

SOUND TRANSIT BOARD MEETING
Summary Minutes
May 24, 2018

CALL TO ORDER

The meeting was called to order at 1:35 p.m. by Vice Chair Lucas, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(A) *Dave Somers, Snohomish County Executive*

Vice Chairs

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

(P) *Ron Lucas, City of Steilacoom Mayor*

Board Members

(P) *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) *Paul Roberts, Everett Councilmember*

(P) *Patty Rubstello, WSDOT Alternate*

(P) *Dave Upthegrove, King County Councilmember*

(P) *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

Board Member Request to Participate via Teleconference

Vice Chair Lucas announced that Boardmembers von Reichbauer and Woodards 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 Boardmember Earling, seconded by Boardmember Backus, and carried by unanimous vote that Boardmembers von Reichbauer and Woodards be allowed to participate in the Board meeting by telephone.

Dr. Claudia Thomas Remembrance

Vice Chair Lucas took a moment to remember Dr. Claudia Thomas who passed away earlier in the month. Dr. Thomas served the residents of this region for many years and in many ways. She served on the Sound Transit Board from 2002 through 2011. Her oversight over the Board spanned the planning and construction of the Lakewood Station, the Sounder extension to Lakewood, and numerous other projects across a pivotal period for expanding regional transit.

Board Workshop

On May 4, 2018, the Board held a workshop at the World Trade Center. The purpose of the workshop was to continue reviewing and refining the Board's processes. Board members discussed and gave direction to staff on changes to the Board committee structure, the level of oversight and efficiencies for

day-to-day agency business, and improvements in communications and strategic engagement in meetings.

The goal is to position the Board in a way that will allow oversight and guidance in important strategic areas while improving efficiencies in order to ensure success in completing the large system expansion program approved by voters.

Revised Agenda

Vice Chair Lucas mentioned that there was a tragic loss of a worker on Tuesday at an East Link construction site. Sound Transit will be doing everything it can to support those affected by this loss and the agencies investigating. He is removing the East Link Extension briefing from the agenda to allow staff to attend his services.

He also stated that the Tacoma Link Extension briefing would be delayed to a future meeting to allow more time for today's actions.

CHIEF EXECUTIVE OFFICER'S REPORT

East Link Fatality

CEO Peter Rogoff followed up on the Vice Chair's comments about the tragedy at an East Link construction site. A tragedy like this shakes the staff to their core. This is especially true for the staff who work closely with the contractors and their skilled crafts people. Mr. Burrows was a well known and admired senior Kiewit employee who has worked on a number of Sound Transit segments. Safety continues to be the highest priority on Sound Transit projects. The agency is cooperating with the Labor and Industries investigation.

Immediately after the tragedy, Ahmad Fazel, Executive Director Design, Engineering and Construction Management, appropriately instructed all of the contractors across all active projects to conduct a safety stand down to reiterate safety imperatives to all of the contracted workers. Inspections were also ordered of the fall protection equipment used by the contractors.

Tacoma Link Extension Federal Funding

Mr. Rogoff reported that last week a \$75 million grant was awarded through the Federal Transit Administration's (FTA) Small Starts program for the Tacoma Link Extension.

Congress appropriated these funds in 2016, and the agency has been working through the Small Starts process to execute the grant.

Mr. Rogoff stated his appreciation to the Grants division who wrote the grant, the Tacoma Link Extension staff who met all the grant requirements, and the congressional delegation who championed the funding in 2016. Special thanks to Senator Murray and Congressman Derek Kilmer.

(Boardmember Upthegrove arrived at this time.)

Departure of Ahmad Fazel

Mr. Rogoff stated that Ahmad Fazel will be retiring from Sound Transit after 18 years. Ahmad joined Sound Transit in September 2000. He became the interim director of Link light rail in June 2001 and was given the permanent position of director in January 2002.

Ahmad has greatly contributed to Sound Transit's history and success in delivering the regional transit system to the public. Ahmad will leave the agency with a skilled staff of professionals. His last day will be July 6, 2018.

Kimberly Farley

Mr. Rogoff announced the hiring of Kimberly Farley to fill the role of Deputy CEO beginning in June. Ms. Farley will work alongside Deputy CEO Mike Harbour until his planned retirement in 2019.

Ms. Farley has experience in managing major capital projects, including successes across a variety of roles in both the public and private sectors. She is a proven manager of collaborative, cross-functional teams, which will serve well as the agency seeks to advance its culture of quality, accountability, and inclusion across the agency.

Until 2014, she worked for the Washington State Department of Transportation (WSDOT) for a decade as director of operations for the Alaskan Way Viaduct Replacement Program. Prior to her work on the Viaduct, she served for four years as WSDOT's mega-project director of environmental services. More recently, she has played leadership roles on major private sector capital projects. As vice president of Pegasus Global Holdings, she provided key support for the construction of a major hydroelectric project in Chile and assisted the New York State Thruway Authority's Tappan Zee Bridge Replacement Project.

Report on Puyallup Commuter Rail Station Garage

In September the Board approved Motion No. M2017-120 offered by Boardmember Dammeier to evaluate the budget, schedule, transportation, and other relevant impacts and benefits of changing the location of the Puyallup Commuter Rail Station parking garage from Site C to Site D.

Negotiations have continued without a resolution and it appeared this would be going through the court system. On May 14, 2018, the Puyallup Eagles notified Sound Transit that they would like continue negotiations and possibly to come to a resolution.

Communications Plan for ORCA LIFT

At the April Board meeting, the Board approved simplified ST Express fares, including additional ORCA LIFT outreach and a study on youth fares. The communications plan for ORCA LIFT outreach will be sent to Board members by May 31, 2018, and the study of youth fares will be sent to Board members by the end of June 2018. Staff is available to meet with Board members to answer any questions on these two deliverables.

Service Delivery Performance Report

The first quarter Service Delivery Performance Report is included in the Board member packets. Total Sound Transit ridership increased by 3.1 percent during the first quarter of 2018 compared to the same period in 2017. ST Express and Tacoma Link boardings decreased slightly versus last year, while Sounder and Link saw healthy ridership growth. Systemwide average weekday boardings increased by 3.3 percent compared to the first quarter of 2017.

Deputy of the Year

Mr. Rogoff recognized Deputy J.R. Pewitt who has worked in law enforcement for the last 45 years, 40 of those with the King County Sheriff's Office.

For the past nine years, Deputy Pewitt has been assigned to the Sound Transit Public Safety Division. In April he was named Deputy of the Year out of a field of 460 deputies in the King County Sheriff's Office. Mr. Rogoff congratulated Deputy Pewitt and stated that the agency is fortunate to have him working in its Public Safety Division.

System Expansion Engagement Update

At the end of the meeting, staff will give an update on the West Seattle/Ballard project. Last week, the Elected Leadership Group (ELG) met to narrow options to move through the next level of screening. The Stakeholder group meets next week and again in June, and the ELG will meet for a third time on July 19, 2018.

The SR 522 and I-405 BRT projects will hold their second ELG meeting in late June. For the SR 522 BRT project, public open houses are scheduled next week in Bothell and Lake Forest Park.

For the Tacoma Dome Link extension, the ELG held its third meeting on May 18, 2018, and took a tour of the project corridor. The Stakeholder group met this week; public engagement continues.

Chair Somers will be hosting a North Corridor Electeds Forum next week. This forum is an opportunity for electeds from across the corridor to stay current on Sound Transit work. Next week the group will discuss the board's new TOD policy and the North Sounder Program.

PUBLIC COMMENT

Paul W. Locke
Alex Tsimerman, Stand Up America
Jessie Salomon, City of Shoreline Deputy Major

CONSENT AGENDA

Minutes of the April 26, 2018, Board meeting

Voucher Certification for April 2018.

Motion No. M2018-59: Authorizing the chief executive officer to (1) execute contracts with Hansell Tierney, Inc., Kelly Services, Inc., TEKSystems, Inc., and Robert Half International Inc., to provide on-call temporary staffing services in an aggregate amount not to exceed \$10,000,000, with each contract having an initial term of three years with two one-year options to extend, and (2) execute individual contracts with the above firms that exceed \$200,000 provided that the aggregate total of all the contracts does not exceed \$10,000,000.

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

Vice Chair Lucas stated that there are ten business items on the agenda. Eight of the items are coming straight to the Board due to the cancellation of the Capital Committee meeting.

Resolution No. R2018-16: (1) Adopting the Lynnwood Link Extension baseline schedule and budget by (a) increasing the authorized project allocation to date from \$667,337,500 to \$2,771,622,000, which includes a project contingency of \$170,162,000 requiring board approval for use of this contingency; (b) lowering the 2018 annual budget from \$251,679,968 to \$229,256,177; and (c) establishing a project revenue service

date of July 17, 2024; and (2) changing the location of the 185th Station parking garage from the west side of I-5 to Sound Transit-owned property on the east side of I-5 adjacent to the station, eliminating the requirement to improve pedestrian connections on or adjacent to the existing NE 185th Street bridge over I-5.

CEO Rogoff introduced the action stating that this is a major milestone to establish the baseline budget and schedule for the Lynnwood Link Extension. There is uncertainty and risk associated with the federal funding assumption given the position taken by the Administration on the Federal Transit Administration's (FTA) Capital Investment Grant (CIG) program. Sound Transit has successfully competed for significant CIG grants in the past for the initial segment of Link light rail from downtown to Sea-Tac Airport and again for the University Link Extension.

Since release of its first budget last year, the Administration has proposed to no longer sign Full Funding Grant Agreements for projects like the Lynnwood Link Extension that have been working through the substantial requirements of the CIG program. The good news is that Congress is sending strong signals that they do not agree. The agency's delegation has consistently supported a federal investment in transit and the CIG program and have joined with other members to sustain funding for the program and keep projects moving through the CIG pipeline. Staff continues to have engagement with the FTA to ensure Sound Transit is doing everything possible to keep Lynnwood Link Extension advancing through the pipeline.

Congress included language in the FY 2018 transportation appropriations bill that directs the FTA to continue to advance projects and execute them. For 2019, the House Appropriations Committee set aside \$500 million for new FFGA's with further instructions for the FTA to move forward and sign the agreements. It is a too early to tell how the Administration will respond to this direction. Staff at the FTA headquarters and at the region have been cooperative and have been preparing for the eventuality that the project could receive a FFGA.

The baseline budget and schedule assumes that Sound Transit will award early major construction contracts this fall in order to keep the project on schedule to open in 2024. Staff will bring those contract actions to the Board. If there remains uncertainty about the federal funding at that time, the Board will face a decision of whether to award the early construction contracts even without complete certainty on the FFGA. As flagged during the Board workshop earlier this month, there are a variety of financial risks facing the agency including Federal funding, the escalation of capital costs on projects, and the uncertainty of MVET revenues.

Rod Kempkes, Lynnwood Link Executive Project Director; John Weston, Corridor Operations Director; and John Evans, HCT Development Manager, presented the staff report. This action baselines the Lynnwood Link Extension, reduces the 2018 annual project budget, and changes the location of 185th Street Station parking garage from the west side of I-5 to the east side.

In August 2017, the 60 percent design and cost estimates were presented to the Board. At that time, the cost estimate of the Lynnwood Link project, including its share of the OMF: East and Light Rail Vehicles was \$2.9 billion, excluding finance costs. Cost reduction efforts were initiated and now the cost savings ideas have been incorporated into design. Environmental review has been completed and the SEPA Addendum was published on May 7, 2018. All FFGA critical agreements have been executed and the FFGA application was formally submitted to FTA.

This project is 8.5 miles of double-track rail; approximately half is at elevated guideways and half is a retain cut and fill. There are four stations, three parking garages, six traction power substations, train control systems, and communication systems. The project scope also includes access enhancements within a quarter mile of the stations. Construction of the Lynnwood Link Extension will be delivered by the heavy civil general contractor/construction manager (GC/CM) method. There will be separate contracts

with the designer and the construction contractors, although both participate in the design. The schedule contains eight months of project float with revenue service beginning in July 2024.

Boardmember Johnson commented on the plan to open up the Lynnwood Transit Center Garage 18 months before the project. He asked if there will be a similar schedule for other access projects associated with other stations. Mr. Kempkes responded that the Lynnwood Transit Center is in a constrained site, and the garage will be opened early to maintain the same number of parking spaces during construction that are currently at that location.

The FFGA includes three independently managed Sound Transit projects: Lynnwood Link Extension; Operations and Maintenance Facility East, and light rail vehicle fleet expansion. Both Sound Transit and the FTA did independent risk assessments. Sound Transit has a 90 percent confidence that project will be completed for less than \$2.601 billion. The FTA's assessment is \$170.2 million higher. Since the baseline must meet the FTA's assessment, the difference will be placed in a project contingency.

Top risks include FFGA approval and execution schedule; permitting with cities, WSDOT, and resource agencies; right-of-way acquisition in time for construction; construction market conditions; and differing site and underground utility conditions.

This action includes moving the Shoreline North 185th Station Parking Garage from the west side of I-5 to the east side of I-5 on property owned by Sound Transit adjacent to the station. Changing the location is one of the cost reduction ideas and is supported by the City of Shoreline. This change will save approximately \$15 million dollars. The garage structure will have two levels of parking with a bus transfer loop on the top level.

Boardmember Johnson asked what steps will take place if the FFGA is not awarded. Mr. Kempkes responded that staff would bring the options to the Board to consider.

Boardmember Balducci stated that the Board could choose to not baseline until more knowledge about the FFGA status, but there is the possibility that the FTA will not want to commit to the FFGA if the project has not been baselined.

Boardmember Dammeier asked what the cost savings efforts are to date. Mr. Kempkes responded that the cost savings are not included in the baseline due to where staff is at in the schedule. The savings are expected to be approximately \$200 million.

It was moved by Boardmember Balducci, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-16 be approved as presented.

Motion No. M2018-60: Authorizing the chief executive officer to execute an Access Enhancements Funding Agreement with the City of Mountlake Terrace for certain station area access enhancements for a total amount not to exceed amount of \$2,000,000.

Rod Kempkes, Lynnwood Link Executive Project Director; John Evans, Light Rail Development Manager; and Gwen McCullough, Project Manager, presented the staff report. The action would approve an agreement with the City of Mountlake Terrace that allows for access enhancement funding with a total 100 percent match allocation of \$2 million provided by Sound Transit and \$2 million provided by the City of Mountlake Terrace. The agreement is consistent with Motion No. M2017-93 in which the Board provided guidance to staff in identifying and funding station area enhancements.

The Mountlake Terrace light rail station will be located at the existing Mountlake Terrace Transit Center. The station will span 236th Street with a station lobby and plaza on both the North and South sides. Within a quarter mile of the future station, the City and Sound Transit has identified three access enhancement projects. For Sound Transit to match funding, the City must complete all environmental

review for the proposed access enhancement improvements. The Mountlake Terrace City Council approved execution of this agreement on May 27, 2018.

It was moved by Board Member Earling, seconded by Board Member Balducci, and carried by majority vote that Motion No. M2018-60 be approved as presented.

Motion No. M2018-61: Authorizing the chief executive officer to execute a Partnering Agreement with the City of Bothell on the SR 522 Bus Rapid Transit and I-405 Bus Rapid Transit projects.

Sarah Bohlen, Development Manager-Implementation Planning, Paul Cornish, BRT Project Director, and Curvie Hawkins, Tacoma Dome Link Extension Project Director, presented the staff report on this action and the next two actions. The three actions are partnering agreements. One with the City of Bothell, one with the City of Federal Way, and one with the City of Tacoma. Staff noted that in the audience was Jennifer Philips, Bothell City Manager.

The partnering agreement goal is that Sound Transit and its partner jurisdictions will have a common understanding of the roles, responsibilities, and schedule and budget imperatives to ensure timely delivery of the system expansion projects. The partnering agreements will provide greater clarity and predictability for mutual expectations as the projects move from project development through construction.

Staff noted that the Bothell partnering agreement includes an item of note. The City of Bothell has been leading a road improvement project called the SR 522 Stage 3 Project. This project is consistent with and supports the SR 522/SR 523 BRT project, and the City of Bothell has completed environmental review for the project. The Bothell partnering agreement contains a provision that Sound Transit and the City will enter into a future agreement whereby Sound Transit will provide construction funding for the City to construct this project. Staff will return to the Board for approval of this future agreement.

It was moved by Board Member Johnson, seconded by Board Member Balducci, and carried by unanimous vote that Motion No. M2018-61 be approved as presented.

Motion No. M2018-62: Authorizing the chief executive officer to execute an Agreement with the City of Federal Way for Partnering on the Tacoma Dome Link Extension Project.

It was moved by Boardmember Balducci, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-62 be approved as presented.

Motion No. M2018-63: Authorizing the chief executive officer to execute an Agreement with the City of Tacoma for Partnering on the Tacoma Dome Link Extension Project.

It was moved by Boardmember Woodards, seconded by Boardmember Dammeier, and carried by unanimous vote that Motion No. M2018-63 be approved as presented.

Resolution No. R2018-13: 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.

Kevin Workman, Director of Real Property, stated that the action would authorize acquiring ten properties needed for the Federal Way Link Extension. This includes four full acquisitions and six partial acquisitions. It is anticipated that this will result in eight residential relocations – one multi-family parcel and one business relocation. The owners were notified via certified mail on May 8, 2018, and notices of the acquisition will be in the Seattle Times and News Tribune newspapers on May 11, 2018, and May 18, 2018.

Mr. Workman stated that staff has had preliminary conversations with the owners. There will be additional conversations about the process of appraisals, property acquisitions, and what benefits are available for relocation.

Boardmember Keel asked what how these properties will be used. Mike Bulzomi, Senior Real Property Agent, stated that eight of the properties are for the alignment, two properties are being acquired from WSDOT. The two WSDOT properties are resource conservation areas (RCA) properties. In order to purchase the WSDOT properties for the alignment, Sound Transit must replace those with mitigation sites. Mr. Bulzomi later clarified that Resolution No. R2018-13 does not include mitigation sites, those sites may have been included as part of a prior action.

Boardmember Dammeier stated that condemnation is one of the most significant actions to be taken as a government and should be done as reluctantly as possible. He understands the need to take property for the alignment, but in the case of mitigation, it feels like the agency is two steps removed.

Boardmember Upthegrove expressed interest in the Board taking a deeper look into the question of mitigation when the acquisition policies are reviewed.

Mr. Rogoff stated that the agency has a Real Property Task Force addressing communication issues as it relates to the use of eminent domain. The task force is wrapping up its work and their findings and measures that will be taken will be presented an upcoming Board meeting. He will work with the Real Estate team on the question of mitigation practices.

It was moved by Boardmember Balducci, seconded by Boardmember Backus, and carried by unanimous vote that Resolution No. R2018-13 be approved as presented.

Resolution No. R2018-14: 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.

Kevin Workman, Director of Real Property, stated that the action would authorize acquiring 30 properties needed for the Downtown Redmond Link Extension. This includes 29 partial acquisitions and 1 full residential acquisition, which will require relocation. The owners were notified via certified mail on May 8, 2018, and notices of the acquisition will be in the Seattle Times newspaper on May 11, 2018, and May 18, 2018.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2018-14 be approved as presented.

Resolution No. R2018-15: 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.

Kevin Workman, Director of Real Property, stated that the action would authorize acquiring 33 properties needed for the Lynnwood Link Extension. This includes 18 full acquisitions and 15 partial acquisitions. It is anticipated that this will result in 14 residential relocations. The owners were notified via certified mail on May 8, 2018, and notices of the acquisition will be in the Seattle Times newspaper on May 11, 2018, and May 18, 2018.

It was moved by Boardmember Balducci, seconded by Boardmember Roberts, and carried by unanimous vote that Resolution No. R2018-15 be approved as presented.

Resolution No. R2018-11: (1) Amending and restating Resolution No. R2015-17 to add a new interest rate mode for the 2015 parity bonds, to consolidate certain terms relating to the conversion and remarketing of the 2015 parity bonds in Appendix A, to make certain other changes related thereto, effective subject to the conditions of the Parity Bond Master Resolution, and (2) authorizing related budget amendments and payment of expenses in an amount not to exceed \$1.875 million for each conversion, effective upon adoption of the Resolution.

Tracy Butler, Deputy Executive Director Financial Management, and Jessica Jaeger, Acting Treasurer, presented the staff report.

In 2015, \$150 million Variable Rate Parity Bonds were issued to finance certain ST2 projects. In the last three years, the bonds have performed well. The 2015 Variable Rate Parity Bonds were initially issued in the index floating rate mode. At the time of issuance, it was provided that this mode would be in effect for three years (until November 1, 2018) with the option to convert and remarket the bonds to a new interest rate mode beginning May 1, 2015, and ending November 1, 2018. The current planned closing date to convert and remarket the bonds is June 28, 2018. This action does not authorize purchasing additional bonds or refinancing any existing bonds.

In addition to this action making typographic or clarifying corrections, the amendments to Resolution No. R2015-17 will add a new interest rate mode option to provide additional flexibility for the agency going forward. The new mode added is the adjustable term rate and allows for interest on the bonds to be set at a fixed rate for a period of at least 12 months.

Ms. Butler stated that this is the only Sound Transit Variable Rate Bond. If these bonds were priced at a fixed rate, they would be near four percent today. The bonds are currently in a six-month conversion window between May and November. If the agency were to remarket these bonds by November, then they will be set at a nine percent interest rate until they are remarketed or converted.

Boardmember Johnson asked if this action will give staff more flexibility to save the agency debt repayment dollars that might be incurred without this action. Ms. Butler replied that this is correct. With the market changes, staff will be able to react to the market and determine the best course for the agency.

Boardmember Keel asked if Sound Transit determines what options are chosen. Ms. Butler replied that Sound Transit engages a financial advisor, three law firms, and underwriters. Working as a team, the market condition is monitored to determine what options can be pursued. Sound Transit makes the decision.

Boardmember Dammeier stated his concerns about what is perceived by the motor vehicle excise tax schedule. It has been said that this cannot be changed because the agency has obligated bonds. One area where the agency is vulnerable with this action is that it looks like it is adjusting bonds. He will vote yes, but he will not support any future bond issuances until that is resolved.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by majority vote that Resolution No. R2018-11 be approved as presented with Boardmember Keel voting in the minority.

Motion No. M2018-64: Ratifying an increase to the contract with Ernst & Young Infrastructure Advisors, LLC to provide public private partnership advisory services in the amount of \$160,000, for a total authorized contract amount not to exceed \$560,000.

Matt Shelden, Director of Planning & Innovation, presented the staff report. The action would increase funding to the contract with Ernst & Young Infrastructure Advisors, LLC to pay for services advising the agency about public private partnerships (P3) opportunities within the system expansion program.

The additional funding would pay for services beyond the original contract amount that were mistakenly authorized before additional funds were approved. Work under this contract has been halted until the Board approves additional contract authority.

Boardmember Backus asked how staff will ensure this does not happen in the future. Mr. Sheldon replied that staff is discussing how to tighten up project control systems for contract that are assigned through task orders. Currently these are not managed the way large capital projects are managed. Staff is working to refine the process to ensure it does not happen again.

It was moved by Boardmember Earling, seconded by Boardmember McDermott, and carried by unanimous vote that Motion No. M2018-64 be approved as presented.

REPORTS TO THE BOARD

West Seattle and Ballard Link Extensions – Level 1 Results

Cathal Ridge, HCT Central Corridor Development Director; Ron Endlich, Project Director; and Wesley King, Corridor Operations Director, presented the report. The West Seattle and Ballard Link Extensions project is going through the Alternatives Development Phase. Level 1 of the process has been completed. The Elected Leadership Group (ELG) was briefed last week and they recommended alternatives to be carried forward to Level 2.

Level 1 Alternatives Screening included early scoping open houses during the February and March timeframe, neighborhood forums have been conducted along the corridor, a Stakeholder Advisory Group has been meeting monthly, and the ELG has met twice. This process will be repeated during Level 2. All of the recommended alternatives include the ST3 Representative Project for the segment.

In the West Seattle/Duwamish segment, going across Harbor Island there are alternatives going across on the north side of the West Seattle Bridge, the south side of the West Seattle Bridge, and an alternative further south going across the Duwamish Waterway. Moving into the Delridge and Avalon neighborhoods there are alternatives along the West Seattle Bridge, along Yancy Street and into a tunnel, several along Genesee Street, and along the West Seattle Golf Course. In the Alaska Junction area, there are a number of possible station locations between 44th and Fauntleroy Way. The ELG recommended moving forward with the Oregon Street/Alaska Junction alternative. This is an elevated configuration; the ELG also recommended looking at a tunnel configuration and to explore looking at the south side of the West Seattle Bridge as a combination alternative. The ELG also recommended looking at the Pigeon Ridge/West Seattle Tunnel alternative and the West Seattle Golf Course/Alaska Junction alternative.

In the SODO & Chinatown/ID segment, there are three recommendations. The ST3 Representative Project is generally an elevated configuration in the E-3 Busway that connects to the existing tunnel, or connecting to the Ballard Link Extension which is a new tunnel in a cut and cover configuration along 5th Avenue. The second alternative is known as the Massachusetts tunnel portal alternative. This would be an elevated structure transitioning to an at-grade structure in the E-3 Busway that would then diverge from the E-3 Busway into a bored tunnel. Because it would be in a bored tunnel, it would reduce the overall length of cut and cover construction along 5th Avenue from 1,600 feet to 400 feet. The third alternative is known as the Surface E-3 alternative. Instead of being elevated, this alternative would be at-grade in the E-3 Busway and would include vehicle overcrossings at Holgate Street and Lander Street. The ELG recommended moving forward with the Surface E-3 and Massachusetts Tunnel Portal alternatives. In addition, they recommended exploring alignments further west of the representative project through the SODO area as well as looking at a 4th Avenue location in the Chinatown/ID station.

Boardmember Johnson spoke to a couple requests made at the ELG meeting. First, the current configuration of the representative alignment requires West Seattle riders to have a forced transfer at the SODO Station for a five-year period when the segment to Ballard opens. It was requested that staff bring an alternative to Level 2 that would allow for more flexibility. The second request was to look at alternatives that would help reduce some of the long-term construction impacts in the International District due to the length of construction at 5th and Jackson.

Mr. Rogoff advised the Board that the ELG cannot eliminate alternatives. They will make recommendations, but only the Board can make the final selections of the final alignment. The ELG is very important, but its role is as an advisory committee to the Board.

Mr. Ridge presented the Downtown segment Level 1 alternatives. Moving through the midtown area, there are alternatives on 5th Avenue, 6th Avenue, and under I-5. Through the Westlake area, the alternatives are on Westlake and one alternative on Boren. Through South Lake Union and Seattle Center, alignments were looked at on Harrison Street, Republican Street, Mercer Street, and Roy Street. The ELG recommended moving forward with the 5th and Harrison and the 6th and Boren/Roy alternatives. They also suggested exploring the possibility of city-owned property along Mercer. Regarding the 8th/6th/Republican option, the ELG recommended addressing ridership needs for the Frist Hill neighborhood and focusing on the connection to Madison bus rapid transit.

Boardmember McDermott spoke to the Downtown segment. While the ELG worked on consensus, there was conversation about a mid-town station that would serve First Hill. The mid-town station as the ST3 Representative Project is fairly close to Pioneer Square and University Street stations. There was an interest in serving First Hill by crossing under I-5 and having a station around 8th Street. The concerns were around cost and legality in moving the station from where it was originally suggested in the alignment. Regarding the location of the station and whether it was serving the station as represented in ST3, the group moved forward with some West Seattle alternatives that have two stations instead of three. He noted some disappointment that a First Hill station is not being considered in place of a mid-town station.

Boardmember Keel questioned whether it would be more cost effective to use the existing 3rd Avenue tunnel and build a section off at the end to continue to Seattle Center and Ballard as opposed to building a new structure through there. Mr. Ridge responded that the existing tunnel is nearing capacity. When the system is extended, the new tunnel will be needed for core capacity through the downtown area.

In the Interbay/Ballard segment, alternatives were looked at along 15th on the east side of Interbay, on 20th along the west side of Interbay, and in the middle east of the BNSF tracks. Crossing the Ship Canal, alternatives included moveable bridge, fixed bridge, and tunnel configurations. The ELG recommended moving forward with the Elliott/15th/16th/Fixed Bridge, West of BNSF/20th/17th/Fixed Bridge, East of BNSF/14th/Movable Bridge, West of BNSF/20th/17th Tunnel, and Elliott/Armory Way/14th/Tunnel alternatives.

The next steps will be to move forward on developing alternatives based on the ELG recommendation and to continue to meet with the Stakeholder Advisory Group over the next several months. A Level 2 – Alternatives recommendation from the Stakeholder Advisory Group to the ELG is expected in September. Following the ELG recommendations, staff will brief the Board on the Level 2 recommendations in October 2018.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, June 28, 2018
1:30 p.m. to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:57 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on July 26, 2018, JE