



Summary Minutes

System Expansion Committee Meeting March 14, 2019

Call to order

The meeting was called to order at 1:41 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(A) Victoria Woodards, Tacoma Mayor

Board Members	
(A) Nancy Backus, Auburn Mayor	(P) Rob Johnson, Seattle Councilmember
(A) David Baker, Kenmore Mayor	(A) Kent Keel, University Place Mayor
(P) Dave Earling, Edmonds Mayor	(P) Dave Upthegrove, King County Councilmember

Jane Emerson, Board Coordinator, announced that a quorum of the System Expansion Committee was present at roll call.

Report of the Chair

None

CEO Report

President's Budget

CEO Peter Rogoff stated that the Trump Administration released its proposed fiscal year 2020 budget, which included good news for Sound Transit. Within the Federal Transit Administration's Capital Investment Grant program budget, the Administration is proposing \$100 million for the Lynnwood Link project.

The Administration is seeking \$500 million through the Capital Investment Grant program for new projects. Sound Transit is hopeful that the Federal Way Link Extension will be a part of this investment. The Administration has articulated a stated policy that these dollars should focus on projects that "have high non-Federal funding commitments and provide the greatest impact to improving mobility and access for riders who depend on public transit."

Mr. Rogoff will be in Washington DC next week. While there, he will be making a presentation to the Banking Committee and will meet with the Acting FTA Administrator. Sound Transit anticipates receiving engineering approval from the FTA soon to move forward with the Federal Way Link Extension.

Olympia Update

In Olympia, the 2019 legislative session is now past the halfway point. The deadline for bills to have passed out of the chamber in which they were introduced passed yesterday at 5:00 p.m.

There is a hearing scheduled today for House Bill 2132, which is the House of Representative's seemingly preferred approach to toll authorization on I-405 and SR 167. In addition to providing authorization to toll these highways, this proposal would include a package of bonds to complete high-occupancy vehicle (HOV) and Express Toll Lane improvements through the corridor. Sound Transit staff has been working closely with staff from the Department of Transportation to communicate the agency's support and Bus Rapid Transit (BRT) dependence on these improvements.

Downtown Seattle Transit Tunnel

Mr. Rogoff spoke about the transition of the Downtown Seattle Transit Tunnel to rail only March 23, 2019. The agency has been working very closely with Securitas and the King County Sheriff to ensure the staffing and the training of the agency's public safety team is ready for the transfer.

Customer outreach began this week to let riders know about the changes to tunnel buses. Messages are being pushed out on social media and Rider Alerts will be posted on buses, at impacted bus stops, and on Link trains. Sound Transit ambassadors will be out at tunnel entrances starting March 16, 2019 to ensure that ST Express Route 550 riders are aware of their bus change. King County Metro will have ambassadors out three days before and after the removal of the buses from the tunnel. Media events are planned with King County Metro and Seattle DOT close to the March 23, 2019 transition date.

External Engagement

The agency continues to have ongoing outreach and external engagement across the region. Corridor-wide, there have been a series of agency meetings regarding the system access fund. There was one round of meetings in each subarea giving information and a follow-up series to answer questions. Staff has met with key stakeholders across the region regarding the fund.

Sound Transit has kicked off engagement regarding the Connect 2020 efforts to keep the existing line open when the East Link Extension is tied into the light rail spine. Staff is meeting with agencies, communities, and stakeholders with a keen interest in these efforts.

East Corridor. The BRT projects have recently completed their final Elected Leadership Group (ELG) meetings for Phase 1 of project development. Today, the System Expansion Committee will review the project refinements that the ELG confirmed to carry into environmental review for the I-405 project, and then again next month for the SR 522/NE 145th project.

In the last month, staff has updated the Bellevue City Council on East Link Extension construction progress, the Sammamish City Council on the first phase of the North Sammamish Park-and-Ride project, and the Bellevue Downtown Association on the plans for BRT on I-405, along with updates to WSDOT. At the end of this month and into April, the BRT team is planning a joint workshop with WSDOT and the City of Bothell to address the connection of the two BRT lines in the Bothell area, as well as an update to the I-405/SR 167 Corridor Executive Advisory Group.

South Corridor. Staff is kicking off the external engagement on the Sounder South Capacity Expansion strategic plan with the first Corridor Leadership Forum in early April. The Tacoma Dome Link Extension (TDLE) stakeholder group will meet later this month. Staff is preparing for the environmental work for TDLE this spring. In the coming days, staff will be in front of city councils and community groups to discuss the alternatives to advance into the environmental process. In addition, the Puyallup Tribal Council has approved a Statement of Partnering Intent for TDLE, which is on today's committee agenda.

The scoping comment period for the Link Operations & Maintenance base in the south corridor is ongoing and will remain open until April 1, 2019.

Central Corridor: The West Seattle and Ballard Extensions Stakeholder Advisory and Elected Leadership Groups will be meeting this spring in preparation for making recommendations to the Sound Transit Board on a preferred alternative and other alternatives to take into the environmental process. The project is currently in the formal scoping period, which has been extended until April 2, 2019, at the request of the community and with concurrence from the Federal Transit Administration. That extension of time is not at the expense of the project schedule; the Board will still be on target to identify alignments to take into the environmental process at the May Board meeting.

North Corridor: This week, staff briefed the Shoreline Council on the Lynnwood Link Extension. The presentation focused on upcoming construction and tree and noise mitigation. The agency will host construction open houses in Mountlake Terrace and Lynnwood next month and will provide a briefing to the Everett City Council in April.

Boardmember Johnson commented that when the Federal Way Link Extension was baselined, there was an assumption about federal funding associated with the action. He asked what that assumption was and how it might change based on the FFGA application. Mr. Rogoff replied that it has always been assumed at a 25 percent federal share for the project. The FTA changed its policy on how much contingency would be required. The FTA worked with the agency, and although requesting a higher contingency, they have continued to be cooperative about the 25 percent federal share.

Public comment

Randy Corman, Renton City Council

Davina Duerr, Bothell Deputy Mayor

Lisa McConnell

Jay Arnold, Kirkland Deputy Mayor

Jasmine Donovan, Executive Vice President and CFO, Dick's Drive-In

Brad Thorson, Garage Town USA, Federal Way, Owner

Alex Tsimerman, Stand Up America

Business items

Items for Committee final action

February 14, 2019, System Expansion Committee minutes

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that the minutes of February 14, 2019, System Expansion Committee Meeting be approved as presented.

Motion No. M2019-20: Authorizing the chief executive officer to execute an agreement with the City of Bothell to provide construction and construction management services for City of Bothell's Business and Transit Lanes Component of the SR 522/NE 145th BRT Project in the amount of \$22,689,980, with a 10% contingency of \$2,268,998, for a total authorized amount not to exceed \$24,958,978.

Paul Cornish, Project Director-PEPD; Mark Johnson, Project Director-DECM, and Bernard van de Kamp, HCT East Corridor Development Director, provided an overview of the Bus Rapid Transit (BRT) program. The BRT is a new line of business for Sound Transit, opening in 2024. There are two corridors: the I-405 BRT which runs from Lynnwood to Burien and the SR 522 BRT which will run from the south Shoreline station to Woodinville. The project consists of many components including transit speed,

reliability, and access improvements; BRT stations; parking facilities; a new BRT bus fleet; a bus operations and maintenance facility; branding; and a rider information system.

The BRT will be branded as STRIDE. Since each station will have a different environment, staff will be developing a way for all the stations to have the same look and feel to ensure customers know they are at a STRIDE station.

This action would execute an agreement with the City of Bothell to provide construction and construction management services for the City of Bothell's Business and Transit Lanes (BAT) component of the SR 522/NE 145th BRT project. This is a speed and reliability component that connects between the existing BAT lanes to create more continuous BAT lanes for the local buses. In addition to the widening of general purpose lanes and adding BAT lanes in each direction, construction will include center medians, interconnection of signals, sidewalks on the north side, curb and gutters, retaining walls, street illumination, drainage improvements, landscaping, and utility undergrounding.

The City of Bothell completed all work leading up to the start of construction with their funds. The city has funded the design, environmental documentation, right-of-way acquisition, public outreach, and obtained all the permits required. Sound Transit will fund the construction contract, construction management, and administration. Sound Transit will review all change orders prior to execution, review and approve all invoices from the city, have the option to attend any standing construction meetings, and will have access to the construction site as needed.

The City of Bothell will administer the construction contract, be responsible for providing construction status updates, complete construction of the project within 36 months including a one-year plant establishment period, submit invoices and supporting documentation for the monthly Sound Transit reimbursement to the city, be responsible for all public outreach and response to community questions and concerns, and manage all utility coordination. The city will own and maintain the improvements.

Committee Chair Balducci asked whether the BRT project provides upgrades to the corridor, including BRT service access and sidewalks.

Mr. Cornish replied that staff is looking at some of those improvements including pedestrian improvements where they make the most sense. This project will add sidewalk along the north side. Mr. Johnson added that non-motorized improvements increase access to the stations. As a regional transit provider, Sound Transit isn't able to deliver infrastructure that is properly the responsibility of the municipality. The agency is looking at the best way to provide access within Sound Transit's budget and mission.

Chair Balducci agreed with staff, but added that Sound Transit can be a catalyst and should ask jurisdictions to work with the agency to end up with a better project by working together.

Boardmember Johnson commented that the SR 522 Elected Leadership Group has a strong interest in regional partnerships. There are many jurisdictions along the corridor that would like to see additional capital investments. Setting up a collective vision for transit, non-motorized, and other vehicular access on that corridor may go beyond the scope of the agency's budget and beyond the scope of the individual city's budgets. There may be a need to apply for funding through other sources.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-20 be approved as presented.

Motion No. M2019-21: Authorizing the chief executive officer to execute a contract modification with WSP USA Inc. to provide Phase 2 project development services for the I-405 Bus Rapid Transit project in the amount of \$8,185,243 plus \$234,524 in contingency, totaling \$8,419,767, for a new total authorized contract amount not to exceed \$14,843,767.

Paul Cornish, Project Director-PEPD; Mark Johnson, Project Director-DECM, and Bernard van de Kamp, HCT East Corridor Development Director, presented the staff report. This action funds and authorizes modifying the current contract with WSP USA Inc. for Phase 2, Conceptual Engineering and Environmental Review, of the I-405 BRT project.

Phase 2 is expected to take approximately 12 months with completion in mid-2020. The work will include fieldwork, data collection, and technical studies; stakeholder involvement; advance design for stations and other work; and evaluation of the potential BRT vehicle fleet.

North line project refinements: Opportunities to make shoulder improvements have been identified for transit north of Canyon Park. A workshop will be held later this month to focus on the Canyon Park, UW Bothell/Cascadia College, and Brickyard stations. The Totem Lake Freeway Station will be upgraded at its current location.

The NE 85th In-line Station originally included bus lanes from NE 6th in Kirkland to 120th. About half of the bus lane width is covered by the interstate. The question became what to do between 6th and 114th. Staff from Sound Transit, the City of Bellevue, and WSDOT discussed possibilities for this area and whether there was an option that is more cost effective. It was agreed that making smaller speed and reliabilities on the NE 85th and the city portion would be a more effective use of the money. Staffs also looked at enhancing pedestrian access to the freeway stop. The outcome of the meetings was that instead of the lanes on NE 85th, staff will look at other, smaller improvements that will be more beneficial and more cost effective. The conceptual work will include studying options to extend the sidewalk on all sides of the NE 85th In-line Station.

South line project refinement: The only refinement to the south line is at the Tukwila International Blvd. BRT Station. The original plan was to have BRT leave SR 518 and travel to the station via local arterials. This would have impacts to right-of-way, property, and capital. This would also slow the schedule down since buses would need to get off the highway, go through local streets, and then return to SR 518. The current plan is to keep the buses on SR 518, locate the station in the middle of SR 518, and connect the riders to the Tukwila International Blvd. Station via a pedestrian bridge. Staff is working with the City of Tukwila to determine if the pedestrian bridge should be extended to the south. This refinement has significant time savings and the actual footprint and construction is smaller. The ELG discussed the walking distance for the riders; this will be considered as the project moves forward.

Boardmember Upthegrove stated that when the revised travel time was shared with the ELG, it was very positive news. He does not have concerns with the refinement, but he asked to be kept informed on what this change will mean for the transfer environment and what the options are within the financial constraints to maximize that transfer environment.

Mr. Cornish stated the project refinements have resulted in increasing ridership estimates by 12 percent in the north corridor, 22 percent in the south corridor, and improving travel times by 5 minutes in the north corridor and 7 to 9 minutes in the south corridor.

The representative site for the bus base north is Canyon Park in Bothell. This is a critical component to the project. The base needs to be complete and online by 2023 for the vehicle fleet. Currently over 30 sites are being evaluated. The site needs to be flat, at least 12 acres, in proximity to I-405 and SR 522, have compatible zoning, be vacant or have minimal displacements, and have minimal sensitive area impacts. The facility will house 60 to 80 BRT buses and possibly some regional express buses. No more than 100 buses will be at the facility

Chair Balducci stated that transit oriented development (TOD) or development potential should be included as a criteria when screening properties for the bus base. Concerning the TOD at Kingsgate, that seems more challenging because the agency is asking for conceptual design to move forward with the 600 stall parking garage. Her understanding is that by the agency doing this, there is a commitment

to retain a 300+ stall surface lot. This will limit land that is available for TOD or affordable housing. She asked if there is a way to not limit this or to keep the concept alive for potentially using the ground space for development rather than surface parking.

Mr. van de Kamp stated that the current scope is to add 400 stalls. The footprint of that garage will eliminate 200 surface stalls and leave 300 surface stalls which are owned by WSDOT. WSDOT is viewing this as a potential pilot project for TOD. WSDOT is looking to the legislature for funding and authorization to pursue a feasibility study to look into the ability to consolidate all the parking into a larger garage. If that does not materialize, staff may build the 600-stall garage to be forward compatible so that it could be expanded if the state decides to add onto the structure and convert the surface parking site for TOD.

Chair Balducci asked if this contract will study the larger, combined parking. Mr. van de Kamp replied that staff is looking to conduct the environmental review with two potential options: (1) understanding the impacts of whether the parking is in one single structure or spread out, and (2) what are the costs and schedule risks to project. This contract does not preclude the 900-stall parking garage. The contract authority is flexible enough to address either scenario.

Committee members commented that the work to get to this point has been impressive. Sound Transit is moving quickly to provide this work. There has been a lot of new thinking and improvements on how this will improve accessibility. This will be a great option for the region.

It was moved by Boardmember Uptegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2019-21 be approved as presented.

Items for recommendation to the Board

Resolution No. R2019-07: Amending the adopted budget for the I-405 Bus Rapid Transit project by (a) increasing the authorized project allocation to date by \$7,300,000 from \$243,443,000 to \$250,743,000 and (b) increasing the adopted 2019 annual project allocation by \$7,300,000 from \$94,475,000 to \$101,775,000.

Paul Cornish, Project Director-PEPD; Mark Johnson, Project Director-DECM, and Bernard van de Kamp, HCT East Corridor Development Director, presented the staff report. This action will increase the adopted budget to provide funds to acquire property for a park-and-ride station at NE 44th Street in Renton for the I-405 BRT project.

The ST3 plan funded the I-405 BRT project including a new inline BRT station at the I-405/NE 44th Street interchange and associated parking facility.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2019-07 be forwarded to the Board with a do pass recommendation.

Resolution No. R2019-08: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the NE 44th Street Park and Ride as part of the I-405 Bus Rapid Transit Project.

Paul Cornish, Project Director-PEPD, and Amy Pinneo, Real Property Agent, presented the staff report. This action is to authorize the acquisition of a portion of one parcel for the I-405 BRT project.

Sound Transit is requesting acquisition in order to secure its ability to use the property for the project without the developer investing additional resources to exercise its developmental rights. The parcel is located in the City of Renton.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2019-08 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-23: Authorizing the chief executive officer to execute a Memorandum of Understanding with King County for the Downtown Redmond Link Extension in the amount of \$3,040,000 to provide schedule assurance and support from King County related to project interfaces and to satisfy conditions related to the acquisition of King County property.

Tony Raben, Executive Project Director, and Bernard van de Kamp, HCT East Corridor Development Director, reviewed the major milestones for the Downtown Redmond Link Extension. Design proposals are due in April for the design-build contract, and the project is on track to open by December 2024.

A term sheet between King County and Sound Transit was executed in November 2018 outlining the structure and process of the project interfaces with King County. In 2018, King County passed an ordinance making light rail a permitted use. The ordinance streamlined the permit process and included a condition that any property transfer between King County and Sound Transit needs to assure that the public use and enjoyment of the park is protected.

This action would authorize executing a Memorandum of Understanding (MOU) with King County for the Downtown Redmond Link Extension in the amount of \$3,040,000. The MOU memorializes elements of the term sheet, formalizes how Sound Transit and King County will cooperate and implement a number of mutually beneficial projects in the SE Redmond area, establishes a path forward toward the land acquisition from King County, and provides assurance of continued use and enjoyment of the park.

Specifically, the MOU will help the project reduce risks, establish a more predictable permitting process, and establish an agreement on how to satisfy mitigation requirements for the impacts to trees and wetlands. The MOU will provide resources for King County staff time that will be needed for project development and procurement of the design-build contractor. The MOU will utilize existing project budget allowances for enhancing access from between the SE Redmond Station to Marymoor Park. Some of the project's sustainability allowance will be used to assist the county on upgrades to existing stormwater facilities.

Some of the county-funded projects will be constructed by Sound Transit to minimize disturbances including the connector trail under SR 520. The MOU includes a county paid betterment to extend a water line into the park.

It was moved by Boardmember Johnson, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2019-23 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-24: Authorizing the chief executive officer to execute a Statement of Partnering Intent with the Puyallup Tribe of Indians for the Tacoma Dome Link Extension.

Curvie Hawkins, HCT Project Development Director, and Claire Chase, Project Manager, presented the staff report. The action is to approve a Statement of Partnering Intent with the Puyallup Tribe of Indians for the Tacoma Dome Link Extension. The project will extend light rail from the Federal Way Transit Center to the Tacoma Dome.

In addition to traversing the cities of Federal Way, Milton, Fife, and Tacoma, the Tacoma Dome Link Extension project will traverse across the Puyallup Tribe of Indians' reservation and over the Puyallup River. Sound Transit will need to secure easement rights through Tribal property. The agency will need permits from the Tribe to cross over the Puyallup River and will respect the inherent fishing rights of the Tribe.

This Statement of Partnering Intent acknowledges the Tribe's and Sound Transit's shared interests in the project and establishes a shared understanding of the project objectives, communication, and designated representatives. The statement designates representatives for both Tribal staff and project staff on the Elected Leadership Group, Stakeholder Group, and the Interagency Group. Potential future agreements could be set up to reimburse tribal staff for work on the project.

The Puyallup Tribal Council received presentations on the Statement of Partnering Intent and the project in February 2019. The statement has since been approved and signed by the Puyallup Tribal Chairman. This motion is non-binding and does not include a funding reimbursement. This is similar the partnering agreements with the four cities in the project corridor.

Chair Balducci stated that it has been interesting serving on the Tacoma Dome Link Extension's Executive Leadership Group and learning about the Tribe's interests and plans in the area. She looks forward to working with the Tribe as a partner.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-24 be forwarded to the Board with a do pass recommendation.

Resolution No. R2019-09: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.

Rod Kempkes, Executive Project Director, and Janni Baugh, Project Manager - Real Property, presented the staff report. This action authorizes the acquisition of all or portions of 11 parcels consisting of full and partial acquisitions, temporary construction easements, and/or permanent easements.

The properties have been identified as necessary for the construction of the Lynnwood Link Extension and relate to roadway improvements within the vicinity of the Lynnwood Transit Center as required by the City of Lynnwood. These parcels are located in the City of Lynnwood.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2019-09 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-25: Authorizing the chief executive officer to submit a Full Funding Grant Agreement application to the Federal Transit Administration for the Federal Way Link Extension, including the project's proportionate share of the Light Rail Fleet Expansion project.

Dan Abernathy, Executive Project Director, and Linneth Riley-Hall, Deputy Project Director, provided the staff report.

This action would allow for submission a Full Funding Grant Agreement (FFGA) for the Federal Way Link Extension. Sound Transit is seeking 25 percent federal share of the total project costs, approximately \$790 million. The project is scheduled for revenue service in 2024.

An FFGA is based on three major steps: project development, entering engineering, and submitting the application to the Federal Transit Administration (FTA). This project is unique because it has a compressed schedule between the engineering approval and the submitting the application.

Sound Transit has received three FFGA's for the initial segment, the University Link Extension, and the Lynnwood Link Extension. The steps required to submit the FFGA have been completed. The project received FTA approval to enter into project development in August 2016 and a new starts rating of medium-high. In October 2018 the agency submitted an application to the FTA to enter into engineering.

After receiving FTA approval to enter into engineering, with the Board's approval, staff is prepared to submit the FFGA application.

Chair Balducci asked if anything significant has changed since the Board first sought grant dollars. Mr. Abernathy replied that from the beginning, the agency has been asking for 25 percent of the project costs. The FTA has changed its policy to require more project contingency and the financial plan has been increased to cover the additional contingency.

CEO Rogoff mentioned that Sound Transit received an FFGA for the Lynnwood Link Extension a few months ago. This FFGA application will mean the agency is requesting two FFGA's within a year. This is no unprecedented, but it is rare. The administration is continuing to work with Sound Transit, and staff will keep the Board informed if there are any changes.

It was moved by Boardmember Uptegrove, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-25 be forwarded to the Board with a do pass recommendation.

Reports to the committee

Operations and Maintenance Facility: South Scoping Briefing

Curvie Hawkins, HCT Project Development Director; Alison Dobbins, Director-Corridor Operations; Paul Bennett, Project Director-DECM; and Chelsea Levy, Director - HCT Corridor Development, presented the report.

The Link light rail network will almost triple in size over the next five years with extensions to Federal Way, Bellevue, and Lynnwood. The ST3 plan stated that strategically locating an operations and maintenance facility (OMF) in the south corridor to store and maintain light rail vehicles will help keep the system functioning. The OMF: South will need to be open by 2026 to begin receiving and testing vehicles prior to the completion of the Tacoma Dome Link Extension and the West Seattle Link Extension.

The OMF: South will be one of four Link operations and maintenance facilities to serve the system. There is currently an OMF in Seattle and one under construction in Bellevue. The additional OMFs will be in the south corridor and the north corridor.

The OMF: South is in the early planning process. It will take some time to identify the site. Preliminary sites were identified during public early scoping in April 2018 and project team workshops. A public scoping comment period began February 19, 2019 and will run through April 1, 2019. After the Environmental Impact Statement (EIS) scoping period is complete, a compilation of the technical analysis and public input will be provided to the Board in May 2019. The Board will be asked to make a decision on which alternatives to study in the EIS. In 2021, after the conclusion of the EIS, the Board will select the OMF: South site and project to be built. The project will then go into design and construction with an anticipated opening date in 2026.

The typical OMF configuration will include storage for 144 light rail vehicles (LRVs), a maintenance building with 12 service lanes, track yard leads connecting to main lines, auto/truck access points, a maintenance of way building, and employee/visitor parking. The typical layout is approximately 33 acres, plus land for additional setbacks. This facility will require an additional 5 acres for some of the larger equipment, rail, and parts. In addition, the facility will need to be able to get vehicles off the main guideway and have driveway access from nearby streets.

After looking at the overall ST3 system, the ideal location for this facility is in the South King County area. Last spring's early scoping period resulted in 24 sites suggested by the public, stakeholders, and

staff. Once the sites were identified, they underwent a pre-screening process which narrowed it to 20 sites.

An evaluation criteria was developed with the Interagency Group and the Elected Leadership Group. The criteria are not weighted. The evaluation considered a wide range of factors, which included environmental impacts to people and to the natural and built environments; physical and operational factors such as whether the site fits the agency's needs and works efficiently; operating and capital estimates; and fitting into the ST3 and regional long-range plans.

The evaluation was completed at the end of 2018 and six sites remain. Early on in the process, it was realized that there is not an ideal site in this corridor. There are pluses and minuses to each of the options. The sites are in the cities of Federal Way and Kent, and one in unincorporated King County. The project is in the scoping process to get public input on which sites to evaluate further in the EIS.

Boardmember Upthegrove stated his understanding that staff initially started looking all the way to Tacoma, but later it was determined that in order to connect to the Federal Way Transit Center by 2026, it would need to be located in South King County. He asked for assurance that staff did review and examine operational options including receiving, storing, and testing in other parts of the system or off site and he asked why it takes four years for testing.

Ms. Dobbins replied that for the West Seattle Extension and the Tacoma Dome Extension, the system will need approximately 100 LRVs to provide the services levels for the extensions. The assumption is that the LRVs will arrive from the manufacturer at a range of 2 to 4 per month – approximately 3 years for delivery of all the LRVs. If the OMF: South is ready to receive the vehicles at the end of 2026, there will be three full years of testing to ensure they are ready for revenue service in 2030. Off-site storage and testing is not an option for the period of time needed. In addition, the vehicles must be ran once a week to ensure the systems are functioning and that there are no dead spots in the wheels. It takes a lot of property and finding an additional site somewhere else in the system was not deemed feasible.

CEO Rogoff added that how the LRVs are treated when they arrive is an issue as it relates to the agency's compliance with the warranty from the manufacturer.

Boardmember Upthegrove asked if the S. 240th Street and SR 99 option could restrict and limit the transit oriented development opportunities. He asked what type of analysis was done to look at the impacts of the sites on TOD and whether consistency with the Sound Transit TOD policies was used as screening criteria. Mr. Hawkins replied that current and proposed zoning was looked at for the sites evaluated.

Mr. Bennett went through the six sites for EIS scoping. The S. 240th and SR 99 site is located in the City of Kent. The Federal Way Link Extension (FWLE) future guideway will crossover the Northeast corner of the site. To get trains from the elevated FWLE guideway down to the site, a spiraling track will likely be needed. This site has property impacts to Lowe's, Dick's Drive-In, and a mobile home park. The site is less compatible with current and proposed zoning, and is approximately 800 feet south of the station.

Chair Balducci commented that development potential should be used as a screening criteria. This facility is within the walkshed of the station. It is challenging, because the jurisdictions are encouraged to have mixed-use, dense, walkable, and livable zoning and development near the stations. If the selected site has high TOD value, the agency should attempt to allow as much of the remaining property as possible for additional development toward the station side. Mr. Hawkins responded staff is identifying areas to look at in the scoping process. He agreed that staff will need to think about how to maximize development. This is an area that can be studied in the EIS.

Boardmember Upthegrove asked how many units of affordable housing would be removed by the impact to the mobile home park. He asked if those housing units would be replaced or would the residents be moved. Mr. Bennett replied that the mobile park has approximate 30 units. Staff recognizes

this would be a challenge and would be evaluated in the EIS. Some of the homes may be too old to move, and the residents would need to be relocated.

The Midway Landfill and I-5 site is located in the City of Kent on the eastern portion of the Midway Landfill and west of I-5. Building on the site would require the construction of a 33-acre, 3-foot thick concrete structural platform with approximately 160 piles at a depth of approximately 150 feet over the deepest portion of the Midway Landfill. The site would require the purchase of the Midway Landfill, a federal superfund site with potential ground settlement, methane gas, and hazardous materials concerns. Because of the settlement, it would require a complex structure to support the OMF on a number of stilts to allow the landfill to continue settling while the OMF and the tracks remain stable.

The Midway Landfill and SR 99 site is located in the City of Kent on the western edge of the Midway Landfill and east of SR 99. Building on the site requires the construction of a 33-acre, 3-foot-thick concrete structural platform that includes approximately 120 piles at a depth of approximately 150 feet over a portion of the Midway Landfill. It does minimize the size of the cap that would be on the landfill; the downside is that it would require the acquisition of residential and business properties along the area. For both of these of the landfill sites, the agency will need to investigate worker health and safety.

The S. 316th Street and Military Road site is located in unincorporated King County. It is east of I-5, south of Military Road, and north of S. 316th Street. The site would require two bridges over I-5, impacts 45 residential properties, and has stream and wetland impacts.

The S. 336th Street and I-5 site is located in the City of Federal Way, south of S. 336th and west of I-5. There are potential impacts to approximately five properties, including the Christian Faith Center. This is not next to the FWLE and would require approximately one mile of guideway to connect to the FWLE.

The S. 344th and I-5 site is located in the City of Federal Way, north of S. 344th Street and just west of I-5. There are impacts to approximately 35 properties and businesses. To connect this site to the FWLE, a portion of the Tacoma Dome Link Extension track between the Federal Way Transit Center and the OMF would need to be constructed as part of the OMF: South project.

Mr. Hawkins commented that staff is seeking public and agency input on potential sites. There is currently an online open house that will continue through April 1, 2019. This week there was an open house held in Federal Way, and on March 20, 2019, there will be an open house at Highline College. An important objective of scoping is to identify specific elements of the environment that might be affected by the OMF: South.

Chair Balducci asked how many sites are expected to move forward in May. Mr. Hawkins replied that moving more than one site moved forward would be beneficial in case there is a fatal flaw with one of the sites.

Souder South Strategic Plan

Chair Balducci announced that because the meeting has gone late, this report will be deferred to a future meeting.

Executive session

None.

Other business

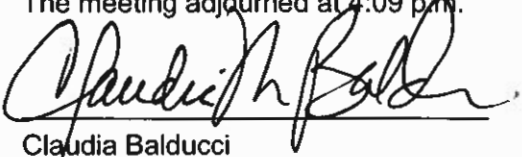
None.

Next meeting

Thursday, April 11, 2019
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 4:09 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on April 19, 2019, JE