



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

May 23, 2000

HFO-WA.1/I-405

U.S. Environmental Protection Agency
Rick Parkin
Geographic Implementation Unit
Park Place Bldg.
1200 6th Ave., MS WD-126
Seattle, WA 98101

**Re: I-405 Corridor Program
Request for Cooperating Agency Status**

Dear Mr. Parkin:

The Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Washington State Department of Transportation (WSDOT), King County, and Sound Transit would like to formalize our existing relationship involving the I-405 Corridor Program. **We request your participation as a cooperating agency in the preparation of an Environmental Impact Statement (EIS)** to examine the proposed action for the 30-mile-long Interstate 405 (I-405) corridor, between its southern intersection with Interstate 5 (I-5) in the City of Tukwila in King County, Washington, and its northern intersection with I-5 in Snohomish County, Washington. The proposed action would provide an efficient, integrated, and multi-modal system of transportation solutions to improve movement of people and goods, reduce foreseeable traffic congestion, and enhance mobility in the corridor study area, which extends approximately one to three miles on either side of I-405.

The FHWA and WSDOT are preparing a combined NEPA/SEPA EIS that will evaluate alternative solutions to satisfy existing and future transportation needs. The I-405 Corridor Program EIS is a "Reinventing NEPA" pilot project, intended to evaluate and improve the application of the NEPA process. The pilot process was developed cooperatively by Washington State and Federal agencies, and is jointly sponsored by WSDOT and FHWA.

Your previous and continued participation is welcomed as you have special expertise or permitting authority for this project's affected environment. We invite you to work with us to identify those environmental factors that you consider to be most critical, and to ensure that the NEPA/SEPA EIS adequately addresses your concerns.

ALTERNATIVES

The I-405 Executive Committee and Steering Committee have not yet identified specific alternatives to be included in the EIS. This is because the new NEPA process being pilot-tested as part of the I-405 EIS calls for this identification at a later stage. However, a wide range of alternative actions have been suggested during the Executive Committee, Steering Committee, Citizen's Committee, public and agency scoping meetings held to date. These include: (1) implementing a range of transportation system

management (TSM) and transportation demand management (TDM) measures; (2) expanding the capacity of the existing I-405; (3) expanding the capacity and improving the continuity of the adjacent arterial network; (4) expanding the capacity of the existing bus transit system; (5) implementing new high-capacity transit; and/or (6) a combination of elements of the preceding alternatives. Also, a variety of land use and development controls by local jurisdictions may be identified, but these are not within the jurisdiction of the WSDOT or the FHWA.

ENVIRONMENTAL RESOURCES AND ISSUES

The following is a preliminary list of the environmental and land resources that are in the corridor study area, and potential issues that the EIS will likely address. Whether they are in the potential impact zone, or would likely be affected by any alternative, is not known at this time.

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| Air Quality | Geology and Soils |
| Waterways and Hydrological Systems | Water Quality |
| Flood Plains | Fisheries and Wildlife |
| Wetlands | Displacements and Relocation |
| Land and Shoreline Use | Social and Economic Impacts |
| Cultural Resources | Visual Quality |
| Energy | Noise |
| Hazardous Waste | Surface Transportation |
| Public Services | Utilities |

POTENTIAL FEDERAL, STATE AND LOCAL PERMITS AND APPROVALS

The following is a list of permits or approvals that may be required, depending on the alternative selected, its location, and its effects:

- ◇ Section 404, Clean Water Act, Permit – U.S. Army Corps of Engineers and U.S. Environmental Protection Agency
- ◇ Section 7, Endangered Species Act, consultation (northern bald eagle, Chinook salmon, bull trout) – U.S. Fish and Wildlife Service; National Marine Fisheries Service
- ◇ Wildlife Attraction notification and coordination (wetland/detention pond within 5,000 feet of runway) – Renton Airport and Federal Aviation Administration
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As a cooperating agency, your agency's involvement should entail those areas under its jurisdiction or special expertise that need to be addressed to satisfy your concerns. No direct writing or analysis will be

necessary for the document's preparation. However, you are expected to tell us if, at any point in the process, your needs are not being met.

The following are actions we will take to maximize interagency cooperation:

- ◇ Invite you to Steering Committee meetings and other coordination meetings and joint field reviews;
- ◇ Consult with you on any relevant technical studies that will be required for the project;
- ◇ Provide you with study results, Steering Committee minutes, and project information;
- ◇ Invite you to joint public involvement activities;
- ◇ Provide a review copy of the pre-draft and pre-final EIS for any changes needed to reflect your views and concerns; and
- ◇ Provide adequate information for cooperating agencies to discharge their NEPA and SEPA responsibilities and any other requirements regarding jurisdictional approvals, permits, licenses, and/or clearances.

We expect that at the end of the process the EIS will satisfy your NEPA/SEPA requirements including those related to alternatives, review of environmental consequences, and mitigation. We also expect that the document will address any concerns you may have resulting from your responsibilities under other federal and state laws and regulations. We intend to use the EIS as the basis for the Record of Decision (decision making document).

If you have any questions or would like to discuss our agencies' respective roles and responsibilities during the preparation of the EIS, please me at (360) 753-9550. For project information, call Michael Cummings of WSDOT at (206) 464-6223

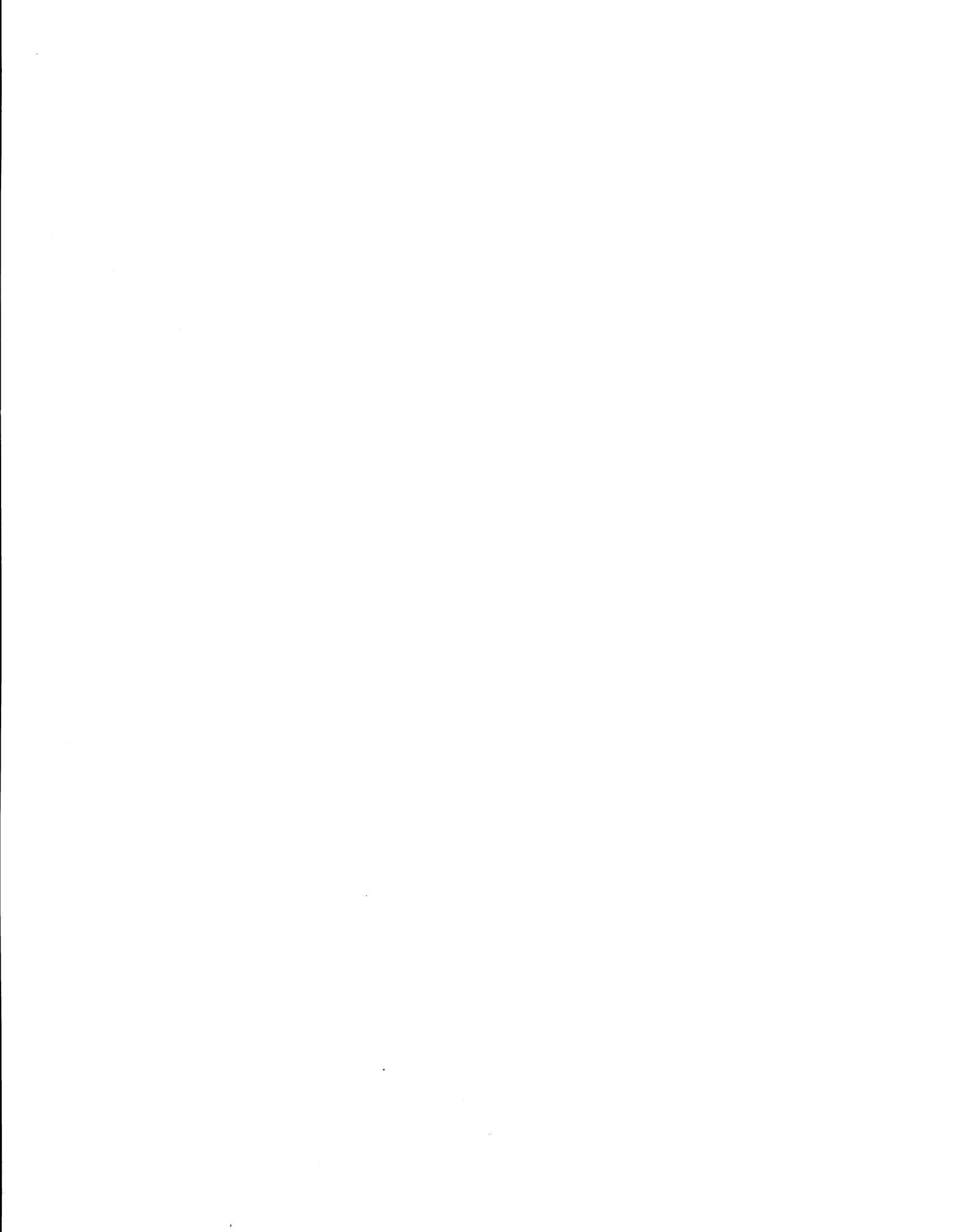
Sincerely,

GENE K. FONG
Division Administrator

Michael R. Brower
Transportation and Environmental Engineer

Enclosures

cc: Mike Brower, FHWA
Ben Brown, WSDOT
Michael Cummings, WSDOT
Others (Listed on Attached)





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May 23, 2000

HFO-WA.1/I-405

Washington State Department of Ecology
Sandra Manning
Environmental Review
P.O. Box 47600
Olympia, WA 98504-7600

**Re: I-405 Corridor Program
Request for Cooperating Agency Status**

Dear Ms. Manning:

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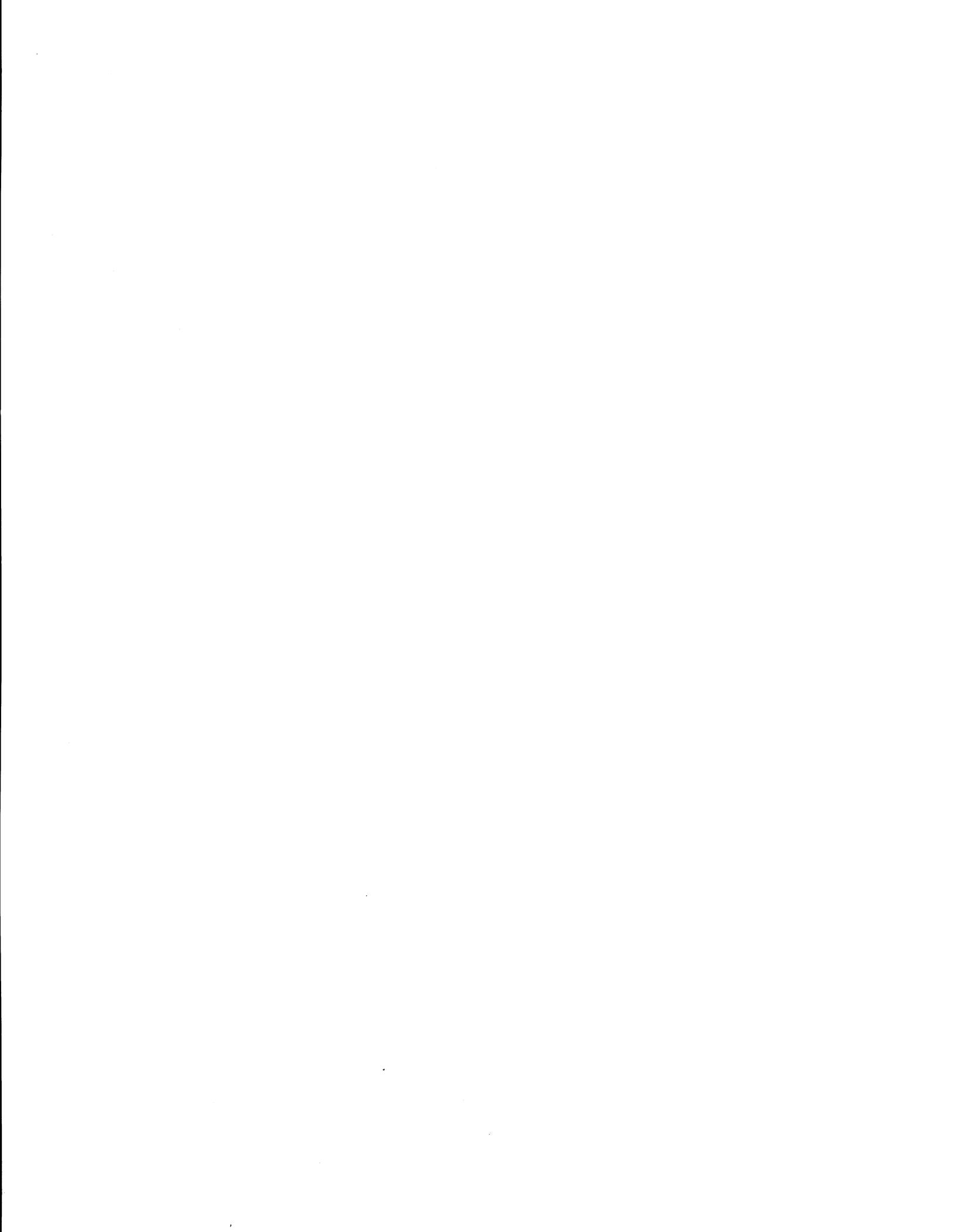
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Enclosures

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May 23, 2000

HFO-WA.1/I-405

Washington Department of Fish & Wildlife
Cynthia Pratt
600 Capitol Way N
Olympia, WA 98501-1091

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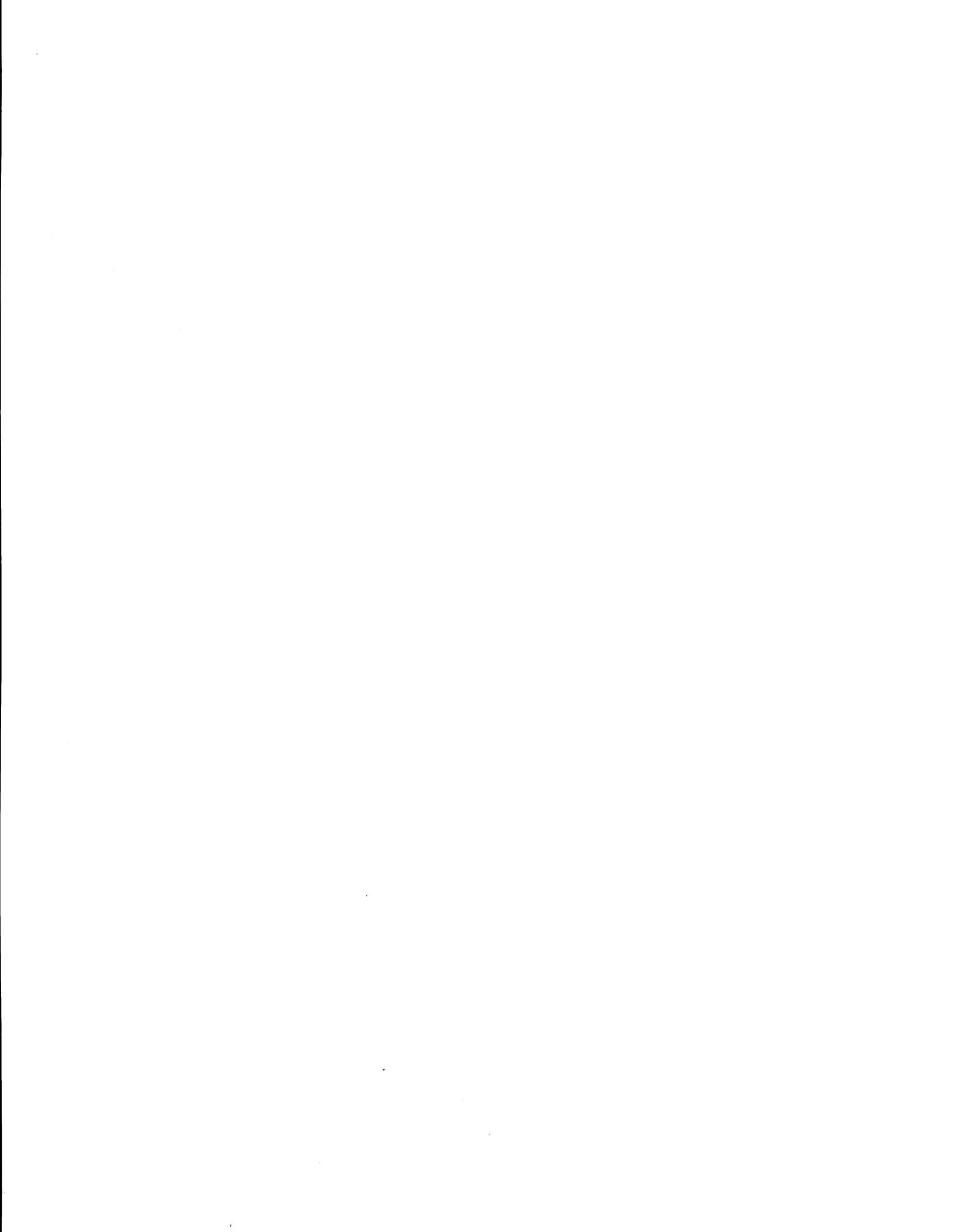
Enclosures

cc: Mike Brower, FHWA
Ben Brown, WSDOT
Michael Cummings, WSDOT
Others (Listed on Attached)



INTERSTATE 405 CORRIDOR - PERSONS cc'd

Kim Becklund, City of Bellevue
Connie Marshall, City of Bellevue
Ron Smith, Council Member, City of Bellevue
Goran Spartman, City of Bellevue
Sandra Guinn, Council Member, City of Bothell
Eddie Low, City of Bothell
Jim Arndt, Public Works Director, City of Kirkland
Sants Contreras, Council Member, City of Kirkland
Joan McBride, Council Member, City of Kirkland
Gary Adams, Mayor, City of Newcastle
Kevin Gross, City of Newcastle
Don Cairns, City of Redmond
Rosemarie Ives, Mayor, City of Redmond
Sue Carlson, City of Renton
Randy Cornan, Council Member, City of Renton
Sandra Meyer, City of Renton
Pam Carter, Council Member, City of Tukwila
Johannes Kurz, City of Tukwila
Jim Morrow, City of Tukwila
Steve Mullet, City of Tukwila
Rob McKenna, King County Council
Don Ding, King County DOT
Roy Francis, King County Department of Transportation
Sally Marks, King County DOT
Harold Taniguchi, King County Executive Office
Ron Sims, Executive, King County
Barbara Cothorn, Snohomish County Council
Dave Somers, Snohomish Co Council
Linda Gehrke, Federal Transit Administration
Tom Gibbons, National Marine Fisheries Service
Dan Guy, National Marine Fisheries Service
Steve Landino, National Marine Fisheries Service
Dan Tonnes, National Marine Fisheries Service
Jack Kennedy, U. S. Army Corps of Engineers
Richard Clark, U.S. EPA
Bill Ryan, U.S. Environmental Protection Agency
Christopher Hurst, WA State House of Representatives
Cheryl Pflug, WA State House of Representatives
Jim Horn, WA State Senate
Margarita Prentice, WA State Senate
George Kargianis, WA State Transp. Commission
Bob Edwards, Puget Sound Regional Council
Tom Fitzsimmons, WA State Dept. of Ecology
Loree Randal, WA State Dept. of Ecology
Mike Rundlet, WA State Dept. of Ecology
Janet Thompson, WA State Dept. of Ecology
Ted Muller, WDFW
Barbara Gilliland, Sound Transit
Brian O'Sullivan, Sound Transit Board
Rob McKenna, Sound Transit Board
Dave Farling, Sound Transit Board
Terra Hegy, Washington Fish & Wildlife





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June 5, 2000

HFO-WA.1/I-405

The Honorable John Daniels, Jr., Chairperson
Muckleshoot Tribe
39015 172nd Avenue SE
Auburn, WA 98092-9763

Attention: Donna Hogerhuis, Cultural Resources

**I-405 Corridor EIS
Request for Tribal Consultation**

Dear Chairperson Daniels:

The Federal Highway Administration and the Washington State Department of Transportation are developing an undertaking to address an identified transportation need in King County. A brief description of this undertaking follows:

The I-405 Corridor EIS is a multi-agency sponsored, community-based partnership to create a package of integrated, multi-modal transportation improvements that will address future transportation needs in the I-405 Corridor. The I-405 Corridor spans central King and south-central Snohomish Counties east of the Seattle metropolitan area. The EIS includes an active public involvement program and a detailed environmental review process. The final package of transportation improvements developed through the I-405 Corridor Program, and evaluated in the EIS, will propose adoption into local, regional, state, and federal transportation plans and programs.

The purpose of the program is to improve existing and future mobility for people and goods; to reserve environmental quality; and to establish the best package of programs and projects to implement. Further information regarding the program schedule, scope, and study process is available at the following WSDOT web site: <http://www.wsdot.wa.gov/I-405/default.htm>.

To obtain further project specific information please contact WSDOT representatives Carol Hunter at (425)452-9337 or Dean Torkko at (206)440-4527.

In order to ensure that we take into account the effects of this undertaking on properties listed in

or eligible for listing in the National Register of Historic Places, the FHWA is initiating formal Section 106 consultation pursuant to 36 CFR 800.2(a)(4). Recognizing the government-to-government relationship which we have with the tribe, the Federal Highway Administration will continue to play a key role in this undertaking as the responsible Federal agency. You may contact us at anytime for assistance with the process and/or the undertaking. Also, since the Washington State Department of Transportation will be directly managing the cultural resources studies and will be carrying out this undertaking, we encourage you to participate in direct consultation with the WSDOT and their consultants.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party and identifying key tribal contacts, is greatly appreciated. Please provide a response within thirty (30) calendar days so that we may set up a meeting to discuss this undertaking and the area of potential effects. Should you have any questions about this matter, you may contact our Section 106 specialist, Dave Leighow, by phone at (360) 753-9486 or by e-mail at dave.leighow@fhwa.dot.gov. You may also contact Sandie Turner, WSDOT Cultural Resources Manager, by phone at (360) 705-7493 or by e-mail at turners@wsdot.wa.gov.

Sincerely,

/s/ Gene K. Fong

GENE K. FONG
Division Administrator

Enclosures

cc: Dr. Allyson Brooks, SHPO
Sandie Turner, WSDOT, OSC Environmental Office, MS 47331 2A
Ben Brown, WSDOT, NWR, MS NB82-138
Dave Leighow, FHWA

MRBROWER:TG

06-05-00

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HFO-WA.1/I-405

The Honorable Lonnie Salem, Chairperson
Yakama Nation
PO Box 151
Toppenish, WA 98948-0151

Attention: Johnson Meninick, Cultural Resources

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Division Administrator

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Ben Brown, WSDOT, NWR, MS NB82-138
Dave Leighow, FHWA

MRBROWER:TG

06-05-00

MRB0605TG04.WPD



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<http://www.fhwa.dot.gov/wadiv>

BLUE COPY

June 5, 2000

HFO-WA.1/I-405

The Honorable Douglas Paul Lavan, Chief
Kikiallus Indian Nation
3933 Bagley Avenue N.
Seattle, WA 98103

I-405 Corridor EIS Request for Tribal Consultation

Dear Chief Lavan:

The Federal Highway Administration and the Washington State Department of Transportation are developing an undertaking to address an identified transportation need in King County. A brief description of this undertaking follows:

The I-405 Corridor EIS is a multi-agency sponsored, community-based partnership to create a package of integrated, multi-modal transportation improvements that will address future transportation needs in the I-405 Corridor. The I-405 Corridor spans central King and south-central Snohomish Counties east of the Seattle metropolitan area. The EIS includes an active public involvement program and a detailed environmental review process. The final package of transportation improvements developed through the I-405 Corridor Program, and evaluated in the EIS, will propose adoption into local, regional, state, and federal transportation plans and programs.

The purpose of the program is to improve existing and future mobility for people and goods; to reserve environmental quality; and to establish the best package of programs and projects to implement. Further information regarding the program schedule, scope, and study process is available at the following WSDOT web site: <http://www.wsdot.wa.gov/I-405/default.htm>.

To obtain further project specific information please contact WSDOT representatives Carol Hunter at (425)452-9337 or Dean Torkko at (206)440-4527.

In order to ensure that we take into account the effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places, the FHWA is initiating formal

Section 106 consultation pursuant to 36 CFR 800.2(a)(4). Recognizing the government-to-government relationship which we have with the tribe, the Federal Highway Administration will continue to play a key role in this undertaking as the responsible Federal agency. You may contact us at anytime for assistance with the process and/or the undertaking. Also, since the Washington State Department of Transportation will be directly managing the cultural resources studies and will be carrying out this undertaking, we encourage you to participate in direct consultation with the WSDOT and their consultants.

Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party and identifying key tribal contacts, is greatly appreciated. Please provide a response within thirty (30) calendar days so that we may set up a meeting to discuss this undertaking and the area of potential effects. Should you have any questions about this matter, you may contact our Section 106 specialist, Dave Leighow, by phone at (360) 753-9486 or by e-mail at dave.leighow@fhwa.dot.gov. You may also contact Sandie Turner, WSDOT Cultural Resources Manager, by phone at (360) 705-7493 or by e-mail at turners@wsdot.wa.gov.

Sincerely,

/s/ Gene K. Fong

GENE K. FONG
Division Administrator

Enclosures

cc: Dr. Allyson Brooks, SHPO
Sandie Turner, WSDOT, OSC Environmental Office, MS 47331 2A
Ben Brown, WSDOT, NWR, MS NB82-138
Dave Leighow, FHWA

MRBROWER:TG

06-05-00

MRB0605TG05.WPD



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

BLUE COPY

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

June 5, 2000

HFO-WA.1/I-405

The Honorable Cecile Hansen, Chairperson
Duwamish Tribe
140 Rainier Avenue S. Suite 6
Renton, WA 98055-2000

**I-405 Corridor EIS
Request for Tribal Consultation**

Dear Chairperson Hansen:

The Federal Highway Administration and the Washington State Department of Transportation are developing an undertaking to address an identified transportation need in King County. A brief description of this undertaking follows:

The I-405 Corridor EIS is a multi-agency sponsored, community-based partnership to create a package of integrated, multi-modal transportation improvements that will address future transportation needs in the I-405 Corridor. The I-405 Corridor spans central King and south-central Snohomish Counties east of the Seattle metropolitan area. The EIS includes an active public involvement program and a detailed environmental review process. The final package of transportation improvements developed through the I-405 Corridor Program, and evaluated in the EIS, will propose adoption into local, regional, state, and federal transportation plans and programs.

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Sincerely,

/s/ Gene K. Fong

GENE K. FONG
Division Administrator

Enclosures

cc: Dr. Allyson Brooks, SHPO
Sandie Turner, WSDOT, OSC Environmental Office, MS 47331 2A
Ben Brown, WSDOT, NWR, MS NB82-138
Dave Leighow, FHWA

MRBROWER:TG

06-05-00

MRB0605TG03.WPD



U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

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Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

June 5, 2000

HFO-WA.1/I-405

The Honorable Joseph O. Mullen, Chairperson
Snoqualmie Tribe
PO Box 280
Carnation, WA 98014

Attention: Ailene Enickkanim Ventura, Cultural Resources

**I-405 Corridor EIS
Request for Tribal Consultation**

Dear Chairperson Mullen:

The Federal Highway Administration and the Washington State Department of Transportation are developing an undertaking to address an identified transportation need in King County. A brief description of this undertaking follows:

The I-405 Corridor EIS is a multi-agency sponsored, community-based partnership to create a package of integrated, multi-modal transportation improvements that will address future transportation needs in the I-405 Corridor. The I-405 Corridor spans central King and south-central Snohomish Counties east of the Seattle metropolitan area. The EIS includes an active public involvement program and a detailed environmental review process. The final package of transportation improvements developed through the I-405 Corridor Program, and evaluated in the EIS, will propose adoption into local, regional, state, and federal transportation plans and programs.

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Your response to this letter, acknowledging your interest in participating in this undertaking as a consulting party and identifying key tribal contacts, is greatly appreciated. Please provide a response within thirty (30) calendar days so that we may set up a meeting to discuss this undertaking and the area of potential effects. Should you have any questions about this matter, you may contact our Section 106 specialist, Dave Leighow, by phone at (360) 753-9486 or by e-mail at dave.leighow@fhwa.dot.gov. You may also contact Sandie Turner, WSDOT Cultural Resources Manager, by phone at (360) 705-7493 or by e-mail at turners@wsdot.wa.gov.

Sincerely,

/s/ Gene K. Fong

GENE K. FONG
Division Administrator

Enclosures

cc: Dr. Allyson Brooks, SHPO
Sandie Turner, WSDOT, OSC Environmental Office, MS 47331 2A
Ben Brown, WSDOT, NWR, MS NB82-138
Dave Leighow, FHWA

MRBROWER:TG

06-05-00

MRB0605TG02.WPD

I-405 Corridor Program EIS Concurrence Form

Date sent: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: FEDERAL HIGHWAY ADMINISTRATION

Signature: James A. Leonard

Title: URBAN TRANSPORTATION / ENVIRONMENTAL ENGINEER

Date: 7/31/2000

Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov





U.S. Department
of Transportation

**Federal Highway
Administration**

Washington Division

Suite 501 Evergreen Plaza
711 South Capitol Way
Olympia, Washington 98501-1284
(360) 753-9480
(360) 753-9889 (FAX)
<http://www.fhwa.dot.gov/wadiv>

**RECEIVED
APR 18 2001**

April 16, 2001

HFO-WA.3/I-405 Corridor

Melissa Calvert - Coordinator
Muckleshoot Wildlife and Cultural Resources Programs
Muckleshoot Indian Tribe
39015 172nd Avenue S.E.
Auburn, Washington 98092-2242

I-405 Corridor Program

Dear Ms. Calvert:

Thank you for your letter of March 27, 2001, regarding our recent meeting with your Committee.

I have discussed your issues of concern with the Washington State Department of Transportation [WSDOT] staff and we feel that there must have been a misunderstanding during our meeting, or perhaps we did not clearly communicate the FHWA/WSDOT proposals for the NEPA/SEPA compliance process.

Mr. Cummings staff have agreed to call you, as suggested, to set up a follow-up meeting where we would be happy to show and describe for you the numerous environmental studies that have recently been completed for the corridor level Draft Environmental Impact Statement [DEIS]. As the DEIS is adopted by the co-lead agencies it will be made available for public and agency review, not only as you suggested, but as required by both the NEPA and SEPA requirements.

As discussed during the meeting, this Corridor Program Environmental Impact statement [EIS] is a 'Pilot' Re-inventing NEPA process and is supported by the various state and federal environmental resource agencies. One of the reasons for the corridor level EIS is to avoid the issues you have raised, segmenting of the overall analysis, and to obtain a better understanding of the cumulative effects of such an undertaking. As the corridor level environmental process is completed, prior to any construction taking place, a project level analysis will be completed to allow a more specific analysis of impacts and mitigation measures to be accomplished.

I hope this clarifies some of the questions you had on the process and eliminates some of your concerns. I look forward to the follow-up meeting in the near future, so we can discuss these issues and processes in more detail.

If you have questions in the meantime, please do not hesitate to call me a 360-753-9408.

Sincerely,

HARRY R. BENNETTS
Acting Division Administrator

James A Leonard

By: James A. Leonard
Urban Transportation & Environmental
Engineer

Cc: John Okamoto – WSDOT
Mike Cummings – WSDOT



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Urban Corridors Office
401 Second Avenue S, Suite 300
SEATTLE, WA 98104

May 23, 2002

HFO-WA.3/SR405

John Iani, Regional Administrator
U. S. Environmental Protection Agency, Region 10
Environmental Protection Agency
1200 Sixth Ave
Seattle, WA 98101-3123

**I-405 Concurrence Point 3, Conflict
Resolution**

Dear Mr. Iani:

This letter serves to inform you that the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) in conjunction with the co-lead agencies, Federal Transit Administration, King County and Sound Transit are initiating the conflict resolution process for the I-405 Corridor Program. This process is being initiated for concurrence point 3 of the Re-Invent NEPA Pilot Project. Lack of concurrence poses a critical undue hardship for the Corridor Program and its resources. As such, FHWA and WSDOT will be elevating the conflict resolution to Level 3 of our procedures (see enclosed).

On March 19, 2002 WSDOT sent a package to the I-405 Corridor Program Steering Committee requesting concurrence on the Corridor Program Environmental Impact Statement (EIS) Preferred Alternative and mitigation concept. In accordance with procedures identified in the Re-Invent NEPA pilot project, this package represents the third and final concurrence point. Response was requested by April 5, 2002.

During the intervening six weeks, staffs from both our agencies have met to discuss the technical merits of the preferred alternative and mitigation concept. In addition, staffs have exchanged several phone calls, draft technical memoranda and emails. The best efforts of staff to resolve the technical and philosophical differences have not resulted in concurrence from your agency.

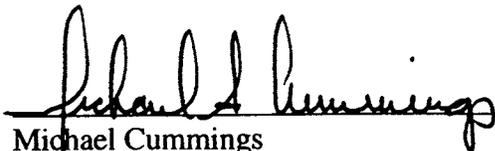
In an effort to keep this critical project moving and achieve our goal for a consensus driven EIS process, the co-leads will be referring the unresolved issues to the executive level decision makers within each agency. In accordance with the procedures, it is expected that a meeting among these decision makers will be scheduled within 5 calendar days. You will be contacted shortly to make the arrangements for that meeting.

Should you have any questions, please contact WSDOT staff, Rick Singer at (360) 791-6326 or Christina Martinez at (206) 389-3256 or FHWA staff, Jim Leonard at (360) 753-9408.



Daniel M. Mathis, P.E.
Division Administrator

Federal Highway Administration



Michael Cummings
Director of Environmental and System
Integration

WSDOT Urban Corridor Office

cc: Judith Lee, EPA
Jonathan Friedman, EPA
Jerry Alb, WSDOT

JALeonard:ML

11:55am

JAL0523ML02.DOC



U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON DIVISION
SUITE 501, EVERGREEN PLAZA
711 SOUTH CAPITOL WAY
OLYMPIA, WA 98501



WASHINGTON STATE DEPARTMENT OF TRANSPORTATION
Urban Corridors Office
401 Second Avenue S, Suite 300
SEATTLE, WA 98104

May 23, 2002

HFO-WA.3/SR405

Ken Berg, Manager
Western Washington Office
U. S. Fish & Wildlife Service
510 Desmond Dr. SE Suite 102
Lacey, WA. 98503-1291

**I-405 Concurrence Point 3, Conflict
Resolution**

Dear Mr. Berg:

This letter serves to inform you that the Federal Highway Administration (FHWA) and Washington State Department of Transportation (WSDOT) in conjunction with the co-lead agencies, Federal Transit Administration, King County and Sound Transit are initiating the conflict resolution process for the I-405 Corridor Program. This process is being initiated for concurrence point 3 of the Re-Invent NEPA Pilot Project. Lack of concurrence poses a critical undue hardship for the Corridor Program and its resources. As such, FHWA and WSDOT will be elevating the conflict resolution to Level 3 of our procedures (see enclosed).

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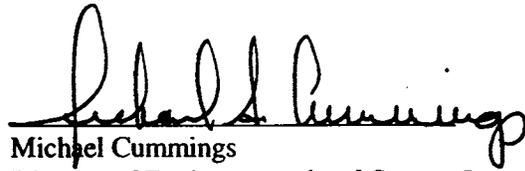
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Should you have any questions, please contact WSDOT staff, Rick Singer at (360) 791-6326 or Christina Martinez at (206) 389-3256 or FHWA staff, Jim Leonard at (360) 753-9408.



Daniel M. Mathis, P.E.
Division Administrator
Federal Highway Administration



Michael Cummings
Director of Environmental and System Integration
WSDOT Urban Corridor Office

cc: Lynn Childers, USFWS
Jim Michaels, USFWS
Nancy Brennan-Dubbs, USFWS
Jerry Alb, WSDOT

JALeonard:ML

11:50am

JAL0523ML01.DOC

Federal Transit Administration

I-405 Corridor Program EIS Concurrence Form

Date sent: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: FTA
Signature: John Hoffman
Title: Community Planner
Date: 8-30-00

All reasonable alternatives presented in the future must be considered.

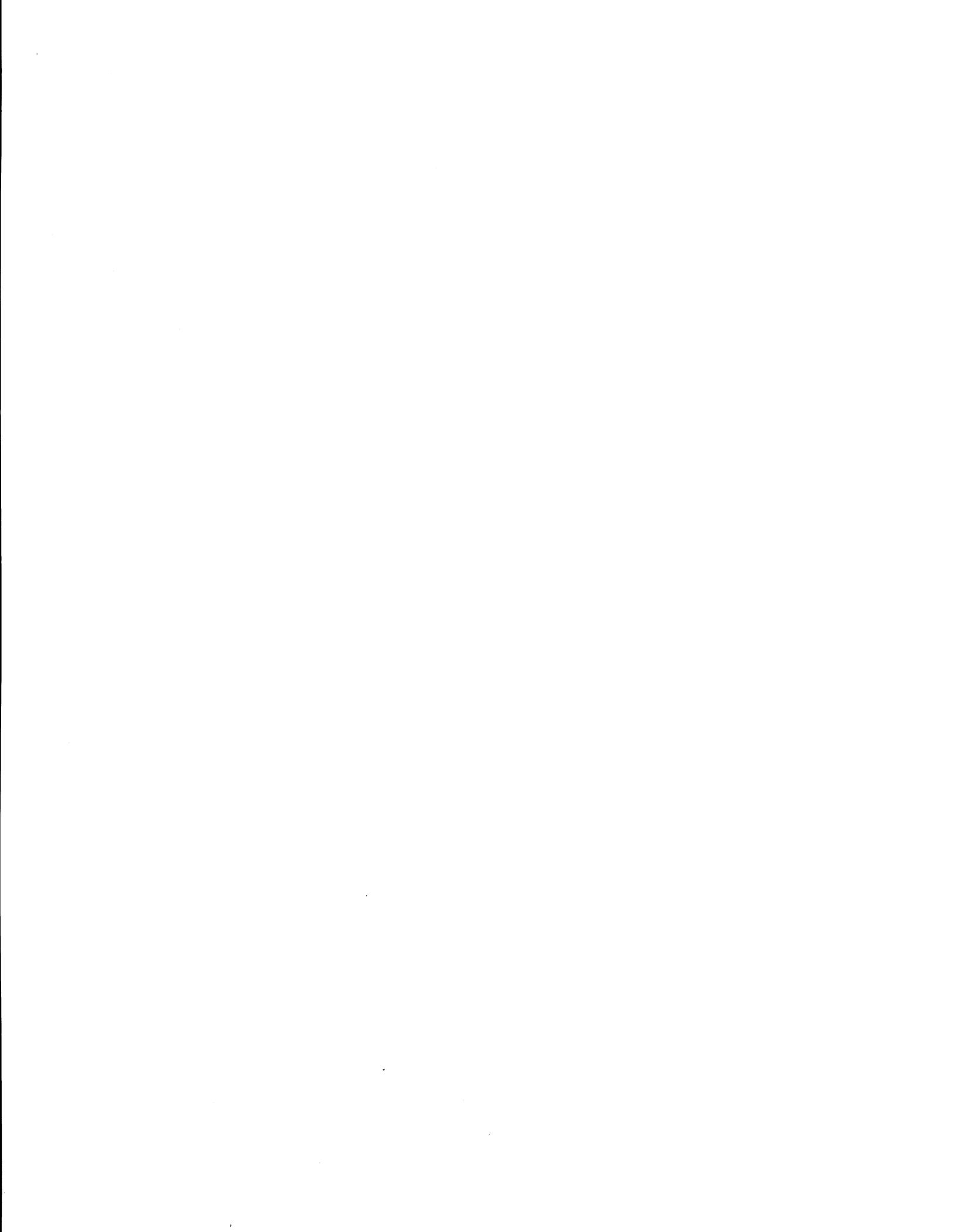
Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov





U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

June 6, 2002

Mr. Michael Cummings
Project Manager
Washington State Department of Transportation
401 Second Avenue South, Suite 300
Seattle, WA 98104-2862

Re: I-405 Corridor Program
Authorization to Finalize FEIS

We have reviewed the preliminary Final Environmental Impact Statement (FEIS), March 2002, and the "camera-ready" FEIS, June 2002, for the I-405 Corridor Program. The FEIS, as revised, provides a complete, objective and technically sufficient analysis of the potential impacts on the human, economic, and social environment, examining potential impacts from construction as well as operation and maintenance.

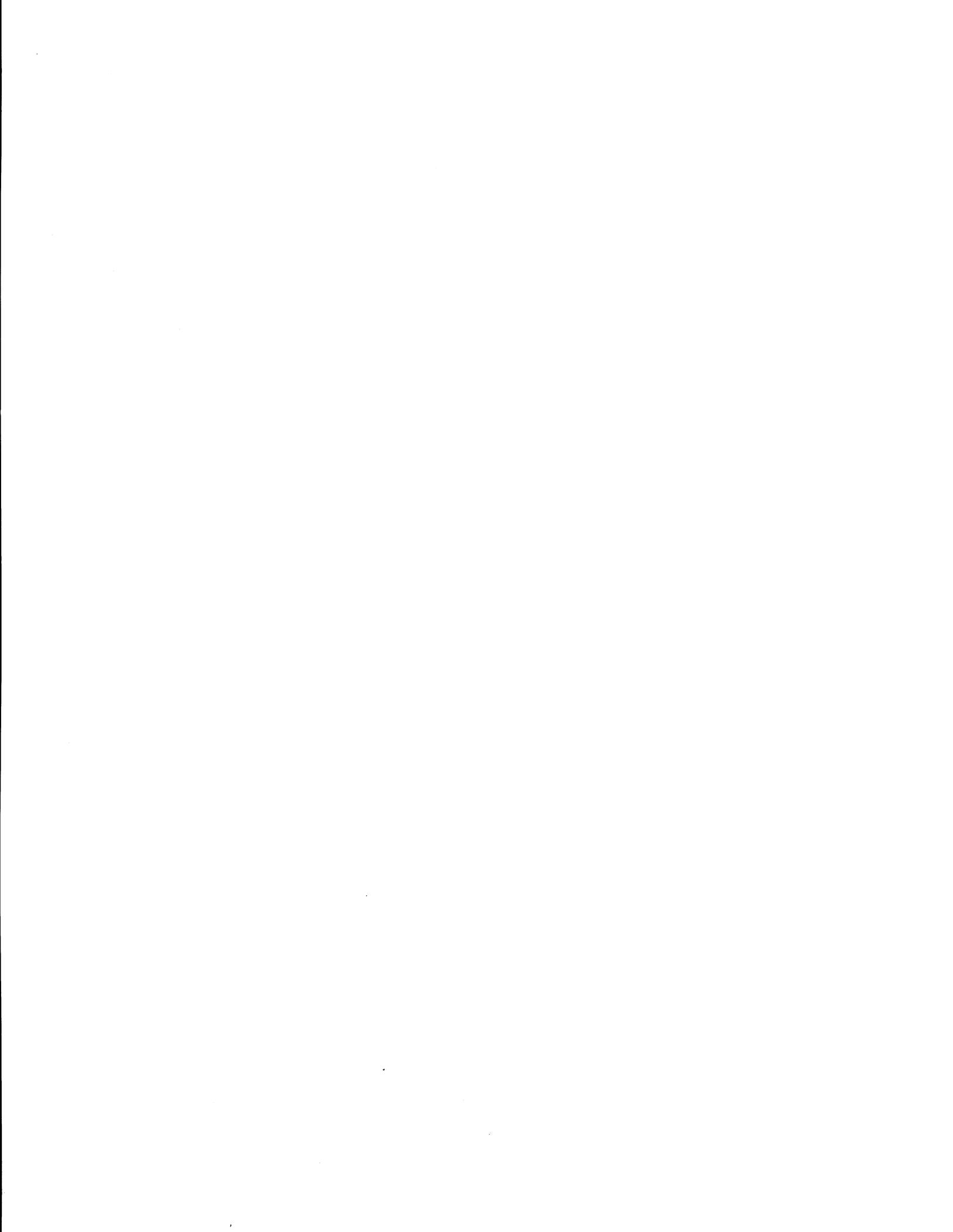
This letter serves as your authorization to proceed with printing the FEIS. As you know, the availability of the FEIS must be advertised to the public and to other interested agencies. Please see the Federal Transit Administration's environmental review regulations at 23 CFR 771.125 for more details.

Please call John Witmer, (206) 220-7964, if you have any questions.

Sincerely,

Richard F. Krochalis
Regional Administrator

| | | | |
|------------------------------|----------------|---------|----------------|
| NATURE SAVER™ FAX MEMO 01616 | | Date | # of pages ▶ 1 |
| To | Jason McKinney | From | John Witmer |
| Co./Dept. | | Co. | FTA |
| Phone # | | Phone # | 220-7964 |
| Fax # | | Fax # | |



King County

RECEIVED
OCT 23 1999

**I-405 Corridor Program
EIS Concurrence Form**

Date sent: September 29, 1999

Concurrence Point: 1. Purpose and Need -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

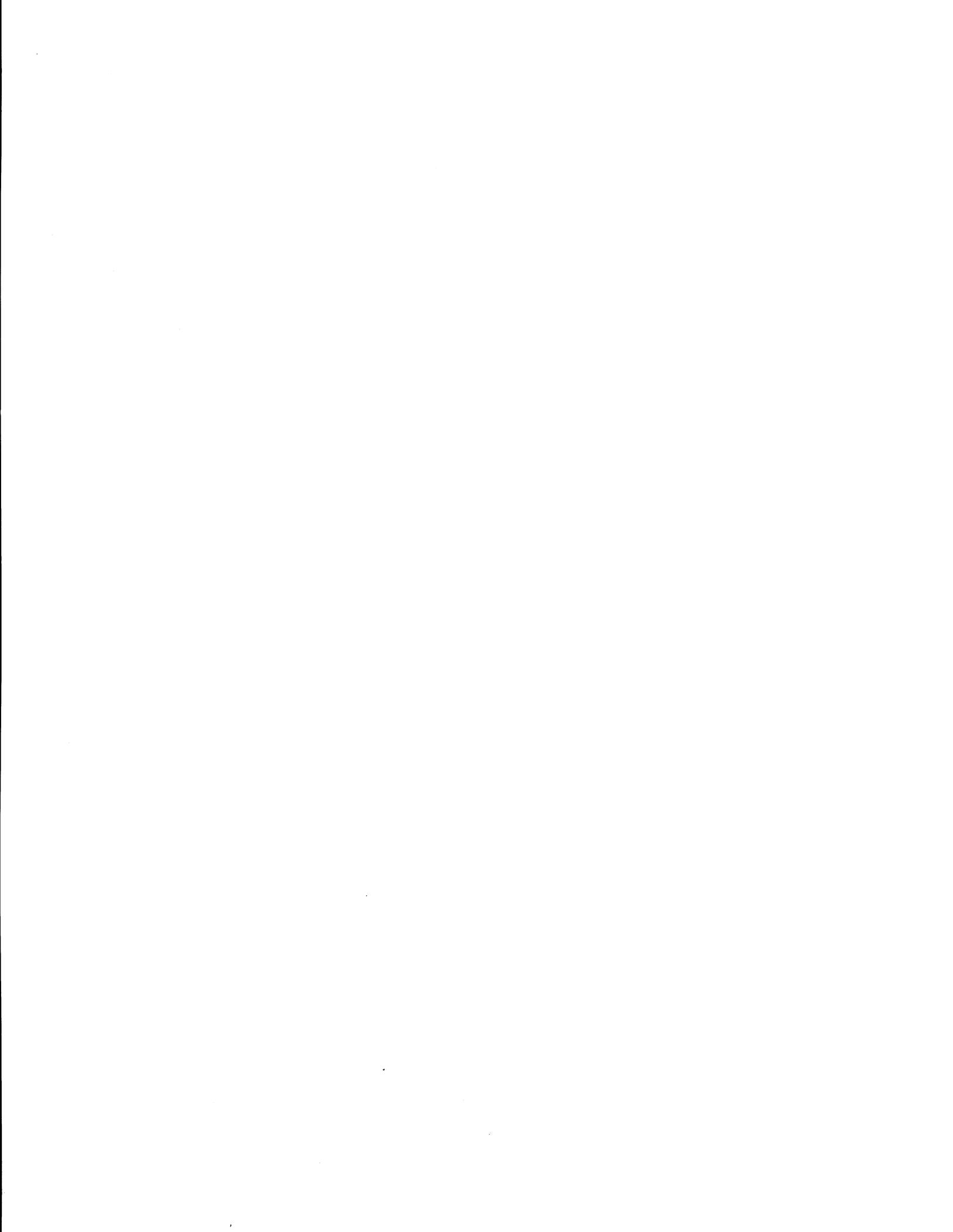
- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: King County
Signature: *Roy Francis*
Title: Manager, Transportation Planning Division
Date: October 28, 1999

Concur
 Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:
Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue South Suite 300
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov



I-405 Corridor Program EIS Concurrence Form

Date sent.: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: KCDOT
Signature: *Roy Franco*
Title: *Manager*
Date: *8/11/00*

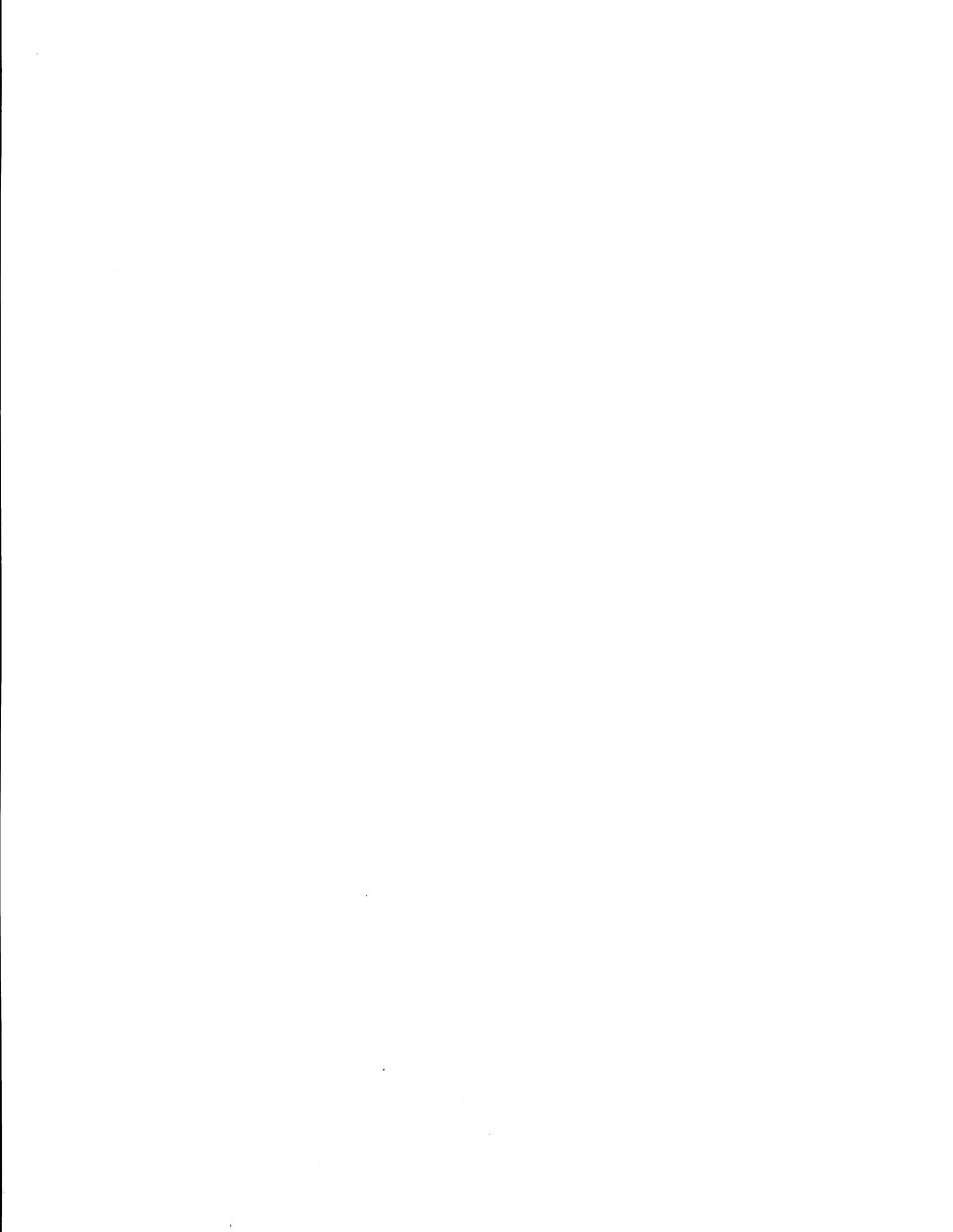
Concur

Non-concur
(Circle one)

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Return to:

Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov





**King County
Department of Transportation**
201 South Jackson Street
Seattle, WA 98104-3856

May 17, 2002

Michael Cummings, Project Manager
Urban Corridors Office
Washington State Department of Transportation
401 Second Avenue S., Suite 300
Seattle, WA 98104

Subject: I-405 Corridor Program – Concurrence #3

Dear Mr. Cummings:

Enclosed is the King County Department of Transportation (DOT) concurrence on the Preferred Alternative and the Corridor Environmental Program. We understand by signing this concurrence the Department agrees to work in good faith to amend plans and programs consistent with these documents.

Concurrence does not presume future decisions by King County to commit funds to the elements of the corridor program beyond existing plans and programs. As a co-lead on this project, King County DOT supports the transportation vision for the corridor. That vision extends twenty to thirty years into the future and is, of course, subject to appropriate funding and phasing decisions and changing conditions over time.

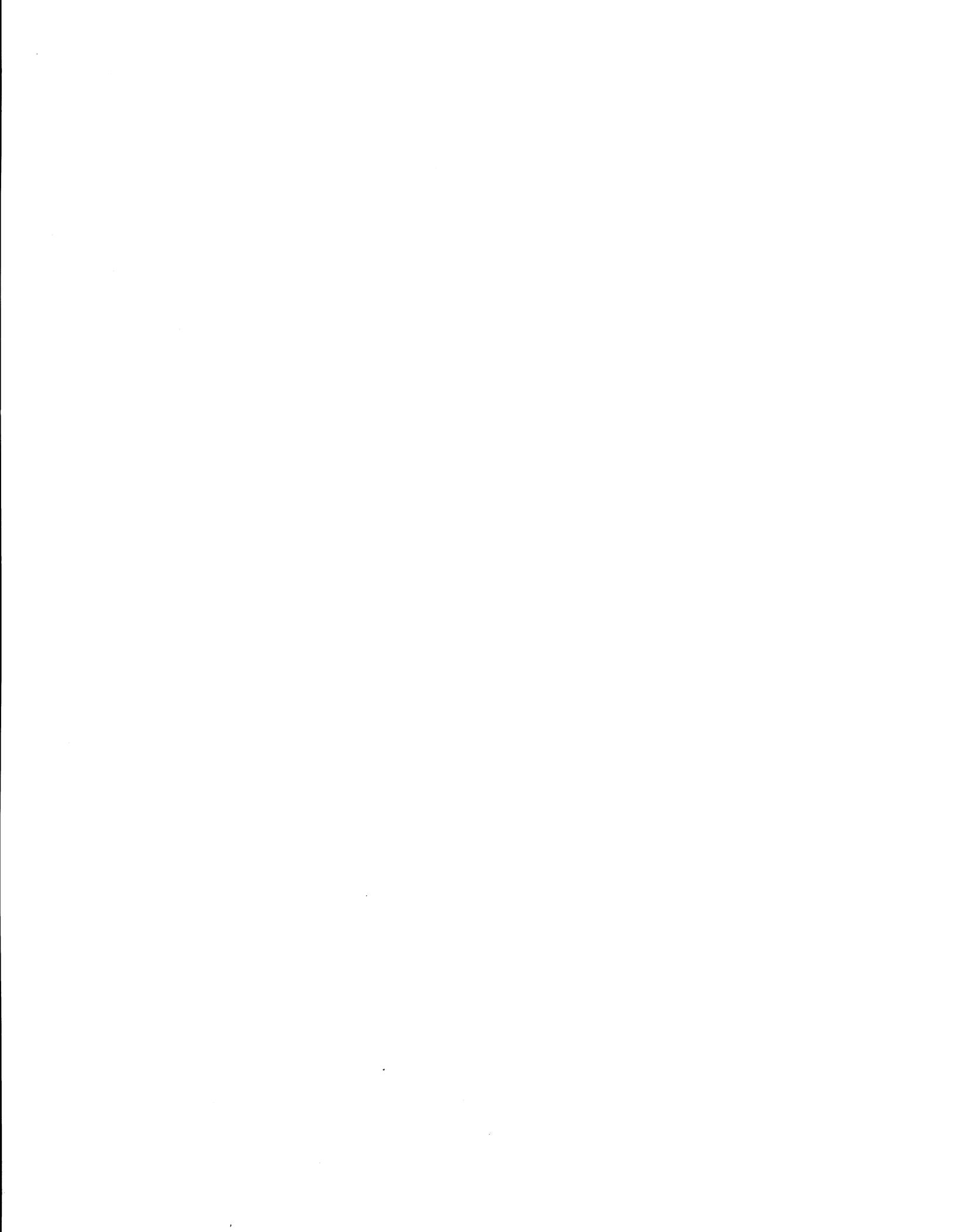
We look forward to working with the other co-lead agencies and participants as we refine and implement improvements to this critical transportation corridor. If you have any questions about this concurrence, please contact Ann Martin, Principal Transportation Planner, at (206) 263-4711.

Sincerely,

A handwritten signature in black ink that reads "Harold S. Taniguchi".

Harold S. Taniguchi
Director, King County Department of Transportation

Enclosure



I-405 Corridor Program - Concurrence Point #3

Date sent: March 19, 2002

Concurrence Point: Preferred Alternative and Mitigation Concept (CEP)

In signing this concurrence agreement, the Agencies with Jurisdiction agree to:

- 1.) Concur* with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

Agency: King County Department of Transportation

Signature:



Title: Director

Date: May 17, 2002

Circle one of the below:

Concur

Concur with Comment(s)

Non-concur

(See comments attached)

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, cumminm@wsdot.wa.gov.

*Concurrence means:

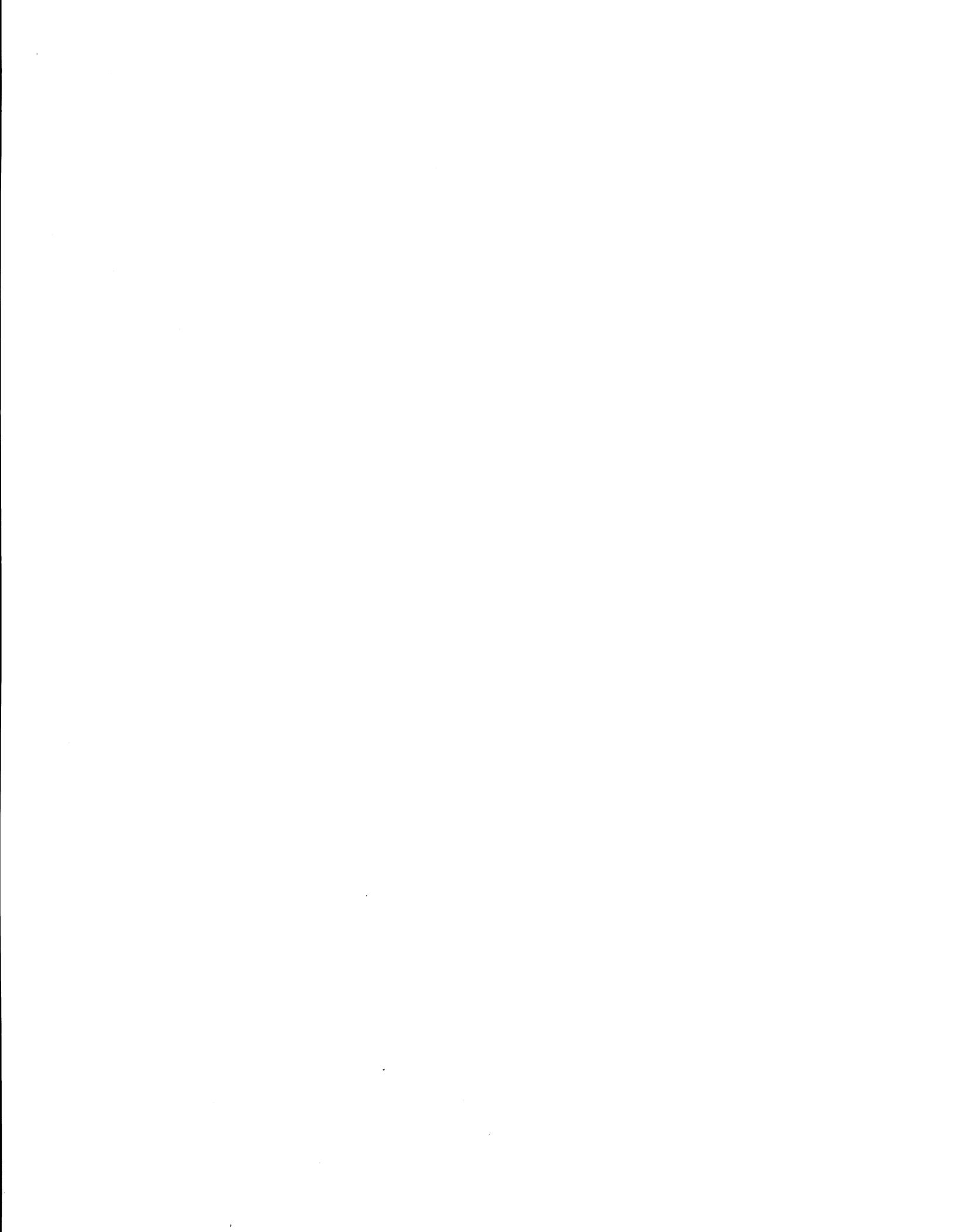
- "Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.
- "Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."
- "Agencies will have the option to comment on elements of the project at the appropriate points in the process."
 - (a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail.
 - (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures.
 - (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.
- "It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

Comments:

- 1) King County supports the vision for the transportation future for I-405. However, given current program revenue forecasts, it is impossible, at this time, to commit the County to pay for all the facilities and services for which it may be considered the lead agency. Financing of the facilities and services called for in the program depends on new sources of funding, including the potential establishment of tolls on a managed lane facility, which may go beyond the current preferred alternative. The County's concurrence with the vision for the I-405 corridor is contingent on this understanding.
- 2) The County continues to work with the WSDOT and other transit agencies to further refine the transit and demand management programs contained within the preferred alternative.
- 3) In addition, the County is mindful of the actions taken by the Puget Sound Regional Council (PSRC) in its concurrence with the preferred alternative and incorporates the comments made by the PSRC Executive Board at its April 25 meeting on this topic into its concurrence.

Sound Transit



I-405 Corridor Program EIS Concurrence Form

Date sent:: September 29, 1999

Concurrence Point: 1. Purpose and Need -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency: Sound Transit
Signature: 
Title: Brian O'Sullivan, Project Manager, Systems Integration
Date: September 30, 1999

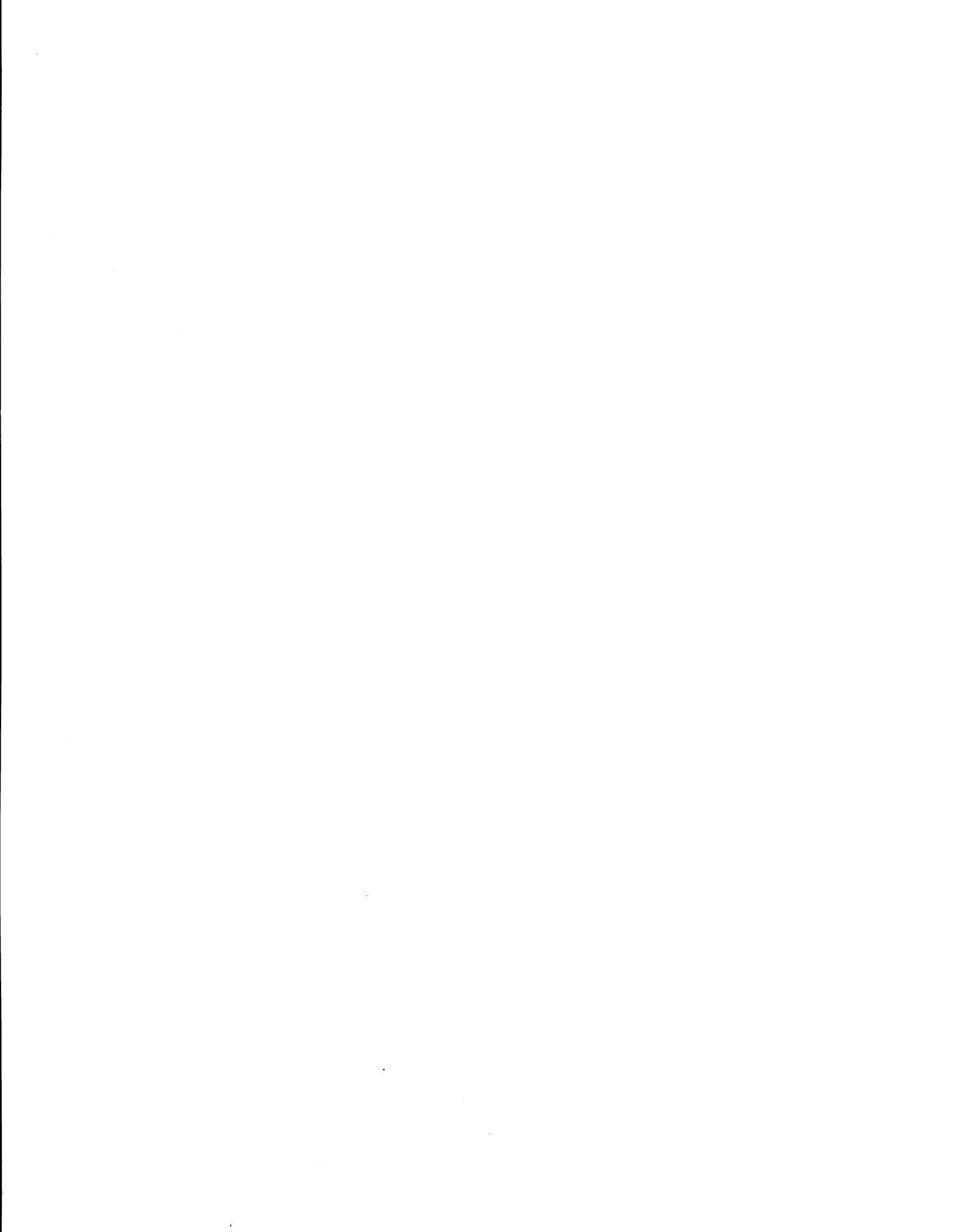
Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:
 Michael Cummings
 WSDOT
 Office of Urban Mobility
 401 Second Avenue
 Seattle, WA 98104-2862
 cumminm@wsdot.wa.gov

| | | | |
|------------------------|-------------------|--------------|--------------|
| Post-it® Fax Note 7671 | | Date 12/2/99 | # of pages 1 |
| To Sally Marks | From Carol Hunter | | |
| Co./Dept. KCDOT | Co. WSDOT | | |
| Phone # | Phone # 464-6231 | | |
| Fax # | Fax # | | |



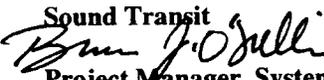
RECEIVED
JUL 21 2000

I-405 Corridor Program EIS Concurrence Form

Date sent:: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

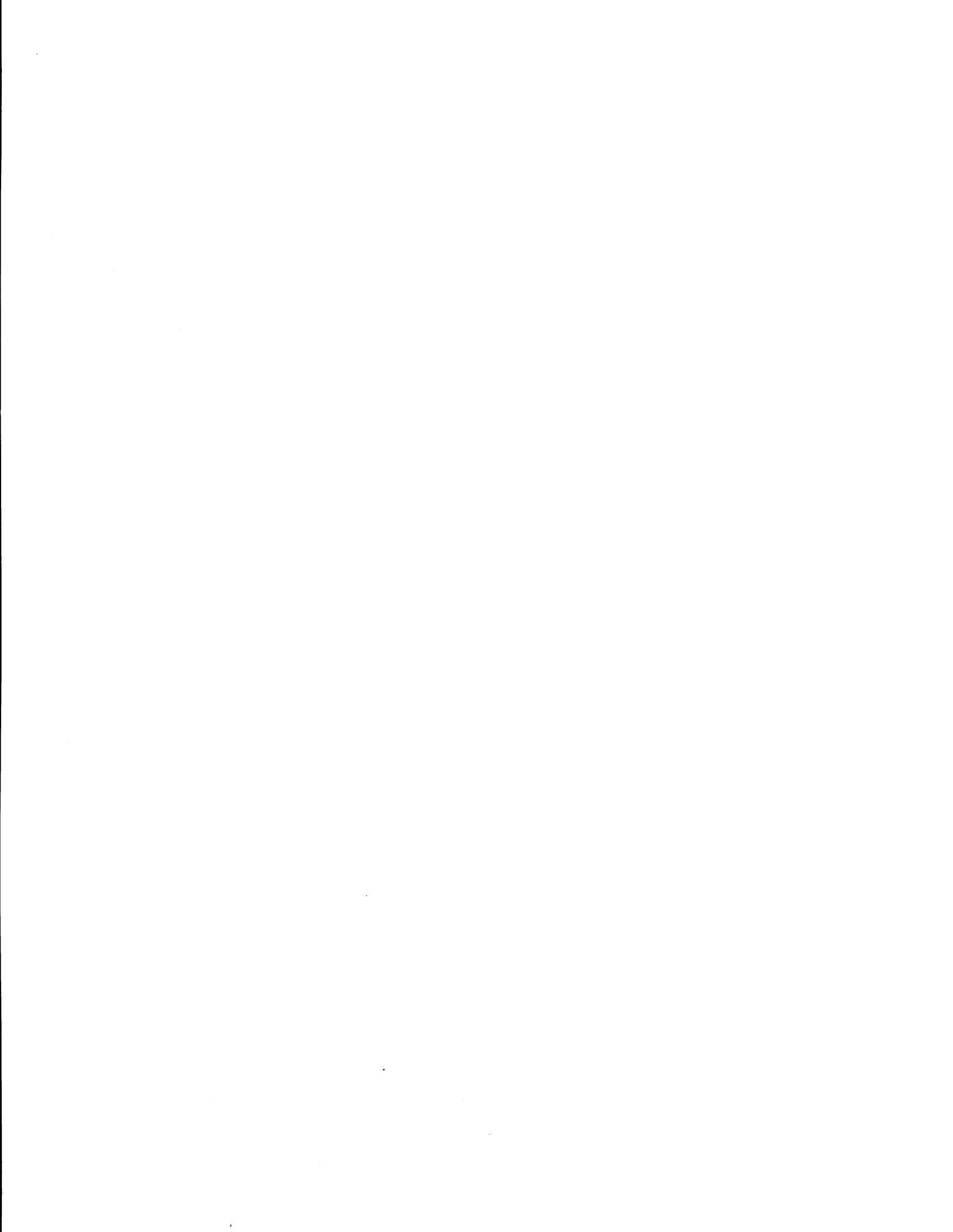
Agency: Sound Transit
Signature:  (Brian J. O'Sullivan)
Title: Project Manager, Systems Integration
Date: July 31, 2000

Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Cc: Steven Kennedy, ST Legal Dept.
Barbara Gilliland, ST Systems Integration





SOUNDTRANSIT

April 4, 2001

Mr. Charlie Howard
Director
WSDOT-OUM
401 Second Avenue South
Suite 300
Seattle, WA 98104-2887

RECEIVED
APR 06 2001

SUBJECT: Sound Transit's Participation in Proposed I-405 Corridor Project Preliminary DEIS Review Process and Schedule

Dear Mr. Howard: *Charlie:*

For over the last 18 months Sound Transit has been an active participant, and a co-lead agency, in the WSDOT I-405 Corridor project. Our Board and staff's participation has ranged from membership on the Executive and Steering Committees, to regular attendance at weekly project team meetings, various open house, brownbag, and jurisdictional briefing events. In addition, on numerous occasions, Sound Transit staff have contributed to and provided review comments on technical and environmental reports associated with high capacity transit alternatives and natural resource impacts. This work is consistent with our original expectations about the responsibilities of a co-lead, partnering agency.

The I-405 project is now moving ahead on a fairly accelerated WSDOT schedule to publish the DEIS (emerging with a preferred alternative) in mid-June, with the objective of completing an FEIS and Record of Decision by the end of the year. The first WSDOT order of business is to distribute a preliminary DEIS for limited comment and then to sort comments and amend the document for printing and formal release as a programmatic DEIS.

In early March, Sound Transit staff received a proposed WSDOT schedule for completing preliminary DEIS reviews and dealing with comments. While the three-week review period looks reasonable, the current schedule also calls for a far more intense – and nearly three-week long—commitment of co-lead agency staff resources to sort through comments and make changes directly to the DEIS document. In essence, WSDOT was suggesting that each co-lead commit one FTE equivalent and other staff support as necessary “up front” to meet its DEIS process and schedule requirements.

At the staff level, my understanding is that Sound Transit has relayed its inability to make full time resource commitments in advance, as well as its concerns about being able to meet all the meeting/deliberations requirements of WSDOT's schedule. At the same time, we have indicated our commitment to do the best we can, and have made some recommendations for making Sound Transit staff participation as efficient as possible.

Central Puget Sound
Regional Transit Authority
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826
Reception 206.398.5000
Facsimile 206.398.5499
www.soundtransit.org

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Edmond Councilmember

Vice Chairs

David Enslow
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King County Councilmember

Jack Crawford
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Lakeview Councilmember

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Snohomish County Executive

Mary Gates
Federal Way Councilmember

Jane Hague
King County Councilmember

Ed Hansen
Everett Mayor

John Ladenburg
Perce County Executive

Richard McIver
Seattle Councilmember

Rob McKenna
King County Councilmember

Sid Morrison
Washington State Department of Transportation Secretary

Kevin Phelps
Tacoma Deputy Mayor

Paul Schell
Seattle Mayor

Ron Sims
King County Executive

Cynthia Sullivan
King County Councilmember

Jim White
Kent Mayor

Acting Executive Director

Joni Earl

Board Administrator

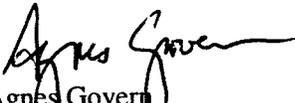
Marcia Walker

Some modifications to the process may help at this point in time, but probably will not resolve Sound Transit's basic inability to guarantee that sufficient staff resources can be pledged to complete all the high capacity transit-related review work on WSDOT's timeline.

I am sure you can appreciate the current issues facing Sound Transit and near term demands being placed on staff resources for projects other than I-405. We are nonetheless still very committed to the I-405 project and are interested in exploring different ways to fulfill our co-lead responsibilities during this stage of the DEIS development process.

If you prefer to discuss this matter in greater detail please contact me at (206) 398-5037.

Sincerely,



Agnes Govern
Director, Regional Express

cc: Kim Farley, WSDOT
Mike Cummings, WSDOT
John Okamoto, WSDOT
Perry Weinberg, Sound Transit
Brian O'Sullivan, Sound Transit
Barb Gilliland, Sound Transit



April 22, 2002

Mr. Michael Cummings, Project Manager
I-405 Corridor Program
Washington State Department of Transportation
401 Second Avenue South
Suite 300
Seattle, WA 98104-2862

Re: Sound Transit Board Endorsement of Bus Rapid Transit (BRT) System Development and BRT-supportive High Capacity Transit Investments of the I-405 Corridor Program Preferred Alternative

Dear Mr. Cummings:

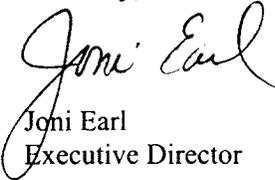
I'm please to report that on April 11, 2002 the Sound Transit Board unanimously passed Motion No. M2002-38, endorsing the development of a Bus Rapid Transit (BRT) system, including BRT-supportive high capacity transit investments, as described in the preferred alternative for the I-405 Corridor Program Final Environmental Impact Statement (FEIS).

This action by the Board will enable Sound Transit, a co-lead agency on the I-405 Program, to sign the Final Environmental Impact Statement on schedule in May. A copy of Motion No. M2002-38 is attached

Please note that included in this motion is a directive to Sound Transit staff to provide the Board with a feasibility study regarding Sound Transit's purchase and use of the Burlington Northern Santa Fe right of way that runs from Tukwila north to Woodinville. We expect to have this work completed by this summer.

If you have further questions regarding this Board action or making arrangements for Sound Transit to sign the FEIS, please contact Brian O'Sullivan in our Office of Policy and Planning at 206/398-5292.

Sincerely,


Joni Earl
Executive Director

cc: George Kargionis, Chair, I-405 Executive Committee

Attachment

XX:XX filename

Central Puget Sound
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David Enslow
Summer Councilmember

Mary Gates
Federal Way Councilmember

Jane Hague
King County Councilmember

Ed Hansen
Everett Mayor

Doug MacDonald
*Washington State Department
of Transportation Secretary*

Richard McIver
Seattle Councilmember

Chuck Mosher
Belleue Councilmember

Greg Nickels
Seattle Mayor

Julia Patterson
King County Councilmember

Dwight Pelz
King County Councilmember

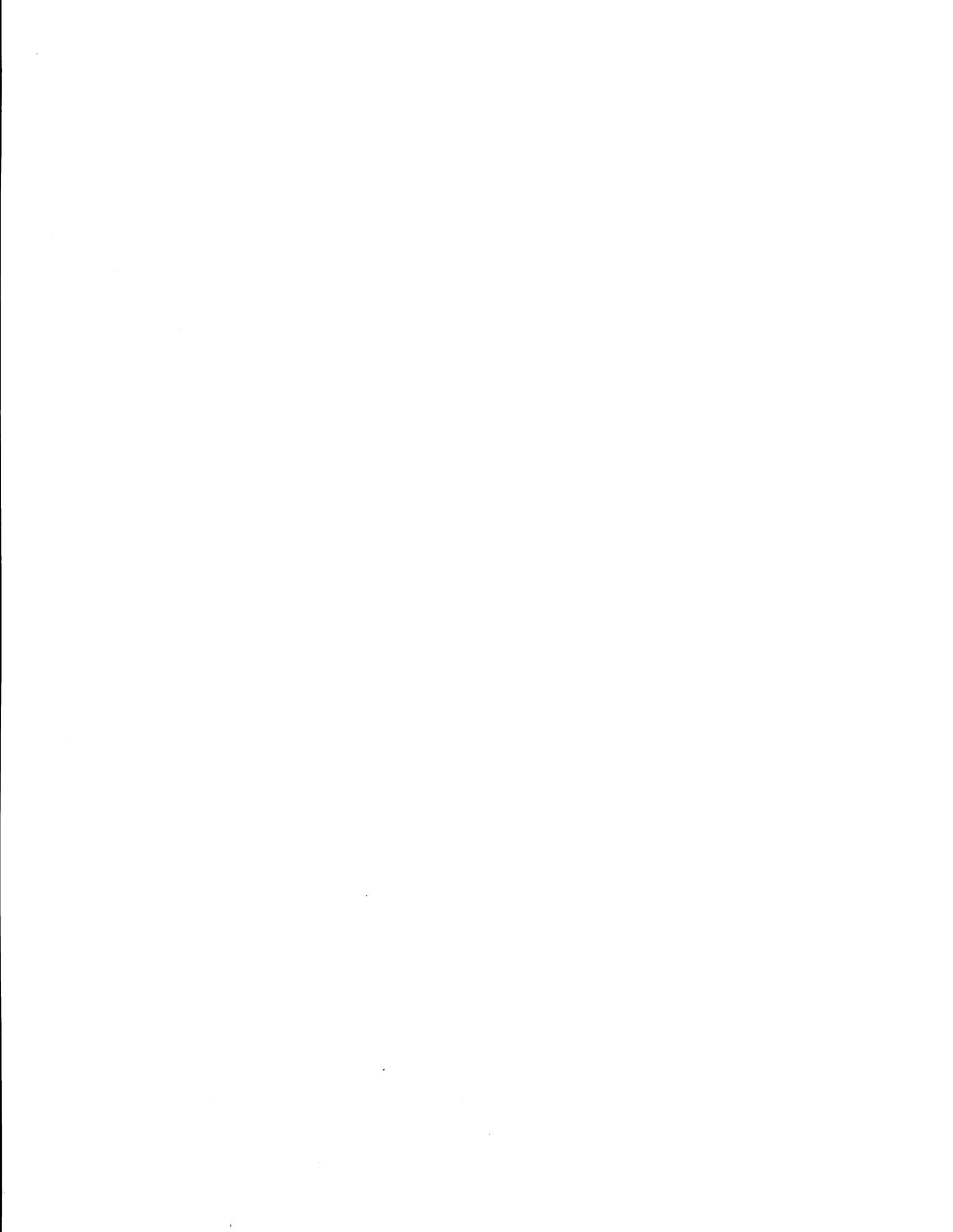
Kevin Phelps
Tacoma Councilmember

Cynthia Sullivan
Chair, King County Council

Claudia Thomas
Lakewood Deputy Mayor

Executive Director

Joni Earl



**SOUND TRANSIT
STAFF REPORT**

MOTION NO. M2002-38

Endorsement of I-405 Corridor Program High Capacity Transit Elements (Bus Rapid Transit System Development) included in the Final Environmental Impact Statement's Preferred Alternative

| Meeting: | Date: | Type of Action: | Staff Contact: | Phone: |
|---------------------------|--------------|---|---|----------------|
| Executive Committee Board | 4/4/02 | Discussion/Possible Action to Recommend Board Approval Action | Paul Matsuoka, Policy and Planning Officer Barbara Gilliland, Program Manager Brian O'Sullivan, Project Manager, Phase II Planning | (206) 398-5070 |
| | 4/11/02 | | | (206) 398-5051 |
| | | | | (206) 398-5292 |

| Contract/Agreement Type: | ✓ | Requested Action: | ✓ |
|---------------------------------|---|-----------------------------------|---|
| Competitive Procurement | | Execute New Contract/Agreement | |
| Sole Source | | Amend Existing Contract/Agreement | |
| Memorandum of Agreement | | Contingency Funds Required | |
| Purchase/Sale Agreement | | Budget Amendment Required | |

✓ Applicable to proposed transaction.

OBJECTIVE OF ACTION

- Obtain Board endorsement, as a co-lead agency, of the high-capacity transit (HCT) elements (Bus Rapid Transit system [BRT] development) contained in the I-405 Corridor Program Final Environmental Impact Statement (FEIS) preferred alternative, scheduled for publication in April 2002

ACTION

- Approve a motion endorsing the HCT-related elements contained in the I-405 Corridor Program's FEIS preferred alternative and authorizing the Executive Director to take all necessary steps to implement this endorsement

KEY FEATURES

- Authorizes the Executive Director to inform the Washington State Department of Transportation that, as a co-lead agency, the Board endorses the FEIS preferred alternative's HCT-related elements (BRT development). This opens the way to Sound Transit's signing the I-405 FEIS, scheduled for publication in April 2002.

BUDGET

Not Applicable

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):

The current availability of unanticipated revenues of the East King subarea has created the potential for certain HCT-related projects identified in the I-405 FEIS to be incorporated in the Sound Move Phase I program (1997-2006).

M/W/DBE AND/OR SMALL BUSINESS PARTICIPATION

Not Applicable

HISTORY OF PROJECT

Sound Transit has been a co-lead agency with WSDOT (lead), King County, the Federal Transit Administration, and the Federal Highway Administration for over two years on this “programmatic” multi-modal corridor planning effort for I-405’s future out to 2020 and beyond. We have helped to shape and evaluate the HCT-related elements now being advanced as part of the FEIS Preferred Alternative.

In October 2001, staff briefed the Board on the project and described the alternatives reviewed in the Draft EIS. At that time, staff informed the Board that it recommended that BRT (and BRT related HCT elements) be identified as the preferred alternative and that staff intended to carry this recommendation to the other project co-leads for the purpose of fashioning a preferred multi-modal alternative. The Board also passed a motion authorizing Sound Transit’s representative on the I-405 project Executive Committee to voice this position in order to shape the preferred alternative advanced to FEIS analysis (attached as Exhibit I).

Staff has since worked with the other co-leads of the project and BRT is now the identified preferred HCT option for the corridor. The FEIS is now being prepared for publication, and staff needs the Board’s formal action on the HCT recommendation, which will then permit the Executive Director to take the necessary actions on the FEIS with the other co-leads.

**Prior Board or Committee Actions
and Relevant Board Policies**

| Motion or Resolution Number | Summary of Action | Date of Action |
|------------------------------------|---|-----------------------|
| Motion M2001-113 | A motion of the Board of the Central Puget Sound Regional Transit Authority to authorize Sound Transit's I-405 Executive Committee representative to recommend specified HCT related elements be incorporated into the I-405 Preferred Alternative. | October 2001 |
| Briefing | I-405 Draft EIS and HCT-related elements (joint presentation with WSDOT staff) | October 2001 |
| Briefing | I-405 briefing and BRT presentation | August 2001 |
| Voice vote (no associated motion) | I-405 and Trans-Lake Co-lead participation authorization | April 2000 |

CONSEQUENCES OF DELAY

Lack of formal Sound Transit Board endorsement of the HCT elements contained in the preferred alternative would delay our ability to sign off on the FEIS as a co-lead agency, thereby possibly delaying its publication and the subsequent completion of a Record of Decision.

REGIONAL PARTNERSHIP AND COOPERATION

Ongoing:

- ✓ Co-lead agency participation on the project management team
- ✓ Member, Technical Steering Committee Member
- ✓ Executive Committee (Board Member Chuck Mosher)

PUBLIC INVOLVEMENT

In concert with WSDOT, the project management team and committee-related activities, Sound Transit staff has been actively engaged since 1999 in an extensive array of I-405 program public involvement activities, both with individual corridor jurisdictions, public open houses, and public hearing events. The public involvement process has been extensive. It has included work with three project committees including an Executive Committee made up of local elected officials; Steering Committee with local jurisdiction and permitting agency staff; and a citizens Advisory Committee. In addition, ongoing meetings and briefings to local jurisdictions and participation in Open Houses and EIS Public Hearings were conducted.

DESCRIPTION OF POLICY

The Regional Transit Long Range Vision, Adopted May 31, 1996, generally depicts a future regional HCT system by subarea, potential technology and corridor alignment. The I-405 corridor is identified as a key corridor in the system vision, and as a candidate for HCT investments such as HOV/Direct Access facilities, Regional Express bus service and park and ride facilities; and potential rail extensions of light rail, commuter rail, or comparable guideway technology.

Sound Move is implementing a portion of this vision in the I-405 Corridor in the 1997-2006 timeframe.

The I-405 FEIS preferred alternative identifies a set of future HCT investments out to 2020 that are focused on the development of a Bus Rapid Transit system along the length of I-405 comprised of: a "buffered" HOV lane for BRT (and carpools); expanded and more frequent all day express "trunk" bus service; additional direct access and in-line station facilities; expanded transit center and park and ride capacity; and improvements in intelligent transportation systems for transit.

The I-405 FEIS also acknowledges that given projected east-west (cross-lake) transit ridership levels, the "central Eastside core" may warrant more intensive HCT system investments before 2020, and that this potential need should be studied further.

IMPLICATIONS OF POLICY

The I-405 FEIS preferred alternative identifies a Bus Rapid Transit system-based set of improvements that will in large part define future (2020) HCT investments proposed for the corridor in a Sound Transit Phase II plan.

FACTORS TO CONSIDER

With the possible exception of HCT solutions yet to be determined for the "central Eastside core," Board endorsement of the I-405 FEIS preferred alternative specifies BRT as the HCT technology of the future for the Eastside over the next 20 years.

ALTERNATIVES

The Board was briefed in October 2001 on the four alternatives evaluated in the DEIS, each of which contained different HCT technology elements and investment emphases, including fixed guideway (rail) and bus solutions. At that time, the Board expressed support for BRT system development. The FEIS preferred alternative now before the Board for endorsement is consistent with the HCT elements presented at that time.

RECOMMENDATION (S)

The Sound Transit Board should endorse BRT system development for the I-405 corridor as described in the I-405 FEIS preferred alternative.

LEGAL REVIEW

JW 3/21/02

SOUND TRANSIT

MOTION NO. M2002-38

A Motion of the Board of the Central Puget Sound Regional Transit Authority endorsing the development of a Bus Rapid Transit system (BRT), including BRT supportive high capacity transit investments, as described in the preferred alternative for the I-405 Corridor Program Final Environmental Impact Statement and authorizing the Executive Director to take the necessary steps to implement this endorsement and to direct Sound Transit staff to provide the Board with a feasibility study regarding Sound Transit's purchase and use of the Burlington Northern Santa Fe right of way that runs from Tukwila north to Woodinville.

Background:

In April 2000, the Sound Transit Board authorized the participation of Sound Transit as co-lead in the I-405 Corridor Program project, a WSDOT coordinated programmatic environmental assessment of transportation investment options out to the year 2020. The draft environmental impact statement was published in August 2001.

In October, the Sound Transit Board received a briefing on those high capacity transit elements (specifically BRT related) recommended by staff for inclusion in the preferred alternative. The Board also passed a motion authorizing its representative on the project executive committee to urge incorporation of these recommendations.

Late in November 2001, the I-405 project executive committee identified a preferred alternative for advancement to the final environmental impact statement (FEIS) stage that contained the full range of high capacity elements identified as priorities by Sound Transit.

Based on staff review of the upcoming FEIS preferred alternative's high capacity elements about to be published as part of a broader multi-modal transportation program, Sound Transit's interests appear adequately addressed.

The I-405 project is now at the point of seeking concurrence from cooperating entities on the I-405 FEIS preferred alternative. As a matter of policy it is appropriate to obtain formal Sound Transit Board endorsement of the preferred alternative's HCT related elements included and in the FEIS; and to authorize the Executive Director to transmit a letter of support for those elements to WSDOT on behalf of the Board. The preferred alternative will form the basis of a final recommendation by the I-405 Executive Committee in April/May and the record of decision, now expected in Summer 2002.

Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that Sound Transit endorses the development of a Bus Rapid Transit system (BRT), including BRT supportive high capacity transit investments, as described in the I-405 Corridor Study FEIS preferred alternative and that the Executive Director be authorized to take the necessary steps

to implement this endorsement and to direct Sound Transit staff to provide the Board with a feasibility study regarding Sound Transit's purchase and use of the Burlington Northern Santa Fe right of way that runs from Tukwila north to Woodinville.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 11, 2002.



Ron Sims
Board Chair

ATTEST:



Marcia Walker
Board Administrator

**Washington State
Department of Transportation**



September 29, 1999

TO: I-405 Corridor Program Steering Committee
FR: Michael Cummings, WSDOT Project Manager
RE: I-405 Corridor Program Purpose and Need Statement

Requested Action: Concurrence on Purpose and Need Statement

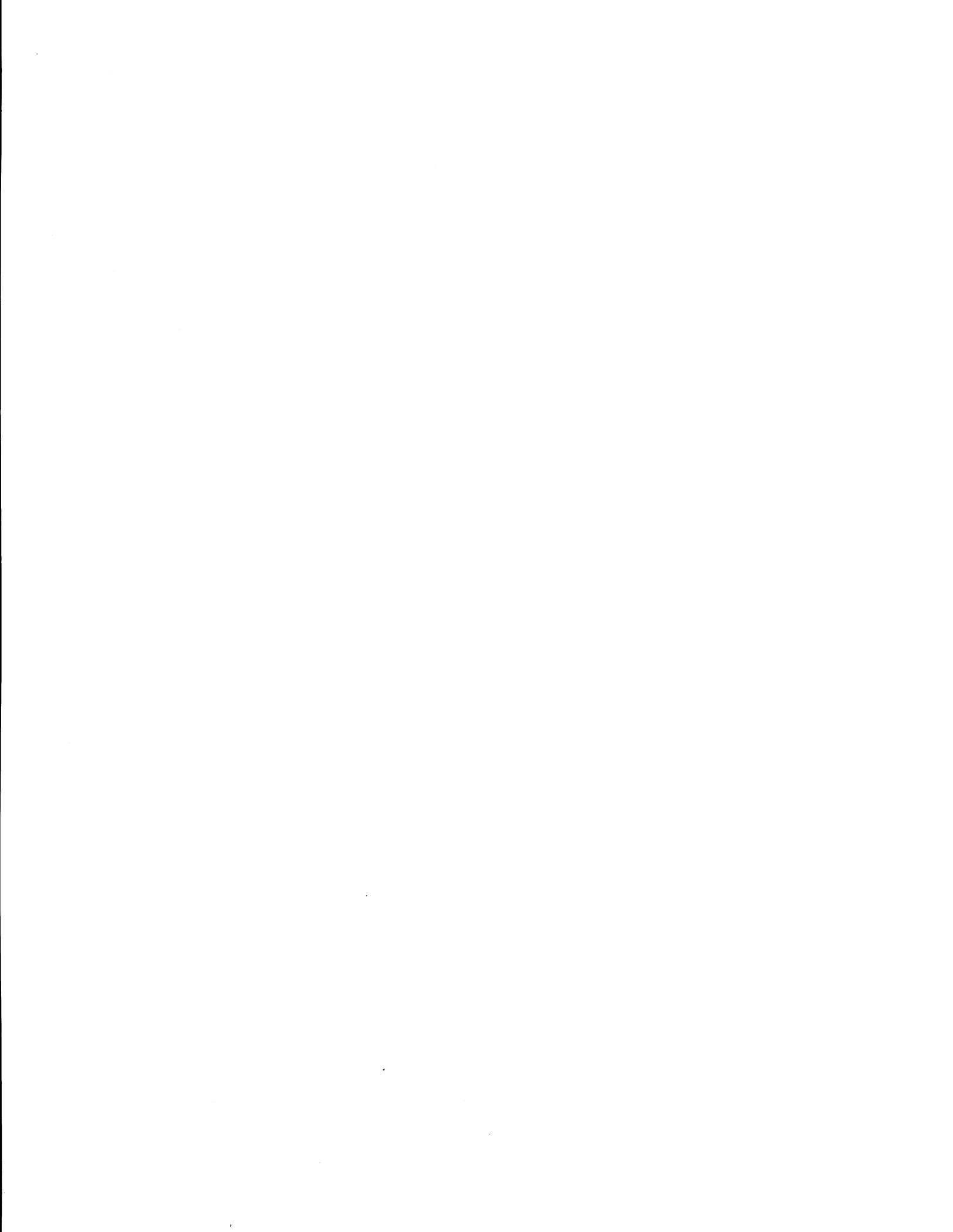
As one of the pilot projects under the "Reinventing NEPA" process, we are requested to obtain written approval of the Purpose and Need Statement from Agencies and Tribes with Jurisdiction (ATJ) prior to proceeding to the concepts development and screening phase. ATJ are defined as "resource, regulatory and jurisdictional agencies, tribe or groups that have the ability to stop or deny a project either through a permit action, or project objection with regulatory weight".

Agencies and Tribes with Jurisdiction are expected to sit on the Steering Committee. At a minimum the primary resource agencies (EPA, Corps of Engineers, US Fish and Wildlife Service, etc.) are required to sign the Concurrence Agreement. The balance of ATJ membership and others who may sign the Concurrence are not completely defined, so the I-405 Corridor Program has proposed that Steering Committee members sign the Concurrence.

At its September 8 meeting, the Steering Committee considered the draft Purpose and Need Statement that had been advanced by the Executive Committee, and approved a revised version of that Statement. This revised Purpose and Need Statement containing the Steering Committee's comments was presented at the September 21 Executive Committee meeting. The attached Purpose and Need Statement reflects the consensus from the September 21 Executive Committee meeting. The Executive Committee made a single change, substituting "maintenance or enhancement" in the first bullet point under the Purpose in order to mimic the wording contained in the second bullet point. In all other respects, the Statement is identical to that approved previously by the Steering Committee.

Concurrence of the ATJ on the Purpose and Need Statement represents a major milestone in this program. Timely accomplishment of this milestone is critical to maintaining the program schedule. Please indicate your concurrence on the attached Concurrence Agreement form, and return the completed form to me at your earliest convenience.

If you have any questions, please call me at 206-464-6223.



I-405 Corridor Program EIS Concurrence Form

Date sent: September 29, 1999

Concurrence Point: 1. Purpose and Need -

The *need* is to improve personal and freight mobility and reduce foreseeable traffic congestion in the corridor that encompasses the I-405 study area from Tukwila to Lynnwood in a manner that is safe, reliable, and cost-effective.

The *purpose* of the proposed action is to provide an efficient, integrated, and multi-modal system of transportation solutions within the corridor that meet the project need in a manner that:

- provides for maintenance or enhancement of livability for communities within the corridor;
- provides for maintenance or improvement of air quality, protection or enhancement of fish-bearing streams, and regional environmental values such as continued integrity of the natural environment;
- supports a vigorous state and regional economy by responding to existing and future travel needs; and
- accommodates planned regional growth.

Agency:

Signature:

Title:

Date:

Concur

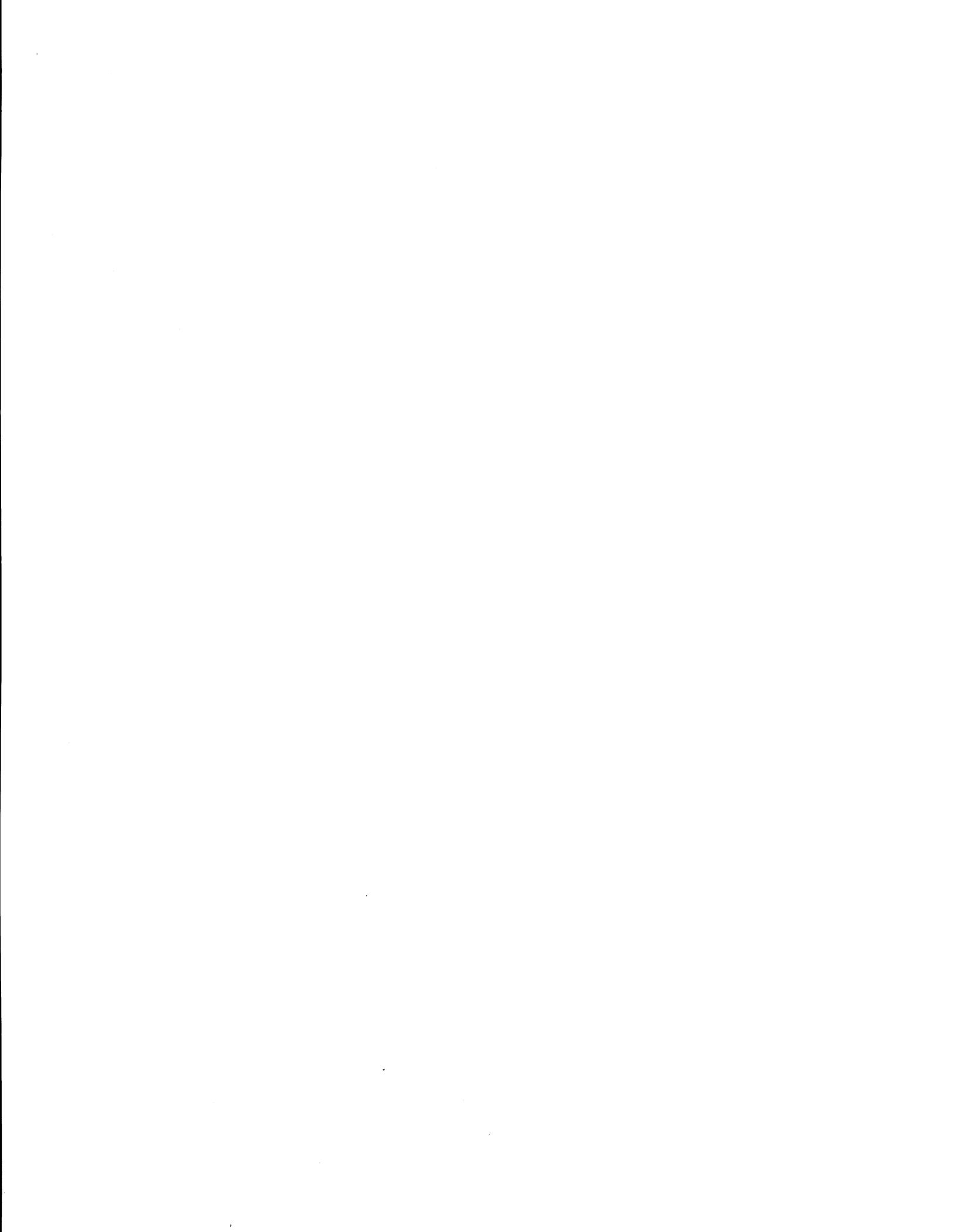
Non-concur

(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov



Cummings, Michael

From: Steven Landino [Steven.Landino@noaa.gov]
Sent: Thursday, July 13, 2000 5:58 PM
To: cumminm@WSDOT.WA.GOV
Subject: I-405 mtg in Bellevue 6/12

Importance: High

Mike,

Once again, I am sorry our first meeting and discussion was about something as difficult as staffing a meeting at the 11th hour. We usually fail in being able to accomodate that. The work pressures, time committments and expectations currently on NMFS habitat branch are tremendous. Tom's situation is a tough one as I think you know.

Here's what I suggest reading for the group from NMFS:

"It is regrettable that NMFS was unable to attend this meeting today and interact with you all on the potential issues associated with the I-405 project development and EIS. An emergency for the NMFS staff (Tom Gibbons) dedicated to this project, precluded his attendance. Furthermore, the short time frame (< 24hrs) we had to find a staff replacement that could speak to the potential issues of this project was too hard to overcome. Tom left me an email on this project, so I will give you some idea of where NMFS is at in this part of the process, and ask that Mike Cummins read it to the meeting participants. I am sorry we could not be here in person today and will do our very best to keep this from happening in the future. Emergencies do unfortunately arise on occassion. This is one of those times.

NMFS' approach to project review and design is generally the same in most cases.

Can the project be made to "meet the essential habitat needs" of listed fish, in this case Puget Sound Chinook. Specifically, will the project sustain essential ecological functions that support Chinook and their habitat. If we cannot affirmatively answer that, we must role up our sleeves and work to modify the project so that we can.

Currently, NMFS is struggling to see how alternatives 1, 2, and 3 meet the needs of fish and whether a watered down version of alt 4. is much different from the current three alternatives. We are interested in developing an alternative that we can support.

Under the SAC process, we feel obliged to stop the process (i.e. NOT concur) if we feel that there is a strong possibility that the alternatives developed therein will not pass muster in NMFS ESA analysis. NMFS habitat staff, when asked, were all are in agreement that the current proposals do not minimize their effects to chinook in a manner that could result in a finding of "not likely to adversely affect". Further, NMFS staff agree that current regulation of growth related development in the I-405 area is not adequate to meet the needs of fish. This project currently exacerbates those concerns, and it is our understanding that the project is to be designed to accomodate or allow for an additional 200,000 people in the I-405 area.

So what are some of the effects that will occur from this proposal or the identified alternatives? We cannot prejudge the final ESA determination without knowing the particulars of the project that will emerge. However, enough information on the environmental baseline of the I-405 corridor area exists to know that these proposals are hanging on the edge of not meeting the needs of fish, if not creating further harm to the Chinook in the Puget Sound ESU. We will need to evaluate the direct, indirect and cumulative effects of the project in our ESA analysis. We are not simply crafting a NEPA document. The preferred alternative that eventually is the subject of a section 7 consultation, must not jeopardize the continued existence of Puget Sound Chinook.

In our discussions to date with DOT, NMFS has focused on the direct effects caused by the transportation project. NMFS has not yet shared our concerns

regarding the indirect effects of development (which are likely equal or greater than the construction of the proposed projects - and one of the needs of this project is to accommodate regional planned growth for 200,000 people). Direct and indirect effects will include modification of riparian zones, water quality and quantity, and stormwater effects to peak and base flows for the rivers, stream and creeks affected by this project. It is important to note for jurisdictions present that are also involved in the Tri-County conservation planning discussions, that considerations on stormwater and management zones that can be meaningfully addressed in that forum, may have an impact (positively or negatively) on how this project ultimately fares regarding fish impacts in the I-405 area.

I can assure you all, however, that NMFS will work with you to get a design and an alternative that works for fish and transportation needs, and we will remain at the table as long as there are discussions on the development of a transportation solution for the I-405 corridor. I am very sorry it did not work out today. Please accept my sincerest apologies."

Steve Landino
Washington Habitat Branch Chief



July 20, 2000

TO: I-405 Corridor Program Steering Committee
FR: Michael Cummings, WSDOT Project Manager
RE: I-405 Corridor Program Draft EIS Alternatives

Requested Action: Concurrence on Draft Environmental Impact Statement Alternatives

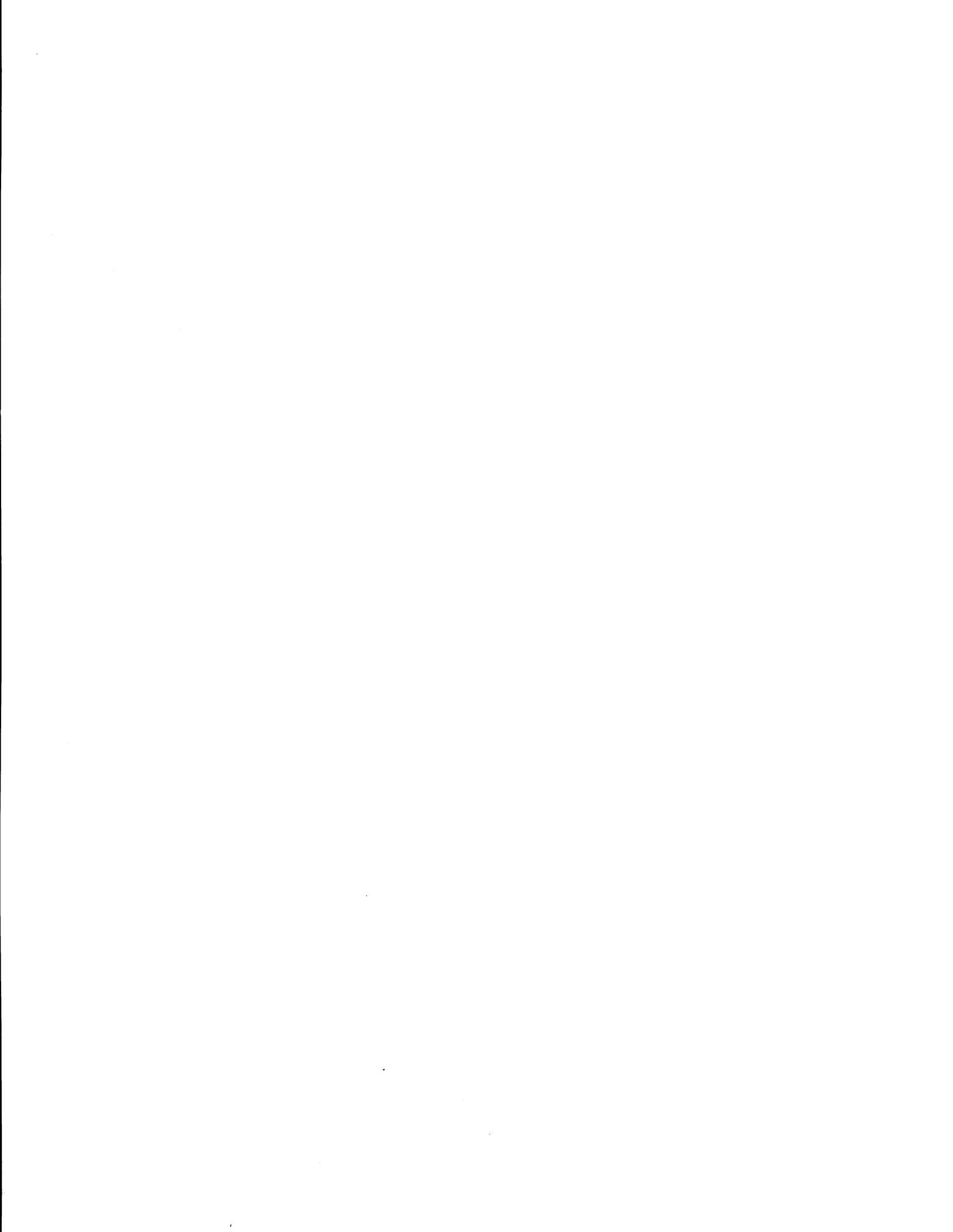
As one of the pilot projects under the "Reinventing NEPA" process, we are requested to obtain written approval of the alternatives selected for detailed evaluation in the Draft Environmental Impact Statement (DEIS) from Agencies and Tribes with Jurisdiction (ATJ) prior to proceeding to the preparation of the DEIS. ATJ are defined as "resource, regulatory and jurisdictional agencies, tribe or groups that have the ability to stop or deny a project either through a permit action, or project objection with regulatory weight".

Agencies and Tribes with Jurisdiction are expected to sit on the Steering Committee. At a minimum the primary resource agencies (EPA, Corps of Engineers, US Fish and Wildlife Service, National Marine Fisheries Service, etc.) are required to sign the Concurrence Agreement. The balance of ATJ membership and others who may sign the Concurrence are not completely defined. The I-405 Corridor Program has proposed that Steering Committee members sign the Concurrence Form. This is the same was done for the initial Concurrence for the Statement of Purpose and Need.

At its May 9, 2000 meeting, the Steering Committee considered the three DEIS action alternatives that were advanced by the Executive Committee, and approved at their May 23, 2000 meeting. Subsequently, a request was made to consider an additional alternative. The fourth action alternative was reviewed and approved at a July 14, 2000 joint meeting of the Steering and Executive Committee. Attached is a description of the four DEIS action alternatives that reflects the consensus from the July 14th meeting of the Executive Committee and Steering Committees.

Concurrence of the ATJ on the DEIS Alternatives represents a major milestone in this program. Timely accomplishment of this milestone is critical to maintaining the program schedule. Please indicate your concurrence on the attached Concurrence Agreement form, and return the completed form to me by July 31, 2000, if possible.

If you have any questions, please call me at 206-464-6223.



I-405 Corridor Program EIS Concurrence Form

Date sent:: July 20, 2000

Concurrence Point: 1. *Draft EIS Alternatives* -

- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency:
Signature:
Title:
Date:

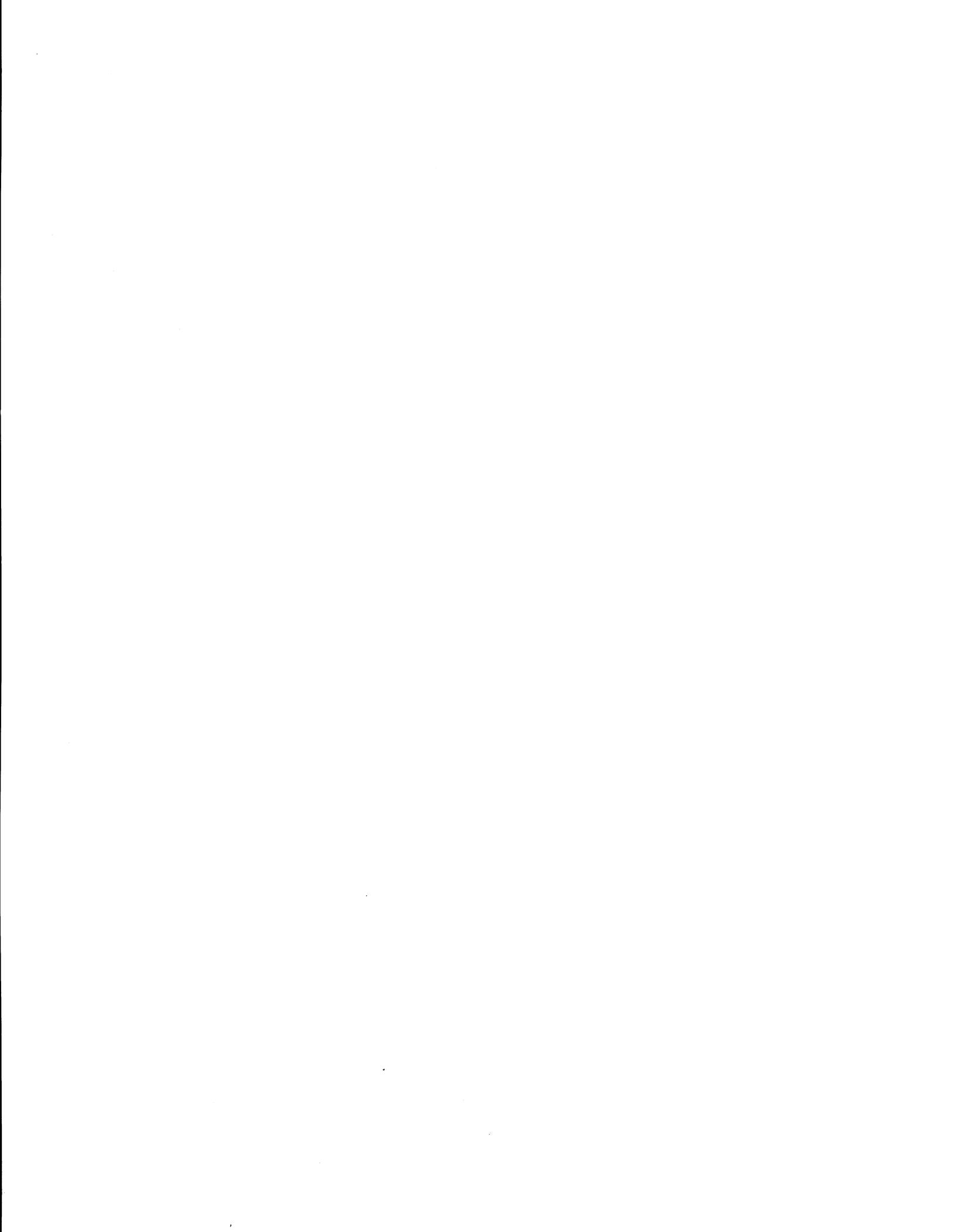
Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)

Return to:

Michael Cummings
WSDOT
Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2862
cumminm@wsdot.wa.gov



Michael

**I-405 Corridor Program
EIS Concurrence Form**

SEP 1 2000

Date sent: July 20, 2000

Concurrence Point: 1. Draft EIS Alternatives -

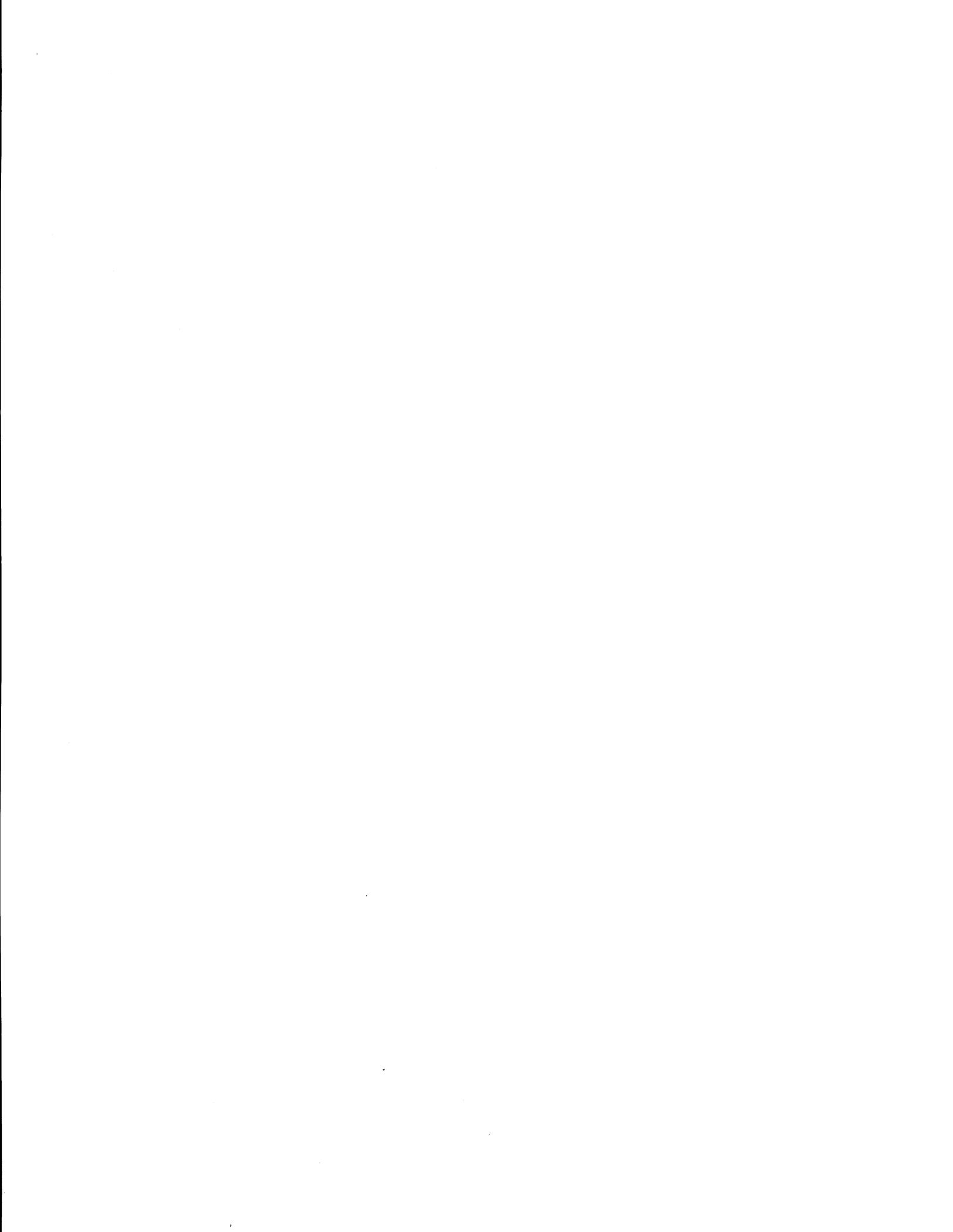
- Attached as Exhibit A, dated July 20, 2000 is a general description of the action alternatives that are proposed to be considered in the Draft Environmental Impact Statement for the I-405 Corridor Program. These four alternatives and a "No-Action" alternative will be the focus of the environmental investigation and disclosure in this document.

Agency: WSDOT
Signature: *John [unclear]*
Title: REGIONAL ADMINISTRATOR
Date: 9-1-00

Concur

Non-concur
(Circle one)

If the agency has selected Non-concur, they must include an explanation of what must be changed so that the agency could Concur: (describe here or attach)





**Washington State
Department of Transportation**
Sid Morrison
Secretary of Transportation

file

Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2887
(206) 464-5878
Fax (206) 464-6084

September 22, 2000

Mr. Robert A. Turner
Washington Area Director
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, Washington 98503

Re: Non-concurrence on Proposed Range of Alternatives for I-405 Corridor Program

Dear Mr. Turner:

The I-405 Corridor Program Executive Committee and the lead agencies for the on-going Environmental Impact Statement (EIS), including the Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation, King County, and Sound Transit, are very concerned about the position expressed by the National Marine Fisheries Service (NMFS) in your letter dated September 8, 2000. In that letter, you identified that NMFS would not concur with advancing the four proposed action alternatives for detailed study and evaluation in the Draft EIS. These alternatives were developed over a period of six months with the participation and under the scrutiny of a wide range of experts in fisheries, habitat, water quality, land use, transportation, and other technical fields. This range of alternatives has now been agreed to by 23 federal, state, regional, and local cooperating agencies and agencies with jurisdiction that are participating in project oversight.

We have worked diligently with your staff over the past three months specifically, to develop an additional fourth action alternative that responds directly to the suggestions and concerns of NMFS as they have been expressed to us. In so doing, we have been careful in our attempt to ensure that the alternative contains an appropriate combination of transportation solutions and environmental protection so that it remains viable and consistent with the adopted statement of purpose and need for the project. It has been expressed that NMFS now believes this new alternative is neither environmentally sufficient nor consistent with the project purpose and need.

Thus, we request that NMFS join us in the Conflict Resolution process provided for in the "Reinventing NEPA and the Transportation Decision Making Process." This is the process that NMFS, Federal Highway Administration, Federal Transit Administration, Washington State Department of Transportation agreed to as part of the Joint Process Improvement Team for Reinventing NEPA and the Transportation Decision Making Process.

Recognizing the months of staff coordination and extensive record of communication that already have preceded us getting to this point, we strongly request that this conflict resolution process start at Level II. Doing so would initiate discussion among the appropriate management-level decision makers. According to Section 4.1.2 of the conflict resolution guidelines:

Within five calendar days of referral, the management will schedule a meeting to resolve the issue(s). Management will use discussion, facilitation, mediation, and some consensus determination method, which will be defined at the time and is agreeable to all parties, to resolve the issue(s) as quickly as is practical.

Specific issues that we propose be addressed and resolved include the following:

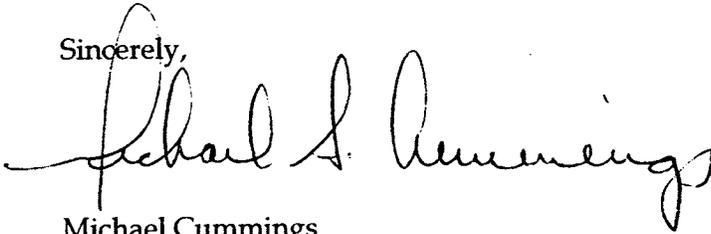
1. We believe that it is too early in the process to conclude that none of the alternatives can be designed or implemented to satisfy the requirements of Section 7(a)(2), even with incorporation of environmental retrofits, habitat enhancements, mitigation, and other affirmative conservation measures.
2. As discussed above, the fourth action alternative was developed at the request of and in close coordination with NMFS staff. Its mix of transportation modes and projects, emphasis on minimization of new impervious surface, and attempts to avoid environmentally sensitive areas are in direct response to the guidance that was provided by NMFS. We developed supplemental transportation performance data and provided frequent feedback to NMFS as we worked to satisfy these requests and seek opportunities for improvement.
3. We understand that any alternative must be thoroughly evaluated and secure environmental approvals based on its merits before it can be implemented. Prior to that it is simply one of a number of proposals. Therefore, it is confusing how implementation of the new fourth alternative "likely would lead to yet another traffic capacity-increasing proposal" and that the potential for such a proposal is a foreseeable effect that would have to be evaluated under the ESA. This suggests a situation whereby NMFS would not agree to consideration of an alternative that does not adequately relieve traffic congestion because it could invite future proposals with potential unknown adverse effects and would not agree to consideration of an alternative that adequately relieves traffic congestion because it would be viewed as having too great of environmental effects. If this is a correct interpretation of NMFS position, it would make it difficult for any regional transportation planning to proceed.
4. By your reference to "elements of fish habitat that would be indirectly affected by a transportation project" we assume you are referring to land use, development, and sensitive areas that are regulated by local jurisdictions throughout the project area. These and other elements of the environment such as stormwater management,

Mr. Robert Turner
September 22, 2000
Page 3

water quality, and groundwater, among others, are scoped for evaluation in the Draft EIS; however, we must first advance the range of reasonable and feasible alternatives to the Draft EIS.

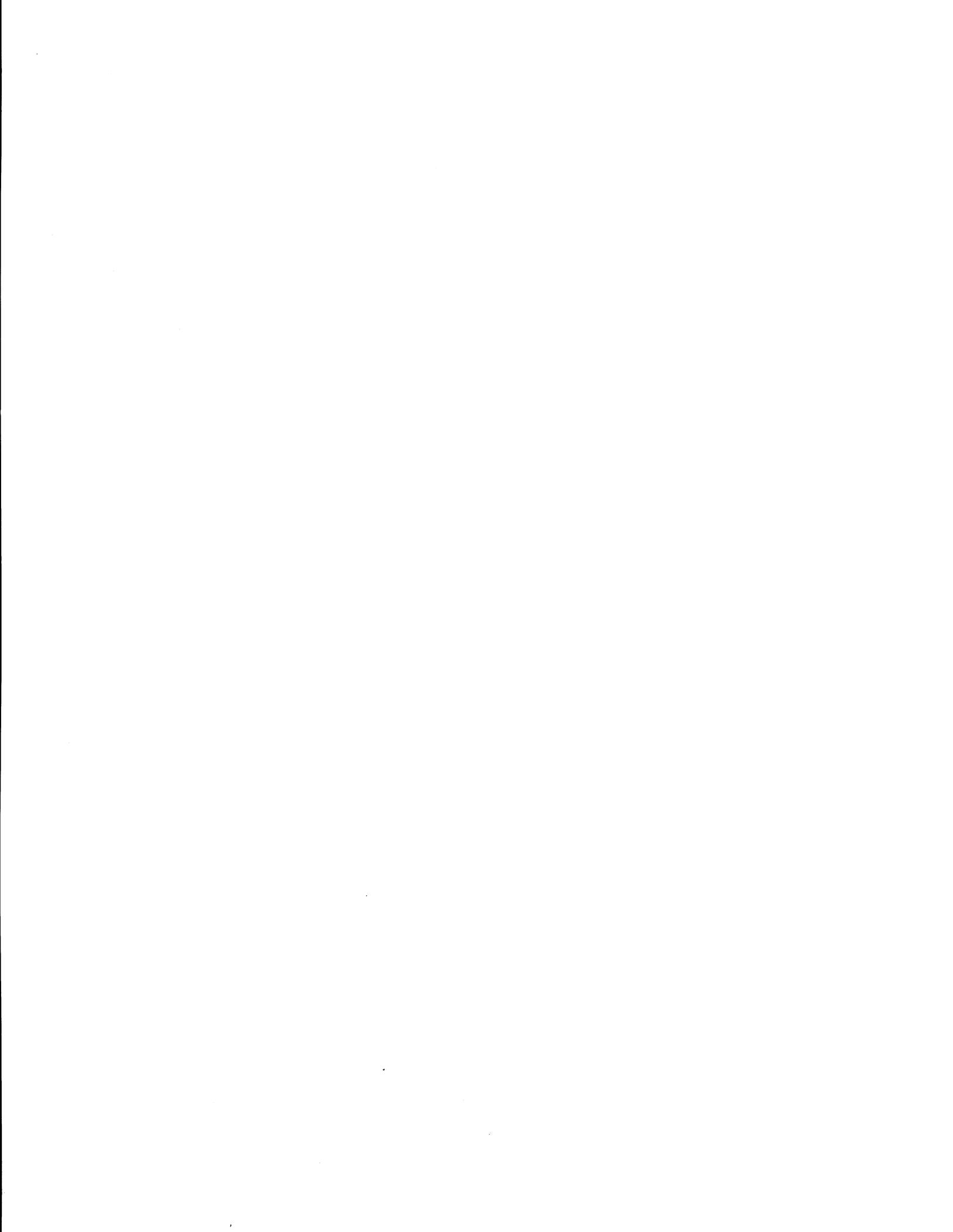
We would ask that you please contact me at (206) 464-6223 regarding initiation of this conflict resolution process. Please be assured that we appreciate the attention that you and your staff continue to give to the I-405 Corridor Program.

Sincerely,

A handwritten signature in cursive script that reads "Michael S. Cummings". The signature is written in black ink and is positioned below the word "Sincerely,".

Michael Cummings
Corridor Planning Supervisor

cc: Jim Leonard, FWHA
John Witmer, FTA
Roy Francis, King County
Brian O'Sullivan, Sound Transit
Phil Fordyce, WSDOT



October 17, 2000

Larry Blain
Principle Planner
Puget Sound Regional Council
1011 Western Avenue, Suite 500
Seattle, WA 98104-1035

Subject: I-405 Corridor Program, Air Quality Methodology

Dear Mr. Blain,

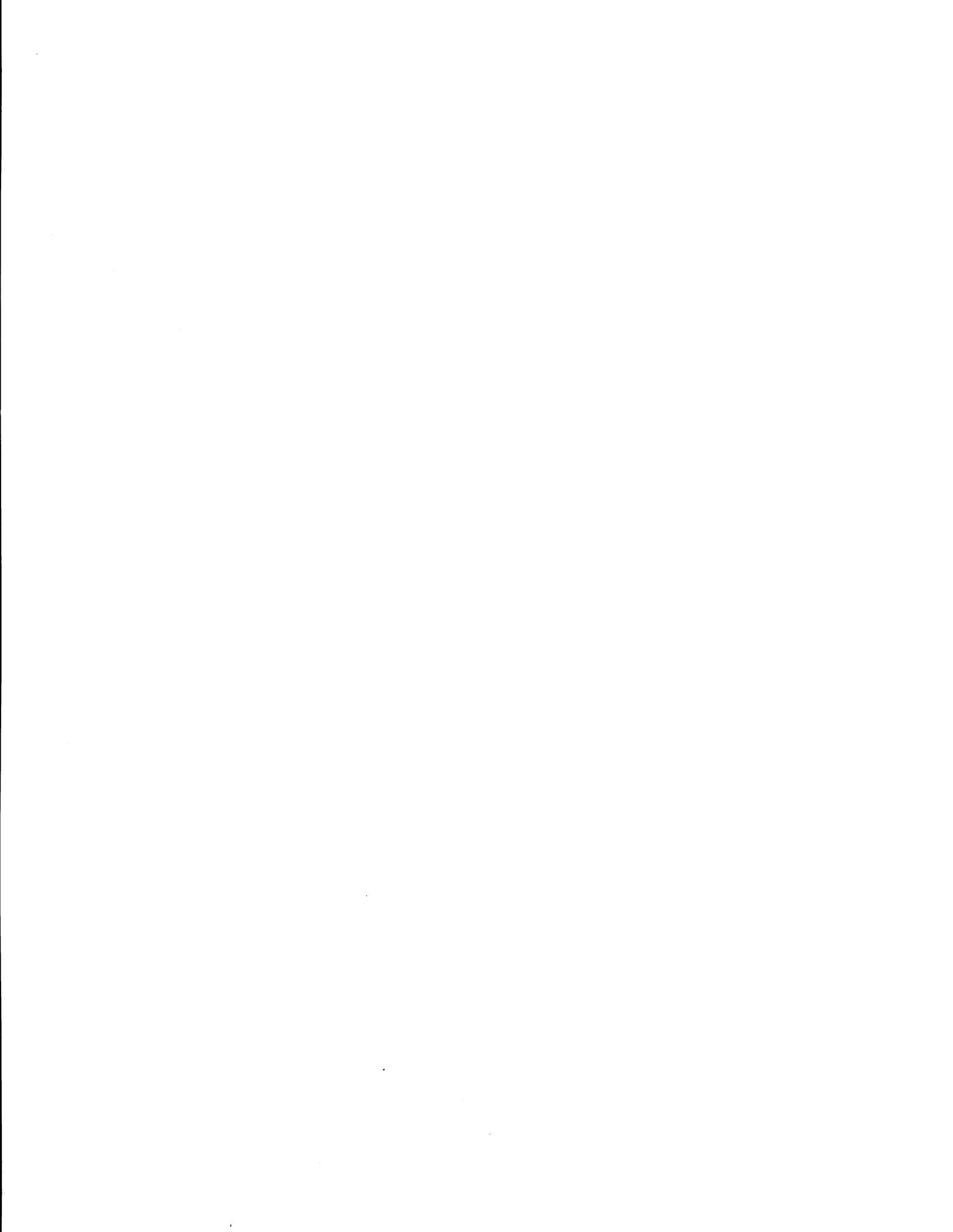
At the request of the Washington Department of Transportation, Parson Brinckerhoff is preparing the air quality analysis for the EIS for the I-405 Corridor Program. It is WSDOT's desire that the analysis be consistent in methods and assumptions with the latest planning in the Puget Sound Region.

To facilitate the completion of this work, WSDOT is requesting the PSRC provide the macros, programs, input files, and any available documentation to calculate regional emissions for 2020 consistent with the methodology of the regional conformity analysis. The materials may be sent to Lawrence Spurgeon at Parsons Brinckerhoff, 999 Third Avenue, Suite 2200, Seattle, WA 98104. Any questions may also be addressed to Lawrence at (206) 382-5285 or spurgeon@pbworld.com.

WSDOT sincerely appreciates the cooperation of PSRC in working towards our common goals of improved mobility within the Puget Sound region.

Sincerely,

Michael Cummings
SE 405 Corridor Project Manager





**Washington State
Department of Transportation**

Sid Morrison
Secretary of Transportation

Office of Urban Mobility
401 Second Avenue South, Suite 300
Seattle, WA 98104-2887

(206) 464-5878
Fax (206) 464-6084

January 8, 2001

Honorable John Daniels, Jr.
Muckleshoot Tribe
39015 172nd Ave. SE
Auburn, WA 98092

**RE: Opportunity to Provide Input to the I-405 Corridor Study and Trans-Lake
Washington Study – Project Updates**

Dear Mr. Daniels:

On behalf of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Sound Transit, and King County, the Washington State Department of Transportation (WSDOT) would like to present to you a project overview session.

During the session, members of the project teams, including Lead Agencies and their consultants, will provide a general description of each of the projects, describe where we are in the processes, and provide a timeline for each of the projects. At that time, we would like to verify whom our project staff should remain in contact with and provide a list of persons you can send comments or information to. Attached to this letter is a brief background for each of the two projects.

We encourage you to invite all persons that you think would be interested, including staff representatives from Natural Resources, Fisheries, and Cultural Resources.

Where and When

The project teams would like to meet with you at your earliest convenience and suggest early in February. WSDOT has several conference rooms in their facility located in Shoreline and Sound Transit and King County have conference rooms available in downtown Seattle. However, we would be happy to meet with you at your offices or at another facility of your choice.

Please contact Kimberly Farley with the Office of Urban Mobility, WSDOT at (206) 464-6211 or by email at farleyk@wsdot.wa.gov to set up this meeting.

Sincerely,

Mike Cummings
I-405 Project Manager, WSDOT

Les Rubstello
Trans-Lake Project Manger, WSDOT

Cc: Donna Hogerhuis/Cultural Resources
Isabel Tinco/Natural Resources
Karen Walter Fisheries

BACKGROUND

I-405 Corridor Program

The goal of the I-405 Corridor Program is to select, from the array of viable alternatives identified, a set of solutions that will meet the objectives of the purpose and need statement and can be implemented over the next 20 to 30 years. The Corridor Study will look at transportation improvements from SR 167 to the I-405 connection to I-5. The environmental impact study process is underway, guided by the input from the three project committees. The co-lead agencies include FHWA, FTA, WSDOT, King County, and Sound Transit. It is also important to note that this is one of three Re-Inventing NEPA pilot projects being tested in Washington State and though it is following the classic NEPA process in many ways, we are being challenged to "think outside the box".

Where the I-405 EIS is in the Process

Three committees, consisting of elected officials, citizens, and representatives of jurisdictions in the I-405 corridor have developed four alternative solution sets to address the challenges of I-405. These four alternatives, along with a "no action" alternative, will be analyzed in a programmatic environmental impact statement (EIS). The I-405 Corridor Program is envisioned as a blueprint for a system that will be a mix of different transportation solutions that work together for decades into the future. The committees are currently deciding on a Preliminary Preferred Alternative and we would like your input in the process. If you would like to obtain additional information regarding this project, please visit the project website at <http://www.wsdot.wa.gov/I-405/>.

Trans-Lake Washington Project

The goal of the Trans-Lake Washington project is to increase mobility across Lake Washington in the SR 520 corridor. The study area approximately includes the SR 520 interchange with I-5 to the SR 520 into Redmond. The product of this process is anticipated to be a project specific EIS.

The project team has been formulated using the same structure as the I-405 team. There are the same types of committees that serve the same types of functions. The same co-leads are also involved, with the exception of King County.

Where the Trans-Lake Washington Project is in the EIS Process

During scoping, several alternatives were identified. The first screening of alternatives by the three committees has been completed. Agreement was reached on the alternatives that will be further developed and evaluated, prior to selection of the alternatives to be analyzed in an EIS. The alternatives currently being studied will be presented at this meeting. If you would like to obtain additional information regarding this project, please visit the project website at <http://www.wsdot.wa.gov/translake/>.



**Washington State
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Sid Morrison
Secretary of Transportation

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(206) 464-5878
Fax (206) 464-6084

Robert Turner
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
Habitat Program/Olympia Field Office
510 Desmond Drive SE, Suite 103
Lacey, Washington 98503

January 8, 2001

RE: I-405 Corridor Program – Concurrence Point II, Alternatives to Include in the DEIS

Dear Mr. Turner:

Thank you for your letter dated October 24, 2000, which provides concurrence with comments on Point II, Alternatives to Include in the Draft Environmental Impact Statement (EIS) in the Re-Inventing NEPA Process. Please note that the Program team appreciates and will consider comments submitted at any time during this process.

Agency representatives for this program have reviewed your comments and agree that most, if not all, of the issues you addressed need to be discussed and resolved in the context of the ESAs' application to this region. For ease of discussion, these comments have been organized into three general categories:

- **Global:** Comments that deal with general ESA applications and concerns in a growing, rapidly urbanizing metropolitan area, i.e., the central Puget Sound Region.
- **Planning Level:** Those comments that apply to the issue of taking or not taking a transportation action in the I-405 Corridor and differentiating the environmental impacts (ESA and other) of those actions. This is the subject of this program and the EIS.
- **Project Level:** Project level detail and analysis that are typically found in a Biological Assessment (BA) leading to a granting of construction permits meeting ESA requirements.

Background

Before addressing NMFS specific comments, it is worthwhile to review the context of this study. The goal of the I-405 Corridor Program is to select, from the four viable alternatives identified, a package of solutions that can be implemented over the next 20 to 30 years. This is also one of the Re-Inventing NEPA pilot projects being tested in Washington State and though it is following the classic NEPA process in many ways, we are being challenged to "think outside the box".

When this EIS is completed and the Record of Decision has been issued, we anticipate that the following questions will be addressed: Should existing regional and local plans and programs be

amended? If so, how? Which alternatives or elements of those alternatives should be recommended? With what type of modes and at what service level? Where are the changes to I-405 and other modal facilities approximately located? Because there is limited design detail available to answer these questions, we will only be able to generally locate where most improvements will be made within the corridor. In short, this is a planning level EIS *not* a project level EIS.

So, what are we planning for? We are planning for the 200,000 new people that are projected to move to the East King County area in the next twenty years. This program will not cause the projected growth in population; it will take place in this area whether or not the I-405 corridor is improved. The object of this study is to identify ways to keep the transportation system functioning in a safe and efficient way in the midst of a growing region. We will look at the potential redistribution of development that may result from the implementation of the alternatives and the extent to which the alternatives support the objectives of the Growth Management Act.

Global

The Co-lead agencies (Sound Transit, King County, USDOT and WSDOT) would like to meet with representatives of your agency to discuss the issues that would apply to any future transportation investment to seek clarity on the issues you have raised. We would like to do this early this year.

Planning Level

In the discipline reports and the EIS, there will be planning level detail and planning level analysis. As such, much of the information still may not be as detailed as NMFS has suggested. In some instances the information is not available, or the recommended analysis goes beyond the definition of baseline conditions. However, the discipline reports do discuss many of the points brought up by NMFS. In addition, several of the points made by NMFS are issues normally addressed in a BA when a more detailed level of design is available.

The following list summarizes many, but not necessarily all, of the issues and data that will be presented in discipline reports and summarized in the EIS for this planning level study:

- Environmental baseline conditions in the action area. The study cannot quantify in detail but will identify as much as practical.
- Identify scientific literature data gaps, as appropriate, when there is desirable information unavailable.
- Minimization Measures.
- In general, information will be provided regarding the status of habitat and its use by threatened and endangered species as a result of adoption of any of the I-405 corridor program alternatives including the indirect effects of the alternatives.

- In general, information regarding the quantity of impervious surface versus impervious, and areas remaining in forest cover in the area affected by the program, will be provided in the water quality discipline report and the EIS. When and if construction projects are identified, these issues will be described in detail in the stormwater reports.
- Potential changes in land use and urbanization will be discussed in general in the EIS.
- Wetlands present in the vicinity of the project will be identified and discussed in the wetland discipline report and the EIS and standard approaches to impact avoidance, minimization and mitigation will be explored in these documents as well.
- Infiltration potential of soils will be evaluated using data available from NRCS in the stormwater analysis)
- The general geology and natural hazards that exist in the vicinity of the alternatives will be discussed in the discipline reports and the EIS. The relation of these issues to salmonids will be addressed in BAs where appropriate as part of baseline conditions, if and when construction projects are identified.
- The number, area, and location of new or expanded stream and wetland crossing structures that would be required for each of the alternatives will be estimated and discussed as part of the EIS. Maintenance commitments will also be discussed.
- Generally, climate and stormwater discharges will be addressed in the stormwater discipline report and the EIS.

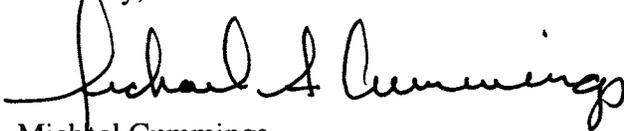
Because the objective of this program is to make a planning-level decision and not to construct a project, at this level a BA will not be prepared.

Project Level

It is anticipated that projects will emerge out of this effort that will require BAs and permits. At that point, a high level of design detail will be developed, and BAs conforming to Section 7 of the Endangered Species Act will be prepared. In those BAs, the rest of your comments and concerns should be addressed.

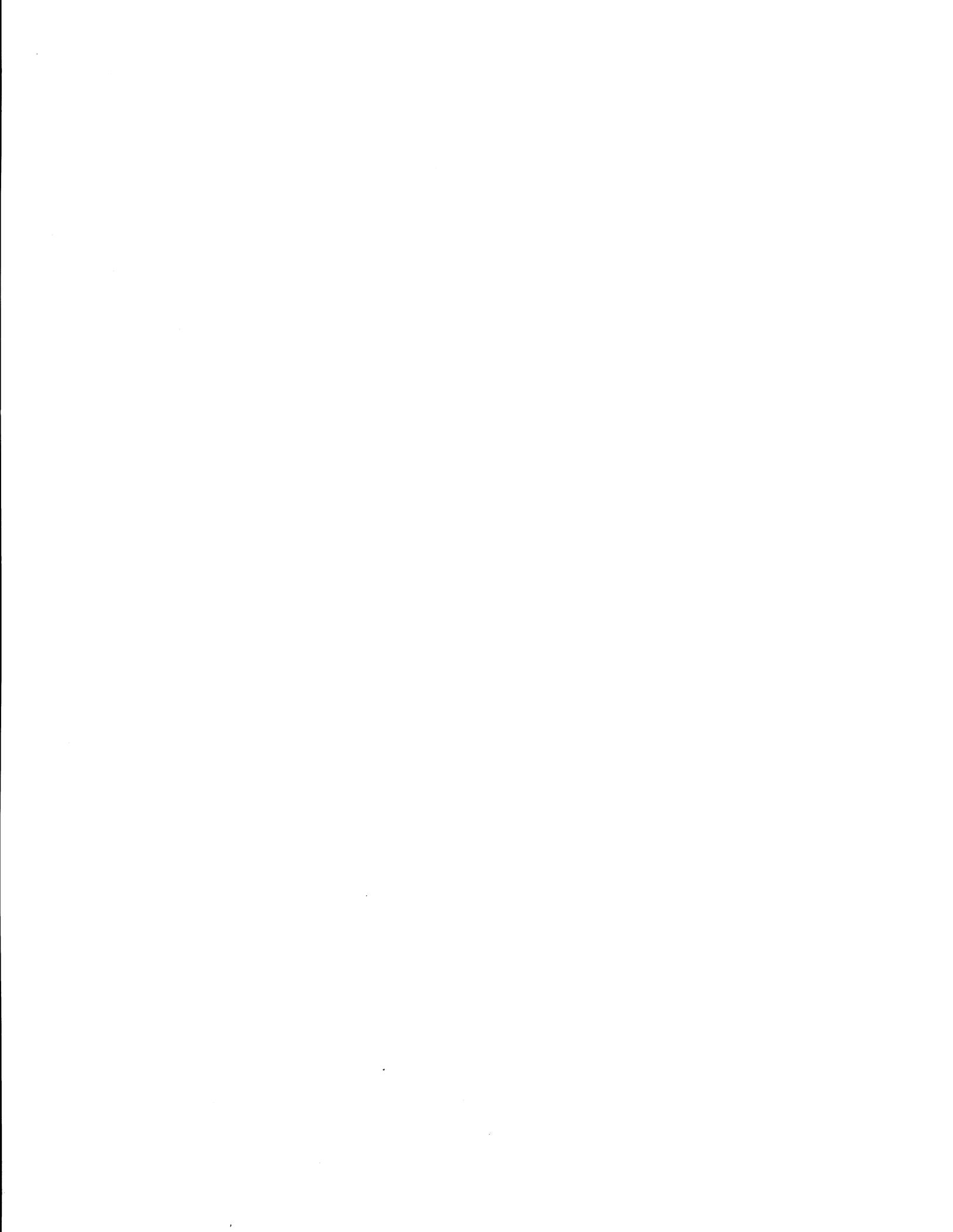
Thank you again for providing your comments and concerns at this early stage. This type of thoughtful input provided up front, will help meet the objectives of ESA and the growing need for transportation solutions.

Sincerely,



Michael Cummings
I-405 Project Manager, WSDOT

Cc: Project Management Team





**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

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www.wsdot.wa.gov

July 24, 2001

Ms. Sandra L. Manning
Washington State Department of Ecology
PO Box 47703
Olympia WA 98504-7703

RE: May 15, 2001 letter to Michael Cummings, WSDOT, from Sandra Manning, Ecology, regarding comments on the Preliminary Draft Environmental Impact Statement (PDEIS)

Dear Ms. Manning:

Thank you for reviewing and providing comments on the I-405 Corridor Program Preliminary Draft Environmental Impact Statement. As you know, we received approximately 700 comments on the PDEIS from the cooperating agencies. All comments were reviewed and our responses were incorporated into the comment response tables that you mention in your letter dated May 15, 2001. In that letter, you indicated that you were comfortable with our responses to most of your comments, but felt that a few remaining issues needed to be addressed in order for a decision on a preferred alternative to surface. The following are our responses to the five remaining issues mentioned in your letter.

- 1) We have spoken with the consultant that the format of the information presented in the PDEIS for each alternative makes it difficult to compare the different components that occur within each alternative. To address this issue, we plan to expand the DEIS Chapter 2 (Description of Alternatives) to include a table clarifying the system elements contained in each alternative. This table will better identify which individual components comprise a given alternative. All of the impacts are accounted for in each alternative; however, at the programmatic level, separating components of an alternative for individual impact analysis was not possible.

Furthermore, we will not be able to add a new alternative to be analyzed in the DEIS because the committee members have already agreed on which alternatives to include under the Re-Inventing NEPA Consensus Point #6.

- 2) We realize that the Preliminary Preferred Alternative (PPA) was not analyzed separately in the PDEIS. When the PDEIS was written, the I-405 Co-Lead Agencies (Co-Leads) wanted to include information about the PPA only to give the reviewer

- 3) some insight regarding the direction the committees seem to be headed in the development of a preferred alternative. Because no decision has been made with regard to implementing any alternative, the Co-Leads have decided to remove the discussion about the PPA from the DEIS. The final recommendation of a preferred alternative will include an analysis of the preferred alternative in the Final EIS.
- 4) I contacted Don Samdahl, Mirai Associates, regarding an answer to your request for more detail on the significance of a 7-12 minute savings in travel time. In response to your inquiry, Don provided the following information:

Transportation Mobility is measured within the transportation analysis by two primary measures—travel time between major origins and destinations, and levels of congestion. The travel time measure is summarized in PDEIS Tables 3.12-2 through 5. This measure documents the changes in p.m. peak hour travel time between several activity centers within the area. Table 3.12-2 in particular is the source of the '7 to 12' minute saving discussed at the May 9, 2001 steering committee meeting. This travel time saving is during the heart of the most congested afternoon peak hour, and, in the case of Alternative 3, represents around a 10-15% reduction in overall travel time. In terms of transportation improvements, this is considered a significant improvement. The Highway Capacity Manual, which is the national guidebook for traffic analysis, typically equates a 10% change in travel time or delay as being equivalent to one-rung on the Level of Service scale (i.e. the scale that ranges from A to F). This change can make the difference in a local jurisdiction being able to meet its Growth Management concurrency requirements. It is notable that the transit travel time-savings for Alternative 3 (documented in Tables 3-12-4 and 5) are even more pronounced.

In addition to the peak hour travel times, the PDEIS also documents the change in 'Hours of Congestion', as shown in Table 3.12-6. This measure provides a more comprehensive look at the change in congestion over the entire day, not just the peak hour. Alternative 3, for example, reduces the average number of congested hours on I-405 from 7 to 5 hours, which is better than current conditions. For all facilities within the study area (i.e. freeways and arterials), the average congestion would be improved with Alternative 3 to conditions similar to current levels, despite a 50%+ increase in corridor travel demand.

The DEIS will contain a better explanation of the significance of the savings in travel time.

- 5) We understand the importance of clarifying the High Capacity Transit (HCT) discussions within the DEIS. The HCT for Alternatives 1 and 2 is defined as a physically separated, fixed guide-way system. The HCT in Alternative 3 is defined as bus rapid transit operating in improved HOV access lanes on the existing freeway system. This will be more clear in the DEIS.

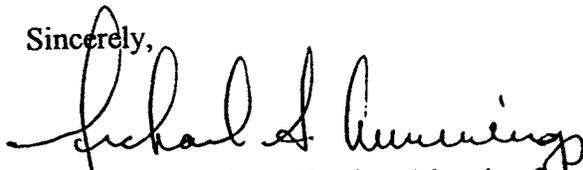
- 6) Consistent with Purpose and Need of the I-405 Corridor Program, the intent is to support planned land use. The planned land use is considered to be those plans adopted by the individual jurisdictions, the adopted regional plan and the State of Washington growth management program. Each of these plans includes provisions to concentrate development in identified activity centers and to link those activity centers and rest of the region with transportation investments.

The alternatives that have been developed attempt to do this employing a variety of conceptual transit strategies. Alternative 3, for example, does this by utilizing a bus rapid transit (BRT) form of high capacity transit. BRT can be operated in a variety of ways from existing roads to separated guideway. The system is proposed to link existing and planned activity centers in the region and include service and stations similar to a rail system. This service is intended to support the compact centers and pedestrian and transit oriented development in these centers. The paragraph below is from the Federal Transit Administration web site.

“Integration of transit development with land use policy: Bus Rapid Transit and compact, pedestrian-oriented land use development are mutually supportive. The clustering of development has the additional benefit of conserving land and promoting the vitality of neighborhoods and urban commercial centers. Bus Rapid Transit can be most effective when integrated within a broader planning framework encompassing land use policies, zoning regulations, and economic and community development.”

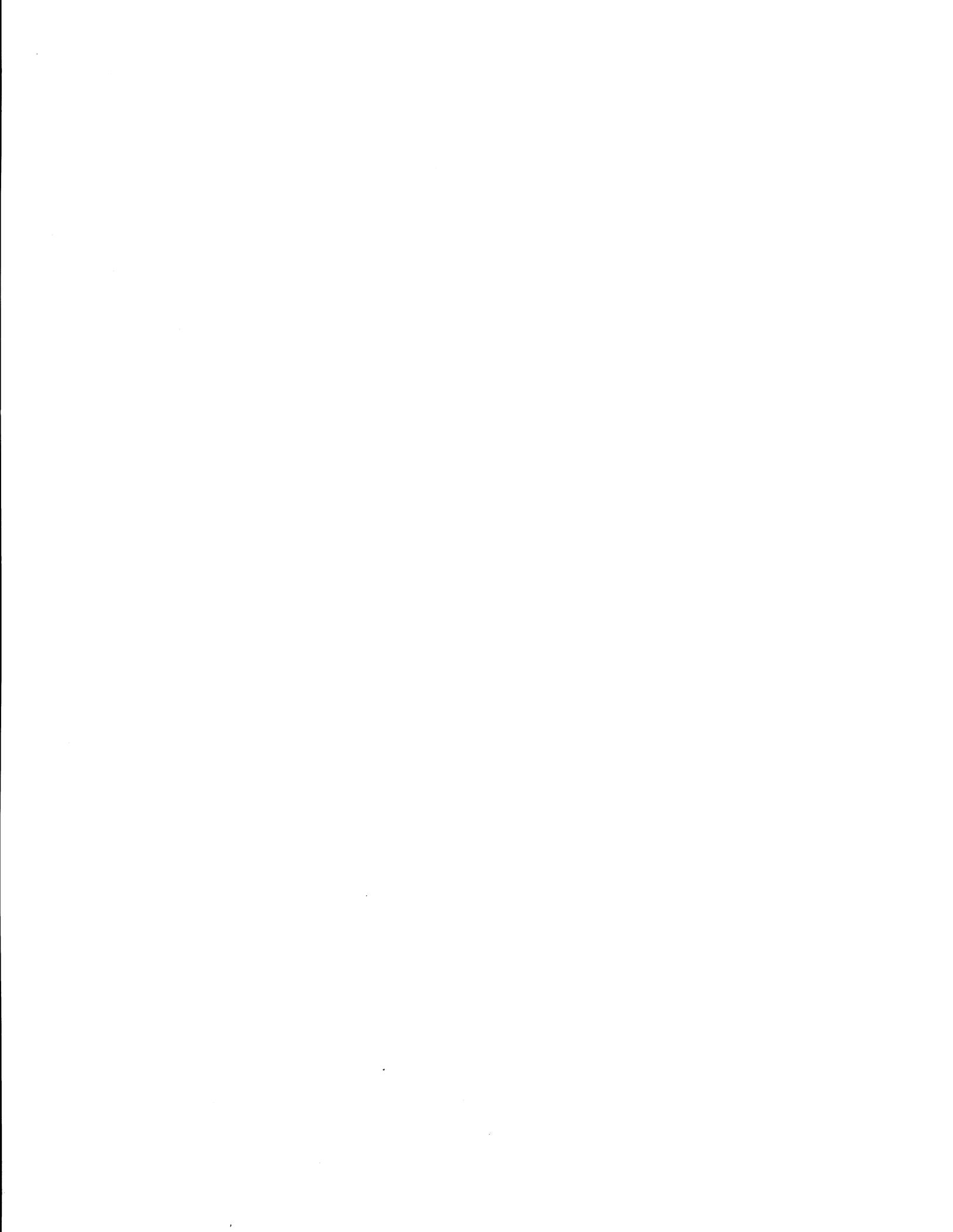
Once again, thank you for providing comments on the PDEIS. With the above responses to the remaining issues identified in your letter, I am confident that the DEIS can be used as a tool in recommending a preferred alternative.

Sincerely,



Michael Cummings, Corridor Planning Supervisor
I-405 Corridor Program

cc: Keith McGowan
Kimberly Farley
Christina Martinez
Terry Swanson, Ecology
I-405 Correspondence File





**Washington State
Department of Transportation**

Douglas B. MacDonald
Secretary of Transportation

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Olympia, WA 98504-7300

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www.wsdot.wa.gov

October 3, 2001

Mr. Steve Landino, Branch Chief
National Marine Fisheries Service
510 Desmond Drive SE, Suite 103
Lacey, WA 98503

Dear Mr. Landino:

Thank you for your agency's participation in the I-405 Corridor Program.

I am writing this letter to reinforce the continued need for the direct involvement of the National Marine Fisheries Service in the I-405 Corridor Program. This program is of critical importance to the State of Washington and to the Puget Sound region. We also understand that there are critical fisheries issues involved in this decision. The past involvements of David Hirsh and Tom Gibbons have provided information necessary to get to a decision that can be implemented.

We look forward to, and need, your agency's continued involvement in the next few months. During this time frame the I-405 Committees will be using the environmental impact information to develop a preferred alternative. Part of this recommendation proposes to include the environmental process and objectives necessary to ensure the survival and recovery of threatened and endangered species. This proposed process is set up to enable the subsequent project level environmental review, including biological assessment where necessary, to be conducted in a positive and cooperative manor.

We are committed to and believe that this program offers a unique opportunity to provide a positive impact on both transportation and fisheries resources. We believe the success of our efforts will be greatly enhanced by NMFS's continued participation.

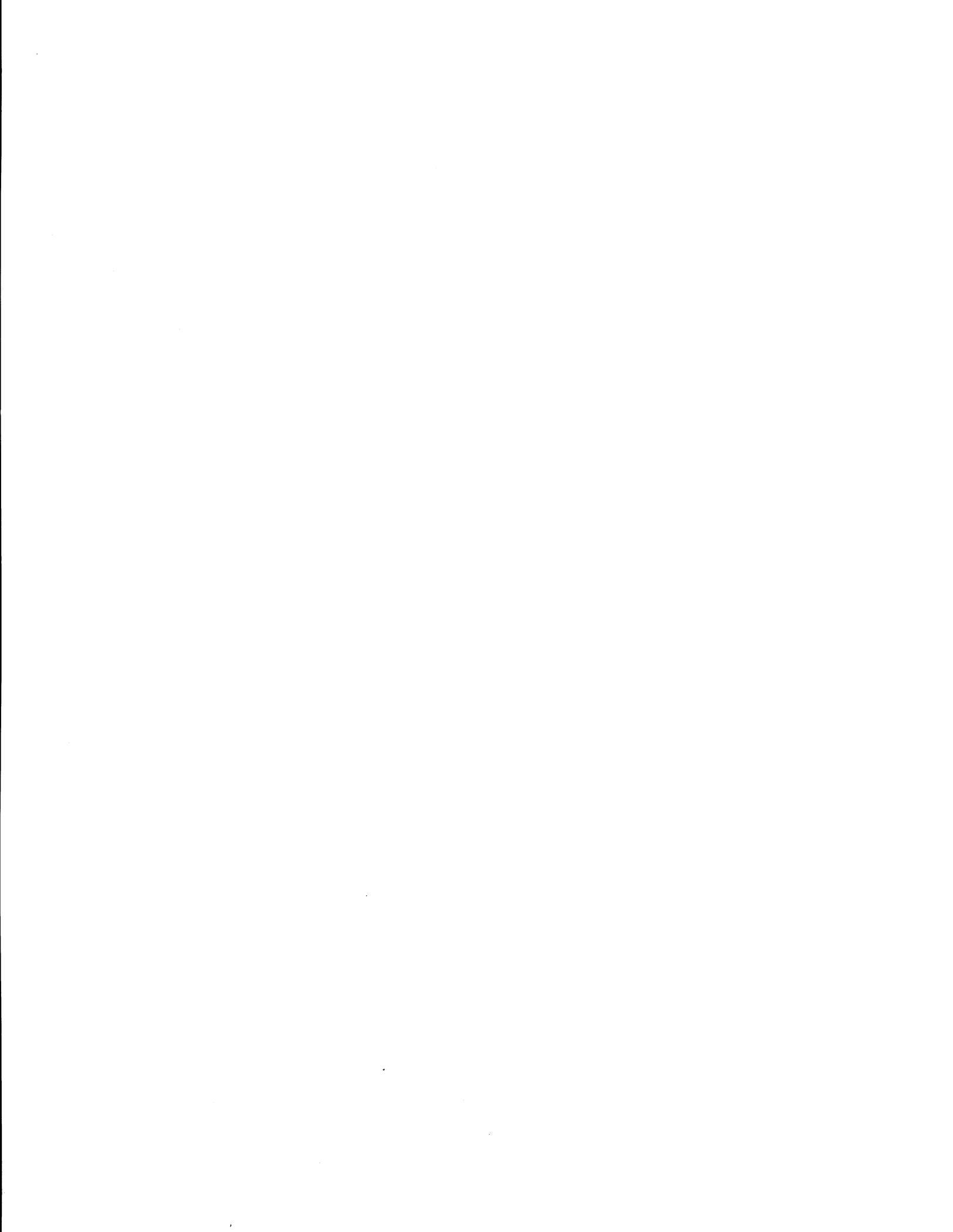
If you have any questions please call me at 206-464-6223. Our office address is 401 Second Avenue South, Suite 300, Seattle, WA. 98104-2887.

Sincerely,

Michael Cummings
I-405 Corridor Program Manager

MC:cm

cc: David Hirsh, NMFS
Tom Gibbons, NMFS
Gloria Skinner, WSDOT



From: Paul Bergman [mailto:pbergman@prrbiz.com]
Sent: Monday, October 08, 2001 5:21 PM
Subject: I-405 Program Materials

TO: I-405 Program Citizen and Steering Committees
CC: Executive Committee

Attached are a workbook and worksheet developed to assist you in your preferred alternative deliberations. The worksheet should be used to record your draft recommendations. Hard copies are also being mailed to each committee member. More detailed instructions are listed in the workbook.

The objective is to identify areas of consensus among the committees and any outstanding issues where we need to focus our remaining time. Understanding you have not received all of the public comments on the Draft EIS, we are asking you to fill out and return the worksheet with the information you have available.

Your worksheet recommendations are non-binding; they are intended to assist program staff in structuring draft recommendations and discussions for your upcoming meetings. Once you have received the benefit of all public comments, we will finalize preferred alternative recommendations at your November meetings.

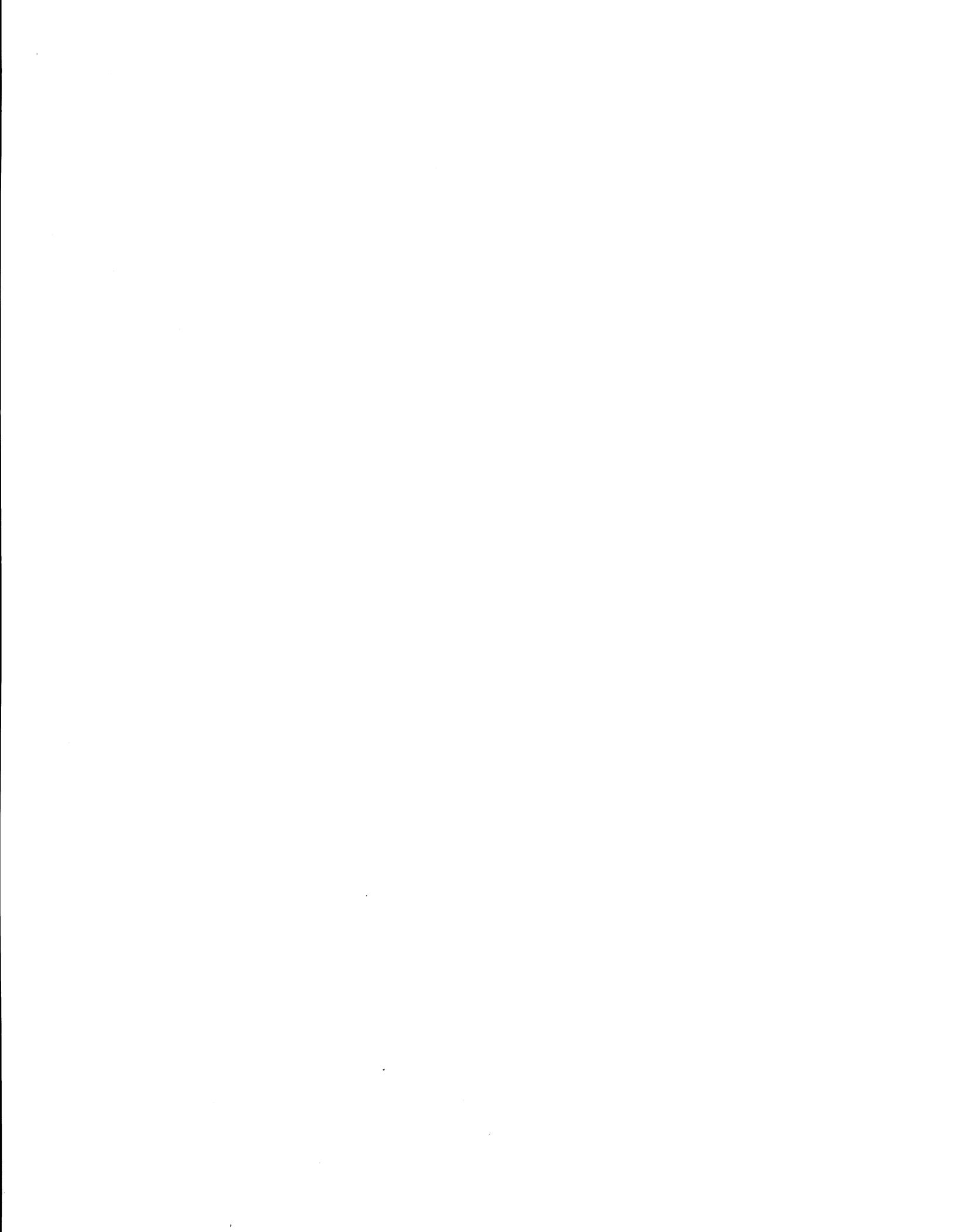
Please return your worksheet by October 19, 2001 the following ways:

- (1) E-mail: paul@prrbiz.com
- (2) Fax: (206) 623-0781, Attn: Paul Bergman
- (3) Mail: I-405 Program, C/O PRR,
1109 First Avenue, #300, Seattle, WA 98101

Questions? Please call Paul Bergman, (206) 623-0232, ext. 248

> <<paWorkbookFINAL.PDF>>

<<PA Worksheet - E-mail.doc>>





Decision Making Guide and Worksheet



How to Use Your Workbook

This workbook was developed to assist you in your preferred alternative deliberations. It includes informational resources and a worksheet to record your draft recommendations. An electronic version has also been distributed.

The objective of this exercise is to identify areas of consensus among the committee members and any outstanding issues on which we need to focus our remaining time.

For your reference, the workbook contains the following sections:

1. Recommendations Worksheet
2. Evaluation Criteria
3. Descriptions of the Major Alternative Elements
4. Cost Estimates

Understanding you have not received all of the public comments on the Draft EIS, we are asking you to fill out and return the worksheet with the information you have available at this time.

Your worksheet recommendations are non-binding; they are intended to assist program staff in structuring draft recommendations and discussions for your upcoming meetings. Once you have received the benefit of all public comments, we will finalize recommendations.

When filling out the worksheet, you'll note the major elements are numbered and linked to their descriptions for easy reference. We are asking you to also identify any conditions of support:

- Actions that must be taken before you will support an element, i.e. ongoing monitoring, design requirements, operations;
- Specific projects on the list that should be removed or modified; or
- Project elements that require additional study before you can decide, and what kind of study is needed.

Additionally, please indicate your rationale if an element should be included or not included in the preferred alternative, based on the listed criteria (transportation, environmental, other).

Worksheet Submittal

DEADLINE: OCTOBER 19

Return your worksheet to:

(1) E-mail: paul@prrbiz.com

(2) Fax: (206) 623-0781, Attn: Paul Bergman

(3) Mail: I-405 Program, c/o PRR, 1109 First Avenue, #300, Seattle, WA 98101

Questions? Please call Paul Bergman, (206) 623-0232, ext. 248

What is the Purpose of the Preferred Alternative?

The I-405 Corridor Program Preferred Alternative (PA) will serve as planning and policy guidance, or vision, for future transportation improvements in the I-405 corridor. The PA will direct future site-specific, project-level, transportation planning and design studies.

The Preferred Alternative will broadly identify an optimal mix of transportation and demand management investments within the I-405 corridor to improve movement of people and goods throughout the I-405 corridor, reduce foreseeable traffic congestion, and satisfy the overall program's purpose and need.

What Happens Next?

The draft and final Environmental Impact Statements (EIS) for this program, when completed, will focus on the analysis of environmental impacts of various combinations of improvements for transit, cars, trucks and non-motorized travel. It will also look at how these combinations function together as a system to solve corridor-wide transportation problems.

It is assumed that existing environmental regulations will be complied with. It is, however, the intent of the program co-leads to implement measures, including further avoidance, minimization and mitigation, to lessen the effects of transportation projects and programs implemented as a result of this effort. Among the measures under active discussion are early actions to ensure survival and recovery of endangered species and measures to ensure the continued viability of travel during construction.

Following completion of this EIS process it is anticipated that project level design and environmental review will be started. This will include additional opportunities for site specific evaluation of impacts and mitigation measures and identification of costs.

The following system-level criteria are the recommendations of the Executive Committee (October 2000) based upon input from the Citizen and Steering Committees. These criteria assume that the I-405 Corridor Program will also comply with all Federal, State, and local environmental laws, and Executive Orders. Also included are some clarifications (noted in italics) made by the Project Management Team (PMT).

Improve Mobility

HIGH PRIORITY

- Serve as much of the 2020 peak period travel demand within the corridor as possible
- Improve predictability of travel times for all modes
Include freight
- Provide flexibility to accommodate post 2020 travel demands
- Reduce travel times for all modes door-to-door compared with current conditions
Include freight
- Reduce the share of peak period and daily trips by single-occupant vehicles
- Provide effective connections to regional and local transportation systems

OTHER

- Provide reasonable access to various mode choices
Increase above current levels pedestrian and bike access to transit and vanpools

Reduce Congestion

- Reduce congestion on study area freeways and arterials below current levels
PMT: Examine peak period and daily conditions

Improve Livability

HIGH PRIORITY

- Demonstrate consistency with adopted regional and local policies to accommodate planned land uses within the study area
Includes "accessibility," which is a measure of your ability to each and achieve daily activities within or in proximity to your home or work community.
- Minimize and/or mitigate impacts to neighborhoods (displaced households, businesses, parks, and open spaces)

OTHER

- Minimize impacts to visual quality
- Support vigorous regional and state economy
- Minimize negative impacts on minority and/or low-income populations (i.e. environmental justice)

Noted that this is legal requirement

Improve Safety

- Improve the safety for all modes above current levels
- Considered to be a requirement of federal and state agencies*

Environmentally Responsive

Most of the environmental criteria were considered important to meet all federal and state requirements.

HIGH PRIORITY

- Minimize impacts to water quantity and quality
- Minimize impacts to environmentally sensitive areas (wetlands, riparian zones, aquifer recharge areas, critical habitat)
- Minimize impacts to air quality
- Minimize noise impacts

OTHER

- Minimize indirect impacts (adverse effects from displaced and/or unplanned growth and development)

Solutions can be Implemented

HIGH PRIORITY

- Public support is evident
- Maximize benefits to cost
- Total capital and operating costs are within a reasonable range of funding during the next twenty (20) years

OTHER

- Minimize cost to users of the transportation system
- Minimize construction impacts

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM Package Core Assumptions

- Existing TDM programs will continue (public & private sector)
- Existing public TDM programs will be expanded
- trip reduction targets will be implemented to supported by new interlocal or sub-regional agreements
- Strategies are flexible, monitored and adjusted as needed over time (includes tracking trends for Internet, e-commerce)
- Funding is provided for demonstration projects, plus some ongoing funding for new TDM strategies found effective

Focus of TDM Package

SOV and other trip reduction through the use of:

- Incentives
- Increasing access to alternative modes
- Public information, education and promotion
- Land use strategies

Strategies in the TDM Package

VANPOOLING

Maximize vanpooling in the corridor.

(Minimum of a five-fold increase)

- Intensive marketing of vanpooling, including start-up subsidies
- Use of new “value-added” incentives (e.g., frequent flyer miles for vanpoolers)
- Creation of a revolving no-interest loan fund for purchasing vans
- 50% fare subsidy
- Provide sufficient infrastructure (e.g., small park & ride lots)
- Owner-operated vanpool promotion

PUBLIC INFORMATION, EDUCATION AND PROMOTION PROGRAMS

- Establish ongoing public education and awareness program specific to the corridor (focus on issues and transportation alternatives)
- Provide traveler information system(s), including interactive ride-match and transit information
- Provide personalized trip planning assistance, including for transit

Employer-Based Programs

INCREASE WORK CHOICES

- Telecommuting, flextime, compressed work schedules, multiple shifts
- Proximate commuting (assigning employees to work sites close to home)
- Incentives to employers to offer work choices (e.g., tax credits)
- For current commuter trip reduction program - new incentives and resources to help CTR-affected employers obtain CTR goals (e.g., grants, tax credits, staff support)
- Expanded CTR-like program aimed at smaller employers plus those larger ones not affected by CTR laws (non-regulatory, voluntary based)
- Support development and core operations of transportation management associations (TMA)
- Parking cash-out program incentives and financing

Land Use as TDM

Compact, mixed-use, non-motorized and transit friendly (re)development in target areas (urban centers, suburban clusters, key arterials, transit station areas, transit centers, park-and-ride lots)

- Transit-oriented development (TOD)
- Code changes, streamlining processes, local connectivity retrofitting projects to support (re)development
- Programs (code assistance, design review support) to help jurisdictions and developers implement compact (re)development
- New parking management programs

Other Miscellaneous TDM Programs

Innovative transit and vanpool fare media, incentives, demonstrations, matching funds, etc. [e.g., area-wide “Smart Card” (FlexPass) programs for Eastgate, downtown Bellevue, north Renton industrial area, Bothell business parks, Redmond, downtown Kirkland, Tukwila]

- Non-commute trips TDM programs (research and demonstrations)
- Other miscellaneous incentives (local and state tax credit programs, developer incentives)

ELEMENT

1A

EXPANDED TDM PACKAGE

Overview

This major element will include the range of regional pricing actions being evaluated by the PSRC. The potential impacts of the following actions will be examined in the context of the I-405 Corridor:

- Region-wide congestion pricing (RCP);
- Fuel taxes (revenue = RCP);
- Fuel taxes (revenue = 50% RCP);
- Mileage charge (revenue = RCP)
- Parking charges

ELEMENT

2

TRANSIT EXPANSION WITHIN STUDY AREA

No Action: Transit service levels would be increased by 20% compared to the current King County 6-year plan, assumed to be in place by 2007.

Alternatives 1, 2, and 3: Transit service levels would be increased by up to 100% compared to the current King County 6-year plan, assumed to be in place by 2007. Transit service coverage and design would also be revised to more closely match travel patterns within the study area. These revisions could include more center-to-center movements, connections between neighborhoods and centers, and development of an appropriate 'grid' transit system within the study area.

Alternative 4: Transit service levels would be increased by 50% compared to the current King County 6-year plan, assumed to be in place by 2007.

HIGH-CAPACITY TRANSIT

Description

A high-capacity transit (HCT) solution would be designed for the I-405 corridor. The exact technology of this solution would be determined in later studies, but could include busway, light rail, monorail, or similar mode that could operate at speeds of up to 70 mph. The HCT alignment would generally follow the I-405, SR 520 and I-90 freeway corridors in existing freeway, arterial, or railroad right-of-way. The key characteristic of this solution would be that it would have a dedicated alignment, removing it from congestion-induced delays. Bus service would be reconfigured to provide maximum accessibility to the HCT system.

Alternatives 1 and 2 assume a full-scale HCT within the corridor, likely using some form of fixed-guideway rail technology. Alternative 1 also includes a transit variation that would provide for a commuter rail operation along the BNSF from Tukwila north to Kirkland. Alternative 3 assumes a bus rapid transit (BRT) concept, building on the existing freeway HOV system.

High Capacity Transit (Alternatives 1 and 2)

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---|-------------------|--|
| TUKWILA & RENTON | T.HCT-1 | HCT- SeaTac to Renton CBD |
| RENTON | T.HCT-2 | HCT-Renton CBD to NE 44th (Port Quendall) |
| RENTON, NEWCASTLE, BELLEVUE | T.HCT-3 | HCT- NE 44th (Port Quendall) to Factoria |
| BELLEVUE & ISSAQUAH | T.HCT-4 | HCT - Factoria to Issaquah |
| BELLEVUE | T.HCT-5 | HCT - Factoria to Downtown Bellevue |
| BELLEVUE & REDMOND | T.HCT-6 | HCT - Bellevue to Redmond |
| BELLEVUE & KIRKLAND | T.HCT-7 | HCT - Bellevue to Totem Lake |
| KIRK, KING CO. & WOODINVILLE | T.HCT-8 | HCT - Totem Lake to Bothell |
| BOTHELL & SNO CO. | T.HCT-9 | HCT - Bothell to Lynnwood |

High Capacity Transit Stations (Alternatives 1 and 2)

| | |
|-----------------------------|---------------------|
| SEATAC | SeaTac |
| TUKWILA | Southcenter |
| TUKWILA & RENTON | Tukwila (Longacres) |
| RENTON | Downtown Renton |
| RENTON | North Renton |
| RENTON | Port Quendall |
| BELLEVUE | Factoria |

(continued)

High Capacity Transit Stations (continued)

| | |
|--------------------------------|------------------------------------|
| BELLEVUE | Bellevue Transit Center |
| BELLEVUE | Bellevue Library |
| BELLEVUE & KIRKLAND | SR 520/Northup Way |
| KIRKLAND | Downtown Kirkland (NE 85th Street) |
| KIRKLAND | Totem Lake |
| WOODINVILLE | NE 145th Street |
| WOODINVILLE | Woodinville |
| BOTHELL | NE 195th Street |
| BOTHELL | Canyon Park |
| SNOHOMISH COUNTY | 164th Street SW (Ash Way) |
| BELLEVUE | Eastgate |
| BELLEVUE | Lakemont |
| ISSAQUAH | Issaquah |
| BELLEVUE | 132nd Avenue NE |
| BELLEVUE | 148th Avenue NE |
| REDMOND | Overlake (NE 40th Street) |
| REDMOND | Redmond/Town Center |
| REDMOND | Bear Creek |
| MERCER ISLAND | Mercer Island |

Bus Rapid Transit Stations (Alternative 3)

- SEATAC AIRPORT TRANSPORTATION CENTER**
- TUKWILA (COMMUTER RAIL STATION)**
- RENTON TRANSIT CENTER**
- PORT QUENDALL**
- NEWPORT HILLS**
- BELLEVUE TRANSIT CENTER**
- CENTRAL KIRKLAND (NE 85TH ST)**
- TOTEM LAKE**
- BOTHELL/UW CAMPUS**
- CANYON PARK**
- LYNNWOOD TRANSIT CENTER**

ADD ARTERIAL HOV AND TRANSIT PRIORITY

Overview

Create lanes, intersection queue jumps and signals that provide priority to HOVs and transit on major arterials in the study area.

Arterial HOV

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|----------------------------|-------------------|--|
| BELLEVUE | R.HOV-36 | Coal Creek Pkwy I-405 to Forest Drive |
| BELLEVUE | R.HOV-37 | NE 8th Street I-405 to 120th Ave NE |
| KIRKLAND, REDMOND | R.HOV-38 | NE 85th St Kirkland Way to 148th Ave NE |
| KIRKLAND | R.HOV-39 | NE 116th 98th Ave NE to 124th Ave NE |
| KIRKLAND | R.HOV-40 | NE 124th 100th Ave NE to 132 Ave NE |
| BOTHELL | R.HOV-41 | SR 527 From SE 228th St to SR 524 |
| RENTON | R.HOV-43 | SR 169 - SR 405 to Riverview Park vicinity - |
| RENTON | R.HOV-44 | SW 27th St Corridor in Renton Oaksdale Ave to SR 167 |
| RENTON | R.HOV-47 | Avondale Rd from Novelty Hill Road to Avondale Way Construct SB HOV lane |
| RENTON, KING COUNTY | R.HOV-48 | SW 43 St (SR 167 to 140 Ave SE) |
| RENTON | R.HOV-49 | Logan Ave N / N 6 St (S 3 St to Park Dr) |
| RENTON | R.HOV-51 | Park Dr - Sunset Blvd (Garden Ave to Duvall Ave NE) |
| KENMORE | R.HOV-53 | 68 Ave NE (Smds Rd to SR 522) - Construct NB HOV lane |
| REDMOND | R.HOV-55 | Willows Rd (Redmond Wy to NE 124 St) |
| KIRKLAND, BELLEVUE | R.HOV-56 | Lake WA Blvd (SR 520 to Yarrow Bay) - SB HOV lane |
| KIRKLAND | R.HOV-57 | NE 68 St/NE 72 Pl (I-405 Vicinity) - Que Bypass |
| BELLEVUE | R.HOV-60 | Bellevue Way - I-90 to South Bellevue Park & Ride |



ELEMENT
5

HOV EXPRESS ON I-405 WITH DIRECT ACCESS RAMPS

Overview

Complete the series of ramps connecting arterials and freeways directly to HOV lanes on I-405. This allows carpools, vanpools and buses to use the HOV lanes without weaving across other traffic. HOV direct access ramps have already been designed by Sound Transit in downtown Bellevue and Kirkland, and design studies are starting for HOV ramps in downtown Renton.

HOV Interchange Ramps (Direct Access)

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|-------------------------|-------------------|---|
| TUKWILA | R.HOV-25 | SR 5 I/C @ Tukwila Fwy to Fwy HOV ramps |
| RENTON | R.HOV-26 | SR 167 I/C Fwy to Fwy HOV ramps |
| BELLEVUE | R.HOV-27 | SR 90 I/C Fwy to Fwy HOV ramps |
| BELLEVUE | R.HOV-28 | SR 520 Fwy to Fwy HOV ramps |
| BOTHELL | R.HOV-29 | SR 522 Fwy to Fwy HOV ramps |
| SNOHOMISH COUNTY | R.HOV-30 | SR 5 I/C @ Swamp Creek Fwy HOV ramps |
| KIRKLAND | R.HOV-61 | NE 85th |
| ST | R.HOV-101 | I-405 @ Lind - HOV Direct Access (could be at SR 167 112th St SE (In-Line Station) Committed HOV Projects |
| NEWCASTLE | R.HOV-65 | UW Bothell Campus HOV Access (near 195th)* |
| BOTHELL | R.HOV-62 | SR 527 HOV Direct Access (expansion of committed project R. HOV-63 flyer stop* |
| BOTHELL | New | SR 181-HOV Direct Access to Commuter Rail station * |
| TUKWILA | New | |

** Added by jurisdictions as part of the development of the Preliminary Preferred Alternative. Projects not costed or analyzed in DEIS.*

ADD PARK & RIDE CAPACITY TO MEET DEMAND

Overview

Provides additional park-and-ride capacity at existing locations and creates selected new lots based on forecasted transit and carpool demand. The locations initially identified for expansion are listed below. These locations will be refined during the project-level evaluation process.

Park and Rides

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|--------------------------------|-------------------|--|
| RENTON | T.PR-3 | Renton East Highlands new Park and Ride |
| TUKWILA & RENTON | T.PR-6 | Tukwila Commuter Rail (Longacres) |
| KING COUNTY | T.PR-5 | 140th Ave SE and Petrovitsky Rd Vicinity |
| KING COUNTY | T.PR-8 | SR 169 and 140th Wy SE |
| KING COUNTY | T.PR-9 | Petrovitsky Rd and 157th Ave SE |
| KING COUNTY | T.PR-10 | 140th Ave SE and SE 192nd |
| KING COUNTY | T.PR-11 | SR 515 and SE 208th |
| KENT & RENTON | T.PR-12 | SR 167 and SW 43rd |
| KENT & RENTON | T.PR-13 | SR 167 and 84th Ave |
| REDMOND | T.PR-18 | SR 202 @ NE 100th |
| BELLEVUE & KIRKLAND | T.PR-20 | South Kirkland |
| REDMOND | T.PR-21 | Overlake |
| BELLEVUE | T.PR-22 | South Bellevue |
| BELLEVUE | T.PR-23 | Newport (112th Ave. SE) |
| KING COUNTY | T.PR-24 | NE 160th/Brickyard Rd |
| BOTHELL | T.PR-25 | Canyon Park (I-405 & SR 527) |
| TUKWILA | T.PR-30 | Tukwila |
| KIRKLAND | T.PR-31 | Houghton |
| KIRKLAND | T.PR-32 | Kingsgate |
| MEDINA | T.PR-33 | Evergreen Point |
| BELLEVUE | T.PR-34 | Wilburton |
| KING COUNTY | T.PR-35 | Lakemont |
| REDMOND | T.PR-36 | Redmond |
| REDMOND | T.PR-37 | Bear Creek |
| BOTHELL | T.PR-38 | Bothell |
| KENMORE | T.PR-39 | Northshore |
| KENMORE | T.PR-40 | Kenmore |
| WOODINVILLE | T.PR-41 | Woodinville |
| MERCER ISLAND | T.PR-42 | Mercer Island |
| BELLEVUE | T.PR-43 | Eastgate |



7

ADD TRANSIT CENTER CAPACITY TO MEET DEMAND

Overview

Expand existing transit centers and create new transit centers to accommodate increased transit service. The specific locations for expansion and new centers will be identified during the project-level evaluation process. Alternatives 1, 2, and 3 will require transit center capacity to accommodate a significant increase in transit service, at designated HCT stations, and at feeder bus connections. A partial listing is below.

Transit Center Capacity

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---------------------|-------------------|------------------------|
| RENTON | T.TC-6 | Downtown Renton |
| BELLEVUE | T.TC-8 | Downtown Bellevue |
| REDMOND | T.TC-9 | Overlake |
| REDMOND | T.TC-10 | Redmond/Town Center |
| KIRKLAND | T.TC-12 | Downtown Kirkland |
| KIRKLAND | T.TC-14 | Totem Lake |
| WOODINVILLE | New | Downtown Woodinville * |
| BOTHELL | New | Canyon Park * |
| NEWCASTLE | New | Downtown Newcastle * |

** Added by jurisdictions as part of the development of the Preliminary Preferred Alternative.*

8

BASIC I-405 IMPROVEMENTS

Overview

This major element fixes existing bottlenecks and locations with safety deficiencies along I-405.

Basic I-405 Improvement Projects

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---------------------|-------------------|--|
| RENTON | R.BI.1 | SR 167 Interchange - Direct Connection with auxiliary lane SB SR 169 to SR 167 |
| KIRKLAND | R.BI.2 | Continue NB climbing Lane from NE 70th to NE 85th and continue as auxiliary Lane to NE 116th |
| KIRKLAND | R.BI.3 | SB auxiliary Lane NE 124th to NE 85th |

| | | |
|----------------------------|---------|--|
| BELLEVUE | R.BI.4 | I-90 / Coal Creek Interchange |
| BOTHELL, KING CO, KIRKLAND | R.BI.5 | SB SR 522 to 124th continue climbing lane as an auxiliary lane |
| BOTHELL | R.BI.6 | NB auxiliary lane SR 522 to SR 527 |
| RENTON | R.BI.7 | Kennydale Hill climbing lane - SR 900 to 44th - NB 900 to 30th, SB 44th - 30th |
| BELLEVUE | R.BI.8 | I-90 to Bellevue SB HOV direct connection to I-90 west |
| BELLEVUE | R.BI.9 | NB auxiliary lane I-90 to NE 8th |
| BELLEVUE | R.BI.10 | Increase SR 405 to Eastbound SR 520 Ramp capacity |
| RENTON | R.BI.14 | NB Auxiliary Lane I-5 to SR 167 |
| VARIOUS | R.FR-24 | Improve interchange geometrics at all major truck routes (WB-20 Design Criteria) |

ADD 1 GENERAL PURPOSE LANE EACH DIRECTION ON I-405

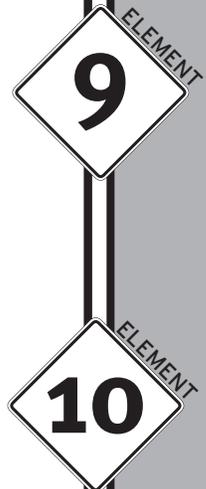
Overview

Add up to one (1) general purpose lane to I-405 through widening of the existing freeway.

ADD 2 GENERAL PURPOSE LANES EACH DIRECTION ON I-405

Overview

Add up to two (2) general purpose lanes to I-405 through widening of the existing freeway. A design option is to create collector-distributor lanes in selected corridor segments (See Element 12).



ADD TWO EXPRESS LANES EACH DIRECTION ON I-405

Overview

This element consists of a four-lane express facility designed to operate with limited interchanges along the length of I-405. The express lanes would be physically separated from the rest of I-405 through the use of barriers. Certain segments could operate within the median of I-405, while other segments would need to be elevated, in tunnel, or on separate alignments.

The express lanes could operate as a general purpose facility or as a managed facility, such as a ‘High Occupancy Toll’ (HOT) lane. Certain users could be allowed to use the express lanes for free, while other users could be allowed to ‘buy-in’ to available capacity. The capacity would be priced depending upon demand. This Element is combined with Element 9 as part of Alternative 4.

Express Lanes — 2 Lanes Each Direction Between Major Interchanges

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|------------------------------------|-------------------|---|
| TUKWILA, RENTON | R.TC-20 | Add Express lanes - SR 5 Tukwila to SR 167 |
| RENTON | R.TC-21 | Add Express lanes - SR 167 to SR 900 north Renton I/C |
| RENTON, NEWCASTLE, BELL | R.TC-22 | Add Express lanes -SR 900 North Renton I/C to SR 90 |
| BELLEVUE | R.TC-23 | Add Express lanes - SR 90 to SR 520 |
| BELLEVUE, KIRKLAND | R.TC-24 | Add Express lanes - SR 520 to NE 70th |
| KIRKLAND | R.TC-25 | Add Express lanes - NE 70th to NE 124th |
| KIRKLAND, KING CO., BOTHELL | R.TC-26 | Add Express lanes - NE 124th to SR 522 |
| BOTHELL | R.TC-27 | Add Express lanes - SR 522 to SR 527 |
| BOTHELL & SNOHOMISH CO. | R.TC-29 | SR 527 to vicinity of Damson Rd |
| RENTON | R.TC-28 | Add Express lanes- on SR 167 north of 180th up to I-405 |

Express Lanes -Access Locations

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|----------------------------|-------------------|--|
| SNOHOMISH CO. | R.TC-30 | Northern end to Express lanes between SR 527 and I-5 |
| - | | |
| KING CO./KIRKLAND | R.TC-31 | Slip Ramp- South of NE 160th Street |
| KIRKLAND | R.TC-32 | Slip Ramp- South of NE 70th Street |
| BELLEVUE, NEWCASTLE | R.TC-33 | Slip Ramp- South of Coal Creek Pkwy |
| RENTON | R.TC-34 | Interchange access location- SR 167 |

PROVIDE COLLECTOR DISTRIBUTOR LANES ON I-405

Overview

Collector- Distributor lanes provide more time for traffic to safely enter or exit from roadway by providing lanes removed from general travel. This is being considered as a design option to handle the addition of one or two general purpose lanes in each direction along I-405 in certain sections.

WIDEN SR 167 BY 1 LANE EACH DIRECTION TO KENT (STUDY AREA BOUNDARY)

Overview

SR 167 would be widened by one lane in each direction to accommodate additional demands due to growing demands and the effects of improvements at the I-405/SR 167 interchange. The widening is assumed to extend at least to the study area boundary in Kent. Alternative 3 will consider the potential to add a total of two lanes in each direction to SR 167 within 1 mile of I-405, due to the substantial capacity additions assumed for I-405. This element does not presume that SR 167 would be redesignated as I-405, although each of these improvements would be compatible with such a redesignation if it occurs.



ELEMENT
14

SR 167 / I-405 INTERCHANGE IMPROVEMENTS

Overview

The SR 167/I-405 interchange would be completely reconstructed as a directional interchange with flyover ramps (rather than cloverleaves) connecting the major traffic movements between I-405 and SR 167. Included in the redesign will be the HOV freeway-to-freeway ramps listed in Element 5. The interchange redesign is also tied to improvements on SR 167, described in Element 13.

ELEMENT
15

IMPROVE CONNECTING FREEWAY CAPACITY TO I-405

Overview

Enhance the capacity of connecting freeways by one lane in each direction (for a distance of approximately 1/2 to 1 mile on both sides of I-405) to avoid bottlenecks at the connections to I-405.

CONNECTING FREEWAY CAPACITY (ONE LANE, EACH DIRECTION)

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|-------------------------------|-------------------|--|
| TUKWILA | R.CF.1 | SR 518 I-405 to SR 99/ Airport Access |
| BELLEVUE | R.CF.3 | I-90 South Bellevue to Eastgate |
| BELLEVUE | R.CF.4 | SR 520 Bellevue Way to 148th Ave NE |
| BOTHELL, WOODINVILLE | R.CF.5 | SR 522 Bothell to NE 195th |
| SNOHOMISH CO, LYNNWOOD | R.CF.6 | SR 525 I-405 to SR 99 |
| RENTON, KENT | R.CF.8 | SR 167 I-405 to Study Area Boundary |
| TUKWILA | R.CF.9 | I-5 at Tukwila |
| LYNNWOOD | R.CF.10 | I-5 at Swamp Creek - 196th to 164th |

IMPLEMENT PLANNED ARTERIAL IMPROVEMENTS

Overview

This major element involves the implementation of several arterial improvements called for in local agency plans and the Eastside Transportation Program (ETP). The ETP has been an ongoing process by regional, county and local governments to coordinate transportation planning and funding in East King County. Many of the ETP projects have already been examined in detail by the agencies involved and have been determined to be effective in addressing a variety of transportation issues. Committed projects are included in the No Action Alternative.

Eastside Transportation Projects — Planned Projects

| <i>Jurisdiction</i> | <i>ETP #</i> | <i>Projects</i> |
|---------------------|--------------|--|
| BELLEVUE | R.PA-2 | 148 Ave SE (SE 24 St to SE 28 St) New SB lane from SE 24 St to the WB I-90 on-ramp (ETP 203) |
| BOTHELL | R.PA-3 | SR 522 Multimodal Corridor Project– Widen SR-522 mostly within existing ROW to provide transit lanes, safety improvements, consolidated drive ways & left turn lanes; and sidewalks. (ETP R-107) |
| BOTHELL | R.PA-4 | SR 524 (SR 527 to Bothell City Limit)– Widen to 5 lanes + CGS, bike facilities (class III) (ETP R-11) |
| KCDOT | R.PA-5 | SE 212 Way/SE 208 St (SR 167 to Benson Rd/SR 515)– Widen to 6 lanes + bike facilities, Transit/HOV preferential treatment, turn channels. (ETP R-46) |
| KCDOT | R.PA-8 | NE 124/128 St (SR 202 to Avondale Rd)– Widen to 4/5 lanes including bike & equestrian facilities (ETP 164) |
| KCDOT | R.PA-10 | NE 132 St Extension (132 Ave NE to Willows Rd Ext.)– Construct new 3 lane arterial with CGS, bike lanes (ETP 61) |



**Eastside Transportation Projects — Planned Projects
(continued)**

| <i>Jurisdiction</i> | <i>ETP #</i> | <i>Projects</i> |
|----------------------|--------------|---|
| KENMORE/KCDOT | R.PA-11 | 68 Ave NE (Simonds Rd to SR 522)– Construct NB HOV lane total of 5/6 lanes (ETP 22) |
| KIRKLAND | R.PA-12 | 124 Ave NE (NE 85 St to Slater Rd NE)– Widen to 3 lanes (s. of NE 116th St, 5 lanes n. of NE 116th St with ped/bike facilities (ETP R-23) |
| KIRKLAND | R.PA-13 | NE 132 St (100 Ave NE to 116 Way NE)– Widen to 3 lanes + CGS, Bike lane (ETP R-124) |
| KIRKLAND | R.PA-14 | NE 100 St (117 Ave NE to Slater Ave) – Construct bike/ pedestrian/emergency Vehicle overpass across I-405 (ETP 309) |
| NEWCASTLE | R.PA-15 | Coal Creek Pkwy (SE 72 St to Renton City Limits)– Widen to 4/5 lanes + CGS, bike lanes, traffic signals (ETP R-24) |
| REDMOND | R.PA-16 | Redmond 148th Ave NE Corridor - 3 projects– Turn lane and channelization improvements along corridor - BROTS; (ETP R-112) |
| REDMOND | R.PA-17 | Bear Creek Pkwy– Construct new 162nd Ave NE arterial and new 72nd St arterial w/ bike/ ped and CSG; widen Bear Creek Pkwy (ETP R-110) |
| REDMOND | R.PA-18 | Union Hill Rd (Avondale Rd to 196 Ave NE)– Widen to 4/5 lanes with bike facilities (ETP R-27) |
| RENTON | R.PA-19 | Duvall Ave NE (NE 4 St to NE 25 Court -City Limits)– Widen to 5 lanes + CGS, bikeway (ETP R-31) |
| RENTON | R.PA-20 | Oakesdale Ave SW (Monster Rd to SR 900) Replace Monster Rd Bridge; widen to 4/5 lanes +Bike Lanes + CGS (ETP R-35) |

| | | |
|----------------------|---------|--|
| RENTON | R.PA-21 | Rainier Ave / Grady Way (intersection)– Grade separation (ETP R-33) |
| RENTON | R.PA-22 | SW Grady Way (SR 167 to SR 515)– Rechannelize and modify signals for a continuous eastbound lane (ETP R-37) |
| RENTON | R.PA-23 | SR 167 at East Valley Road– New southbound off-ramp and signalization at East Valley Road (ETP 255) |
| RENTON/ KCDOT | R.PA-24 | Soos Creek Regional Links – Placeholder for Trans-Valley Study (ETP R-115) |
| WOODINVILLE | R.PA-25 | SR 522 Interchange Package(SR 522/SR 202 & SR 522/195th St)– Access improvements and new free way ramps (ETP R-53) (See R.AC-30) |
| WOODINVILLE | R.PA-26 | SR 202 Corridor Package (SR 202/148th Ave & SR 202/127th Place)– Intersection improvements (ETP R-54) |
| WSDOT | R.PA-27 | SR 520/SR 202 Interchange– Complete interchange by constructing a new ramp and thru lane on 202 to SR 520 (ETP R-29) |
| WSDOT | R.PA-28 | SR 202 / 140 Place NE (NE 124 St to NE 175 St)– Widen 4/5 lanes (ETP R-43) (See R.AC-17, 18) |

(continued)



EXPAND CAPACITY ON NORTH-SOUTH ARTERIALS

Overview

This element expands arterial capacity to provide connected north-south travel. This element would facilitate vehicular movement without requiring as many trips along I-405. Each of the projects below are included in Alternative 4. Those marked with an * are included in Alternative 3.

North-South Arterial Projects

| <i>Jurisdiction</i> | <i>ETP #</i> | <i>Projects</i> |
|---|--------------|--|
| KING COUNTY, RENTON | R.AC-3 | 138th Ave SE - Construct road way link to 4/5 lanes- SR 169 to NE 4th St * |
| REDMOND | R.AC-15 | Willows Rd- NE 90th St to NE 124th St- Add 1 lane each direction |
| KING CO., WOODINVILLE | R.AC-16 | Willows Rd- NE 124th St to NE 145th St- construct new facility -4/5 lanes * |
| WOODINVILLE | R.AC-17 | SR 202- NE 145th St to SR 522- widen to 5 lanes * |
| REDMOND, KING COUNTY, WOODINVILLE | R.AC-18 | SR 202 - NE 90th to NE 145th |
| BOTHELL, SNOHOMISH CO., MILL CREEK | R.AC-20 | SR 527/Bothell Everett Hwy - SR 522 to SR 524 - Widen by 1 lane each direction |
| BOTHELL, WOODINVILLE | R.AC-30 | SR 202 connection across SR 522 to 120th * |
| TUKWILA | R.AC-35 | SR 181- S 180th to S 200th |
| TUKWILA | R.AC-36 | SR 181- 144th to Strander Blvd. |
| TUKWILA | R.AC-37 | Southcenter Blvd - Tukwila Pky to Strander Blvd |

UPGRADE ARTERIAL CONNECTIONS TO I-405

Overview

This element provides for upgrading arterial connections to I-405. These projects are intended to improve operations at on- and off-ramps as well as on the arterials themselves. An additional lane in each direction was assumed for these arterials, although further analysis may show that similar benefits could be achieved through selected intersection improvements in some cases.

Arterial Interchange Improvements

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|------------------------------|-------------------|---|
| TUKWILA | R.IC-3 | SR 181 West Valley Highway/ Interurban |
| RENTON | R.IC-4 | SR 169 Maple Valley Hwy (SR 900 to NE 5th) |
| BELLEVUE | R.IC-6 | Coal Creek Pkwy I-405 to Factoria Blvd. |
| KIRKLAND, REDMOND | R.IC-8 | NE 85th St-Kirkland Way to 124th Ave NE |
| KIRKLAND | R.IC-9 | NE 116th- 114th Ave NE to 124th Ave NE |
| KIRKLAND | R.IC-10 | NE 124th- 113th Ave NE to 124th Ave NE |
| KIRKLAND | R.IC-26 | NE 132nd - 113th to 124th Ave NE |
| BOTHELL | R.IC-11 | SR 527-228th to SR 524 |
| KIRKLAND, KING COUNTY | R.IC-14 | New half diamond interchange to/from north at NE 132nd St |
| BOTHELL | R.IC-21 | New SR 405 Interchange at 240th Street SE (Bothell) |
| BOTHELL | R.IC-24 | NE 160th St-112th Ave to Juanita/Woodinville Way |

CORRIDOR PEDESTRIAN AND BICYCLE IMPROVEMENTS

Overview

Non-motorized improvements throughout the corridor provide needed connections between modes (e.g. pedestrian overpasses from park and rides to freeway bus stops) and allow for commutes or trips to be made by walking or biking. Alternative 4 excludes all of the ‘long-distance’ trails (identified below under the heading Pedestrian/Bicycle Connections) from this element. These improvements need further refinement in the context of other major elements in the alternatives.

Pedestrian/Bicycle (I-405 Crossings)

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---------------------|-------------------|---|
| BELLEVUE | NM. CR-1 | Lk Washington Blvd/112th Ave SE - crossing I-405 from 106th Ave SE to 112th Place SE — Add sidewalks |
| BOTHELL | NM. CR-2 | Fitzgerald Rd/27th Ave— crossing I-405 from 228th St. SE to 240th St. SE — Add ped/ bike facility |
| KING COUNTY | NM. CR-3 | SR-524 (Filbert Road) - crossing I-405 from North Rd to Locust Way - Add sidewalk/ paved shoulder |
| KING COUNTY | NM. CR-4 | Damson Road - crossing I-405 from 192nd St SW to Logan Rd Add sidewalk/paved shoulder |
| RENTON | NM. CR-5 | NE Park Drive — crossing I-405 from SR-900/Sunset Blvd to Lake Wash Blvd - Add sidewalk/paved shoulder |
| RENTON | NM. CR-6 | Jackson SW/Longacres Dr SW — crossing I-405 from S Longacres Way to Monster Rd SW Add sidewalk/paved shoulder |
| BOTHELL | NM. CR-7 | Connection between Sammamish River Trail and North Creek Trail - between SR-522 and NE 195th St — Add ped/bike over-crossing of I-405 |

BOTHELL NM. CR-8 SR-527 - crossing I-405 from 220th St SE to 228th St SE - ped/bike facility

Pedestrian/Bicycle Connections

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|--------------------------------|-------------------|---|
| BELLEVUE | NM.P&B-4 | Lake Washington Blvd - SR 405 to SE 60th - Add ped/bike facilities |
| BELLEVUE, KIRKLAND | NM.P&B-2 | BNSF Right of Way - SE 8th to Totem Lake - Add ped/bike facility |
| BELL, NEWCASTLE, RENTON | NM.P&B-6 | Lake Washington Blvd/112th - SE 60th to May Creek I/C - Add ped/bike facility |
| BOTHELL | NM.P&B-5 | North Creek Trail Link - 240th to 232nd - Add ped/bike trail. |
| RENTON | NM. P&B-14 | Cedar River Trail S. Extension - I-405 to Burnett Ave Add ped/bike facilities (ETP NM-17) |
| RENTON | NM. P&B-15 | Cedar River Trail/Lk Washington Blvd Connector - Cedar River Trail to Lk Wash Blvd Loop - Add ped/bike facilities (ETP NM-15) |
| RENTON | NM. P&B-16 | Cedar-Duwamish Trail Connection - I-405 to Interurban Ave. S - Add ped/bike facilities |
| RENTON | NM. P&B-17 | I-405/SR-167 trail connection - Lind Ave SE to Talbot Rd S Add trail connection |
| RENTON, TUKWILA | NM. P&B-18 | I-405/1-5 - via or around I-405/I-5 interchange — Add ped/bike facilities |
| TUKWILA | NM. P&B-19 | SR-181/W Valley Hwy - crossing I-405 from Strander Blvd to Fort Dent Way — Add bike lanes |

I-405 CORRIDOR INTELLIGENT TRANSPORTATION SYSTEM ENHANCEMENTS

Overview

This major element provides ITS enhancements to facilitate more reliable traffic flow.

I-405 Corridor ITS Enhancements

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---------------------|-------------------|---|
| VARIOUS | ITS.1 | Add Camera Coverage to decrease TMC blind spots |
| VARIOUS | ITS.2 | Complete Ramp Metering |
| VARIOUS | ITS.4 | Dual Lane Ramp Metering |
| VARIOUS | ITS.5 | Increased Incident Response |
| VARIOUS | ITS.6 | Traffic adaptive control on arterials |
| VARIOUS | ITS.7 | TIS before all major decision points |
| VARIOUS | ITS.8 | WSDOT support of in-vehicle traffic information |
| VARIOUS | ITS.9 | Arterial camera coverage |

I-405 CORRIDOR FREIGHT ENHANCEMENTS

Overview

This major element focuses on improvements specific to freight movements. Note that freight will benefit as well from general purpose traffic expansion described in other elements.

I-405 Corridor Freight Enhancements

| <i>Jurisdiction</i> | <i>Project ID</i> | <i>Projects</i> |
|---------------------|-------------------|---|
| RENTON | R.FR-10 | Modify interchange movements for freight <ul style="list-style-type: none"> - SR 167 (SW Quadrant) - SR 522 (SW and SE Quadrants) - SR 520 (SW Quadrant) - Coal Creek Parkway (NB on/off ramps) - SR 169 |

| | | |
|---------|---------|--|
| VARIOUS | R.FR-11 | - SR 181 (on/off ramps) Improve truck flow with ITS |
| VARIOUS | R.FR-23 | Remote area for overnight freight parking and staging for early morning deliveries |
| VARIOUS | R.FR-27 | Traveler Information System (TIS) on SR 167 for I-405 “options” |
| VARIOUS | R.FR-28 | TIS on I-5 for SR 18/I-90; and 164th to I-405; and South 200th to I-405 |
| VARIOUS | R.FR-29 | Centralized fax/radio for real time congestion reporting for dispatchers and truck drivers. Leverage WSDOT video link ages (e.g., a “T-911” number). |
| VARIOUS | R.FR-30 | Hours of operation and service periods optimized-”JIT” redefined for applicable service sectors (e.g. restaurants) |
| VARIOUS | R.FR-32 | Light cargo delivery using Sound Transit service |

* Cost Data in Millions. Year 2000 Dollars

| | <i>Right of Way</i> | <i>Construction</i> | <i>Total</i> | <i>Annual M & O</i> |
|---|---------------------|---------------------|----------------|-------------------------|
| ALTERNATIVE 0 NO ACTION | | | | |
| Transportation Demand Management | | | | |
| Freeway General Purpose | \$0 | \$7 | \$7 | \$0 |
| Freeway HOV | \$0 | \$464 | \$464 | \$0.2 |
| Arterial General Purpose | \$0 | \$186 | \$186 | \$0.2 |
| Arterial HOV | | | | |
| High Capacity Transit | | | | |
| Transit Services and Park and Ride | \$0 | \$20 | \$20 | \$1.3 |
| Pedestrian and Bicycle | | | | |
| TOTAL ALTERNATIVE 0 | \$0 | \$677 | \$677 | \$1.6 |
| ALTERNATIVE 1 HCT/TDM | | | | |
| Transportation Demand Management | \$0 | \$73 | \$73 | \$19 |
| Freeway General Purpose | \$97 | \$672 | \$769 | \$0.4 |
| Freeway HOV | | | | |
| Arterial General Purpose | | | | |
| Arterial HOV | \$123 | \$94 | \$217 | \$0.04 |
| High Capacity Transit | \$626 | \$3,392 | \$4,018 | \$97 |
| Transit Services and Park and Ride | \$70 | \$103 | \$172 | \$34 |
| Pedestrian and Bicycle | \$33 | \$34 | \$67 | \$0 |
| TOTAL ALTERNATIVE 1 | \$949 | \$4,368 | \$5,317 | \$150 |
| ALTERNATIVE 2 MIXED MODE with HCT/TRANSIT EMPHASIS | | | | |
| Transportation Demand Management | \$0 | \$73 | \$73 | \$19 |
| Freeway General Purpose | \$325 | \$2,522 | \$2,846 | \$1 |
| Freeway HOV | \$42 | \$759 | \$801 | \$0.2 |
| Arterial General Purpose | \$131 | \$339 | \$470 | \$0.1 |
| Arterial HOV | \$109 | \$85 | \$195 | \$0.04 |
| High Capacity Transit | \$626 | \$3,392 | \$4,019 | \$97 |
| Transit Services and Park and Ride | \$69 | \$100 | \$169 | \$33 |
| Pedestrian and Bicycle | \$33 | \$34 | \$67 | \$0 |
| TOTAL ALTERNATIVE 2 | \$1,336 | \$7,303 | \$8,639 | \$151 |

| | <i>Right of Way</i> | <i>Construction</i> | <i>Total</i> | <i>Annual M & O</i> |
|---------------------------------------|---------------------|---------------------|-----------------|-------------------------|
| ALTERNATIVE 3 MIXED MODE | | | | |
| Transportation Demand Management | \$0 | \$73 | \$73 | \$19 |
| Freeway General Purpose | \$401 | \$4,082 | \$4,483 | \$1 |
| Freeway HOV | \$47 | \$950 | \$997 | \$0.2 |
| Arterial General Purpose | \$278 | \$445 | \$723 | \$0.2 |
| Arterial HOV | \$109 | \$85 | \$195 | \$0.04 |
| High Capacity Transit | | | | |
| Transit Services and Park and Ride | \$102 | \$218 | \$320 | \$102 |
| Pedestrian and Bicycle | \$33 | \$34 | \$67 | \$0 |
| TOTAL ALTERNATIVE 3 | \$970 | \$5,887 | \$6,857 | \$123 |
| ALTERNATIVE 4 GENERAL CAPACITY | | | | |
| Transportation Demand Management | \$0 | \$73 | \$73 | \$19 |
| Freeway General Purpose | \$623 | \$8,774 | \$9,398 | \$2 |
| Freeway HOV | \$42 | \$845 | \$887 | \$0.2 |
| Arterial General Purpose | \$426 | \$458 | \$884 | \$0.3 |
| Arterial HOV | | | | |
| High Capacity Transit | | | | |
| Transit Services and Park and Ride | \$21 | \$62 | \$83 | \$38 |
| Pedestrian and Bicycle | \$25 | \$18 | \$43 | \$0 |
| TOTAL ALTERNATIVE 4 | \$1,137 | \$10,230 | \$11,367 | \$59 |

NOTES

FALL 2001 MEETING SCHEDULE

Citizen Committee

Steering Committee

Executive Committee

PREFERRED ALTERNATIVE DEVELOPMENT

| | | |
|--|--|---|
| October 23 5:30 p.m. - 9:00 p.m. Kirkland City Hall Peter Kirk Room | October 23 1:30 p.m. - 4:05 p.m. Bellevue City Hall Council Conference Room | October 30 9:00 a.m. - 11:30 a.m. Highland Center, Bellevue |
|--|--|---|

DRAFT EIS PUBLIC COMMENT REVIEW

| | | |
|---|---|---|
| October 30 11:30 a.m. - 1:30 p.m. Highland Center, Bellevue | October 30 11:30 a.m. - 1:30 p.m. Highland Center, Bellevue | October 30 11:30 a.m. - 1:30 p.m. Highland Center, Bellevue |
|---|---|---|

PREFERRED ALTERNATIVE RECOMMENDATIONS & CELEBRATION

| | | |
|--|--|--|
| November 8 5:30 p.m. - 9:00 p.m. Redmond Regional Library Room #1 | November 8 1:30 p.m. - 4:05 p.m. Redmond Regional Library Room #1 | November 16 10:30 a.m. - 2:30 p.m. Kirkland City Hall Peter Kirk Room |
|--|--|--|





March 19, 2002

TO: I-405 Corridor Program Steering Committee
FR: Michael Cummings, WSDOT Project Manager
RE: I-405 Corridor Program Environmental Impact Statement (EIS) Preferred Alternative

Requested Action: Concurrence on I-405 Corridor Program EIS Preferred Alternative

The Washington State Department of Transportation, Federal Highway Administration, Federal Transit Administration, King County and Sound Transit request your agency's concurrence on the Preferred Alternative and Corridor Environmental Program (CEP) for the I-405 Corridor Program. Under the Reinventing NEPA process, written approval of the Preferred Alternative and mitigation concept, the CEP, must be obtained from agencies with jurisdiction.

Enclosed for your information and use are the following:

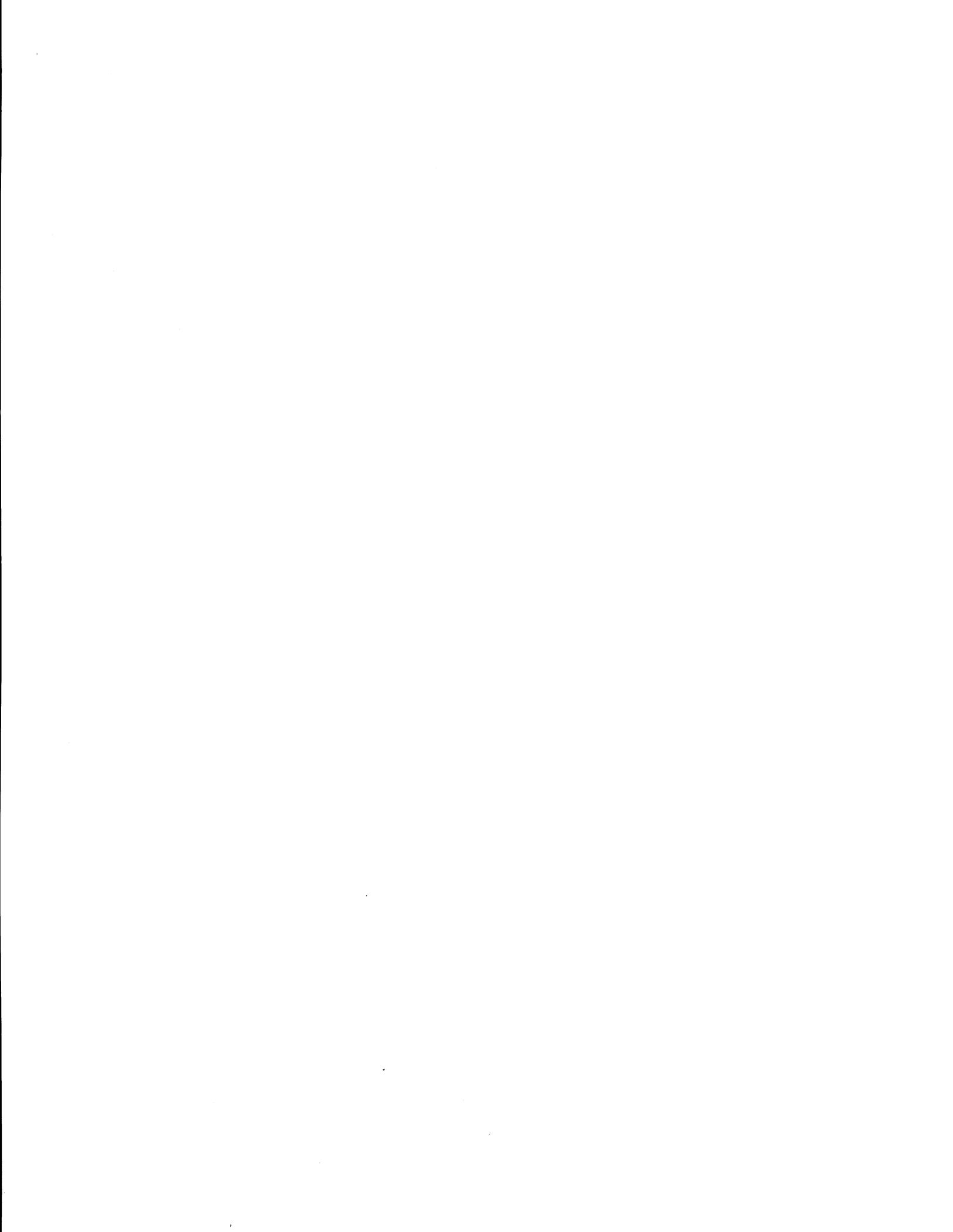
- I-405 Corridor Program EIS Concurrence Point 3 Form
- Attachment A - Preferred Alternative Table and Map
- Attachment B - I-405 Corridor Environmental Program (CEP)
- Concurrence Point Background Information

The I-405 Corridor Program preliminary FEIS is enclosed for your information in making a decision on this concurrence.

Agencies with jurisdiction sit on the Steering Committee. At a minimum, the primary resource agencies (Environmental Protection Agency, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, National Marine Fisheries Service, the Washington State Department of Ecology, and the Washington State Department of Fish and Wildlife) are required to sign the concurrence agreement. All agencies represented on the Steering Committee are being asked to sign the concurrence form. This is the same process used earlier to gain concurrence on the statements of purpose and need and for the alternatives to be evaluated in the Draft EIS.

In review, the Draft EIS was issued in August 2001. It disclosed analysis of transportation, social, economic and environmental impacts of the proposed alternatives. After a 60-day comment period, the Executive Committee selected a preferred alternative, which is being analyzed in the FEIS. The Executive Committee decision was based on public comments, as well as recommendations from the Steering and Citizen committees. Concurrence of the agencies with jurisdiction on the Preferred Alternative represents a major milestone for this program. Timely completion of this milestone is critical to maintaining the program's schedule.

Thank you for your prompt attention to this request. Please return your completed concurrence form to by **April 5, 2002**. If you have any questions, please call Michael Cummings at 206-464-6223.



I-405 Corridor Program - Concurrence Point #3

Date sent: March 19, 2002

Concurrence Point: Preferred Alternative and Mitigation Concept (CEP)

In signing this concurrence agreement, the Agencies with Jurisdiction agree to:

- 1.) Concur* with the Major Elements of the I-405 Corridor Program Preferred Alternative (Attachment A), and
- 2.) Mitigation Concept (Corridor Environmental Program – CEP) (Attachment B)

In signing this concurrence agreement, the State and Local Governments and Agencies that provide transportation services agree to:

- 3.) Pursue in good faith amendments of transportation plans and programs in order to implement the I-405 Corridor Program's Preferred Alternative and Corridor Environmental Program.

Agency:

Signature:

Title:

Date:

Circle one of the below:

Concur

Concur with Comment(s)

Non-concur

If the agency has selected Non-concur, they must include an explanation of what should be changed so that the agency could concur. (Describe here or attach.) Please return to: Michael Cummings, WSDOT, 401 Second Avenue South, Suite 300 Seattle, WA 98104-2862, cumminm@wsdot.wa.gov.

***Concurrence means:**

- *"Formal written determination by agencies with jurisdiction that the project information is adequate for the current phase of the process." At this phase, project information includes the Preferred Alternative Description, Corridor Environmental Program, PFEIS and Early Action Environmental Mitigation Decision Making Process.*
- *"Concurrence means that the project may proceed to the next phase without modification. Agencies agree not to revisit previous concurrence unless there is substantial new information, or substantial changes have been made to the project, the environment, laws and/or regulations."*
- *"Agencies will have the option to comment on elements of the project at the appropriate points in the process."
(a) Agencies with jurisdiction will participate in additional project level environmental review under NEPA and SEPA and all applicable laws and regulations at a greater level of detail. (b) WSDOT will continue to coordinate with agencies with jurisdiction and others implementing "Early Action" and other project level mitigation measures. (c) Concurrence on the Major Elements of the I-405 Corridor Program Preferred Alternative does not indicate individual project concurrence.*
- *"It is not intended that concurrence means that a permit will be issued-just that the project information for the current phase is adequate." Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and approve or disapprove associated mitigation measures.*

(Language in quotations is directly from Re-Invent NEPA definition of "Concurrence.")

I-405 Corridor Program Background Information

PROJECT BACKGROUND – STATUS TO DATE:

The I-405 Corridor Program is a comprehensive strategy to reduce traffic congestion and improve mobility, safety, and the quality of life for communities and the environment in the I-405 corridor. This is a result of two years of consensus building and extensive public outreach.

The I-405 Corridor Program is a pilot project within the “Reinventing the National Environmental Policy Act (NEPA)” process. Agencies with jurisdiction are asked to sign the Reinventing NEPA Concurrence Point 3.

The Agencies with Jurisdiction have participated on I-405 Corridor Program’s Executive and Steering Committee, with the benefit of input from a citizen-based advisory committee, and participated in the development of a Preferred Alternative (PA) through a collaborative decision process. The Agencies with jurisdiction agreed to the first two Concurrence Points (Establishing Project Purpose and Need and defining Alternatives for the DEIS) as well as eight consensus points. Other key-points along the decision-process timeline are as follows:

1. Concurrence Point #1 on alternatives to include in the Draft Environmental Impact Statement (DEIS) was established in September 2000. This established the “purpose and need” for the project.
2. In August 2001 a Draft Environmental Impact Statement was issued which detailed analysis of the transit, roadway, social, economic and environmental impacts of the proposed alternatives. A 60-day public comment period was conducted during which three public hearings were held throughout the I-405 corridor.
3. In October 2001, comments received on the DEIS were shared and discussed with Program committees.
4. On November 8, 2001, the I-405 Corridor Program Steering Committee and Citizens Committee provided their input and recommendations for the PA. These recommendations were sent for consideration to the Executive Committee.
5. On November 16, 2001, with input and recommendations from the Steering and Citizen Committee, the Executive Committee selected Alternative #3 as a preferred alternative (see attachment).
6. The Washington State Legislature has authorized funding for the preferred alternative, subject to a public vote.

PROGRAM ENVIRONMENTAL COVERAGE

Due to the programmatic level of I-405 Corridor Program, design level details are not available at this point in the planning process and therefore further follow-on project level environmental review will occur. Agency concurrence on the Preferred Alternative for this programmatic planning effort does not indicate support for specific project level

- Other Elements: Support the continued evaluation of the managed-lane concept to determine how best to use new capacity and weigh relative benefits and costs.

RENTON

- Transportation Demand Management: Additional funding needed for the strategies in the TDM package.
- Transportation Demand Management: Elements of the TDM package must have public support prior to receiving support from the City of Renton.
- Transit & HOV: 100% increase in transit service is approved as long as local transit needs are met.
- Transit & HOV: The HCT fixed guide-way must be located on the I-405 alignment / corridor prior to receiving support from the City of Renton.
- Transit & HOV: BRT should provide adequate capital improvements to reach transit goals and should not use BNSF right-of-way in Renton.
- Transit & HOV: HOV express on I-405 w/ direct-access should be combined with needed arterial HOV improvements.
- Transit & HOV: Support added park & ride capacity to match demand as long as it is primarily located within the city limits.
- Arterial: Additional funding contribution by I-405 Corridor Program to assume the completion of planned arterial improvements. Minimize additional ROW needs.
- Freeway: Freeway improvement elements should minimize right-of-way needs and impacts on sensitive areas. Elements 8 & 9 must be included in the addition of 2 GP lanes.
- Freeway: GP and HOV improvements including grade separation S/B incorporated into the final configuration of SR-167 / I-405 interchange project.
- Non-Motorized: Include new projects in Renton's Non-motorized plan S/B included in corridor bicycle and pedestrian elements.
- Other Elements: Managed Lanes: this concept must have public support first prior to receiving support from City of Renton.
- Other Elements: Third-lane south of I-90 / Lane Balance: the additional ROW needs could impact neighborhoods – Renton City Council has endorsed Alternative #3 – 2 GP Lanes.

Puget Sound Clean Air Agency (PSCAPA)

- **Transit & HOV:** Further study is needed for HCT / BRT fixed-guide-ways and the impacts must be identified by component. The selected alternative(s) must be adaptable to changing technology. The selected design should not be mixed within the general traffic congestion.
- **Transit & HOV:** The addition of park-and-ride capacity should emphasize park and walk lots.
- **Freeway:** The addition of freeway general-purpose capacity should emphasize the smallest level of capacity expansion possible.
- **Arterial:** We would support north-south arterial capacity expansion provided further study demonstrates how this element could support expansion transit.

Puget Sound Regional Council

- **BRT – High Capacity Transit:** Ensure that the footprint within current right-of-way does not preclude future additional technologies, e.g., ability to accommodate elevated systems.
- **High Capacity Transit:** Protect ROW footprint to accommodate possible future HCT. Also, verify that excess access points do not aggravate current and future congestion.
- **Arterial Connections:** Coordinate with possible north-south container train traffic on BNSF line during peak periods.

Attachments referenced in the Concurrence on I-405 corridor Program EIS Preferred Alternative Memorandum dated March 19, 2002 can be located at the following locations within the EIS document:

Attachment A – Preferred Alternative Map: **Chapter 2**

Attachment A – Preferred Alternative Table: **Appendix B**

Attachment B – I-405 Corridor Environmental Program (CEP): **Appendix J**

Attachment A

PREFERRED ALTERNATIVE GENERAL DESCRIPTION

This attachment generally describes the Preferred Alternative (PA) and includes:

- Highlights of the PA
- Table listing key elements
- Description of the Transportation Demand Management (TDM) program
- Map showing the location of key projects
- Table listing key projects

HIGHLIGHTS OF THE PREFERRED ALTERNATIVE

Highlights of the Preferred Alternative include:

- TDM package, including consideration of congestion pricing strategies as part of a regional strategy
- Non-motorized elements and corridor freight enhancements
- Bus Rapid Transit (BRT) in the I-405 corridor. Also expanded transit service (approximately 75% more than 2007 conditions); HOV direct access, arterial bus priority treatments, transit stations and Park-and-Ride facilities in the corridor
- Explore fixed guideway high capacity transit (HCT) options for central core (SR 520/I-90 Corridor) travel
- Add up to 2 mainline general-purpose lanes each direction on I-405 with appropriate collector-distributor lanes, and connecting freeway and arterial capacity
- SR 167/I-405 interchange improvements; add up to 2 mainline general purpose lanes on SR 167
- North/south arterial expansion
- Explore managed lane options for up to two lanes each direction on I-405.

Table 1 identifies the key elements of the Preferred Alternative.

TABLE 1. KEY ELEMENTS OF THE PREFERRED ALTERNATIVE

| # | MAJOR ELEMENTS | Preferred Alternative | Comments on Preferred Alternative |
|----|--|-----------------------|---|
| | DEMAND MANAGEMENT | | |
| 1 | TDM Package | X | |
| 1A | Expanded TDM Package (Regional Pricing through PSRC) | X | Must be part of adopted regional pricing policy |
| | TRANSIT and HOV | | |
| 2 | Transit Expansion Within Study Area | +75% | Service levels adjusted based on demand |
| 3 | High Capacity Transit (HCT)- Fixed Guideway | Central Core | East-west emphasis in central core; technology to be determined later. |
| 3 | High Capacity Transit (HCT)- Bus Rapid Transit | X | Characteristics include faster and more reliable serve, distinctive vehicles with level boarding, off-vehicle fare collection, and high-end customer information service. |
| 4 | Arterial HOV Priority | X | |
| 5 | HOV Express on I-405 with Direct Access Ramps | X | |
| 6 | Add Park-and-Ride capacity to match demand | X | |
| 7 | Add Transit Center capacity to match demand | X | |
| | FREEWAY | | |
| 8 | Basic I-405 Improvements | X Limited | Committed Projects plus hill-climbing lanes |
| 9 | Add 1 general purpose lane each direction on I-405 | NO | |
| 10 | Add 2 general purpose lanes each direction on I-405 | X | |

| # | MAJOR ELEMENTS | Preferred Alternative | Comments on Preferred Alternative |
|----|---|---|---|
| 11 | Add 2 express lanes each direction on I-405 | NO | |
| 12 | Provide collector-distributor lanes on I-405 where needed | X | |
| 13 | Widen SR 167 by 1 lane each direction to Kent (Study area boundary) | X Widen up to 2 lanes south to 180 th | Section south of 180 th subject to future study |
| 14 | SR 167 / I-405 Interchange Improvements | X | |
| 15 | Improve connecting freeway capacity to I-405 | X | |
| | ARTERIAL | | |
| 16 | Implement planned arterial improvements | X | |
| 17 | Expand capacity on north-south arterials | X | Include arterial list from Alternative 4 |
| 18 | Upgrade connecting arterial connections to I-405 | X | |
| | NON-MOTORIZED | | |
| 19 | Corridor pedestrian and bicycle improvements | X | |
| | INTELLIGENT TRANSPORTATION SYSTEMS | | |
| 20 | Corridor Intelligent Transportation System Improvements | X | |
| | FREIGHT | | |
| 21 | Corridor freight enhancements | X | |
| | PRESERVE BNSF | | |
| | Preserve use of BNSF for future transportation use | | Sent letter of support for preservation to appropriate agencies |

| # | MAJOR ELEMENTS | Preferred Alternative | Comments on Preferred Alternative |
|---|-------------------------------------|-----------------------|---|
| | MANAGED LANES | | |
| | Manage up to 2 lanes each direction | X | The Preferred Alternative includes an additional four-foot buffer in each direction along I-405 so that expanded managed lane options in the corridor would not be precluded. Subject to further detailed study |
| | Utilize tolls as a management tool | | Consider as part of regional pricing strategy (Element 1A) |

I-405 Transportation Demand Management (TDM) Program Summary

Contact: John Shadoff, WSDOT, 206 464-5428, shadofj@wsdot.wa.gov

Core Assumptions

- ◆ New corridor-wide Single Occupancy Vehicle (SOV) reduction goals will be established, supported and implemented through a formal interlocal agreement
 - ◆ A central steering committee will provide ongoing oversight & accountability over the 20-year project period
-

Program Elements --

Vanpooling

- Intensive New Marketing
- 1700 New Vans
- 25% Vanpool Fare Subsidy
- Owner-Operator Promotional Materials

Public Information and Education

- Public Information & Education Campaign
- Traveler Information Services
- Personal Trip Planning Assistance

Land Use as TDM

- Technical Support Programs
- Developer/Business Incentives
- Local Connectivity Projects

Employer TDM Programs

- Programs to Increase Work Options
- Increased Commute Trip Reduction (CTR) Incentives and Resources
- Transportation Management Associations
- Parking Cashout

Other TDM Programs

- Innovative Fare Media
- Non-Commute Trip TDM
- Incentives
- New Park & Ride Leased Lots

Attachment B

**DRAFT
3/6/02**

I-405 Corridor Environmental Program (CEP)

The Corridor Environmental Program for the I-405 Corridor Program is intended to meet the mitigation concept requirement of the Reinventing NEPA process.

PURPOSE OF THE CORRIDOR ENVIRONMENTAL PROGRAM

The CEP defines an environmental program that complements and becomes an integral part of the I-405 Corridor transportation program. The I-405 Corridor Program is one of the largest transportation projects in Washington state history. The program offers an unprecedented opportunity to address transportation needs and, at the same time, address impacts to the natural and built environments in a comprehensive manner within the corridor. The primary focus of the CEP is to clearly present the goals and objectives of the environmental program and to outline strategies for addressing impacts of the corridor program to the natural and built environment.

The CEP conforms to the Purpose and Need for the I-405 Corridor Program, by: 1) maintaining or enhancing community livability within the corridor; and 2) maintaining, protecting or enhancing the integrity of the region's natural environment. To address those elements of the program, the CEP describes mitigation at a level commensurate with the programmatic decision being made now and contains the following:

- Goals and objectives for the natural and built environment
- A strategy for mitigating impacts to the natural and built environments through early action and project-level measures

The CEP will be a component of Concurrence Point #3 and provide guidance for development of the environmental portions of the Memorandum Understanding among the project level implementing and regulatory agencies and jurisdictions.

BACKGROUND

Interstate 405 (I-405) is a major transportation corridor serving people and goods moving north and south on the east side of Lake Washington. While originally developed as a bypass route for Seattle, I-405 now serves as the transportation backbone for an area that is home to nearly 20% of the Puget Sound region's population. The I-405 corridor population and employment growth is expected to increase by over 35 percent during the next 20 years. By 2020, an additional 144,000 people are forecasted to be employed within the study area, while the population is expected to reach approximately 765,000, an increase of more than 200,000 people from 1997. This growth is projected to increase in person trips in the corridor by about 56 percent (1995-2020).

Through a three-year process a general consensus emerged around a multi-modal transportation alternative that included road construction, a bus rapid transit system, demand management strategies and related improvements. Over the course of this process, the three committees approved the purpose, goals, and objectives for the I-405 Corridor Program. Members of these committees resolved that the alternatives selected for I-405 would:

- Improve mobility,
- Reduce congestion,
- Improve livability,
- Be environmentally responsive, and
- Provide solutions that could be implemented

THE CEP GOALS AND OBJECTIVES

The following three goals and associated objectives will guide development of future project level environmental programs and supporting early actions. The first two goals address the natural environment and the third addresses the built environment.

Goals:

1. Integrate transportation and environmental investments in a way that improves critical natural resources and supporting habitat.
2. Use a watershed-based approach to mitigation to ensure transportation related environmental funds are spent on the greatest environmental benefit.
3. Implement the Program in a manner that supports the Growth Management Act goals.

The following objectives are measures aimed at protecting and where possible enhancing the environment as the I-405 Corridor Program is implemented. The objectives are proposed as actions to be undertaken by project implementers that will be taken to address environmental mitigation and enhancement opportunities. The objectives will form the foundation of project decisions and permits as the corridor program is implemented. The objectives are commensurate with the level of detail available at this time and will become more explicit as project implementation moves forward.

Natural Environment Objectives

- Avoid and minimize impacts to fish and wildlife and their habitat to the extent practicable and compensate for unavoidable impacts.
- Maintain, protect, and enhance the functions of fish and wildlife habitat, wetlands, and other waters of the state and to seek a net gain in those functions through preservation, restoration, creation, and enhancement. .
- Adaptively manage mitigation sites. Design, implement, monitor, evaluate and adjust mitigation sites to ensure that defined standards are met.
- Establish and integrate into an agreement among project proponents and local, state and federal regulatory agencies an innovative mitigation strategy and schedule to protect environmental resources while ensuring transportation project delivery.

- Maintain, protect, and improve air quality in the corridor and the region during construction and operation through:
 - Innovative project design
 - Mitigation of construction related emissions, and
 - Measures such as congestion reduction, transportation demand management, and fuel and technology improvements that reduce transportation related emissions of ozone precursors, particulate matter (PM10 & PM 2.5), toxic air pollutants, & carbon monoxide.
- Provide treatment for water quality and quantity for new impervious areas and as appropriate retrofit existing storm water outfalls, and participate in watershed-based storm water mitigation projects that would result in net improvements in the water quality and hydrology baselines in the affected watersheds.
- Protect sole source aquifers and minimize impacts to ground water quality and quantity.
- Result in no net loss of wetland area and function or floodplain area and function.
- Design and implement appropriate mitigation projects in advance of transportation project construction activities.

Built Environment Objectives

- Avoid or minimize right of way and noise impacts to residences and businesses by incorporating appropriate design/technologies.
- Use advance mitigation to reduce the impacts of construction activities on mobility and the communities.
- Use adaptive management techniques to monitor and adjust transportation improvements and schedules to achieve maximum benefits at lowest environmental and social costs.
- Locate and design transportation facilities to promote compact development and provide flexibility to serve future inter-modal needs.
- Develop a project implementation program that will include as early actions:
 - Transportation Demand Management
 - Transit investments necessary to provide alternative means and routes for travel in the impacted sections
 - Environmental mitigation
 - Targeted arterial investments

THE CEP MITIGATION STRATEGY

Early-Action

Based upon the CEP goals and objectives the program will identify early actions that the implementing agencies can take to address project impacts to both the Natural and Built Environments. These early action strategies will be developed and completed prior to permits being issued for construction.

Natural Environment

The CEP includes a process by which implementing and regulatory agencies will jointly make decisions on early action mitigation for impacts to water resources, wetlands, floodplains, protected aquatic and upland species and habitat. (Proposed Early Action Environmental Impact Mitigation Decision Making Process, WSDOT, 2002.)

The process involves two general phases:

- Prior to transportation project permitting, develop and implement an early-action mitigation program to compensate for environmental functions that are likely to be impacted by the program
- During transportation project permitting and construction, identify avoidance, minimization, on-site/in-kind, and off site compensatory mitigation measures best suited to address project-level impacts.

This evaluation will include avoidance, minimization and on and off- site compensatory mitigation opportunities. The off-site mitigation opportunities will rely heavily, but not exclusively, on information provided in the Water Resource Inventory Area (WRIA) 8 and 9 programs and approved habitat conservation plans (HCP). Those agencies with jurisdiction/authority over the impacted resource will help define the best compensation opportunities. The area in the vicinity of the I-405 and SR 167 interchange may be used as an example to evaluate this approach.

Should this strategy prove successful it could become a template for the entire I-405 corridor and other urban projects.

Built Environment

The I-405 Corridor Program's impacts to the built environment include right of way impacts, noise, mobility (during construction) impacts and social impacts. Avoidance and minimization of these impacts will be addressed prior to individual project construction. An implementation program is being developed and will include early development of selected Transportation Demand Management (TDM), transit investments necessary to provide alternative means and routes for travel in the impacted sections and targeted arterial investments. A parallel effort is also being done to look at creative ways to reduce noise impacts of freeway facilities.

Project Level

The level of detail necessary to make project level impact mitigation decisions was not provided in the programmatic I-405 Corridor Program Environmental Impact Statement. However, project- level mitigation aimed at construction and operational impacts will proceed following Concurrence Point #3.

The CEP will guide project level mitigation decisions. For example authorities responsible for project design and environmental mitigation will ensure that a

transportation project does not result in a net loss to wetland area or function. Furthermore, the Early Action Environmental Impact Mitigation Decision Making Process can be used during the project permitting phase as it identifies a process for specifying how impacts can be avoided, minimized or compensated for through on-site, in-kind compensatory mitigation or early-action mitigation credits.

Included by reference:

Proposed Early Action Environmental Impact Mitigation Decision Making Process, WSDOT, 2002

I-405 Corridor Program Background Information

March 6, 2002

PROJECT BACKGROUND – STATUS TO DATE:

The I-405 Corridor Program is a comprehensive strategy to reduce traffic congestion and improve mobility, safety, and the quality of life for communities and the environment in the I-405 corridor. This is a result of two years of consensus building and extensive public outreach.

The I-405 Corridor Program is a pilot project within the "Reinventing the National Environmental Policy Act (NEPA)" process. Agencies with jurisdiction are asked to sign the Reinventing NEPA Concurrence Point 3.

The Agencies with Jurisdiction have participated on I-405 Corridor Program's Executive and Steering Committee, with the benefit of input from a citizen-based advisory committee, and participated in the development of a Preferred Alternative (PA) through a collaborative decision process. The Agencies with jurisdiction agreed to the first two Concurrence Points (Establishing Project Purpose and Need and defining Alternatives for the DEIS) as well as eight consensus points. Other key-points along the decision-process timeline are as follows:

1. Concurrence Point #1 on alternatives to include in the Draft Environmental Impact Statement (DEIS) was established in September 2000. This established the "purpose and need" for the project.
2. In August 2001 a Draft Environmental Impact Statement was issued which detailed analysis of the transit, roadway, social, economic and environmental impacts of the proposed alternatives. A 60-day public comment period was conducted during which three public hearings were held throughout the I-405 corridor.
3. In October 2001, comments received on the DEIS were shared and discussed with Program committees.
4. On November 8, 2001, the I-405 Corridor Program Steering Committee and Citizens Committee provided their input and recommendations for the PA. These recommendations were sent for consideration to the Executive Committee.
5. On November 16, 2001, with input and recommendations from the Steering and Citizen Committee, the Executive Committee selected Alternative #3 as a preferred alternative (see attachment).
6. The Washington State Legislature has authorized funding for the preferred alternative, subject to a public vote.

PROGRAM ENVIRONMENTAL COVERAGE

Due to the programmatic level of I-405 Corridor Program, design level details are not available at this point in the planning process and therefore further follow-on project level environmental review will occur. Agency concurrence on the Preferred Alternative for this programmatic planning effort does not indicate support for specific project level design elements or that conditions for a permit have been met. Agencies with

jurisdiction will participate in additional project level environmental review, under the National Environmental Policy Act where appropriate.

Concurrence denotes that the project information for the current Program phase is adequate to move into design level environmental review. WSDOT will continue to coordinate with agencies with jurisdiction and others developing and implementing Early Action and other project level mitigation measures. Agencies with jurisdiction will retain full permitting authority and the ability to condition or deny future project permits and disapprove associated mitigation measures.

Finally, it should be recognized that the Preliminary Final EIS (PFEIS) and proposed response to comments is being provided with the request for concurrence for informational purposes only and concurrence is not being specifically requested on the PFEIS.

Agency Comments on the Preferred Alternative

The following is a summary of the comments received from individual agency staff during the development of the Preferred Alternative. These comments do not represent comments received on the Draft Environmental Impact Statement.

BELLEVUE:

- Transportation Demand Management: TDM Program must be custom tailored to meet unique qualities and needs of each community. Related programs and projects S/B phased-in.
- Transit & HOV: Recommend 100% increase for transit. This should be closely coordinated with the TDM program.
- Arterial HOV Priority: Support the approach for Arterial HOV Priority. However, may wish to modify it as part of the final design and implementation.
- Arterial HOV Priority: The Preferred Alternative must meet the region's future growth needs and those of the transportation system. Particular concern expressed here with regards to I-405 between I-90 interchange and SR-520 interchange.
- Expanded capacity on north-south arterials: This does not include any Bellevue N/S arterials.
- Upgrading connecting arterial capacity connections to I-405: This does include a connection from I-405 to Factoria Blvd./ Coal Creek Parkway.
- Other Elements: Suggest that the HCT Study – Fixed Guide-way in central core will need further study. City reserves the right to later choose to support or oppose this based upon additional analyses.
- Other Elements: Support the option of using the BNSF ROW for HCT purposes should the Bus-Rapid Transit be compromised over time.
- Other Elements: Suggest that the need for a third lane south of I-90 be studied further as part of subsequent EIS endeavors and lane-balance analysis.

- Other Elements: Support the continued evaluation of the managed-lane concept to determine how best to use new capacity and weigh relative benefits and costs.

RENTON

- Transportation Demand Management: Additional funding needed for the strategies in the TDM package.
- Transportation Demand Management: Elements of the TDM package must have public support prior to receiving support from the City of Renton.
- Transit & HOV: 100% increase in transit service is approved as long as local transit needs are met.
- Transit & HOV: The HCT fixed guide-way must be located on the I-405 alignment / corridor prior to receiving support from the City of Renton.
- Transit & HOV: BRT should provide adequate capital improvements to reach transit goals and should not use BNSF right-of-way in Renton.
- Transit & HOV: HOV express on I-405 w/ direct-access should be combined with needed arterial HOV improvements.
- Transit & HOV: Support added park & ride capacity to match demand as long as it is primarily located within the city limits.
- Arterial: Additional funding contribution by I-405 Corridor Program to assume the completion of planned arterial improvements. Minimize additional ROW needs.
- Freeway: Freeway improvement elements should minimize right-of-way needs and impacts on sensitive areas. Elements 8 & 9 must be included in the addition of 2 GP lanes.
- Freeway: GP and HOV improvements including grade separation S/B incorporated into the final configuration of SR-167 / I-405 interchange project.
- Non-Motorized: Include new projects in Renton's Non-motorized plan S/B included in corridor bicycle and pedestrian elements.
- Other Elements: Managed Lanes: this concept must have public support first prior to receiving support from City of Renton.
- Other Elements: Third-lane south of I-90 / Lane Balance: the additional ROW needs could impact neighborhoods – Renton City Council has endorsed Alternative #3 – 2 GP Lanes.

WSDOT

- Transportation Demand Management: Allow flexibility for continued dialogue on regional congestion pricing; continue evaluation of TDM for cost-effectiveness.
- Transit & HOV: Conduct further evaluation for cost-effectiveness of the 60 to 100% service expansion of transit based upon the year of operations.
- Transit & HOV: Don't preclude the use of HCT guide-way – be consistent with the MTP.
- Transit & HOV: The development of physically separated HCT and Bus-Rapid-Transit elements should support development of transit service levels and should have a strong operational link to managed lanes.
- Transit & HOV: I-405 Direct-Access in Bothell and Factoria require specific site evaluations. Ensure continued evaluation of cost-effectiveness and do not preclude future expansion.
- Freeway: Hill-climbing lanes are still needed for grades.
- Freeway: In the addition of 2 GP lanes, need to revise description to reflect as a separate roadway, not express-lanes, which could be implemented as managed lanes.
- Freeway: Collector-Distributor lanes should have corridor level flow analysis, additional analysis at interchanges and further evaluation of collector/distributor, truck-climbing lanes and auxiliary lanes in the FEIS.
- Freeway: An SR-167 corridor evaluation is needed for one or two lanes or managed lanes. There is a need to provide an auxiliary lane from I-405 to 180th Street interchange. Improved connections to I-405 subject to FHWA Added-Access reports & approval.
- Arterial: The expansion of north-south arterial capacity should support east-west connections across I-405. They should also support transit-oriented development and TDM. If lower freeway capacity alternatives prevail, expansion of north-south arterials is required to meet travel demands.
- Non-Motorized: Pedestrian and bicycle improvement elements should support commute trips, TDM/TOD Land-use and transit access. Do not preclude the BNSF Corridor for future transit.
- Freight: FAST II recommendations need to be included in future improvements, subject to cost-effectiveness evaluation. Provide for truck-climbing lanes in order to support freight mobility.
- Outstanding Issues: WSDOT has policy interest in preserving BNSF right-of-way for future transportation uses. These future transportation uses should be developed collaboratively with regional and local transportation planning efforts.
- Outstanding Issues: The lane-balance analysis should look to collector/distributor, auxiliary and truck climbing lanes in the SR-167 to I-90 segment of I-405.
- Outstanding Issues: The goal of managed lanes is to maximize the vehicle and person throughput in the corridor. The operational concept has merit for further evaluation. Tolls have merit for management of managed lanes. It should include a 4 –foot buffer in the design cross-section.

Puget Sound Clean Air Agency (PSCAPA)

- Transit & HOV: Further study is needed for HCT / BRT fixed-guide-ways and the impacts must be identified by component. The selected alternative(s) must be adaptable to changing technology. The selected design should not be mixed within the general traffic congestion.
- Transit & HOV: The addition of park-and-ride capacity should emphasize park and walk lots.
- Freeway: The addition of freeway general-purpose capacity should emphasize the smallest level of capacity expansion possible.
- Arterial: We would support north-south arterial capacity expansion provided further study demonstrates how this element could support expansion transit.

Puget Sound Regional Council

- BRT – High Capacity Transit: Ensure that the footprint within current right-of-way does not preclude future additional technologies, e.g., ability to accommodate elevated systems.
- High Capacity Transit: Protect ROW footprint to accommodate possible future HCT. Also, verify that excess access points do not aggravate current and future congestion.
- Arterial Connections: Coordinate with possible north-south container train traffic on BNSF line during peak periods.



**Washington State
Department of Transportation**
Douglas B. MacDonald
Secretary of Transportation

April 5, 2002

Northwest Washington Division
Urban Corridors Office
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Ray Hellwig
Northwest Regional Director
Washington State Department of Ecology
3190 160th Avenue SE
Bellevue, WA 98008-5452
Mail Stop NB-81

RE: I-405 Corridor Environmental Program

Dear Mr. Hellwig:

Thank you for your involvement in the I-405 Corridor Program environmental review and Early Action Mitigation development process. We are writing in response to Megan White's March 14, 2002 letter to Bruce Smith and the subsequent meeting held between our agencies on March 18, 2002. At this meeting, we discussed opportunities for improving the Proposed Early Action Environmental Impact Mitigation Decision Making Process.

The aforementioned document was created to outline a process for making decisions on early-action mitigation for impacts to water resources, wetlands, floodplains, protected aquatic species and habitat and protected upland species and habitat. It was also designed to be consistent with and build upon the "Compensatory Mitigation Requirements" for stormwater specified in subsection IV.D.7 of the Alternative Mitigation Policy Guidance Interagency Implementation Agreement jointly developed by our agencies in response to RCW 77.85.110. Through your letter and our meeting, we came to appreciate and understand that the Washington State Department of Ecology (Ecology) would like additional clarification regarding how the process applies to stormwater impact mitigation.

We agreed that:

1. The Washington State Department of Transportation (WSDOT) is committed to the protection of water quality through compliance with the federal and state water quality standards;
2. WSDOT will add language to the early-action mitigation process indicating that the process will be more fully developed to demonstrate how it would apply to stormwater and water quality;

Mr. Ray Hellwig

April 5, 2002

Page 2

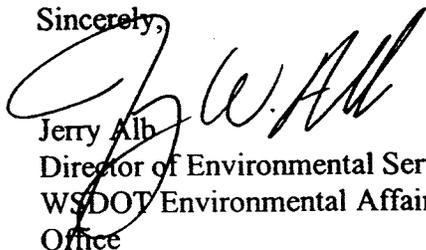
3. WSDOT and Ecology will work cooperatively to further develop the early-action mitigation process to demonstrate how it would apply to stormwater and water quality. In doing so, our goal is to follow the points outlined in your March 14th letter;
4. Working together, WSDOT and Ecology, can make additional improvements to the Early Action Environmental Impact Mitigation Decision Making Process, to further develop a flexible process for demonstrating that, in some cases, the best mechanism for protecting water quality is through early-action and off-site mitigation;
5. TMDL development would not be required to demonstrate this and WSDOT will provide the technical analysis necessary to determine stormwater impacts on receiving water bodies and the appropriate mitigation needed; and
6. WSDOT has access to and is currently refining the tools needed to implement early-action and off-site mitigation and will work closely with Ecology to generate to products necessary to achieve this goal.

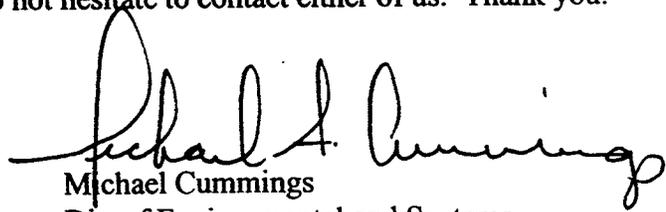
In addition to the agreements made at our March meeting, we further commit to work on the precepts agreed to in concept between Director Tom Fitzsimmons and Secretary Doug MacDonald involving a Clean Water Act Re-authorization Policy they discussed on March 26, 2002.

The opportunities ahead for success are many and we will work toward a collaborative state position on stormwater that leads to effective outcomes for the environment and transportation.

If you have any questions, please do not hesitate to contact either of us. Thank you.

Sincerely,


Jerry Alb
Director of Environmental Services
WSDOT Environmental Affairs
Office


Michael Cummings
Dir. of Environmental and Systems
Integration
WSDOT Urban Corridor Office

Cc: Tom Fitzsimmons, Department of Ecology
Megan White, Department of Ecology
Doug MacDonald, Secretary, WSDOT
John Conrad, WSDOT
Don Nelson, WSDOT



**Washington State
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May 23, 2002

Joan McBride, Councilmember
City of Kirkland
123 Fifth Avenue
Kirkland, WA 98033

RE: I-405 Concurrence Point 3, Conflict Resolution

Dear Ms. McBride:

This letter serves to inform you that the Washington State Department of Transportation (WSDOT) in conjunction with the co-lead agencies Federal Highway Administration, Federal Transit Administration, King County and Sound Transit is initiating the conflict resolution process for the I-405 Corridor Program. This process is being initiated for concurrence point 3 of the Re-Invent NEPA Pilot Project. Lack of concurrence poses a critical undue hardship for the Corridor Program and its resources. As such, WSDOT will be elevating the conflict resolution to Level 3 of our procedures (see enclosed).

On March 19, 2002 WSDOT sent a package to the I-405 Corridor Program Steering Committee requesting concurrence on the Corridor Program Environmental Impact Statement (EIS) Preferred Alternative and mitigation concept. In accordance with procedures identified in the Re-Invent NEPA pilot project, this package represents the third and final concurrence point. Response was requested by April 5, 2002.

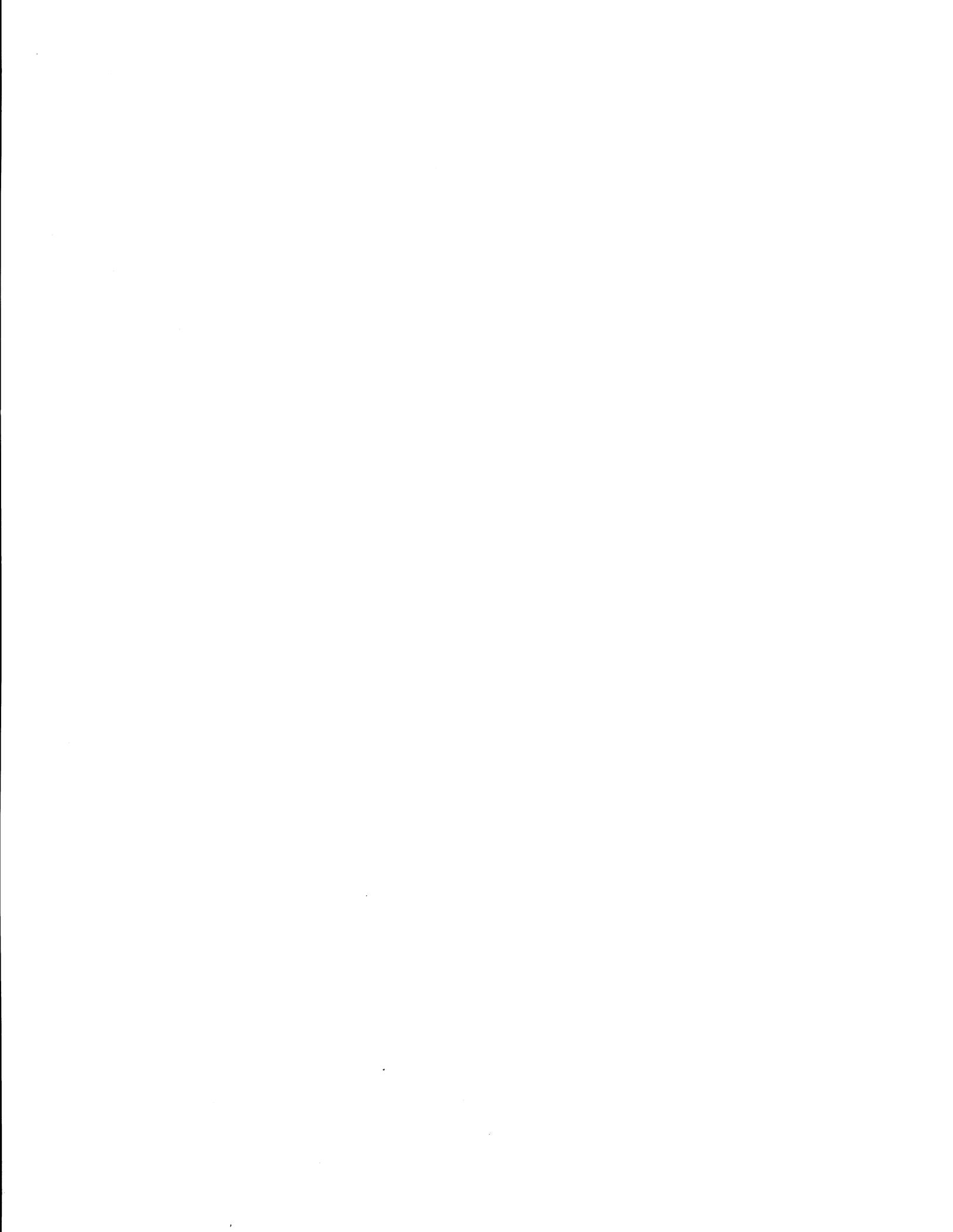
In an effort to keep this critical project moving and achieve our goal for a consensus driven EIS process, the co-leads will be referring the unresolved issues to the executive level decision makers within each agency. In accordance with the procedures, it is expected that a meeting among these decision makers will be scheduled within 5 calendar days. You will be contacted shortly to make the arrangements for that meeting.

Should you have any questions, please contact me at (206) 464-6223.

Sincerely,

Michael Cummings, Director of Environmental and Systems Integration
WSDOT Urban Corridor Office

Cc: Daniel Mathis, FHWA
James Leonard, FHWA
John Okamoto, WSDOT
Harold Taniguchi, King County
Ann Martin, King County
Jim Arndt, Kirkland





**Washington State
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May 23, 2002

Rosemarie Ives, Mayor
City of Redmond
P.O. Box 97010
Redmond, WA 98073

RE: I-405 Concurrence Point 3, Conflict Resolution

Dear Mayor Ives:

This letter serves to inform you that the Washington State Department of Transportation (WSDOT) in conjunction with the co-lead agencies Federal Highway Administration, Federal Transit Administration, King County and Sound Transit is initiating the conflict resolution process for the I-405 Corridor Program. This process is being initiated for concurrence point 3 of the Re-Invent NEPA Pilot Project. Lack of concurrence poses a critical undue hardship for the Corridor Program and its resources. As such, WSDOT will be elevating the conflict resolution to Level 3 of our procedures (see enclosed).

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Michael Cummings, Director of Environmental and Systems Integration
WSDOT Urban Corridor Office

Cc: Daniel Mathis, FHWA
James Leonard, FHWA
John Okamoto, WSDOT
Harold Taniguchi, King County
Ann Martin, King County
Terry Marpert, Redmond

Conflict Resolution Procedure for the Transportation Decision Making Process

1. Introduction

1.1 Purpose

1.1.1 The purpose of this conflict resolution procedure is to provide a process to solve disagreements among members of the Steering Committee (SC) including the Agencies/Tribes with jurisdiction (ATJ). The intent of this procedure is to improve communication in the event of a conflict and to expeditiously resolve conflict at the lowest level through SC consensus.

1.2 Starting Conflict resolution

1.2.1 Level I conflict resolution procedures, described in Section 3, may be initiated by the SC facilitator. If the involved parties decide this process will not work, an alternative conflict resolution process can be used if all parties agree to a new process.

1.2.2 If an outside facilitator or mediator is needed, the Project Management Team (PMT) and the Ombudsman together with the Transportation Decision Makers, will appoint the necessary person.

Reasons to initiate this process may include:

- ◆ agreement that consensus cannot be reached on one of the nine points
- ◆ unresolved written non-concurrence by an Agency/Tribe with Jurisdiction
- ◆ lack of response within agreed-upon time limits by an AJT
- ◆ substantive departure from the process

2. Normal Issue Resolution

2.1 Process

2.1.1 See the Operation Guidelines section in the Steering Committee Charter for the general operating process for discussing and resolving the many issues associated with the normal course of developing a Corridor EIS.

2.2 Goal

2.2.1 The goal is to have the Corridor EIS process be consensus driven. This does not always mean unanimity, but at least substantial agreement. Minority reports can be made and the SC can elect to go forward if it is agreed that the minority view has been heard, understood, properly recorded, and the SC is comfortable moving to the next step. If the SC decides that it cannot reach the level of agreement necessary, then the Level I Conflict Resolution process may be initiated.

3. Level I Conflict Resolution

3.1 Level I conflict resolution is resolution between/among the staff of the group(s) in conflict to resolve the issue(s) of contention. If a member of the SC with a conflict does not have agency or tribal affiliation the member shall represent themselves in the staff level group.

3.1.1 Level I conflict resolution may be initiated when the SC decides they have reached one of the points listed in 1.2.2.

3.1.2 Level I conflict resolution shall first consist of each of the parties writing an issue paper regarding the conflict and pertinent background information. The Ombudsman may serve as the representative of the majority if there is a majority opinion.

3.1.3 Level I conflict resolution includes making every effort to resolve the conflict through simple facilitation and mediation sessions. Outside facilitators and mediators can be appointed by the Ombudsman and the Transportation Decision Makers.

3.1.4 If the issue(s) cannot be resolved at the staff level within twenty calendar days, or when the strict implementation of some aspect(s) of the pilot project process will require a change in a member agency's internal policies, procedures, regulations and laws, etc., or will pose undue hardship to such agency's program, personnel, or resources, Level II conflict resolution will be initiated.

4. Level II Conflict Resolution

4.1 Level II conflict resolution is between/among management level decision makers. If a member of the SC with a conflict does not have agency or tribal affiliation, the member shall represent themselves in the management level group.

4.1.1 The issue paper, updated to reflect the Level I conflict resolution efforts, is referred to management of equal stature in each member agency's organization.

4.1.2 Within five calendar days of referral, the management will schedule a meeting to resolve the issue(s). Management will use discussion, facilitation, mediation, and some consensus determination method, which will be defined at the time and is agreeable to all parties, to resolve the issue(s) as quickly as is practical.

4.1.3 Findings of the Level II conflict resolution process will be written and distributed to all member parties. Regulatory agencies will consider the findings of this process in making future decisions on this project.

5. Level III Conflict Resolution

5.1 Level III conflict resolution is between/among executive level decision makers and can only be utilized for issues by Agencies/Tribes with Jurisdiction.

5.1.1 The issue paper, updated to reflect the Level II conflict resolution efforts, is referred to executives of equal stature in each member agency's organization.

5.1.2 Within five calendar days of referral, the executives will schedule a meeting to resolve the issue(s). They will use discussion, facilitation, mediation, and some consensus determination method, which will be defined at the time and is agreeable to all parties, to resolve the issue(s) as quickly as is practical.

5.1.3 Findings of the Level III conflict resolution process will be written and distributed to all member parties. Regulatory agencies will consider the findings of this process in making future decisions on this project.