

SOUND TRANSIT

MOTION NO. M2005-83

A motion of the Board of the Central Puget Sound Regional Transit Authority directing Sound Transit staff to conduct further transportation analysis in the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor (via the I-90 bridge) and to review and consider the results as it continues its ST2 planning process.

Background:

The Sound Transit Board of Directors is in the process of updating the agency's Regional Transit Long-Range Plan. The Plan represents Sound Transit's goals, policies, and strategies to guide the long-term development of the region's high capacity transit system. The Plan is intended to guide how the Sound Transit system can best address the region's mobility needs and support growth management objectives, and it will be implemented in a series of phases.

The Plan includes a map depicting corridors that will be served by electric light rail, commuter rail, bus rapid transit (BRT), and regional express bus. The technology depicted on the map for the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor (via the I-90 bridge) is light rail or light rail convertible BRT.

The Board's decision to select light rail or light rail convertible BRT as the technology for serving this corridor in the Plan is based on the 2005 Supplemental Environmental Impact Statement (SEIS) on the Regional Transit Long-Range Plan, the 1993 EIS for the Regional Transit System Plan upon which the 2005 SEIS is based, and a number of technical reports, including a summary of prior I-90 studies (April 2004), the Puget Sound Regional Council (PSRC) corridor assessment (2004), the issue paper on five modal scenarios (March 2005), and the issue paper on hybrid scenarios and additional analyses (May 2005).

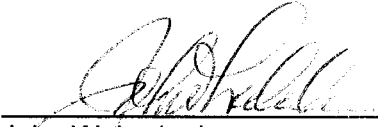
Sound Transit will continue to conduct additional studies as part of ST2, including further analysis of traffic congestion and management issues, consistent with the 1976 Memorandum Agreement for I-90 and its 2004 Amendment, as requested by the Washington State Department of Transportation (WSDOT) related to the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor including the I-90 facility and system. The Sound Transit Board will review and consider the results of these studies as it continues its ST2 planning process.

In addition, further analysis also will be prepared as part of project-level environmental review under the National and State Environmental Policy Acts (NEPA and SEPA). The Sound Transit Board recognizes that its regional planning decision about the technology or technologies for this corridor will be carried forward into such project-level environmental review and that Sound Transit must coordinate with the federal NEPA lead agencies and WSDOT to address NEPA requirements for the evaluation of alternatives.

Motion:


The Sound Transit Board directs staff to work in conjunction with WSDOT to complete further analysis of the I-90 bridge load testing and to examine traffic flow, mobility, accessibility, and capacity for all users across the lake. Sound Transit staff will collaborate with WSDOT to develop a scope of work, set a schedule, and identify consultant resources to complete the work in a timely fashion. The Board will review and consider the results of this analysis as it continues its ST2 planning process.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 7, 2005.



John W. Ladenburg
Board Chair

ATTEST:



Marcia Walker
Board Administrator