



CITY OF KIRKLAND
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To: Marilynne Beard, Assistant City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey, P.E., Transportation Engineering Manager

Date: September 20, 2007

Subject: CONSIDERATION OF RESOLUTION ENDORSING SOUND TRANSIT 2 AND REGIONAL
TRANSPORTATION IMPROVEMENT DISTRICT BALLOT MEASURE

RECOMMENDATION:

It is recommended that the Council consider the attached resolution.

BACKGROUND DISCUSSION:

On September 4, Council held a public hearing to consider endorsement of the RTID/ST2 ballot measure. Council received public comment at the hearing but continued their deliberations to the October 2 Council meeting.

Council had a number of questions at the September 4 meeting and Information from both the Regional Transportation Improvement District and Sound Transit is attached to attempt to address some of those questions. The resolution considered on September 4 is also attached.

RTID funding information

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MEMO

To: Kirkland City Council

From: David Hopkins, Director, Regional Coordination, WSDOT

Re: SR 520 Funding Strategy

Date: September 19, 2007

At your meeting on September 4th, I reviewed with you the funding strategy that the Regional Transportation District developed for the SR 520 corridor as part of its “Blueprint for Progress.”

I wanted to provide you with the full section from the Blueprint prior to your meeting on October 2nd. (see below) This excerpt includes additional detail on each of the funding sources identified in the chart displayed on Sept. 4. Section G of the strategy discusses each of the funding sources proposed for the corridor and whether the funds are in hand, authorized or are subject to voter approval or to future legislative action.

The RTID plan includes \$1.139 billion in year of expenditure dollars (\$972 million in 2006 dollars) toward the construction of the replacement bridge and improvements in the entire corridor.

I would be glad to answer any questions that you might have prior to your next council meeting. You can reach me at 206-464-1194 or by email at hopkida@wsdot.wa.gov I look forward to seeing you on Oct. 2nd.

VIII. SR 520 Funding Strategy

Summary



This funding strategy includes a menu of financing elements that will provide sufficient funds to replace the SR 520 bridge and make the necessary connections between I-5 and I-405. Of course, not all of the options presented here will be used; this funding strategy provides a sound foundation for moving ahead while design and engineering work continue to refine the project cost estimates. This funding strategy moves the state and region forward in another important step toward replacing the SR 520 bridge.

A. Background

Thousands of citizens depend on SR 520 every day. The corridor connects large employment centers, including the University of Washington and Microsoft. It is an economic lifeline for the Puget Sound region and Washington State. The 42-year-old structure is vulnerable to failure and must be replaced. With the replacement of the bridge deck, additional improvements are necessary to make connections functional through dense urban areas, address community needs, and to address sensitive environmental conditions between I-5 and I-405. The complexity of this project requires close collaboration between local, regional, state, and federal officials.

In 2006, the Washington State legislature instructed the Regional Transportation Investment District (RTID) to:

“...develop and include in the regional transportation investment plan a funding proposal for the state route number 520 bridge replacement and HOV project that assures full project funding for seismic safety and corridor connectivity on state route number 520 between Interstate 5 and Interstate 405.” ESHB 2871.

B. Situation Today

Project Definition

The Washington State Legislature has defined the project as a six-lane configuration with four general-purpose lanes, two HOV lanes, and with the ability to accommodate high capacity transit (ESSB 6099). A mediator will work with interested parties to develop a Project Impact Plan that addresses impacts of the project on Seattle neighborhoods, parks and the University of Washington. ESSB 6099 also sets forth a process for integrating high capacity transit, highway, and bus transit planning in this corridor.

The Seattle City Council on April 23, 2007, passed a resolution that describes the city's priorities for the six-lane bridge replacement.

The State of Washington and local jurisdictions on the east side of Lake Washington support corridor connections and the mitigation described in SR 520 project environmental documents. These include connections to a multi-use path on highway lids between Medina and Clyde Hill, and improved transit access to SR 520.

Project Costs and Future Action

WSDOT has updated project costs that were reviewed by an expert review panel in the fall of 2006. The current cost estimate for the entire six-lane corridor from I-5 to I-405 ranges between \$3.9 billion and \$4.4 billion. Construction is expected to be staged so that the pontoons necessary for the bridge replacement will be started in 2008; the SR 520 bridge replacement is currently scheduled for 2011-2018.

The City of Seattle, the RTID executive board, environmentalists, and neighborhood activists, have asked the State DOT to revisit engineering road standards and to use context-sensitive design in this corridor similar to that used by other states. Revisiting design standards and conducting value engineering may reduce project costs and at a minimum protect the public from unexpected cost increases. The Governor's expert review panel report in 2006 also recommended that value engineering be conducted on this project.

Identified Funding

The State of Washington has designated \$560 million for the project and has also created a funding pool of up to \$1 billion for the SR 520 corridor project between I-5 and I-405 and for the Alaskan Way viaduct replacement.

The State of Washington has prioritized its federal bridge and transit funds through 2021 to the SR 520 corridor in the currently adopted 16-year spending plan associated with the state transportation budget and the Legislative Evaluation and Accountability Program committee (LEAP) transportation project list.

Since at least 2003, tolling has been contemplated as an essential revenue source to both finance bridge construction and to manage reliable system performance. Used as revenue to support repayment of bonds, tolls have been estimated to provide \$700 million - \$1.2 billion for the project. Several technical studies and a recent finance study have been completed to assess the feasibility of tolling in this corridor and the impact of traffic diversion on I-90. The United States Department of Transportation, Urban Partnership, is considering designating this corridor for congestion relief funds and technology investments to facilitate future tolling.

The *Roads & Transit* plan to be presented to the voters this fall will include \$1.1 billion in the RTID plan to finance construction in this corridor.

In addition, viable bonding options could strengthen the regional district's financing; result in lower interest costs and thus more funding for the project. For example, state or federal backing of regional bonds for King County projects could reduce financing costs by up to \$200 million. These funds could then pay for direct project costs. The federal government leverages regionally significant projects by providing credit assistance in the form of loans, loan guarantees and stand-by lines of credit through its Transportation Infrastructure Finance and Innovation Act (TIFIA) program. TIFIA currently has \$2 billion in active credit agreements.

RTID authority includes a provision to transfer sales tax on construction of the transportation projects it funds to reinvest in the project. Extending this provision for other mega projects in the region would allow the state to transfer gas tax funding to SR 520. For example, the sales tax transfer for construction costs on I-405 and the Alaskan Way Viaduct could save those projects \$140 million. That \$140 million in gas taxes currently pledged to those projects could then be transferred to SR 520.

C. Principles to Move Forward on SR 520

The following principles underlie this financial strategy and will guide future actions on the SR 520 corridor by the RTID board:

- The six-lane bridge configuration has been decided. Design standards will be responsive to the context, setting, value engineering and cost savings.
- The choice of Montlake or Pacific interchange will be selected before construction begins, except for pontoon construction.
- Mitigation is inseparable from construction of the bridge replacement and connections on both sides of Lake Washington.
- Until construction is completed, the public will be protected from safety hazards by continuing to manage bridge closures and the assurance of full corridor funding.
- Future tolling in the corridor, which will be set by the State of Washington, will be comparable to tolls on the Tacoma Narrows bridge, reinvested in the corridor, and managed to ensure reliable system performance.
- The region will work with the state to optimize regional revenue by maximizing the financing structure to benefit direct project investment and reduce financing costs. Examples include backing of regional bonds through state or federal programs. This will allow the state, in partnership with the federal government and the region, to fully fund the SR 520 corridor without raising new state taxes for the project.
- The region will maintain maximum flexibility in developing the legal authorizations governing its debt so that it retains options for future financing structures. It is too early to determine the optimal mix of borrowing mechanisms.
- The state will consider transferring sales tax from other transportation mega-projects, thus freeing gas taxes to be transferred to the SR 520 project.
- Project cost estimates will be updated and reviewed at key benchmarks during design, engineering, and bid preparation to ensure value engineering is used and that costs are controlled.

A vote for the *Roads & Transit* plan is a vote for bridge replacement. Without regional funding the state will need to raise an additional \$1.1 billion for replacing the bridge deck and making the connections between I-5 and I-405.

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Moving Forward Together: A Blueprint for Progress

King, Pierce, Snohomish Counties **Funding Sources (2007-2020) Low range High range Status**

Assumptions State Gas Tax 560.0 560.0 Legislatively enacted Pre-existing and 2003-2005 gas tax
Federal Funds to date 1 1 Received Allocation from State Pooled Funds 600.0 1,000.0 2007-09 Budget
Conference Report 2007 Transportation Budget provides access to a \$1 billion pool of funds for either the
AWV or SR 520 Bridge. Since the viaduct's total state funding is limited, the range of funds available from
this pool to SR 520 is from \$600 million to \$1 billion. Federal FHWA Bridge Funds 110.0 110.0 2007-09
Budget Conference Report State is estimated to receive \$2 billion in bridge funds statewide over 16-year
finance plan period. Federal FTA Funds 200.0 200.0 2007-09 Budget Conference Report FTA funds may be
increased if the region's Federal Urban Partnership grant is approved. *Roads & Transit Plan* 1,100.0
1,100.0 Included in ballot measure Tolling 700.0 1,200.0 Feasibility Studies: 2004 Parsons Brinckerhoff;
Transportation Commission (2006 Cambridge Systematics); WSDOT; State Treasurer; USDOT Urban
Partnership Application State policy includes identification of potential tolling corridors in the region,
including SR 520. LEAP 2006-07 Capital Finance Study; Regional Transportation Commission final report;
HB 1094 and SB 5412 (2007 Legislature). A 2004 PB Study assumed variable \$0.75-4.60 toll with average
of \$3.07 would support approx. \$1 billion in financing. Updated study in 2007 assumed \$1.00-5.00 tolls in
2019 dollars. The Tacoma Narrows Bridge toll in 2018 dollars is approximately \$6.00. Diversion is
expected to be 12% with both bridges tolled and 30% with one bridge tolled. Minimized Financing Cost 0
200.0 RTID statute 36.120.130 allows the RTID to use its revenues to back bonds issued by the state of
Washington or other lead agencies. Lowering interest costs on debt would allow RTID to spend more of its
tax dollars on investment and less on interest payments. Federal programs such as the Transportation
Infrastructure Finance and Innovation Act (TIFIA) leverage federal resources to projects of regional
significance. Sales Tax Transfer 0.0 140.0 Existing statute allows RTID funded projects to transfer sales
tax on construction back to the project generating the sales tax. Extension of this provision to other
regionally significant mega-projects would allow state gas taxes to be transferred to SR 520. **Total
Funding Low range \$3.3 B High range \$4.5 B Most likely cost estimate for six-lanes with
Montlake Interchange: \$3,900; With Pacific Interchange \$4,380.**

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D. Legislative Responsibility for the RTID and the Financial Strategy Intent & Principles

In 2006 the state amended the authorizing statute for regional transportation investment districts to include the following regarding the SR 520 project:

The planning committee must develop and include in the regional transportation investment plan a funding proposal for the state route number 520 bridge replacement and HOV project that assures full project funding for seismic safety and corridor connectivity on state route 520 between Interstate 5 and Interstate 405. (RCW 36.120.045)

The strategy described in this report is the recommendation to be acted upon by the Regional Transportation Investment District planning committee to fulfill this requirement. This strategy shows that there are sufficient funds identified to assure full project funding for seismic safety and corridor connectivity on SR 520 between I-5 and I-405. Further, the strategy meets the requirements of RCW 36.12.040, that states:

The overall plan must leverage the district's financial contributions so that federal, state, local and other revenue sources continue to fund major congestion relief and transportation capacity improvement projects in each county and the district. A combination of local, state, and federal revenues may be necessary to pay for transportation projects, and the planning committee shall consider all of these revenue sources in developing a plan.

E. Situation Today: State and Local Progress

State Defines Project in ESSB 6099: SR 520 Legislation

The Washington State Legislature through legislation (ESSB 6099) has defined a six-lane configuration with four general-purpose lanes, two HOV lanes, and the ability to accommodate high capacity transit. A mediator will work with interested parties to develop a Project Impact Plan that addresses impacts of the project on Seattle neighborhoods, parks and the University of Washington. SB 6099 also sets forth a process for integrating high capacity transit, highway, and bus transit planning in this corridor. A finance plan must also be prepared and submitted to the Governor and the legislature's Joint Transportation Committee by January 1, 2008. That plan must include state and federal funding, at least \$1 billion in regional contributions, and revenue from tolling.

This *financial strategy* is a significant component of that *financial plan*.

Local Jurisdiction Resolutions

The Seattle City Council on April 23, 2007, passed a resolution that lays out the city's priorities for the six-lane bridge replacement.

Local jurisdictions on the eastside of Lake Washington and the State of Washington support corridor connections and the mitigation described in SR 520 project environmental documents. These include connections to a multi-use path on highway lids between Medina and Clyde Hill and improved transit access to SR 520.

F. Project Costs and Future Actions

WSDOT has conducted project cost updates and current cost estimate for the six-lane corridor from I-5 to I-405 ranges between \$3.9 billion and \$4.4 billion. Construction of pontoons necessary for the bridge replacement will be started concurrently with the final design and mitigation efforts. The SR 520 bridge replacement construction is currently scheduled for 2011-2018.

The City of Seattle, the RTID executive board, environmentalists, and neighborhood activists have asked the State DOT to revisit engineering road standards and to use context sensitive design in this corridor similar to that used by other states. Revisiting design standards and conducting value engineering can reduce project costs and at a minimum protect the public from unexpected cost increases. The governor's expert review panel report in 2006 recommended that value engineering be conducted on this project.

The following excerpt is from Governor Chris Gregoire's findings and conclusions report on SR 520, December 15, 2006:

In 2006, the Legislature directed the Governor, along with the Chairs of the Senate and House Transportation committees and the Secretary of Transportation, to form an Expert Review Panel to review the funding and implementation plans for the SR 520 Bridge Replacement and HOV Project to determine if they were reasonable and feasible. The law provided the panel should include experts in relevant fields, such as planning, engineering, finance, law, the environment, emerging transportation technologies, geography, and economics.

The Expert Review Panel found the project implementation plan comprehensive and sufficient for the level of design development, noting the SR 520 project design and construction plans are still in the preliminary stages.

WSDOT has estimated costs for a Four-Lane Alternative, a base Six-Lane Alternative, and a Six-Lane Alternative with the Pacific Street Interchange design option. The cost estimate for the Six-Lane with Pacific Interchange also includes the removal of the Montlake freeway transit stop, relocation of the bike/pedestrian path to the north of the highway on the Eastside, and improvements to the South Kirkland Park and Ride at 108th Avenue NE.

The most recent project cost estimates were prepared in response to comments made in the September 1, 2006, Expert Review Panel report. The Expert Review Panel reviewed the project finance and implementation plans to determine if the key assumptions upon which they were based were feasible and sufficient.

The Panel found that the Cost Estimate Validation Process used by WSDOT to develop the cost estimates is a valid methodology for evaluating the variability of cost and schedule predictions due to unforeseen risks and opportunities. The Panel also commented that this cost estimate methodology represents a "best practice" and is gaining popularity nationally. However, the Panel noted that the cost estimates did not consider the recent worldwide construction cost inflation increases, and that the general inflation rate applied to the estimates was too low. The panel also observed that both projects are in a very early stage of design.

As a result, the Panel recommended that WSDOT broaden the cost estimate range to acknowledge that there are unknown issues at such an early design phase, and at the same time the panel recommended that for budgeting purposes the cost that had a 60% confidence level of not being exceeded should be used. This figure has been labeled as "the most likely cost." Finally, the Panel also recommended that the project cost estimates be updated when approximately 15-20% design engineering work is completed.

In response to the Expert Review Panel's findings and the Governor's request, WSDOT completed a cost reevaluation of the project alternatives that considered new information about the likely impact of recent worldwide construction cost inflation on project costs, and effects of increased construction costs that have resulted from the activity to address Hurricane Katrina damage, which occurred after original cost estimates.

The reevaluation found that the most likely cost for the base Six-Lane Alternative (4 General and 2 HOV Lanes) is \$3.90 billion.

The reevaluation found that the most likely cost for the Six-Lane Alternative (4 General and 2 HOV Lanes) with the Pacific Street Interchange is \$4.38 billion.

Panel members participated in the cost reevaluation and found that “these new cost ranges more accurately reflect the uncertainty associated with both projects at this early stage of design.”

The Expert Review Panel found that after the project has reached 15 to 20 percent design, cost estimates should be updated.

G. Identified Funding

State Transportation Budget 2007-09

To reserve adequate funding for the SR 520 bridge, the 2007-09 *Transportation Budget Conference Report* identifies funds consisting of:

- **\$560 million in state funds;**
- **\$110 million in federal bridge funds;**
- **\$200 million in federal transit funds expected to be allocated by the Puget Sound Regional Council;**
- **Access to a \$1 billion pool of funds earmarked exclusively for either the Alaskan Way viaduct or SR 520 bridge. Since the viaduct’s total state funding is limited, the range of additional funds available from this pool to SR 520 is from \$600 million to \$1 billion.**

Sources identified in the 2007-09 State transportation budget range from \$900 million to \$1.3 billion.

The conference report goes on to state:

It is expected that revenues from RTID, tolling and other funding mechanisms will be used to fund the remainder of the project’s cost.

Regional Contribution

The *Roads & Transit* plan to be presented to the voters this fall by the Regional Transportation Investment District (RTID) will include \$1.1 billion to finance construction in this corridor. In addition, optimizing the financing structure could also reduce interest costs by up to \$200 million. Those interest savings could be spent on direct project costs rather than finance charges.

State sales tax transfer for construction costs on I-405 and the Alaskan Way viaduct would yield up to \$140 million in savings for those projects. This would allow the transfer of gas taxes, now dedicated to those projects, to SR 520.

Tolling Assumptions

Since at least 2003, tolling has been contemplated as an essential revenue source to both finance bridge construction and to manage reliable system performance. Used as revenue to support repayment of bonds, tolls have been estimated to provide \$700 million - \$1.2 billion for the SR 520 project. Several technical studies and a recent finance study have been completed to assess the feasibility of tolling in this corridor, and the relationship to I-90 and traffic diversion.

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A report prepared for the Office of the State Treasurer by Seattle-Northwest Securities Corporation and Montague DeRose and Associates, LLC (March 28, 2007) presents several tolling scenarios that the state might consider. Tolls, when bonded, could contribute from \$1.28 billion to \$2.85 billion, depending on the assumptions used for when tolls are imposed and whether or not both SR 520 and I-90 are tolled. (See page 29 of the Treasurer's report).

At the time the Treasurer's report was issued it showed \$1.4 billion as unfunded if only SR 520 is tolled. This report was issued prior to approval of the 2007-09 State transportation budget that identifies between \$900 million and \$1.3 billion in state and federal funds. The Treasurer's report stated:

Regardless of the bonding vehicle (s) chosen, in order to be financially feasible, the state must elect either to 1) toll both the SR 520 and I-90 bridges or 2) contribute additional funds to the project construction costs. Without additional funding, some tolling of both bridges will be likely prior to completion of the project.

The legislature's budget for 2007-09 and the associated spending plan identified up to \$1.3 billion of the Treasurer's identified shortfall in the scenario that assumes tolling only SR 520.

One goal in determining tolling feasibility is minimizing traffic diversion to non-toll highways to avoid impacting traffic in other corridors and to keep tolls affordable. A technical memorandum prepared by Parsons Brinckerhoff for WSDOT in May 2007 assessed toll rates and traffic diversion under a variety of scenarios. Assuming tolls only on SR 520, imposed after bridge completion in 2018 and using variable rate tolling, the weighted average toll rate in 2018 dollars would be \$3.07 each way, or \$6.14 round-trip. This is comparable to the forecasted toll charge at the Tacoma Narrows bridge in 2018. The United States Department of Transportation (USDOT), Urban Partnership, is considering designating this corridor for congestion relief funds and technology investments to facilitate future tolling. A grant application submitted by King County, PSRC, and WSDOT is pending with USDOT.

RTID will coordinate with the state on future tolling in the region. State law (RCW 36.120.050) states:

The (RTID) planning committee may recommend the imposition or authorization of vehicle tolls on new or reconstructed local or regional arterials or state or federal highways within the boundaries of the district if the following conditions are met:

Any such tolls must be approved by the state transportation commission or its successor statewide tolling authority; the regional plan must identify the facilities that may be tolled; and unless otherwise specified by law the department (WSDOT) shall administer the collection of vehicle tolls on designated facilities and the state transportation commission or its successor shall be the tolling authority.

Sales Tax Transfer on Initial Construction for RTID projects

The legislation creating the Regional Transportation Investment District included a mechanism for sales tax paid on the initial construction of RTID projects to be transferred back to the project to defray costs. This section of law was codified in RCW 82.32.470 (1) and states:

The tax imposed and collected under chapters 82.08 and 82.12 RCW, less any credits allowed under chapter 82.14 RCW, on initial construction for a transportation project to be constructed under chapter 36.120 RCW, must be transferred to the transportation project to defray costs or pay debt service on that transportation project. In the case of a toll project, this transfer or credit must be used to lower the overall cost of the project and thereby the corresponding tolls.

This provision could be extended to other mega-projects in the region not currently in the RTID program such as the Alaskan Way viaduct replacement and I-405 corridor improvements. Those projects could save \$140 million by extending this provision. That savings would allow the transfer of a corresponding amount of gas tax now dedicated to those projects. Approximately \$140 million could then be transferred to SR 520 construction costs.

Minimized Financial Costs

State law provides authorization for the district to work with the state to issue debt. RCW 36.120.130 states:

The district may enter into agreements with...the State of Washington, when authorized by the plan, to pledge taxes or other revenues of the district for the purpose of paying in part or whole principal and interest on bonds issued by ... the state of Washington. The agreements pledging revenue and taxes shall be binding in their terms, but not to exceed thirty years, and no taxes pledged by an agreement may be eliminated or modified if it would impair the pledge in any agreement.

Further RCW 36.120.200 establishes:

The regional transportation investment district account is created in the custody of the state treasurer. The purpose of this account is to act as an account into which may be deposited state money, if any, that may be used in conjunction with district money to fund transportation projects.

RTID may issue bonds pursuant to RCW 36.120.130, payable from sales taxes and MVET. Because the RTID bonds would be paid only from the two excise taxes, including sales taxes that tend to fluctuate in response to seasonal and economic cycles, the bond market (and the proxies for the bond market in the form of the bond insurance companies and ratings agencies) may require RTID to make relatively conservative assumptions in connection with the issuance of its bonds. These conservative assumptions are embedded in the financial plan for RTID.

Given that the purpose of RTID is to provide funding for state highways, the state is a potential source of assistance to reduce interest rates and thereby contribute more regional funds to direct project costs. State credit support could take the form of either state bonds or a state guarantee. The state could issue bonds to directly finance RTID improvements that the state itself could fund, and the RTID taxes could be pledged to the state for repayment of the bonds.

RTID will work with the Washington State Treasurer's office to explore ways to leverage the district's revenue using tools such as credit support, credit enhancements, state bonds, or state guarantees. Other tools will also be explored as identified by the State Treasurer.

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State debt issuance requires 60% approval of state house and senate or 50% approval and voter consent. [*Washington State Constitution*, Article VIII, Section 1(i)]. State bonds payable directly or indirectly from “general state revenues” are subject to both constitutional and statutory debt limits.²

The state may issue motor vehicle fuel tax bonds for state highway purposes, which are further secured by a pledge of the full faith, credit and taxing power of the state, without incurring “debt”. State motor vehicle fuel tax bonds are not subject to either the constitutional or statutory debt limit.

Although the state may pledge its full faith and credit to its motor vehicle fuel tax bonds without consuming state debt capacity, the constitution and statutes require that the legislature provide sufficient revenues from motor vehicle fuel taxes to pay debt service on motor vehicle fuel tax bonds.

If the state issues motor vehicle fuel tax bonds to pay for RTID projects, the state would need to provide for motor vehicle fuel taxes to pay the bonds even though RTID would in fact reimburse the state for debt service on the bonds. Issuing motor vehicle fuel tax bonds may, as a practical matter, impact the availability of motor vehicle fuel taxes to be pledged to other state motor vehicle fuel tax bonds. The RTID projects would also need to qualify as a proper expenditure for state motor vehicle fuel taxes.

This action would require approval by the state finance committee composed of Governor, Lieutenant Governor, and State Treasurer.

The State Treasurer’s report on SR 520 notes that it is too early to refine the plan of finance, or to determine the optimal mix or sequencing of general obligation (GO)/motor vehicle excise tax (MVET) bonds and revenue bonds:

...there are some planning level enhancements which can be considered at this time. The state may have the opportunity to reduce overall borrowing costs by implementing a program that includes interim financing. This would involve the use of a short-term GO/MVET borrowing facility (interim loan or commercial paper) in the early stages of construction. We estimate that the aggregate overall debt service cost savings for such a program as compared to issuing 30-year GO/MVET bonds, would be over \$500 million.

(page 18 and Appendix B of the Treasurer’s report on SR 520 funding alternatives).

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2 The statutory exemption provides as follows: "A pledge of the full faith, credit, and taxing power of the state to guarantee the payment of any obligation payable from any of revenues received from any of the following sources: (a) the fees collected by the state as license fees for motor vehicles; (b) excise taxes collected by the state on the sale, distribution, or use of motor vehicle fuel; and (c) interest on the permanent common school fund: PROVIDED, That the legislature shall, at all times, provide sufficient revenues from such sources to pay the principal and interest due on all obligations for which said source of revenue is pledged. RCW 39.42.080.

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Source Documents

Central Puget Sound Regional Transit Authority, United States Department of Transportation, Washington State Department of Transportation. *Draft Environmental Impact Statement, SR 520 Bridge Replacement and HOV Project*. August 18, 2006.

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King County, Puget Sound Regional Council, Washington State Department of Transportation. *The Lake Washington Urban Partnership Proposal*. April 2007.

Office of the Washington State Treasurer, Seattle Northwest Securities Corporation, Montague DeRose and Associated, LLC. *Report on SR 520 Bridge Replacement and HOV Project Funding Alternatives*. March 28, 2007.

Smith, Eugene, Ph.D. *Montlake: An Urban Eden, A History of the Montlake Community of Seattle*. Seattle: 2004.

Washington State Department of Transportation, Office of Urban Mobility. *Trans-Lake Washington Technical Report*. November 1999.

Washington State Department of Transportation. Report on neighborhood tour: *Moving Toward a New SR 520*. February 20, 2007.

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Washington State Legislature. *Washington State 2007-09 Biennial Transportation Budget and Conference Report*. 2007 regular legislative session.

Washington State Legislature. *Washington State Engrossed Substitute Senate Bill 6099: An act relating to the state route number 520 bridge replacement and HOV project*. 2007 regular legislative session.

Washington State Legislature. *Revised Code of Washington, Title 36: Counties. RCW 36.120.010, regional transportation investment districts*.

Washington State Legislature. *Revised Code of Washington, Title 82: Excise Taxes. RCW 82.32.470 sales tax transfer*.



Questions and Answers on Sound Transit 2 Costs September 2007

Paying for Roads & Transit

If approved by voters, the Roads & Transit package would be funded by a combination of existing local-option taxes, new voter-approved local taxes, federal grants, and fares.

New taxes proposed:

- Six-tenths of one percent sales tax (0.5% Sound Transit, 0.1% RTID), or 6 cents on a \$10 retail purchase, in the area within *both* the Sound Transit and RTID districts
- One-tenth of one percent sales tax (0.1% RTID) in the area in Snohomish County *solely* within the RTID district
- Eight-tenths of one percent motor vehicle excise tax (0.8% MVET, or car tabs) or \$80 for every \$10,000 of vehicle value (RTID only – based on a new depreciation schedule that more accurately reflects market value of vehicles)

The sales tax does not apply to food or prescription medicine.

Existing taxes:

- Four-tenths of one percent Sound Transit sales tax or 4 cents on a \$10 retail purchase
- Three-tenths of one percent Sound Transit MVET or \$30 for every \$10,000 of vehicle value
- Statewide gas tax revenues, approved by the State Legislature in 2003 and 2005 and directed to regional transportation projects, for which the RTID funding would provide the local match.

The existing Sound Transit taxes are currently being used to build and operate *Sound Move*, the foundation of the regional transit system approved by voters in 1996. If the voters approve the Roads & Transit ballot proposition, then Sound Transit would use existing taxes to help build Sound Transit 2 projects. If the ballot proposition is not approved, then the existing taxes will continue to be used for Sound Move capital and operations expenses. After construction is complete, Sound Transit taxes will be reduced to the level needed for operations, maintenance and debt service.

Capital investments will build assets worth \$17.8 billion in 2006 dollars:

- \$10.8 billion for Sound Transit 2 projects
- \$7.0 billion for RTID projects

Operation and maintenance costs for the expansions to the Sound Transit system are included in the package. For 2008 through 2027, these costs would total approximately \$1.5 billion (2006 dollars).

Q: What is the estimated cost of the Sound Transit 2 Plan?

A: The Sound Transit 2 Plan would build major capital projects across the region, including light rail expansions totaling 50 miles. These projects are estimated at \$10.8 billion in 2006 dollars. The plan would also provide funds to operate the expanded system indefinitely. For the first 20 years, operations and maintenance costs would total \$1.5 billion in 2006 dollars. Sound Transit 2's intensively reviewed financial plan also includes reserves and funds to cover debt service.

Q: Is it true that by 2057, Sound Transit will have collected \$141 billion in local tax revenues?

A: These assertions that have surfaced recently are inaccurate on several different levels. First and foremost, \$141 billion is an estimate some have put forward for the total tax revenues that ST2 would collect from its 1997 inception through 2057 if there were no reduction in the sales tax. That assumption is wrong. Once the voter-approved projects are fully built in 2027, Sound Transit 2 would require the level of the sales tax would be **scaled back to cover only maintenance, operations, capital replacement and debt service**. The only way the full ST2 taxes could be continued would be if the public authorized more projects after ST2.

Q: I heard the estimated cost of the Sound Transit 2 plan went down by \$7 billion dollars. Is that accurate?

A: No, the cost estimates for the Sound Transit 2 Plan have not changed at all since they were adopted by the Sound Transit Board on May 24, 2007. In July, there was news coverage clearing up errors in calculations that were earlier done by *The Seattle Times* and *P-I*. The papers sought to present a single number for capital costs, inflation, interest on bonds, and operations, maintenance and reserves for 2008-2027 plus debt service on ST2 bonds 2028-2057. They asked Sound Transit to verify their calculations, and Sound Transit did not catch that the papers had double-counted the approximately \$7 billion of principal repayment on the bonds by including in their calculation the full debt service 2028-2057. The news coverage correcting the double-counting did not change the estimated cost of Sound Transit 2.

Detailed information on inflation and interest payments is readily available to the public. The rest of this document will help answer your questions about these issues and how the numbers are presented, including the amount and terms of the bonding that is proposed.

Q: How will inflation affect the cost of the projects? What are “year of expenditure” costs, and why are they so much higher than 2006 dollars?

A: “Year of expenditure” — or YOE — cost estimates are higher than the 2006 figures because they add in the significant estimated cost of compounded inflation over the 20 year period that the projects would be delivered. Accountants, cost estimators and other financial experts use YOE cost estimates as an essential part of building financial plans. Others sometimes use YOE estimates because they want a number to seem big and/or because they don't accept that the 2006 costs are

more accurate for communicating the scope of the costs. YOE costs have their place but should always be presented with appropriate explanation or they will mislead people who don't understand the powerful influence of inflation, especially over a period of multiple decades.

How much greater are YOE costs than today's costs? It depends how far into the future you're estimating. Do an experiment by comparing what the typical construction commodity is worth in 2006 dollars versus what it's likely to be worth when if purchased in 2027 by multiplying its price by 1.036 21 times in a row. Now you have a YOE cost estimate. For example, a batch of concrete that costs \$1,000 in 2006 dollars will cost about \$2,100 in 2027.

The YOE cost estimate for the Sound Transit 2 Plan's capital projects is about \$17.5 billion. However, the \$10.8 billion capital cost in 2006 dollars tells you what it's worth today, and it is a much more meaningful way to talk about it for the average person.

Going from 2006 estimates to YOE estimates requires predicting future inflation. Based on extensive review, we have estimated that each year, construction costs will go up by 3.6 percent, real estate by 4.6 percent, and other items by 3.6 percent. The YOE cost for a given project depending on when it will be built and how its costs are split between these different components.

Both Sound Transit's 2006 and YOE cost estimates reflect rigorous planning and independent review. However, the 2006 estimates are inherently more accurate since they are closer to the present and based on fewer assumptions.

Q: How much of the Sound Transit 2 Plan will be paid for through borrowing?

A: The Sound Transit 2 financial plan anticipates selling bonds to cover approximately \$3.9 billion, or around 40 percent, out of the plan's capital costs of \$10.8 billion in 2006 dollars. This compares to buying a house with a down payment of around 60 percent. Most homeowners sign mortgages with down payments of 0 to 20 percent. The \$3.9 billion in 2006 dollars that would be borrowed is equivalent to about \$7.3 billion in YOE dollars.

Q: How much in interest payments would borrowing that \$3.9 billion entail?

A: Sound Transit's track record of strong financial management and sound ratio of revenue to debt service give the agency an outstanding bond rating. As a result, the amount of interest Sound Transit pays will mean that the taxpayers get a good deal, and the cost of borrowing will be typical for public agencies. Sound Transit borrows money at very competitive interest rates and uses 30-year bonds with terms similar to those used by other public agencies.

Sound Transit would issue bonds incrementally between 2008 and 2027 to raise the \$7.3 billion in YOE dollars. This amount, known as the principal, would be paid back with interest. Sound Transit would pay off the last 30-year bonds, issued in 2027, in 2057. Overall, the total of both principal and interest that Sound Transit would pay back would be approximately \$16.3 billion in YOE dollars. This means the ratio of debt service (principal plus interest) to principal is approximately 2.2 to 1. For every dollar borrowed, Sound Transit would pay back an estimated \$2.20. This is a typical ratio for borrowing by public agencies such as the City of Seattle and the State of

Washington and is consistent with industry-standard ratios for other debt-financed public projects here and around the country.

| Issuer/Project | Term | % of Capital Costs (YOE) Funded by Bonds | Ratio of Debt Service to Principal Borrowed |
|--|----------|--|---|
| ST2 | 30 years | 41% | 2.2 |
| Sound Move | 30 years | 34% | 2.3 |
| Level 30 year debt (typical home mortgage) | 30 years | n/a | 2.0 |
| Seattle Monorail | 47 years | 120% | 5.7 |
| City of Seattle's Pacific Place Garage | 30 years | 100% | 2.1 |
| WA State's Tacoma Narrows (C, F) | 27 years | | 2.2 |
| Denver RTD's Fas Tracks (2007 series) | 28 years | 74% | 2.2 |
| Tri-Met's 2005-2007 series/Airport Extension, 1999 | 30 years | 54% | 2.2 |
| Bay Area Toll Authority Series 2007 A1 | 40 years | 62% | 2.1 |

Why aren't debt service costs added to the total price tag? They are included in Sound Transit's financial planning for everyone to see, but per typical practice they are not lumped with the project costs. For example, when describing the cost of their homes, homeowners cite the purchase price, not the purchase price plus the amount of interest paid over the course of a 30-year mortgage. As with shopping for a mortgage, the important question for a taxpayer to ask is whether the borrowing proposed for a transportation package is on good terms. Sound Transit answers that question with a strong "YES."

Q: How does the proposed Sound Transit 2 borrowing compare to the borrowing that was proposed by the Seattle Monorail Project?

A: The Seattle Monorail project proposed a finance plan using unconventional and high-interest borrowing. The finance plan for the \$1.6 billion project cost would have been financed with \$1.9 billion of debt (approximately 120 percent vs. Sound Transit's approximately 40 percent), with total debt service of \$11.1 billion. The ratio of bonds to total debt service was around 5.7, compared to 2.2 for Sound Transit. Rather than paying back an estimated \$2.20 for every dollar borrowed, the monorail project would have paid back an estimated \$5.70.

Q: Has Sound Transit's financial plan been reviewed by independent experts?

A: Sound Transit 2's financial plan has been reviewed through three separate processes:

- 1) *Citizen Oversight Panel*: The panel has reviewed the plan and concluded in its April 5, 2007 report that "prudent financial planning continue to be a cornerstone of Sound Transit planning while the proposed changes give the agency needed flexibility to manage uncertainty" and that "the assumptions for general inflation, sales tax growth and bond interest seem within a prudent range".
- 2) *Expert Review Panel*: An independent state-sponsored Expert Review Panel (ERP) tracked the development of ST2 and assessed its compliance with state law. The ERP affirmed the reasonableness and appropriateness of the Sound Transit 2 Plan's technical details and assumptions. Specific plan elements reviewed by the ERP included methodologies for estimating capital and operating costs, ridership projections, key financial assumptions, evaluation methodology, and assessment of social, economic and environmental impacts.
- 3) *Federal Transit Administration (FTA)*: The financial planning assumptions used for ST2 are the same that the agency has used for Sound Move and that have been repeatedly reviewed and endorsed by the FTA, Financial Management Oversight Consultant and Office of the Inspector General of the U.S. Department of Transportation.

Q: Why does Sound Transit present separate numbers for its construction costs and its operations and maintenance costs?

A: These two categories of costs are apples and oranges, requiring attention to how they are summarized. Operations and maintenance costs are fundamentally different than one-time capital costs because they continue year after year as long as the system operates. The only way to boil down operations and maintenance costs is to determine a specific number of years to include. For 2008 through 2027, the Sound Transit 2 Plan includes \$1.5 billion for O&M costs in 2006 dollars.

Q: I heard different people refer to costs of \$14.1 billion or \$23.6 billion for the Sound Transit 2 Plan. Are those accurate?

A: The \$14.1 billion number comes from the Sound Transit 2 financial plan's "sources and uses" chart. This chart covers the period of 2008 through 2027 and accurately summarizes the revenue sources that are part of the plan as well as their intended uses, all in 2006 dollars. However, this is not the right number to describe the "cost" of Sound Transit 2. One reason is that it includes \$745 million in financial reserves. That is not a part of the capital cost estimates. The other reason is that it includes an estimated debt service cost of \$986 million through 2027 (but NOT the additional debt service costs that extend beyond 2027). Anyone who cites this number should be sure to carefully describe what it includes. The \$23.6 billion number is generated by converting the above mentioned \$14.1 billion to YOE dollars. It's a figure that is used in Sound Transit's financial planning but is not an accurate way to describe the "cost" of Sound Transit 2, at least without careful explanation of what it includes.

Q: I saw a reference to the Sound Transit 2 plan costing \$31 billion dollars. Is that accurate?

A: That is a figure adding the total lifetime interest payments (through 2057) referenced earlier in this document to the YOE capital, maintenance, operations and financial reserves costs for 2008-2027.

Q: I saw a reference to the Sound Transit 2 plan costing \$37.9 billion dollars. Is that accurate?

A: That is an erroneous figure that includes the double-counting of the approximately \$7 billion dollars in bonding that was referenced earlier in this document.



CITY OF KIRKLAND

Department of Public Works

123 Fifth Avenue, Kirkland, WA 98033 425.587.3800

www.ci.kirkland.wa.us

To: Dave Ramsay, City Manager

From: Daryl Grigsby, Public Works Director
David Godfrey, P.E., Transportation Engineering Manager

Date: August 24, 2007

Subject: PUBLIC HEARING ON SOUND TRANSIT 2 AND REGIONAL TRANSPORTATION
IMPROVEMENT DISTRICT

RECOMMENDATION:

It is recommended that the Council consider the attached resolution following a public hearing.

BACKGROUND DISCUSSION:

One of the items Puget Sound voters will be asked to consider on the November 6, 2007 election ballot is a measure to fund a Regional Transportation Improvement District (RTID) and the second phase of Sound Transit projects (ST2). RTID is primarily a "roads" program and ST2 is primarily a "transit" program. A schematic map of the proposals are shown in figure 1. Although these are technically separate measures, and will be tallied separately, they have been legislatively combined into one ballot question. Both measures must pass in order for either one to take effect. Project websites have hundreds of pages information on their respective proposals. More information on ST2 can be found at <http://www.soundtransit.org/x1768.xml> and information on RTID can be found at : <http://www.rtid.org/>

The bulk of the descriptive information in this memo consists of extracts from the documents on those websites.

Representatives from RTID and ST2 plan to be at the September 4, 2007 Council meeting to give very brief overviews of the ballot proposals and to answer questions.

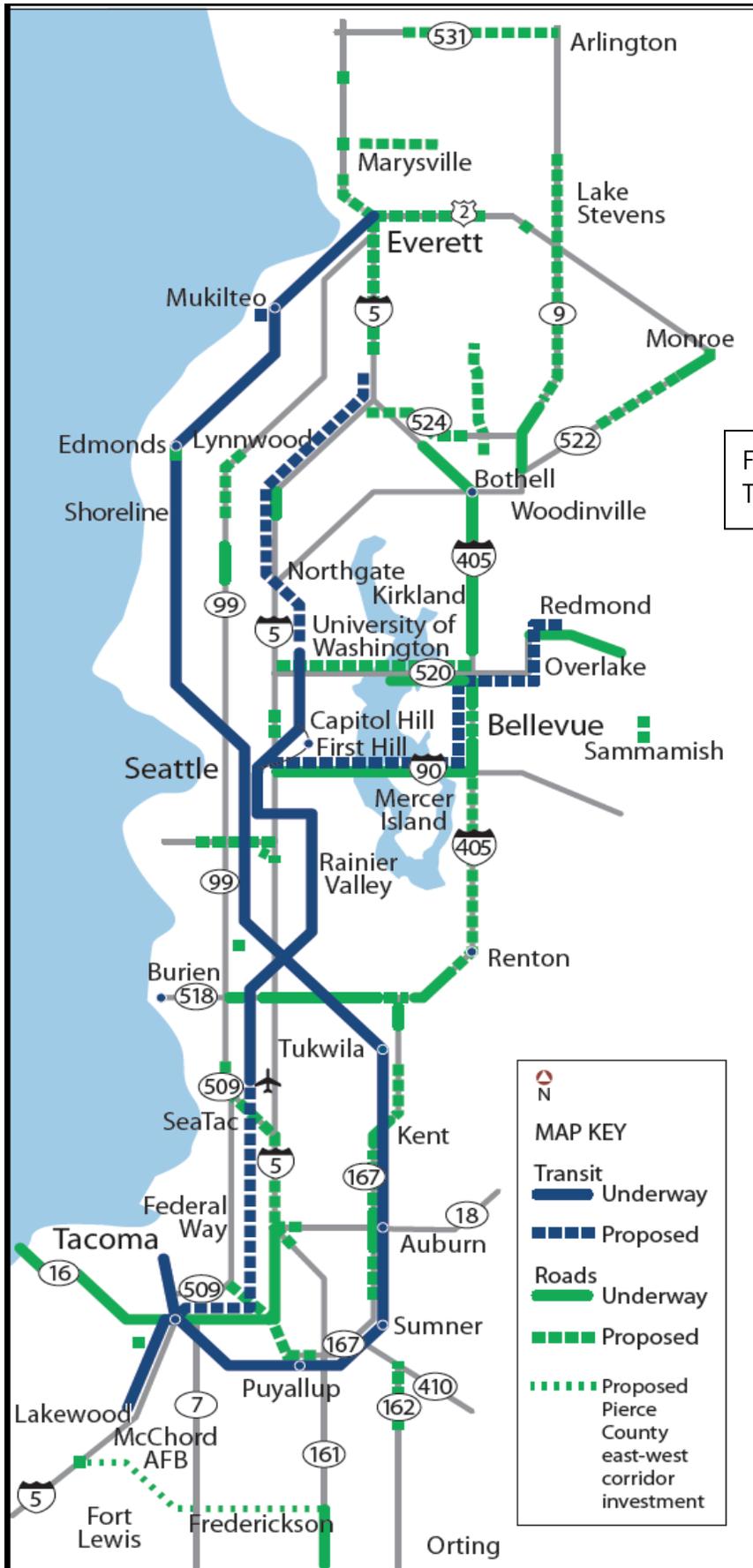


Figure 1. Schematic map of Roads and Transit package.

RTID

Summary of King County Projects and RTID contributions.

*Moving Forward Together: A Blueprint for Progress
 King, Pierce, Snohomish Counties*

Project Summary by County

Central/East and South Corridors

| King County: | RTID Funding Share: | |
|---|----------------------------------|---------------------------------|
| 12 projects construction mitigation | 2006 dollars (\$ in millions) | YOE dollars (\$ in millions) |
| <u>Seattle Mobility Project</u> | 289 | 323 |
| <u>I-5 Direct Access Project</u> | 83 | 114 |
| <u>South Park Bridge Replacement Project</u> | 99 | 110 |
| <u>SR 520 Bridge and HOV Lane Project</u> | 972 | 1,139 |
| <u>I-90 HOV Lane Project</u> | 25 | 35 |
| <u>I-405 Bellevue to Renton Project</u> | 904 | 1,283 |
| <u>I-5/SR 509 Corridor Completion and Freight Improvement Project</u> | 798 | 1,051 |
| <u>SR 167/I-405 Interchange HOV-to-HOV Direct Connection Project</u> | 316 | 403 |
| <u>SR 167 Green River Valley Corridor Congestion Relief Project</u> | 391 | 650 |
| <u>I-5/SR 18 Federal Way Congestion Relief Project</u> | 89 | 120 |
| <u>East Sammamish Plateau Access Project</u> | 10 | 12 |
| <u>SR 99 Transit Improvement Project</u> | 37 | 40 |
| <u>Construction Mitigation</u> | 74 | 100 |
| Total King County Investments (rounded numbers) | 4,087 | 5,380 |

Descriptions of Selected RTID projects in King County

SR 520 Bridge and HOV Lane Project

Bridge replacement, mitigation integral to and inseparable from the project, connections to I-5, non-motorized improvements, connections to I-405

Memorandum to Dave Ramsay

August 24, 2007

Page 4

RTID Share (\$ 2006) \$972 million

RTID Share (\$ YOE) \$1,139 million

Other \$700 – \$1,200 million tolls

Lead Agency: WSDOT

The purpose of this project is to improve mobility for people and goods across Lake Washington within the SR 520 corridor from I-405 to I-5 in a manner that is safe, reliable and cost effective while avoiding, minimizing, and/or mitigating impacts on affected neighborhoods and the environment. The SR 520 Bridge faces danger from earthquakes and windstorms and needs to be replaced. In addition, the capacity of the corridor needs to be increased with the addition of HOV lanes and provision of pontoons sized to allow for future high-capacity transit in the corridor. Governor Gregoire expressed her findings in support of a six-lane alternative in her report issued on SR 520 Bridge released, December 15, 2006. The six-lane alternative would accommodate 120,000 vehicle trips by 2030.

RTID funding would:

- Expand lane capacity from 4 lanes to 6 lanes by adding one HOV lane in each direction.
- Add safety shoulders.
- Add a bicycle lane and pedestrian walkway.
- Provide pontoon support adequate for future high-capacity transit on the bridge.

Financial plans for SR 520 include tolling. Future tolling in the corridor, which will be set by the State of Washington, will be comparable to tolls on the Tacoma Narrows bridge, reinvested in the corridor, and managed to ensure reliable system performance.

I-90 HOV Lane Project

HOV lanes

RTID Share (\$ 2006) \$25 million

RTID Share (\$ YOE) \$35 million

Lead Agency: WSDOT

The I-90 corridor faces growing population and increased traffic congestion. The project would provide reliable transit and high-occupancy vehicle (HOV) operations between Bellevue and Seattle by reconfiguring the I-90 roadway to add new HOV lanes to the outer roadway lanes, and adding new (and modifying) existing HOV direct access ramps.

RTID funding would allow for completion of the new HOV lanes on I-90 between Seattle and Bellevue. RTID funding would supplement current funding from Sound Transit, WSDOT, and other funding sources to complete the new outer roadway HOV lanes, enabling 24-hour/day HOV operations between Bellevue and Seattle. This project would improve roadway and transit capacity during both peak and non-peak travel periods. The project would be a first step in the ultimate configuration of I-90 with high-capacity transit (light rail) in the center roadway.

To date, WSDOT and Sound Transit have budgeted approximately \$98.6 million for this project. RTID funding would complete the project.

RTID funding would:

- Extend eastbound and westbound HOV lanes from Rainier Avenue to Bellevue Way.
- Construct a new 80th Avenue SE HOV ramp from westbound HOV lane.
- Reconstruct the existing 80th Avenue SE HOV ramp so that HOV/transit users have access to the new eastbound HOV lane.
- Build new direct access to 77th Avenue SE HOV ramp from the new eastbound I-90 HOV lane.
- Modify Bellevue Way HOV direct access ramps to provide for 24-hour per day operation in both the westbound and eastbound direction.

Construction of proposed additional traffic congestion relief facilities on the east side of the I-90 bridge would proceed as funding permits.

Funding Partners: Sound Transit, WSDOT

I-405 Bellevue to Renton Project

SR 520 to Bellevue, I-90 to downtown Bellevue, SR 169 (Maple Valley Highway) to I-90, non-motorized and transit improvements

RTID Share (\$ 2006) \$904 million

RTID Share (\$YOE) \$1,283 million

Lead Agency: WSDOT

The I-405 corridor project's primary purpose is to construct a series of facilities in stages to relieve traffic congestion. This corridor experiences gridlock more than 50 percent of the day. Relieving traffic congestion along I-405 would significantly reduce congestion-related crashes and improve traffic safety. Construction of the proposed facilities will proceed as funding permits. State funds will complement those provided by RTID.

The RTID investments are targeted to improve the most congested section of highway in the state. With completion of the I-405 project described below, traffic congestion between Renton and I-90 would be reduced by more than nine hours per day.

Construction of key facilities listed would add new capacity to accommodate an additional 40,000 vehicles per day on I-405. The I-405 RTID project would also connect with existing and planned improvements on SR 167 and SR 512, to create a 62-mile eastern alternative to I-5.

These improvements include elements necessary to establish the infrastructure for bus rapid transit (BRT) on I-405 and the northern portion of the SR 167 corridor. The corridor improvements from Renton to Bellevue would facilitate and may include express/toll (HOT) lanes, pending the outcome of the state's high-occupancy toll (HOT) lane pilot program.

RTID funding would:

SR-520 to Bellevue

- Build an elevated ramp that separates traffic (a "braided ramp") on southbound I-405 between SR 520 and NE 8th Street in Bellevue. This complements state funding for the braided ramps in the northbound direction.
- Eliminate the conflict between vehicles and the congestion created by weaving traffic on I-405 exiting to NE 8th Street and vehicles coming from SR 520 that are merging south onto I-405.

- Connect with the NE 10th Street bridge across I-405.

I-90 to Downtown Bellevue

- Construct an additional lane in the northbound and southbound directions to complement lanes being added with state funds, and facilitate possible future express/toll lanes.

SR 169 (Maple Valley Highway) in Renton to I-90

This section will be constructed in two stages. Stage 1 will be constructed to accommodate stage 2 and will be consistent with the I-405 Corridor Program Final Environmental Impact Statement.

Stage 1: Build one lane in each direction from SR 169 to I-90.

Stage 2: Build an additional lane in each direction from SR 169 in Renton to I-90.

Build mobility projects consistent with the I-405 master plan or other projects that provide equal or greater benefit.

I-405 bicycle, pedestrian and transit improvements:

- Build bicycle and pedestrian facilities on Burlington Northern Santa Fe right-of-way between the 44th Street interchange and the Wilburton tunnel near SE 8th Street in Bellevue.
- Build a transit/HOV direct access ramp at North 8th Street in Renton with funding provided by partners.

Funding Partners: Sound Transit, WSDOT

RTID Funding

Investment Totals by County *(totals numbers are rounded)*

| | RTID Funding Share | |
|------------------------------|--------------------|-------------------|
| | (\$ millions 2006) | (\$ millions YOY) |
| Snohomish County Investments | 1,534 | 2,092 |
| King County Investments | 4,087 | 5,380 |
| Pierce County Investments | 1,349 | 2,200 |
| Total Investment | 6,970 | 9,672 |

Two revenue sources are proposed: a 0.1 percent sales tax and a 0.8 percent motor vehicle excise tax (MVET) based on vehicle values and a depreciation schedule set by new state law that is closer to “Blue Book” value. It’s estimated that an average Kirkland household would pay \$26 in increased sales tax and \$141 in increased MVET, for a total of \$167. In 2006 dollars, these tax sources generate \$4.7 billion in revenue over the investment period. In nominal dollars, these sources yield \$7.5 billion. The difference between program investments and estimated revenue is due to borrowing. Bonding some of the revenue results in accelerating projects and leveraging funds. The figure below shows an overview of the RTID funding and spending plan.

RTID 2007 Financial Plan - Twenty-Year Investment Plan

Sources & Uses of Funds 2008-2027

(data displayed in millions of nominal dollars)

| | King | Pierce | Snohomish | Tri-County |
|---|--------------|--------------|--------------|---------------|
| Sources of Funds | | | | |
| Tax Revenue | | | | |
| Sound Transit Area | 4,492 | 1,532 | 1,026 | 7,051 |
| Expansion Area | | | 419 | 419 |
| Subtotal Tax Revenue | 4,492 | 1,532 | 1,445 | 7,470 |
| Sales Tax Transfers | 395 | 102 | 90 | 587 |
| Bond Proceeds | 3,540 | 1,308 | 1,407 | 6,255 |
| Interest Earnings | 75 | 44 | 35 | 154 |
| Total Sources of Funds | 8,503 | 2,986 | 2,976 | 14,466 |
| Uses of Funds | | | | |
| Administration | 115 | 39 | 39 | 193 |
| Debt Service | 2,840 | 684 | 790 | 4,313 |
| Project Expenditures | 5,380 | 2,200 | 2,092 | 9,672 |
| Total Uses of Funds | 8,334 | 2,923 | 2,921 | 14,178 |
| Balance Before Debt Service | 169 | 63 | 55 | 288 |
| <i>Debt Service Reserve</i> | 139 | 49 | 54 | 242 |
| Balance After Debt Service Reserve | 30 | 14 | 1 | 46 |

SOUND TRANSIT 2

The Sound Transit 2 plan is a subset of the Sound Transit Master Plan. The ST2 plan is shown in the figure below.



ST2 Overall Projects and Costs

Total Agency

SUMMARY OF ESTIMATED ST2 PROGRAM COSTS AND REVENUES

(Millions 2006\$)

PROJECTS

Souder commuter rail

- Permanent stations at Edmonds and Tukwila, provisional station (no costs included) at North Sumner
- Parking expansion at Mukilteo, Auburn, Sumner, and Puyallup
- Track & structure upgrades from Tacoma Dome to Reservation Junction

| | CAPITAL | O&M | TOTAL |
|-------------|---------|-----|-------|
| Total costs | 248 | 32 | 280 |

ST Express bus

- 77,000 - 96,000 additional ongoing annual service hours by the end of ST2
- Operating savings from service reinvestment in response to rail
- Bus fleet expansion
- Bus maintenance capacity expansion
- Bothell, Renton & Burien parking/transit facilities

| | CAPITAL | O&M | TOTAL |
|-------------|---------|------|-------|
| Total costs | 327 | (11) | 316 |

Link light rail

- North corridor extension from University of Washington to 164th/Ash Way
- East corridor extension from International District to Overlake Transit Center
- South corridor extension from Sea-Tac Airport to Tacoma Dome
- Fleet, maintenance facilities and annual operation

| | CAPITAL | O&M | TOTAL |
|-------------|---------|-----|--------|
| Total costs | 10,215 | 540 | 10,756 |

Planning for the future

- 1 light rail environmental/PE/strategic right-of-way preservation corridor
- 4 light rail corridor studies
- 3 high-capacity transit corridor studies
- 1 bus rapid transit corridor study

| | CAPITAL | O&M | TOTAL |
|-------------|---------|-----|-------|
| Total costs | 47 | - | 47 |

System-wide activities

- Agency administration and insurance, ST3 planning, fare integration, research & technology

| | CAPITAL | O&M | TOTAL |
|-------------|---------|-----|-------|
| Total costs | 40 | 943 | 983 |

Link light rail

*Priority extension if funding becomes available**

- East corridor extension from Overlake Transit Center to Downtown Redmond
- Additional light rail fleet, maintenance facilities and annual operation

| | CAPITAL | O&M | TOTAL |
|-------------|---------|-----|-------|
| Total costs | 684 | 8 | 692 |

*Costs of projects in Priority Extension box not included in the Sources and Uses tables.

SOURCES AND USES OF FUNDS (2008-2027)

| | | | |
|--|---------------|----------------------------------|---------------|
| <i>Sound Move taxes</i> | 2,030 | <i>Commuter rail</i> | 265 |
| <i>ST2 taxes</i> | 7,413 | <i>ST Express bus</i> | 328 |
| <i>Federal grants</i> | 590 | <i>Light rail</i> | 10,243 |
| <i>Bonds</i> | 3,897 | <i>Transit operations</i> | 563 |
| <i>Fares and other operating revenue</i> | 182 | <i>Debt service</i> | 986 |
| <i>System-wide contributions</i> | - | <i>Contributions to reserves</i> | 745 |
| <i>Adjustments</i> | - | <i>System-wide activities</i> | 983 |
| Total sources | 14,112 | Total uses | 14,112 |

Note: Columns/rows may not add exactly due to rounding.

Appendix A: Detailed Description of Facilities and Estimated Costs

Summary of ST2 Eastside Projects and costs

Detailed descriptions of East King projects are included as attachments at the end of this memo.

East King County Subarea

SUMMARY OF ESTIMATED ST2 PROGRAM COSTS AND REVENUES (Millions 2006\$)

PROJECTS

ST Express bus

- Bothell transit center and parking garage
- North Renton parking garage
- 35,000 - 44,000 additional on-going annual service hours by the end of ST2
- Operating savings from service reinvestment in response to rail operation
- Contribution to bus fleet expansion
- Contribution to bus maintenance capacity expansion

| | Capital | O&M | Total |
|-------------|---------|-----|-------|
| Total costs | 182 | 4 | 186 |

Link light rail

- Extension from International District Station to Overlake Transit Center with stations at Mercer Island, South Bellevue, SE 8th, Downtown Bellevue, Hospital, Bel-Red, Overlake Village and Overlake Transit Center. Costs reflect an aerial alignment through Bellevue. A tunnel alignment would add an estimated \$498 million to the project cost. The Sound Transit Board will select a preferred alternative after completing environmental review.
- Environmental review, preliminary engineering and strategic right-of-way preservation from Overlake Transit Center to Downtown Redmond
- Contribution to system maintenance capacity, fleet and annual operation

| | Capital | O&M | Total |
|-------------|---------|-----|-------|
| Total costs | 3,017 | 115 | 3,132 |

Planning for the future

- SR-520 high capacity transit (HCT) study from Redmond to University of Washington
- I-90 HCT study from South Bellevue to Issaquah
- I-405 bus rapid transit study
- Renton-Snohomish BNSF corridor HCT study (with Snohomish County Subarea)

| | Capital | O&M | Total |
|-------------|---------|-----|-------|
| Total costs | 19 | - | 19 |

Link light rail

*Priority extension if funding becomes available**

- Extension from Overlake Transit Center to Downtown Redmond with stations at SE Redmond and Downtown Redmond
- Additional fleet, maintenance facilities and annual operation

| | Capital | O&M | Total |
|-------------|---------|-----|-------|
| Total costs | 684 | 8 | 692 |

*Costs of projects in Priority Extension box not included in the Sources and Uses tables.

SOURCES AND USES OF FUNDS (2008-2027)

| | | | |
|-----------------------------------|--------------|---------------------------|--------------|
| Sound Move taxes | 1,098 | Commuter rail | 10 |
| ST2 taxes | 1,914 | ST Express bus | 183 |
| Federal grants | 105 | Light rail | 3,024 |
| Bonds | 877 | Transit operations | 119 |
| Fares and other operating revenue | 42 | Debt service | 271 |
| System-wide contributions | (254) | Contributions to reserves | 178 |
| Adjustments | 4 | Total uses | 3,785 |
| Total sources | 3,785 | | |

Note: Columns/rows may not add exactly due to rounding.

ST2 Timing

This table indicates when various ST2 projects and studies are scheduled to be completed.

| Project | Completion Year |
|--|-----------------|
| East Link: Seattle-Bellevue | 2020 |
| East Link: Bellevue-Overlake | 2027 |
| East Link: Preliminary Engineering and ROW preservation from Overlake to Redmond | 2021-2025 |
| Studies: I-405 HCT, SR 520 HCT, BNSF HCT | 2016-2018 |
| Bothell Transit Center and Parking Garage, Renton Parking Garage | 2014-2020 |

ST2 Funding

The proposed plan is built on the following funding elements (all dollar values in 2006 dollars):

Sound Move taxes: The plan will use revenue generated from the agency's existing Sound Move taxes (four tenths of one percent sales and use tax and three tenths of one percent motor-vehicle excise tax), grants, fares, and other miscellaneous sources. The revenue generated by Sound Move taxes available to be applied to the ST2 program is estimated to be \$2.03 billion.

ST2 Sales & Use Tax: The plan will seek voter approval to raise the local sales and use tax an additional five tenths of one percent. Revenue from the 0.5 percent sales and use tax increase is estimated to generate \$7.41 billion.

Federal support: The ST2 plan assumes an additional \$590 million in federal grants to build out the system, supplementing local resources. These federal grants for capital programs include Federal Transit Administration formula grants and full funding grant agreements. No state or local grants are assumed for implementing the ST2 Plan.

Bonding: Because transit facilities provide benefits over a long span of time, it is reasonable to finance a portion of their construction over a period that extends well beyond the construction timeframe. Sound Transit's debt financing capacity will be calculated by evaluating all revenues and deducting total operating expenses for net revenues available for debt service. The Sound Transit Board recognizes that its future bondholders will hold first claim against taxes pledged as repayment for outstanding bonds. The ST2 plan includes an estimated \$3.90 billion in bond financing from 2008-2027.

Fares: Sound Transit currently collects fare revenues from passengers using the system. As the ST2 system is built out, the agency will continue to collect fares and other operating revenue. The ST2 related fares and other operating revenues are estimated to be \$182 million from 2008-2027.

EAST LINK LIGHT RAIL PROJECT

This section of the memo uses information from Sound Transit's Link Light Rail website:

Sound Transit's proposed East Link light rail project is part of a regional proposal to extend mass transit, called [Sound Transit 2](#). This extension is proposed as part of the Roads & Transit ballot measure that will go to voters in November 2007. The Roads & Transit measure would build upon the Link light rail line between Downtown Seattle and the airport that will open in 2009 to form a regional light rail system of 70 miles, offering fast and reliable service 20 hours a day and every few minutes during peak times.

East Link expands light rail from Downtown Seattle to Mercer Island, downtown Bellevue, and the Overlake Transit Center with nine planned new stations serving Mercer Island, South Bellevue, downtown Bellevue, Bel-Red and Overlake areas. (see map, next page)

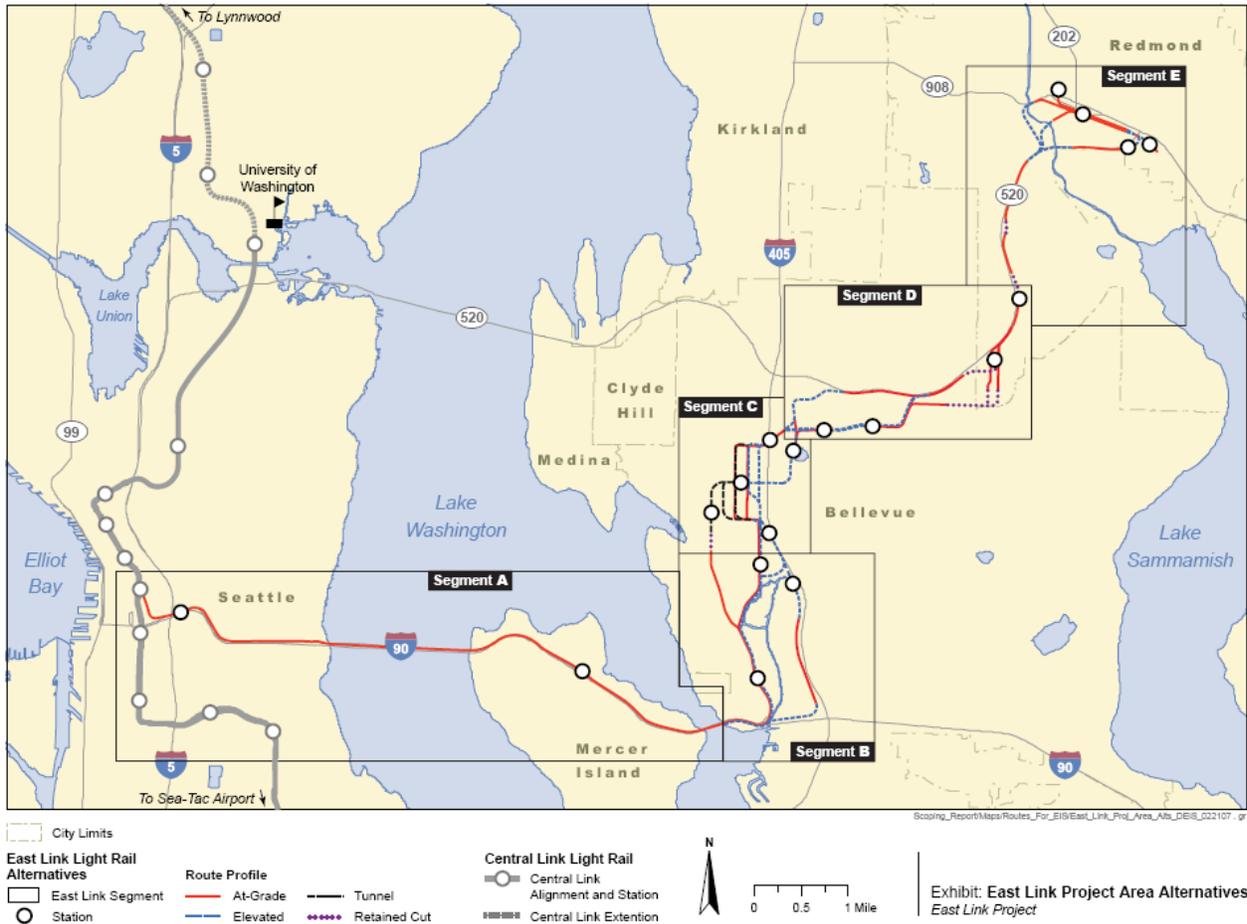
In addition, funding is established in Sound Transit 2 for further planning, preliminary engineering and environmental review on a "high-priority" extension from the Overlake Transit Center to downtown Redmond. This high-priority extension will be built if sufficient additional funding and/or cost savings are identified during the Sound Transit 2 program.

East Link will tie into Central Link and extend light rail across Lake Washington on the I-90 bridge. It will connect the Eastside's biggest population and employment centers and will provide a congestion-free alternative for travel both within east King County and to the rest of the central Puget Sound region. Once Sound Transit 2 is completed, East Link will connect the Eastside to most of the region's largest centers — from 164th Street SW and Lynnwood in Snohomish County to Northgate, the University of Washington, Downtown Seattle, Rainier Valley, Tukwila, SeaTac Airport, Federal Way and the Tacoma Dome.

East Link Process

In December 2006, the Sound Transit Board identified the light rail routes, stations and maintenance facility alternatives that will be studied in detail in the environmental impact statement (EIS). The East Link project team is currently working to bring each EIS alternative to a 5 to 10 percent design level so that the environmental analysis can be thorough and complete. Through the EIS process, Sound Transit will study all of the alternatives to learn their benefits and impacts on the local community.

The next step in the East Link design and environmental analysis will be a draft EIS that is scheduled to be published in fall 2008. Environmental review is a process designed to inform the public and elected officials with an objective comparison of project benefits and impacts prior to major project decisions. The Sound Transit Board will identify a preferred route for East Link after the draft EIS is published (fall 2008) and completion of the public comment period. The final EIS is planned for release in fall of 2009 which will be followed by the Board's selection of the project to be implemented.



Segment A: Interstate 90

In Segment A, there is one route alternative between downtown Seattle and south Bellevue. The route begins in the Downtown Seattle Transit Tunnel and connects to the Central Link light rail system that is currently under construction at the International District/Chinatown station. It enters I-90 via the high-occupancy (HOV) roadway ramps at the International District/Chinatown Station and continues in the center reversible HOV lanes of I-90 across Lake Washington and Mercer Island. It will take three minutes to travel from the International District/Chinatown Station to a station on I-90 at Rainier Avenue and nine minutes to Mercer Island.

Segment B: South Bellevue

Segment B contains five light rail route alternatives between I-90 and SE 6th Street. All routes leave the I-90 center roadway at Bellevue Way SE. Four of the alternatives follow Bellevue Way north and one alternative continues parallel to I-90 on a new bridge across the south edge of Mercer Slough.

Segment C: Downtown Bellevue

Segment C serves downtown Bellevue with routes that travel from south of Main Street to the hospital area near Interstate 405. There are three tunnel routes, two elevated routes and one surface route.

Segment D: Bel-Red Corridor/Overlake

In Segment D there are three main routes between downtown Bellevue and the Overlake Transit Center: State Route 520, NE 16th Street/State Route 520 and NE 16th Street/NE 20th Street.

Segment E: Redmond

In Segment E there is one route between Overlake Transit Center and West Lake Sammamish Parkway NE (along State Route 520) and three route alternatives through downtown Redmond. The downtown routes all use a portion of the abandoned Burlington Northern Santa Fe (BNSF) Railway via Redmond Way, Marymoor Park and Leary Way. Segment E is the end of the line for East Link and the route terminates at either the Redmond Park and Ride or a proposed Park and Ride near the intersection of State Route 520 and State Route 202.

SR 520 BRIDGE REPLACEMENT AND HOV PROJECT

Council asked several questions about the SR 520 project in connection with the November ballot measure. The current project description from WSDOT follows below. Note that a direct access to and from the west is planned at the 108th interchange. Note also that the project will include bicycle connections at least to Lake Washington Boulevard. Extension east of Lake Washington Boulevard is currently under discussion. The bridge itself is being constructed to support High Capacity Transit (HCT). There is no specific HCT alignment on either side of the bridge but the 520 design is being prepared so as "not to preclude" future HCT. Neither the I-405 nor the SR 520 projects include reconstruction of the 520/405 interchange. However, WSDOT is beginning work on planning for this location as a separate project. The WSDOT 520 team is planning to give Council an update on the SR 520 Bridge Replacement and HOV project at Council's September 18th meeting.

Project description from WSDOT:

The new SR 520 corridor will include six lanes (two outer general purpose lanes and one inside HOV lane in each direction).

SR 520 will be rebuilt from I-5 to 108th Avenue Northeast in Bellevue, with an auxiliary lane added on SR 520 eastbound east of I-405 to 124th Avenue Northeast. Both the Portage Bay and Evergreen Point bridges will be replaced.

Overpasses along SR 520 will also be rebuilt.

Roadway shoulders will meet current standards (10-foot inside shoulder and 10-foot outside shoulder).

A 14-foot-wide bicycle/pedestrian path will be built along the north side of SR 520 through Montlake and the Evergreen Point Bridge and along the south side of SR 520 through the Eastside to 96th Avenue Northeast.

Noise walls will be built along much of SR 520 in Seattle and the Eastside.

This project will include stormwater treatment and electronic toll collection.

This project will also add five 500-foot-long lids to be built across SR 520 to reconnect communities along SR 520: Roanoke, North Capitol Hill, Portage Bay, Montlake, Medina, Hunts Point, Clyde Hill, and Yarrow Point. The lids will be located at 10th Avenue East and Delmar Drive East, Montlake Boulevard, Evergreen Point Road, 84th Avenue Northeast, and 92nd Avenue Northeast.

The floating bridge pontoons of the Evergreen Point Bridge will be sized to carry future high capacity transit. The project does not include an HCT alignment.

A flexible transportation plan (FTP) will provide funding to promote alternative modes of travel and increase the efficiency of the system, including intelligent transportation and technology, traffic systems management, vanpools and transit, education and promotion, and land use as demand management.

The following information is from the *Blueprint for Progress* document produced by RTID:

Project Definition

The Washington State Legislature has defined the project as a six-lane configuration with four general-purpose lanes, two HOV lanes, and with the ability to accommodate high capacity transit (ESSB 6099). A mediator will work with interested parties to develop a Project Impact Plan that addresses impacts of the project on Seattle neighborhoods, parks and the University of Washington. ESSB 6099 also sets forth a process for integrating high capacity transit, highway, and bus transit planning in this corridor.

The Seattle City Council on April 23, 2007, passed a resolution that describes the city's priorities for the six-lane bridge replacement.

The State of Washington and local jurisdictions on the east side of Lake Washington support corridor connections and the mitigation described in SR 520 project environmental documents. These include connections to a multi-use path on highway lids between Medina and Clyde Hill, and improved transit access to SR 520.

Project Costs and Future Action

WSDOT has updated project costs that were reviewed by an expert review panel in the fall of 2006. The current cost estimate for the entire six-lane corridor from I-5 to I-405 ranges between \$3.9 billion and \$4.4 billion. Construction is expected to be staged so that the pontoons necessary for the bridge replacement will be started in 2008; the SR 520 bridge replacement is currently scheduled for 2011-2018.

The City of Seattle, the RTID executive board, environmentalists, and neighborhood activists, have asked the State DOT to revisit engineering road standards and to use context-sensitive design in this corridor similar to that used by other states. Revisiting design standards and conducting value engineering may reduce project costs and at a minimum protect the public from unexpected cost increases. The Governor's expert review panel report in 2006 also recommended that value engineering be conducted on this project.

Identified Funding

The State of Washington has designated \$560 million for the project and has also created a funding pool of up to \$1 billion for the SR 520 corridor project between I-5 and I-405 and for the Alaskan Way viaduct replacement.

The State of Washington has prioritized its federal bridge and transit funds through 2021 to the SR 520 corridor in the currently adopted 16-year spending plan associated with the state transportation budget and the Legislative Evaluation and Accountability Program committee (LEAP) transportation project list. Since at least 2003, tolling has been contemplated as an essential revenue source to both finance bridge construction and to manage reliable system performance. Used as revenue to support repayment of bonds, tolls have been estimated to provide \$700 million - \$1.2 billion for the project. Several technical studies and a recent finance study have been completed to assess the feasibility of tolling in this corridor and the impact of traffic diversion on I-90. The United States Department of Transportation, Urban Partnership, is considering designating this corridor for congestion relief funds and technology investments to facilitate future tolling.

The *Roads & Transit* plan to be presented to the voters this fall will include \$1.1 billion in the RTID plan to finance construction in this corridor. In addition, viable bonding options could strengthen the regional district's financing; result in lower interest costs and thus more funding for the project. For example, state or federal backing of regional bonds for King County projects could reduce financing costs by up to \$200 million. These funds could then pay for direct project costs. The federal government leverages regionally significant projects by providing credit assistance in the form of loans, loan guarantees and stand-by lines of credit through its Transportation Infrastructure Finance and Innovation Act (TIFIA) program. TIFIA currently has \$2 billion in active credit agreements.

RTID authority includes a provision to transfer sales tax on construction of the transportation projects it funds to reinvest in the project. Extending this provision for other mega projects in the region would allow the state to transfer gas tax funding to SR 520. For example, the sales tax transfer for construction costs on I-405 and the Alaskan Way Viaduct could save those projects \$140 million. That \$140 million in gas taxes currently pledged to those projects could then be transferred to SR 520.

The following principles underlie this financial strategy and will guide future actions on the SR 520 corridor by the RTID board:

- The six-lane bridge configuration has been decided. Design standards will be responsive to the context, setting, value engineering and cost savings.
- The choice of Montlake or Pacific interchange will be selected before construction begins, except for pontoon construction.
- Mitigation is inseparable from construction of the bridge replacement and connections on both sides of Lake Washington.
- Until construction is completed, the public will be protected from safety hazards by continuing to manage bridge closures and the assurance of full corridor funding.
- Future tolling in the corridor, which will be set by the State of Washington, will be comparable to tolls on the Tacoma Narrows bridge, reinvested in the corridor, and managed to ensure reliable system performance.
- The region will work with the state to optimize regional revenue by maximizing the financing structure to benefit direct project investment and reduce financing costs. Examples include backing of regional bonds through state or federal programs. This will allow the state, in partnership with the federal government and the region, to fully fund the SR 520 corridor without raising new state taxes for the project.

This table is also from the Blueprint for Progress document and further explains the above material

| Funding Sources (2007-2020) | Low range | High range | Status | Assumptions |
|------------------------------------|--------------------------|---------------------------|---|--|
| State Gas Tax | 560.0 | 560.0 | Legislatively enacted | Pre-existing and 2003-2005 gas tax |
| Federal Funds to date | 1 | 1 | Received | |
| Allocation from State Pooled Funds | 600.0 | 1,000.0 | 2007-09 Budget Conference Report | 2007 Transportation Budget provides access to a \$1 billion pool of funds for either the AWV or SR 520 Bridge. Since the viaduct's total state funding is limited, the range of funds available from this pool to SR 520 is from \$600 million to \$1 billion. |
| Federal FHWA Bridge Funds | 110.0 | 110.0 | 2007-09 Budget Conference Report | State is estimated to receive \$2 billion in bridge funds statewide over 16-year finance plan period. |
| Federal FTA Funds | 200.0 | 200.0 | 2007-09 Budget Conference Report | FTA funds may be increased if the region's Federal Urban Partnership grant is approved. |
| <i>Roads & Transit Plan</i> | 1,100.0 | 1,100.0 | Included in ballot measure | |
| Tolling | 700.0 | 1,200.0 | Feasibility Studies: 2004 Parsons Brinckerhoff; Transportation Commission (2006 Cambridge Systematics); WSDOT; State Treasurer; USDOT Urban Partnership Application | State policy includes identification of potential tolling corridors in the region, including SR 520. LEAP 2006-07 Capital Finance Study; Regional Transportation Commission final report; HB 1094 and SB 5412 (2007 Legislature). A 2004 PB Study assumed variable \$0.75-4.60 toll with average of \$3.07 would support approx. \$1 billion in financing. Updated study in 2007 assumed \$1.00-5.00 tolls in 2019 dollars. The Tacoma Narrows Bridge toll in 2018 dollars is approximately \$6.00. Diversion is expected to be 12% with both bridges tolled and 30% with one bridge tolled. |
| Minimized Financing Cost | 0 | 200.0 | RTID statute 36.120.130 allows the RTID to use its revenues to back bonds issued by the state of Washington or other lead agencies. | Lowering interest costs on debt would allow RTID to spend more of its tax dollars on investment and less on interest payments. Federal programs such as the Transportation Infrastructure Finance and Innovation Act (TIFIA) leverage federal resources to projects of regional significance. |
| Sales Tax Transfer | 0.0 | 140.0 | Existing statute allows RTID funded projects to transfer sales tax on construction back to the project generating the sales tax. | Extension of this provision to other regionally significant mega-projects would allow state gas taxes to be transferred to SR 520. |
| Total Funding | Low range \$3.3 B | High range \$4.5 B | | Most likely cost estimate for six-lanes with Montlake Interchange: \$3,900; With Pacific Interchange \$4,380. |

- The region will maintain maximum flexibility in developing the legal authorizations governing its debt so that it retains options for future financing structures. It is too early to determine the optimal mix of borrowing mechanisms.
- The state will consider transferring sales tax from other transportation mega-projects, thus freeing gas taxes to be transferred to the SR 520 project.
- Project cost estimates will be updated and reviewed at key benchmarks during design, engineering, and bid preparation to ensure value engineering is used and that costs are controlled.

Recent information from WSDOT explains the funding of the SR 520 project as follows:

| Cost estimates for SR 520 project plan as analyzed in mid 2006 with expectation of construction in 2013 – 2018 | | |
|--|---|--|
| Range | 6-lane with Montlake Interchange | 6-lane with Pacific Interchange |
| Low | \$2.84 billion | \$3.34 billion |
| Likely | \$3.9 billion | \$4.38 billion |
| High | \$4.87 billion | \$5.34 billion |

| Anticipated Funding Source | Amount |
|---|--------------------------------------|
| 2003 State Nickel Package | \$52 million |
| 2005 State Transportation Partnership Package | \$500 million |
| 2005 Federal Funding | \$1 million |
| 2007 RTID (pending voter approval) | \$1.1 billion |
| Total | \$1.653 billion |
| Potential funding needs | Approximately \$2.747 billion |

Detailed descriptions of East Corridor Sound Transit Projects

HCT: Planning Study on SR 520 (E. King County)

| | |
|-----------------------|-----------|
| Project Number | E9 |
| Subarea | East King |
| Primary Mode Impacted | TBD |
| Facility Type | TBD |
| Version Number | 4.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Conduct a planning study to evaluate HCT modes and routes in the SR 520 corridor for the purpose of updating the Long-Range Plan.

Project Purpose: Evaluate HCT modes and routes along SR 520 to facilitate an update to the Long-Range Plan.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|--------------|--------------|
| Agency Admin | | |
| Environmental Clearance and PE | | |
| Final Design, Specs, Permitting | | |
| ROW Acquisition | | |
| Construction | | |
| Vehicles | | |
| Contingency | | |
| Total | \$5.0 | \$5.0 |

Design Basis

| |
|----------|
| Planning |
|----------|

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| Relationship | Project |
|--------------|---------|
| | |
| | |
| | |

Project Partners

| |
|---|
| WSDOT |
| Cities of Seattle, Bellevue, Kirkland and Redmond |
| King County Metro |
| University of Washington |

HCT: Planning Study on SR 520 (E. King County)

Long Description

Description: This project would conduct a planning study to evaluate HCT modes and routes for the purpose of updating the Long-Range Plan. HCT modes such as light rail and rail convertible bus rapid transit, as well as others, would be evaluated. The route will include the area between the University District/Montlake and Redmond

Project Elements Included:

- Conduct public and agency outreach
- Conduct alignment assessment
- Develop preliminary ridership forecasts
- Identify environmental issues
- Develop prototypical alignment with potential station locations, park and rides and maintenance facilities
- Develop conceptual operating plan(s)
- Develop conceptual capital and operating costs

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Mitigation:

N/A

Exclusions:

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

Permits Required:

N/A

Agreements Required:

N/A

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$5.0 - \$5.0 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | Medium | |
| Land Use & Development | High | |
| Customer Experience | N/A | |
| Risk Avoidance | High | |

HCT: Planning Study on SR 520 (E. King County)

Key Issues and Benefits

Issues:

- Although this study could be conducted at any time, most elements would be subsequently re-done during a formal engineering/environmental process, preceding the selection of a preferred alternative.

Benefits:

- Evaluation of potential HCT improvements for a congested Highway of Statewide Significance.

HCT: Planning Study of BNSF Corridor from Renton to Snohomish (E. King County and Snohomish County)

| | |
|-----------------------|-------------------------|
| Project Number | E32 & N46 |
| Subarea | East King/ Snohomish |
| Primary Mode Impacted | TBD |
| Facility Type | TBD |
| Version Number | 1.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Conduct a planning study to evaluate the potential for high capacity transit modes on the Burlington Northern Santa Fe (BNSF) Railroad right-of-way between Renton and Snohomish, including examining opportunities for integration with a proposed bicycle/pedestrian trail. The study will include developing conceptual costs, ridership, potential station locations, and integration with existing and planned high capacity transit.

Project Purpose: Conduct a planning study to evaluate the potential for high capacity transit modes on the Burlington Northern Santa Fe (BNSF) Railroad right-of-way between Renton and Snohomish, including examining opportunities for integration with a proposed bicycle/pedestrian trail.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|---------------|---------------|
| Agency Admin | | |
| Environmental Clearance and PE | | |
| Final Design, Specs, Permitting | | |
| ROW Acquisition | | |
| Construction | | |
| Vehicles | | |
| Contingency | | |
| Total | \$16.0 | \$16.0 |

Design Basis Planning

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| Relationship | Project |
|--------------|---------|
| Impacted by | |
| Impacted by | |
| Impacted by | |
| | |

HCT: Planning Study of BNSF Corridor from Renton to Snohomish (E. King County and Snohomish County)

Project Partners

| |
|---|
| BNSF |
| WSDOT |
| Cities of Renton, Newcastle, Bellevue, Kirkland, Woodinville, and Snohomish |
| King County |
| Snohomish County |
| Community Transit |

Long Description

Description: This project would conduct a planning study to evaluate the potential for high capacity transit modes on the Burlington Northern Santa Fe (BNSF) Railroad right-of-way between the cities of Renton and Snohomish, including examining opportunities for integration with a proposed bicycle/pedestrian trail. The study will include developing conceptual costs, ridership, potential station locations and integration with existing and planned high capacity transit.

Project Elements Included:

- Review Puget Sound Regional Council's study of the BNSF corridor
- Coordinate with East Link regarding segments under consideration for light rail in Bellevue and Redmond
- Consult with King County regarding plans to acquire the BNSF corridor through the federal rail-banking process
- Coordinate evaluation of modes with King County's plan to develop a pedestrian/bicycle trail in the corridor
- Evaluate high capacity transit modes to serve potential riders
- Identify potential areas to be served and potential station locations
- Develop ridership projections
- Develop conceptual operating plans for modes under consideration
- Develop conceptual engineering for alternative modes
- Identify potential environmental impacts of rail construction and operation on the corridor
- Develop preliminary/conceptual cost estimates for modes under consideration
- Develop information regarding a possible update to the Long-Range Plan
- Identify potential investments for consideration in a future phase of high capacity transit investments in the region

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Mitigation:

N/A

Exclusions:

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

Permits Required:

N/A

Agreements Required:

N/A

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

HCT: Planning Study of BNSF Corridor from Renton to Snohomish (E. King County and Snohomish County)

Evaluation Measures

| <i>Measure</i> | <i>Measurement/ Rating</i> | <i>Notes</i> |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$16.0 - \$16.0 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | N/A | |
| Land Use & Development | High | |
| Customer Experience | N/A | |
| Risk Avoidance | High | |

Key Issues and Benefits

Issues:

- Although this study could be conducted at any time, most elements would be subsequently re-done during a formal engineering/environmental process, preceding the selection of a preferred alternative.

Benefits:

- Evaluation of potential HCT improvements parallel to a congested Highway of Statewide Significance (I-405).

HCT: Planning Study on I-90 from South Bellevue to Issaquah (E. King County)

| | |
|-----------------------|-----------|
| Project Number | E30 |
| Subarea | East King |
| Primary Mode Impacted | TBD |
| Facility Type | TBD |
| Version Number | 2.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Conduct a planning study to evaluate HCT routes and terminals in the I-90 corridor between South Bellevue and Issaquah for the purpose of updating the Long-Range Plan.

Project Purpose: Conduct a planning study to evaluate HCT routes and terminals in the I-90 corridor between South Bellevue and Issaquah for the purpose of updating the Long-Range Plan.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|--------------|--------------|
| Agency Admin | | |
| Environmental Clearance and PE | | |
| Final Design, Specs, Permitting | | |
| ROW Acquisition | | |
| Construction | | |
| Vehicles | | |
| Contingency | | |
| Total | \$3.0 | \$3.0 |

Design Basis Planning

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| <i>Relationship</i> | <i>Project</i> |
|---------------------|---|
| Impacted by | E1-E3: Link LRT from Seattle to Redmond |
| Impacted by | WSDOT I-90 Traffic Study |
| Impacted by | WSDOT I-90 Route Development Plan |
| | |

Project Partners

| |
|--|
| WSDOT |
| Cities of Bellevue, Issaquah and Sammamish |
| King County Metro |
| |

HCT: Planning Study on I-90 from South Bellevue to Issaquah (E. King County)

Long Description

Description: This project would conduct a planning study in the I-90 corridor between South Bellevue and Issaquah to evaluate HCT routes and terminals for the purpose of updating the Long-Range Plan. The HCT mode will be identified by the Sound Transit Board.

Project Elements Included:

- Conduct public and agency outreach
- Conduct alignment assessment
- Develop preliminary ridership forecasts
- Identify environmental issues
- Develop prototypical alignment with potential station locations, park-and-rides and maintenance facilities
- Develop conceptual operating plan(s)
- Develop conceptual capital and operating costs

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Mitigation:

N/A

Exclusions:

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

Permits Required:

N/A

Agreements Required:

N/A

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$3.0 - \$3.0 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | N/A | |
| Land Use & Development | High | |
| Customer Experience | N/A | |
| Risk Avoidance | High | |

HCT: Planning Study on I-90 from South Bellevue to Issaquah (E. King County)

Key Issues and Benefits

Issues:

- Although this study could be conducted at any time, most elements would be subsequently re-done during a formal engineering/environmental process, preceding the selection of a preferred alternative.

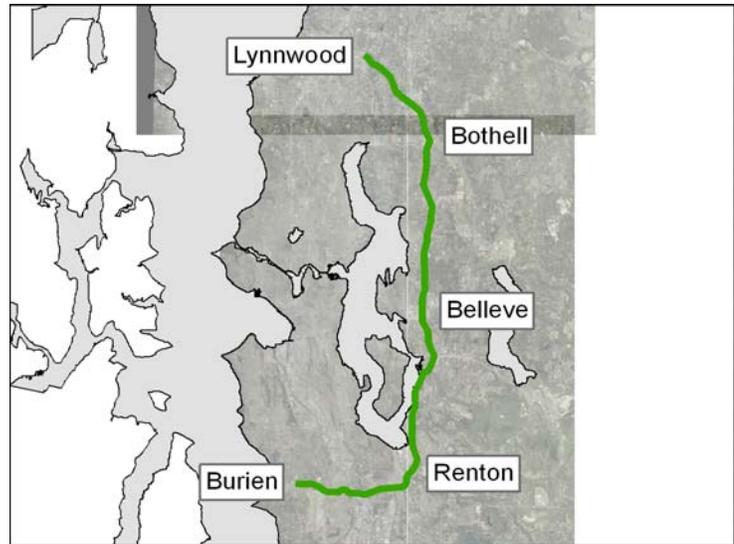
Benefits:

- Evaluation of potential HCT improvements for a congested Highway of Statewide Significance.
- Evaluation of a potential HCT project will provide information about how to improve the people-moving capacity of the I-90 corridor

Express Bus: I-405 BRT Planning Study from Lynnwood to Burien (E. King County/ S. King/Snohomish County)

| | |
|------------------------------|----------------------------------|
| Project Number | E31 |
| Subarea | East King/ S. King/ Snohomish |
| Primary Mode Impacted | ST Express |
| Facility Type | BRT Facility |
| Version Number | 1.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Conduct a planning study to evaluate the I-405 bus rapid transit (BRT) system and identify ways to improve it as part of a future phase of high capacity transit investments in the region.

Project Purpose: Conduct a planning study to evaluate the I-405 BRT system and identify ways to improve it as part of a future phase of high capacity transit investments in the region.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|--------------|--------------|
| Agency Admin | | |
| Environmental Clearance and PE | | |
| Final Design, Specs, Permitting | | |
| ROW Acquisition | | |
| Construction | | |
| Vehicles | | |
| Contingency | | |
| Total | \$1.0 | \$1.0 |

Design Basis Planning

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| <i>Relationship</i> | <i>Project</i> |
|---------------------|----------------|
| Impacted by | |
| Impacted by | |
| Impacted by | |
| | |

Project Partners

| |
|--|
| WSDOT |
| Cities of Burien, Sea-Tac, Tukwila, Renton, Newcastle, Bellevue, Kirkland, Bothell, and Lynnwood |
| King County Metro, Community Transit |
| Snohomish County, King County |

Express Bus: I-405 BRT Planning Study from Lynnwood to Burien (E. King County/ S. King/Snohomish County)

Long Description

Description: This project would conduct a planning study to evaluate the I-405 BRT system between Lynnwood and Burien and identify ways to improve it as part of a future phase of high capacity transit investments in the region.

Project Elements Included:

- Review prior corridor studies and plans including the I-405 Master Plan and I-405 BRT Study
- Identify the BRT elements that have been implemented to date
- Review transit service currently provided in the corridor by Sound Transit, KC Metro and CT
- Review planned projects and services being implemented by Sound Transit and other transportation agencies
- Explore opportunities to enhance the BRT system
- Identify potential investments for consideration in a future phase of high capacity transit investments in the region

Utilities:

N/A

Right-of-Way and Property Acquisition:

N/A

Mitigation:

N/A

Exclusions:

- Preliminary engineering
- NEPA/SEPA environmental documentation
- Identification of a preferred alternative

Permits Required:

N/A

Agreements Required:

N/A

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$1.0 - \$1.0 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | N/A | |
| Land Use & Development | High | |
| Customer Experience | N/A | |
| Risk Avoidance | High | |

Express Bus: I-405 BRT Planning Study from Lynnwood to Burien (E. King County/ S. King/Snohomish County)

Key Issues and Benefits

Issues:

- Although this study could be conducted at any time, most elements would be subsequently re-done during a formal engineering/environmental process, preceding the selection of a preferred alternative.

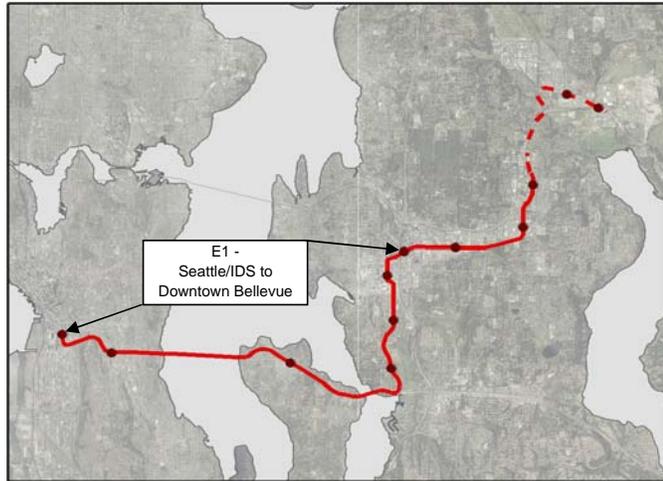
Benefits:

- Evaluation of potential BRT improvements for a congested Highway of Statewide Significance.
- Evaluation of potential BRT improvements will provide information about how to improve the people-moving capacity of the I-405 corridor

Link LRT: Seattle to Downtown Bellevue

| | |
|-----------------------|--------------|
| Project Number | E1 |
| Subarea | East King |
| Primary Mode Impacted | Link |
| Facility Type | Link Service |
| Version Number | 4.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Construct an East Link project from downtown Seattle to downtown Bellevue and Overlake Hospital via I-90. East Link would connect to Central Link at the International District Station in Seattle and provide stations on I-90 at Rainier Avenue and Mercer Island. In Bellevue, this segment of East Link would have three to four stations which would serve a regional park-and-ride, downtown Bellevue, and Overlake Hospital. The alignment and station locations will be determined through project level design and environmental review. Cost estimates for both aerial and underground alignments in downtown Bellevue are presented here. This project is an 11.4 mile component of the total proposed LRT line from Seattle to Redmond via I-90 and downtown Bellevue.

Project Purpose: Provide reliable High Capacity Transit (HCT) within its own ROW from Seattle to east of downtown Bellevue.

Cost

in Millions of 2006\$

Alignment incl. underground component cost

| | Low | High |
|---------------------------------|------------------|------------------|
| Agency Admin | \$97.0 | \$111.6 |
| Environmental Clearances and PE | \$60.5 | \$69.6 |
| Final Design, Specs, Permitting | \$151.2 | \$173.9 |
| ROW Acquisition | \$92.5 | \$106.4 |
| Construction | \$1,312.6 | \$1,509.5 |
| Vehicles | Not Included | Not Included |
| Contingency | \$162.0 | \$186.3 |
| Total Cost | \$1,875.8 | \$2,157.2 |

Alignment incl. aerial component cost

| | Low | High |
|---------------------------------|------------------|------------------|
| Agency Admin | \$75.9 | \$87.3 |
| Environmental Clearances and PE | \$41.8 | \$48.0 |
| Final Design, Specs, Permitting | \$104.4 | \$120.1 |
| ROW Acquisition | \$212.1 | \$243.9 |
| Construction | \$906.5 | \$1,042.5 |
| Vehicles | Not Included | Not Included |
| Contingency | \$124.6 | \$143.2 |
| Total Cost | \$1,465.2 | \$1,684.9 |

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Link LRT: Seattle to Downtown Bellevue

Relationships to Other Projects

| <i>Relationship</i> | <i>Project</i> |
|---------------------|---|
| Dependent on | Construction and implementation of the I-90 R8-A Alternative |
| Dependent on | D2 Ramp Structural Modifications |
| Dependent on | I-90 Floating Bridge Structural Modifications |
| Dependent on | D2 Ramp and I-90 center roadway converted to exclusive light rail use |
| Dependent on | East Channel Bridge Structural Modifications |
| Dependent on | Completion of Central Link |
| Dependent on | Construction of the Maintenance Facility and Vehicle Purchase (SYS-LRT) |
| Impacted by | Ridership and bus service routing impact by the SR 520 Bridge Replacement Project |

Project Partners

Agency

| |
|-----------------------|
| WSDOT |
| KC Metro |
| City of Bellevue |
| City of Seattle |
| City of Mercer Island |

Long Description

This capital project scope and the companion capital cost estimate are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

At this stage of project development, a representative alignment was used to develop a cost estimate. The final alignment and station locations would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

Assumptions:

- R-8A Project on I-90 will be completed
- Existing I-90 bridge structures can be modified to carry light rail operations
- D-2 ramp and I-90 center roadway are converted to exclusive light rail use
- Fire/life/safety systems and ventilation facilities will be constructed for light rail operations within existing I-90 tunnel and lids
- Existing Bellevue Transit Center provides bus transfer facilities in downtown Bellevue
- Track will be installed using direct fixation
- Modifications to Central Link are generally limited to track, signals, systems and signage work at International District Station
- Maintenance facility, LRT vehicles, and operations costs are included on project description SYS-LRT

Representative Alignment Project Elements:

Alignment facilities between Seattle and South Bellevue:

- 6.9 miles of alignment on I-90

Alignment facilities between South Bellevue and Overlake Hospital:

- 4.3 miles of new aerial alignment for elevated alternative through downtown Bellevue; OR 2.7 miles of new aerial alignment and 1.8 miles new underground alignment for subway alternative through downtown Bellevue
- Lead track to the maintenance facility site

Station facilities:

- Two at-grade stations on I-90 center roadway at Rainier Avenue and Mercer Island
- Four new stations in Bellevue (four aerial with elevated alternative through downtown and two aerial and two underground with subway)
- up to 1,420 structured parking stalls built at existing surface park-and-ride
- kiss-and-ride facilities at up to three stations
- new local bus transfer facilities (four bays) at up to two stations
- 1% of station construction cost to be allocated for art

Utilities:

Utility investigations have not been carried out. Relocation of standard utilities along the alignment has been assumed as part of the scope and has been estimated using an average per route-foot allowance.

ROW:

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

Link LRT: Seattle to Downtown Bellevue

Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Maintenance facility, LRT vehicles, and operations will be costed separately (refer to project description SYS-LRT)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- R8-A funding requirements
- Grade separated pedestrian crossings of arterials
- Costs for WSDOT-owned ROW

Permits:

WSDOT agreements for:

- Transit operations along the D2 Ramps
- Transit operations on I-90 center guideway and associated bridges
- Transit operations on the I-90 East Channel Bridge
- Removal of the HOV connection from I-90 to South Bellevue Way
- Under or over crossing of I-405

BNSF easement:

- For aerial crossing of BNSF
- For underground crossing of BNSF
- Access to the maintenance facility right-of-way requirements

City of Bellevue agreements:

- Transitway agreement to operate within the city streets
- Station Permits

Others:

- Potential operating agreement with King County Metro
- City of Seattle permit for Rainier Avenue Station and connection to Central Link
- Mercer Island permit for Mercer Island Station

Project Dependencies:

- Construction and implementation of the I-90 R8-A Alternative
- D2 Ramp structural modifications
- I-90 Floating Bridge structural modifications
- East Channel Bridge modifications
- Completion of Central Link
- Maintenance facility, LRT vehicles, and operations (refer to project description SYS-LRT)

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|-----------------------------------|--------------------------------|---|
| Average Weekday Ridership | N/A | See light rail system ridership estimates |
| Capital Cost (Underground Align.) | \$1,875.8 - \$2,157.2 | in Millions of 2006\$ |
| Capital Cost (Aerial Align.) | \$1,465.2 - \$1,684.9 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | See LRT maintenance base, vehicles and operations project (SYS-LRT) |
| Travel Time & Reliability | High | |
| Connectivity & Integration | High | |
| Land Use & Development | High | |
| Customer Experience | High | |
| Risk Avoidance | Low | |

Link LRT: Seattle to Downtown Bellevue

Key Issues and Benefits

Issues:

- Alignment between I-90 and downtown Bellevue will be determined through project level design and environmental review
- Aerial or subway alignment through downtown Bellevue
- ROW along the alignment
- BNSF interface
- Conversion of D-2 ramp and I-90 center roadway to exclusive light rail use
- Park-and-ride capacity
- Potential wetland, parkland, and historic impacts
- Environmental mitigation

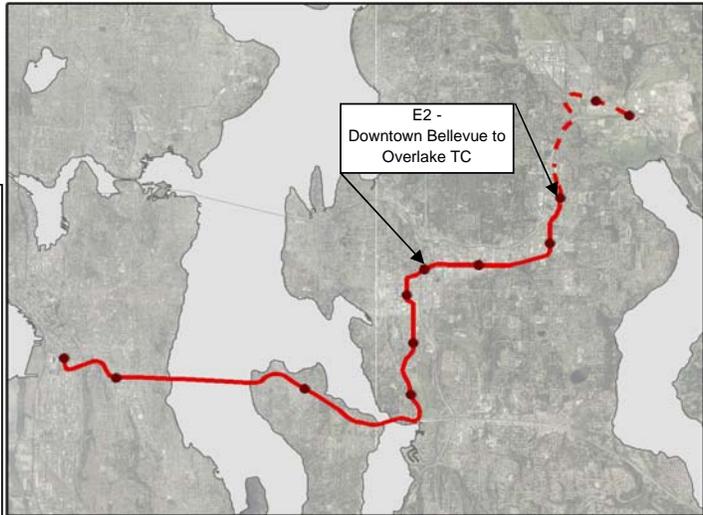
Benefits:

- Provide exclusive right-of-way transit between downtown Seattle and downtown Bellevue, which are the two highest density employment centers in the region
- Provides direct light rail service between the regional growth centers of Northgate, University District, Capitol Hill, downtown Seattle, and downtown Bellevue
- Supports long range transportation and land use plans
- Increases transit reliability, visibility, and simplicity
- Increases job accessibility, particularly from Seattle to the Eastside
- Increases accessibility to special events in Seattle and Bellevue

Link LRT: Downtown Bellevue to Overlake Transit Center - Terminal

| | |
|-----------------------|--------------|
| Project Number | E2T2 |
| Subarea | East King |
| Primary Mode Impacted | Link |
| Facility Type | Link Service |
| Version Number | 2.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Continue the East Link project from east of downtown Bellevue to the Overlake Transit Center with a connection to a light rail vehicle maintenance facility. This segment of East Link would have three stations which would serve the Bellevue-Redmond Road corridor, the Overlake Station neighborhood, and the Overlake Transit Center. The alignment and station locations will be determined through project level design and environmental review. The cost estimates presented here reflect whether the connection at the western end of this segment is to an underground or aerial alignment through downtown Bellevue. This project is a 3.1 mile component of the total 14.5 mile proposed LRT line from Seattle to Overlake Transit Center via I-90 and downtown Bellevue.

Project Purpose: Provide reliable High Capacity Transit (HCT) within its own ROW from east of downtown Bellevue to Overlake Transit Center.

Cost

in Millions of 2006\$

Alignment incl. underground component cost

| | Low | High |
|---------------------------------|----------------|----------------|
| Agency Admin | \$37.5 | \$43.1 |
| Environmental Clearances and PE | \$19.5 | \$22.4 |
| Final Design, Specs, Permitting | \$48.7 | \$56.0 |
| ROW Acquisition | \$134.2 | \$154.3 |
| Construction | \$422.7 | \$486.1 |
| Vehicles | Not Included | Not Included |
| Contingency | \$39.0 | \$44.8 |
| Total Cost | \$701.5 | \$806.7 |

Alignment incl. aerial component cost

| | Low | High |
|---------------------------------|----------------|----------------|
| Agency Admin | \$36.3 | \$41.8 |
| Environmental Clearances and PE | \$18.7 | \$21.5 |
| Final Design, Specs, Permitting | \$46.7 | \$53.7 |
| ROW Acquisition | \$134.2 | \$154.3 |
| Construction | \$405.5 | \$466.4 |
| Vehicles | Not Included | Not Included |
| Contingency | \$37.4 | \$43.0 |
| Total Cost | \$678.8 | \$780.6 |

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Link LRT: Downtown Bellevue to Overlake Transit Center - Terminal

Relationships to Other Projects

| Relationship | Project |
|--------------|--|
| Dependent on | Project E1: LRT Line and Stations from Seattle to downtown Bellevue and all associated projects that this project is dependent on or impacted by |
| Impacted by | The proposed City of Bellevue redevelopment plans between Bellevue-Redmond Road and SR 520, and the designation of a Transportation Corridor |
| Dependent on | Construction of the Maintenance Facility and Vehicle Purchase (SYS-LRT) |
| | |
| | |

Project Partners

Agency

| |
|------------------|
| WSDOT |
| KC Metro |
| City of Bellevue |
| City of Redmond |

Long Description

This capital project scope and the companion capital cost estimate are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

At this stage of project development, a representative alignment was used to develop a cost estimate. The final alignment and station locations would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

Assumptions:

- Project E1 - LRT Line and Stations from Seattle to downtown Bellevue has been constructed or will be constructed at the same time as this project
- This project (E2T2 – LRT Line and Stations from downtown Bellevue to Overlake Transit Center) is not a discrete project. This project is a segment within the East Corridor alignment from Seattle IDS to a proposed terminal station at the Overlake Transit Center.
- Underground alignment option will be bored tunnels and/or cut and cover tunnel construction for this section of alignment
- Track will be installed using direct fixation
- Existing Overlake Transit Center provides bus transfer facilities in Overlake
- Maintenance facility, LRT vehicles, and operations costs are included on project description SYS-LRT

Representative Alignment Project Elements:

Alignment facilities:

- 0.3 miles of at-grade alignment
- 2.8 miles of new aerial alignment with elevated alternative through downtown Bellevue; OR 2.6 miles of new aerial alignment and 0.2 miles new underground alignment with subway alternative through downtown Bellevue

Station facilities:

- one at-grade station in Bellevue
- two aerial stations in Redmond
- up to 1500 structured parking stalls
- new kiss-and-ride facilities at up to two stations
- new local bus transfer facilities (four bays) at up to two stations
- 1 percent for art per ST policy

Utilities:

Utility investigations have not been carried out. Relocation of standard utilities along the alignment has been assumed as part of the scope and has been estimated using an average per route-foot allowance.

Link LRT: Downtown Bellevue to Overlake Transit Center - Terminal

ROW:

Property interests required for the prototypical alignment include fee acquisitions, partial takes, easements and interagency agreements. Right-of-way requirements include construction staging and contractor laydown areas. No specific provisions are made for contractor parking. Cost estimates include associated relocation, administration and legal costs, and contingency.

Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Maintenance facility, LRT vehicles, and operations will be costed separately (refer to project description SYS-LRT)
- Non-structural architectural and aesthetic elements in excess of the ST art program
- Grade separated pedestrian crossings of arterials
- Costs for WSDOT-owned ROW

Permits:

WSDOT agreements for:

- Transit agreement to operate within the SR 520 right-of-way

City of Bellevue agreements:

- Transitway agreement to operate within the city streets
- Transitway agreement to operate within the planned Bellevue Transportation Corridor (generally aligning with NE 16th Street)
- Station Permits

City of Redmond agreements:

- Transitway agreement to operate within the city streets
- Station Permits

Others:

- Potential operating agreement with King County Metro

Project Dependencies

- Completion of Central Link
- Construction of Project E1 – LRT line and stations from Seattle to downtown Bellevue
- Maintenance facility, LRT vehicles, and operations (refer to project description SYS-LRT)

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|-----------------------------------|--------------------------------|---|
| Average Weekday Ridership | N/A | See light rail system ridership estimates |
| Capital Cost (Underground Align.) | \$701.5 - \$806.7 | in Millions of 2006\$ |
| Capital Cost (Aerial Align.) | \$678.8 - \$780.6 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | See LRT maintenance base, vehicles and operations project (SYS-LRT) |
| Travel Time & Reliability | High | |
| Connectivity & Integration | High | |
| Land Use & Development | High | |
| Customer Experience | High | |
| Risk Avoidance | Low | |

Link LRT: Downtown Bellevue to Overlake Transit Center - Terminal

Key Issues and Benefits

Issues:

- Alignment between downtown Bellevue and Overlake Transit Center will be determined through project level design and environmental review
- ROW along the alignment, including the new transportation corridor proposed by the City of Bellevue
- Park-and-ride capacity
- Location of light rail vehicle maintenance facility
- Environmental mitigation

Benefits:

- Provide exclusive right-of-way transit between downtown Bellevue and Overlake, which are the two largest job centers on the Eastside
- Provides direct light rail service between the regional growth centers of Northgate, University District, Capitol Hill, downtown Seattle, downtown Bellevue, and the Overlake manufacturing / industrial center
- Supports long range transportation and land use plans
- Increases transit reliability, visibility, and simplicity
- Increases job accessibility, particularly from Seattle to the Eastside
- Increases accessibility to special events in Seattle and Bellevue

Link LRT: Preliminary Engineering and Right-of-Way Preservation from Overlake Transit Center to Redmond (E. King County)

| | |
|-----------------------|--------------|
| Project Number | E28 |
| Subarea | East King |
| Primary Mode Impacted | Link |
| Facility Type | Link Service |
| Version Number | 1.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Complete environmental reviews and preliminary engineering for extending light rail from Overlake Transit Center to Redmond Terminal Station and preserve key rights-of-way in the corridor.

Project Purpose: to establish the route and station locations and expedite construction of this light rail segment.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|---------------|----------------|
| Agency Admin | \$5.0 | \$5.7 |
| Environmental Clearance and PE | \$20.2 | \$23.2 |
| Final Design, Specs, Permitting | \$0.0 | \$0.0 |
| ROW Acquisition | \$62.4 | \$71.7 |
| Construction | \$0.0 | \$0.0 |
| Vehicles | \$0.0 | \$0.0 |
| Contingency | \$0.0 | \$0.0 |
| Total | \$87.5 | \$100.6 |

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| Relationship | Project |
|--------------|--|
| Dependent on | Implementation of Link LRT from Seattle IDS Station to Overlake Transit Center |
| | |
| | |
| | |

Project Partners

| |
|-----------------|
| WSDOT |
| KC Metro |
| City of Redmond |
| |
| |

Link LRT: Preliminary Engineering and Right-of-Way Preservation from Overlake Transit Center to Redmond (E. King County)

Long Description

Description:

This project would complete environmental reviews and preliminary engineering for extending light rail from Overlake Transit Center to Redmond Terminal Station, to establish the route and station locations, acquire key rights-of-way, and expedite construction of this LRT segment if funds become available. The project also includes environmental reviews and preliminary engineering for expansion that may be needed for the East Link LRT maintenance facility to serve the expanded East Link LRT system.

Estimated costs reflect an approximately 3.6 mile segment of Link LRT. The estimated environmental clearance and PE costs are based on 5% of the range of conceptual capital construction costs for the Overlake Transit Center to Redmond Terminal Station segment of the prototypical Link LRT alignment developed for ST2 planning purposes. The estimated costs also include environmental reviews and preliminary engineering for expansion of the East Link LRT maintenance base to serve the expanded East Link LRT system.

Project Elements Included:

- Complete environmental reviews assuming current NEPA/SEPA process requirements, including scoping, draft and final environmental impact statements, and record of decision
- Perform preliminary engineering for the preferred alternative
- Prepare project definition and budget to support implementation as soon as funds become available

Utilities:

- none

Right-of-Way and Property Acquisition:

- Advance purchase of key rights-of-way

Mitigation:

- none

Exclusions:

- none

Permits Required:

- none

Agreements Required:

- none

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$87.5 - \$100.6 | in Millions of 2006\$ |
| Annual Operating Cost | N/A | |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | N/A | |
| Land Use & Development | High | |
| Customer Experience | N/A | |
| Risk Avoidance | High | |

Link LRT: Preliminary Engineering and Right-of-Way Preservation from Overlake Transit Center to Redmond (E. King County)

Key Issues and Benefits

Issues:

- If the project is performed too far in advance of final design and construction, there is a risk that much or all of it would have to be re-done to reflect changed conditions and regulations. This project should be performed later in the ST2 program to minimize that risk.

Benefits:

- Completes necessary environmental and engineering to allow quicker progression to final design and construction if funds become available.
- Preserves opportunity to seek future federal funding for construction.
- Completing this work would strengthen the cost estimates and establish a current baseline scope and cost.

Express Bus: N. 8th Street Parking Garage (Renton)

| | |
|-----------------------|-------------|
| Project Number | E25b |
| Subarea | East King |
| Primary Mode Impacted | ST Express |
| Facility Type | Park & Ride |
| Version Number | 2.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Construct a park-and-ride with up to 700 parking stalls for transit riders.

Project Purpose: Increase park-and-ride capacity and provide improved access to transit service operating along the I-405 corridor and into Renton.

Cost

in Millions of 2006\$

| | Low | High |
|---------------------------------|---------------|---------------|
| Agency Admin | \$2.0 | \$2.3 |
| Environmental Clearance and PE | \$2.4 | \$2.8 |
| Final Design, Specs, Permitting | \$2.4 | \$2.8 |
| ROW Acquisition | \$5.5 | \$6.3 |
| Construction | \$20.5 | \$23.6 |
| Vehicles | \$0.0 | \$0.0 |
| Contingency | \$3.1 | \$3.6 |
| Total | \$36.0 | \$41.4 |

Design Basis Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| Relationship | Project |
|--------------|---|
| Dependent on | Reconstruction of I-405 as outlined in the I-405 Corridor Program |
| Dependent on | E15 - Express Bus: Direct Access Ramps on I-405 at N 8th Street |
| | |

Project Partners

| |
|----------------|
| WSDOT |
| KC Metro |
| City of Renton |
| |

Express Bus: N. 8th Street Parking Garage (Renton)

Long Description

This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

Description:

Construct a park-and-ride garage with up to 700 parking stalls for transit riders on the south side of N. 8th Street between Park Avenue North and Garden Avenue North. On-street bus zones in both directions would be located on N. 8th Street adjacent to the parking garage.

Project Elements Included:

- Three-level parking garage with an approximate footprint of 250 ft by 320 ft
- Signage, lighting, CCTV, customer emergency stations, elevators, and stairs within the garage
- Bus loading zones, including lighting, shelters and benches, will be located on N. 8th Street. Eastbound bus loading will occur immediately north of the new parking structure, and westbound bus loading will occur east of Garden Avenue North (where it intersects N. 8th Street from the south).
- Reconstruction of Garden Avenue North including curb, gutter, sidewalk, pavement, and landscaping along the frontage of the new park-and-ride facility. Due to current development activities in the area, it is assumed that Park Avenue North and N. 8th Street will already be reconstructed to city standards
- Bike storage, lockers, and racks
- Assume poor soils and hazardous materials remediation
- 1 percent for art per ST policy

Utilities:

- Two new/modified traffic signals on N. 8th Street: at intersections with Park Ave. North and Garden Ave. North
- Illumination
- New drainage system including storm water vault (vault may be located partially underneath the sidewalk/bus platform on the south side of N. 8th Street)

Right-of-Way and Property Acquisition:

- Property acquisition for the park-and-ride site.

Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program
- Public restrooms, pedestrian bridges
- Space for retail (see issues and benefits section for more information)
- Transit Oriented Development (TOD); shared parking with TOD uses
- Mitigation for traffic associated with new park-and-ride facility

Permits Required:

Land-use, building, electrical, mechanical, utility, and construction related

Agreements Required:

Partnership agreement with WSDOT, King County Metro and the City of Renton

An interlocal agreement with the City of Renton to effect any street modifications and new traffic signals that may be required for the project.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Express Bus: N. 8th Street Parking Garage (Renton)

Evaluation Measures

| <i>Measure</i> | <i>Measurement/ Rating</i> | <i>Notes</i> |
|----------------------------|--------------------------------|-------------------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$36.0 - \$41.4 | in Millions of 2006\$ |
| Annual Operating Cost | \$0.4 | in Millions of 2006\$ |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | Medium | # transit routes: 3 ST, 4 KCM |
| Land Use & Development | High | |
| Customer Experience | Medium | |
| Risk Avoidance | Medium | |

Key Issues and Benefits

Issues:

This project will require property acquisition at the southeast corner of North 8th Street and Park Avenue North for the parking garage. This property is currently a parking lot located in an industrial section of the City of Renton.

Renton has expressed an interest in ground-floor retail along N. 8th Street. Because Sound Transit does not implement retail developments, the City of Renton would be responsible for developing agreements and funding for any retail development. The cost of any change to the design of the parking garage to accommodate retail development would be born by the City of Renton or a third party. If the City has a developer committed to developing retail on the site, this can be considered at the time of project implementation.

Other issues identified are as follows:

- Dependent on I-405 corridor improvements and the construction of the N. 8th Street HOV direct access ramps
- Real estate acquisition required to accommodate the 700 stall three-level parking structure
- Renton identified this site as a replacement for a previously identified site west of Logan Avenue North.
- Proposed parking garage will need to occupy most of the site and there will be minimum set backs from the property lines
- Impacts to traffic entering the Boeing facilities
- Stormwater drainage facilities required for a 700-stall parking structure including stormwater detention and water quality treatment

Benefits:

- Provides park-and-ride facility for transit riders in the north Renton area
- Provides access to transit services operating along the I-405 corridor and into Renton

Express Bus: Transit Center and Parking Garage (Bothell)

| | |
|-----------------------|-------------|
| Project Number | E20 |
| Subarea | East King |
| Primary Mode Impacted | ST Express |
| Facility Type | Park & Ride |
| Version Number | 4.0 |
| Date Last Modified | 5/24/2007 |

Project Locator Map



Short Project Description

Construct a transit center/park-and-ride in the vicinity of SR 527/Bothell Way NE and NE 185th Street in the downtown Bothell area.

Project Purpose: Improve rider access to transit service serving Bothell and operating in the SR 522 corridor

Cost

in Millions of 2006\$

| | | |
|---------------------------------|---------------|---------------|
| Agency Admin | \$2.2 | \$2.5 |
| Environmental Clearance and PE | \$2.6 | \$3.0 |
| Final Design, Specs, Permitting | \$2.6 | \$3.0 |
| ROW Acquisition | \$6.1 | \$7.0 |
| Construction | \$22.1 | \$25.4 |
| Vehicles | \$0.0 | \$0.0 |
| Contingency | \$3.3 | \$3.9 |
| Total | \$39.1 | \$44.9 |

| | |
|--------------|------------|
| Design Basis | Conceptual |
|--------------|------------|

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

| Relationship | Project |
|----------------|---|
| Alternative to | E21 - Express Bus: Parking Garage and Transit Loading at Bothell Park-&-Ride (Bothell) |
| Impacts | E18 - Express Bus: BAT Lane on SR 522 between I-405 and SR 527 (Bothell). Eliminates the need for westbound BAT lane on SR 522. |

Project Partners

| |
|-------------------|
| City of Bothell |
| King County Metro |
| Community Transit |
| WSDOT |

Express Bus: Transit Center and Parking Garage (Bothell)

Long Description

This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of operations.

Description:

Construct a parking garage with up to 400 park and ride spaces in the vicinity of SR 527/Bothell Way NE, NE 185th Street, 101st Ave NE and NE 183rd Street in the downtown Bothell area, on property owned by the City of Bothell on which the city hall is currently located. Construct an on-street transit center with six bus bays on 101st Avenue NE which will be a transit-only street. This location is different than that originally proposed for E20 Bothell Transit Center and Parking Garage (v.1).

Bus routes that would be re-routed to serve the new transit center and parking garage:

- KC Metro: Routes 238, 251, 312, 342, 372
- Sound Transit: ST Express Rt 522
- Community Transit: 105, 106, 120, 121

Project Elements Included:

- Construct a multi-level parking garage with up to 400 stalls. The conceptual design will construct a multi-level parking garage with a footprint of approximately 200' x 200' and approximately 200 stalls per level. Provide vehicular access to the parking structure from NE 185th Street (to separate auto traffic from buses using NE 183rd Street).
- Construct a transit center with 6 bays located on-street on 101st Avenue NE which would be a transit-only street between NE 183rd and NE 185th Streets. Widen this block of 101st NE to accommodate two 12-foot bus loading lanes, two 12-foot travel lanes, and two 10-foot platforms/sidewalks. Total ROW required is 68 feet from back of sidewalk to back of sidewalk. Provide needed ROW width by encroaching on parking structure site on the west side of the street. The remaining site will still accommodate the proposed parking structure.
- Reconfigure all Bothell-area bus routes (except ST Express I-405 routes) to serve the new transit center **instead** of the existing Bothell P&R
- Remove all bus routes from Main Street and instead use NE 185th/Beardslee as the main east-west path through central Bothell
- Re-route ST Express routes operating on I-405 to serve only the UW/CCC Bothell loop
- King County Metro could consider surplus the existing Bothell P&R, because all bus routes would now serve the new Transit Center instead
- Signage, lighting and CCTV
- Landscaping
- Assume poor soil conditions and hazardous soils remediation
- New signal at 185th/Beardslee
- Signal modifications at NE 183rd Street/ Bothell Way NE and NE 185th Street/Bothell Way NE
- Half-street improvements along property frontages
- Reconstruction of three local streets, NE 183rd Street between SR 527 and 101st Avenue NE, 101st Avenue NE between NE 183rd Street and NE 185th Street and NE 185th Street between SR 527 and Beardslee, to accommodate the bus traffic
- Relocate Police Station driveway from 101st Avenue NE to NE 183rd St and modify layout/restripe Police Station parking area (at NE 183rd St and 101st Ave NE) accordingly
- 1 percent for art per ST policy

Utilities:

- New drainage system including storm water vault (vault may be located partially underneath the sidewalk/bus platform on the west side of 101st Avenue NE)

Right-of-Way and Property Acquisition:

- Acquisition of 1.8 acre site currently owned by City of Bothell
- Relocation of Bothell city hall buildings and city functions is not included in the scope of this project--per conversation with Bothell city manager on 2/7/06 because Bothell has plans to relocate city hall at its own cost
- Alley vacation

Express Bus: Transit Center and Parking Garage (Bothell)

Mitigation:

The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Widening of SR 527
- Widening of NE 183rd Street or NE 185th Street
- Improvements along Main Street
- Public restrooms
- Space for retail (see issues and benefits section for more information)
- Costs related to relocation of Bothell City Hall buildings and uses
- Non-structural architectural and aesthetic elements in excess of the ST art program

Permits Required:

Building, electrical, mechanical, utility, land use, and construction related

Agreements Required:

- Agreements with City of Bothell, King County Metro and Community Transit
- Agreement with City of Bothell to restrict 101st Avenue NE between NE 183rd Street and NE 185th Street to transit operations only

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

| Measure | Measurement/ Rating | Notes |
|----------------------------|--------------------------------|-----------------------|
| Average Weekday Ridership | N/A | |
| Capital Cost | \$39.1 - \$44.9 | in Millions of 2006\$ |
| Annual Operating Cost | \$0.5 | in Millions of 2006\$ |
| Travel Time & Reliability | N/A | |
| Connectivity & Integration | High | |
| Land Use & Development | High | |
| Customer Experience | Medium | |
| Risk Avoidance | Medium | |

Express Bus: Transit Center and Parking Garage (Bothell)

Key Issues and Benefits

Issues:

- Due to the small size of the site, the transit center will be located on-street on 101st Avenue NE between NE 183rd and NE 185th Streets, with Bothell's concurrence. The street would be transit-only.
- Bothell has expressed an interest in expanding the parking garage site to include private property fronting SR 527. This could be considered during the environmental and design phases of the project. However, Sound Transit does not commit to that at this time, and the project scope does not currently include it.
- Bothell has also expressed an interest in ground-floor retail along SR 527. Because Sound Transit does not implement retail developments, the City of Bothell would be responsible for developing agreements and funding for any retail development. The cost of any change to the design of the parking garage to accommodate retail development would be born by the City of Bothell or a third party. If the City has a developer committed to developing retail on the site, this can be considered at the time of project implementation.
- Proposed parking garage will need to occupy most of the site and there will be minimum set backs from the property lines
- The site requires that bus routes be rerouted to serve the site--this may result in additional travel time and increased costs
- Buses will be rerouted to serve only the new transit center and will not serve the existing Bothell Park-and-Ride at SR 522/Kaysner Way. King County could consider closing the existing Bothell Park-and-Ride.
- ST Express Route 522 would serve the Bothell UW/CCC site and the transit center; I-405 ST Express services (Routes 530, 535) would serve the campus but not Downtown Bothell due to the distance of the site from I-405
- Bothell identified this site as a replacement for a previously identified site on Northshore School district property on the west side of SR 527, just west of this site
- Access to the proposed site via the local streets may be challenging due to the narrow lane widths and curb radii
- Buses would operate on NE 185th St instead of Main Street, as they do currently. NE 185th Street has some residential uses along it and currently does not have bus traffic, so this may be an issue for the community
- Relocation of the Police Station driveway from 101st Avenue NE to NE 183rd St and modification of the Police Station parking area (at NE 183rd St and 101st Ave NE) will eliminate approximately four parking stalls

Benefits:

- Provides additional parking supply along the SR 522 corridor and adjacent to the SR 527 corridor
- Relocates transit center and service to less congested streets that are easier to serve
- Makes BAT lanes on SR-522 from SR-527 to I-405 unnecessary
- Makes signalization of intersections along Main Street for transit unnecessary
- Improves speed and reliability of I-405 ST Express service

RESOLUTION R-4662

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF KIRKLAND STATING THE CITY COUNCIL'S SUPPORT FOR THE SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY) AND RTID (A REGIONAL INVESTMENT TRANSPORTATION DISTRICT) PROPOSITION #1, REGIONAL ROADS AND TRANSIT SYSTEM, ON THE NOVEMBER 6, 2007, GENERAL ELECTION BALLOT.

WHEREAS, on November 6, 2007, voters in the Regional Transportation Investment District (RTID) and Sound Transit districts will vote on the Regional Roads and Transit System proposition; and

WHEREAS, regional traffic congestion costs Puget Sound residents over \$2 billion annually (Blue Ribbon Commission on Transportation) with significant impacts to individuals, the environment and the economy; and

WHEREAS, the need for increased mobility in the Central Puget Sound Region and in the City of Kirkland is critical; and

WHEREAS, the Washington State legislature created the Regional Transit Authority (Sound Transit) in 1992 and RTID in 2002 and related regional taxing authority to allow the region to plan for and raise sufficient revenues for key regional transportation projects, as evidenced by the passage of ESHB 1396 in 2007; and

WHEREAS, the Sound Transit Phase 2 Plan in combination with RTID's Roads Plan provides a comprehensive, regional transportation investment plan that includes timely multimodal transportation solutions; and

WHEREAS, the regional plan includes highway projects on I-405, SR 520, and I-90 as well as light rail connecting Seattle and the Eastside, a variety of transit projects and other improvements for High Occupancy Vehicle (HOV) travel; and

WHEREAS, the key elements of the plan have been previously endorsed by the Kirkland City Council; and

WHEREAS, the King County Council approved Ordinance #2007-0357 on June 25, 2007, placing the Regional Roads and Transit System proposition on the November 6, 2007, general election ballot; and

WHEREAS, pursuant to RCW 42.17.130, the Kirkland City Council desires to show its support for Proposition #1, the Regional Roads and Transit System proposition;

NOW, THEREFORE, be it resolved by the City Council of the City of Kirkland as follows:

Section 1. The City Council, after considering public comment at a duly noticed public hearing, hereby supports Proposition #1, the Regional Roads and Transit System proposition.

BE IT FURTHER RESOLVED:

Section 2. The City Council hereby urges citizens to vote yes on Proposition #1, the Regional Roads and Transit System proposition on November 6, 2007.

Passed by majority vote of the Kirkland City Council in open meeting this ____ day of _____, 2007.

Signed in authentication thereof this ____ day of _____, 2007.

MAYOR

Attest:

City Clerk