

RESOLUTION NO. R2015-26

Selecting the project to be built for the Link Light Rail Operations and Maintenance Satellite Facility

| MEETING: | DATE: | TYPE OF ACTION: | STAFF CONTACT: |
|-------------------|------------|--------------------|---------------------------------------------------------|
| Capital Committee | 10/8/2015 | Recommend to Board | Ric Ilgenfritz, PEPD Executive Director |
| Board | 10/22/2015 | Final Action | Don Billen, Capital Project Development Director |

PROPOSED ACTION

Selects the project to be built for the Link Light Rail Operations and Maintenance Satellite Facility.

KEY FEATURES SUMMARY

- A Link Light Rail Operations and Maintenance Satellite Facility (OMSF) is needed to accommodate future Link light rail fleet requirements.
- The Link Light Rail OMSF Final Environmental Impact Statement (EIS) was issued by Sound Transit on September 25, 2015 and by the FTA on October 2, 2015. The Final EIS evaluated four alternatives:
 - Preferred Alternative (The Board identified the BNSF Alternative as the Preferred Alternative in July 2014)
 - BNSF Modified Alternative
 - SR 520 Alternative
 - Lynnwood Alternative
- Board action is needed to select the project to be built in order to proceed with design and construction of the OMSF.
- The Board may approve any alternative within the range of alternatives evaluated in the Final EIS.

BACKGROUND

The ST2 Plan included funding to locate, design, and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. Sound Transit currently owns and operates 62 light rail vehicles (LRV). Per the Final EIS, the ST2 light rail expansion will require a fleet of approximately 180 vehicles. Sound Transit's Forest Street Operations and Maintenance Facility can serve up to 104 LRVs. The OMSF will be designed to accommodate the additional LRVs needed for ST2 as well as any further extensions within the corridor in which it is located.

Sound Transit and the FTA published a Draft EIS for the project on May 9, 2014. During the 45-day comment period, Sound Transit held two open houses and public hearings and received 790 comments. On July 14, 2014 the Sound Transit Board identified the BNSF site in Bellevue as the Preferred Alternative for the Final EIS. The Board directed staff to prioritize and incorporate Agency and Community Transit Oriented Development (TOD) during preliminary engineering consistent with the Sound Transit TOD Policy.

The Link Light Rail OMSF Final EIS was issued under the State Environmental Policy Act (SEPA) by Sound Transit on September 25, 2015 and under the National Environmental Policy Act (NEPA) by the FTA on October 2, 2015. The Final EIS responds to comments on the Draft EIS, incorporates key TOD concepts from an Urban Land Institute (ULI) Advisory Services Panel review

of the OMSF alternatives, and reflects input from a stakeholder process held jointly by Sound Transit and the City of Bellevue.

The Final EIS evaluated four alternatives:

- Preferred Alternative (BNSF Alternative): This site is approximately 28 acres and is located along the adopted East Link line northwest of the 120th Avenue Station.
- BNSF Modified Alternative: This 34-acre site is located along the East Link line and would span the Eastside Rail Corridor.
- SR 520 Alternative: This 25-acre site is located along the East Link line and SR 520.
- Lynnwood Alternative: This 41-acre site is located along the Lynnwood Link Extension east of 52nd Avenue near the Lynnwood Transit Center. It also includes vehicle storage facilities along the Eastside Rail Corridor in Bellevue.

Board action is needed to select the project to be built in order to proceed with design and construction of the OMSF. Following selection of the OMSF project to be built by the Sound Transit Board and issuance of a Record of Decision (ROD) by the Federal Transit Administration, staff will return to the Board to request approval for Gate 4 of the Sound Transit Phase Gate process, entry into final design.

PROJECT STATUS

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| Project Identification | Alternatives Identification | Conceptual Engineering | Preliminary Engineering | Final Design | Construction |

Projected Completion Date for Preliminary Engineering: 4Q 2015

Project scope, schedule and budget summary located on page 81 of the July, 2015 Link Progress Report.

FISCAL INFORMATION

Although there is no direct fiscal action associated with the proposed action, the final project selection may have fiscal impacts as to the design and construction of the project. Those impacts will be addressed during future actions as they are presented.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Sound Transit is committed to actively seeking public feedback at all project stages for the OMSF project. Since 2012, Sound Transit has hosted public meetings, stakeholder briefings, and facility tours. In addition, the agency coordinated with the cities of Lynnwood and Bellevue to provide project information for distribution through local newsletters and social media outlets, sent emails to related notification subscription lists, and created and mailed a tri-fold project update folio to addresses adjacent to all four sites evaluated in the DEIS. Other activities included:

- Work with social service providers to provide project information to traditionally underrepresented populations in Bellevue and Lynnwood.

- Inclusion of an OMSF resource table and staff at East Link Extension final design public meetings (8 total).

TIME CONSTRAINTS

Because an OMSF is needed to support the ST2 program, a one month delay would significantly impact the overall project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2014-51: (1) Identified the preferred site for the Link Operations and Maintenance Satellite Facility as the BNSF Site, and (2) approved Gate 3 within Sound Transit's Phase Gate process.

Motion No. M2012-82: (1) Identified Link Operations and Maintenance Satellite Facility site alternatives to be studied in detail in the project Environmental Impact Statement, and (2) approved Gate 2 within Sound Transit's Phase Gate process.

ENVIRONMENTAL REVIEW

JI 10/2/2015

LEGAL REVIEW

PW 10/16/2015



RESOLUTION NO. R2015-26

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority selecting the project to be built for the Link Light Rail Operations and Maintenance Satellite Facility (OMSF).

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region, known respectively as Sound Move and Sound Transit 2 (ST2); and

WHEREAS, ST2, the plan for expanding high-capacity transit in the central Puget Sound region includes funding for system-wide light rail maintenance and operations that the Link Light Rail Operations and Maintenance Satellite Facility (OMSF) will provide; and

WHEREAS, Sound Move and ST2 are the first two phases of project and service investments reflected in Sound Transit's Regional Transit Long-Range Plan; and

WHEREAS, the environmental impacts of the Regional Transit Long-Range Plan were evaluated in a plan-level supplemental environmental impact statement (November 26, 2014) pursuant to the State Environmental Policy Act; and

WHEREAS, Sound Transit currently owns and operates 62 light rail vehicles (LRV), and

the ST2 light rail expansion will require a fleet of approximately 180 vehicles; and

WHEREAS, the region's population is expected to increase 20 percent between 2010 and 2040, and the population increase will further constrain the movement of people and goods and will adversely affect the region's quality of life; and

WHEREAS, Sound Transit's Forest Street Operations and Maintenance Facility can serve up to 104 LRVs, and the OMSF will be designed to accommodate the additional LRVs needed for ST2 as well as future extensions within the corridor in which it is located; and

WHEREAS, the Federal Transit Administration (FTA) issued notice of its intent to prepare project-level environmental analysis of the impacts of constructing and operating the OMSF as required by the National Environmental Policy Act (NEPA) on September 17, 2012. Sound Transit concurrently issued a determination of significance and scoping notice for the preparation of an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA). The FTA and Sound Transit agreed that required environmental reviews should be combined in a single EIS; and

WHEREAS, the environmental scoping process for the OMSF included extensive community outreach and formal scoping meetings to solicit input on the alternatives for detailed analysis in the EIS. Sound Transit also considered comments from other agencies and local governments to inform preparation of the Draft EIS; and

WHEREAS, on November 15, 2012, the Board identified the site alternatives to be studied in detail in the OMSF Draft EIS; and

WHEREAS, Sound Transit and the FTA issued the OMSF Draft EIS on May 9, 2014. The Draft EIS included detailed analysis of the environmental impacts of the OMSF alternatives. These alternatives are referred to as the BNSF Alternative, the BNSF Modified Alternative, the SR 520 Alternative, and the Lynnwood Alternative. The Draft EIS also analyzed a "no-build" alternative and included potential mitigation measures for reducing project impacts; and

WHEREAS, the Draft EIS was widely distributed to the public, affected local jurisdictions, regional, state, and federal agencies, Indian tribes, community organizations, environmental and other interested groups, and interested individuals; and

WHEREAS, Sound Transit provided a 45-day comment period on the Draft EIS, which closed on June 23, 2014. To ensure adequate opportunity for public comment, the comment period included two open houses and public hearings; and

WHEREAS, on July 24, 2014, following review of the Draft EIS, and after consideration of public and agency comments and other information, the Board identified the BNSF Alternative as the preferred alternative under SEPA and NEPA for evaluation in the OMSF Final EIS, along with other alternatives; and

WHEREAS, Sound Transit and the FTA published the OMSF Final EIS under SEPA and NEPA on September 25 and October 2, 2015, respectively. The Final EIS evaluates all of the alternatives and the "no-build" alternative. The Final EIS considers and responds to the public and agency comments on the Draft EIS and incorporates key TOD concepts from an Urban Land Institute (ULI) Advisory Services Panel review of the OMSF alternatives. It also reflects input from a stakeholder process held jointly by Sound Transit and the City of Bellevue; and

WHEREAS, the Final EIS, including the public and agency comments and Sound Transit's responses, and other relevant environmental documents and materials were provided to the Board for review and consideration before the Board's decision on the OMSF; and

WHEREAS, on October 8, 2015, the Sound Transit Board Capital Committee was briefed on all of the EIS alternatives including impacts and mitigation, and after consideration of the EIS and other information, the Committee recommended the BNSF Alternative as the project to be built; and

WHEREAS, the Board's selection of the OMSF project identified in this resolution is informed by review of the OMSF Final EIS, public comments from interested citizens, agencies,

tribes and organizations, and other information; and

WHEREAS, the OMSF will help meet growing transit and mobility demands by providing an essential vehicle storage and maintenance facility for the ST2 light rail vehicle fleet and thereby enable fast, reliable, all- day transit access to major employment and activity centers in King and Snohomish Counties; and

WHEREAS, after due consideration of the environmental, social, economic and other relevant factors, including public and agency comment and environmental review, the Board finds that it is in the best interest of and will best serve the people in the Sound Transit district to select and implement the OMSF project described below.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The OMSF project to be built is the BNSF Alternative as generally described in the Final EIS. It will be located between the Eastside Rail Corridor on the west and 120th Avenue NE on the east, south of SR 520 and north of NE 12th Street in the City of Bellevue. This site is approximately 28 acres, including 2 acres of the Eastside Rail Corridor owned by Sound Transit, and is located along the adopted East Link line northwest of the 120th Avenue Station.

Section 2: The proposed project would involve construction and operation of the following site features:

- An enclosed LRV maintenance building containing service bays for maintaining LRVs and office space attached to the shop building.
- Track, switches, overhead catenary power lines, a traction power substation, and signals to support movement of LRVs to and from the mainline and around the facility through the LRV maintenance building and LRV storage area.

- Lead track to provide access between the OMSF and light rail system mainline.
- Maintenance-of-way shops to support maintenance of the infrastructure of the light rail system beyond the LRVs such as track, signals, and power system that would also include office space and a truck wash.
- Outdoor covered and uncovered storage areas.
- Parking for automobiles and two points of road access to the facility with one to be used as a primary access point for most traffic, and the second to serve as an access point for emergency response vehicles and special deliveries or maintenance activities only.

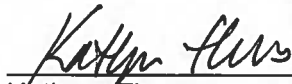
Section 3: With the selection of the BNSF Alternative above, the Board recognizes that section 20 of the Amended and Restated Memorandum of Understanding between Sound Transit and the City of Bellevue becomes operative, which imposes certain requirements on both parties relating to advancing the project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 22, 2015.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator