



## Summary Minutes

**Board Meeting**  
**February 27, 2020**

### Call to order

The meeting was called to order at 1:32 p.m. by Vice Chair Paul Roberts in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

### Roll call of members

Chair	Vice Chairs
(A) Kent Keel, City of University Place Councilmember	(P) Dow Constantine, King County Executive (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Ed Prince, City of Renton Councilmember
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Council Chair	(P) Nicola Smith, Lynnwood Mayor
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Somers, Snohomish County Executive
(P) Jenny Durkan, Seattle Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Debora Juarez, Seattle Councilmember	(P) Peter von Reichbauer, King County Councilmember
(P) Joe McDermott, King County Council Vice Chair	(A) Victoria Woodards, City of Tacoma Mayor
(P) Roger Millar, Washington State Secretary of Transportation	

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

### Report of the Chair

Board members on the phone - Vice Chair Roberts stated that Boardmember Balducci would like to attend by phone, and that the Board rules allowed for up to 25 percent of members to participate by phone, so he approved her request.

Vice Chair Roberts welcomed new Boardmember Smith.

### CEO Report

Bonnie Todd leaving Sound Transit - CEO Rogoff reported that Bonnie Todd is returning to Florida as Senior Vice President, Chief Operations Officer, at the Jacksonville Transportation Authority. Her last day with Sound Transit will be March 13, 2020. Ms. Todd joined Sound Transit in 2007, just a year and a half before Link began operating. On her watch, ridership has more than tripled from 14 million annual boardings to 50 million. She oversaw the rollout of Central Link, Airport Link, University Link, Angle Lake and the Sounder expansion to Lakewood. She led the Operations department's rapid growth, building the department's capacity to take on the operations and maintenance of our growing multi-modal system. He thanked Ms. Todd for her contributions to Sound Transit.

Northgate Pedestrian Bridge Groundbreaking - Earlier this month CEO Rogoff joined Boardmembers Durkan and Juarez, Seattle DOT Director Zimbabwe, and representatives from WSDOT and North Seattle College at a press conference to mark the start of construction of the Northgate pedestrian/bike bridge. By bridging I-5, the project will directly connect North Seattle College and the Licton Springs

neighborhood to Northgate Station. The Board has authorized a \$10 million dollar contribution to this community-driven, station access project, which will be used by riders to access light rail by foot or bike.

Update on Connect 2020 - On February 10, 2020, Sound Transit started phase two of Connect 2020, switching single tracking operations to the opposite track. Construction is on schedule and operations have been going smoothly for customers except for an unrelated incident at the Beacon Hill station. During the weekend of February 15th, a vandal broke into a tunnel cross passage near Beacon Hill Station, opening a water valve and disabling an emergency fan. As a result, for 3 days Sound Transit operated single track service from Columbia City to SODO, along with the Connect 2020 single track service from Stadium to Westlake. Once the problem was resolved, the system returned to standard Connect 2020 operations.

Olympia Update – CEO Rogoff reported that there are two weeks remaining in the 2020 legislative session. Earlier this week the House and Senate unveiled their respective proposals on supplemental budgets. The Senate Transportation Budget proposal includes language that would charge Sound Transit a one-time fee of at least \$7.8 million to the Department of Licensing for the cost of collecting Sound Transit’s MVET. This fee is not included in the House proposal and it is uncertain whether it will be included in the final budget agreement. The Legislature is looking to mitigate funding losses due to I-976, but this would be an unanticipated cost to the agency and would be contrary to the existing agreement with the Department of Licensing for collections. Also this week, Senate Bill 6606, sponsored by Senator Lias, moved from Senate Rules to the Senate floor calendar. The Lias bill creates a new depreciation schedule for ST, but does not offset the cost impact of that new schedule on our finances. It is not certain when, or if, the bill will be voted on, but it could now happen any time. In its current form, this bill would require a 2/3rds majority of the Senate to move to the House.

External Engagement Highlights - Boardmembers received the External Engagement Report earlier this week summarizing our work with jurisdictions, stakeholders, and communities across the region to advance system expansion.

## **Public Comment**

Vice Chair Roberts stated that Mr. Idefonso Eustaquio signed up for public comment, but that he would not be able to comment because he had not identified a topic that meets the Board’s rules for public comment.

Alex Tsimmerman  
Dianne Trani  
Mark Hammerlund  
Jan Peterson  
Jan Jarvis  
Ellen Hale

Mike Withey  
Sheri Feld  
Brian Robinson  
Scott Carson  
Peter Barbin

## **Consent Agenda**

Voucher Certification: January 2020

Motion No. M2020-08: Authorizing the chief executive officer to execute a four year labor agreement with the Amalgamated Transit Union Local 758 covering Tacoma Link Light Rail vehicle operators.

Motion No. M2020-16: Authorizing the chief executive officer to execute a system expansion transit integration agreement with the Snohomish County Public Transportation Benefit Area Corporation (Community Transit) in support of coordinated capital facility and service planning in Sound Transit projects.

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

## **Business items**

Motion No. M2020-07: Adopting performance goals and objectives for Peter M. Rogoff, Sound Transit chief executive officer.

Vice Chair Roberts stated that earlier this year, Chair Keel and CEO Rogoff worked together to draft performance objectives aligned to the Agency's 5 Year Strategic Plan. At the February Executive Committee there was discussion around establishing SMART (Specific, Measureable, Attainable, Results-oriented, and Time-bound) goals and ensuring appropriate safety goals were established. The Executive Committee postponed action on the motion until the February Board meeting so that the revisions could be developed.

Chair Keel and CEO Rogoff worked to revise the objectives based on this feedback. Chair Keel noted that the Board member packets include a revised attachment to Motion No. M2020-07 that was developed by him and CEO Rogoff. He noted that he worked with the Vice Chairs to include some SMART goals but to also maintain the comprehensive set of CEO objectives that ensure that Mr. Rogoff continues to focus on the broad scope of his role.

Two SMART goals have been included in the revised attachment; one focused on the implementation of the strategic plan by ensuring all departments create goals aligned to the strategic agency goals and one focused on executing strategic goal 5.3 (implement and maintain a best in class asset management system). Chair Keel and Peter also reviewed the three safety goals to ensure appropriate focus was included.

**Motion No. M2020-07 with the revised attachment was moved by Boardmember Somers, seconded by Boardmember Baker, and carried by unanimous vote as presented.**

Motion No. M2020-13: Identifying an implementation approach for the NE 130th Street Infill Station.

Boardmember Balducci noted that the System Expansion Committee reviewed the action in its February meeting and forwarded it to the Board with a do pass recommendation.

Kamuron Gurol, Director of HCT Corridor Development, John Sleavin, Executive Technical Advisor, Stephanie Ball, Finance Manager, provided the presentation and responded to Boardmember questions.

The NE 130th Street Infill Station project is one of three infill stations in the ST3 plan adopted by voters with a planned start date in 2024 and opening in 2031. It is located between the end of the Northgate Link Extension near the bottom of the graphic and the Shoreline South/145th Street station in the Lynnwood Link project. It's a side platform station and the most recent planning assumptions show about 3,400 weekday boardings.

On January 9, 2020 and February 13, 2020 the System Expansion Committee heard information on several topics including: Infill construction impacts, an updated project cost estimate, the financial effects associated with advancing all or part of the station, the results of the preliminary engineering process including an integrated design and three construction packages, three options for construction timing and finally the Committee's recommended action to continue to advance the project progressively.

As an infill station, 130th was planned to be constructed after the start of revenue service along the Lynnwood Link alignment. There are two lines of service running in this area, one from Federal Way to Lynnwood and one from Bellevue to Lynnwood. Construction over and around an active railway would be challenging. Staff are projecting the direct impacts could affect over 60 thousand daily riders in the station area, and system-wide effects are also projected. Service delays would be caused by single-tracking trains through the construction area, somewhat like what is happening now with Connect 2020,

but over a much longer period. The construction approach may need to involve weekend, evening or overnight work hours. Also, building the station after Lynnwood service starts would adversely affect the local neighborhood for a second time, not long after we complete construction of Lynnwood Link itself.

The Preliminary Engineering process also provided an updated project cost estimate. The original estimate in 2018 was \$72 million and the updated estimate is \$174 million. These estimates are both in 2018 dollars and they both include the difficulty factor for infill construction timing. There are several factors driving the higher estimates. Other stations along Lynnwood Link have experienced similar cost pressures.

The System Expansion Committee also considered the financial effect associated with advancing the 130th project to open the station for service in about 2025. In the 2032 pinch year, there is a decrease of \$6 million or 0.2%, out of a total of \$3 billion of remaining capacity. Implementing the early full build has a relatively minimal effect on total debt capacity.

Sound Transit started with a station design that used two separate structures. One was the guideway already built by Lynnwood Link, and the other was the new station built around that guideway. By contrast, the integrated design is a single structure and has a number of benefits. To preserve the opportunity to choose the integrated design, some resequencing of a portion of Lynnwood Link work has already been implemented, for which the 130th project will be financially responsible.

Sound Transit developed three construction packages for the 130th project using the integrated design. This was done to respond to the Board's direction from September 2018 to provide options for building all or part of the project earlier. The three construction packages include the first package-foundation and guideway for the tracks, the second package-platforms and canopies and the third package-plaza and finishes.

The System Expansion Committee considered the three implementation options for the NE 130<sup>th</sup> Street Infill Station. In its recommendation, the Committee amended the language for option two, and renamed the option Advance Progressively. Specifically, the committee recommended advancing the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support). Under that option, staff would return to the Board in Q2 2021 after final design is complete, with all financial, operational and construction information so the Board can determine whether to authorize the second or both the second and third construction packages.

Mr. Gurol emphasized that in Q2 of 2021, the Board would decide the opening date for the station. Sound Transit would have final design completed and would know more about the project cost and design details. Under the advance progressively option, the Board could select an opening date of 2025 or 2031 or somewhere in between. In that sense, Option 2 could have the same outcome as Option 3 if the Board chooses to continue construction.

To effect the Committee's recommendation, three actions are before the Board. Motion No. M2020-13 is a motion to approve the implementation approach for the NE 130<sup>th</sup> St station as recommended by the System Expansion Committee, known as the advance progressively option. Resolution No. R2020-01 would amend the project lifetime and 2020 budget, and Motion No. M2020-14 would authorize the CEO to amend contracts to support the Advance Progressively implementation approach.

Boardmembers were in support of moving forward. Vice Chair Roberts stated that public comments spoke to the areas of social economic impacts of the station. The next step for the Board is to ensure land use around station reflects transit oriented development.

**It was moved by Boardmember Balducci, seconded by Boardmember Somers, and carried by unanimous vote that Motion No. M2020-13 be approved as presented.**

Resolution No. R2020-01: Amending the adopted budget for the NE 130th Street Infill Station to allow the project final design phase to begin in 2020. This action supports the Advance Incrementally or Advance Fully options for the NE 130th Street Infill Station by (a) increasing the authorized project allocation from \$6,769,000 to \$28,904,000, and (b) increasing the adopted 2020 annual project allocation from \$2,297,648 to \$17,038,167.

Boardmember Balducci noted that the System Expansion Committee reviewed the action in its February meeting and forwarded it to the Board with a do pass recommendation. Boardmember Balducci commented that this goes back to 2013 when we first started hearing advocacy for this project, she continued to thank the System Expansion Committee members and full Board for their collective work in the advancement process.

**It was moved by, Boardmember Balducci, seconded by Boardmember Somers, and carried by unanimous vote that Resolution No. R2020-01 be approved as presented.**

Motion No. M2020-14: Authorizing the chief executive officer to increase specific contracts and agreements as necessary to support the Advance Incrementally or Advance Fully options for the NE 130th Street Infill Station, for a total limited funding authorization amount not to exceed \$20,000,000 contingent upon Board approval of Resolution No. R2020-01.

Boardmember Balducci noted that the System Expansion Committee reviewed the action in its February meeting and forwarded it to the Board with a do pass recommendation.

**It was moved by Boardmember Balducci, seconded by Boardmember Roscoe, and carried by unanimous vote that Motion No. M2020-14 be approved as presented.**

Resolution No. R2020-02: Selecting the non-motorized, transit and parking improvements to be constructed to improve access to the Kent Sounder Station as part of the Kent Station Parking and Access Improvements project.

Boardmember Balducci noted that the System Expansion Committee reviewed the action in its February meeting and forwarded it to the Board with a do pass recommendation.

Chelsea Levy, Director of HCT Corridor Development, Jon Mikhels, DECM Project Director for New Facilities and Joe Grey, Director of Real Property, provided the staff report and responded to Boardmember questions.

Boardmember Roscoe asked how many stalls will be displaced during construction and if displacement will occur before completion of the garage. Also asking if the city is worried about stalls. Mrs. Levy responded stating there is potential displacement of 149 stalls, and the City of Kent is interested in negotiations on mitigating the impacted stalls.

**It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2020-02 be approved as presented.**

Resolution No. R2020-03: 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 Kent Station Parking and Access Improvements Project.

Boardmember Balducci noted that the System Expansion Committee reviewed the action in its February meeting and forwarded it to the Board with a do pass recommendation.

Chelsea Levy, Director of HCT Corridor Development, Jon Mikhels, DECM Project Director for New Facilities and Joe Grey, Director of Real Property, provided the staff report.

**It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2020-03 be approved as presented.**

Amend Motion No. M2020-04 that was previously adopted.

- **Motion No. M2020-04: Renaming University Street Station in coordination with the Northgate Link Extension opening.**

On January 23, 2020, the Board adopted Motion No. M2020-04, to rename the University Street Station in coordination with the Northgate Link Extension opening. The motion renamed the station Union Street/Symphony Station. Claudia Balducci, System Expansion Committee Chair, stated that she asked that the action to amend Motion No. M2020-04 be placed on today's Board agenda.

**It was moved by Boardmember Balducci and seconded by Boardmember Roscoe to amend Motion No. M2020-04 as follows:**

**It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the University Street Station ~~is renamed to~~ will remain University Street Station Union Street/Symphony Station while staff develops a comprehensive, system-wide plan for naming stations throughout the Sound Transit District and across multiple lines of service to be implemented in coordination with the East Link Extension opening in coordination with the Northgate Link Extension opening.**

**It was carried by unanimous vote that Motion No. M2020-04 be approved as amended.**

## **Report to the Board**

None.

## **Next meeting**

Thursday, March 26, 2020, 1:30 to 4:00 p.m.

Virtual meeting via WebEx

## **Adjourn**

The meeting adjourned at 3:21pm.

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Kent Keel  
Board Chair

ATTEST:

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Kathryn Flores  
Board Administrator

APPROVED on \_\_\_\_\_, TW.