.

On February 14, 2002, the Board adopted Motion No. M2002-13, identifying certain routes for inclusion in the North Link Draft SEIS and associated conceptual engineering, and excluding less promising routes.

On May 23, 2002, the Sound Transit Board adopted Motion No. M2002-69, authorizing staff to modify the set of route alternatives previously identified to be included for study in the North Link Draft SEIS by: discontinuing further study of the direct Capitol Hill via Convention Place Station (CPS) route; modifying a route under study in the University District to provide an additional route connection to the station site at Brooklyn Avenue NE and NE 45th Street via the Montlake route; and discontinuing further study of another station site at 15th Avenue NE primarily north of NE 45th Street.

The Sound Transit Board adopted Motion No. M2003-33 on March 13, 2003, directing staff to complete additional work on North Link route alternatives in order to provide the Board with more comprehensive information for its North Link route decision-making process.

Sound Transit issued the Draft SEIS on November 21, 2003. Following a request from the University of Washington to consider a route modification to the Montlake Route, the Sound Transit Board directed staff on December 11, 2003 by Motion No. M2003-128, to study a modified Montlake route, including engineering, environmental analysis and community outreach activities. Sound Transit issued an Addendum to the Draft SEIS in February 2004, analyzing the modified Montlake Route through the University of Washington campus.

On May 20, 2004, the Sound Transit Board adopted Resolution No. R2004-08 identifying the preferred route and stations for North Link and directing staff to complete the Final SEIS and other work on the preferred alternative and other alternatives in the Draft SEIS. In the Roosevelt neighborhood, the Board directed staff to proceed with work on both the 12th Avenue and the 8th Avenue routes. Staff advanced design work and agency coordination activities through the summer and fall of 2004. Based on additional design work and coordination efforts involving WSDOT, City of Seattle and King County Metro staff, the 8th Avenue route and station have been refined by staff to reflect a revised east portal configuration.

On November 18, 2004, the Board approved Motion No. M2004-112 directing staff to (1) expedite the evaluation and identification of either 8th Avenue NE or 12th Avenue as the preferred route through the Roosevelt neighborhood for Board action in January 2005; (2) explore alternative locations for station facilities and construction staging for the Roosevelt Station at 12th Avenue NE; and (3) conduct an appraisal of the property located at 1026 NE 65th Street.

CONSEQUENCES OF DELAY

Delaying the identification of the preferred Roosevelt route and station location would increase preliminary engineering costs and create continued uncertainty within the Roosevelt

neighborhood about Sound Transit's plans. Real property acquisition costs could also be impacted by potential private development projects in the general vicinity.

PUBLIC INVOLVEMENT

Sound Transit staff has held a number of project open houses, and other meetings involving property owners, neighborhood and business groups, and other interested parties throughout the North Link study area as part of the environmental and engineering work completed to date.

Since the May 20, 2004 Board meeting, staff participated in a variety of additional outreach activities. In October, 2004, staff held six North Link station community open houses. The Roosevelt route and station options were presented to the Roosevelt neighborhood on October 14, 2004. The event was well attended with strong support voiced for the 12th Avenue route. Comments were also received on the timing for Board action on the Roosevelt route and concerns about development activities around the 12th Avenue station site. Staff also attended other community meetings and tours in the Roosevelt neighborhood.

On January 25, 2005, staff will hold an additional public meeting in the Roosevelt neighborhood to report on the status of Roosevelt route work and the Sound Transit Board decision process. Sound Transit will continue an active community outreach program as part of the on-going North Link preliminary engineering and Final SEIS work efforts.

LEGAL REVIEW

SS 1/14/05

SOUND TRANSIT

RESOLUTION NO. R2005-06

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority identifying the preferred Roosevelt route and station location for the North Link Light Rail Project.

WHEREAS, a Regional Transit Authority, hereinafter referred to as 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, at a general election held within the Central Puget Sound Regional Transit Authority district, the voters approved local funding for high capacity transit in the Central Puget Sound Region, which includes an electric light rail line connecting the cities of SeaTac, Tukwila, and Seattle; and

WHEREAS, on November 5, 1999, Sound Transit and the Federal Transit Administration (FTA) issued a Final Environmental Impact Statement (FEIS) for the Central Link Light Rail Transit Project to satisfy the requirements of the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA); and

WHEREAS, on November 18, 1999, the Sound Transit Board approved Resolution No. R99-34, which selected the light rail alignment from the University District in Seattle to South 200th Street in the City of SeaTac; and

WHEREAS, on July 27, 2000, the Sound Transit Board adopted Resolution No. R2000-11, which further refined the alternatives to be studied for the University District to Northgate light rail segment; and

WHEREAS, Sound Transit subsequently decided to re-examine the project for cost, schedule, and engineering reasons; and

WHEREAS, on November 29, 2001, the Sound Transit Board approved Resolution No. R2001-16, selecting the 14-mile segment from Convention Place Station in downtown Seattle to

South 154th Street in Tukwila, with connections to Sea-Tac Airport as the first segment of the Central Link Light Rail Project to be constructed; and

WHEREAS, on September 27, 2001, the Sound Transit Board adopted Motion No. M2001-104, which authorized a work plan, including the engineering and environmental analysis required to evaluate light rail routes and station alternatives for North Link; and

WHEREAS, the scoping process to evaluate the range of proposed actions, alternatives, and impacts to be discussed in the Draft Supplemental Environmental Impact Statement (SEIS) for the North Link alternatives was completed in November 2001; and

WHEREAS, on February 14, 2002, the Sound Transit Board approved Motion No. M2002-13, which identified routes for inclusion in the North Link Draft SEIS; and

WHEREAS, on May 23, 2002, the Sound Transit Board approved Motion No. M2002-69, which modified the route alternatives previously identified for study in the North Link Draft SEIS; and

WHEREAS, on March 13, 2003, the Sound Transit Board approved Motion No. M2003-33, which authorized additional work to further develop the North Link route alternatives in order to better inform its decision-making; and

WHEREAS, on November 21, 2003, Sound Transit and the Federal Transit Administration issued a Draft SEIS to satisfy the requirements of NEPA and SEPA. The Draft SEIS included a detailed evaluation of the costs and impacts of the North Link route alternatives. To ensure adequate public input, the Draft SEIS process included a 70-day public comment period and two public hearings; and

WHEREAS, on May 20, 2004, the Sound Transit Board adopted Resolution No. R2004-08 identifying the preferred route and stations for North Link and directing staff to complete the Final SEIS and other work on the preferred alternative and other alternatives in the Draft SEIS; and

WHEREAS, in Resolution No. R2004-08, the Sound Transit Board directed staff to proceed with work on both the 12th Avenue and the 8th Avenue routes; and

WHEREAS, staff advanced design work and agency coordination and public outreach activities through the summer and fall of 2004; and

WHEREAS, on November 18, 2004, the Sound Transit Board approved Motion No. M2004-112 directing the CEO to (1) expedite the evaluation and identification of either 8th Avenue NE or 12th Avenue as the preferred route through the Roosevelt neighborhood for Board action in January 2005; (2) explore alternative locations for station facilities and construction staging for the Roosevelt Station at 12th Avenue NE; and (3) conduct an appraisal of the property located at 1026 NE 65th Street; and

WHEREAS, this action would formalize the identification of a single preferred Roosevelt route and station, and allow Sound Transit to report the revised "Locally Preferred Alternative" to the FTA, prior to the publication of the North Link Final SEIS; and

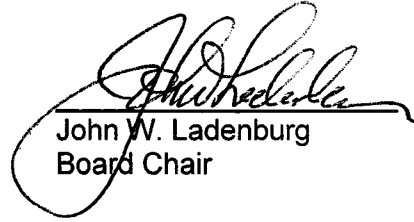
WHEREAS, the preferred alternative is a statement of the Board's intent regarding the North Link project; it is not a final decision. The Board will make a final decision on the North Link project, including the route and the station locations after publication of the Final SEIS;

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

Section 1: The preferred Roosevelt route and station for the North Link segment of the Central Link Light Rail Project shall consist of the following described route and station location, north of the Brooklyn Station in the University District through the Roosevelt neighborhood:

The light rail line would continue north in a tunnel to a cut-and-cover station in the Roosevelt neighborhood just west of 12th Avenue NE between NE 65th Street and NE 68th Street. From the 12th Avenue station, the tunnel route would continue north and then northwest to a portal location along I-5, north of the Lake City Way interchange.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on January 27, 2005.



John W. Ladenburg
Board Chair

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator