



SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes December 13, 2018

CALL TO ORDER

The meeting was called to order at 1:30 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) *Claudia Balducci, King County Councilmember*

Vice Chair

(P) *Kent Keel, University Place Mayor*

Board Members

(P) *Nancy Backus, Auburn Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(P) *John Marchione, Redmond Mayor*

(P) *Dave Upthegrove, King County Councilmember*

(P) *Victoria Woodards, Tacoma Mayor*

Jane Emerson, Board Coordinator, announced that a quorum of the Capital Committee was present at roll call.

REPORT OF THE CHAIR

Committee Chair Balducci stated that Boardmembers Upthegrove and Woodards had asked to participate in the meeting by phone. The Board Rules and Operating Procedures allow members to attend the meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Earling, and carried by unanimous vote that Boardmembers Upthegrove and Woodards be allowed to participate in the Capital Committee meeting by telephone.

Chair Balducci mentioned that at the Executive Committee meeting held earlier, nominations were taken for the next Board Chair and Vice Chairs. The Executive Committee unanimously recommended that the Board Chair be Boardmember Marchione with Vice Chairs being Boardmembers Lucas and Roberts. The recommendation will be acted on at the December 20, 2018, Board meeting.

(Boardmember Johnson arrived at this time.)

CEO REPORT

Full Funding Grant Agreement

Sound Transit received news that the Federal Transit Administration (FTA) has submitted a full funding grant agreement for the Lynnwood Link Extension in the amount of \$1.2 billion to both Houses of Congress for a 30-day review. The review period will be over next Wednesday. Staff is working with the FTA on an opportunity to sign the agreement prior to the December Board meeting.

Downtown Seattle Transit Tunnel Milestone

Looking at 2019, one of the major milestones will be Sound Transit assuming ownership of the Downtown Seattle Transit Tunnel. Although the formal transfer of ownership will not happen until the end of next year,

as of March 23, 2019, Sound Transit will be the only operators in the tunnel. For the last decade, the region has been the only one in the world to have a mixed bus-rail tunnel. Current riders of tunnel bus routes will see longer trips in the short-term; however, Link service will become even faster and more reliable.

Next month, staff will come back before the Board to discuss many aspects of the ownership transition, and to detail some operational challenges ahead. Staff will discuss construction in the tunnel next year to prepare for heavier construction in 2020.

External Engagement

Mr. Rogoff stated that the North Corridor Elected Leadership Forum was held last week. Chair Somers was joined by Everett Mayor Cassie Franklin, Shoreline Mayor Will Hall, and two members of the Snohomish County Council. Also participating were senior staff from Mountlake Terrace and Lynnwood, and Emmett Heath, the General Manager of Community Transit. The purpose of the Forum was to hear about progress and plans in the North Corridor and to share perspectives. Mr. Rogoff took the opportunity to thank the leadership for their work in supporting the federal funding commitment for the Lynnwood Link Extension.

At the end of November, Board members were busy at meetings with the Elected Leadership Groups projects. To the North and East, the Elected Leadership Groups of the I-405 and SR 522 bus rapid transit (BRT) projects held a joint meeting to focus on the connection between the two BRT systems near the UW Bothell/Cascadia College. The Elected Leadership Group for the Tacoma Dome Link Extension met to hear the results of early screening work. There have been on-going briefings for elected and stakeholders on the West Seattle/Ballard projects.

PUBLIC COMMENT

Alex Tsimerman, Stand Up America

BUSINESS ITEMS

Items for Committee Final Action

October 11, 2018, Capital Committee Meeting Minutes

It was moved by Boardmember Backus, seconded by Boardmember Marchione, and carried by unanimous vote that the minutes of October 11, 2018, Capital Committee Meeting be approved as presented.

November 8, 2018, Capital Committee Meeting Minutes

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that the minutes of November 8, 2018, Capital Committee Meeting be approved as presented.

Motion No. M2018-142: Forwarding the Project Budgets of the Proposed 2019 Budget and the Proposed 2019 Transit Improvement Plan, including any revisions approved by the Committee, to the Board of Directors for consideration.

Ann Sheridan, Budget Director, explained that this action forwards the Proposed 2019 Transit Improvement Plan (TIP) for approval. There are 14 revisions to be considered by the Capital Committee for inclusion in the action. She commented that planning for the proposed TIP begins in May and requires staff

to forecast project status and costs through 2019. During the budget process, additional information becomes available, which results in the proposed revisions to the TIP.

Motion No. M2018-142 was moved by Boardmember Johnson and seconded Boardmember Marchione.

Chair Balducci stated that the Capital Committee members would review and consider taking action on the 14 revisions. Some of the revisions will be grouped together for action and others will be acted on individually.

Revision C-1: Increases the Downtown Redmond Link Extension's annual project budget in the amount of \$54,734,000.

Revision C-2: Establishes the Sounder South Capacity Expansion Project's annual project budget for Administrative and Preliminary Engineering Phases in the amount of \$2,272,000.

Revision C-3: Establishes the 130th Street Station Project's annual project budget in the amount of \$6,454,000.

Ms. Sheridan stated that all three projects mentioned in Revisions C-1 through C-3 came to the Board and received authorized project allocation subsequent to the publication of the Proposed 2019 Budget and TIP. Each revision requests 2019 budget for the individual projects.

Revision C-1 is requesting an annual project budget for 2019 for the Downtown Redmond Link Extension, which was baselined in October. Revision C-2 is requesting a 2019 annual project budget for preliminary engineering for the Sounder South Capacity Expansion project that was initiated in October 2018. Revision C-3 is requesting a 2019 annual project budget for early work for the 130th Street Station project that was initiated in September 2018.

It was moved by Boardmember Johnson, seconded by Boardmember Backus, and carried by unanimous vote that Revisions C-1, C-2 and C-3 be approved as presented.

Revision C-4: Increases the Hilltop Tacoma Link Extension's annual project budget and revises the project phase allocation to increase the construction phase in the amount of \$470,000

Ms. Sheridan explained that Revision C-4 is to increase the Hilltop Tacoma Link Extension's construction budget by revising the project phases to increase the budget for the construction phase. The project received revised cost estimates for utility relocations after the Proposed 2019 Budget was published, which necessitates the transfer of right-of-way budget to the construction phase.

Ron Lewis, Executive Director of Design, Engineering and Construction Management, added that the project is now in construction and actively engaged in utility relocation. The money being transferred out of the right-of-way phase is no longer needed. All of the right-of-way has been secured for the project with the exception of two temporary construction easements that have been negotiated.

It was moved by Boardmember Woodards, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Revision C-4 be approved as presented.

Revision C-5: Increases the I-405 Bus Rapid Transit project's annual project budget for right-of-way phase by \$13,000,000 and increases the project allocation to date in the right-of-way and preliminary engineering project phases in the amounts of \$13,000,000 and \$11,500,000, respectively for a total of \$24,500,000.

Ms. Sheridan stated that Revision C-5 includes revisions for both budget and project allocation. The \$13 million for right-of-way is due to an increased appraisal for acquisition of the Canyon Park property. The

\$11.5 million increase to the project allocation in the right-of-way and preliminary engineering phases is to fund work with WSDOT in the NE 85th BRT station and interchange reconstruction.

Don Billen, Executive Director of Planning, Environment and Project Development, commented that this will be an expensive interchange rebuild for the BRT station in Kirkland.

It was moved by Boardmember Marchione, seconded by Boardmember Backus, and carried by unanimous vote that Revision C-5 be approved as presented.

Revision C-6: Increases the ST Express Fleet Expansion project's authorized project allocation in the vehicles phase to purchase six additional buses in the amount of \$7,000,000.

Ms. Sheridan stated that Revision C-6 is a procurement for 31 new buses; 25 buses were included in the Proposed 2019 Budget and TIP and the revision provides for 6 additional buses in 2020. The buses are needed to maintain the current service levels when adding additional platform hours.

Committee Vice Chair Keel asked how much lead-time is needed to order the buses. Ms. Bonnie Todd, Executive Director of Operations, replied that the lead-time for ordering buses is between 15 and 18 months.

It was moved by Boardmember Earling, seconded by Boardmember Backus, and carried by unanimous vote that Revision C-6 be approved as presented.

Revision C-7: Authorizes the establishment of the North Sammamish Park-and-Ride project with an authorized project allocation of \$2,065,000 and funds the beginning of the preliminary engineering phase for 2019 in the amount of \$455,000.

Revision C-8: Authorizes the establishment of the Escalator Modernization Program project in the amount of \$4,963,000 of authorized project allocation and 2019 budget.

Ms. Sheridan stated that Revisions C-7 and C-8 establish budgets for two new projects that were established after the Proposed 2019 Budget was published. The revisions include annual project budgets and project allocations.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Revisions C-7 and C-8 be approved as presented.

Revision C-9: Reduces the ST3 Planning authorized project allocation by \$11,120,905 and increases the 2019 annual project budget by \$2,000,000 for environmental analysis.

Ms. Sheridan explained that Revision C-9 is to the ST3 Planning project. The project was originally funded with enough money should Sound Transit 3 (ST3) require going before the voters a second time. Since the voters passed ST3 on the first vote, the project allocation will be reduced by \$11 million. The Washington Department of Ecology has identified the need to accelerate environmental analysis into 2019, which requires \$2 million be added to the annual budget.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Revision C-9 be approved as presented.

Revision C-10: Decreases the ST Express Fleet Replacement project's annual budget in the amount of \$39,535,046.

Revision C-11: Decreases the Central Link Overhead Catenary System Tie Switch project's annual budget and authorized project allocation both in the amount of \$2,958,483.

Revision C-12: Decreases the Locomotive Inboard Cameras project's annual budget in the amount of \$190,000.

Revision C-13: Decreases the Sounder Passenger Emergency Intercom project's annual budget in the amount of \$1,500,000.

Revision C-14: Decreases the Pierce Transit Global Positioning System Repeater project's annual budget in the amount of \$1,662,000.

Ms. Sheridan explained that Revisions C-10 through C-14 are all decreases; four to the 2019 annual budget and one to the project allocation. Revision C-10 is removing \$39.5 million from the 2019 annual budget because the 25 replacement buses will not be received until 2020.

Revision C-11 cancels the Central Link Overhead Catenary System Tie Switch project and removes the \$2.9 million budget from the 2019 annual budget and the project allocation. Should this project be required in the future, it will come back to the Board.

Revision C-12 through C-14 are projects that are being deferred until after 2019. The revisions will remove the annual budget amount from the three projects.

Boardmember Marchione asked what impact there might be to the safety program by deferring the projects in Revisions C-12, C-13, and C-14. Mr. Rogoff replied that in some of these smaller state-of-good-repair and enhancement projects, there has been a tendency to over budget and underperform against the budgets. There has been discussion about this tendency and the need to improve on this in future years. Staff intends to improve on the execution side, but the agency needs to be more realistic about what can be achieved in the coming years. Staff looked at the projects and made the decision to defer these three projects.

Mr. Rogoff stated that the Locomotive Inboard Cameras project is important; however, the Federal Railroad Administration has not finalized the regulation, so it was decided to wait until the requirements are finalized. The Sounder Passenger Emergency Intercom project will not be completed in 2019 due to design work to be done. This is a replacement of the current emergency intercom system, which is working fine at this time. If the regulation/requirements are completed and staff is ready to proceed in 2019, an action for a budget amendment will come to the committee.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Revisions C-10, C-11, C-12, C-13 and C-14 be approved as presented.

Committee members stated that they feel good with the review of the 2019 budget and want to maintain the forward momentum on completing the projects.

It was carried by unanimous vote that Motion No. M2018-142, including all approved revisions, be approved.

Items for Recommendation to the Board

Resolution No. R2018-42: (1) Amending the Digital Passenger Information System program by (a) increasing the authorized project allocation to date from \$1,617,150 to \$49,575,698, and (b) increasing the 2019 annual budget from \$1,617,150 to \$15,886,226 to modernize and standardize Sound Transit's passenger information systems across Link, Tacoma Link, and Sounder, with support for future expansion including Bus Rapid Transit and Parking and (2) changing the program name to Passenger Information Management System.

Jason Weiss, Chief Information Officer; David Ginsberg, Senior Program Manager; and Russ Arnold, Chief Customer Experience Officer, presented the staff report for this action and the following action.

The Passenger Information Management System (PIMS) will provide passenger announcements and content for Sound Transit's digital signs. This system will be designed and implemented to provide flexibility as technology and needs change.

Currently Link, Sounder, and Tacoma Link do not offer a consistent rider experience and are operated using different solutions that were developed over time. Sound Transit must replace the Public Address/Variable Message Signs for its Link and Sounder services, and will add this capability to Tacoma Link. As bus rapid transit and parking are developed, they will also require this capability. With this action, all modes will operate under the same system. In addition to replacing existing, basic signage functions, Sound Transit seeks to increase the accuracy of its arrival predictions and to provide additional information to customers to enhance their rider experience.

Resolution No. R2018-42 will increase the project budget for the system, and Motion No. M2018-164 will authorize a contract with ARINC to provide the system integration services.

Boardmember Johnson asked staff how they can ensure the new system will not be obsolete when it is implemented in 3 to 4 years. Mr. Ginsberg responded that design decisions will be made in 2019 and 2020 and will use proven technologies that can be modified over time.

Committee Chair Balducci also asked about interconnecting with partner transit agencies. Staff replied that the requirements for the PIMS contract include the ability to send data to and receive data from partner agencies. This capability will be ready when PIMS goes live and staff will work with partner agencies to display timely and relevant transit information and enable them to display Sound Transit's information.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Marchione, and carried by unanimous vote that Resolution No. R2018-42 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-164: Authorizing the chief executive officer to execute a contract with ARINC to provide system integration services for the Passenger Information Management System program in the amount of \$30,777,995 with a 10% contingency of \$3,077,800 for a total authorized contract amount not to exceed \$33,855,795 plus applicable taxes.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-164 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-163: Authorizing the chief executive officer to increase the contract contingency with Hoffman Construction to construct the Roosevelt Station Finishes within the Northgate Link Extension in the amount of \$7,000,000, for a new total authorized contract amount not to exceed \$166,905,743.

Don Davis, Executive Project Manager, and Rick Capka, Deputy Project Director, presented the staff report for the allocation of additional contingency funds to the Roosevelt Station Finishes contract.

Sound Transit entered into a construction contract with Hoffman Construction in November 2016. In February 2017, the contractor gained access to the station site and has successfully progressed the work to 60 percent complete. During this time, they have completed the main underground station structure; began the installation of mechanical, electrical, and architectural finishes within the station; and are currently progressing construction of the above-grade station entrance structures.

The majority of the original five percent contingency has been required to pay for changes to the contract including added regulatory or third-party requirements, additional site interface requirements, necessary refinements to the station design, and the implementation of design enhancements as the result of lessons learned from the operation of the University Link Extension's underground stations. Staff anticipates an additional \$7 million in contingency will be needed to cover the remaining projected changes.

Boardmember Johnson mentioned Sound Transit's coordination with the City of Seattle around the implementation of a protected bike lane. He stated that this is nearly completed throughout the corridor with the exception of the area around the station. He asked if the additional contingency includes additional design work that has come out of that collaboration. Mr. Capka replied that the bike lane has been coordinated with the project. At this time, there is an interim condition in the block at the station with striping, but no modifications to the curb or sidewalk. The contingency will have some funds available to make adjustments to that location for the bike lane.

It was moved by Boardmember Johnson, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-163 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-165: Authorizing the chief executive officer to execute an amendment to the Permit and Project Review Reimbursement Agreement with the City of Lynnwood to add construction support services in the amount of \$2,344,655, with a 7% contingency of \$164,126, totaling \$2,508,781, for a new total authorized agreement amount not to exceed \$4,006,903.

Joe Gildner, Deputy Executive Director, and Gwen McCullough, Project Manager, presented the staff report. The amendment allows for additional scope for construction related project activities including coordination, permits, approvals, and inspections.

The amendment establishes roles and responsibilities for the City of Lynnwood and Sound Transit including continued design review through 100 percent design, review and approval of the project land use determination, expedited review of the project's construction approvals, and Sound Transit's obligation for reimbursement to the City for eligible costs and expenses for providing these services through revenue service. The Lynnwood City Council approved execution of the amendment on December 10, 2018.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-165 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-166: Authorizing the chief executive officer to execute a construction contract with Stacy and Witbeck – Kiewit-Hoffman, a Joint Venture, to provide Heavy Civil General Contractor/Construction Manager construction services for the Northgate Station to NE 200th Street segment within the Lynnwood Link Extension in the amount of \$88,147,300, with a 7% contingency of \$6,170,300, for a total authorized contract amount not to exceed \$94,317,600.

Joe Gildner, Deputy Executive Director, and Jonathan Gabelein, Construction Manager, presented the staff report. This action will execute a construction contract with Stacy and Witbeck – Kiewit-Hoffman, a Joint Venture, to provide Heavy Civil General Contractor/Construction Manager construction services for the Northgate Station to NE 200th Street segment within the Lynnwood Link Extension.

The Sound Transit Board authorized a contract with the contractor for pre-construction services in May 2016. The contractor has successfully completed the preconstruction services phase. In order to maintain the overall project schedule, a phased contracting approach is necessary; this action would authorize the first phase for construction work.

The construction phase work under this action includes early work activities required to prepare the corridor for guideway construction, which is expected to begin summer 2019. The early work includes utility relocation; construction access; demolition work; wetland mitigation; and associated demolition, grading, erosion control, traffic control/modifications, and temporary restoration. The remaining work packages will be procured later and will be brought to the Board for approval.

Boardmember Johnson mentioned that the work will be out in the open will have a lot of people viewing the work. He asked about Sound Transit's policy around tree mitigation for the loss of trees that will be cut down for the construction work.

Staff responded that there have been public meetings to inform residents about the removal of approximately 4,000 trees and that Sound Transit will be replanting 14,500 trees later. Sound Transit will reinforce that message since tree removal will take place over a short period and rapidly.

It was moved by Boardmember Johnson, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-166 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-167: Authorizing the chief executive officer to execute a task order with the Washington State Department of Transportation to provide professional services for project development and environmental review of the I-405/NE 85th Street In-line Freeway Station for the I-405 Bus Rapid Transit Project, in the amount of \$13,627,765 with a 10% contingency of \$1,362,776, for a total authorized agreement amount not to exceed \$14,990,541.

Bernard van de Kamp, HCT East Corridor Development Director; Paul Cornish, HCT Development Project Director; and Mark Johnson, Project Director, presented the staff report. This action funds and authorizes the execution of a task order with the Washington State Department of Transportation (WSDOT) to complete project development and environmental review for the in-line station and the NE 85th Street Interchange implementation in the City of Kirkland for the I-405 Bus Rapid Transit (BRT) project.

The task order with WSDOT includes project administration, 15 percent conceptual engineering, environmental review and permitting, community outreach, design development, and cost estimating services. The task order also includes coordination with Sound Transit's BRT requirements, the City of Kirkland, transit partners, and other requirements.

This work will be combined with WSDOT's 132nd Street project included in its master plan to realize savings and efficiency. The ST3 plan had the BRT station where the mainline of I-405 is located. The station was moved out the freeway, ramps were reconfigured, and the lanes were widened. Local bus service was on 85th Street requiring stairs or elevators to make a connection with BRT. Staff worked with WSDOT, King County Metro, and the City of Kirkland to identify possible options. The decision was to go with the three-tiered interchange option. Level 3 is the I-405 mainline and will remain at the existing level; Level 2 is a new level and will include the BRT station, non-motorized access, and access to and from the I-405 Express Toll Lane; Level 1 is 85th Street and will be lowered 15 to 20 feet.

Boardmember Johnson commented that there will be similar challenges along the I-405/SR 522 corridor. He hopes to continue seeing this type of creativity by agency staff in solving project issues.

Committee Vice Chair Keel expressed his excitement with the three-tiered approach and commented that this will be a great model. He asked if the City and other parties are interested in doing a roundabout to address a possible traffic challenge on 85th Street. Mr. Cornish replied that the project team has identified ways to move traffic through 85th Street as it goes to and from the intersection. Staff is also looking at a small modification of 120th Street east of 85th Street. A full environmental study will be conducted and will include a traffic study, which will show the level of service and the impacts.

Committee Chair Balducci commented that this is a very creative and functional design in a challenging environment. She has heard concerns about the cost of the interchange design. She asked staff to speak to the cost estimate. Mr. Cornish stated that the latest cost estimate is around \$260 million and the ST3 project budget was \$270 million. Chair Balducci stated that until downtown Kirkland developments are closer to the BRT stop, it will be important to work on those connections. She encouraged staff and leadership to work with partners to meet goals of connecting people to the regional system and be fiscally responsible.

It was moved by Boardmember Marchione, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-167 be forwarded to the Board with a do pass recommendation.

Resolution No. R2018-43: Approving the chief executive officer's declaration that real property originally acquired for the Central Link Extension light rail project is surplus and is no longer needed for a transit purpose.

Thatcher Imboden, Senior TOD Manager, and Edward Butterfield, Senior TOD Project Manager, presented the staff report. This action is related to an unsolicited proposal process. Sound Transit acquired property at the Beacon Hill Station for the station's headhouse and vent shaft. Construction staging was primarily conducted on leased property on the rest of the lot. This is a 2,256 sq. ft. parcel, which has been unused since the station opened.

Pacific Housing NW, LLC owns the adjacent property and would like to incorporate this site into its development. The property, which is unimproved and fenced, was appraised at \$260,000. The property was acquired using federal funds and its disposal will require FTA approval. Today's action is to determine whether to confirm the CEOs declaration that the property is surplus property.

Contingent on the Capital Committee approving this action, staff will go to the Board to address two policy questions: (1) is the property suitable for development as housing and (2) should Sound Transit approve the key business terms with Pacific Housing NW, LLC.

It was moved by Boardmember Johnson, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Resolution No. R2018-43 be forwarded to the Board with a do pass recommendation.

REPORTS TO THE COMMITTEE

Update on the East Link Extension and Operations and Maintenance Facility: East

Mike Bell, Deputy Project Director-East Link, presented the East Link Extension report. The project was baselined in April 2015 and revenue services is scheduled for June 2023. The project will be 50 percent completed by second quarter 2019. Key Milestones completed in 2018 were the early Bellevue Tunnel hole through and the I-90 post tensioning. The project is on budget and on schedule for completion. Mr. Bell showed the Board photos of work being done in each segment. Key issues for the East Link Extension include safety awareness and accident prevention; design of the Mercer Island transit interchange; resolving the crossing of Seattle City Light transmission line in Bellevue; tie-in at the International District Station; Microsoft Pedestrian Bridge redesign; design change management during construction; and continued focus on environmental compliance.

Tracy Reed, Executive Project Director, reported on the Operations and Maintenance Facility: East (OMF: East). The project is being delivered through the design-build method and is scheduled to be completed December 2020. Upcoming milestones include final design issued for construction, building foundations completed, and exterior envelope completed and track installed in first quarter 2019. Key issues for the

OMF: East include safety awareness and accident prevention; managing design change; long-lead item procurement; preparation for commissioning; and early light rail vehicle storage.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

System Expansion Committee
Thursday, January 10, 2019
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 4:04 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on January 10, 2019, JE