

STAFF REPORT

**SOUND TRANSIT
MOTION NO. M2000-120**

Agreement with Washington State Department of Transportation for services toward completion of the Trans-Lake Washington Environmental Impact Statement

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	12/7/00	Discussion/Possible Action	Agnes Govern, Director, Regional Express Barbara Gilliland, Systems Integration Program Manager	(206)398-5037 (206) 398-5051

PROPOSED ACTION

Authorizes the Executive Director to execute an agreement with the Washington State Department of Transportation (WSDOT) for services supporting alternative development for Trans-Lake Washington Study Environmental Impact Statement (EIS). This Agreement is for a total authorized amount not to exceed \$900,000.

KEY FEATURES

Highlights of Proposed Action:

- ◆ Authorizes the Executive Director to execute an agreement with WSDOT for alternative development for the Trans-Lake Washington Study EIS.
- ◆ Authorizes an agreement for a total amount not to exceed \$900,000.

Discussion of Proposed Action

On April 27, 2000, the Board of Directors authorized Sound Transit to participate as “co-lead” in the environmental documentation work for future high capacity transit (HCT) facility planning for the I-405 Corridor EIS and the Trans-Lake Washington Project EIS initiated by WSDOT. At that time staff indicated the cost could range from \$500,000 to \$1,000,000 solely for financial participation in the Trans-Lake project.

The Board authorized this arrangement with the understanding that combining agency efforts would reduce planning costs, enhance decision-making regarding long-range transportation planning, and lead to a more comprehensive environmental review of the projects. Moreover, both the I-405 Corridor and Trans-Lake Washington studies could dramatically affect the technological options, location, and timing of future extensions of the regional HCT system defined by Sound Transit’s Long-Range Vision (adopted May 31, 1996).

Sound Transit's financial participation is specifically targeted to look at the various alignment alternatives including I-90, SR 520, and a potential third HCT only crossing. These potential alignment alternatives were defined as a result of the Trans-Lake Washington Study Committee's July 1999 recommendations as well as from scoping comments received in July and August of this year. The alternative analysis stage is scheduled to be completed by July 2001. By that time the Board will be presented with information regarding the various HCT alternatives and their performance, and their relationship to highway and other potential improvements. The Board will then be asked to decide how this information affects continued participation in the Trans-Lake EIS process.

Sound Transit staff recommends the Finance Committee authorize the Executive Director to enter into this agreement, substantially in the form as attached, and provide \$900,000 for this effort. It is important to note that should Sound Transit continue to proceed with additional EIS work on this project, additional funds may be requested.

BUDGET

Total Phase II Project Budget ⁽¹⁾	Phase II Project Budget for Year 2001 ⁽²⁾	Phase II Commitments for Year 2001 ⁽³⁾	Total Amount Requested	Budget Remaining 2001
	(A)	(B)	(C)	(A-[B+C])
\$38,816	\$2,776	\$0	\$900	\$1,876

All figures shown are in YOES\$ in thousands.

- (1) Total ten-year budget for entire Phase II Planning/Engineering project (number 415) as shown in the 2001 Proposed Budget.
- (2) Project budget for the year 2001 only, as shown in the 2001 Proposed Budget document.
- (3) Commitments for the year 2001 is zero. Actual expenditures and commitments to date for the life of the project are \$773,849.

The total cost of this phase of work, including freeway analysis is \$6,292,159. The \$900,000 ST contribution covers costs associated with the HCT specific analysis and proportional cost sharing with WSDOT for general areas such as project management, community outreach, alternatives screening, and environmental analysis. The remainder of the work will be funded through a federal grant and WSDOT funds.

ALTERNATIVES

The Sound Transit Finance Committee could chose to fund the Trans-Lake Washington EIS at a lesser or greater amount than the recommended \$900,000.

CONSEQUENCES OF DELAY

Current work is being funded by allocations from WSDOT and the federal grants. Finance Committee action on the staff recommendation will add ST funds that will allow the completion of this phase of the Trans-Lake Washington EIS. Work has begun in earnest given pressure from the Transportation Commission and the project's Executive Committee to speed up the process. The Trans-Lake Washington Project Committees have recently completed the first level screening of alternatives from the scoping process conducted in July and August 2000. Alternative designs are underway and a first round of community design workshops has been

completed. Deferment or rejection of the staff recommendation will have a negative affect on this project's aggressive timeline.

REGIONAL PARTNERSHIP AND COOPERATION

Sound Transit continues to work with partner agencies on the Trans-Lake Washington Project, including lead agencies WSDOT, FHWA, and FTA, as well as the local jurisdictions and resource agencies involved in the project. Sound Transit values the cooperation of local jurisdictions, including surrounding communities, and welcomes the continuing partnering role of resource agencies within the region. Sound Transit would especially like to acknowledge the contribution of the following: Seattle and Bellevue departments of transportation; the communities of Hunts Point, Yarrow Point, Medina and Clyde Hill; the cities of Redmond, Mercer Island, and Kirkland; and the Washington State Transportation Commission.

PUBLIC INVOLVEMENT

The Trans-Lake Washington Project regularly solicits and considers public input in the form of Community Design Workshops and Open Houses. WSDOT, Sound Transit, and consultant staff also have attended numerous community meetings giving overviews of the project and soliciting input. Sound Transit will continue to work with the communities throughout the alternative development stage.

LEGAL REVIEW

MBL 11/20/00

SOUND TRANSIT

MOTION NO. M2000-120

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Executive Director to enter into an interagency agreement, substantially in the form as attached, between the Washington State Department of Transportation and Sound Transit for the Trans-Lake Project, for a lump sum amount not to exceed \$900,000.

Background:

On April 27, 2000, the Board of Directors authorized Sound Transit to participate as "co-lead" in the environmental documentation work for future high capacity transit (HCT) facility planning for the I-405 Corridor Environmental Impact Statement (EIS) and the Trans-Lake Washington Project EIS initiated by WSDOT. At that time staff indicated the cost could range from \$500,000 to \$1,000,000 solely for financial participation in the Trans-Lake project.

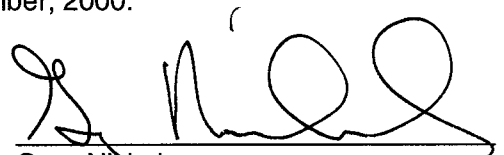
The Board authorized this arrangement with the understanding that combining agency efforts would reduce planning costs, enhance decision-making regarding long-range transportation planning, and lead to a more comprehensive environmental review of the projects. Moreover, both the I-405 Corridor and Trans-Lake Washington studies could dramatically affect the technological options, location, and timing of future extensions of the regional HCT system defined by Sound Transit's Long-Range Vision (adopted May 31, 1996).

Sound Transit's financial participation is specifically targeted to look at the various alignment alternatives including I-90, SR 520, and a potential third HCT only crossing. These potential alignment alternatives were defined as a result of the Trans-Lake Washington Study Committee's July 1999 recommendations as well as from scoping comments received in July and August of this year. The alternative analysis stage is scheduled to be completed by July 2001. By that time, the Board will be presented with information regarding the various HCT alternatives and their performance and their relationship to highway and other potential improvements. The Board will then be asked to decide how this information affects continued participation in the Trans-Lake EIS process.

Motion:

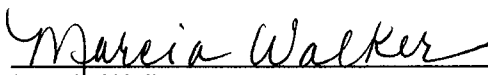
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director is authorized to execute an interagency agreement, substantially in the form as attached, with the Washington State Department of Transportation (WSDOT) for services supporting alternatives development for Trans-Lake Washington Study Environmental Impact Statement. The Agreement is for a total amount not to exceed \$900,000.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on the 7th day of December, 2000.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator