



Summary Minutes

Board Meeting
January 24, 2019

Call to order

The meeting was called to order at 1:38 p.m. by Chair Marchione in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chairs
(P) John Marchione, City of Redmond Mayor	(P) Ron Lucas, City of Steilacoom Mayor (P) Paul Roberts, Everett Councilmember

Board members	
(A) Nancy Backus, City of Auburn Mayor	(P) Kent Keel, City of University Place Mayor
(A) David Baker, City of Kenmore Mayor	(P) Joe McDermott, King County Council Chair
(P) Claudia Balducci, King County Councilmember	(A) Patty Rubstello, WSDOT Secretary Alternate
(P) Dow Constantine, King County Executive	(A) Dave Somers, Snohomish County Executive
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Councilmember
(A) Jenny Durkan, Seattle Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Dave Earling, City of Edmonds Mayor	(A) Victoria Woodards, City of Tacoma Mayor
(P) Rob Johnson, Seattle Councilmember	

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

Report of the Chair

Chair Marchione welcomed everyone to the first Board meeting of 2019.

Thank you to Boardmember Dave Somers

Chair Marchione stated that he wanted to start by thanking Boardmember Dave Somers for his two-year term as the Board Chair. Boardmember Somers took over as chair in 2017, shortly after voters passed ST3.

Under his leadership and direction, Sound Transit developed its System Expansion Plan for meeting the agency's aggressive timelines. The legacy of his tenure will be reflected in all of Sound Transit's work moving forward to deliver new projects and expanded operations to meet the plan.

Boardmember Somers also led the process of revamping the Board's committee structure and financial oversight thresholds and procedures.

Coming up in 2019

Chair Marchione stated that he has decided not to seek re-election, so he will serve as the Board Chair for one year.

The agency is entering a year in which there will be many decisions to prepare Sound Transit to be the agency it is expected to become by the end of 2024. This includes establishing the right business model

that will best serve Sound transit and its riders as well as looking at environmental sustainability and project delivery strategies. Passenger counts are expected to more than double between 2017 and 2024 and light rail ridership is expected to triple.

The Board has key decisions to make about project alignments for expansion projects. In 2019, the Board is expected to make significant project decisions including selecting the preferred alignments and alternative alignments for the West Seattle, Ballard, and Tacoma Dome link extensions; selecting the design-build contractors for Federal Way and Redmond Link Extensions; adopting the budget and schedule for the new Sounder maintenance base; and confirming the station access projects in each corridor.

The Board is starting the year under a new set of rules and a new committee structure. Significant reforms and policy decisions were made in 2018 to update the Board structure; rules; and spending authority levels of the CEO, Committees of the Board, and the full Board.

Boardmember Lucas departure from the Board

Chair Marchione advised that Vice Chair Lucas has decided to leave the Board due to personal obligations. Vice Chair Lucas joined the Board in January 2018 and quickly stepped up to the position of Vice Chair. He also served on the Executive Committee and the Operations and Administration Committee. The Board agenda includes two actions to address his departure. One is to appoint a Board Vice Chair from Pierce County and the other is to update appointments for committee chairs and members for 2019-2020.

CEO Report

Impact of the Federal Government Shutdown

CEO Peter Rogoff stated that as a federal grantee, Sound Transit is concerned with the government shutdown. At present, Sound Transit cannot receive reimbursements of federally eligible expenditures while the government is shut down. Because the agency has sufficient float in its cash position, this challenge will not present any immediate danger to the availability of services or progress on projects under construction; however, the agency may be stymied in advancing some federally funded projects. It is imperative that FTA staff are on the job to review documentation and to provide necessary approvals.

A further lengthening of the shutdown could have very real consequences for the agency's mission and progress.

System Access Fund

Mr. Rogoff stated that the System Access Fund is the major component of the \$100 million ST3 System Access Program. The fund is divided equally between Sound Transit's five subareas and is intended to fund projects such as safe sidewalks, protected bike lanes, and improved bus-rail integration.

In November, Sound Transit staff shared with the Executive Committee a proposed approach for administering an initial portion of the System Access Fund. At that time, staff received direction from the Executive Committee to proceed with the proposed approach. As a result of this direction, Sound Transit will conduct a call for projects in 2019 making up to \$10 million of System Access Funds available per subarea. Cities, counties, and transit agencies are eligible applicants for this funding.

Later this month and in early February, staff will be engaging with potential sponsors in advance of the call for projects, which will occur in mid-February. The System Access Fund call for projects is anticipated to close in mid-April followed by an evaluation. Recommendation will come to the Sound Transit Board will decide the projects that will receive the initial round of System Access Funds in mid-2019.

Operations and Maintenance Facility: South

Mr. Rogoff commented on the Operations and Maintenance Facility: South and the Dick's Drive-In site. Staff has been letting stakeholders know that the agency is in the very early stages in the identification process for an Operations and Maintenance Facility (OMF) in South King County. The OMF: South along with the existing OMF in Seattle, the OMF: East in Bellevue, and a future facility in the North Corridor will make up the four OMFs required to support the future 116-mile light rail system.

A number of sites were identified by the public and technical staff during the early scoping public comment period in the spring of 2018. The agency is finalizing its preliminary technical review of those sites against environmental factors, operational considerations and cost factors, and for plan consistency. There is no easy location to site an OMF in the south end. There has been a lot of conversations about the about Kent Lowe's and Dick's Drive-In and the Midway Landfill Superfund site. Each come with complications and trade-offs.

In March the formal planning for the OMF: South will begin with a public comment scoping period, where all of the sites and the preliminary analysis of the sites will be available for public review and comment. This will include a robust public outreach effort to engage residents in Kent, Federal Way, King County, and beyond. Following this scoping period, the Board will consider all input received and will identify which sites should be studied in the Environmental Impact Statement (EIS). The initial scoping period will be three months and followed by a two-year EIS period. Not all projects will be considered for scoping.

By law, Sound Transit must evaluate a range of sites in this upcoming two-year EIS process. Existing commercial uses and incompatible zoning alone are not enough to protect Sound Transit from a potential legal challenge later in the process. At this time, Sound Transit is communicating about the project with potentially impacted property owners, residents, and businesses before they read about the impacts in the newspaper.

EEO 2018 Annual Report

Mr. Rogoff advised that the 2018 Annual Report for the Office of Equal Employment Opportunity (EEO), Equity & Inclusion was included in board members' packets. The office was established in December 2017 with the mission to ensure an equitable system that grows and sustains a diverse workforce, fosters an inclusive culture, and builds organizational capacity.

Among the accomplishments of the office to date are five employee resource groups, embedding the value of Inclusion and Respect throughout the agency, programming to reach talent early through K-12 outreach, and full program implementation and training of EEO. In addition to the programmatic implementation, the office has also developed strategies to build capacity with teams and agencywide to address equity and inclusion.

2019 Washington State Legislative Session

Mr. Rogoff stated that January 14, 2019, was the first day of the 2019 Washington State legislative session. Senator Steve O'Ban has again introduced legislation that would alter the composition of the Sound Transit Board of Directors. His proposal, which has been introduced to each legislature for more than a decade, would replace the Board with one that is directly elected. Sound Transit staff is closely monitoring this bill and will provide the Board with information as the legislative session progresses.

Tim Eyman's Initiative 976 has been certified by the Secretary of State and officially transmitted to the Legislature for consideration before going to voters in November. In addition to the significant changes this bill would impose on Sound Transit's financial plan, this initiative would significantly impact transportation funding for numerous local governments in every region of Washington and the state's own transportation infrastructure funding.

External Engagement

Mr. Rogoff stated that the external engagement for 2019 is starting with a fast pace for the Board and staff.

East Corridor: The Bus Rapid Transit (BRT) projects are kicking off 2019 with three Elected Leadership Group meetings in January and February, culminating with recommendations to the Sound Transit Board on project refinements to carry into environmental review starting in March. The 522 BRT project will begin the next round of public engagement this month, with drop-in sessions in Kenmore and Shoreline as well as an online open house to solicit feedback on the refined project prior to Board action. Earlier this month, staff updated the Mercer Island Chamber on East Link construction progress. Staff will update the Bellevue City Council in late-February.

South Corridor: The SeaTac City Council approved the transit way agreement for the Federal Way Link project on January 23, 2019, and staff is working with the city of Federal Way to finalize a transit way agreement. External engagement for the Sounder Capacity Expansion Program will get started next month with a community survey, stakeholder interviews, and an elected officials Leadership Forum. For the Tacoma Dome Link Extension, staff is planning stakeholder and elected leadership meetings in February. In Tacoma, staff is attending various venues to update communities on Sound Transit work in the city, including Hilltop Tacoma Link Extension and the Tacoma Dome Link Extension.

Central Corridor: In Seattle, the West Seattle and Ballard Extensions Stakeholder Advisory and Elected Leadership Groups have met numerous times since kicking off over a year ago. They each have three more meetings planned for this spring, leading to a recommendation to the Sound Transit Board on what to study further in the EIS. Next month, the project will continue the robust external engagement work with a month long public engagement process that includes three open houses and community workshops along the alignment.

North Corridor: CEO Rogoff briefed the Edmonds City Council on all Sound Transit projects in the north corridor, including the agency's work to get started on the Edmonds and Mukilteo Access projects. Staff has been in front of the Lynnwood and Mountlake Terrace Councils to share information about what to expect during upcoming early construction on the Lynnwood Link Extension. Staff is working to schedule presentations to the Shoreline, Everett, and Seattle city councils, along with the Snohomish County Council.

Public comment

Paul W. Locke

Jean Amick

Alex Tsimerman

Joe Kunzler

Will Knedlik

I. Eustaquio

Consent agenda

Minutes: November 15, 2018, Board of Directors meeting

Minutes: December 20, 2018, Audit and Reporting Committee meeting

Voucher Certification: December 2018

Motion No. M2019-03: Authorizing the chief executive officer to (1) execute an agreement with the City of Federal Way for project administration to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension project and (2) execute Task Order 1 in the

amount of \$45,936 with a 10% contingency of \$4,594, for a total authorized agreement amount not to exceed \$50,530.

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

Business items

Motion No. M2019-04: Authorizing the chief executive officer to execute a contract amendment with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide conceptual engineering and preliminary engineering services for the NE 130th Street Infill Station project in the amount of \$2,561,477, with a 10% contingency of \$256,148 totaling \$2,817,625, for a new total authorized contract amount not to exceed \$106,564,974.

System Expansion Chair Balducci presented the staff report. The System Expansion Committee reviewed this action at their January meeting and recommends its approval. This action follows the Board's decision in September 2018 to advance the NE 130th Infill Station.

HNTB Jacobs Trusted Design Partners is currently performing the final design work on the Lynnwood Link Extension. By amending the contract, the project will gain efficiencies by using the existing knowledge base on the project. This contract amendment will allow the use of this final design consultant for the Lynnwood Link Extension to complete the conceptual engineering and preliminary engineering for the NE 130th Street Infill Station project.

This work will inform a future Board decision on whether to advance the project into final design and construction concurrent with the Lynnwood Link Extension. The change order provides resources to complete constructability analyses to develop options to minimize or eliminate single-tracking and other service disruptions that might occur if the station is constructed during the same time as the Lynnwood Link Extension.

With the Board's approval of this action, staff expects to complete conceptual design next quarter, preliminary engineering by the third quarter, and staff would return to the Board in the fourth quarter to consider whether to advance the project into final design.

Vice Chair Roberts said that he will support the motion, but he is concerned about advancing stations before of other planned stations. He asked for the report to present options so the Board can see what they can be doing to both provide for the systems operation, or the lack of delay in that system as it goes forward, but would also leave open the question of whether the agency actually builds the 130th Street Station as part of project.

Mr. Rogoff stated that staff will be bringing the full suite of options to the System Expansion Committee including the cost savings of accelerating the project earlier, but also costs associated with the disruption of Lynnwood Link operations when it is necessary to single track.

Boardmember Balducci added that the committee anticipates this to drive a robust discussion of tradeoffs. This looks like an opportunity to speed things along, minimize disruption later, and potentially save some money. The committee is going to learn more and will look at all the tradeoffs before making the final recommendation to the Board.

Vice Chair Keel stated his support of the motion. He asked that staff look at other policy rules and laws that the agency may have imposed upon itself that might preclude the agency from rearranging project elements.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2019-04 be approved as presented.

Electing a Board Vice Chair from Pierce County for a two-year term.

Chair Marchione stated that with Vice Chair Lucas leaving the Board, the Board must elect a new Vice Chair from Pierce County for a two-year term. The Board's Rules and Operating Procedures specify that the Washington State Secretary of Transportation chair the meeting for the purposes of the elections. Secretary Millar is not able to attend today, but Patty Rubstello, his alternate, was prepared to preside over the election of officers.

The Board would need to temporarily suspend the rules to allow Ms. Rubstello to chair the meeting for the purpose of the election, which requires a supermajority affirmative vote of the Board members in attendance.

It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that the rules be suspended to allow Patty Rubstello to preside over the election of officers.

Ms. Rubstello stated that In December 2018, the Board appointed John Marchione from King County as Board Chair, and Ron Lucas from Pierce County and Paul Roberts from Snohomish County as Vice Chairs. Since that time, Vice Chair Ron Lucas has decided to leave the Board. The Board will need to take action to elect a new Vice Chair from Pierce County. Board officers are selected by majority vote of the Board, and terms are for two years. The Chair and Vice Chairs each need to be from different counties.

The Board's Rules and Operating Procedures call for the Executive Committee to develop a recommendation to fill the remainder of the term, and to bring that recommendation to the Board at the next regularly scheduled meeting. The Executive Committee did not meet in January, so this action is coming directly to the Board for action. Ms. Rubstello asked for nomination from the Board for a Vice Chair from Pierce County.

Boardmember Bruce Dammeier nominated Boardmember Kent Keel. He stated that Boardmember Keel's experience on the University Place City Council and as the Mayor will allow him to step up to this role.

There were no other nominations.

It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that Boardmember Kent Keel be elected Vice Chair from Pierce County for the remainder of the term ending December 31, 2020.

Motion No. M2019-05: Updating appointments for committee chairs and members for 2019-2020.

Chair Marchione stated that with Ron Lucas leaving the Board, the appointments for committee chairs and members for 2019-2020 need to be updated. He mentioned that the Pierce County Council is scheduled to confirm the appointment of City of Fife Mayor Kim Roscoe to the Sound Transit Board on January 29, 2019.

Appointments to the Executive Committee: John Marchione, Chair; Kent Keel, Vice Chair; Paul Roberts, Vice Chair; and committee members Claudia Balducci, Dow Constantine, Bruce Dammeier, Jenny Durkan, Dave Somers and Victoria Woodards.

Appointments to the Rider Experience and Operations Committee: Paul Roberts, Chair; Joe McDermott, Vice Chair; and committee members David Baker, Dave Earling, Rob Johnson, Kent Keel, Pete von Reichbauer, and the new board member from Pierce County.

Appointments to the System Expansion Committee: Claudia Balducci, Chair; Victoria Woodards, Vice Chair; and committee members Nancy Backus, David Baker, Dave Earling, Rob Johnson, Kent Keel, and Dave Upthegrove.

Appointments to the Finance and Audit Committee: Nancy Backus, Chair; Bruce Dammeier, Vice Chair; and committee members Dow Constantine, Jenny Durkan, John Marchione, Joe McDermott, Roger Millar, and Dave Somers.

It was moved by Boardmember Constantine, seconded by Vice Chair Keel, and carried by unanimous vote that Motion No. M2019-05 be approved as presented.

Motion No. M2019-06: Directing the chief executive officer to implement the Sustainability Plan 2019 Update.

Amy Shatzkin, Deputy Director Sustainability, stated that staff is asking for the Board's endorsement to implement the 2019 update to the Sound Transit Sustainability Plan. For Sound Transit, sustainability is not just about the environment, it is to help people move freely and affordably; promoting stewardship that conserves the planet's natural environment; and supporting prosperity by promoting affordable mobility and access to opportunity.

Since 2017, the Board and the agency's leadership has supported the robust sustainability program. The agency's first plan was created in 2011 and updated in 2015. The sustainability plan is an agencywide effort and receives input from every department as well as external stakeholders. The implementation of the plan is guided by Sound Transit's cross-functional Environmental and Sustainability Management System Steering Committee. Like the two previous plans, the 2019 plan is a strategic planning document and does not have direct fiscal impacts. All projects and policies proposed in the plan will be funded and screened through existing budget and review processes.

The impetus for the 2019 update is part of the management system efforts to ensure continual improvement. Staff assesses the progress every few years and makes appropriate adjustments to the long-term targets, especially since climate impacts and technology are rapidly changing. The plan update improved upon previous plans by suggesting more specific goals to integrate sustainability goals into the agency's system expansion efforts as well as renewing focus in line with the focus on equity and inclusion. The plan sets two long-term goals that are implemented through short-term goals. The 2050 time horizon for the long-term goals align with the regional objective of the ST3 plan. The short-term goals will be completed by 2024.

In an effort to steward the natural and human habitats, the agency is working to achieve carbon-free operations for all of the agency's electricity use by 2030 and all fleets by 2050. To accomplish this, staff will be evaluating battery electric bus feasibility for ST Express and BRT services and pursuing all available avenues to purchase carbon-free electricity. Staff will work to enhance ecosystem function through setting corridor-specific goals for capital projects and starting to implement environmental mitigation efforts prior to breaking ground on new projects.

The agency is working to build resilience to climate change and natural disasters into the capital program by conducting a climate resilience assessment as part of each major ST3 system project. Staff is focusing on operational efficiency efforts on initiatives to integrate green building into facility renovation project and to deepen the agency's green purchasing and contracting efforts.

In order to assure the agency is implementing the sustainability plan, the agency's annual monitoring and measurements system tracks progress on the goals and operational performance. Staff will continue to use the ISO certified environmental sustainability management system and the APTA Sustainability Commitment as tools to measure the agency's progress.

Boardmember Balducci commented that this is an important program and a big part of what the agency contributes to the region. She has received feedback on the plan and has been looking into the comments. She mentioned that this action did not come through committee, so this is the first time the Board is seeing the action. She asked that this come to the Executive Committee in February and then back to the Board for final action.

Boardmember Constantine thanked staff for the great work, coordination with the other governments, and taking to heart to goal of creating more tangible goals. The most important thing Sound Transit can do for the region is to provide more transit. Board members all work with other governments and entities to establish robust goals. His concerns are whether these goals are as aggressive as King County's and the City of Seattle's goals.

Ms. Shatzkin replied that staff wants to be responsive to the Board feedback and wants to work with regional partners to do its part on these issues. She noted that as a single purpose agency, Sound Transit has fewer levers than some of the municipalities in terms of the breadth of its greenhouse gas emissions opportunities. The struggle is to find the balance between setting an achievable target that puts change in motion and setting more aggressive goals that carry some risk and uncertainty about evolving technology. Although the agency is taking a smaller step over next six years, the mid- and long-term reduction goals are more in line with the goals set by King County and the City of Seattle. Staff chose the 10 percent greenhouse gas emissions number based on the 2018 baseline with a goal year of 2024 based on efforts underway and the plan to greener electricity use, implement energy efficiency, and begin electrifying the non-revenue fleet. To achieve the deeper greenhouse gas emission efforts, the agency needs to target the diesel use in buses and locomotives. Staff is actively studying the use of alternate fuel such as battery-electric buses and technology for the BRT and ST Express fleets. The challenge to committing to more ambitious targets now, is that when the agency is unsure when this technology can support the long-haul routes.

Boardmember Constantine agreed that Sound Transit has routes that are a longer haul and it will be necessary to keep working with the bus industry. He would like to see the transit agencies working together to figure out how to coordinate the efforts to push the industry, to identify the base capacity needed, to work with the utilities to deliver the renewable energy to charge the buses, and to set up standard charging.

CEO Rogoff stated the he recently set up meetings with bus manufacturers during a national meeting to discuss how quickly they might move to an over the road coach that could run all electric. The bus manufacturing industry for the over the road buses is not there yet, but with the agency's buying power, they may move quickly to create the technology. He commented that the Board may want to discuss whether Sound Transit wants to be the first agency to purchase a new product and absorb the challenges of the new vehicle.

Boardmember Constantine asked the timeline is for the battery-electric bus study. Ms. Shatzkin replied that there are two studies. A study will begin for the ST Express fleet in the second quarter 2019 and will take about 18 months. Concurrently there will be a similar analysis for the BRT program, which may be shorter than the 18 months.

Vice Chair Roberts stated that he chairs the Clean Energy Board. In this region the reduction of single-occupancy vehicles and moving people with fewer engines is critical. Over the years, he has looked at this plan as it has come forward and been updated. It is not just about reducing greenhouse gases, it is about a lot of things including green-build processes and purchasing processes. The agency has taken a tremendous leadership role in this area.

Boardmember Dammeier mentioned that one of the things seen at the Puget Sound Regional Council meeting held earlier today was the tremendous growth in commute times. Pierce County saw a significant jump in commuters commuting over an hour. He feels the best thing that can be done is to take some of those people off the road and get them onto transit to reduce cars, pollution, and congestion. It is a challenge to work with buses traveling over the road. Reliability of the system is paramount. The agency needs be at the forefront, but not in a situation of using unproven technology.

It was moved by Boardmember Balducci, seconded by Vice Chair Keel, and carried by unanimous vote that Motion No. M2019-06 be referred to the Executive Committee.

Reports to the committee

Lynnwood Link Extension Update

Rod Kempkes, Executive Project Director; Blake Jones, North Corridor Community Outreach Manager; and Patrice Hardy, North Corridor Government Relations Manager, presented the update on the Lynnwood Link Extension.

In late December, the Full Funding Grant Agreement (FFGA) was executed with the Federal Transit Administration. With the execution of the FFGA, the project can begin construction. Early work begins this spring and by mid-summer the project will be into heavy civil construction of the guideway, stations, and parking garages. In 2022, the completed guideway and track will be handed over to the systems contractors to install the traction power, signaling, and communication systems. The project will open for service in 2024. Top scheduling risks are getting permits and right-of-way acquired in time for construction.

The baseline budget is \$2.7 billion; \$345 million has been committed to date. The top cost risks are the construction market conditions and differing site and underground utility conditions. The guideway is at 100 percent design and the stations and parking garages are at 90 percent design. Regarding the permitting status, major land use permits have been submitted and deemed complete, cities are anticipated to issue land use permits in second quarter 2019, and cities are working with Sound Transit to review and process construction permits concurrently with land use permits to minimize schedule impacts.

In December, staff met with the Elected Leadership Forum to discuss early work construction. At that meeting, staff heard that both the cities that are located on the alignment and the cities located off the alignment were interested in this information because their constituents would be seeing the impact as they drive the I-5 corridor. Staff has met with the cities of Edmonds, Lynnwood, and Mountlake Terrace. Meetings are scheduled for the cities of Mukilteo, Shoreline, and Everett and the Snohomish County Council in February and March. Open houses are scheduled in the cities of Shoreline, Mountlake Terrace, and Lynnwood in the next quarter.

The early work includes demolition, utility relocation, tree removal and replacement, noise wall demolition, installation of temporary noise fences, and access road construction. Temporary parking needs to be completed at the Mountlake Terrace Transit Center and the Lynnwood Transit Center.

Sound Transit is committed to being a good neighbor during construction and will work to manage impacts on surrounding communities. Outreach during construction will include working closely with the community to help solve problems, ensure there are no surprises, and to be accessible and available.

Boardmember Johnson asked about the relationship between the work being done at the 145th station as part of the Lynnwood Link Extension and the planned SR 522 Bus Rapid Transit (BRT) project. He asked how staff is coordinating with jurisdictional oversight challenges in that corridor to make sure the two lines will be opened in conjunction with each other. Mr. Kempkes replied that the Lynnwood Link Extension team has been working in coordination with BRT team and are continuing to work out details for the station. When the Lynnwood Link Extension design is completed, it will be handed over to the BRT team to determine what other details should be included. The plan is to have it all integrated for opening.

Disadvantaged Business Enterprise Program Update

Brenda Nnambi, Deputy Director of the Small Business Program, provided an overview of the Agency's Disadvantaged Business Enterprise (DBE) Program and goals. The U. S. Department of Transportation defines DBEs as for-profit, small businesses worth \$23.98 million or less and are owned at least 51

percent by socially and economically disadvantaged individuals with a personal net worth of less than \$1.32 million. Compliance with the program is a condition of federal financial assistance.

The DBE program objectives is to level the playing field by providing small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation projects. The program is intended to ensure nondiscrimination, remove barriers, ensure compliance, and promote the use of all types of DBEs.

Sound Transit is required to certify the eligibility of its participating DBE firms, establish goals for participation, and monitor contracts throughout the year to assure that contractor and subcontractor awards to DBEs are consistent with its goals. The agency's original goal for 2017 through 2019, submitted prior to the passage of ST3, was 12.2 percent. That goal has since been raised to 16.1 percent to reflect the system expansion projects. Over the past three years, Sound Transit has exceeded its goal.

In 2018, the DBE demographic breakdown was 17 percent for Black American; 13 percent for Hispanic American, 20 percent for Asian American, 5 percent for Native American, and 45 percent for non-minority.

As with its workforce development program, Sound Transit supports a variety of regional partnerships that provide technical assistance to DBEs. A DBE disparity study that began in the fall of 2018 is expected to be complete by the fall of 2019.

Executive session

None.

Other business

None.

Next meeting

Thursday, February 28, 2019, 1:30 to 4:00 p.m.

Ruth Fisher Boardroom

Adjourn

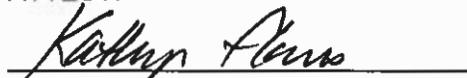
A motion to adjourn was moved by Vice Chair Roberts, seconded by Vice Chair Keel, and carried by unanimous vote.

The meeting adjourned at 3:34 p.m.



John Marchione
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on February 28, 2019, JE