

Motion No. M2026-04

Agreements with Washington State Department of Transportation for Shared Preservation, Operation and Maintenance of the I-90 Corridor within East Link

| Meeting: | Date: | Type of action: |
|---------------------------------|------------|--------------------|
| Rider Experience and Operations | 01/15/2026 | Recommend to Board |
| Board | 01/22/2026 | Final Action |

| Staff name: | Staff title: |
|-------------------|--|
| Terri Mestas | Capital Delivery Deputy CEO |
| Michael Morgan | Capital Delivery Executive Director |
| Tony Raben | East Link Executive Project Director |
| Chad Brown | East Link Deputy Executive Project Director |

Proposed action

Authorizes the chief executive officer to execute multiple agreements with the Washington State Department of Transportation for operation, maintenance, inspection, and preservation of the East Link Extension within the I-90 corridor.

Key features summary

- The proposed action authorizes the chief executive officer to execute agreements with the Washington State Department of Transportation (WSDOT) associated with the I-90 corridor.
- The I-90 Air Space Lease with WSDOT requires both agencies to enter into agreements for operations and maintenance within the leased areas of the I-90 corridor. This action authorizes execution of 5 agreements with WSDOT.
- The East Link extension shares existing WSDOT infrastructure such as the Homer M. Hadley Floating Bridge, Mount Baker Tunnel, Mercer Island Tunnel and East Channel Bridge.
- The agreements included in this motion were identified by WSDOT and Sound Transit as necessary to establish operational and maintenance responsibilities within the corridor and to help ensure safe and reliable service for both transportation modes.
- The agreements covered by this action run concurrently with the 40-year Air Space Lease for the I-90 Corridor, and Sound Transit's obligations will be funded annually as part of the operations budget adopted by the Board.

Background

East Link extends light rail 14 miles, with 10 stations from Seattle's International District to Judkins Park, across I-90 to Mercer Island and South Bellevue, through downtown Bellevue and the Bel-Red area to Redmond Technology Station. Revenue service commenced in April 2024 between the South Bellevue and Redmond Technology Stations. Revenue service for the full East Link Extension is anticipated to begin by Q2 2026.

This action authorizes the following inter-governmental agreements between Sound Transit (ST) the Washington State Department of Transportation (WSDOT):

- I-90 Operations and Maintenance (O&M) Agreement (GA 0151-25)
Agreement to define O&M responsibilities within the I-90 Air Space Lease (ASL) Areas. This agreement also obligates ST to reimburse WSDOT for a portion of maintenance costs for shared infrastructure within the I-90 corridor.
- I-90 Bridge Preservation Office Inspection Agreement (GA 0153-25)
Agreement to define structural inspection responsibilities within the I-90 corridor. This agreement also obligates ST to reimburse WSDOT for services performed by WSDOT's Bridge Preservation Office on shared infrastructure within the I-90 corridor.
- I-90 Preservation Agreement (GA 0021-25)
Agreement to define ST's participation in WSDOT preservation projects, that prolong the life of "shared structures" within the I-90 corridor. Shared structures include East Channel Bridge, Homer Hadley Bridge, Mount Baker Tunnel, and Mercer Island Tunnel. Individual task orders must be approved by both parties for each project and ST Board approval will be required for projects over \$10 Million.
- I-90 Utilities Reimbursement Agreement (GA 0106-25)
Agreement for ST to reimburse WSDOT for ST's use of shared utilities (water/electric) within the I-90 corridor.
- I-90 In-Kind Areas Maintenance Agreement (GA 0171-25)
Agreement to define ST maintenance responsibilities for WSDOT-owned areas outside the airspace lease limits where WSDOT's maintenance is more difficult due to ST's system, such as maintenance of WSDOT orphaned land areas and areas that are no longer easily accessible for WSDOT.

Project status

Project Development Phase: Construction

Percent complete (measured to revenue service date): 99.7%

Current project status, performance metrics, and additional information are located on pages 21-22 of the November 2025 System Expansion Monthly Status Report.

Fiscal information

This action is not projected to impact the affordability of the agency's Financial Plan, as forecasted costs for operations and maintenance for future stations are included in the long-range financial plan.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Not applicable to this action.

Time constraints

A one-month delay could adversely impact the project schedule by delaying the review and execution of the Air Space Lease and/or Preservation agreement.

Prior Board/Committee actions

Resolution No. R2023-30: Adopted an updated Procurement, Agreements, and Delegated Authority Policy and superseded Resolution Nos. R2018-40, R2022-27, and R85.

Environmental review – KH 12/30/25

Legal review – MT 1/9/26

Motion No. M2026-04

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute multiple agreements with the Washington State Department of Transportation for operation, maintenance, inspection, and preservation of the East Link Extension within the I-90 corridor.

Background

The proposed action authorizes the chief executive officer to execute agreements with the Washington State Department of Transportation (WSDOT) associated with the I-90 corridor. The I-90 Air Space Lease with WSDOT requires both agencies to enter into agreements for operations and maintenance within the leased areas of the I-90 corridor. This action authorizes execution of 5 agreements with WSDOT.

The East Link extension shares existing WSDOT infrastructure such as the Homer M. Hadley Floating Bridge, Mount Baker Tunnel, Mercer Island Tunnel and East Channel Bridge. The agreements included in this motion were identified by WSDOT and Sound Transit as necessary to establish operational and maintenance responsibilities within the corridor and to help ensure safe and reliable service for both transportation modes. The agreements covered by this action run concurrently with the 40-year Air Space Lease for the I-90 Corridor, and Sound Transit's obligations will be funded annually as part of the operations budget adopted by the Board.

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Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute multiple agreements with the Washington State Department of Transportation for operation, maintenance, inspection, and preservation of the East Link Extension within the I-90 corridor.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator