

## SOUND TRANSIT BOARD MEETING

**Summary Minutes****July 28, 2016**

## CALL TO ORDER

The meeting was called to order at 1:33 p.m. by Boardmember Pat McCarthy, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

## ROLL CALL

Chair

(A) *Dow Constantine, King County Executive*

Vice Chairs

(P) *Paul Roberts, Everett Councilmember*

(A) *Marilyn Strickland, City of Tacoma Mayor*

Boardmembers

(P) *Nancy Backus, City of Auburn Mayor*

(P) *Claudia Balducci, King County Councilmember*

(P) *Fred Butler, City of Issaquah Mayor*

(P) *Dave Earling, City of Edmonds Mayor*

(P) *David Enslow, City of Sumner Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(P) *John Marchione, City of Redmond Mayor*

(P) *Pat McCarthy, Pierce County Executive*

(P) *Joe McDermott, King County Council Chair*

(P) *Mary Moss, Lakewood Councilmember*

(P) *Ed Murray, City of Seattle Mayor*

(A) *Roger Millar, WSDOT Acting Secretary*

(A) *Dave Somers, Snohomish County Executive*

(P) *Dave Upthegrove, King County Councilmember*

(P) *Peter von Reichbauer, King County Councilmember*

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

Boardmember Pat McCarthy informed the Boardmembers that Chair Constantine, Vice Chair Roberts, and Vice Chair Strickland were unable to be present for the meeting. The Board's rules state that in the absence of the chair and vice chairs, a quorum of the Board must select one of the Boardmembers to act as Chair Pro Tem.

**It was moved by Boardmember Marchione, seconded by Boardmember Earling, and carried by unanimous vote that Boardmember McCarthy serve as Board Chair Pro Tem for the meeting.**

## REPORT OF THE CHAIR

Chair Pro Tem McCarthy announced that Vice Chair Roberts 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 Earling, seconded by Boardmember Butler, and carried by unanimous vote that Vice Chair Roberts be allowed to participate in the Board meeting by telephone.**

ORCA Next Generation

Chair Pro Tem McCarthy stated that work is underway among the transit agencies to look at advances to the current ORCA fare payment system. Chair Constantine has appointed Marilyn Strickland and Paul Roberts to serve as Board representatives for the Regional Fare Policy Forum workshops taking place in September, October, and December.

The forums will provide guiding principles for the design of the Next Generation ORCA work that is just getting started and are important for regional transit fare integration. The workshops will include representatives from Sound Transit, King County Metro, Community Transit, Pierce Transit, Everett Transit, and the Washington State Ferries.

## CHIEF EXECUTIVE OFFICER'S REPORT

### South 200th Extension Project

Mr. Rogoff, Chief Executive Officer, announced that the South 200th Extension project is progressing well. The Citizen Oversight Panel toured the station on July 21, 2016, and the local press were invited to tour the facility on July 27, 2016. Testing continues and an opening date will be announced in the near future.

### Light Rail Vehicle Procurement

Mr. Rogoff gave a status report on the procurement for the next generation light rail vehicles for ST2. In November, Sound Transit issued a request for proposal of 122 light rail vehicles with an option to purchase 30 additional vehicles. Three proposals were received and following the completion of the comparative source selection process Siemens Industry, Inc. was determined to be the highest-ranked proposer based on both qualitative factors and cost. A notice of intent to award was issued on July 25, 2016.

### Chief of Staff

The agency has hired Rhonda Carter as the Chief of Staff for Sound Transit. She currently serves as Deputy Chief of Staff at the U.S. Department of Transportation and is a native of Federal Way, WA. Ms. Carter will join Sound Transit on August 15, 2016.

## PUBLIC COMMENT

Alex Tsimerman, Stand Up America  
Edna Shim, Children's Hospital  
Sunshine Monastrial  
Brie Cyncild  
Frank Dennis, Smarter Transit Now  
Will Knedlik  
Catherine Hillenbrand  
Ildefonso Eustaquio  
Hayward Evans  
Bob Armstead, NAMAC  
Eddie Rye, Jr.

## REPORTS TO THE BOARD

### Lynnwood Link Extension Briefing

Rod Kempkes, Executive Project Director, provided an update on the Lynnwood Link Extension project. The project is 8.5 miles going from Northgate to Lynnwood. There are four stations along the alignment. The estimated project cost is \$2.2 billion including vehicles and the project share of the Operations and Maintenance Facility: East.

The Final EIS was published in 2015. In February 2016, the project received a medium-high project rating from the FTA and approval to enter engineering. Final design and preconstruction services will last about three years. The project will be baselined mid-2017 at which time the FFGA (full funding grant agreement) application will be submitted. The project will open for service at the end of 2023.

Top project risks for the Lynnwood Link Extension include construction requirements along I-5 not being finalized, additional local access improvements that may be required, unidentified utility conflicts discovered during construction, and inflation exceeding estimated rates.

## Link Ridership

David Huffaker, Deputy Executive Director Operations and Support Services; Michael Couvrette, Service Planning Manager; and Paul Denison, Light Rail Operations Director, presented the report on Link ridership since the extension to the University of Washington.

Ridership has exceeded the anticipated ridership levels since the opening of University Link. Average boardings are up 69 percent on weekdays, 66 percent on Saturdays, and 72 percent on Sundays.

The service standards have a planning load factor of 2.0 or 148 passengers per car – 74 seated and 74 standing. This is a typical load factor for light rail agencies. The target maximum load factor is 2.6 or 194 passengers – 74 seated and 120 standing. The crush load would be approximately 252 passengers. Service standards consider adding capacity to a particular trip if the planning load factor of 2.0 is exceeded 60 percent of the time over a period of 30 days or if there are standees for 30 minutes or more. Overall, the current load factor shows the average maximum trip during the afternoon peak is about 1.3; however, there are fluctuations based on special events, downtown activities, and variations in headway performance. During late night events, a gap train is added to the schedule and staged near the stadium station.

The service standard is being met at least 60 percent of the time. Tracking ridership has identified several trips that exceed the 2.4 load factor 40 percent of the time. The two-car trains are averaging a 1.3 load factor; the three-car trains a 1.0 load factor; and if there were only two-car trains running, the load factor would be 1.4. Operating additional three-car trains adds costs for additional parts, traction power, more drivers, and earlier overhaul cycles. A mix of two- and three-car trains will be used as warranted.

## BUSINESS ITEMS

Chair Pro Tem McCarthy stated that at this time the Board would move to the actions requiring a supermajority vote.

Resolution No. R2016-18: (1) Adopting the Operations and Maintenance Satellite Facility baseline scope, schedule and budget by (a) establishing December 2020 as the project completion milestone, (b) establishing a baseline budget of \$449,220,000 for the project, and (c) decreasing the Adopted 2016 Annual Budget from \$49,853,439 to \$26,052,866; (2) approving passage through Gates 5 and 6 within Sound Transit's Phase Gate Process; (3) approving Link Operations & Maintenance Facility: East as the facility name.

**Resolution No. R2016-18 was moved by Boardmember Butler and seconded by Boardmember Balducci.**

Boardmember Butler reported that the Capital Committee discussed the action at its July 14, 2016, meeting. He asked Miles Haupt, Executive Project Director, and Sloan Dawson, Senior TOD Specialist, to review the actions for Resolution No. R2016-18 and the accompanying Motion No. M2016-73.

Mr. Haupt and Mr. Dawson stated that the resolution would adopt the Operations and Maintenance Satellite Facility (OMSF) baseline scope, schedule, and budget to design and construct the OMSF in support of the Link system expansion. The action approves passage through Gate 5 and 6 as part of the agency's Phase Gate process and approves Link Operations and Maintenance Facility: East as the facility name.

The baseline budget of \$449.2M (YOES) will provide agency administration, design, acquisition of right-of-way, construction, construction services, memorandum of understanding (MOU) requirements, and third-party activities. The procurement strategy for the project is Design-Build, which includes both the design and the construction of the facility.

Sound Transit and the City of Bellevue entered into the Amended and Restated Umbrella MOU for the East Link Project in May 2015. The MOU included a goal of enabling potential development of transit-oriented development (TOD) on property required for construction of the OMSF. In October 2015, the Board selected the project to be built with a heavy emphasis on enabling TOD opportunities. Staff worked collaboratively with the City and an OMSF stakeholder accountability group in the early planning efforts of the site.

Chair Pro Tem McCarthy noted that the action requires a 2/3 majority vote of the Board, which is 12 members. She called for a roll call vote.

**Ayes**

Nancy Backus  
Claudia Balducci  
Fred Butler  
Dave Earling  
Dave Enslow  
Rob Johnson

**Nays**

John Marchione  
Pat McCarthy  
Joe McDermott  
Mary Moss  
Paul Roberts  
Dave Upthegrove

**It was carried by the unanimous vote of 12 Boardmembers present that Resolution No. R2016-18 be approved as presented.**

Motion No. M2016-73: Authorizing the chief executive officer to execute an Implementation Agreement with the City of Bellevue regarding the Link Operations and Maintenance Satellite Facility.

**It was moved by Boardmember Butler, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-73 be approved as presented.**

Resolution No. R2016-19: Amending the Point Defiance Bypass baseline budget by (a) reducing the Adopted 2016 Project Budget by \$44,330,000 from \$128,000,000 to \$83,670,000, and (b) reducing the Adopted 2016 Annual Budget by \$2,902,275 from \$52,482,000 to \$49,579,725.

**Resolution No. R2016-19 was moved by Boardmember Butler and seconded by Boardmember Johnson.**

Boardmember Butler reported on the Capital Committee’s discussion on the resolution. The action adopts a revised baseline budget for the Point Defiance Bypass project (PDB) to reflect the reduced bid amount for the PDB Track & Signal construction contract and to reflect the authorized amount in the amended Construction and Maintenance Agreement with the Washington State Department of Transportation (WSDOT). The amended Construction and Maintenance Agreement was approved by the Board on June 23, 2016, through Motion No. M2016-50. This work is a critical part of the infrastructure to the high-speed rail Pt. Defiance Bypass program.

Chair Pro Tem McCarthy noted that amending the baseline budget requires a 2/3 majority vote of the Board, which is 12 members. She called for a roll call vote.

**Ayes**

Nancy Backus  
Claudia Balducci  
Fred Butler  
Dave Earling  
Dave Enslow  
Rob Johnson

**Nays**

John Marchione  
Pat McCarthy  
Joe McDermott  
Mary Moss  
Paul Roberts  
Dave Upthegrove

**It was carried by the unanimous vote of 12 Boardmembers present that Resolution No. R2016-19 be approved as presented.**

Resolution No. R2016-20: Amending the Point Defiance Bypass baseline budget by (a) reducing the Adopted 2016 Project Budget by \$44,330,000 from \$128,000,000 to \$83,670,000, and (b) reducing the Adopted 2016 Annual Budget by \$2,902,275 from \$52,482,000 to \$49,579,725.

**Resolution No. R2016-20 was moved by Boardmember Butler and seconded by Boardmember Johnson.**

Boardmember Butler reported on the Capital Committee’s discussion on the action. The action adopts a revised baseline budget for the Tacoma Trestle Track & Signal project to reflect WSDOT-funded elements being incorporated in this project by change order and increased administrative costs for Sound Transit to deliver all WSDOT-funded elements.

The action modifies phase level budgets of the Sound Transit funded work to fund additional Federal Transit Administration and Federal Railroad Administration requirements such as archaeological monitoring and adjustment of platform height. The project completion milestone of May 2018 is unchanged.

Chair Pro Tem McCarthy noted that amending the budget requires a 2/3 majority vote of the Board, which is 12 members. She called for a roll call vote.

**Ayes**

Nancy Backus  
Claudia Balducci  
Fred Butler  
Dave Earling  
Dave Enslow  
Rob Johnson

**Nays**

John Marchione  
Pat McCarthy  
Joe McDermott  
Mary Moss  
Paul Roberts  
Dave Uptegrove

**It was carried by the unanimous vote of 12 Boardmembers present that Resolution No. R2016-20 be approved as presented.**

CONSENT AGENDA

Minutes of the June 23, 2016, Board Meeting.

Voucher Certification for June 2016.

Motion No. M2016-74: Authorizing the chief executive officer to execute a Task Order under the Umbrella Agreement GCA 3361 with the Washington State Department of Transportation to provide construction administration and construction services for the East Link Extension right-of-ways within I-90 and I-405 in the amount of \$5,145,148, with a 10% contingency of \$514,514, for a total authorized amount not to exceed \$5,659,623.

Motion No. M2016-75: Authorizing the chief executive officer to execute an amendment to the Construction Services Agreement between Sound Transit and the City of Seattle to provide construction assistance and construction services for the East Link Extension in the amount of \$3,011,394, with a 10% contingency of \$301,139 totaling \$3,312,533, for a new total authorized amount not to exceed \$22,817,059.

Motion No. M2016-76: Authorizing the chief executive officer to increase the contingency for the construction services contract with Flatiron West, Inc. for the Tacoma Trestle Track & Signal Project in the amount of \$22,855,250, for a total authorized contract amount not to exceed \$86,118,208.

Motion No. M2016-77: Authorizing the chief executive officer to execute a contract with HDR Engineering, Inc. to provide civil and systems final design services for the Tacoma Link Expansion in the amount of \$7,593,758, with a 5% contingency of \$379,688, for a total authorized contract amount not to exceed \$7,973,446.

Motion No. M2016-78: Authorizing the chief executive officer to execute a contract with Stacy and Witbeck, Inc. to provide trackwork elements for the Northgate Link Extension in the amount of \$71,455,950, with a 15% contingency of \$10,718,393, for a total authorized contract amount not to exceed \$82,174,343.

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

BUSINESS ITEMS (CONTINUED)

Motion No. M2016-79: Appointing committees to prepare arguments for approval and rejection of the Sound Transit proposition to be submitted to the voters at the general election to be held within the Sound Transit district on November 8, 2016.

**Motion No. M2016-79 was moved by Boardmember Butler and seconded by Boardmember Earling.**

Mr. Rogoff stated that at the June 23, 2016, Board meeting, the Board acted to adopt the ST3 Plan and to submit it to the voters in November in the general election. Under state law, the Sound Transit Board is authorized to appoint pro and con committees to prepare statements to be included in the voter pamphlet for the November ballot.

Under the law, the Board should appoint persons known to favor the measure to serve on the committee for approval, and whenever possible, to appoint persons known to oppose the measure to serve on the committee for rejection. Each committee can have no more than three members; however, state law allows a committee to seek the advice of any person or persons. Boardmembers were provided with a list of individuals who have expressed interest in representing the pro and con committees for each county.

Boardmember Butler stated that the Board Chair and Vice Chairs worked with Boardmembers to identify persons who should serve on the pro and con committees in each county. He offered a substitute motion that includes the individuals who should be appointed to the pro and con committees in Pierce, King, and Snohomish Counties.

Boardmember Upthegrove questioned the inclusion of Mr. Tim Eyman on the Con Committees.

**It was moved by Boardmember Earling and seconded by Boardmember Butler to amend the motion by Substitute Motion No. M2016-79 listing the individuals to be appointed to the pro and con committees in Pierce, King, and Snohomish Counties. The motion to amend Motion No. M2016-79 carried by majority vote, with Boardmember Upthegrove voting in the minority.**

**The motion to approve Motion No. M2016-79 as amended carried by majority vote. Boardmember Upthegrove voted in the minority.**

Boardmember Marchione stated that the Operations and Administration Committee did not meet on July 7, 2016. Since five of the items on that meeting's agenda are time sensitive, as vice chair of the Operations and Administration Committee, he asked that those items come directly to the Board for action.

Motion No. M2016-55: Authorizing the chief executive officer to execute a contract with Ameresco Quantum, LLC to provide design and construction services for the Puyallup Station, Sumner Station, and Kent Station Platform Lighting Upgrade projects for a total authorized contract amount not to exceed \$548,000.

David Huffaker, Deputy Executive Director, stated that the action would authorize lighting updates at the stations. It is estimated that the updates will provide 25 to 35 percent in savings on utility and maintenance per year. Sound Transit will also receive a one-time utility incentive of \$67,000 from Puget Sound Energy.

**It was moved by Boardmember Moss, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2016-55 be approved as presented.**

Motion No. M2016-58: Authorizing the chief executive officer to execute a contract with Graybar Electric Company, Inc. to provide telecommunication products and supplies in the amount of \$274,000.

Jason Weiss, Chief Information Officer, stated that the action would provide telecommunication supplies through the expiration of the current U.S. Communities contract in December 2017. Using the U.S. Communities contract allows Sound Transit to take advantage of a 3- to 60-percent discount off manufacturer list prices afforded by this multi-agency procurement mechanism.

**It was moved by Boardmember Marchione, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2016-58 be approved as presented.**

Motion No. M2016-65: Authorizing the chief executive officer to a five year initial term contract with ten, one year options with Cambridge Systematics, Inc. to provide software development, system integration, and support services for the Open Transit Data program within the Research and Technology Program in the amount of \$2,500,000.

Jason Weiss, Chief Information Officer, stated that the Cambridge Systematics, Inc. would be the primary developer for the backend of the Open Transit Data (OTD) program. Sound Transit's Research and Technology program includes an overarching program to collect, process, and distribute regional transit data. The OTD program expands and automates collection and publication of regional transit data by compiling accurate and reliable data from Sound Transit's partner agencies and internal Sound Transit sources.

**It was moved by Boardmember Marchione, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2016-65 be approved as presented.**

Motion No. M2016-66: Authorizing the chief executive officer to execute a contract with Alexander Dennis Incorporated to manufacture and deliver thirty-two 42-foot double deck diesel buses in the amount of \$31,691,928, with a 5% contingency of \$1,584,596, for a total authorized contract amount not to exceed \$33,276,524.

Dave Turissini, Bus Operations Manager, and Paul Denison, Acting Deputy Executive Director Transportation and Maintenance, presented the report. The action will authorize the purchase of thirty-two, 42-foot double deck buses for Sound Transit routes operated by Community Transit. This is a joint procurement with Kitsap Transit and Community Transit for a combined total of 143 buses.

The purchase will enable the reassignment of thirty-two, 60 foot articulated ST Express buses. Sixteen buses will replace buses that have reached the end of their useful life, and the remaining 16 will be used for the service expansions in 2016 and 2017 on ST Express routes operated by King County. The articulated buses being reassigned to King County are five years old and still have a useful life.

**It was moved by Boardmember Marchione, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2016-66 be approved as presented.**

Motion No. M2016-67: Authorizing the chief executive officer to ratify and extend the term of the License Agreement with Microsoft Corporation for joint use of the flyer stop at the SR 520 NE 40th Street Interchange at the Overlake Transit Center in Redmond.

Nancy Bennett, Property Management Manager, stated that in May 2011 Sound Transit entered into a five-year lease with Microsoft Corporation for the use of the flyer stop at the Overlake Transit Center in Redmond. This action would extend the lease for an additional five-year term. Under the agreement, Microsoft pays for maintenance of the flyer stop.

**It was moved by Boardmember Marchione, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2016-67 be approved as presented.**

Motion No. M2016-80: Authorizing the chief executive officer to execute a lease agreement between America's Credit Union as landlord and Sound Transit as tenant for a period of 120 months, plus two one-year options to extend, for office space located at 401 East 25th Street, Suite E in Tacoma, WA, for a total authorized agreement amount not to exceed \$463,742.

Nancy Bennett, Property Management Manager, presented the report. Sound Transit previously leased office space at Freighthouse Square for security staff, Sounder station agents, Tacoma Link staff, and Tacoma Link operators. The lease was terminated due to WSDOT's Amtrak Cascades construction project.

The Tacoma Link operations require the space be located in close proximity to the Tacoma Link terminus. The office space has never been occupied, has no improvements, and needs to be constructed for occupancy.

**It was moved by Boardmember Johnson, seconded by Boardmember Bakus, and carried by unanimous vote that Motion No. M2016-80 be approved as presented.**

## EXECUTIVE SESSION

At 3:50 p.m., Chair Pro Tem McCarthy announced that the Board would convene an executive session that would last 5 minutes. Desmond Brown, General Counsel, announced that the executive session is authorized under RCW 42.30.110 subsections (1.h.) and (iii) to discuss the disposition of real estate and legal risk to the agency of a Board proposed action. Pro Tem Chair McCarthy noted that the Board would consider further action following the executive session.

At 3:55 p.m., the executive session was extended 5 minutes.

At 4:00 p.m., the executive session was extended 5 minutes.

Pro Tem McCarthy reconvened the meeting at 4:05 p.m.

Motion No. M2016-81: Authorizing the chief executive officer to execute a Disposition and Development Agreement and a Purchase and Sale Agreement with Gerding/Edlen Development Company, LLC, an Oregon limited liability company to sell the parcel referred to as Site B-North, located at 923 East John Street, Seattle, WA for the development of a mixed-use affordable housing project at the Capitol Hill light rail station.

Sarah Lovell, TOD Manager, stated that this is the first of two transactions for transit-oriented development for the Capitol Hill light rail station. This action seeks approval to sell Site B-North to Gerding/Edlen Development Company, LLC, an Oregon limited liability company (GED), for development of affordable housing. GED intends to assign its right to purchase the property to Capitol Hill Housing (CHH). CHH will own and operate the property and GED will act as co-developer. CHH and GED will enter into a co-development agreement that is subject to Sound Transit's approval.

The Site B-North project will deliver between 82-86 apartments that will be available for people or families making at or below 60 percent of the area median income. The distribution of income levels served, ranging from 30 to 60 percent of area median income, will be determined based on the financing offered by the City of Seattle's Office of Housing. The project will also include space for a community center and a daycare center, or the developer may elect to construct those amenities on the adjacent Site B-South. Approximately one quarter of the units will be two and three bedrooms, intended to serve low-income families.

**It was moved by Boardmember Johnson, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2016-81 be approved as presented.**

#### **OTHER BUSINESS**

None


#### **NEXT MEETING**

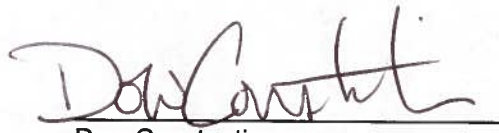
Board Meeting  
Thursday, August 25, 2016  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

#### **ADJOURN**

The meeting adjourned at 4:18 p.m.

ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

  
\_\_\_\_\_  
Dow Constantine  
Board Chair

APPROVED on August 25, 2016, JE