

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2001-134**

**A supplemental agreement with Washington State Department of Transportation  
for services toward the completion of the Trans-Lake Washington  
Environmental Impact Statement**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	12/20/01	Discussion/Possible Action	Paul Matsuoka, Policy and Planning Officer Don Billen, Project Manager	(206) 398-5070  (206) 398-5052

**OBJECTIVE OF ACTION**

- To execute a Supplemental Agreement with the Washington State Department of Transportation for preliminary technical design, modeling, baseline and documentation work for the Draft EIS, and a 6% contribution towards joint work elements (e.g. Project Mgt.; Public Outreach; etc.) for a total authorized amount not to exceed \$580,000.

**ACTION**

- Authorizes the Executive Director to execute a supplement to the existing agreement with the Washington State Department of Transportation (WSDOT) dated June 22, 2001. The continuation of this agreement would be for services supporting the development of the Trans-Lake Washington Project Environmental Impact Statement (EIS). The supplement would be for a total authorized amount not to exceed \$580,000.

**KEY FEATURES**

**Highlights of Proposed Action:**

- This supplemental agreement continues the development of a Draft EIS for the Trans-Lake Washington Project through June 2002.
- It authorizes the Executive Director to execute a supplemental agreement with WSDOT for the continuation of activities related to the development of a Draft EIS for a total amount not to exceed \$580,000.
- It extends the existing agreement and adds new elements of work to the original agreement adopted by the Finance Committee in December 2000 for \$900,000 increasing the total contribution to \$1,480,000.
- This supplement does not complete the Draft EIS. Another request will be forthcoming during 2002 pending funding decisions by the legislature for this project.

## **BUDGET**

The table below shows the available budget for the Phase II Planning project as it relates to expenditures, commitments and the impact of this action. The 2002 Proposed Budget includes sufficient budget for this effort and committing these funds will not endanger any other project elements that are to be funded out of the respective elements of the budget.

### **Proposed 2002 Budget**

<b>Column A</b>	<b>Column B</b>	<b>Column C</b>	<b>Column D</b>	<b>Column E</b>
<b>Total Project Budget</b>	<b>Budget for this Task (B)</b>	<b>Obligated to Date (C)</b>	<b>Total Amount Requested (D)</b>	<b>Shortfall or Surplus (B-[C+D])</b>
\$38,668,000	\$7,355,000	\$912,000	\$580,000	\$5,763,000

All figures shown are in YOES\$

- (1) Total 10-year budget for entire Phase II Planning project (number 415) as shown in the 2002 Proposed Budget.
- (2) Total Budget for Trans-Lake Washington project.
- (3) Life-to-date expenditures for this task, through October 31, 2001, excluding this proposed action.

The total cost of this phase of work, including freeway analysis is \$5,384,684.59. The \$580,000 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 and environmental analysis. The remainder of the work for this phase will be funded.

## **FINANCIAL IMPACTS**

**Impact on Current Year Budget:** Not Applicable

**Impact on Sound Move Budget:** Not Applicable

**Impact on Cost-to-Complete:** Not Applicable

**Impact on Subarea(s) Budget(s):** Not Applicable

## **HISTORY OF PROJECT**

### **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 Environmental Impact Statement (EIS) and the Trans-Lake Washington Project EIS initiated by WSDOT.

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).

Funding and work has proceeded in stages based upon the complex number of issues associated with this project and WSDOT's funding availability. A consultant team was procured

to complete the work necessary through a Final EIS. However, the nature of the work has been driven by the questions to be answered and the funding available at the time. Step by step, designs have become more detailed and issues resolved based upon the work identified and review by the various committees on the project. By the end of January it is expected that the Executive Committee for the project will select the alternatives to go into the EIS.

### **Previous Work**

Sound Transit's original \$900,000 financial participation specifically reviewed alternative HCT modes and alignments across Lake Washington in both the I-90 and SR 520 corridor. Sound Transit was trying to answer the question, "should I-90 remain the preferred crossing for High Capacity Transit?" In order to answer that question, several HCT alignment alternatives were reviewed including fixed guideway and bus oriented solutions on both I-90 and SR 520. Potential alignment alternatives were defined through the Trans-Lake Washington Study Committee, July 1999 recommendations, as well as from scoping comments received in July/August of 2000.

This "alternatives analysis" stage was schedule to be completed by July 2001, but additional work has extended that date to January 2002. The additional technical HCT work, including conducting additional I-90 traffic, operations and bridge structural analysis was completed within the original funding request approved by the Finance Committee.

### **Future Work**

In order to continue progress given the schedule delay, Sound Transit and WSDOT have developed a work program through June 2002. The June 2002 date corresponds to WSDOT's funding certainty for the project. This work continues to refine the alternatives to take into the EIS for analysis and completes preliminary steps for conducting the EIS evaluation. Continued funding to complete the EIS process is dependent on upcoming legislative action. Specifically this request covers:

Documentation of the work on Sound Transit's original question	\$ 50,000
Preliminary technical design, modeling and baseline work for the Draft EIS	\$216,000
6% contribution towards joint work elements (e.g.: Project Mgt.; Public Outreach; etc.)	<u>\$314,000</u>
Total	\$580,000

In January the Board will be presented with information regarding the analysis done to date on the various HCT alternatives, and their relationship to highway and other improvements. The Board will be asked at that time to give direction on the future of HCT in the SR 520 corridor.

Sound Transit staff recommends the Board authorize the Executive Director to extend this agreement, substantially in the form as attached, and provide the additional \$580,000 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.

## Prior Board or Committee Actions and Relevant Board Policies

<b>Motion or Resolution Number</b>	<b>Summary of Action</b>	<b>Date of Action</b>
M2000-120	Authorizing 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	12/7/00

### **CONSEQUENCES OF DELAY**

There has been pressure from the Transportation Commission as well as the Executive Committee for the project to shorten the timeline as much as possible. As a result, project staff has continued to evaluate what portions of work can continue ahead of project decisions.

- A partial contribution will allow critical technical work to continue while the alternative selection process is completed.
- A total deferment will result in a delay to both highway and transit technical work dependent on modeling which is the driver for many other evaluations such as noise, air quality and transportation.

### **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; Seattle neighborhoods such as Montlake, Eastlake and Portage Bay; 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 Workshops and Open Houses. WSDOT, Sound Transit, and consultant staffs also have attended numerous community meetings giving overviews of the project and soliciting input.

### **LEGAL REVIEW**

Jordan Wagner 12/6/01

## **SOUND TRANSIT**

### **MOTION NO. M2001-134**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority to authorize the Executive Director to enter into a supplemental agreement with the Washington State Department of Transportation for services supporting the development of the Trans-Lake Washington Study Environmental Impact Statement, for an amount not to exceed \$580,000.

#### **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.

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 at looking at the various HCT alignment alternatives in order to select those for inclusion in an EIS. Potential alignment alternatives were defined as a result of the Trans-Lake Washington Study Committee, July 1999 recommendations; as well as from scoping comments received in July/August of 2000. The alternatives analysis stage was scheduled to be completed by July 2001, but additional work has extended that date to January 2002. The additional technical HCT work was completed within the original funding request of \$900,000.

In order to continue progress given the schedule delay, Sound Transit and WSDOT have developed a work program through June 2002. This date corresponds to the Washington State Department of Transportation’s funding certainty for the project. Continued funding is dependent on upcoming legislative action. This funding request is to cover costs associated with finalizing the selection of EIS alternatives and to begin the preliminary technical design, modeling and baseline work for the Draft EIS through that date in anticipation of continued funding.

#### **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 a supplemental agreement, substantially in the form as attached, with the Washington State Department of Transportation for services supporting development of the Trans-Lake Washington Study Environmental Impact Statement. The Agreement is for a total authorized amount not to exceed \$580,000.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof on the 20th day of December 2001.



Rob McKenna  
Rob McKenna  
Finance Committee Vice Chair

ATTEST:



Marcia Walker  
Marcia Walker  
Board Administrator

**SUPPLEMENTAL AGREEMENT # 1**  
**To**  
**Agreement GCA 2697**

**Between Washington State Department of Transportation  
and Sound Transit for Trans-Lake EIS**

THIS SUPPLEMENTAL #1, made this \_\_\_\_\_ day of \_\_\_\_\_ 2001, to that certain **Agreement GCA 2697 Between Washington State Department of Transportation and Sound Transit for Trans-Lake EIS** dated June 22, 2001, between Central Puget Sound Regional Transit Authority, (hereinafter referred to as "SOUND TRANSIT") and the State of Washington Department of Transportation, acting by and through the Secretary of Transportation (hereinafter referred to as the "STATE"), said agreement being hereinafter referred to as the "**Trans-Lake EIS Agreement**".

WHEREAS, the **Trans-Lake EIS Agreement** between the STATE and SOUND TRANSIT provides for written changes in scope of work and increase in cost.

WHEREAS, SOUND TRANSIT desires to amend the **Trans-Lake EIS Agreement** as required for additional work to complete the second-level screening of alternatives, identify appropriate alternatives to be evaluated in a draft environmental impact statement, and conduct preliminary engineering by the STATE and it's consultants.

NOW, THEREFORE, in consideration of the mutual promises herein contained, SOUND TRANSIT and the STATE agree to amend the **Trans-Lake EIS Agreement** as set forth below; provided however, that except as expressly amended herein, the terms and conditions in the **Trans-Lake EIS** shall remain unchanged.

**WORK TO BE PERFORMED**

SOUND TRANSIT hereby approves a change to the **Trans-Lake EIS Agreement** for work to be performed in the Trans-Lake Scope of Work , Work Order #6, Supplement 11 as set forth in **EXHIBIT B-1** attached hereto, incorporated herein by reference, and made a part of this **Supplemental Agreement # 1**.

**III. PAYMENT**

In consideration of work to be performed by the STATE and its contractors as set forth in **EXHIBIT B-1** and shown in the Estimate of Cost **EXHIBIT A-1**, SOUND TRANSIT agrees to provide funding for this element of the PROJECT in the lump fund amount of Five Hundred Eighty Thousand Dollars (\$ 580,000). Such an amount shall be in addition to the original contract amount. The new

total contract amount for the **Trans-Lake EIS Agreement** is hereby increased to an amount not to exceed \$ 1,480,000.

**IN WITNESS HEREOF**, SOUND TRANSIT and the STATE have executed this Supplemental Agreement # 1 to the **Trans-Lake EIS Agreement** as of the date first written above.

**CENTRAL PUGET SOUND  
REGIONAL TRANSIT AUTHORITY**

By:

\_\_\_\_\_  
Title:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Approved as to Form:

\_\_\_\_\_  
Sound Transit Attorney

\_\_\_\_\_  
Date

**WASHINGTON STATE  
DEPARTMENT OF TRANSPORTATION**

By:

\_\_\_\_\_  
Title:

\_\_\_\_\_  
Date

\_\_\_\_\_  
Approved as to Form:

\_\_\_\_\_  
Assistant Attorney General

\_\_\_\_\_  
Date