

DAVID G. REICHERT
8TH DISTRICT, WASHINGTON



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COMMITTEE ON WAYS AND MEANS
SUBCOMMITTEE ON TRADE
SUBCOMMITTEE ON OVERSIGHT
SUBCOMMITTEE ON SOCIAL SECURITY

DISTRICT OFFICE:
2737 78TH AVENUE, SE, SUITE 202
MERCER ISLAND, WA 98040
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www.house.gov/reichert

Congress of the United States
House of Representatives
Washington, DC 20515-4708

April 2, 2009

The Honorable David Obey
Chairman
House Appropriations Committee
H-218, The Capitol
Washington, DC 20515

The Honorable Jerry Lewis
Ranking Member
House Appropriations Committee
1016 Longworth House Office Building
Washington, DC 20515

Dear Chairman Obey and Ranking Member Lewis:

I am requesting funding in the FY 2010 Transportation, Housing and Urban Development and Related Agencies Appropriations bill, Transportation Planning, Research, and Development Account for a light rail feasibility study. The entities to receive funding for this project are the Cities of Maple Valley and Covington, located at 22035 SE Wax Road, Maple Valley, WA 98038 and 16720 SE 271st St Suite 100, Covington, WA 98042. The funding support a feasibility study, requested by both cities, for bringing commuter rail to Black Diamond, Maple Valley and Covington. I certify that neither I nor my spouse has any financial interest in this project.

I hereby certify that this request will be made publicly available on my Official Website as required by Chairman Obey's new Committee policy that only posted requests will be considered.

Consistent with the Republican Conference's policy on project requests, I hereby certify that to the best of my knowledge this request: (1) is not directed to an entity or program that will be named after a sitting Member of Congress; (2) is not intended to be used by an entity to secure funds for other entities unless the use of funding is consistent with the specified purpose of the earmark; and (3) meets or exceeds all statutory requirements for matching funds where applicable. I further certify that should this request be included in the bill, I will place a statement in the Congressional Record describing how the funds will be spent and justifying the use of federal taxpayer funds.

Sincerely,


DAVID G. REICHERT
Member of Congress



OFFICE OF CONGRESSMAN DAVE REICHERT (WA-08)

PROJECT REQUEST CERTIFICATION

By submitting this request for federal funding, I certify that:

- This project directly benefits the residents of Washington's Eighth Congressional District and merits federal funding assistance.
- None of the funds requested will be used for a new building, program, or project named after a sitting Member of Congress.
- None of the funds requested will be used to secure funds for other entities unless the use of funding is consistent with the specified purpose of the project request.
- For requests where the receiving entity is not a unit of federal, state, or local government, or where the entity receiving the funding will not be providing support to a federal, state, or local government, or will not be providing research, the organization will provide matching funds, including in-kind contributions of 5% or more above the statutory requirement.
- For requests from non-federal, -state, or -local government entities or other public institutions, the organization will submit an End User Letter(s) of Support from a public official representing the direct beneficiaries of the project. This will be inserted into the Congressional Record and disclosed on the Member's Congressional Website.
- Under separate cover, I agree to provide a comprehensive plan outlining the sources of funding for the duration of the project; the percent and source of required matching funds, anticipated sources of the funding for the duration of the project, and a detailed budget for how federal funding assistance will be used to support the project.
- In the interest of transparency, any information submitted with this project request may be disclosed for public review, including but not limited to the Committee or Member's Congressional Website and the Congressional Record.
- Should the project receive federal funding, I agree to disclose whether I hired a lobby firm; if so, the name of the lobby firm; and how much was paid to advocate for this project.

PROJECT NAME: Southeast King County Commuter Rail and Transit Centers Feasibility Study

NAME OF PERSON CERTIFYING: Christy A. Todd

TITLE OF PERSON CERTIFYING: Interim City Manager

LEGAL NAME OF ENTITY MAKING REQUEST: City of Maple Valley

LEGAL ADDRESS OF ENTITY MAKING REQUEST: P.O. Box 320, 22035 SE Wax Road,
Maple Valley, WA 98038

SIGNATURE: *Christy A. Todd*

DATE: 3/26/09



OFFICE OF CONGRESSMAN DAVE REICHERT (WA-08)

PROJECT REQUEST CERTIFICATION

By submitting this request for federal funding, I certify that:

- This project directly benefits the residents of Washington's Eighth Congressional District and merits federal funding assistance.
- None of the funds requested will be used for a new building, program, or project named after a sitting Member of Congress.
- None of the funds requested will be used to secure funds for other entities unless the use of funding is consistent with the specified purpose of the project request.
- For requests where the receiving entity is not a unit of federal, state, or local government, or where the entity receiving the funding will not be providing support to a federal, state, or local government, or will not be providing research, the organization will provide matching funds, including in-kind contributions of 5% or more above the statutory requirement.
- For requests from non-federal, -state, or -local government entities or other public institutions, the organization will submit an End User Letter(s) of Support from a public official representing the direct beneficiaries of the project. This will be inserted into the Congressional Record and disclosed on the Member's Congressional Website.
- Under separate cover, I agree to provide a comprehensive plan outlining the sources of funding for the duration of the project; the percent and source of required matching funds, anticipated sources of the funding for the duration of the project, and a detailed budget for how federal funding assistance will be used to support the project.
- In the interest of transparency, any information submitted with this project request may be disclosed for public review, including but not limited to the Committee or Member's Congressional Website and the Congressional Record.
- Should the project receive federal funding, I agree to disclose whether I hired a lobby firm; if so, the name of the lobby firm; and how much was paid to advocate for this project.

**PROJECT NAME: Southeast King County Commuter Rail and Transit Centers
Feasibility Study**

NAME OF PERSON CERTIFYING: Scott Thomas

TITLE OF PERSON CERTIFYING: Acting City Manager

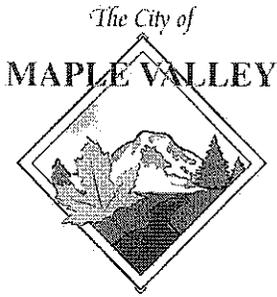
LEGAL NAME OF ENTITY MAKING REQUEST: City of Covington

**LEGAL ADDRESS OF ENTITY MAKING REQUEST: 16720 SE 271st St Suite 100 Covington
WA 98042**

SIGNATURE:

Scott Thomas

DATE: 3-26-09



P.O. Box 320 • 22035 SE Wax Road • Maple Valley, WA 98038

Phone: 425-413-8800 • FAX: 425-413-4282

March 26, 2009

Congressman Dave Reichert
2737 78th Avenue SE, Suite 202
Mercer Island, WA 98040

RE: FY 2010 Project Request

Dear Congressman Reichert:

Please accept this letter of support for the Southeast King County Commuter Rail and Transit Centers Feasibility Study. The beneficiaries of this feasibility study are the citizens and business owners of the City of Maple Valley. A five-city coalition has formed to explore the option of utilizing the Burlington Northern Santa Fe rail line for a commuter rail thereby leveraging existing infrastructure.

If the study indicates that commuter rail from Maple Valley through Covington, ending in Auburn, would be feasible, commuters could utilize an alternate mode of transportation to get to work, thereby reducing single occupant vehicle traffic on already congested roadways such as SR 169, Hwy 516, and the interstate highways (5 and 405). Other beneficiaries of this study are citizens and business owners in surrounding areas such as Black Diamond, and Covington. Residents of Black Diamond and Maple Valley could get on the train in Maple Valley. The train could pick up additional commuters in Covington and the end of the line would be Auburn, where commuters have options to use Sounder trains or the Metro bus system to finish their commute.

On behalf of the City of Maple Valley, I would be happy to answer any questions you or your staff have about this request.

Sincerely yours,



Christy A. Todd
Interim City Manager

FINANCIAL PLAN
Southeast King County Commuter Rail
Feasibility Study

I. Source of funding

The funding source is the FY10 Appropriations request.

II. Matching funds

The amount of matching funds is still being determined. However, funding being requested will be adequate to fund the cost of the feasibility study, which is attached and is formulated as a request for proposal, outlining tasks to be accomplished, and deliverables.

III. Detailed budget

All funds obtained will be used to pay for the feasibility study.

This request is for a study only therefore, a detailed financial plan is premature. Depending upon the amount of funding received, the cities involved will seek submittals of qualifications from consultants experienced in multi-modal (particularly rail), inter-city transportation alternatives.

When funding is secured, the cities will refine the draft request for proposal attached.

FY2010 APPROPRIATIONS REQUEST FORM

REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

GENERAL INFORMATION

Organization making request: City of Maple Valley **Federal Tax Status:** (i.e. 501(c)3) Municipal government

Address: P.O. Box 320, 22035 SE Wax Road

City: Maple Valley **State:** WA **ZIP Code:** 98038

Point of Contact(POC): Interim City Manager, Christy A. Todd

Phone: 425-413-8800 **Cell:** 206-854-6832 **Email:** christy.todd@ci.maple-valley.wa.us

Address: P.O. Box 320, 22035 SE Wax Road

City: Maple Valley **State:** WA **ZIP Code:** 98038

DC Representation (if any): None

Phone: **Email:**

Address:

City: **State:** **ZIP Code:**

PROJECT/PROGRAM INFORMATION

PROJECT TITLE: Southeast King County Commuter Rail and Transit Centers Feasibility Study

Prioritized: 1 of 1 total requests for your organization

Appropriations Bill: (Please check)

- | | | |
|---|--|----------------------------------|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Commerce, Justice, Science | <input type="checkbox"/> Defense |
| <input type="checkbox"/> Energy and Water | <input type="checkbox"/> Interior and Environment | |
| <input type="checkbox"/> State, Foreign Operations | <input type="checkbox"/> Labor, Health and Human Services, and Education | |
| <input type="checkbox"/> Military Construction, Veterans' Administration | <input type="checkbox"/> Homeland Security | |
| <input checked="" type="checkbox"/> Transportation, Housing and Urban Development | <input type="checkbox"/> Financial Services | |
| <input type="checkbox"/> Legislative Branch | | |

Agency/Bureau (i.e. FBI; Corps of Engineers; US Navy; ARS, etc.): U.S. Department of Transportation

Account (i.e. Buildings and Facilities, Aviation Safety; Capital Improvements, etc):

Amount requested for FY2010: \$600,000

Total cost of project: \$ 600,000

Minimum amount of FY2010 funding needed to begin or sustain this project: \$600,000

Is this program authorized? YES NO **If YES, bill number:** **Year:**

Is this program funded in the President's FY10 budget request? YES NO **If YES, amount:** \$

Anticipated total future requests: \$ Zero Over the next years

Local, state and/or private funding sources:

Total Amount: \$ Over the next years

Other sources of Federal funding:

Total Amount: \$ Over the next years

Federal Agency Sponsor or Program Manager:

Office:

Phone Number:

Other agency advocate (if any):

Office:

FY2010 APPROPRIATIONS REQUEST FORM

REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

Phone Number: 425-413-8800

Are you requesting this through any other office(s): Yes

If yes, which office(s): Senators Patty Murray and Maria Cantwell

PROJECT FUNDING HISTORY (FROM CURRENT YEAR BACKWARD)

FISCAL YEAR	PRESIDENT'S REQUEST	ORGANIZATION'S REQUEST	FUNDING AMOUNT	APPROPRIATIONS BILL	ACCOUNT, SUBACCOUNT

Executive Summary/Project Description (MAXIMUM 200 Words):

- Please include a discussion of the project's merits, relevance, eligibility, and why it is a valuable use of taxpayer funds.
- Please limit your description to 200 words.
- You may attach additional information, however, please understand that the description provided below will be used for any and all public disclosure requirements.

This project is a feasibility study for bringing commuter rail to one of the fastest growing areas in Southeast King County, Washington. Comprehensive plans for Black Diamond, Maple Valley and Covington estimate 59,000 new residents in these cities over the next twenty years. Large master planned developments are expected in Black Diamond and Maple Valley, sending even more unplanned commuter vehicle traffic west on Hwy 516 and north on SR 169. A five-city coalition has formed to study the feasibility of utilizing *existing infrastructure* to handle the expected traffic growth, and to explore whether small commuter trains could run between Maple Valley-Covington-Auburn on the Burlington Northern Stampede Pass Line. Diesel Multiple Units (DMU) are one option being considered. Arriving in Auburn, commuters could connect with the Sounder trains and Metro bus service into Kent, Seattle, and Bellevue. The feasibility study will examine the capital and operating costs of such a service, design a business model, and examine ridership demand. It will take the concerns of the railroad (BNSF) into account and assess siding and signaling needs.

FY2010 APPROPRIATIONS REQUEST FORM

REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

Justification of funding:

- How does this request fit within the identified bill and account (cite specific precedents and overall purpose of account)?
- How many jobs could this project create and how will it benefit Washington's 8th Congressional District?

With the recent electoral passage of Sound Transit Phase II rail service, there will be many more trains/buses running through Auburn. However, there is not enough capacity at current demand and there is no easy or cost effective way to adequately expand the parking needed for new rail commuters. Giving commuters the option to ride commuter rail from Southeast King County into Auburn will take many cars off Hwy 516 and SR 169. A viable east-west commuter option will alleviate traffic on Hwy 516, SR 169, Hwy 167 and SR 18, and, when connected to Sounder Commuter Rail, will provide access to the Interstate 5 and 405 corridors. This area is not served at all by Sound Transit, and is underserved by King County Metro transit, where funding is currently in jeopardy, and ridership has increased.

Commuters from Black Diamond, Maple Valley and Covington travel daily to the cities of Auburn, Tacoma, Seattle, Bellevue and Redmond for work, shopping, and recreation. Given the fluctuations in gasoline prices, the current economic crisis, issues related to global warming, and congested roadways, alternatives to single occupancy vehicle commuting is paramount. Easier and less costly access to businesses and commercial and recreational facilities will improve mobility and access to jobs, services and recreational opportunities over a two-county area (King and Pierce).

Many agencies have shown interest in this commuter rail option, but without a feasibility study, they are constrained from officially supporting it. Some of these interested agencies include Washington DOT, and Puget Sound Regional Council (PSRC).

Fewer cars on the road and the possibility of utilizing Diesel (Bio-Diesel) rail units will help to reduce the nation's dependence on oil and will help cut emissions from single vehicle use. Fewer cars on the road reduce accidents that can contribute to toxic fluids on the road and in surface water runoff. It could also improve health and productivity by removing the stress and the "wasted time" sitting in traffic behind the wheel of a car.

A five-city coalition has formed to seek this appropriation. Each city has a mix of low- and moderate-income neighborhoods. This project may provide a significant boost to property values in the service areas by providing a much easier way for commuters to reach job centers. The location of park and ride facilities/train stations has the potential to significantly boost economic development in the area where these transit facilities are sited. The cities of Black Diamond, Maple Valley and Covington are all engaged in various phases of subarea planning for purposes of either economic development or to address private master planned developments that are anticipated. This project would also provide jobs associated with the ongoing maintenance of this rail line. It will also attract more residents to our more rural communities in Southeast King County, to enjoy the natural settings, parks, lakes and trail systems.

FY2010 APPROPRIATIONS REQUEST FORM

REPRESENTATIVE DAVE REICHERT (WA-08)

(ONE project/program per form)

GENERAL INFORMATION

Organization making request: **City of Covington** Federal Tax Status: (i.e. 501(c)3) **Municipal Government**

Address: **16720 SE 271st St Suite 100**

City: **Covington** State: **WA** ZIP Code: **98042**

Point of Contact(POC): **Public Works Director, Glenn Akramoff**

Phone: **253-638-1110 ext 2253** Cell: **206-423-0200** Email: **gakramoff@ci.covington.wa.us**

Address: **16720 SE 271st St Suite 100**

City: **Covington** State: **WA** ZIP Code: **98042**

DC Representation (if any): **None**

Phone: _____ Email: _____

Address: _____

City: _____ State: _____ ZIP Code: _____

PROJECT/PROGRAM INFORMATION

PROJECT TITLE: Southeast King County Commuter Rail and Transit Centers Feasibility Study

Prioritized: 1 of 1 total requests for your organization

Appropriations Bill: (Please check)

- | | | |
|---|--|---|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Commerce, Justice, Science | <input type="checkbox"/> Defense |
| <input type="checkbox"/> Energy and Water | <input type="checkbox"/> Interior and Environment | <input type="checkbox"/> Legislative Branch |
| <input type="checkbox"/> State, Foreign Operations | <input type="checkbox"/> Labor, Health and Human Services, and Education | |
| <input type="checkbox"/> Military Construction, Veterans' Administration | <input type="checkbox"/> Homeland Security | |
| <input checked="" type="checkbox"/> Transportation, Housing and Urban Development | <input type="checkbox"/> Financial Services | |

Agency/Bureau (i.e. FBI; Corps of Engineers; US Navy; ARS, etc.): **U.S. Department of Transportation**

Account (i.e. Buildings and Facilities, Aviation Safety; Capital Improvements, etc):

Amount requested for FY2010: \$ **600,000**

Total cost of project: \$ **600,000**

Minimum amount of FY2010 funding needed to begin or sustain this project: \$ **600,000**

Is this program authorized? YES NO If YES, bill number: _____ Year: _____

Is this program funded in the President's FY10 budget request? YES NO If YES, amount: \$ _____

Anticipated total future requests: \$ **Zero** Over the next _____ years

Local, state and/or private funding sources:

Total Amount: \$ _____ Over the next _____ years

Other sources of Federal funding:

Total Amount: \$ _____ Over the next _____ years

Federal Agency Sponsor or Program Manager:

Office: _____

Phone Number: _____

Other agency advocate (if any): _____

Office: _____

Phone Number: _____

Are you requesting this through any other office(s): **Yes** If yes, which office(s): **Senators Patty Murray and Maria Cantwell**

Specific language proposed for Congressman's request to the subcommittee (if any):

"The sum of \$600,000 is appropriated in the Department of Transportation to fund a feasibility study of commuter rail serving the cities of Maple Valley, Black Diamond, Covington, and Auburn, Washington."

Is there any other relevant information regarding this request that you would like to share?

A five city coalition has formed to seek money for a feasibility study for this project, including: Covington, Maple Valley, Black Diamond, Enumclaw and Auburn. A working group of elected officials and staff began monthly meetings in 2008 to advance this project and seek financial support for it, recognizing that residential growth is outpacing the cities' ability to effectively plan for and handle the accompanying traffic.

CONTINUE FOR DEFENSE REQUEST ONLY:

What is the name and number of the Program Officer for this request?

Have you contacted the Program Officer?

Appropriations Account: (Please check)

RDT&E Procurement O&M Counter Drugs Medical
 Reserve Equipment National Guard Equipment Other (DW, for example)

Service: (Please check)

Army Army Reserve Navy Navy Reserve Marine Corps Marine Corps Reserve
 Air Force Air Force Reserve Intelligence Army Guard Air National Guard

Line Item Title:

Identification:

R-1/PE # _____ P-1/Line # _____ TIARA/JMIP (Intel Only) _____

Sub-Activity Group (required for Personnel and O&M): _____



FEASIBILITY STUDY

DELIVERABLES

Project Management

Scope, schedule and budget;
Project Management Plan, monthly progress reports and invoices; meeting notes and summaries.

Public Involvement Plan

Public Involvement and Agency Coordination-
Public Involvement Plan; attendance at TAC meetings; meeting notes and summaries; city council briefings, as needed.

Development of Alternatives

Development of Alternatives-Technical
Memorandum #1 describing screening methodology, identification of alternatives, and screening results.

Travel Demand Forecasting

Travel Demand Forecasting-Technical
Memorandum #2 describing forecasting methodology and analysis results.



Final Definition of Alternatives

Final Definition of Alternatives-Technical
memorandum #3 describing the study alternatives.

Cost Estimating

Cost Estimating-Technical Memorandum #4, with
Capital and annual O & M cost estimates for the
study alternatives.

Environmental Screening

Environmental Screening—Technical Memorandum
#5 describing the screening methodology,
identification, and screening of environmental
factors.

Project Funding

Project Funding-Technical Memorandum #6
describing a potential funding strategy for the study
alternatives.

Prepare Draft/Final Report

SUMMARY

This summary describes the scope and tasks that would be undertaken to determine the technical and funding feasibility of implementing commuter rail service along the existing BNSF freight rail lines serving the communities of Auburn, Kent, Covington, Maple Valley, Black Diamond, Enumclaw, and potentially Cle Elum. The estimated cost for this work is \$600,000 and would require approximately 12 months to complete. Should the analysis determine that building and operating passenger rail service in the corridor is feasible, further technical studies would be required. These studies will evaluate at a greater level of detail the project governance, project's transportation impacts, ridership potential, construction and operating costs, economic benefits, environmental impacts and sources of project funding.

Task 1: PROJECT MANAGEMENT

This task shall consist of ongoing management of the technical studies, verifying the accuracy and completeness of all technical work, and producing draft and final work products. Specific tasks will include preparation of a detailed project scope, schedule and budget; preparation of monthly status reports and invoices; attendance and facilitation of project meetings; and review of all technical documentation.

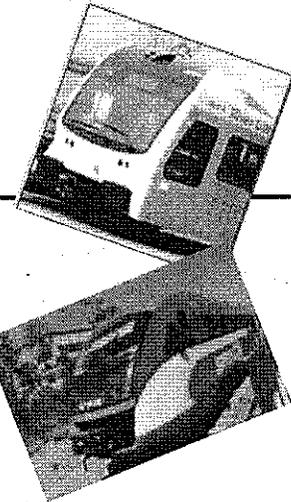
Task 2: PUBLIC INVOLVEMENT AND AGENCY COORDINATION

This task shall consist of identifying and implementing a public involvement program that will allow the public to participate at key stages in the analysis process. It is envisioned that three public meetings will be held: one early on in the study to help develop study alternatives, a second one to provide the public a project update, and a third meeting to share the study results. Periodic briefings of the five city councils will also be provided throughout the course of the study.

Agency coordination will also be important in conducting the study. As a result, it is anticipated that the consultant will meet, as needed, with local agencies to gather information and to discuss technical issues that arise during the study. Agencies to be consulted will include, but is not limited to, the cities within the corridor, King County, the Puget Sound Regional Council (PSRC), BNSF and WSDOT Sound Transit.

It is also envisioned that a Technical Advisory Committee (TAC) will be created with the participation of representatives from each of the cities, the PSRC, and other public agency stakeholders. This group will meet monthly throughout the study. The adopted state, regional and local agency transportation and transit goals and policies would be assembled and compared in a tabular format to demonstrate how the study implements and is consistent with several adopted goals and policies in existing comprehensive plans.

BNSF has already recognized two major issues. The first issue involves signal improvements and the second issue involves additional siding. These issues will need to be addressed.



Task 3: DEVELOPMENT OF ALTERNATIVES

This task shall consist of identifying and evaluating a set of study alternatives. Development of the alternatives will consider use of several types of vehicle technology and their operation in an existing freight rail corridor. This would include Diesel Multiple Unit (DMU) and light rail transit (LRT) technology. Also to be considered is use of bus rapid transit (BRT).

A screening analysis would be performed to determine if "fatal flaws" exist (e.g., physical limitations, significant environmental impacts, high cost, etc.) that would cause one or more of the alternatives to be dropped from further study. The reduced set of study alternatives will then represent the basic set of alternatives for detailed analysis. This will include at a minimum, a No Build (no project), a Baseline (programmed transportation improvements without the project) and one or more Build Alternatives (which assumes a future project).

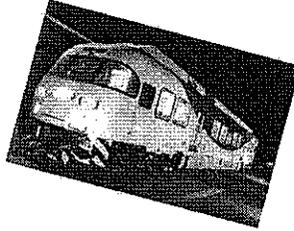
Technical Memorandum #1 will be prepared describing the identification and screening of study alternatives. Following review a final version of the document will be prepared and submitted by the consultant. This review process will apply to all study deliverables.

Task 4: TRAVEL DEMAND FORECASTING

This task shall consist of using the PSRC regional transportation model to develop "order of magnitude" ridership estimates of weekday ridership for each of the study alternatives for the years 2030 or 2035. The ridership projections will take into account adopted land use plans and population projections published by PSRC, plus information available from OFM, Sound Transit, WSDOT, Metro King County Transit and Transportation as well as local cities. Major differences in existing traffic information data sets will be noted during the selection of the single best available data set for ridership modeling during this assignment. Technical Memorandum #2 describing the forecasting methodology, assumptions, analysis and results will be prepared for review and comment.

Task 5: FINAL DEFINITION OF ALTERNATIVES

- Obtaining aerial photography of the corridor to illustrate the location of the railroad alignment and proposed stations.
- Developing sketch-level engineering details for each alternative, such as prototypical stations, platforms configurations, park-and-ride areas, bus loading and layover areas, pedestrian circulation and a vehicle maintenance facility.
- Developing a limited number of typical cross sections for alignment segments where conditions are considered to be "typical" and atypical sections within the right-of-way for "Special" conditions.
- Determine right-of-way requirements and impacts
- Determining the location of utilities and potential construction and operating conflicts.
- Taking into account existing and future land use and the potential for transit ridership, identify possible station locations.
- Identifying and documenting vehicle maintenance requirements.
- Developing a bus and rail operating plan to maximize the opportunity for transit ridership.



Incorporating the information developed during this task. Technical Memorandum #3 will be prepared documenting the final definition of alternatives. This memo will be submitted for review and comment.

Task 6: COST ESTIMATING

This task shall consist of developing "order of magnitude" construction and operating and maintenance (O&M) cost estimates for each study alternative. The estimates will be prepared in current dollars using representative unit costs obtained from transit operators in the region (e.g., construction cost per mile, operating cost per revenue hour, etc.). Technical Memorandum #4 will be prepared documenting the methodology, assumptions, and costs estimates. This memo will be submitted for review and comment.

Task 7: ENVIRONMENTAL SCREENING

This task shall consist of a high-level screening to identify natural or man-made environmental factors that would potentially impact the construction and/or operation of the Build Alternatives. This screening would utilize existing studies, field reports, and other readily available documentation along with a field review of the corridor. The effort does not envision undertaking any detailed environmental studies (e.g., streams with salmonids, wetlands, biology, air quality, cultural, etc.). Traffic impacts at proposed station sites will be determined based on existing and projected data made available to the consultant by the individual cities and PSRC.

Technical Memorandum #5 will be prepared describing the screening methodology and the results of the analysis. This memo will be submitted for review and comment. The NEPA and SEPA environmental review is beyond the scope of the study. However, the study results will define the proposal as well as alternatives as the basis for the NEPA and SEPA environmental review.

Task 8: PROJECT FUNDING

This task shall consist of identifying and qualifying potential sources of funding for construction and annual O&M of each of the study alternatives. These revenue sources will be developed in consultation with the individual cities and the regional agencies (PSRC, WSDOT and Metro King County Transportation). Once documented, the projected revenues will be matched with the construction and O&M cost estimates developed in Task 6. If needed, strategies will be recommended for filling any identified funding shortfalls.

Technical Memorandum #6 will be prepared describing the revenue sources identified, their potential availability and levels of funding, and their ability to fully fund construction and operation of the study alternatives. This memo will be submitted for review and comment.

Task 9: PREPARE DRAFT/FINAL REPORT

Utilizing the information developed in the earlier tasks, a draft final report will be prepared describing the alternatives identified, screened, and evaluated as to their technical and financial feasibility for future construction and operation. From this analysis, a project alternative will be recommended for further detailed study. The report will then be submitted for review and comment. Following the receipt of reviewer comments, a final version of the document will be prepared concluding the feasibility study.

Edgar, Jason

From: Sharon Scott [sscott@ci.covington.wa.us]
Sent: Friday, March 27, 2009 5:28 PM
To: Project Requests, Reichert
Cc: Darren Mhoon; Manson, Lindsay
Subject: FY10 Project Request, Highways and Transit Subcommittee, Transportation and Infrastructure Committee, City of Covington
Attachments: Completed Appropriation Form.doc; Signed Project Certification Letter.pdf; Additional Document.pdf; Detailed Finance Plan-ss edits.docx; letter of support-ss edits.pdf

Dear Congressman Reichert:

Attached please find the City of Covington FY2010 Appropriations Project Request Packet.

Please don't hesitate to contact me if you have any questions.

Thank you.

Sharon Scott

*Sharon G. Scott
City Clerk/Executive Assistant
City of Covington
16720 SE 271st Street, Suite 100
Covington, WA 98042
phone: 253-638-1110
fax: 253-638-1122
website: www.ci.covington.wa.us*

This message and any attachments are confidential, may contain privileged information, and are intended solely for the recipient named above. If you are not the intended recipient, or an authorized agent for the recipient, you are notified that any review, distribution, dissemination or copying is prohibited. If you have received this message in error, you should notify the sender by return email and delete the message from your computer system.

Edgar, Jason

From: Christy Todd [christy.todd@ci.maple-valley.wa.us]
Sent: Friday, March 27, 2009 3:02 PM
To: Project Requests, Reichert
Cc: Manson, Lindsay
Subject: FY10 Project Request - U.S. Department of Transportation - City of Maple Valley
Attachments: FY2010 Reichert Final.doc; Reichert - Financial plan Final.docx; Reichert Certification Letter.pdf; Feasibility Study.pdf; L. Dave Reichert 3-26-09.pdf

Dear Congressman Reichert,

It is my honor, on behalf of the City of Maple Valley, to send to you a request for federal appropriations, for the Commuter Rail Feasibility Study in Southeast King County. You may recall meeting last December with several elected officials, representing the five city coalition that has formed to explore this matter. Attached to this email please find:

- 1) FY2010 Appropriations Request Form
- 2) Financial Plan, with attachment
- 3) Attachment to Financial Plan (Feasibility Study)
- 4) Certification Letter
- 5) End User Letter

We look forward to being contacted by your office for a follow up site visit.

Best regards, Christy

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