

SOUND TRANSIT BOARD MEETING

Summary Minutes

December 18, 2014

CALL TO ORDER

The meeting was called to order at 1:39 p.m. by Vice Chair Roberts in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Dow Constantine, King County Executive

Vice Chairs

(P) Marilyn Strickland, City of Tacoma Mayor

(P) Paul Roberts, Everett Councilmember

Boardmembers

(P) Claudia Balducci, City of Bellevue Mayor

(P) Fred Butler, City of Issaquah Mayor

(P) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(P) John Lovick, Snohomish County Executive

(P) John Marchione, City of Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(A) Joe McDermott, King County Council Vice Chair

(P) Ed Murray, City of Seattle Mayor

(P) Mary Moss, Lakewood Councilmember

(P) Mike O'Brien, Seattle Councilmember

(P) Lynn Peterson, WSDOT Secretary

(P) Larry Phillips, King County Council Chair

(A) Dave Upthegrove, King County Councilmember

(A) Peter von Reichbauer, King County

Councilmember

Ms. Marcia Walker, Board Administrator announced that a quorum of the Board was present at roll call.

REPORT OF THE CHAIR

Vice Chair Roberts welcomed the Board to the last meeting of 2014. He announced that he was chairing the meeting in the absence of Chair Constantine who was in Washington D.C. He indicated that the Board was working from a Revised Agenda. The Agenda includes adoption of the 2015 Budget and Transit Improvement Plan, the 2015 Service Implementation Plan, and the 2014 Long-Range Plan update.

Boardmembers' Requests to Participate via Teleconference

Vice Chair Roberts announced that Chair Constantine, Vice Chair Strickland, and Boardmembers McCarthy and von Reichbauer asked to participate in the meeting by telephone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of the Boardmembers in attendance.

It was moved by Boardmember Lovick, seconded by Boardmember Marchione, and carried by unanimous vote that Chair Constantine, Vice Chair Strickland, Boardmember McCarthy and Boardmember von Reichbauer be allowed to participate in the Board meeting by telephone.

ACTING CHIEF EXECUTIVE OFFICER'S REPORT

Declaration of Emergency

Mike Harbour, Acting Chief Executive Officer, reported that he had declared an emergency on December 5, 2014 to purchase materials, equipment, services, and labor necessary to complete repairs to Sound Transit's fleet of light rail vehicles. This declaration was done in accordance with authority delegated under Resolution No. 78-2 and under Federal Transit Authority provisions (Circular 4220.1F – Unusual and Compelling Urgency). Resolution No. 78-2 requires the CEO to request Board ratification of the finding of an emergency and any purchases or contracts awarded at the first regular Board meeting following the declaration. Mr. Harbour proposed Motion No. M2014-105 for Board consideration which ratifies the CEO's

declaration of an emergency and staff actions and also increases the contract contingency with KINKISHARYO International, L.L.C./Mitsui & Co. (U.S.A.) Inc. Joint Venture (KI) to perform the following: (1) repairs to eliminate premature wear of the bearings in the traction motors and gear units of the LRV's, and (2) repairs to eliminate the risk that Sound Transit will not have a sufficient number of LRVs to allow University Link operations to commence in the first quarter of 2016.

Motion No. M2014-15: (1) Ratifies the chief executive officer's finding of the existence of an emergency regarding the discovery of problems with gear units and traction motors on Sound Transit's fleet of light rail vehicles and (2) authorizes the chief executive officer to increase the contingency with KINKISHARYO International, L.L.C./Mitsui & Co. (U.S.A.) Inc. Joint Venture for a sole source contract to provide the materials, labor and equipment necessary to complete the required repairs to Sound Transit's fleet of light rail vehicles in the amount of \$5,000,000, for a new total authorized contract amount not to exceed \$250,570,841.

It was moved by Boardmember Marchione, seconded by Boardmember Butler, and carried by unanimous vote that Motion No M2014-15 be approved as presented.

Mudslides Report

Mr. Harbour reported that recently a North Sounder train pushed through a shallow mudslide. As a result, Sound Transit has increased its efforts to improve identification of areas at high risk for mudslides. Construction has been completed on two slope mitigation sites and plans have been completed for a third site to reduce the chance of mudslides. Plans for another three sites are in development. Sound Transit is working with the USGS to update the tool used to assess possible mudslides and to increase monitoring of soil saturation and rainfall data in the corridor. A protocol is in development for use during periods where conditions lead to increased risk of mudslides. Sound Transit will use the protocol to will assess conditions and weather forecasts to determine day-to-day operation of North Sounder service. This protocol is being developed in cooperation with WSDOT and BNSF for passenger safety.

Board Administrator Retires

Mr. Harbour continued his report by announcing that Marcia Walker, Board Administrator will be retiring on January 9, 2015 after 20 years and 7 months with Sound Transit. During her time at Sound Transit, Marcia has earned the admiration and respect of her fellow employees and the Board of Directors, both past and present, for her dedication, enthusiasm, professionalism, and sense of humor. Her institutional memory has been very valuable over the years. She has attended more than 950 meetings and signed more than 2,400 Board and Committee actions.

Marcia Walker, Board Administrator thanked the Board and reviewed the early history of the Sound Transit Board of Directors including the presence of Ruth Fisher at the very first Board Meeting. Ms. Walker felt it was a privilege to work with Sound Transit staff and employees. She introduced Katie Flores who has been with Sound Transit since 2006 and thanked several Sound Transit staff by name. Ms. Walker expressed that she felt fortunate to have been around for a number of ballot measures over her 20 years of service and felt proud to have contributed her part in the creation of the Sound Transit system. Ms. Walker stated what a personal honor it has been to play a part in improving the quality of life in the Central Puget Sound. The Board Chair shared the board's appreciation of Ms. Walker's service.

PUBLIC COMMENT

(Comments on file with the Board Administrator)

David Baker, Kenmore Mayor
Bob Kolinski, Kenmore City Manager
Chris Egan, Shoreline Deputy Mayor
Ray Stephanson, Everett Mayor
Troy McClellan, Economic Alliance CEO and Port Commissioner
Mary Jane Goss, Lake Forest Park Mayor
Nancy Backus, Auburn Mayor
Alex Zimmerman, Stand-UP America

Dick Nelson
John Croft
Paul W. Locke
Velma Deloria
Susanna and Lan Tran
Will Knedlik

BUSINESS ITEMS

Resolution No. R2014-31: Updating the agency's Regional Transit Long-Range Plan to guide the long-term development of the regional high-capacity transportation system.

In February 2013, the Board directed staff to proceed with developing the next phase of the regional High Capacity Transportation (HCT) system plan. This included completing planning studies for high capacity transit corridors identified in ST2, updating the agency's Long-Range Plan – last updated in 2005, and preparing a plan-level environmental impact statement under the State Environmental Policy Act. The updated Long-Range Plan will identify a menu of projects and corridors that can be considered in developing a regional HCT system plan that could be brought to voters for financing approval in fall 2016.

Vice Chair Roberts noted that a number of changes have already been made to the 2005 Long-Range Plan to update it to reflect progress and policy changes since 2005. These changes are included in the Chair's Mark-Up document that the Board has been reviewing over the past few months. Vice Chair Roberts called for a motion to adopt the Resolution so that the Board could consider amendments. The first amendment would be to consider accepting the changes shown in the Chair's Mark-Up document.

Resolution No. R2014-31 was moved by Boardmember Butler and seconded by Boardmember Balducci.

Text Amendments

It was moved by Boardmember Peterson, seconded by Boardmember O'Brien, and carried by unanimous vote to accept the changes included in the Chair's Mark-Up Document, Exhibit A to Resolution No. R2014-31 in their entirety as an amendment to the Long-Range Plan.

Vice Chair Roberts suggested streamlining the amendment process through a procedural motion to consider the Text Amendments on Pages 1-6 in one action. The text Amendments being considered under the adoption of this procedural rule are numbered T1, T2, T3, T4, T5, T8, T9, T22, T20, T10, T16, T12, T17, T13, and T14. Vice Chair Roberts noted that these amendments reflect existing policy, describe what the Board has done in the past, and do not change/establish new policy.

It was moved by Boardmember Balducci, seconded by Boardmember Marchione, and carried by unanimous vote to consider the Text Amendments on Pages 1-6 (Amendments T1, T2, T3, T4, T5, T8, T9, T22, T20, T10, T16, T12, T17, T13, and T14) in one action.

It was moved by Boardmember O'Brien, seconded by Boardmember Marchione, and carried by unanimous vote to adopt Amendments T1, T2, T3, T4, T5, T8, T9, T22, T20, T10, T16, T12, T17, T13, and T14 in their entirety as amendments to the Long-Range Plan.

Vice Chair Roberts indicated that the Board would consider the remaining Text Amendments individually as they contain potential policy changes.

Amendment T6

Amend the Long-Range Plan Goals and Objectives section, to add the following as the last sub-bullet under the "Develop equitable transportation solutions" bullet:

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It was moved by Boardmember O'Brien, seconded by Boardmember Peterson, and carried by unanimous vote that Amendment T6 be accepted as an amendment to the Long-Range Plan.

Amendment T7

Amend the A Network of Services section, by adding the following paragraph after the fourth paragraph:

It was moved by Boardmember Butler, seconded by Boardmember Marchione, and carried by unanimous vote that Amendment T7 be accepted as an amendment to the Long-Range Plan.

Amendment T27

Amend the Building Blocks of the Long-Range Plan section, first paragraph as follows:

Sound Transit's long-range plan includes services and facilities to connect the region's centers with frequent, all-day high capacity transit. The regional transit system includes services such as light rail, commuter rail, bus rapid transit, and regional express buses. These services will be integrated with local service to provide a seamless transit experience to customers. Sound Transit will also develop gateways to local communities, at which pedestrian, bicycle and local bus access to the regional system is provided. Community connections include bus stops, park-and-ride lots, transit centers, and rail stations.

It was moved by Boardmember O'Brien, seconded by Boardmember Balducci, and carried by unanimous vote that Amendment T27 be accepted as an amendment to the Long-Range Plan.

Amendment T18

Amend the Building Blocks of the Long-Range Plan section, by adding the following to the end of the third paragraph:

Amendment T18 was moved by Boardmember O'Brien and seconded by Boardmember Murray.

Boardmember Claudia Balducci offered a friendly amendment to add the following language: "e.g. or for example, through downtown Seattle" as this might not be the only tunnel required. This language was accepted by Boardmembers O'Brien and Murray without objection.

Boardmembers expressed concern over the expense of tunneling, and the timing of including tunnel criteria in ST3 planning. There was reluctance on the part of some Boardmembers to appropriate funds at this time when there is sufficient transit capacity for the immediate future and when there is a possibility of technology improvements or other factors that may be more appropriate in the future. Boardmembers were also concerned with creating public expectations or distractions through the adoption of the amendment.

Boardmember Mike O'Brien referenced studies done on other in-city routes that have included connections to a new tunnel. He suggested that during the next phase of system planning, conversations would need to take place to address the potential need for significant regional facilities. Boardmember Phillips felt the amendment talked about exploring policy and funding alternatives that should be explored now. He suggested that infrastructure improvements and the spine build-out should be explored concurrently.

Vice Chair Paul Roberts called for a roll call vote.

Ayes

Fred Butler
Mike O'Brien
Lynn Peterson

Nays

Claudia Balducci
Dave Earling
Dave Enslow

Mary Moss
Paul Roberts

Larry Phillips
Mary Strickland
Dow Constantine

John Lovick
John Marchione
Pat McCarthy

The motion to approve Amendment 18 as an amendment to the Long-Range Plan was defeated by a vote of 6 yes to 8 no.

Amendment T19

Amend the Link Light Rail section, third paragraph as follows:

Throughout the phased implementation of the all-day, frequent, and fast high capacity transit system, Sound Transit will prioritize its light rail investment funds for the completion of the Everett-Seattle-Tacoma Link light rail system and the light rail system directly connecting Bellevue and Redmond with that north-south rail spine. Designated Regional Growth Centers not served on this prioritized system should be supported with transit facilities that will increase the centers' readiness for future Sound Transit service and system connectivity.

It was moved by Boardmember O'Brien, seconded by Boardmember Butler, and carried by unanimous vote that Amendment T19 be accepted as an amendment to the Long-Range Plan.

Amendment T21

Amend the Facilities that Fit with the Communities They Serve section, first paragraph as follows:

The long-range plan will create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers. As indicated in Sound Transit's System Access Policy, when designing transit facilities and services, Sound Transit will maximize pedestrian, bike and transit access to our stations, provide parking capacity within available resources, and will work with partner agencies, jurisdictions and third parties to accomplish this.

Capital projects and services will be designed and developed consistent with Sound Transit design criteria, as well as access, TOD, bicycle, and sustainability policies and plans.

It was moved by Boardmember O'Brien, seconded by Boardmember Moss, and carried by unanimous vote that Amendment T21 be accepted as an amendment to the Long-Range Plan.

Amendment T11

Amend the Facilities that Fit with the Communities They Serve section, first paragraph as follows:

The long-range plan will create a regional transit system that is easy to reach and use by everyone including pedestrians, bicyclists, people with disabilities and other public transportation customers. As indicated in Sound Transit's System Access Policy, when designing transit facilities and services, Sound Transit will maximize pedestrian, bike and transit access to our stations, provide parking capacity within available resources, and will work with partner agencies, jurisdictions and third parties to accomplish this. Capital projects and services will be designed and developed consistent with Sound Transit design criteria, as well as access, TOD, bicycle, and sustainability policies and plans.

It was moved by Boardmember Peterson, seconded by Boardmember O'Brien, and carried by unanimous vote that Amendment T11 be accepted as an amendment to the Long-Range Plan.

Amendment T23

Amend the Coordinated Routes and Schedules section to add the following as the third paragraph (the additional text would follow the new LRP text from Amendment T14, shown in black italics below):

By further integrating the planning and operations of local and regional transit agencies, we can create efficiencies as new lines open and provide innovative services that better serve the needs of a growing region. Implementing a higher degree of transit system integration in the near and longer term will help to maximize the performance of all transit modes for the public; achieve a higher level of efficiency in the delivery of transit service and infrastructure; and provide a higher quality, more seamless experience for transit customers.

It was moved by Boardmember Butler, seconded by Boardmember O'Brien, and carried by unanimous vote that Amendment T23 be accepted as an amendment to the Long-Range Plan.

Amendment T24

Amend the Coordinated Routes and Schedules section to add the following as a bullet under the third paragraph. (The bullet would follow the new LRP text from Amendment T23, shown in black italics below):

There were several corridors included in the SEPA environmental review process for updating the 2014 Long-Range Plan that should be considered for additional study during a future phase of regional HCT system expansion. Studies of corridors identified in this section can consider potential upgrades in existing service and/or improved connections. Studies should be completed in coordination with local transit partners to examine a variety of options for service provision, and to maximize opportunities for regional integration. The studies should include examination of all of Sound Transit's HCT modal options, as well as potential connections to HCT options already included in the Long-Range Plan. The studies will help narrow the range of alternatives, evaluate potential routes, inform local comprehensive planning, and position the Sound Transit Board to evaluate options for future incremental phases toward completion of the larger regional high-capacity transit system. The analysis should include conceptual-level review of key environmental considerations, ridership forecasting, and engineering, as well as preliminary cost estimates.

It was moved by Boardmember Butler, seconded by Boardmember Marchione, and carried by unanimous vote that Amendment T24 be accepted as an amendment to the Long-Range Plan.

Amendment T25

Amend the Coordinated Routes and Schedules section to add the following as an additional bullet under the third paragraph. (The bullet would follow the new LRP text from Amendment T23, shown in black italics below, and a bullet from Amendment T24):

There were several corridors included in the SEPA environmental review process for updating the 2014 Long-Range Plan that should be considered for additional study during a future phase of regional HCT system expansion. Studies of corridors identified in this section can consider potential upgrades in existing service and/or improved connections. Studies should be completed in coordination with local transit partners to examine a variety of options for service provision, and to maximize opportunities for regional integration. The studies should include examination of all of Sound Transit's HCT modal options, as well as potential connections to HCT options already included in the Long-Range Plan. The studies will help narrow the range of alternatives, evaluate potential routes, inform local comprehensive planning, and position the Sound Transit Board to evaluate options for future incremental phases toward completion of the larger regional high-capacity transit system. The analysis should include conceptual-level review of key environmental considerations, ridership forecasting, and engineering, as well as preliminary cost estimates.

- *Issaquah Highlands to Overlake via Sammamish, Redmond: This should include examining HCT modal options to connect Issaquah Highlands to Overlake via Sammamish, Redmond. This should*

also examine supporting services, including parking and access options within Sammamish, Issaquah, and Redmond. This corridor will be identified for analysis as an HCT corridor study, subject to available funding and Board direction. Sound Transit will coordinate examination of service provision in this corridor with local partners as part of regional integration efforts.

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It was moved by Boardmember O'Brien, seconded by Boardmember Moss, and carried by unanimous vote that Amendment T25 be accepted as an amendment to the Long-Range Plan.

Amendment T26

Amend the Coordinated Routes and Schedules section to add the following as an additional bullet under the third paragraph. (The bullet would follow the new LRP text from Amendment T23, shown in black italics below, and bullets from Amendments T24 and T25):

There were several corridors included in the SEPA environmental review process for updating the 2014 Long-Range Plan that should be considered for additional study during a future phase of regional HCT system expansion. Studies of corridors identified in this section can consider potential upgrades in existing service and/or improved connections. Studies should be completed in coordination with local transit partners to examine a variety of options for service provision, and to maximize opportunities for regional integration. The studies should include examination of all of Sound Transit's HCT modal options, as well as potential connections to HCT options already included in the Long-Range Plan. The studies will help narrow the range of alternatives, evaluate potential routes, inform local comprehensive planning, and position the Sound Transit Board to evaluate options for future incremental phases toward completion of the larger regional high-capacity transit system. The analysis should include conceptual-level review of key environmental considerations, ridership forecasting, and engineering, as well as preliminary cost estimates.

- *Issaquah Highlands to Overlake via Sammamish, Redmond: This should include examining HCT modal options to connect Issaquah Highlands to Overlake via Sammamish, Redmond. This should also examine supporting services, including parking and access options within Sammamish, Issaquah, and Redmond. This corridor will be identified for analysis as an HCT corridor study, subject to available funding and Board direction. Sound Transit will coordinate examination of service provision in this corridor with local partners as part of regional integration efforts.*
- *Northern Lake Washington HCT Crossing: This study would examine cross-lake HCT transit options that would be needed when ridership demand exceeds capacity for existing cross-lake transit options or those planned in East Link. This study would examine alternatives including and parallel to State Route 522 and State Route 520, including connections from Sandpoint to Kirkland and Redmond/and or Bellevue.*

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It was moved by Boardmember Moss, seconded by Boardmember Marchione, and carried by unanimous vote that Text Amendment T26 be accepted as an amendment to the Long-Range Plan.

Amendment T15

Amend the Research and Technology section as follows:

Research and Technology Fund

Since we live in an age of continual change, the long-range plan provides flexibility to consider new ideas, services, and technology innovations.

Sound Transit will evaluate and fund innovative ways to provide transit service, reduce dependency on single-occupancy vehicles, improve public transportation's cost-effectiveness, and better respond to customer needs. In particular, Sound Transit will evaluate technological innovations that focus on transit speed, efficiency and reliability, customer service and customer security improvements.

It was moved by Boardmember Butler, seconded by Boardmember O'Brien, and carried by unanimous vote that Amendment T15 be accepted as an amendment to the Long-Range Plan.

Map Amendments

Boardmember Earling requested that Amendment M16 be withdrawn because he felt the study was not needed at this time.

Amendment M2: Amend the Long-Range Plan map to add Corridor No. 2 from Downtown Seattle to West Seattle/Burien as a Light Rail Corridor.

It was moved by Boardmember O'Brien, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M2 be accepted as an amendment to the Long-Range Plan.

Amendment M3: Amend the Long-Range Plan map to add Corridor No. 4 from Everett to North Everett as a Light Rail corridor.

It was moved by Vice Chair Roberts, seconded by Boardmember Lovick, and carried by unanimous vote that Amendment M3 be accepted as an amendment to the Long-Range Plan.

Amendment M4: Amend the Long-Range Plan map to add part of Corridor No. 6 from Downtown Tacoma to Tacoma Mall as a Light Rail corridor and the terminus of the light rail spine.

It was moved by Boardmember Moss, seconded by Boardmember Lovick, and carried by unanimous vote that Amendment M4 be accepted as an amendment to the Long-Range Plan.

Amendment M29: Amend the Long-Range Plan map to add part of Corridor No. 6 from Tacoma Mall to DuPont as a Light Rail corridor.

Amendment M29 was moved by Boardmember Moss and seconded by Boardmember Butler.

It was moved by Boardmember Moss to add "and the terminus of the Light Rail spine" to the end of Map Amendment M29, but the motion failed for lack of a second.

It was carried by unanimous vote that Amendment M29 be accepted as an amendment to the Long-Range Plan as presented.

Amendment M5: Amend the Long-Range Plan map to add Corridor No. 8 and 30 to Downtown Seattle along Madison Street as a High Capacity Transit (HCT) corridor.

Boardmember Earling expressed concern over whether or not the M5 route might be better served by another transit agency. Boardmember O'Brien responded that this route is currently being developed by King County Metro as a Bus Rapid Transit corridor and it may be operated by King County Metro in the long term. Mr. O'Brien spoke in favor of adding the HCT corridor to the Long-Range Plan in case there are unforeseen reasons where operation would shift from King County to Sound Transit.

It was moved by Boardmember O'Brien, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M5 be accepted as an amendment to the Long-Range Plan.

Amendment M7: Amend the Long-Range Plan map to add Corridor No. 10 from State Route 522 to State Route 520, serving the Totem Lake Urban Center and the South Kirkland Park-and-Ride as an HCT Corridor.

It was moved by Boardmember Balducci, seconded by Boardmember Butler, and carried by unanimous vote that Amendment M7 be accepted as an amendment to the Long-Range Plan.

Amendment M8: Amend the Long-Range Plan map to add Corridor No. 13 from Lynnwood to Everett, serving Southwest Everett Industrial Center (Paine Field) as a Light Rail corridor.

It was moved by Vice Chair Roberts, seconded by Boardmember Earling, and carried by unanimous vote that Amendment M8 be adopted be accepted as an amendment to the Long-Range Plan.

Amendment M10: Amend the Long-Range Plan map to add Corridor No. 15 from Downtown Tacoma to Tacoma Community College as a Light Rail corridor.

It was moved by Boardmember Moss, seconded by Boardmember Marchione, and carried by unanimous vote that Amendment M10 be accepted as an amendment to the Long-Range Plan.

Amendment M12: Amend the Long-Range Plan map to add corridor No. 18 from Issaquah to Issaquah Highlands as a Light Rail corridor.

It was moved by Boardmember Butler, seconded by Boardmember Balducci, and carried by unanimous vote that Amendment M12 be accepted as an amendment to the Long-Range Plan.

Amendment M13: Amend the Long-Range Plan map to add Corridor No. 19 and 45 from Puyallup/Sumner to Orting as a High Capacity Transit (HCT) corridor.

It was moved by Boardmember Enslow, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M13 be accepted as an amendment to the Long-Range Plan.

Amendment M15: Amend the Long-Range Plan map to add Corridor No. 22 from Downtown Tacoma to Parkland as a High Capacity Transit (HCT) corridor.

It was moved by Boardmember Enslow, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M15 be accepted as an amendment to the Long-Range Plan.

Amendment M17: Amend the Long-Range Plan map to add Corridor No. 27 to the Puyallup vicinity, notably along Meridian Avenue as a Bus Rapid Transit (BRT) corridor.

It was moved by Boardmember Enslow, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M17 be accepted as an amendment to the Long-Range Plan.

Amendment M26: Amend the Long-Range Plan map to add Corridor No. 40 as a Regional express bus/Bus Rapid Transit (BRT) corridor along 145th Street from Interstate 5 to State Route 522, and part of Corridor 11 from Interstate 5 to State Route 522 as a High Capacity Transit (HCT) corridor.

It was moved by Boardmember O'Brien, seconded by Boardmember Moss, and carried by unanimous vote that Amendment M26 be accepted as an amendment to the Long-Range Plan.

Amendment M28: Amend the Long-Range Plan map to add Corridor No. 42 from Woodinville to Bellevue as a Regional express bus corridor.

It was moved by Boardmember Balducci, seconded by Boardmember Butler, and carried by unanimous vote that Amendment M28 be accepted as an amendment to the Long-Range Plan.

Vice Chair Roberts noted that amending the Long-Range Plan requires a two-thirds majority vote of the Board, which is 12 members. Vice Chair Roberts called for a roll-call vote.

Ayes

Nays

Claudia Balducci	Mary Moss
Fred Butler	Mike O'Brien
Dave Earling	Lynn Peterson
Dave Enslow	Larry Phillips
John Lovick	Paul Roberts
John Marchione	Marilyn Strickland

It was carried by the unanimous vote of 12 Boardmembers that Resolution No. R2014-31 be adopted as amended.

Vice Chair Roberts noted that the Board adopted the State Legislative Agenda at the November meeting and there is progress with efforts to seek new revenue authority. Bills sponsored by Senator Marko Liias and Representative Jake Fey have been drafted and the state team has been talking with legislators and securing co-sponsors. All indications show a lot of interest in Sound Transit and that ST3 authority will be part of a statewide transportation package – the Governor included Sound Transit in his proposal Tuesday.

Vice Chair Roberts encouraged the Board to be very engaged in delivering the message to the State Legislature about the need to continue the momentum.

Resolution No. R2014-32: Adopting the 2015 Service Implementation Plan, authorizing the chief executive officer to implement recommended service changes in 2015.

Resolution No. R2014-32 was moved by Boardmember Peterson and seconded by Boardmember Butler.

Vice Chair Roberts reported that the committee reviewed the 2015 Service Implementation Plan at prior meetings.

Adopting the Service Implementation Plan requires a two-thirds majority vote of the Board, which is 12 members. Vice Chair Roberts called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
John Lovick
John Marchione

Nays

Mary Moss
Mike O'Brien
Lynn Peterson
Larry Phillips
Paul Roberts
Marilyn Strickland

It was carried by the unanimous vote of 12 Boardmembers that Resolution No. R2014-32 be adopted as presented.

Resolution No. R2014-36: Adopting an annual budget for the period from January 1 through December 31, 2015

Resolution No. R2014-36 was moved by Boardmember Moss and seconded by Boardmember Butler.

Vice Chair Roberts commented that the budget was presented to the full Board as well as thoroughly reviewed by the Capital and Operations and Administration Committees. The Executive Committee reviewed the finance plan in November. Vice Chair Roberts noted that Boardmember Joe McDermott who is not in attendance provided a letter which can be found in the Boardmember packets. Mr. McDermott would like to direct Sound Transit staff to continue to work with Tukwila staff in developing an action plan to develop safety and security at the station. Mr. McDermott requests that staff give an update in progress at the March 2015 Operations and Administration Committee Meeting.

Vice Chair Roberts notes that with no objection, this request will become part of the record of this motion.

Vice Chair Roberts noted that adopting the annual budget requires a two-thirds majority vote of the Board, which is 12 members. Vice Chair Roberts called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
John Lovick
John Marchione

Nays

Mary Moss
Mike O'Brien
Lynn Peterson
Larry Phillips
Paul Roberts
Marilyn Strickland

It was carried by the unanimous vote of 12 Boardmembers that Resolution No. R2014-36 be adopted as presented.

Resolution No. R2014-34: (1) Amending the University Link Adopted 2014 Annual Budget from \$146,865,783 to \$208,689,716 and (2) Amending the Northgate Link Extension Adopted 2014 Annual Budget from \$138,638,600 to \$267,769,271.

Resolution No. R2014-34 was moved by Boardmember Butler and seconded by Boardmember Lovick.

Vice Chair Roberts noted that amending the 2014 Annual Budget requires a two-thirds majority vote of the Board, which is 12 members. Vice Chair Roberts called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
John Lovick
John Marchione

Nays

Mary Moss
Mike O'Brien
Lynn Peterson
Larry Phillips
Paul Roberts
Marilyn Strickland

It was carried by the unanimous vote of 12 Boardmembers that Resolution No. R2014-34 be adopted as presented.

Resolution No. R2014-33: Amending the Adopted 2014 Budget in the amount of \$3,089,925 to pay the City of Seattle for operations and maintenance of the First Hill Streetcar Connector, per the terms of the Funding and Cooperative Agreement with the City of Seattle for the Implementation of the First Hill Streetcar Connector Project as amended by the Board through Motion No. M2014-59

Resolution No. R2014-33 was moved by Boardmember O'Brien and seconded by Boardmember Phillips.

Vice Chair Roberts stated that this resolution was referred by the Operations and Administration Committee and is related to a payment required in 2014 not previously budgeted. This amendment will allow Sound Transit to make the first payment in accordance with the schedule in the agreement.

Amending the Adopted 2014 Budget requires a two-thirds majority vote of the Board. Vice Chair Roberts called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
John Lovick
John Marchione

Nays

Mary Moss
Mike O'Brien
Lynn Peterson
Larry Phillips
Paul Roberts
Marilyn Strickland

It was carried by the unanimous vote of 12 Boardmembers that Resolution No. R2014-33 be adopted as presented.

Motion No. M2014-104: Authorizing the chief executive officer to execute an operating agreement with the National Railroad Passenger Corporation to allow inter-city and inter-state passenger service to operate on the Sound Transit Lakeview owned rail corridor between Nisqually and Tacoma

Eric Beckman, Deputy Executive Director, Business and Construction Services provided the staff presentation. This twenty-year operating agreement establishes the rights and responsibilities for the National Railroad Passenger Corporation's (Amtrak) operations on Sound Transit-owned rail line and details the standards to which Sound Transit will maintain the track. The agreement also establishes the financial terms for Amtrak's use of the rail line.

It was moved by Boardmember Peterson, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2014-104 be adopted as presented.

CONSENT AGENDA

Voucher Certification for November 2014

Minutes of the October 23, 2014 Board Meeting

Motion No. M2014-96: Authorizing chief executive officer to extend the existing interagency operations and maintenance agreement regarding Tacoma Dome Station Garage with Pierce Transit through March 31, 2015

Motion No. M2014-101: Authorizing the chief executive officer to execute a contract amendment with Turner Construction Company to increase the contingency for the construction of the Capitol Hill Station within the University Link Project in the amount of \$5,000,000, for a new total authorized contract amount not to exceed \$115,092,790

Motion No. M2014-100: Authorizing the chief executive officer to execute a contract amendment with Parsons Brinckerhoff, Inc. to provide planning services for development of a regional high capacity transit system plan in the amount of \$5,676,607, with a 10% contingency of \$567,661 totaling \$6,244,268, for a new total authorized contract amount not to exceed \$11,007,810

Motion No. M2014-102: Authorizing the chief executive officer to execute a five-year contract with two one-year options to extend with Universal Field Services, Inc. to provide acquisition, relocation, property management and other real estate related services for properties acquired or to be acquired for Sound Transit projects in the amount of \$9,600,000, with a 10% contingency of \$960,000, for a total authorized contract amount not to exceed \$10,560,000

Motion No. M2014-103: Authorizing the chief executive officer to execute a five-year contract with two one-year options to extend with HDR Engineering, Inc. to provide acquisition, relocation, property management and other real estate related services for properties acquired or to be acquired for Sound Transit projects in the amount of \$9,600,000, with a 10% contingency of \$960,000 for a total authorized contract amount not to exceed \$10,560,000

Resolution No. R2014-35: Amending Resolution No. R2012-18 to also authorize the chief executive officer to acquire certain real property interests as necessary for the Lynnwood Link Extension project, in addition to the previously authorized Northgate Link Extension

It was moved by Boardmember Marchione, seconded by Boardmember Phillips, and carried by unanimous vote that the Consent Agenda be adopted as presented.

REPORTS TO THE BOARD

Wayfinding and Signage Presentation

Brooke Belman, DECM Chief of Staff and Debora Ashland, Director of Architecture and Art delivered the report. Wayfinding involves the entire journey and helps customers navigate their way through the entire system. After extensive research, Sound Transit will begin implementation of a 2-prong structured plan that includes end-of-the-line destination conventions and color schemas. Public response has been overwhelmingly positive. Design work on the 2016 pictogram project has completed and the signage improvement projects budget is in place. The next stage is getting signs into production. There is no Board action required today.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, January 22, 2015
1:30 p.m. to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:18 p.m.

ATTEST:



Kathryn Flores
Acting Board Administrator



Dow Constantine
Board Chair

APPROVED on March 26, 2015, KWF