

SOUND TRANSIT BOARD MEETING

Summary Minutes**March 22, 2018**

CALL TO ORDER

The meeting was called to order at 1:35 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) *Ron Lucas, City of Steilacoom Mayor*

Board Members

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

(P) *David Baker, City of Kenmore Mayor*

(P) *Claudia Balducci, King County Councilmember*

(A) *Dow Constantine, King County Executive*

(P) *Bruce Dammeier, Pierce County Executive*

(A) *Jenny Durkan, Seattle Mayor*

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

(P) *Rob Johnson, Seattle Councilmember*

(P) *Kent Keel, City of University Place Mayor*

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

(P) *Roger Millar, WSDOT Secretary*

(P) *Paul Roberts, Everett Councilmember*

(P) *Dave Upthegrove, King County Councilmember*

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

(P) *Victoria Woodards, City of Tacoma Mayor*

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

REPORT OF THE CHAIR

Revised Agenda

Chair Somers advised that the Board would be working from a revised agenda removing Resolution No. R2018-05 dealing with fare change to ST Express. The action will be placed on a future Board agenda.

Recognition of Brian McCartan

Chair Somers stated that Brian McCartan was not able to be at the meeting, but he wanted to take a few minutes to recognize him for his 20 years of employment at Sound Transit. Mr. McCartan joined Sound Transit in 1997. He was hired on as the Budget Manager and was promoted to Executive Director of Finance and Information Technology.

Mr. McCartan unfortunately left the agency last month, but during his time her he was a leader in building the agency's budget and financial systems to support the build out of regional transit system improvements. The Board extended their best wishes and sincere thanks to Brian McCartan for his long career and many accomplishments at Sound Transit.

CHIEF EXECUTIVE OFFICER'S REPORT

State Legislative Session

CEO Rogoff stated that the Legislature adjourned March 8, 2018, at the end of their 60-day short session. Although discussions continued until the final minutes of the session, no action was taken on legislation that would alter Sound Transit's Motor Vehicle Excise Tax. Consistent with the legislative agenda

adopted by the Board in December, agency staff encouraged lawmakers to include offsets with any proposal that might risk delivery of Sound Transit's capital program.

Board Member Dammeier stated his frustration that the Legislative session expired without resolving the MVET issue. In the eye of many of the public, that remains a fairness issue.

Federal Update

At the Federal level, today the House of Representatives passed a final omnibus appropriations bill for FY 2018 that includes funding for the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program. This funding source may help fund both the Lynnwood Link Extension and the Federal Way Link Extension. The Trump Administration has proposed eliminating funding for the CIG program except for projects that already have Full Funding Grant Agreements (FFGA). In the omnibus bill, Congress provides \$1.5 billion for the CIG program for those projects that are expecting to sign FFGAs this fiscal year.

Last week, the agency submitted the formal application for the Lynnwood Link FFGA, kicking off a negotiation on a final agreement that is expected to be executed this summer. Last summer staff reported on a steep rise in project costs stemming from cost increases in the real estate and construction markets across the region. Since then, Sound Transit and the Federal Transit Administration (FTA) have each completed due diligence by conducting independent risk assessments. Sound Transit's risk assessment reconfirmed its estimate that the project can delivered for \$2.9 billion in capital costs. The FTA's risk assessment showed the capital cost at \$3.1 billion. In the judgement of the FTA, the project requires more contingency dollars given what they believe are remaining uncertainties in the market. While Sound Transit disagrees, the agency is required to accede to the FTA's assessment.

CEO Rogoff was in Washington D.C. earlier in the week and met with members of Congress and members of the Administration. While there, he also participated in a press conference with other transit industry leaders urging the Administration to stand by a federal commitment to transportation infrastructure.

UW Station Vertical Conveyance

On March 16, 2018, during the afternoon and evening commute, the two escalators providing downward connections between the mezzanine and the sub-mezzanine at University of Washington (UW) Station both went out of service. As a result, the only connection for customers to reach the platform was by elevator, which resulting in long lines.

Sound Transit is conducting an intensive review of Friday's circumstances while working with contractors to tighten up reporting and response regimes to ensure that episodes like this are not repeated. Staff will be reporting to the Board's Operations and Administration Committee on these measures at the April 2018 meeting.

Agreements with Jurisdictions

The System Expansion Implementation Plan included external collaboration as a key strategy, including collaborating and building partnerships with local jurisdictions to achieve early concurrence and roles and responsibilities on achievement of key milestones.

Today's consent agenda includes two partnership agreements with the Cities of Fife and Milton. In 2017, a number of agreements were executed with partners related to the advancement of system expansion projects. Already in 2018, the agency has entered into a partnering agreement with the City of Seattle for the West Seattle-Ballard Link Extensions and agreements with the City of Shoreline for the Lynnwood Link Extension. In addition, the Board authorized task orders with the Washington State Department of Transportation for the Bus on Shoulder project and Bus Rapid Transit project.

CITIZEN OVERSIGHT PANEL ANNUAL REPORT

Fred Auch, Citizen Oversight Panel Chair, presented the panel's annual report. The COP recognized five major accomplishments in 2017: the System Expansion Implementation Plan, I-90 Track Bridge, Ridership, Public Involvement, and Network Security. Areas of concern included Adequacy and Appropriateness of System Access to Stations, Ridership on Sounder North, Awareness of Emerging Technologies and their Impacts, Publicizing of Peer Comparison Data, Farebox Policy, Asset Management, Reliability of Project Cost Estimates and Funding Sources, Full Implementation of Positive Train Control, and Subarea Equity.

PUBLIC COMMENT

Paul W. Locke
Alex Tsimerman, Stand Up America
Angela Compton, Futurewise
Yemane Gebremicael, President, African Diaspora of Washington
Violet Lavatal, Tenants Union of Washington State
Giulia Pasciuto, Puget Sound Sage
John Page, Puget Sound Sage
Abdi Yussuf, Somali Health Board
Jessica Ramirez, Puget Sound Sage
Will Knedlik
Ildefonso Eustaquio

CONSENT AGENDA

Minutes of the February 22, 2018, Board Meeting.

Voucher Certification for February 2018.

Motion No. M2018-34: Authorizing the chief executive officer to execute a contract amendment with Parametrix, Inc. to provide professional services for the Downtown Redmond Link Extension in the amount of \$6,058,221 with a 10% contingency of \$605,822 for a new total authorized contract amount not to exceed \$21,280,439.

Motion No. M2018-35: Authorizing the chief executive officer to execute a Partnering Agreement with the City of Milton related to the Tacoma Dome Link Extension Project.

Motion No. M2018-36: Authorizing the chief executive officer to execute a Partnering Agreement with the City of Fife related to the Tacoma Dome Link Extension Project.

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

BUSINESS ITEMS

Resolution No. R2018-06: Amending the Adopted 2018 Service Implementation Plan, and authorizing the chief executive officer to implement the recommended service changes in 2018.

Board Member Roberts stated that the Operations and Administration Committee reviewed this action at its March meeting. The action amends the adopted 2018 Service Implementation Plan to allow for work to move forward on the East Link Extension project. Bus service along the I-90 corridor for both Metro and Sound Transit routes will be impacted following the closure of the Rainier Freeway Station and the D-2

roadway along Rainier Avenue South. The action details the re-routes that will then take place for the affected bus service.

It was moved by Boardmember Roberts, seconded by Boardmember Johnson, and carried by majority vote that Resolution No. R2018-06 be approved as presented.

Resolution No. R2018-07: 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 Downtown Redmond Link Extension.

Board Member Balducci stated that the Capital Committee reviewed this action at its March meeting. The action would authorize the acquisition of six parcels consisting of full and partial acquisition, temporary construction easements, and/or permanent easements. The parcels are located in the City of Redmond for the Downtown Redmond Link Extension.

It was moved by Boardmember Balducci, seconded by Vice Chair Marchione, and carried by majority vote that Resolution No. R2018-07 be approved as presented.

Resolution No. R2018-08: 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 Lynnwood Link Extension.

It was moved by Boardmember Balducci and seconded by Vice Chair Marchione to approve Resolution No. R2018-08.

Board Member Balducci stated that the Capital Committee reviewed this action at its March meeting. The action would authorize the acquisition of 17 parcels consisting of full and partial acquisition, temporary construction easements, and/or permanent easements for the Lynnwood Link Extension. The parcels are located in the cities of Seattle and Shoreline.

Two of the properties in today's action are owned by the City of Seattle. Staff has informed her that there have been some recent conversations with City staff about the acquisitions. She offered an amendment to remove parcel Nos. LL148 and LL149 from the action and delay action on those parcels until further conversations have taken place.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2018-08 be amended to remove parcel Nos. LL148 and LL149 from the action so that further conversations with the city can take place.

The motion to approve Resolution No. R2018-08 as amended carried by a unanimous vote of all Boardmembers present.

Motion No. M2018-37: Adopting performance objectives for Peter M. Rogoff, Sound Transit Chief Executive Officer.

It was moved by Chair Somers and seconded by Boardmember Roberts to approve Motion No. M2017-37.

Chair Somers stated that this action would adopt Chief Executive Officer Peter Rogoff's annual performance objectives. The objectives will be used in evaluating the CEO's performance at the end of 2018.

The objectives are based on three key areas of performance: relationships with stakeholders, expansion and operation of the system, and agency culture. Included in the performance objectives is

the Board-directed Leadership Development Plan discussed at the last Board Meeting. Boardmembers Backus, Lucas, and Roberts have agreed to oversee the Plan process, set Plan goals, and monitor Plan progress. They will be meeting with the CEO over the next couple of weeks to finalize the plan. These three board members will keep the Board apprised of the plan.

Vice Chair Lucas stated that he would like these to be more inclusive and have greater detail. He requested that when the Board meets in April or May, to have this to be a topic for a short discussion.

Following Board discussion, Boardmember McDermott offered an amendment to add the following strategy under Mission, Strategy, and Performance as part of the second strategy: "Within agency control, manage towards Sound Transit operating within budget and meeting established timelines."

It was moved by Boardmember McDermott, seconded by Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2018-37 Attachment A be amended to add the following strategy under Mission, Strategy, and Performance as part of the second strategy: "Within agency control, manage towards Sound Transit operating within budget and meeting established timelines."

The motion to approve Motion No. M2017-37 as amended carried by a unanimous vote of all Boardmembers present.

REPORTS TO THE BOARD

Equitable Transit Oriented Development Policy Update

Chair Somers commented that the board has dedicated a large amount of time over the past year discussing how to implement an equitable transit oriented development (TOD) strategy in light of new state requirements for affordable housing and ST3 system plan language.

Following today's discussion, staff will update the draft policy to reflect the comments discussed and to finalize it for board consideration in April. The policy and any early amendments will be presented to and discussed by the Executive Committee at its April 5, 2018 meeting. Chair Somers asked that following the Executive Committee, board members send staff any final amendments no later than April 12, 2018. The board will review the policy for final action, including any amendments, at the April 26, 2018 Board of Directors meeting.

Brooke Belman, Director of Land Use Planning & Development, and Sarah Lovell, TOD Manager, provided an overview of the draft equitable transit oriented development policy. The activities during the past year included expanding staff capacity to meet ST3, moving three transactions through to understand how the statutes and ST3 language direction affects the program, learning the process for an unsolicited proposal, and meeting with the community.

Ms. Belman outlined the TOD policy goals: increase the value and effectiveness of transit by increasing transit ridership; support implementation of state, regional, and local growth plans, policies and strategies; make equitable TOD an integral component of transit project planning and delivery; engage a broad cross-section of the public; encourage creation of housing options near transit with priority given to affordability; and encourage convenient, safe multi-modal access to the transit system, with an emphasis on non-motorized access.

The draft policy was shared with stakeholders with a request for comments. The common themes of feedback included adding more detail around the statute; strengthening collaboration with local jurisdictions and language supporting local comp planning; ensuring a common thread of equitable regional TOD strategy ties through entire document; including more emphasis on accountability in

policy and in how the process and procedures will come together; and adding a stronger commitment to discounting property for affordable housing.

Vice Chair Marchione congratulated staff on the work to date. He commented that the feedback the agency received was good, and he supports refining the policy. Concerning development of the policy and procedures, he shared two thoughts. First, there needs to be criteria written about the relationship between what the property sale amount and the affordability to give the board and staff guidance on how to price the property. Second, is the need to be workshopping with project delivery and TOD teams. The project delivery team may want to hold on to property as long as possible, but when possible, the surplus property should come on line as close to the station opening as possible.

Boardmember Upthegrove commented on potential policy refinements. He said there has been conflicting feedback from cities wanting authority that is more explicit and others who want Sound Transit to be more explicit about what the agency will do if the local government's vision is different from what is stated in the policy document. He asked how staff will interpret the current language and balancing the language if there are inconsistencies between the adopted policy and what the jurisdiction views as their interest.

Ms. Lovell spoke to the conflicting vision for a TOD project. During early planning, staff will engage with the local jurisdictions through a collaborative process to identify issues and to work toward an outcome that is supported by both Sound Transit and the jurisdictions.

Boardmember Millar stated that TOD is an activity to build something with the goal of working with the community. In order to have optimal TOD, there must be development oriented transit, which means thinking about locations and alignment. Stations by the freeway are not optimal because people do not want to live by the freeway. When staff has conversations with the community about the alignment and station locations, TOD staff needs to be involved.

Federal Way Link Extension Briefing

Linneth Riley-Hall, Deputy Project Director, Soraya Lowry, HCT Development Manager, and Allison Dobbins, Director-Corridor Operations, presented the briefing. The Federal Way Link Extension is a 7.8-mile corridor between Angle Lake Station and the Federal Way Transit Center. The extension includes three elevated stations located at Kent/Des Moines, South 272nd Street, and the Federal Way Transit Center. The project allocation to date is \$412 million; the project will be baselined in late 2018.

Public outreach has continued to be a focal point for the project through relocation workshops, neighborhood briefings, and property owner meetings. Recent work with the jurisdictions and agencies has been focused on streamlining permitting through code and ordinance updates, bus routing and layover, and housing relocation coordination.

Staff has received input from industry outreach with contractors, subcontractors, and disadvantaged business enterprises (DBE). Their input was reviewed and will be included in the request for qualifications (RFQ) and request for proposals (RFP). The RFQ will be issued in April 2018 and the RFP will be issued to short-listed teams in August 2018. The agency plans to submit a request for a full funding grant agreement (FFGA) with the Federal Transportation Administration in late 2018.

Sound Transit is working with WSDOT concerning the SR 509 project team coordination, airspace lease, and temporary construction, as well as having discussions on the SR 99 bridge and partnering agreements.

The top risks for the project are uncertainty at the Federal level concerning the FFGA, property acquisition and relocations completed in time for construction, construction market conditions, and

timely third party approvals. In 2018, the project teams expects to complete right-of-way certification, finalize transitway and development agreements with the cities, issue the design-build RFP, baseline the project, and finalize and submit the FFGA application.

EXECUTIVE SESSION

None

OTHER BUSINESS

Motion offered by John Marchione

Motion No. M2018-38: Changing the name of the Redmond Technology Center Station within the East Link Extension to the Redmond Technology Station.

Vice Chair Marchione offered Motion No. M2018-38. The motion would change the name of the Redmond Technology Center Station to the Redmond Technology Station. He mentioned that there are a number of landmarks in Redmond with "center" in the title, which causes confusion. The proposed name change would help differentiate the station from these other similar location names.

It was moved by Vice Chair Marchione, seconded by Boardmember Keel, and carried by majority vote that Motion No. M2018-38 be approved as presented.

NEXT MEETING

Thursday, April 26, 2018
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

A motion to adjourn was moved by Boardmember Millar, seconded by Vice Chair Marchione, and carried by unanimous vote.

The meeting adjourned at 3:54 p.m.



John Marchione
Board Vice Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on April 26, 2018, JE