



Summary Minutes

System Expansion Committee Meeting May 9, 2019

Call to order

The meeting was called to order at 1:39 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) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Dave Earling, Edmonds Mayor	

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

Report of the Chair

Committee Chair Balducci announced that the meeting would be extended an hour to allow more time for additional discussion on the West Seattle and Ballard Link Extensions and the Operations and Maintenance Facility South.

Boardmember McDermott has requested to attend the meeting by phone. Boardmember McDermott is not a member of the System Expansion Committee, but is able to participate in committee discussion.

Monthly Reports

Chair Balducci stated that the meeting packets include the monthly contract report and the monthly Link Progress Report. Although there are no contracts on this month's contract report, the report has been prepared to meet the new requirements in the Procurement and Delegated Authority Policy adopted by the Board in 2018. The monthly Link Progress Report provides a comprehensive update on Link projects in each of the four corridors.

National Safety Week

Chair Balducci commented that this week is National Safety Week. The effort is to bring an emphasis on safe practices across the country on construction sites to ensure that all construction workers are engaging in safe practices. She stated that on Monday morning, she joined CEO Peter Rogoff and Sound Transit staff at the job site in Redmond to kick off safety week with the crews.

CEO Report

West Seattle and Ballard Extensions and Operations and Maintenance Facility South

CEO Rogoff stated that today's meeting has been extended to allow time to discuss the identification of alternatives to study in the Draft Environmental Impact Statement (DEIS) for both the West Seattle and Ballard Extensions and the Operations and Maintenance Facility South. Following adoption of the ST3 plan, the professional staff of the agency began developing the System Expansion Implementation Plan to deliver the projects on the timelines included in the ST3 plan.

The System Expansion Committee has previously acted on recommendations for the I-405 Bus Rapid Transit (BRT) project and the SR 522 BRT project. Today, the committee will be hearing the recommendations from the Stakeholder Advisory Group (SAG) and the Elected Leadership Group (ELG) on the West Seattle and Ballard Light Rail Extensions project. It is important for Board members and the public to remember that at this stage, the Board is not choosing the project to be built. The Board will be selecting the projects to be studied in the DEIS.

Safety Week

CEO Rogoff mentioned that Safety Week will conclude on Friday. The event included five days of safety-focused tours at the Northgate Link Extension, Tacoma Hilltop Link Extension, and East Link Extension construction sites.

As Chair Balducci stated, this week she joined Sound Transit staff to recognize safety in the field and to reinforce the collective commitment to safe work practices. Tomorrow Boardmember Dave Earling will join staff at a Safety Summit to cap the week. He thanked agency staff and construction partners for working to keep all of the crews and communities safe.

Olympia Update

The State Legislature concluded its 2019 session and there were successful results for a number of the agency's legislative priorities. Passage on the final day of session for Senate Bill 5825 authorized WSDOT tolling on I-405, SR-167, and SR-509, thereby validating Express Toll Lanes as a system management tool. This is critical for effective BRT along I-405. This also authorized toll-backed bonds, allowing the State to accelerate priority projects and allow the public to realize benefits by 2024.

CEO Rogoff reminded the Board that at last month's Board meeting, he discussed the deteriorating compliance on the HOV lane system and its negative impact on the performance of the ST Express bus network. The enactment of Senate Bill 5695 will significantly increase penalties for HOV lane violators. Sound Transit will work with WSDOT to continue to monitor compliance levels to see if these increased penalties have a meaningful impact.

It was a less successful outcome for House Bill 1793, which would have authorized a pilot program in the City of Seattle to use cameras to enforce "blocking the box" and compliance with bus-only lane restrictions. While this bill only addressed enforcement of bus-only lanes within the City of Seattle, those lanes are used extensively by Community Transit and Sound Transit buses.

Tree Removal along I-5

Tree removal for the Lynnwood Link extension began in North Seattle on May 1, 2019, and will continue into summer. Sound Transit will be removing 5,300 trees and will be replacing them with more than 20,000. More than 3/4 of the trees being removed and replaced are in the WSDOT right-of-way bordering I-5.

The project design and construction plans focus on minimizing impacts to the greatest extent possible, but they cannot be avoided altogether. The agency will plant larger trees rather than saplings and use

native species as much as possible. The trees will be irrigated and maintained much longer than is usual for construction projects.

As part of the tree replacement program, Sound Transit is expanding outreach efforts with local schools to emphasize safety around light rail and to provide education on the importance of trees and hands-on opportunities for students to help with planting.

The agency is mindful that the tree removal is starting during bird nesting season, and several steps have been taken to reduce the impact on nesting birds, while maintaining the agency's commitment to the region's voters to open the project in 2024. Staff will evaluate the results of the survey and work with the contractor to identify trees or structures that can potentially be removed at a later date outside of the nesting season.

Employee Retirement

CEO Rogoff mentioned that this was the last System Expansion Committee meeting for Jane Emerson, Board Relations Specialist. Ms. Emerson has worked with Sound Transit's Board Administration Division for many years and she is retiring soon. Mr. Rogoff, Committee Chair Balducci, and committee members thanked Ms. Emerson for her service.

Public comment

Dennis Noland
Alex Tsimerman
Marguerite Richard
Kathleen Johnson
Jasmine Donovan
Dana Ralph
Jake McKinstry
Peter Barbin
Brian Nash
Brade Thorsen
Arnie Dewalt
Robert Stack
Aimee Riordan
Tony Doucette
Amir Sadrpour
Laura Bachman

Business items

Items for Committee final action

April 19, 2019, System Expansion Committee minutes

It was moved by Boardmember Keel, seconded by Boardmember Upthegrove, and carried by unanimous vote that the minutes of April 19, 2019, System Expansion Committee Meeting be approved as presented.

Motion No. M2019-46: Authorizing the chief executive officer to execute a contract modification with LTK Engineering Services, LLC to provide systems design support during construction services for the Lynnwood Link Extension in the amount of \$4,310,560 with a 10% contingency of \$431,060 totaling \$4,741,620, for a new total authorized contract amount not to exceed \$14,685,862.

Joe Gildner, Deputy Executive Director-Project Management, and Richard Nguyen, Corridor Design Manager-Systems, provided the staff report. This action is to authorize the systems design support during construction (DSDC) option, which was included in the final design contract.

This modification provides funding for systems DSDC which includes reviewing submittals, responding to requests for information, preparing change orders, providing field inspections, supporting design changes, systems coordination, and other services as directed for the Lynnwood Link Extension. The contractor will also work with agency staff and the construction management team to help ensure seamless design coordination throughout the construction project.

The work includes the light rail transit systems construction when it starts in 2021, with the expectation that support for the contracts will continue through Lynnwood Link revenue service forecasted for 2024.

It was moved by Boardmember Earling, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-46 be approved as presented.

Motion No. M2019-47: Authorizes the chief executive officer to execute an amendment to the task order under the Umbrella Agreement GCA 2941 with the Washington State Department of Transportation for preliminary design services for the Downtown Redmond Link Extension in the amount of \$292,971, with a 10% contingency of \$29,297, totaling \$322,268, for a new total authorized amount not to exceed \$808,623.

Tony Raben, Executive Project Director, and Becca Aue, East Corridor Project Manager, provided the staff report. The Downtown Redmond Link Extension project is currently in the procurement process for the design build contract. Staff is working on several agreements including betterment agreements with the City of Redmond, King County, and Microsoft; a development agreement with the City of Redmond; and a transit way agreement with the City of Redmond. The project remains on schedule for service to begin in 2024.

In 2002, Sound Transit executed a design umbrella agreement with WSDOT for engineering and other related services during the conceptual/preliminary engineering and final design phases of Link projects located in WSDOT owned right-of-way. This umbrella agreement adopted the form of task orders to be executed by the parties to provide design phase services for various projects.

A large portion of the Downtown Redmond Link Extension (DRLE) alignment is on or adjacent to WSDOT right-of-way and includes reconstruction of several on and off ramps and other infrastructure requiring close coordination with WSDOT throughout all phases of the project.

The original task order was approved in 2017 to provide design coordination and review services for the DRLE. In 2018, the task order was amended and today's amendment of WSDOT Task Order R-1 will provide necessary resources for support services required from WSDOT for the balance of the procurement phase.

It was moved by Boardmember Keel, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-47 be approved as presented.

Items for recommendation to the Board

Resolution No. R2019-16: 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 Downtown Redmond Link Extension.

Tony Raben, Executive Project Director, and Rhonda Thomsen, Real Property Project Manager, provided the staff report. The action authorizes the acquisition of six parcels for the Downtown Redmond

Link Extension. Relocation activities are not anticipated on the identified parcels, and all of the parcels are located in the City of Redmond.

It was moved by Boardmember Keel, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2019-16 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-22: Authorizing the chief executive officer to execute an agreement with the Washington State Department of Transportation to provide final design, construction, construction management, and related services for the I-405/NE 44th Street Inline Bus Rapid Transit Station and Direct Access Ramps in the City of Renton for the I-405 BRT Project, for a total authorized agreement amount of \$118,400,000.

Mark Johnson, Project Director – DECM, Paul Cornish, Project Director – PEPD, and Lacy Bell, Operations Corridor Director, presented the staff report. The I-405 BRT project will add STRIDE (Sound Transit BRT) to Sound Transit's service by providing connections to the light rail system stations at Bellevue Transit Center, Tukwila International Blvd. Station, Lynnwood Transit Center, and Shoreline South/145th Station.

The NE 44th Street interchange area in Renton would serve as a BRT station and connect to existing bus transit service. This will be constructed through a funding agreement with WSDOT to be completed as part of WSDOT's Renton-to-Bellevue I-405 project. Interchange improvements will be new direct access ramps, new inline BRT station pair, and connections to local transit. This action will authorize execution of an agreement with WSDOT for final design and construction of improvements at the I-45/NE 44th Street interchange, including new direct access ramps and an inline STRIDE station pair.

Chair Balducci commented on the long way to travel to the station from either side of the freeway including crossing vehicle ramps through the roundabout and then down to the station area. She asked how staff plans to solve the problem of rider access to the station. Mr. Johnson replied that this will be addressed during WSDOT's final design. Sound Transit will be engaged in the design meetings and will be advocating for a good pedestrian access between the park-and-ride, local transit, and the BRT station. Staff agreed to come back to the committee during the design process to report on the design development.

Boardmember Keel asked why this station was not designed to be closer to the park-and-ride. Ms. Bell responded that this is always a challenge with freeway BRT stations. One of the goals for BRT is to improve travel time and reliability, which means keeping the buses on the freeway as much as possible.

Boardmember Earling asked staff to provide more information about the roundabout and pedestrian safety when they come back to the Board.

Boardmember Uptegrove commented that he served on the Elected Leadership Group (ELG) for this project. He stated that action will move forward one piece of the project; the project as a whole serves an area where there is a gap between services. BRT is the investment that the regional system is making in the community early to provide the connection. He mentioned that it is important to have capacity in terms of lane availability, and the recent passage of tolling legislation will help make this project successful.

It was moved by Boardmember Uptegrove, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-22 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-48: Authorizing the chief executive officer to execute the Second Amendment to the Agreement between the City of Redmond, the Central Puget Sound Regional Transit Authority, the Microsoft Corporation and the Redmond Community Facilities District No. 2014-01, for the design and

construction of elements of the Redmond Technology Station, formerly known as Overlake Transit Center, within the East Link Extension, and to remove the pedestrian bridge from the Agreement.

Mike Bell, Acting Senior Executive Project Director – East Link Extension, and John Arnesen, Project Manager, presented the staff report. This amendment will remove the pedestrian bridge at the Redmond Technology Station from the agreement between the City of Redmond, the Central Puget Sound Regional Transit Authority, the Microsoft Corporation, and the Redmond Community Facilities District No. 2014-01. The pedestrian bridge will be designed and constructed by Microsoft through independent agreements with the City of Redmond and WSDOT.

When completed, the City of Redmond will own and operate the pedestrian bridge as a facility that will be open to the public. The structural design requirements for the bridge remain the same as defined in the original Agreement and will be documented by the engineer of record. Designs will be reviewed by WSDOT and the City of Redmond for compliance with standards and design criteria. Sound Transit will review the design of the bridge elements that are on, over, or directly adjacent to Sound Transit facilities and property to ensure the safety of Sound Transit operations and facilities users.

The amendment provides that Sound Transit will convey a Temporary Construction Easement to Microsoft for the construction of the bridge and a Permanent Easement to the City of Redmond for the portions of the bridge on Sound Transit property.

It was moved by Boardmember Earling, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-48 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-49: Authorizing the chief executive officer to execute a design-build contract with Kiewit Infrastructure West Co. to complete final design and construction of the Federal Way Link Extension in the amount of \$1,285,200,000 with a 10 percent contingency of \$128,520,000 for a total authorized contract amount not to exceed \$1,413,720,000.

CEO Rogoff reminded the committee that the agency is working toward a federal grant for 25 percent of Federal Way Link Extension's project cost. The Federal Transit Administration (FTA) admitted the project into the engineering phase. Staff continues to work with the FTA's Region 10 on developing a Full Funding Grant Agreement for the Federal Way Link Extension.

Dan Abernathy, Executive Project Director – Federal Way Link Extension; Bob Nichols, Corridor Design Manager; and Pat McCormick, Principal Construction Manager, presented the staff report. The Federal Way Link Extension (FWLE) project will extend light rail 7.8 miles from our existing Angle Lake station at South 200th Street in SeaTac south to the Federal Way Transit Center. Project elements include 3 elevated stations; 3 parking garages; 12 minutes to travel from Federal Way Transit Center to Angle Lake Station; 36,500 daily riders are expected in 2030; and a revenue service opening in 2024.

This action is to execute a design-build contract with Kiewit Infrastructure West Co. to complete final design and construction of the FWLE. The contract includes all work necessary to complete final design and construction of the project. The work includes light rail guideway, three stations, three parking garages, overhead catenary system, traction power substations, train control and communications, special track-work, utilities, and street improvements. A Request for Qualifications (RFQ) was issued in 2018 and three teams were shortlisted and asked to submit a Request for Proposal (RFP). During the RFP period, Sound Transit held individual one-on-one meetings with the proposers to facilitate development of Alternative Technical Concepts (ATCs).

On July 26, 2018, the Sound Transit Board approved Motion No. M2018-81 authorizing execution of up to three stipend agreements with contractors selected to submit proposals for a design-build contract for the Federal Way Link Extension. Once stipends are paid and Kiewit Infrastructure West Co. is under

contract, the FWLE team will perform a value engineering effort to determine if the additional ATCs can enhance the project and provide additional savings.

Boardmember Keel asked if staff anticipates other agreements or contracts for this project. Mr. Abernathy replied that this is the only contract for the final design and construction of the project. There will be future contracts for a design-build project consultant management team, right-of-way costs, and some utility relocations.

It was moved by Boardmember Keel, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2019-49 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-51: Identifying the preferred alternative(s) and other alternatives for detailed study in the Draft Environmental Impact Statement for the West Seattle and Ballard Link Extensions project.

Cathal Ridge, Executive Corridor Director, and Carrie Avila-Mooney, Central Corridor Manager, stated that this action identifies the preferred alternatives and other alternatives to be studied in the Draft Environmental Impact Statement (DEIS).

The work to identify alternatives started out based on the ST3 system planning work in 2013 that resulted in the Representative Project. Over the last year, staff has been working with the public, the Stakeholder Advisory Group (SAG), and the Elected Leadership Group (ELG) to refine and identify a preferred alternative that would be carried into the DEIS process along with the other alternatives.

The alternatives under consideration were refined through Level 1, Level 2, and Level 3 evaluation. Public and agency input received during the National Environmental Policy Act (NEPA) scoping period and from the Federal Transit Administration (FTA) also informed additional alternatives under consideration.

External engagement between January 2018 and April 2019 was done over the phone, in person, and online. The agency received 5,600 comments and questions; attended 26 fairs and festivals engaging with more than 5,700 people; held 17 open houses, forums, and workshops engaging with more than 2,100 people; developed three online open houses; and visited more than 189 neighborhoods and community organizations along the corridor.

Identification of the DEIS alternatives has been informed by the technical evaluation results, public feedback, and the Racial Equity Toolkit with the City of Seattle. There are three Level 3 alternatives: the ST3 Representative Project, which was included in the ST3 Plan; the West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/ Ballard Elevated alternative; and the West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/ Ballard Tunnel alternative.

The West Seattle Elevated/C-ID 5th Ave/Downtown 6th Ave/ Ballard Elevated alternative includes refinements and enhancements to the Representative Project in response to the public feedback. The changes include: in the Alaska Junction area, there would be an elevated Alaska Junction Station oriented north/south; the Delridge Station would be further south; the alignment would be at grade along the E-3 Busway; the Chinatown/International District (C-ID) would have a bored tunnel along 5th Avenue; there would be a 6th Avenue route through downtown; there would be a Terry/Mercer route through South Lake Union; the Smith Cover Station would be near Galer Street; the Interbay Station would be at 17th and Thorndyke; and there would be a high-level fixed bridge at 14th Avenue.

The West Seattle Tunnel/C-ID 4th Ave/Downtown 5th Ave/ Ballard Tunnel alternative changes include: in the Alaska Junction area, there would be tunnel station options on 41st, 42nd, or 44th; the Delridge Station would be farther south and west; there would be a north crossing of the Duwamish; at grade along E-3 Busway; the C-ID would have a bored tunnel option on 4th Avenue; the South Lake Union

Station would be on Harrison; the Interbay Station would be at 17th and Thorndyke; and in Ballard there would be station options on 14th Avenue or 15th Avenue.

Committee Chair Balducci asked if it is necessary to select the alignments as described, or can Board members select different segments and create a different alignment. Mr. Ridge replied that Board members can select different segments.

Committee Chair Balducci spoke to Substitute Motion No. M2019-51 that she provided. The substitute motion would recommend direction to the Board with a background that describes the project history, project information presented by staff, and points out the meaning and impacts of having a preferred alternative at this time. The substitute motion was drafted with the attempt to be consistent with the clear recommendations of the ELG where possible, and to leave out a recommendation from the System Expansion Committee in regard the most challenging locations where there are differences of opinion.

Chair Balducci stated that Boardmember McDermott has served as co-chair of the ELG and has offered to provide the committee with some context about the ELG decisions. Boardmember McDermott stated that over the last year, the ELG has focused on the West Seattle and Ballard Extensions. The group went through three levels of screening and learned much about the corridor alignment, station alternatives, and the communities' interest in priorities. Making decisions in established communities is not easy. The alignments through West Seattle to Ballard are some of the most challenging segments due to the topography, density, water crossings, and neighbor impacts. The SAG and the ELG struggled with reaching a preferred alignment through some of the most complex areas. At this time, it does not seem feasible for the Board to decide on one preferred alternative when more information is needed.

Boardmember Earling stated that Boardmember Somers sent an email to Peter Rogoff with his comments. Boardmember Somers served on the ELG for this project and has some concerns regarding the ELG's final decisions. Committee Chair Balducci read into record the six items he identified in the email that he would like addressed in the motion:

1. Identify all elements put forward by the SAG that were identified as consistent in cost with the voter approved representative alignment, including elevated and surface alternatives in West Seattle and Ballard.
2. Identify all elements and configurations which, based on current cost estimates, would require third party funding.
3. Call for identification and analysis of third party funding options for elements and configurations not consistent with the voter approved representative alignment.
4. Identify potential impacts to ST3 delivery schedule by not identifying a preferred alternative at this time, as agreed to in the Partnering Agreement with the City of Seattle.
5. The DEIS must carry forward and assess and refine all cost estimates and analyze impacts to voter approved ST3 package.
6. DEIS should not assess alternatives eliminated in Level 1 or 2 screening.

Committee Chair Balducci asked if there were any alternatives presented today that were eliminated in Level 1 or 2 screening. Mr. Ridge replied that there were a couple scoping feedback ideas: a Pigeon Ridge tunnel alternative was looked at previously in Level 1 and Level 2 and there was a suggestion to look at a modified version of that moving forward; and there was a 20th tunnel option in Ballard which was looked at in Level 1, but a modified, improved version was suggested during the scoping period to be looked at further.

Chair Balducci stated that putting the preferred label on any alignment at this point, doesn't mean it will be the final alternative chosen. It gives direction to the staff to start looking at ways to advance the project so that the time deliverables can be met.

Boardmember Keel stated his respect for the work that has been completed. The Board adopted a new process to move projects along, but it doesn't seem like the process is being followed and there is some impact as a result. He feels that the Board should honor the hard won decisions that the ELG and SAG came to, but that the Board needs to make the hard decisions about the funding delta between alternatives. If the Board agreed that whatever the dollar amount is above the representative project, those costs would be borne by third parties and none of those costs would be incurred by Sound Transit.

It was moved by Boardmember Upthegrove, seconded by Boardmember Baker, and carried by unanimous vote that Substitute Motion No. M2019-51 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-52: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions Project in the amount of \$54,812,500, with a ten percent contingency of \$5,481,250, for a new total authorized contract amount not to exceed \$87,745,971.

Cathal Ridge, Executive Corridor Director, presented the staff report. This action modifies the consultant services contract with HNTB Corporation for Phase 2 work including preparation of a Draft Environmental Impact Statement and conceptual engineering of a preferred alternative and other alternatives as identified by the Board.

The Phase 2 work includes early work to support discussions with agency partners and stakeholders that may lead to early concurrences on alternatives. Phase 2 work will also include design and engineering services needed to determine potential improvements to the existing Downtown Seattle Transit Tunnel's Westlake Station to bring the existing station up to applicable codes once it connects to the Ballard Link Extension.

HNTB has satisfactorily completed Phase 1 and authorization is sought to proceed to Phase 2. Execution of a contract amendment for Phase 3 would be subject to future Board approval. Phase 2 is expected to take approximately 19 months to complete, and completion of all three phases is anticipated by 2022.

It was moved by Boardmember Keel, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-52 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-50: Identifying Link Operations and Maintenance Facility South site alternatives for study in the Draft Environmental Impact Statement.

Curvie Hawkins, Project Development Director; Allison Dobbins, Corridor Operations Director; and Paul Bennett, Project Director, presented the Operations and Maintenance Facility South (OMFS) report. This action is to identify OMFS site alternatives for detailed study in a Draft Environmental Impact Statement (DEIS).

The OMF South is one of four OMFs needed for the region. The OMFS would need to accommodate over 140 light rail vehicles (LRVs), be a minimum of 30 acres of relatively flat land, and to be connected to an active line by 2026 when vehicles start being delivered. The evaluation process began with early scoping in 2018 and went through a couple levels of screening that narrowed it to six sites. All six sites had key advantages and disadvantages. The six sites taken into scoping were South 240th Street and SR99, Midway Landfill and I-5, Midway Landfill and SR 99, South 316th Street and Military Road, South 336th Street and I-5, and South 344th Street and I-5.

A public scoping period was held from February 19 through April 1, 2019. There were over 370 attendees at two open houses and over 3,400 participants in the online open house. There were four general themes in the public comments: opinions on the sites, property acquisition/residential displacements, economic impacts, and neighborhood and community impacts.

South 240th Street and SR99: There were 950 comments, with a large majority opposed to continuing to study this site in the DEIS. Common themes were: opposition to business displacements and neighborhood impacts; avoid Dick's Drive-In; proximity of site to Kent/Des Moines light rail station could conflict with future transit oriented development (TOD); concerns for neighborhood impacts; support for Midway landfill sites; and zoning incompatibility.

Midway Landfill and I-5: There were 115 comments with a large majority support for studying this site. Common themes were: general support for site; fewer business impacts relative to Midway Landfill and SR 99 site alternative; and less intrusive to the community than the South 240th and SR 99 site.

Midway Landfill and SR 99: There were 70 comments with a large majority supporting study of this site. Common themes were: greater business impacts relative to the I-5 site alternative, and less intrusive to the community than South 240th and SR 99 site.

South 316th and Military Road: There were 145 comments with equal support and opposition for further study. Common themes were: concern about large number of residential displacements; support due to fewer business displacements; cost and construction impacts of I-5 crossing; zoning incompatibility, noise, and impacts to low-income and/or minority populations; and natural environment impacts on wetlands and waterbodies, and environmentally critical areas.

South 336th and I-5: There were 140 comments with the majority supporting further study. Common themes were: support due to fewer property acquisitions and lower cost; opposition due to church displacement and traffic congestion; concern for Christian Faith Center congregation, school, and community services; and concern for nearby residences, zoning incompatibility, and increased traffic.

South 344th Street and I-5: There were 190 comments with the majority opposed to further study. Common themes were: opposition because of community impacts; support due to fewer acquisitions and lower estimate; concerns about neighborhood impacts; business displacements, including Garage Town, Ellenos Yogurt, and other businesses; and concern about traffic and noise.

Boardmember Keel asked if alternatives are moved forward and then during the process it is discovered that there are issues with all of the alternatives, what would happen. Don Billen, Executive Director-PEPD, responded that it would depend on how far along the process has gone. If the DEIS has not been published, staff could return to the Board to consider whether to add or remove alternatives. If the DEIS has been published, it might be necessary to publish a supplemental DEIS. Either of the scenarios would cause potential schedule delays.

Boardmember Upthegrove offered Substitute Motion No. M2019-50. The substitute motion fills in the motion with three alternatives. Any time you build a light rail system through an urban area, there are impacts. It is challenging to locate a large infrastructure whether it is the alignment or a necessary operations and maintenance facility (OMF). There must be an OMF in the south in order to deliver light rail and to accommodate the LRVs. As mentioned, the location needs to be flat, over 30 acres, and adjacent to a particular stretch of light rail. Based on the reviews, comments, alternative development process, scoping comments, and other information, there is a reasonable range of sites to advance for evaluation. Substitute Motion No. M2019-50 would move the following OMFS site alternatives to the Board for approval: Midway Landfill and I-5; South 336th Street and I-5; and South 344th Street and I-5.

Committee Chair Balducci and Boardmember Keel thanked Boardmember Upthegrove for his work in analyzing the sites and making the recommendation.

It was moved by Boardmember Upthegrove, seconded by Committee Chair Balducci, and carried by unanimous vote that Substitute Motion No. M2019-50 be forwarded to the Board with a do pass recommendation.

Report to the committee

None

Executive session

None.

Other business

None.

Next meeting

Thursday, June 13, 2019
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 5:29 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on June 13, 2019, TB