



## Summary Minutes

**Board Meeting**  
**April 25, 2019**

### Call to order

The meeting was called to order at 1:31p.m. by Vice Chair Roberts in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

### Roll call of members

Chair	Vice Chairs
(A) John Marchione, City of Redmond Mayor	(P) Kent Keel, City of University Place Mayor (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Roger Millar, WSDOT Secretary
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Councilmember	(P) Dave Somers, Snohomish County Executive
(P) Dow Constantine, King County Executive	(P) Dave Upthegrove, King County Councilmember
(A) Bruce Dammeier, Pierce County Executive	(P) Peter von Reichbauer, King County Councilmember
(A) Jenny Durkan, Seattle Mayor	(A) Victoria Woodards, City of Tacoma Mayor
(P) Dave Earling, City of Edmonds Mayor	
(P) Joe McDermott, King County Council Chair	

Katie Flores, Board Administrator, announced that a quorum of the Board was present at roll call.

### Report of the Vice Chair

Vice Chair Roberts announced that he would be chairing today's meeting since Chair John Marchione is not able to attend.

#### Board members on the phone

Vice Chair Roberts stated that Boardmember von Reichbauer asked to attend the meeting by phone, and as chair of today's meeting he has approved the request. The Board rules allow the meeting chair to approve requests to participate by phone for up to 25 percent of the Board members.

### CEO Report

#### Sound Transit Participation in Earth Day Northwest 2020 Coalition

CEO Peter Rogoff announced that Sound Transit is participating in the Earth Day Northwest 2020 coalition to raise awareness of the agency's environmental goals and to provide more visibility about the environmentally friendly options that transit provides.

He is participating on the leadership group along with regional leaders spanning from the Executive Director of Centro de La Raza to the CEOs of The Washington Environmental Council and Alaska Airlines as well as tribal and faith leaders. At next month's meeting staff is planning a presentation on the agency's progress toward its sustainability goals.

### East Link Extension – 50 Percent Completion

CEO Rogoff stated that work on the East Link Extension is more than half-complete. The project has constructed 2.86 miles of elevated guideway; excavated a tunnel under downtown Bellevue; built a bridge over I-405; installed almost a mile of track and nearly completed a station on Mercer Island; strengthened the I-90 floating bridge through post-tensioning; taken down the Rainier Avenue bridge to make way for the future Judkins Park station; constructed the first half of the long-span bridge across I-90 using a specialized traveler crane; and started early, pre-construction work at the International District Station to prepare for Connect 2020.

### Safety Week

The week of May 6, 2019, Sound Transit will be hosting events for Safety Week along with contractors and labor partners. Events include worker recognition, training and awareness sessions, and project safety meetings with Sound Transit and senior contractor executives.

Throughout the week, events will take place on job sites for the East Link Extension, Northgate Link Extension, and Hilltop Tacoma Link Extension to reinforce the message. The one year anniversary of the tragic death of Walter Burrows who died while working on the East Link Extension is approaching. These events are a good way to bring focus to safety imperatives and help demonstrate our collective commitment to safety.

### Federal Update

Sound Transit is making good progress toward securing a federal grant for the Federal Way Link Extension. The agency is seeking a partnership of 25 percent of the federal project costs or about \$790 million. Earlier this month, the FTA formally authorized the Federal Way Link Extension for entry into the engineering phase.

When Jane Williams, Acting FTA Administrator, called with the news of the engineering approval, she offered to continue to work with Sound Transit to keep the grant process moving toward the common goal of executing it and the TIFIA loan before the end of the year.

### University of Minnesota Report on American Neighborhood Change in the 21st Century

CEO Rogoff stated that he recently attended the APTA CEO conference. While there, he moderated a panel on transit gentrification and homelessness. As part of this the conference, the attendees were briefed on a new study completed at the University of Minnesota looking at “American Neighborhood Change in the 21st Century.”

The study evaluated census tract data from 2000 and 2016 across entire regions of the country. It found that the suburbanization of poverty continues, which it cites as “some of the most overlooked changes in America.” The Seattle-Tacoma region demonstrates that finding, with displacement occurring across the city and suburban areas. What is unique about this study is that it not only identified where low income people are being displaced from, but it followed them to see where they have moved.

### Olympia Update

In developing the agency’s legislative agenda, Vice Chair Roberts included an amendment calling on Sound Transit to advocate for legislation that would better ensure compliance with HOV lanes and bus only lanes. Earlier this month at the monthly Mobility Partners meeting of the region’s transportation agency executives, Robin Mayhew, WSDOT’s Management of Mobility Director, gave an interesting presentation on WSDOT’s experience with HOV violations at its facilities. The presentation showed a recent and significant deterioration of HOV compliance, with violations at about 35 percent on the mainline and 60 percent on ramp HOV bypasses. This is compared to the 8 to 10 percent non-compliance rates from just a few years ago.

Non-compliance with HOV rules contributes to the further deterioration of bus service. Sound Transit has been working closely in Olympia to increase HOV violation fines. A bill is currently awaiting a final vote from the State House, which may happen this afternoon.

Agency staff has also been working to support efforts to allow tolling on I-405 and SR 167. WSDOT needs tolling authority to begin construction of its project to widen I-405 and establish express toll lanes between Renton and Bellevue, which includes construction of a BRT station at Northeast 44th in Renton. If WSDOT cannot award the design-build contract this fall, its project would be delayed at least two years. That would potentially jeopardize the 2024 start of the STRIDE bus rapid transit service on I-405.

Staff continues to coordinate closely with WSDOT on this and to emphasize to the legislators that this needs to happen. A failure to get the express toll lanes would take the “rapid” out of bus rapid transit.

Boardmember Millar emphasized the issue of the tolling authorization. There are bills in the House and the Senate, with or without bonding some of the tolling revenue. He believes either bill will be fine, but a bill needs to pass. If the session adjourns and there isn't tolling authorization, WSDOT will have no choice but to put the Renton to Bellevue contract on the shelf.

Vice Chair Roberts stated that once the legislature has concluded its work, whether a bill passes or not, he would like to have a discussion on HOV lanes. The region and the state need to recognize the importance and the investment that has been made to move people around this region only to have the efficiency of that investment and the challenges that it creates for everyone who is trying to work with the system to be displaced by those who are not.

Boardmember Millar commented that he is working with the Chief of the Washington State Patrol and the Director of the Washington State Traffic Safety Commission to pull together their staffs and identify issues and opportunities to share broadly after the session and begin a regional conversation.

### External Engagement

The agency continues to be fully engaged across the region on a wide variety of topics. Two of the projects, I-405 BRT and SR 522 BRT, recently identified preferred alternatives to advance into the environmental review process based on the recommendations of the Elected Leadership Groups. Staff will come to the Board in May to select a preferred alternative for the West Seattle and Ballard Link Extensions and the identification of an Operations and Maintenance Facility South site for further study in the Environmental Impact Statement.

CEO Rogoff stated that he will send an email updating the Board on all the events and meetings taking place around the region.

### **Citizen Oversight Panel Annual Report**

Fred Auch, Citizen Oversight Panel Chair, presented the annual report. The COP recognized eight major accomplishments in 2018: the System Expansion Implementation Plan; Board Reorganization and Agency Mission; Full Funding Grant Agreement for Lynnwood Link Extension; East Link and Northgate Link Tunnels; Pareto Award; Bond Rating; Staffing; and Communications and Public Involvement. Areas of concern included Adequacy and Appropriateness of System Access and Awareness of Emergency Technologies; Ridership on Sounder North; Asset Management; Federal and State Funding Sources; Formalized, Early Identification/Evaluation Process for Alignment Options that Could Necessitate Local Funding; and Social Equity.

Mr. Auch stated that the COP provides feedback to the agency through the annual report, task force reports, and through the twice monthly meetings where they interact with staff. Board members expressed their appreciation to the COP for their expert review.

## Public comment

Rick Semple  
Jori Adkins  
Alex Tsimerman, Stand Up America  
Mike Dee  
Paul W. Locke  
Will Knedlik  
Katie Wilson, Transit Riders Union  
Kelsey Mesher, Transportation Choices Coalition

## Consent agenda

Minutes: March 28, 2019, Board of Directors meeting

Voucher Certification: March 2019

Motion No. M2019-28: Authorizing the chief executive officer to execute a lease amendment with Argonaut Properties, Inc. for an additional 16,821 square feet of office and warehouse space located at 20420 56th Ave. W., Lynnwood, Washington for a three year, nine month term, with an option to extend for an additional five-year term, in the amount of \$2,845,217, for a total authorized lease amount not to exceed \$7,616,402.

Motion No. M2019-26: Authorizing the chief executive officer to execute a contract with Slalom, LLC to provide SharePoint 2010 migration to SharePoint Office 365 and on-going support services in the amount of \$5,125,000 plus applicable taxes.

Motion No. M2019-36: Authorizing the chief executive officer to execute a Development and Access Enhancements Agreement with the City of Lynnwood for the Lynnwood Link Extension granting land use approvals by the City and funding by Sound Transit for certain station area access enhancements for a total authorized agreement amount not to exceed \$2,500,000.

**It was moved by Boardmember Baker, seconded by Boardmember Backus, and carried by unanimous vote that the consent agenda be approved as presented.**

## Business items

Motion No. M2019-31: Directing staff to review and propose updates to Motion No. M98-67 to expand access to public restrooms at future light rail stations by October 1, 2019.

Vice Chair Roberts stated that the Rider Experience and Operations Committee heard a presentation on this item at its April meeting and voted unanimously to recommend adoption. He called on Boardmember Baker to speak to the action.

Boardmember Baker stated that as the agency heads forward with expanding the light rail system, it has become more imperative that the 20-year old public restroom policy be re-examined. Sound Transit is committed to the safety and needs of its passengers, and should take time to look at amending the policy.

**It was moved by Boardmember Baker, seconded by Boardmember McDermott, and carried by unanimous vote that Motion No. M2019-31 be approved as presented.**

Resolution No. R2019-12: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation, and pay eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for East Link Extension.

Boardmember Balducci stated that the System Expansion Committee received a presentation on this action at their April meeting and unanimously recommended its approval.

This action implements a settlement agreement that the agency entered into in 2017. The action authorizes the acquisition of two parcels consisting of full or partial acquisitions, temporary construction easements, and/or permanent easements, in the city of Mercer Island to build a roundabout as part of the Mercer Island bus/rail interchange.

The roundabout will allow transit to use both sides of North Mercer Way to drop off and pick up transit riders. Riders will transfer to Link, to local Mercer Island destinations and to Eastside destinations that will not be served by East Link. The configuration has benefits for transit riders by creating efficient transfers, and providing sufficient bus layover for the shortest wait times.

**It was moved by Boardmember Balducci, seconded by Vice Chair Keel, and carried by unanimous vote that Resolution No. R2019-12 be approved as presented.**

Motion No. M2019-37: Authorizing the chief executive officer to increase the contract contingency for McMillen Jacobs Associates (formerly Jacobs Associates) to provide additional civil design and design support during construction services for the Northgate Link Extension in the amount of \$4,700,000, for a new total authorized contract amount not to exceed \$108,908,106.

Boardmember Balducci stated that the System Expansion Committee reviewed the action at their April meeting and unanimously recommends its approval. This action is to provide civil design and design support during construction services for the Northgate Link Extension for additional work items that are within the general scope of work for this contract.

The additional work items include design services for items such as an additional public staircase at U District Station, public staircase enhancements at Northgate Station, and additional operational and safety features at the Northgate parking garage; more extensive design support for submittal reviews, responses to contractor questions, and incorporation of design revisions and enhancements into the construction contract documents; extension of design support from August 2020 through September 2021 to assist with testing and commissioning, including pre-revenue service operations; and design services to address operational needs at each of the three stations as they are completed.

**It was moved by Boardmember Balducci, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-37 be approved as presented.**

Motion No. M2019-30: Authorizing the chief executive officer to execute a ten-year contract, with five additional one-year options to extend, with Ready Credit Corporation to be the retail network services provider for the next generation ORCA program in the amount of \$14,874,935, with a 20% contingency of \$2,974,987, for a total authorized contract amount not to exceed \$17,849,922, contingent upon approval of the ORCA Joint Board. The Sound Transit share of the capital project costs will be approximately \$63,629, plus 20% contingency while the operating costs will be determined by regional agreement for each year of operations.

Vice Chair Roberts stated that the Rider Experience and Operations Committee heard a presentation on this item at its April meeting. This contract is for a retail network services provider to provide a network of rail merchants for ORCA cards, in support of the next generation ORCA program.

Brittany Esdaile, next generation ORCA Program Manager, spoke to the details of the contract. This contract is for a retail network services provider to support the next general ORCA fare collection system. A retail network services provider is the intermediary between Sound Transit and the retail stores where customers can purchase ORCA cards. The provider will manage the contract with retail merchants, the systems for handling the transactions, and distribution of ORCA cards to the stores. They will pass on all the necessary transaction information into the ORCA system.

One of the goals for the next generation ORCA is to increase the network and get cards into the hands of more customers, more easily. In the first three years of the contract, Ready Credit Corporation will complete network design, integrations, and retail development, with the actual distribution of smart cards to begin toward the end of the third year or in the fourth year of the contract.

The total amount of the contract is not to exceed \$17,849,922, including all option years and contingency. The contract cost is largely comprised of the anticipated operating costs. The costs not only include the service provider's fees, but also those fees paid to the retail network and the merchants. Sound Transit's capital portion of the contract is approximately \$63,268, including options and contingency, which is based upon a capital share of 26.9 percent of regionally-shared network design and integration. Sound Transit will receive reimbursement from the other ORCA agencies for their shares of the total contract amount. The other ORCA agency capital shares are as follows: King County Metro 57.8 percent, Community Transit 7.3 percent, Pierce Transit 4.4 percent, Kitsap Transit 2.1 percent, Everett Transit 0.8 percent, and Washington State Ferries 0.7 percent.

Vice Chair Keel asked if there are safeguards built into the contract around security since their system will be attached to Sound Transit. Ms. Esdaile replied that the contract includes security restraints and a requirement for cyber security insurance for transactions being passed between networks. Also, for the larger next generation ORCA system, there has been a focus on security.

Boardmember Backus questioned that with the fluctuation and the potential for the phone app, will there be a minimum amount that must be paid. Ms. Esdaile stated that the minimum is the capital amount of \$235,200 to deliver the system. The balance was negotiated on a sale transaction fee.

**It was moved by Vice Chair Roberts, seconded by Boardmember McDermott, and carried by unanimous vote that Motion No. M2019-30 be approved as presented.**

Motion No. M2019-38: Authorizing the chief executive officer to execute a revised the Interlocal Cooperation Agreement for Implementation, Operation and Maintenance of the ORCA System.

Vice Chair Roberts stated that this action is coming straight to the Board for action. After the Board approved the original agreement, some additional revisions were proposed by one of the ORCA partner agencies.

Lisa Wolterink, Director of Fares and Grants, and Brittany Esdaile, next gen ORCA Program Manager, presented the staff report. The purpose of the ORCA Interlocal Cooperation Agreement is to establish the terms under which the ORCA agencies will transition from the legacy ORCA system to the next generation ORCA system. The Sound Transit Board approved the agreement in November 2018; however, prior to the execution of the agreement by all seven agencies, revisions were requested by a partner agency resulting in the revised agreement.

The revisions provide clarity regarding who will be part of the Regional ORCA Operations Team and clarifies that the appropriate insurance is available should the need arise. These revisions do not impact the original intent of the agreement previously approved by the Board.

**It was moved by Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-38 be approved as presented.**

Resolution No. R2019-10: Adopting a new Credit Card Policy and superseding Resolution No. 98-6.

Vice Chair Roberts stated that this action is coming straight to the Board because the Executive Committee meeting was cancelled.

Jessica Jaeger, Director-Financial Operations, and Marla McAlpine, Accounting Operations Manager, presented the staff report. The action would adopt a new Credit Card Policy that will streamline and ensure Sound Transit is current with applicable regulations covering credit cards for official agency purchases and

acquisitions. This will also delegate authority to the CEO to establish necessary procedures and systems for the distribution of the cards.

Vice Chair Roberts asked if there are control operations built into the policy. Ms. Jaeger replied that there are control operations in the policy. Also, the delegation to the CEO will allow delegation to the appropriate staff levels to establish that the financial controls are in place for secure distribution of the cards.

**It was moved by Boardmember McDermott, seconded by Vice Chair Keel, and carried by unanimous vote that Resolution No. R2019-10 be approved as presented.**

## **Reports to the committee**

### Sound Transit Engagement and Communication with Property Owners

Eric Beckman, Deputy Executive Director, Business and Construction Services, and Brooke Belman, Deputy Executive Director-Land Use Planning & Development, presented an overview of the agency's acquisition process.

Sound Transit acquires property to construct, operate, and maintain the Sound Transit system. Building projects in dense, populated areas requires acquiring property that is not for sale. This requires engaging with property owners to build long-term relationships, provide access to information, provide transparent and clear communications, give personal assistance throughout the process, and show respect and empathy.

Owners or tenants of properties within 100 feet of all potential alignments are notified of planning and engagement efforts. Staff works to identify property owners in advance of each key milestone taken by the Board. A single point of contact is given to the property owners so that they can contact them at any time with questions. As the project transitions to the final design phase, the properties go through an internal certification process before coming to the Board for approval of full or partial acquisition. Sound Transit will then engage in preparing appraisals and will provide relocation services and support to property owners and tenants. During this phase, property owners are notified by phone and then a certificated letter is sent prior to Board action. The letter has been improved to use plain talk, including details of the acquisition process and reimbursable expenses.

Governing and guiding documents for property acquisitions include the Uniform Relocation Assistance and Real Property Acquisition Act (Uniform Act); property owner notification; Board policy; Real Property Acquisition and Relocation Policy, Procedures, and Guidelines; and the Federal Transit Administration's Circular 5010. These documents provide protection and benefits to displacees and the language favors the displacee to ensure both property owners and tenants are treated with the utmost care and given the benefit of the doubt. Resources for the owners and tenants include being assigned an acquisition and relocation agent; translation services when needed; professional services up to \$7,500; independent appraisals up to \$5,000; accounting fees up to \$2,500; advance payment for relocation expense; and business reestablishment up to \$50,000.

Key areas for continual improvement include efforts to mitigate anxiety to individual property owners; communications designed to ensure property owners or occupants are informed in a way that is understandable; coordination across the agency; and roles, responsibilities, and standards for customer communication to stay clear.

Vice Chair Keel commented that as an elected official, this is one of the hardest topics. He appreciates the improvements that have been done around communication. Listening to the presentation and understanding how communication is being handled, it appears that staff is handling the topic well. When staff begins looking at many alternatives and a letter is sent out to everyone who may be affected before staff begins to narrow the focus, he questioned if it is better to tell a larger group or a smaller group. Mr. Beckman replied when reaching out to the larger groups, the questions are often specific and

cannot be answer early in the process. Staff understands and respects that once the process is started, there is a bit of limbo for the property owners.

Boardmember Backus asked about the communication early in the process where properties within 100 feet are notified of planning efforts. Her concern is that the agency isn't reaching out far enough and may not provide the information to all impacted neighborhoods or businesses. Mr. Rogoff commented that there is an outreach effort around each project to let neighborhoods and cities know what may be coming. The letters are targeted to owners whose property may be affected.

Boardmember Balducci commented on notification to those whose properties might be acquired, and the balance between over notification vs. under notification. She appreciates the fact that the agency has improved the process. From the time property owners were notified that their property would be acquired to the time they were actually acquired can take a long time and there is some uncertainty as to when it will happen. She asked if Sound Transit notifies property owners when their property is no longer at risk. Mr. Beckman replied that is not currently a practice. Boardmember Balducci suggested it would be a good practice to let people know they are no longer affected.

Boardmember Roscoe asked if there is a list of resources available to the property owners and tenants. She also commented on the \$50,000 available for business reestablishment and asked what constitutes that category. Mr. Beckman replied that most medium to modest size business owners will qualify for the \$50,000, which is a threshold set by the Uniform Act.

Mr. Rogoff mentioned that staff empathetic and is sometimes frustrated by legal limitations on what can be done for business owners. There are times when long-standing businesses may not be able to reestablish themselves, and the agency is somewhat constrained by the Uniform Act. Mr. Beckman stated that for businesses, the agency can relocate all their fixtures and where the equipment no longer meets the current codes, the agency can pay to upgrade the equipment and pay to reconnect utilities. Often for businesses, especially small businesses, there is a period of time when they are operating at less than 100 percent. Through Sound Transit's outreach program, the agency tries to drive business to those establishments during construction.

### Tacoma Dome Link Extension

Curvie Hawkins, HCT Project Development Director; Allison Dobbins, South Corridor Development Director; and Paul Bennett, Project Development Director, presented an update on the Tacoma Dome Link Extension. The Tacoma Dome Link Extension (TDLE) is a 10 mile light rail extension which includes four stations and two parking garages. The extension is scheduled to open in 2030. During the planning phase, key milestones include Board identification of a Preferred Alternative and a Record of Decision by 2022, route alignment details and station designs to be finalized between 2022 and 2025, construction to begin in 2025, and start of service in 2030.

The alternatives development process is currently in the Environmental Impact Statement (EIS) scoping phase. The agency has conducted two levels of technical evaluation in between a couple rounds of public outreach. A 30-day public comment period began April 1, 2019, and will end May 1, 2019, and there have been three public meetings held this month.

The Level 2 alternatives evaluation included 27 alternative combinations for stations and the alignment. The five main categories for evaluation were effective transportation solutions, land use and economic development and transit oriented development (TOD), preserving the environment, equitable mobility, and financially sustainable and constructible. To help present the information, staff organized the alternatives into two groupings – more potential and greater challenges.

Staff gave the Board an overview of each of the station areas in Level 2 starting from the south end of the alignment.



*Tacoma Dome Station Alternatives:* Alternative 1 is on Puyallup Avenue and would have some freight impacts and impacts to business. Alternative 2 is on 25th Street West and would have the best station access for multiple modes. Alternative 3 is on 25th Street East and would have fewer property impacts compared to Alternative 2. Alternative 4 includes additional station designs in addition to the original alternative on Puyallup Tribe member-owned land on 26th Street. To reduce tribe impacts, station design options were added including an East In-Street Alternative (elevated) and a West Alternative which straddles East D Street with two route alternatives.

*East Tacoma Station Alternatives:* Alternative 1 is on Puyallup Avenue and is the farthest from destinations south of I-5 and has a higher potential for freight impacts. Alternative 2 is on 25th Street and has a higher potential for freight impacts. Alternative 3 includes two options (A and B) both on 26th and Portland Avenue with differences in route alignment. Alternative 5 is on 27th Street. Alternatives 3 and 5 are closest to destinations south of I-5. Alternative 6 is on 26th Street and has a higher potential for freight impacts.

*File Station Alternatives:* Alternative 1 has higher impacts for economic activity generators along 12th Street. Alternative 3 has a lower potential of residential impacts compared to Alternative 4. Alternative 4 has higher potential impacts to freight movement. The SR 99 route has a higher potential for property impacts and the I-5 route has potential impacts to view dependent businesses. Staff has been working with WSDOT and the community to evaluate how much right-of-way there is along I-5 in these areas.

*South Federal Way Station Alternatives:* Station locations are on SR 161 (Enchanted Hwy) and on SR 99. Alternatives 2, 3, 8, and 9 are along SR 161 and have a greater potential for development opportunities. Alternative 2 East is just on the other side of SR 161 and has a higher potential for business impacts. Alternative 3 is up against I-5 and has a lower potential for development opportunities. Alternative 4 is on the west side and has higher potential ridership. Alternative 4 is along I-5 and there is a lower potential for property impacts.

The project is early in the planning and alternatives development phase. The project budget will be developed later during final design. This project is experiencing some upward cost pressure, which staff has accounted for in the right-of-way and construction projections. The preliminary estimates are for comparative purposes and do not establish the project's budget. The preliminary estimates include construction, right-of-way, professional services, and unallocated contingency. They do not include vehicle procurement. The preliminary estimates range from \$2.8 billion for the representative project with the low end around \$2.65 billion and the high end around \$3.2 billion.

Next steps for the project include the EIS scoping period which ends May 1, 2019; bringing the scoping results to the Board, Stakeholder Group, and the Elected Leadership Group in late May and early June; and coming to the Board in July to identify a preferred alternative and other alternatives to study in the Draft EIS.

Boardmember Millar commented that staff should be aware that bicycle and pedestrian access between Puyallup and Tacoma is a high priority to a group of elected officials and staff in Pierce County. The opportunity to create a new travel shed is something that WSDOT is excited about. WSDOT is working with all the local partners to look at alignments that might work as part of the Gateway project. One of the issues is how to get from Fife to Tacoma on a bicycle. He asked if the group has worked with the TDLE team. Mr. Hawkins replied that staff has had good discussion with the group. One of the challenges is a river between Fife and Tacoma that needs to be crossed. Staff has been thinking about ways to incorporate multiple modes in the design in order to make that connection work.

Boardmember Millar mentioned that there also needs to be consideration about active transportation access from the stations to the Port of Tacoma. Mr. Hawkins commented that as part of the interagency technical group, there has been participation from the Port of Tacoma and Pierce Transit. When this

light rail station is brought into the area, it will be important that those partners work with Sound Transit to help provide that last mile connection.

Mr. Hawkins updated the Board on the Operations and Maintenance Facility South (OMFS). As part of ST3, Sound Transit needs a strategically located OMFS in the south corridor. The OMFS will store vehicles and conduct maintenance of the vehicles.

There were six sites presented for comment during scoping, which took place between February 19 and April 1, 2019. One in Kent, two in Federal Way, and one in unincorporated King County. Sound Transit received 1,448 communications with 2,470 comments; 370+ people attended two public meetings; and 3,470+ visited the online open house. Communications were received via meetings, phone, email, online, and mail. Comments were received from Tribes, cities and jurisdictions, elected officials, community groups, potentially impacted businesses, and members of the public. The scoping summary report will be provided to the Board on May 3, 2019 and staff will come to the System Expansion Committee and the Board in May to ask for consideration of which sites to move forward for further study.

Boardmember Millar asked how many jobs would be created by the OMFS. Mr. Hawkins stated that it is projected that over 300 jobs will be created.

### **Executive session**

None.

### **Other business**

None.

### **Next meeting**

Thursday, May 23, 2019, 1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

### **Adjourn**

The meeting adjourned at 3:50 p.m.



John Marchione  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on May 23, 2019, JE