

SOUND TRANSIT BOARD MEETING

Summary Minutes

June 25, 2015

CALL TO ORDER

The meeting was called to order at 1:35 p.m. by Vice Chair Marilyn Strickland, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington. She announced that Chair Dow Constantine would be arriving soon.

ROLL CALL

Chair

(P) Dow Constantine, King County Executive

Vice Chairs

(P) Paul Roberts, Everett Councilmember

(P) Marilyn Strickland, City of Tacoma Mayor

Boardmembers

(P) Claudia Balducci, City of Bellevue Mayor

(P) Fred Butler, City of Issaquah Mayor

(A) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(P) John Lovick, Snohomish County Executive

(A) John Marchione, City of Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Joe McDermott, King County Council Vice Chair

(A) Mary Moss, Lakewood Councilmember

(A) Ed Murray, City of Seattle Mayor

(P) Mike O'Brien, Seattle Councilmember

(P) Lynn Peterson, WSDOT Secretary

(P) Larry Phillips, King County Council Chair

(P) Dave Upthegrove, King County Councilmember

(P) Peter von Reichbauer, King County

Councilmember

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

Boardmembers' Requests to Participate via Teleconference

Boardmembers Paul Roberts and Joe McDermott asked to participate in the meeting by phone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Boardmember Balducci, seconded by Boardmember Butler, and carried by unanimous vote that Boardmembers Roberts and McDermott be allowed to participate in the Board meeting by telephone.

REPORT OF THE CHAIR

Agenda Overview

Vice Chair Strickland stated that there was a full agenda including some discussion items and one supermajority action. The agenda will be adjusted as needed for take action on the item requiring a supermajority.

She noted that there are two action items related to the Federal Way Link Extension on the agenda. One is an action to identify a preferred alternative and the other is a contract amendment for further environmental and engineering work. Vice Chair Strickland asked that the Board move both of the actions to the July Board meeting to allow additional time to understand the issues surrounding decision points in the corridor. There were no objections and Vice Chair Strickland advised that public comment on these two items would be taken at the July meeting.

Olympia Update

The second special session ends on Saturday and Sound Transit remains optimistic that the legislature will act on a transportation package and ST3 authority. The agency continues to advocate for the full \$15 billion in new revenue tools requested.

Public Involvement Campaign for ST3 Ballot Measure

A public involvement campaign for the new Sound Transit 3 (ST3) ballot measure is underway. A dedicated website for ST3 was launched on June 4, 2015, which discusses transit projects, shows the draft priority project list and map, offers an online survey, and suggests ways to join the conversation through social media.

Public meetings have been held in Seattle, Everett, Redmond, and Tacoma. The final public meeting will be held at 5:30 this evening in Federal Way. Public comments on the priority project list and map are being accepted through July 8, 2015.

CEO Search Committee

The first meeting of the CEO Search Committee took place June 24, 2015. Chair Constantine is serving as chair of the committee, and the other members are Fred Butler, Dave Earling, Joe McDermott, Ed Murray, Marilyn Strickland, and Joni Earl.

The committee discussed the qualities and skills needed in the new CEO, what projects and challenges they will need to focus on, and the recruitment timeline and outreach strategy. Karras Consulting is the search firm that was selected to work with the committee. They will be working with Boardmembers and stakeholders in the coming month.

U.S. Open

Boardmember Strickland congratulated Boardmember Pat McCarthy and the other Pierce County Boardmembers on the successful delivery of the U.S. Open.

CHIEF EXECUTIVE OFFICER'S REPORT

APTA Rail Conference

Acting CEO, Mike Harbour, stated that he attended the APTA Rail conference held in Salt Lake City, Utah, where he participated in a CEO panel. There were a number of Sound Transit staff on various panels during the conference. The emphasis this year was on safety and discussion included positive train control, the recent Amtrak accident, and the tunnel fire in Washington, D.C.

Seattle Pride Parade

Sound Transit will be participating in Seattle's 41st annual Pride Parade on Sunday, June 28, 2015. Seventy-eight marchers have volunteered including Boardmembers Claudia Balducci and Mike O'Brien. Sound Transit's goal is to highlight the opening of new stations and service in 2016 and show support for an inclusive community.

2016 Agency Scorecard Objectives

The draft 2016 Agency Scorecard is complete. The scorecard is part of the agency's Performance Management System with direct links to budget planning, department and division work, and individual performance. The 2016 objectives are:

- Objective 1: Successfully deliver voter approved capital projects
- Objective 2: Increase ridership and deliver a safe, high quality customer experience

- Objective 3: Maintain and enhance effective business practices and improve financial and environmental sustainability
- Objective 4: Enhance talent management and organizational vibrancy
- Objective 5: Plan for system expansion
- Objective 6: Open University Link and S. 200th Link extensions for passenger service

Tacoma Link Environmental Process

Sound Transit and the Federal Transit Administration (FTA), in coordination with the City of Tacoma, have completed the environmental review for the Tacoma Link Expansion project. The environmental review indicates that no significant impacts are anticipated. With the analysis complete, it is now available for review by the public, agencies, and stakeholders. The Environmental Evaluation document and supporting technical reports approved by FTA are available on the Sound Transit website.

Based on the environmental review, Sound Transit can issue a Determination of Nonsignificance (DNS) under SEPA (State Environmental Policy Act) next month and kick off a comment period in July. Comments received during the July comment period will be summarized and provided to the Tacoma City Council and the Sound Transit Board of Directors. An open house on the Tacoma Link Expansion project is planned for July 15, 2015 from 4:30 p.m. to 7:00 p.m. at the Evergreen State College-Tacoma Campus.

New Board Coordinators

We have two new Board Coordinators who will be working with Boardmembers. Linda Markey is a new employee who comes to Sound Transit by way of Austin, Texas, where she worked at the Texas Department of Information Resources and in the technology and telecommunications field. Jane Emerson is returning to Board Administration after seven years in the Budget division of Sound Transit's Finance and Information Technology department.

REPORTS TO THE BOARD

Northgate Link Extension Briefing

Don Davis, Executive Project Director for the Northgate Link Extension, and Ron Endlich, Deputy Project Director, provided the briefing. Mr. Davis stated that the Northgate Link Extension is 4.3 miles with 3.4 miles of the extension tunneled with two underground stations. Just south of the Northgate, the line transitions above ground with an elevated station and parking garage. The project was baselined two years ago with a \$2.1 million budget; no variances are projected to the baseline. Construction is scheduled to complete in January 2021.

The Implementation Plan includes four demolition and utility relocation contracts, one tunneling and station excavation contract, three station finishes contracts, and two contracts for track and systems. For the past year, the main work on the project has been the excavation for the station boxes and mining of the tunnels.

The Maple Leaf portal is the site of the staging for the tunneling contract. All spoils for the tunnel have been taken out of this portal and the hauling has been done at night. Rubber tire vehicles have been used to reduce noise and vibration when bringing in the tunnel segments. The excavation for the U District Station is nearly complete. The construction of the Roosevelt Station had some challenges early on due to the amount of construction close to the neighbors.

Mr. Endlich summarized the work being done in the Northgate area. Construction of the Northgate Station will begin early 2016. Staff is working on design coordination with the City of Seattle's Northgate pedestrian/bike bridge project team. The city is also developing a 1st Avenue NE cycle track. Both of these projects are adjacent to the Northgate Station construction. A draft term sheet is being reviewed with the city to accommodate future funding from Sound Transit for the pedestrian bridge and other access improvements.

Sound Transit is working with King County Metro (KCM) on improvements in the Northgate area. An agreement is being negotiated to capture the improvements, which includes Sound Transit potentially constructing KCM's

bus layover facility. There are various design, traffic, and parking replacement issues along 1st Avenue NE that are being discussed with the City of Seattle, KCM, and WSDOT.

The project is close to being able to start construction early next year. Some final permits need City approval to allow the work to move forward.

(Chair Constantine arrived at this time).

Mid-Day Bus Storage

Jason Suzaka, Project Manager, gave a Gate 7, Transition to Operations, report on the Mid-Day Bus Storage project. The project has been completed and staff is in the process of transitioning the project to Operations. There are a number of buses that carry commuters between Pierce County and Seattle and park at the Link Operations and Maintenance Facility (OMF) during the mid-day. By parking the buses at the OMF, they do not have to travel back to Pierce County after the morning commute and then back to Seattle to begin the afternoon commute. This practice saves Sound Transit between \$300 - \$500 thousand a year in mileage and maintenance costs. The Mid-Day Bus Project was created because the OMF needs the space currently used by buses for Link light rail extension testing.

The Mid-Day Bus Storage site is across the street from the OMF on Airport Way and S. Stevens Street. The construction work included grating, concrete paving, striping, fencing, landscaping, and construction of a retaining wall to protect the Link light rail backup generator to the Beacon Hill Tunnel as well as some improvements on So. Stevens Street. Construction began in January and completed in May 2015. There are over \$700,000 in project savings. The buses began using the lot on June 1, 2015.

PUBLIC COMMENT

Queen Pearl
Alex Zimmerman, StandUp America

CONSENT AGENDA:

Voucher Certification for April 2015

Voucher Certification for May 2015

Minutes of the May 28, 2015 Board Meeting

Motion No. M2015-49: Ratifying expenditures made under the Tacoma Dome Station Operations and Maintenance Agreement through the agreement's expiration in March 2015 in the amount of \$1,041,773, for a new total authorized agreement amount not to exceed \$3,825,794.

Motion No. M2015-55: Authorizing the chief executive officer to execute an agreement with Pierce Transit to provide ST Express bus operations and maintenance services for the period of July 1, 2015, through December 31, 2017, with two additional one-year options to extend.

Motion No. M2015-53: Authorizing the chief executive officer to execute an agreement with Community Transit to provide ST Express bus operations and maintenance services for the period of July 1, 2015, through December 31, 2017, with two additional one-year options to extend.

It was moved by Boardmember Phillips, seconded by Vice Chair Strickland, and carried by unanimous vote that the consent agenda be approved as presented.

BUSINESS ITEMS

Chair Constantine stated that the two actions related to the Federal Way Link Extension would not be considered for action at today's Board meeting. He asked for a presentation on the Federal Way Link Extension, followed by a report on the Capital Committee discussion and comments from stakeholders.

Don Billen, HCT Project Development Director, and Cathal Ridge, Light Rail Development Manager, gave a presentation on the Federal Way Link Extension project.

Mr. Billen stated that the presentation would recap the findings from the Draft EIS on the Federal Way Link Extension and summarize the public feedback that was received. The choice in this corridor is basically between the SR99 and I-5 alignment. However, there are some significant nuances within that choice. In particular, in the Kent/Des Moines and Federal Way Transit Center areas, the station location is largely independent of the alignment selection.

Mr. Ridge gave an overview of the project area. The project extends from the Angle Lake station, which is scheduled to open in 2016, down to the Federal Way Transit Center. The alignment is about eight miles in length and alignments along I-5 and SR99 have been studied. Station areas were identified previously in the areas of Kent/Des Moines, S. 272nd, and the Federal Way Transit Center. Staff has also looked at potential stations at 216th and 260th on SR99. The ST2 plan had approved construction down to 272nd; current financial capacity only allows an extension to the Kent/Des Moines area. The Draft EIS was published on April 10, 2015, and the comment period ended on May 26, 2015. The next step is for the Board to identify a preferred alternative to review in the Final EIS. This identification is not a final decision on the project to be built. The Final EIS should be posted the middle of 2016; the Board will make its final decision on the project to be built late 2016.

Mr. Ridge reviewed four basic alternatives:

1. SR99 is generally in the median of SR99 with various station options along the way.
2. I-5 alternative is largely along west side of I-5. There are options to swing into SR99 and the Kent/Des Moines area.
3. Start on SR99 and move over the I-5 in the Kent/Des Moines area.
4. Start on I-5 and move over to SR99 in the Kent/Des Moines area.

During the comment period, Sound Transit sent out 26,000 mailers to people within one-half mile of the project area. In addition, outreach included 11 community briefings, 2 public hearings, 9 council briefings, and 10 corridor tours with elected officials. There were 620 comments from the public and over 16,000 visits to the website. Those who supported the SR99 alternative generally expressed interest in access to community centers, transit-oriented development, reduced residential impacts, walkable neighborhoods, and the addition of more stations. Those who supported I-5 generally expressed interest in reduced costs and commercial impacts, limited impacts to recent improvements along SR99, reduced noise and visual impacts, and fewer construction impacts.

The I-5 alternative is supported by the City of Kent (with a station on the west side of 30th), the City of Federal Way (with a station close to Highline College and one near the Federal Way Transit Center), the City of SeaTac; the City of Des Moines, and the Federal Way Public Schools.

The SR99 alternative is supported by Transportation Choices and Futurewise (with additional stations along SR99). Highline College supports a station on the west side of SR99 in the Kent/Des Moines area as well as an SR99 alignment south of the Kent/Des Moines area to Federal Way.

Boardmember Butler recapped the Capital Committee's discussion on the Federal Way Link Extension in June. The Committee received a presentation on the various alternatives and station options and on the extensive outreach that has taken place to date. Committee members discussed the tradeoffs between the alternatives in terms of displacements, ridership and costs, and the nuances of station placement as it relates to proximity to key activity centers, potential transit-oriented development and long-term land use plans along the corridor. At that meeting, the committee unanimously agreed to forward the two Federal Way Link Extension actions to the Board with no specific preferred alternative identified in order to allow additional time for discussions and continued outreach.

Chair Constantine called on stakeholders organized into panels to provide insight into how the potential project alignments would impact different locations and populations. The first panel spoke to some of the environmental and land use issues. The speakers were Bryce Yadon, State Policy Director, Futurewise; Abdul Aziz Bah, Highline College Student; Ruth Krizan, Highline College Student; and Rich Stolz, Executive Director, OneAmerica. The panel spoke to their desire to have the SR99 alignment to provide increased economic development around transit centered communities.

The next panel represented Highline College and the Federal Way School District. The speakers were Highline College President Jack Bermingham; Highline College Trustee Sili Savusa; Federal Way School Deputy Superintendent Mark Davidson, and Jason Nelson. The Highline College speakers advocated for the station location on the west side of SR99 to serve Highline College. The Federal Way School District speakers expressed their support of the I-5 alignment with a station closer to Highline College than the I-5 station.

The last panel was made up of representative from jurisdictions. The speakers were SeaTac Deputy Mayor Tony Anderson, Federal Way Mayor Ferrell, Des Moines Mayor Kaplan, and Kent Economic and Community Development Director Ben Wolters. The Cities of SeaTac, Des Moines, Kent, and Federal Way support the I-5 alignment for the Federal Way Link Extension. They stated that this alignment meets current and future needs. In addition, this alignment will minimize impacts to SR99 businesses.

Chair Constantine asked that the Board consider action on Resolution No. R2015-06, which requires a supermajority vote. Following the action, the Board would continue discussion on the Federal Way Link Extension.

Resolution No. R2015-06: Amends the Adopted 2015 Budget to create the Light Rail Vehicle Wash Heater System Project by (1) establishing a Project Lifetime Budget in the amount of \$300,000 and (2) establishing a 2015 Annual Project Budget of \$300,000.

Resolution No. R2015-06 was moved by Boardmember Enslow and seconded by Vice Chair Strickland.

Boardmember Enslow provided comments on the resolution that was forwarded by the Operations and Administration Committee. The resolution would establish the 2015 lifetime and annual budget for the Light Rail Vehicle Heating System to improve the existing wash bay located at Sound Transit's Operations and Maintenance Facility. The wash bay heater system will ensure the wash bay is operational during winter months, prevent pipes from freezing and breaking, and eliminate the possibility of unsafe working conditions for staff. The budget amendment will cover engineering, design, and construction for the project. If approved, the work would be completed before the winter season.

Chair Constantine called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Enslow
John Lovick
Pat McCarthy
Joe McDermott
Mike O'Brien

Nays

Lynn Peterson
Larry Phillips
Paul Roberts
Dave Upthegrove
Pete von Reichbauer
Dow Constantine

It was carried by the unanimous vote of 13 Boardmembers that Resolution No. R2015-06 be adopted as presented.

Chair Constantine resumed discussion on the Federal Way Link Extension. He asked staff to engage with the stakeholders who spoke and report at the July Board meeting about how TOD at S. 272nd could be supported if an I-5 alignment is identified as preferred.

Boardmembers discussed benefits and tradeoffs with various alignments and station locations; including differences in TOD potential, costs, and land use. Boardmembers noted that there are increased costs associated with some of the potential alternatives, and that the primary differences between the SR99 and I-5 corridors are related to land potential for TOD and displacements for business or residential areas. Boardmembers thanked the elected officials from the jurisdictions and recognized the amount of work that went into their consensus for the I-5 alternative. Boardmembers asked staff to continue to analyze a range of options, including design elements looking at the area between 30th and Highline College.

Chair Constantine concluded the discussion by asking staff to engage the stakeholders and report to the Board about how we might best support TOD wherever we have opportunities. It would be helpful to the Board in being able to weigh the tradeoffs and opportunities.

Motion No. M2015-58: Adopting the permanent station names for East Link Extension.

Fred Butler, Capital Committee Chair, spoke to the item forwarded by the Capital Committee. The action adopts the permanent station names for East Link Extension. The Capital Committee amended the action to modify two of the station names to begin with the name of the neighborhood, followed by the street reference for both the Spring District/120th and Bel-Red/130th stations.

The proposed names meet the naming criteria established by the Board in the Facility and Link System Naming Policy and are based on public feedback and extensive consultation with the local jurisdictions of Seattle, Mercer Island, Bellevue, and Redmond.

It was moved by Boardmember Butler, seconded by Boardmember Enslow, and carried by unanimous vote that Motion No. M2015-58 be approved as presented.

Boardmember Balducci stated there are some remaining challenges with Mercer Island that she would suggest the Board take an active role trying to overcome. These include Mercer Island's need for parking and access for island residents to the future light rail system. There are also some concerns about the bus intercept concept that would enable people to transfer from buses coming from the east into Mercer Island to light rail at Mercer Island. She noted that she plans to bring a motion to the Board in July to direct staff to work with Mercer Island to better define the issues and the process for dealing with them.

Resolution No. R2015-12: Authorizes the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Point Defiance Bypass Project.

Fred Butler, Capital Committee Chair, spoke to the item since it was forwarded by the Capital Committee. This action authorizes the partial acquisition of one property for a temporary construction and demolition easement needed to construct the Point Defiance Bypass project.

It was moved by Boardmember Butler, seconded by Boardmember Enslow, and carried by unanimous vote that Resolution No. R2015-12 be approved as presented.

Motion No. M2015-60: Authorizes the chief executive officer to extend the ST Express Bus Service Agreement with King County through December 31, 2015.

David Turissini, Bus Operations Manager, and David Huffaker, Operations Business Manager, gave a presentation to the Board. The action will extend the ST Express Bus Service Agreement with King County through December 31, 2015.

It was moved by Vice Chair Strickland, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2015-60 be approved as presented.

EXECUTIVE SESSION

At 3:55 p.m., Chair Constantine announced that the Board would convene an executive session that would last 10 minutes. Desmond Brown, General Counsel, announced that the executive session is authorized under RCW 42.30.110, subsection (1) (i). Chair Constantine noted that the Board would not take action following the executive session.

Chair Constantine reconvened the meeting at 4:03 p.m.

OTHER BUSINESS

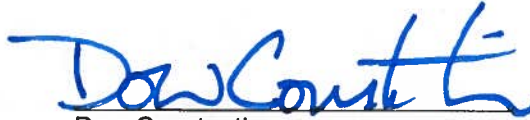
None

NEXT MEETING

Thursday, July 23, 2015
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:04 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on July 23, 2015, JE