

SOUND TRANSIT BOARD MEETING

Summary Minutes**April 27, 2017**

CALL TO ORDER

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

ROLL CALL

Chair*(P) Dave Somers, Snohomish County Executive*Vice Chairs*(P) John Marchione, City of Redmond Mayor**(P) Marilyn Strickland, City of Tacoma Mayor*Boardmembers*(P) Nancy Backus, City of Auburn Mayor**(A) Claudia Balducci, King County Councilmember**(P) Fred Butler, City of Issaquah Mayor**(A) Dow Constantine, King County Executive**(P) Bruce Dammeier, Pierce County Executive**(P) Dave Earling, City of Edmonds Mayor**(P) Rob Johnson, Seattle Councilmember**(P) Kent Keel, University Place Pro Tem Mayor**(A) Joe McDermott, King County Council Chair**(P) Roger Millar, WSDOT Secretary**(P) Mary Moss, Lakewood Councilmember**(P) Ed Murray, City of Seattle Mayor**(P) Paul Roberts, Everett Councilmember**(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.

REPORT OF THE CHAIR

Boardmember Request to Participate via Teleconference

Chair Somers announced that Boardmember Balducci and Boardmember Dammeier asked to participate in the meeting by phone. The Board's 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 Vice Chair Strickland, seconded by Boardmember Keel, and carried by unanimous vote that Boardmember Balducci and Boardmember Dammeier be allowed to participate in the Board meeting by telephone.

(Boardmember Dammeier joined the meeting via teleconference.)

Mercer Island

Chair Somers updated the Board on discussions with Mercer Island regarding permits for the East Link project on Mercer Island and the I-90 center roadway closure to begin construction.

Last month a motion was approved authorizing three Sound Transit Boardmembers to meet with City of Mercer Island elected officials to discuss and facilitate timely resolution of issues that are within the authority of Sound Transit and the City of Mercer Island to resolve. The issues include bus/rail integration, permitting, dedicated staff funding, coordination with other construction projects, mitigation identified in

the East Link Record of Decision, access issues including bike and pedestrian access, and emergency response training.

Chair Somers and Vice Chairs Strickland and Marchione volunteered to represent the Sound Transit Board. After the first meeting with Mercer Island on April 24, 2017, it was agreed that solutions on all the issues of concern to Mercer Island and Sound Transit could best be accomplished by joining the consultation process being conducted by the Secretary of Transportation.

Chair Somers stated his support of an action that would expand the scope of issues that can be discussed by the group of three Boardmembers. He stated that a motion had been drafted and would be introduced at the end of meeting.

Reordering Agenda

Chair Somers advised the Board that he and some other Boardmembers would need to leave the meeting early. There were no objections to the Chair's proposal to reorder the agenda to hear public comment, and consider Resolution No. R2017-15 and the related Motion No. M2017-50 prior to Reports to the Board since the resolution requires a supermajority vote.

CHIEF EXECUTIVE OFFICER'S REPORT

Olympia Update

Peter Rogoff, Chief Executive Officer, stated that the Legislature adjourned the 2017 regular session on Sunday. A number of proposals were introduced that would impact Sound Transit and its voter-approved revenue sources. Among those was a bill to cut the Motor Vehicle Excise Tax (MVET) collections by more than half and to require Sound Transit move to a valuation based on Kelley Blue Book and a rebate program that would push us to the 2006 MVET valuation schedule. Neither of the bills saw any activity after moving to the other side of the Capital.

Although a Transportation Budget was adopted before the end of the regular session, the two other budgets funded by the State, capital and operating, have not been adopted.

On Monday, Governor Inslee called a special session to negotiate an operating budget for the next two years to fully fund education. In accordance with the resolution adopted by the Board earlier this year, Sound Transit staff is monitoring legislative action and will continue to work with legislators and staff until the Legislature adjourns.

Delay for Scott White/Joni Earl Facility Naming

Last October, the Board approved Motion No. M2016-107 to establish a process to consider inclusion of Scott White and Joni Earl in the naming convention of a station or facility.

The motion stated that staff would return to the Board no later than April 27, 2017, to present recommendations. There were no objections to the CEO's request to bring the action to the May 25, 2017, Board meeting as staff has determined that additional outreach is needed with stakeholders and family members to finalize recommendations.

Update to the Sound Transit Board on Disadvantaged Business Enterprises Program Goal Attainment

Mr. Rogoff mentioned an article that appeared in the Washington Post on April 12, 2017, regarding Disadvantaged Business Enterprises (or DBE) and the records of various transit agencies' performance in meeting DBE stated goals.

Sound Transit's record was misrepresented in the article due to a data entry error in the Federal Transit Administration (FTA) database, which resulted in a publication of an incorrect table. The table showed that Sound Transit had unperformed in meeting its DBE goal. In fact, the agency exceeded its DBE goal for 2016.

Sound Transit met with the FTA to get the numbers in the database corrected. Staff is working with the Washington Post to provide them with the correct information.

On a related matter, Sound Transit continues to wait on a waiver request submitted to the U.S. Department of Transportation for the purposes of excluding non-minority white women from DBE race conscious goal setting. The request was first made in 2013 and was resubmitted April 2014, May 2016, and August 2016. When a new head of the Office of Civil Rights is appointed, Mr. Rogoff will reach out to again make the request.

(Boardmember Nancy Backus arrived at this time.)

PUBLIC COMMENT

Fred Anderson
John Yasutake, Washington State Civil Rights Coalition
Eddie Rye, Jr., Community Coalition for Contracts and Jobs
Bob Armstead, National Association of Minority Contractors
A. J. Honoré
Elton Mason
Matt Puetz
Leonard King, Black Star Mechanical, LLC
Paul W. Locke
Queen Pearl
Lyle Quasim, Tacoma Pierce County Black Collective
Alex Tsimerman, Stand Up America
Will Knedlik
Rev. Carl Livingston

(Boardmember Dave Upthegrove arrived at this time.)

SUPERMAJORITY BUSINESS ITEM AND RELATED MOTION

Resolution No. R2017-15: (1) Amending the ST2 Light Rail Vehicle Fleet Expansion project baseline budget to allow for the procurement of 30 additional light rail vehicles by (a) increasing the baseline budget by \$7,712,000 from \$733,006,000 to \$740,718,000 and (b) increasing the 2017 Annual Budget by \$12,400,000 from \$59,534,335 to \$71,934,335; and (2) adopting Light Rail Vehicle Fleet Expansion as the new project name.

Resolution No. R2017-15 was moved by Boardmember Butler and seconded by Vice Chair Strickland.

Boardmember Butler stated that the Capital Committee received presentations on this action and Motion No. M2017-50 at its April meeting. Resolution No. R2017-15 amends the baseline budget for the ST2 Light Rail Vehicle Fleet Expansion project to allow for the procurement of 30 additional light rail vehicles, and Motion No. M2017-50 is a contract amendment to exercise options to procure the 30 additional light rail vehicles. Boardmember Butler asked staff to provide a presentation on the two actions.

Tracy Reed, Executive Project Director, and Paul Denison, Light Rail Operations Director, briefed the Board on Resolution No. R2017-15 and Motion No. M2017-50. The ST2 Light Rail Vehicle Fleet Expansion project was established by Resolution No. R2015-24 to provide project management, design,

manufacturing, delivery, assembly, inspection, and testing for a procurement of 122 low floor light rail vehicles (LRVs) to meet fleet requirements and support revenue service of the ST2 light rail expansion projects.

This amendment is necessary to procure and deliver 30 additional LRVs to support the Lynnwood Link Extension. The addition of 30 LRVs to the previously baselined quantity of 122 LRVs will bring the total light rail fleet to 214 vehicles. The project completion milestone of September 2024 is unchanged. The resolution also revises the project name to Light Rail Vehicle Fleet Expansion.

The second action, Motion No. M2017-50, will exercise the option with Siemens Industry, Inc. for the additional 30 LRVs in order to secure lower pricing.

Chair Somers noted that Resolution No. R2017-15 requires a 2/3 majority vote of the Board, which is 12 members. He called for a roll call vote.

Ayes

Nancy Backus
Fred Butler
Bruce Dammeier
Dave Earling
Rob Johnson
Kent Keel
John Marchione
Roger Millar

Nays

Mary Moss
Ed Murray
Paul Roberts
Dave Somers
Marilyn Strickland
Dave Upthegrove
Pete von Reichbauer

It was carried by the unanimous vote of 15 Boardmembers present that Resolution No. R2017-15 be approved as presented.

Motion No. M2017-50: Authorizing the chief executive officer to execute a contract amendment with Siemens Industry, Inc. to exercise options for 30 additional Light Rail Vehicles and additional spare parts in the amount of \$124,236,840, with a 6% contingency of \$7,400,000, totaling \$131,636,840, for a new total authorized contract amount not to exceed \$685,491,565.

It was moved by Boardmember Butler, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2017-50 be approved as presented.

REPORT TO THE BOARD

System Expansion Implementation Plan

Peter Rogoff, Chief Executive Officer; Mike Perry, Operations Deputy Executive Director Transportation and Maintenance; Joe Gildner, DECM Deputy Executive Director Project Management; and Don Billen, PEPD Deputy Director-Capital Project Development, gave a presentation on the new System Expansion Implementation Plan for Sound Transit.

Mr. Rogoff stated that the agency had a record-breaking year in 2016 including the opening of three new light rail stations; completing tunneling for three more stations; breaking ground on the longest extension to date; building rail improvements for additional Sounder trains; planning of major projects to break ground in next years; and a ridership surge on all services.

The ST3 plan is the size of the Sound Move and ST2 plans combined. There are four large challenges that require the new implementation plan: (1) the size of the plan, (2) the delivery speed promised to the voters, (3) opportunities for improved efficiency, and (4) the complexity of the program.

Under the plan, Light rail will grow from 22 stations to 80 stations and five times its current length connecting Lynnwood and Everett; Federal Way and Tacoma; Mercer Island, Bellevue, Redmond, south Kirkland and Issaquah; and extending to Seattle neighborhoods of South Lake Union, Ballard,

and West Seattle. Sound Transit will establish bus rapid transit (BRT) that will service communities to the north, east, and south of Lake Washington with frequent and reliable service. Sounder's south line will be expanding from seven-car to ten-car trains to increase passenger capacity by 40 percent and will require station improvements to enable longer trains and to offer more frequent service.

Voters asked for expedited project timelines. Five years have been shaved off the light rail extension from Lynnwood to Everett, four years to Redmond, three years to Tacoma, and three years to Ballard. In order to meet voter commitments for project delivery, many new projects will need to launch this year in all five subareas.

The key strategies to get this accomplished are external collaboration, internal collaboration and realignment, and streamlining project delivery based on lessons learned and input from peers and partners. External collaborations need to be intensified to lessen the amount of time to plan and get a project through the environmental process. Staff will work with stakeholders to establish partnership agreements with defined project milestones and to develop a schedule and permitting dashboard to increase transparency of project work. Internal collaboration and communication will begin by co-locating staff to work together for the entirety of the project. Project teams will be organized within corridor groups to benefit from each other's expertise.

Identifying preferred routes and station locations earlier will streamline project delivery; lessening the number of alternatives studied; including multi-modal access and transit-oriented development in site evaluation; and focusing on customer experience from the earliest phase of the project development.

The plan has been developed through staff workshops that began in 2016. Topics of the workshops included developing stakeholder process, early concurrence for environmental review, property acquisition, streamline permitting, and a Phase Gate Kaizen to reduce delivery times. In September 2016, meetings were held with transit agency peers to solicit their consultation on project delivery methods. An inter-departmental team began working on this plan immediately following passage of ST3 and the plan was sent out in draft form to national transit peers and local transit partners, which resulted in valuable comments.

Mr. Perry stated that to put the plan in place, the first action is to align internal and external resources to support seamless management through all phases of the project. To accomplish this goal, the concept of project teams and corridor teams was created. Project teams will be interdisciplinary and co-located to ensure continuity throughout the life of the project. The team will be staffed with key project disciplines from the start to ensure the project development integrates key components of design, construction, and operations. Each team will develop a project team charter to establish roles, responsibilities, project goals, and team norms with a heavy emphasis on collaboration. The other component of the plan is the creation of geographic corridor teams, which will ensure that project teams are actively engaged and that communications with the stakeholders is coordinated. Corridor teams will also draw on the expertise of staff with broader awareness of project and service delivery when needed and provide a venue to communicate and problem solve across multiple projects.

Mr. Gildner discussed what it will take for a seamless transition to final design and construction. First is early selection of the project delivery method. The agency has built rich case histories concerning delivery methods for all modes of transportation: design-bid-build, design-build, and general contract construction manager. Building on case history and lessons learned will allow the agency to make these selections early in a collaborative effort with our partners to ensure the delivery method chosen fits the objectives of each project in the corridor.

Real property acquisition is a critical path for each delivery method and project to be built. Early identification of the needs for acquisition will be critical and the team needs to focus on looking at this

during the preliminary engineering phase. This includes locking in key commitments with jurisdictional partners when acquisition may affect their infrastructure in their community.

Staff will streamline permitting by executing a plan during preliminary engineering and working closely with jurisdictions.

The agency will better serve the customer through collaboration and cross-functioning. Projects have a variety of infrastructure – subterranean, elevated, and at-grade – which require constant communication with operations and maintenance. As Sound Transit continues to provide services throughout the region, the customer service experience is of high importance.

Mr. Billen stated that as the agency looks at starting up new projects, one of the first activities will be assessing the external landscape and determining if the project requires a leadership group. This would be a group consisting of both Boardmembers and elected officials from local jurisdictions to provide guidance to staff and the full Board on important decisions such as identification of preferred alternatives. The agency will also work with governmental partners to enter into partnership agreements that will define how to work together through the planning, design, and construction process. Mr. Billen also reviewed work that will begin in 2017 for each corridor.

Mr. Rogoff advised that in the future, co-managers and support staff for the project will give briefings as a team. Staff has been challenged by the Board to think about pre-project development activities across the plan. This is a further refinement that needs to be added to the System Expansion Implementation Plan.

Boardmember Johnson mentioned that Sound Transit is recognized regionally and nationally as an example of cost control and management through the Phase Gate process. Over the course of development of this plan, he will watch that projects continue to be delivered on time and on budget and that the agency continues to do a good job of cost control. He also mentioned his concerns about internal vs external capacity in terms of project management and ownership. While it is important as an agency to facilitate opportunities for the next round of managers and leadership development, due diligence needs to be done concerning the correct size of the agency and how much rely on internal capacity vs external capacity.

Boardmember Johnson stated that the agency will be working major phases of construction in all five subareas consistently over the next 15 to 20 years. As elected officials on the Sound Transit Board, Boardmembers will need access to Sound Transit staff to solve political and constituent questions and problems. ST3 will have a significant scope of project delivery and anticipating all project phases concurrently is going to be a challenge for the Board and for the staff.

Mr. Rogoff responded that a three-day Kaizan exercise was just completed on Phase Gate and whether the current structure best meets these plans or best meets the way we are currently doing business. There were many good ideas on how to bring Phase Gate approach to this new plan. For example, Sound Transit is doing more design-build than before and the system does not work well with design-build. Mr. Rogoff also noted that the agency will be retooling its professional development efforts for leadership and management development.

Boardmember Millar suggested Sound Transit look into tying into existing executive forums and organization such as the Eastside Advisory Group. Maintenance and mobility while working on projects are topics for conversations that should take place with the Board and at other forums where jurisdictions work together. WSDOT is planning to create a team that will be located in Seattle to provide oversight required by the legislature and to help facilitate the real estate issues, the engineering issues, the planning issues, and the operating issues between the transit systems and WSDOT system.

Vice Chair Strickland added that this will be the most massive building of infrastructure in the history of the Puget Sound region and will require people in the construction building and trades to build the projects. Mr. Rogoff responded that work is underway to determine the workforce shortage that might happen in the state and the region given the confluence of all of the projects coming on line.

Mr. Rogoff stated that the issues identified by Boardmember Millar such as air space leases, right-of-way procurement, and the relationship with WSDOT are real. Many of the projects are envisioned to be built along interstate right-of-way controlled by WSDOT. Sound Transit sees great merit in having WSDOT staff working with Sound Transit in the same building.

Vice Chair Strickland noted that Boardmembers need to talk about the upcoming projects, remind people of what is coming online, and work with the municipalities to make sure permitting, utilities, and other needs are ready so that the projects can be delivered on time.

East Link Extension Update

Mr. Rogoff announced that due to the length of the previous topic, the report on the East Link Extension would be held over to the May 25th Board meeting.

CONSENT AGENDA

Boardmember Dammeier asked that Resolution No. R2017-16 be removed from the Consent agenda and considered separately.

Minutes of the March 23, 2017, Board Meeting.

Voucher Certification for March 2017.

Motion No. M2017-44: Authorizes the chief executive officer to execute a contract amendment with Dell Marketing L.P. to provide technology software, hardware and related maintenance services in the amount of \$3,858,975 for a total authorized contract amount not to exceed \$5,058,975.

Motion No. M2017-46: Authorizing the chief executive officer to execute a contract with KBA Inc. to provide design-build project management services for the Link Operations & Maintenance Facility: East in the amount of \$17,512,000, with a contingency of approximately 7% or \$1,288,000, for a total authorized contract amount not to exceed \$18,800,000.

Motion No. M2017-47: Authorizing the chief executive officer to execute an agreement with the Washington State Department of Transportation to reimburse Sound Transit for review services and coordination for WSDOT's I-5 Mounts Road to Thorne Lane Corridor Improvements.

Motion No. M2017-48: Authorizing the chief executive officer to execute a contract amendment with Jacobs Project Management Company to provide construction management consultant services for the construction phase of the Seattle to South Bellevue segment of the East Link Extension in the amount of \$37,106,157, with a 5% contingency of \$1,855,308, totaling \$38,961,465, for a new total authorized contract amount not to exceed \$43,919,350.

Motion No. M2017-51: Authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide professional services for the Federal Way Link Extension in the amount of \$10,187,468 with a 10% contingency of \$1,018,747, totaling \$11,206,215 for a new total authorized contract amount not to exceed \$43,283,124.

Motion No. M2017-52: Authorizing the chief executive officer to execute a task order with the Washington State Department of Transportation for engineering review services for the Federal Way Link Extension in the amount of \$1,177,593, with a 10% contingency of \$117,759, for a total authorized amount not to exceed \$1,295,352.

It was moved by Boardmember Butler, seconded by Vice Chair Roberts, and carried by unanimous vote that the consent agenda be approved as amended.

Resolution No. R2017-16: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Federal Way Link Extension.

Boardmember Dammeier stated that when actions include condemnation, he would like them to be taken separately. He asked staff if they expect this action to have any issues where condemnation might be used or if there are any areas of controversy anticipated.

Kevin Workman, Real Property Director, responded that at this stage it is difficult to know if any of the properties will reach the condemnation phase. Staff's goal is to reach agreements with all property owners.

This authorization includes Federal Way School District property. Mr. Rogoff stated that Sound Transit has had regular meetings, which are now weekly, with the Federal Way School District and King County Metro. The School District is considering placing a bond measure on the ballot in 2018 for construction funding to build a new school. The Redondo park-and-ride lot, which is nearby and underutilized, may be a desirable location to build a replacement school. In January 2017, Sound Transit, the Federal Way School District, and King County Metro entered into a Memorandum of Agreement (MOA) that commits all three parties to work together to explore how to make this property transfer happen.

It was moved by Boardmember Moss, seconded by Boardmember Butler, and carried by unanimous vote that Resolution No. R2017-16 be approved as presented.

BUSINESS ITEMS

Resolution No. R2017-13: Adopting a Safety Policy.

Salah Al-Tamimi, Director of Safety & Quality Assurance, presented the staff report. The action is to adopt a Safety Policy and is the first step in establishing a Safety Management System (SMS) for the agency. The second step is how to identify and manage risk, the third step is safety assurance, and the fourth step is how Sound Transit promotes safety assurance. This policy requires the chief executive officer to establish and implement a SMS, which includes promoting awareness of this policy to all Sound Transit employees, contractors, and consultants.

It was moved by Boardmember Butler, seconded by Boardmember Backus, and carried by unanimous vote that Resolution No. R2017-13 be approved as presented.

Resolution No. R2017-14: Adopting a Security, Law Enforcement and Emergency Management Policy.

Ken Cummins, Director of Public Safety, stated that the action will adopt a Security, Law Enforcement, and Emergency Management Policy for Sound Transit. The policy captures areas where the Board has given previous guidance and broadly outlines areas where the agency has a particular and notable commitment for security, law enforcement, and management.

He mentioned that during an Executive Committee meeting, there were comments made by the public regarding Sound Transit's enforcement policies, particularly regarding immigration. It is Sound Transit's policy that enforcement of fare and transit conduct is free of any bias. All Sound Transit security, law enforcement, and fare enforcement personnel are expected and trained to conduct their activities and to treat individuals with equal respect and compassion regardless of their age, race, sex, sexual orientation, religion, gender identity, immigration status, or access to housing. Personnel assigned to these enforcement roles receive training in anti-discrimination and cultural sensitivity annually.

It was moved by Boardmember Moss, seconded by Boardmember Backus, and carried by unanimous that Resolution No. R2017-14 be approved as presented.

Motion No. M2017-49: Authorizing the chief executive officer to execute a construction contract with Mass Electric Construction Company to provide Heavy Civil General Contractor/Construction Manager services for the Northgate Link and East Link Extensions systems construction in the amount of \$360,428,571 with a 5% contingency of \$18,021,429 for a total authorized contract amount not to exceed \$378,450,000.

Boardmember Butler stated that the Capital Committee reviewed this action at its April meeting. The action would authorize the construction phase for the systems elements of the Northgate and East Link Extensions. The contract package includes train control, traction electrification, communication systems, and the expansion of the SCADA system for the Northgate Link and East Link Extensions. The contract also includes a provision for work associated with the tunnel electrical upgrades for the Convention Place Development Systems Retrofit project. Both extensions are complex and will involve close coordination of work and access between the civil and systems contractors.

The committee asked staff why the three projects were all included under one contract. Staff explained that this approach will benefit operations and maintenance by providing consistent equipment across the projects, efficiencies due to concurrent work, and one single set of product submittals to review.

It was moved by Boardmember Butler, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2017-49 be approved as presented.

Resolution No. R2017-05: 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 Sumner Station Improvements project.

Boardmember Butler stated that the Capital Committee reviewed this action in March, but additional notification to property owners needed to take place before Board consideration. He asked Kevin Workman, Director of Real Property, and Patrick Sullivan, Senior Real Property Agent, to give a presentation.

Kevin Workman, Director of Real Property, explained that following the March Capital Committee, it was realized that there was an error in the dates listed in the required notification letters that were sent to property owners. The action was delayed one month in order to issue corrected letters to the affected property owners. In addition, the City of Sumner was concerned about receiving a notification letter. Conversations took place with the City to explain that Sound Transit is only obtaining condemnation authority for private utility interest located on the City of Sumner's property. The City of Sumner acknowledged its understanding of the action through a letter send to the Sound Transit Board dated April 26, 2017.

Boardmember Dammeier asked if there were any other condemnations anticipated beyond the utility easement with the City of Sumner. Mr. Workman responded that there is one private property interest that is being pursued.

It was moved by Boardmember Butler, seconded by Boardmember Keel, and unanimous vote that Resolution No. R2017-05 be approved as presented.

EXECUTIVE SESSION

At 3:38 p.m., Vice Chair Strickland announced that the Board would convene an executive session that would last 10 minutes. The Board may consider action following the executive session. Desmond Brown, General Counsel, announced that the executive session is authorized under RCW 42.30.110(1)(i) to discuss pending litigation to which the agency is a party and to which public discussion would result in adverse legal consequences to the agency.

At 3:48 p.m., the executive session was extended 10 minutes.

At 3:58 p.m., the executive session was extended 5 minutes.

Vice Chair Strickland reconvened the meeting at 4:03 p.m.

Motion No. M2017-53: Authorizing the three board members appointed to meet with Mercer Island elected officials to participate in the ongoing consultation discussions to implement the 2004 Amendment to the 1976 Memorandum of Agreement relating to Interstate 90.

Vice Chair Strickland stated that she, Chair Somers, and Vice Chair Marchione sat down with the elected colleagues from Mercer Island earlier in the week and it became clear that the scope of the original motion needed to be expanded. The expanded scope will allow a productive conversation, which could encompass the entire spectrum of Mercer Island's concerns related to the East Link Extension project and future operations of Interstate 90.

This action would allow Chair Somers, Vice Chair Marchione, and Vice Chair Marilyn Strickland to work with the City of Mercer Island elected officials to join the ongoing 2004 amendment consultation process to discuss each jurisdiction's concerns. The authority granted by this motion will end on May 25, 2017. A report will be given at the May 2017 Board meeting.

It was moved by Vice Chair Strickland, seconded by Boardmember Johnson, and carried by majority vote that Motion No. M2017-53 be approved with Boardmember Millar abstaining.

OTHER BUSINESS

None.

NEXT MEETING

Friday, May 25, 2017
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

A motion to adjourn was moved by Boardmember Moss, seconded by Boardmember Backus, and carried by unanimous vote.

The meeting adjourned at 4:08 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on May 25, 2017, JE