

## **Sound Transit Citizen Oversight Panel Meeting Summary November 1, 2018**

**COP Members Present:** Fred Auch, Annette Bailes, Kevin Brannon, Sharon Grader, Chris Karnes, Scott Lampe, Phil Lovell, Don Monroe, James Peyton, Bill Roach, Marie Rogers, Paul Thompson

**COP Members Absent:** None

Others Present: Shelly Brown, Kathy Albert, other Agency staff, members of the public.

### **Tacoma Dome Link Extension**

Curvie Hawkins, High Capacity Transit (HCT) Project Development Director, gave an update on the Tacoma Dome Link Extension. The project is a 9.7-mile extension of the Federal Way Link Extension that will include four stations, two parking garages and an operations and maintenance facility. Extensive community engagement has taken place since the beginning of the year around a broad range of initial alternatives. Coordination with the Puyallup Tribe of Indians is particularly important because the project will be the first in the nation in which a light rail line runs through portions of tribal lands.

A conceptual Level 1 evaluation was completed in October 2018 under the Agency's System Expansion Implementation Plan (SEIP). The project has now advanced to a more detailed Level 2 evaluation that is expected to last until February 2019. A preferred alternative and other Environmental Impact Statement (EIS) alternatives are expected to be identified by the summer of 2019 using five evaluation criteria:

- Effective transportation solutions
- Land use, economic development and Transit Oriented Development (TOD)
- Environmental preservation
- Equitable mobility
- Financial sustainability and constructability

### **Sound Transit Integration Efforts**

Mike Harbour, Deputy Chief Executive Officer, gave an overview of the Agency's work with its regional partners, including five transit agencies, the Seattle Department of Transportation (SDOT), the Washington State Department of Transportation (WSDOT), the Washington State Ferries, the Puget Sound Regional Council (PSRC) and, in some instances, the Port of Seattle.

A number of fare related initiatives are underway, including Next Generation ORCA, fare simplification, regional youth passes and reduced fare permits. Of particular importance in the months ahead is the integration effort underway through the One Center City/Imagine Greater Downtown collaboration, intended to ease congestion created by a series of construction events in early 2019, when the SR 99/Alaskan Way Viaduct will close permanently and the downtown Seattle transit tunnel (DSTT) will close to buses. Partial opening of the new Northgate Transit

Center and realignment of existing bus routes in the area are expected to eliminate considerable bus traffic downtown.

Sound Transit continues to work closely with King County Metro (Metro) on Rapid Ride and bus rapid transit (BRT) integration, light rail station and transit center transfer coordination and transition of ownership of the DSTT.

Coordination between the Agency and Community Transit continues regarding the Lynnwood Transit Center, the Shoreline North/185<sup>th</sup> Street Swift Line Station and the 145<sup>th</sup> Street BRT line. Both agencies employ Customer Experience Officers to enhance the rider experience on their lines.

In Pierce County, Sound Transit and Pierce Transit are working together on the Tacoma Dome Station and the Hilltop and Tacoma Dome Link Extensions.

Sound Transit's Long Range Plan also emphasizes regional planning and coordination through multimodal hubs, regional parking management and wayfinding and planning tools.

## **Discussion**

COP members found the presentations informative. The SEIP process is working very well. Managing the scope and cost of developing a locally preferred alternative remains a challenge. More standardized project presentation materials would be helpful to the public and the COP. The Agency's integration efforts are impressive and meaningful.

The summary of the October 18, 2018, COP meeting was approved.

## **Member Reports**

Annette Bailes reported that because of a family health emergency she had traveled the length of Link light rail from Angle Lake Station to University Station multiple times in recent weeks and found it an excellent system.

Bill Roach reported that the City of Seattle is expected to issue a final decision regarding ongoing issues between the City and the University of Washington (UW) over the UW's Master Plan sometime in December 2018.

Phil Lovell reported that the Edmonds Street Waterfront Connector project had passed the City Council by a one vote margin. The estimated \$26 million project has become a divisive one in the community.

Sharon Grader reported that she had agreed to join the Edmonds Gateway Committee to assist in developing a new design for the city's old, existing welcome signs.

Paul Thompson noted Sound Transit's proposed plan to discontinue service from the Overlake park and ride lot to the University Station. The Overlake park and ride service is the only

remaining direct connection to downtown light rail. Eliminating the service would likely encourage commuters who live more than walking distance from the Overlake lot to stay in their cars and drive directly downtown, in seeming contradiction to the One Center City initiative.

## **2018 Focus Areas**

- Adequacy and appropriateness of system access to stations
- Ridership on Sounder North
- Social equity
- Impacts of the One Center City initiative
- Awareness of emerging technologies and their impacts
- Labor costs and labor supply
- Publicizing of peer comparison data
- Farebox policy
- Asset management
- Reliability of federal and state funding sources
- Full implementation of positive train control
- Develop a formalized process for early identification of alignment options that could necessitate additional local funding in order to reduce project delays while the funding is sought, or eliminate particular options when the funding is unavailable

Next Meeting: November 15, 2018, 8:30 – 11:00 AM in the Santa Fe Room at Union Station.