



Summary Minutes

Board Meeting
August 22, 2019

Call to order

The meeting was called to order at 1:35 p.m. by John 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) Kent Keel, City of University Place Mayor (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Joe McDermott, King County Council Chair
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Councilmember	(P) Patty Rubstello, WSDOT Alternate
(P) Dow Constantine, King County Executive	(P) Dave Somers, Snohomish County Executive
(A) 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
(A) Debora Juarez, Seattle Councilmember	

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

Report of the Chair

Board members on the phone

Chair Marchione stated that he approved the requests from Boardmembers Constantine, Backus, Keel and Roscoe to attend the meeting by phone. The Board rules allow the meeting chair to approve requests to participate by phone for up to 25 percent of the Board members.

Reordering Agenda

Chair Marchione noted that there are three items on the agenda that require a supermajority vote. He reordered the agenda to take public comment and business items first, followed by business items, the Report of the Chair and the CEO report, and Reports to the Board last.

CEO Report

Tribal Liaison Introduction

Dezerae Hayes started on July 29, 2019 as Sound Transit's Director of Tribal Relations. She is an enrolled tribal member of the Quinault Indian Nation and comes from the Capoeman Family. She has been working within tribal transportation and tribal transit for over a decade. Prior to her employment with Sound Transit, Ms. Hayes worked with the Muckleshoot Tribe of Indians, where she built the

transportation division from the ground up and also directed the division for 6 years. Ms. Hayes brings a wealth of tribal knowledge and Sound Transit is eager to have her leadership and support.

Public comment

Edna Shim

Alex Tsimerman, Stand Up America

Randy Corman, Renton City Council

Ed Prince, Renton City Council

Jeremy Une

Larry Brown

Consent agenda

Voucher Certification: July 2019

Minutes: May 23, 2019, Board of Directors meeting

Minutes: June 27, 2019, Board of Directors meeting

Motion No. M2019-90: Authorizing the chief executive officer to execute a system expansion transit integration agreement with Pierce Transit in support of coordinated capital facility and service planning in ST3 projects.

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

Business items

Motion No. M2019-79: Authorizing the appointment of a labor liaison to advise the Board.

Boardmember Constantine spoke in favor the motion that he introduced at the September Executive Committee. The action would appoint a labor liaison to participate in meeting discussions regarding any proposed board action that could impact the labor forces required to build and operate the agency's transit systems. If this action is approved, the Washington State Labor Council, AFL-CIO will provide a recommendation to the Executive Committee. The Board will consider and take final action on the appointment of a labor liaison after receiving a recommendation from the Executive Committee.

Boardmember Roberts stated that he is in support of this item, and asked about the process the Washington State Labor Council will undergo to determine the appropriate person to recommend for this position. Cooperation between the construction communities, the operators, and a regional perspective are factors to be considered. Boardmember Constantine responded that has spoken with representatives of the transit riders union and the state building trades community, and these issues will be taken into consideration.

Boardmember McDermott felt it was important to recognize the laborers on the front line doing the construction and was excited to see legislation he worked on in the state legislature coming to fruition. Boardmember Backus also provided her enthusiastic support and believes this position will be valuable to the Board.

It was moved by Boardmember Constantine, seconded by Vice Chair Roberts, and carried by unanimous vote that Motion No. M2019-79 be approved as presented.

Resolution No. R2019-22: Amending the Adopted 2019 Budget for the I-405 Bus Rapid Transit project by a) increasing the authorized project allocation to date by \$7,500,000 from \$250,743,000 to \$258,243,000 and b) increasing the adopted 2019 annual project allocation by \$1,000,000 from \$101,775,000 to \$102,775,000.

Boardmember Balducci provided a brief presentation. The System Expansion Committee reviewed this action at the August meeting and unanimously recommended its approval. Staff reported that the I-405 Bus Rapid Transit (BRT) Executive Leadership Group recommended further improvements to the refined project that the Board discussed in the spring. The recommended improvements in the Bothell area reflect continued collaborative problem solving with Sound Transit's partners, and leverage significant new state investment in the corridor. This recommendation changes the scope of the project in Bothell and will likely increase BRT program costs, however, the travel time and ridership benefits are significant. The increase to the project budget will allow staff to advance station engineering and environmental review and determine costs required for construction.

Bernard van de Kamp, East Corridor Development Director, provided the staff presentation. The voter-approved ST3 Plan identified an I-405 BRT station to serve the Brickyard Park and Ride as part of the overall I-405 BRT project. The I-405 BRT project will establish a BRT system from the Lynnwood Transit Center to Burien Transit Center via I-5, I-405, and SR 518. The project consists of several elements, including new and upgraded transit centers, freeway BRT stations, new park-and-ride capacity, and non-motorized access improvements to the stations. The I-405 BRT connects to the regional transit system at three Link light rail stations and the SR 522/NE 145th BRT.

This action amends the adopted budget for the I-405 BRT project to provide funds to allow project development of the Brickyard In-line BRT station to begin this fall. During the 2019 legislative session, the state approved funding for WSDOT to construct Express Toll Lanes (ETLs) from SR 527 (Canyon Park) to SR 522. The funding for the ETLs presents an opportunity for the I-405 BRT to travel in the ETLs from SR 527 in Canyon Park to 128th Ave NE in Kirkland continuing on to Bellevue. This will save significant travel time for the I-405 BRT and greatly improve reliability.

Based on work completed at a series of workshops with stakeholders, the planned I-405 BRT ramp stops at the Brickyard Park and Ride would need to be located in the center of I-405, rather than upgrading the existing on/off ramps bus stops at Brickyard to the BRT station standard. Due to the distance required for the BRT buses to safely execute the needed number of lane changes, without the Brickyard In-line stop, the I-405 BRT would not be in a position to utilize the Express Toll Lanes between SR 527 and SR 522.

This request provides funding for project development services. Staff will return to the Board to seek direction after the Brickyard In-line BRT station design is further advanced and the construction estimate is further developed.

It was moved by Boardmember Balducci, seconded by Boardmember Somers, and carried by unanimous vote of thirteen Board members present that Resolution No. R2019-22 be approved as presented.

Motion No. M2019-89: Authorizing the chief executive officer to execute a contract modification with WSP USA, Inc. to exercise the contract option for Phase 2 of the design-build project management services for the Downtown Redmond Link Extension in the amount of \$49,727,000, with a 10 percent contingency of \$4,973,000 totaling \$54,700,000, for a new total authorized contract amount not to exceed \$56,530,000.

Boardmember Balducci stated that the System Expansion Committee forwarded this motion to the Board at the August meeting and unanimously recommended its approval. This action would authorize a modification to the design-build project management contract for the Downtown Redmond Link Extension. Last month, the Board approved the design-build contract for the Downtown Redmond Link Extension. This contract will provide management for the Downtown Redmond Link Extension including resident engineering, oversight of design, construction, safety, quality and commissioning, and other project management services as required.

The contract is being implemented in two phases. The Board already approved phase one last year. This action authorizes the second phase. The design-build project management (DBPM) consultant

provides project management services and design/construction oversight on behalf of Sound Transit for the Downtown Redmond Link Extension (DRLE). The Phase 2 services provides management for DRLE including resident engineering, oversight of design, construction, safety, quality and commissioning, and other project management services as required.

It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-89 be approved as presented.

Resolution No. R2019-23: Amending the Adopted 2019 Budget to establish one of the early ST3 deliverable projects by (a) establishing the project and project name as Pacific Ave/State Route 7 Bus Corridor Improvements, (b) establishing the project allocation in the amount of \$60,500,000, and (c) establishing a 2019 Annual Budget in the amount of \$2,535,000.

Boardmember Balducci stated that the System Expansion Committee reviewed this action at the August meeting and unanimously recommended its approval. The Sound Transit 3 plan included a capped contribution of \$60 million to Pierce Transit for capital enhancements to support bus speed, reliability, and convenience along Pacific Avenue and SR7 in Tacoma and Pierce County. Pierce Transit began a feasibility study of high capacity transit along this corridor in 2017 and identified bus rapid transit (BRT) as the preferred option. In 2019, the Pierce Transit Board identified station locations, lane configuration, and routing to the Tacoma Dome Station. The BRT corridor will connect downtown Tacoma and Spanaway, and is expected to open for service in 2023.

Sound Transit's contribution will enable Pierce Transit to proceed through project development and support construction of improvements, including transit speed and reliability improvements. In addition to Sound Transit's contribution, Pierce Transit has applied for an FTA Small Starts Grant in the amount of \$59.7 million and has secured \$30.4 million in other federal, state and local funding sources.

Pierce Transit will initiate preliminary engineering later this year. Final design will be complete in early 2020 with construction expected that year. Pierce Transit expects to open their BRT project for service in 2023.

It was moved by Boardmember Balducci, seconded by Boardmember Roscoe, and carried by unanimous vote of thirteen Board members present that Resolution No. R2019-23 be approved as presented.

Motion No. M2019-91: Authorizing the chief executive officer to execute an agreement with Pierce Transit to provide a funding contribution for bus corridor improvements in support of Pierce Transit's bus rapid transit project along the Pacific Avenue/State Route 7 corridor, for a total authorized agreement amount not to exceed \$60,000,000.

Boardmember Balducci stated that the System Expansion Committee reviewed this action at the August meeting and unanimously recommends its approval. It authorizes a funding agreement with Pierce Transit for the contribution to the Pacific Ave/State Route 7 Bus Corridor Improvements project. The funding agreement includes up to \$5 million to advance design, complete environmental, and further refine the project, and up to \$55 million for the actual cost of construction. Any money remaining from the project development phase can be used for reimbursement of construction costs.

It was moved by Boardmember Balducci, seconded by Vice Chair Keel, and carried by unanimous vote that Motion No. M2019-91 be approved as presented.

Resolution No. R2019-24: Amending the Adopted 2019 Budget to transfer \$170,162,000 from the Project Contingency phase to the Construction phase for the Lynnwood Link Extension, while maintaining the baseline budget of \$2,771,622,000.

Boardmember Balducci stated that the System Expansion Committee reviewed this action at the August meeting and unanimously recommended its approval. This action, and the next two actions on the agenda

(Motion Nos. M2019-92 and M2019-93) are all related to the Lynnwood Link Extension. Boardmember Balducci invited Joe Gildner, Executive Project Director, to provide the staff presentation on all three Lynnwood Link Extension items.

The resolution seeks Board approval to transfer funds from the project contingency phase to the construction phase of the Lynnwood Link Extension baseline budget. There is no change to the project baseline budget. The current project budget includes a total contingency of \$504.2 million, including \$170.6 million of project contingency provided by the Board, in part to account for construction market pressures which have now been realized. After this action, a total of \$273.0 million (11.5% of the remaining work) will remain within the project budget as contingency amounts.

This budget transfer will provide the funding needed for two separate actions, Motion No. M2019-92 and Motion No. M2019-93, to execute two planned construction contract modifications to proceed with heavy civil construction of the guideway, stations, track, and parking facilities. The project is being delivered using a Heavy Civil GC/CM process. Subcontracting is still underway, however Sound Transit's market exposure to the remaining subcontract package pricing is capped. If the remaining bid package pricing results in a lower total, savings will be realized and returned to Sound Transit.

Boardmember Roberts, Somers and Earling praised the work that has taken place to date for the Lynnwood Link Extension, including outreach work done with jurisdictional and transit partners.

It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that Resolution No. R2019-24 be approved as presented.

Motion No. M2019-92: Authorizing the chief executive officer to execute a contract modification with Stacy and Witbeck-Kiewit-Hoffman, a Joint Venture, to provide construction services for the Northgate Station to NE 200th Street segment within the Lynnwood Link Extension in the amount of \$751,851,006, with a 5 percent contingency of \$37,592,550, totaling \$789,443,556, for a new authorized contract amount not to exceed \$883,761,156.

It was moved by Boardmember Balducci, seconded by Boardmember Somers, and carried by unanimous vote that Motion No. M2019-92 be approved as presented.

Motion No. M2019-93: Authorizing the chief executive officer to execute a contract modification with Skanska Constructors L300, a Joint Venture between Skanska USA Civil West California District, Inc., and Skanska USA Buildings, Inc., to provide construction services for the NE 200th Street to Lynnwood Transit Center segment within the Lynnwood Link Extension in the amount of \$778,113,669, with a 5 percent contingency of \$38,905,683 totaling \$817,019,353, for a new authorized contract amount not to exceed \$877,888,048.

It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-93 be approved as presented.

Resolution No. R2019-21: (1) Approving the key business terms of a Property Exchange Agreement between the City of Bellevue and Sound Transit; (2) declaring the Operations and Maintenance Facility East Transit-Oriented Development property as surplus and available for redevelopment upon construction completion, (3) declaring the property as suitable for the development of housing; (4) authorizing staff to first offer the property to qualified entities to create a mixed-use, mixed-income project outcome, and (5) authorizing staff to offer the property at a discounted price to facilitate affordable housing outcomes.

Boardmember Balducci reported that the System Expansion Committee reviewed this action at the August meeting and unanimously recommended its approval. This action allows Sound Transit to move forward with the development of transit oriented development next to the Operations and Maintenance Facility-East site. The TOD site is located in BelRed and is adjacent to the Spring district, a large,

master planned mixed-use emerging neighborhood that will be home to many new developments, including the future REI headquarters.

The action authorizes the key business terms of a Property Exchange Agreement between Sound Transit and the City of Bellevue. Under the agreement terms, the City of Bellevue will transfer an approximately acre-sized property to Sound Transit that is in the middle of the TOD site, and Sound Transit will transfer a similarly-sized property along 120th Avenue for right-of-way that will contain landscaping, and a multi-use trail to the City of Bellevue. Additionally, the agreement requires that the former city property be transferred at no cost to an affordable housing developer within four years of the transfer to Sound Transit or potentially that property or a similar property within the TOD site could revert back to the city's ownership.

Under this action, the Board is approving the CEO's declaration that the property at the site is surplus upon completion of construction of the OMF, and that the property is suitable for development as housing. This action would also authorize staff to offer the property first to qualified entities to create a mixed-use, mixed-income project, and authorizes the offering of the property at a discount of approximately \$12 million to facilitate affordable housing, \$6 million of which is attributed to the city's no cost transfer of their land for affordable housing.

The six-building TOD site was appraised at \$36 million, and the potential discount would likely result in Sound Transit capturing approximately \$24 million in revenue. Should the Board approve these actions, staff will issue a procurement to bring on a master development team. The agreements with that team would be subject to Board approval.

CEO Rogoff congratulated Sound Transit TOD staff and City of Bellevue staff who have been waiting for years to see this action come to fruition.

It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2019-21 be approved as presented.

Motion No. M2019-78: Approving the submittal of the Transit Development Plan 2019-2024 and 2018 Annual Report to the Washington State Department of Transportation.

Brian de Place, Director of Support Services in Operations, provided the staff report. This action allows Sound Transit to satisfy state requirements to provide an updated Transit Development Plan to the Washington State Department of Transportation (WSDOT) and the Washington State Legislature.

The Annual Report document describes Sound Transit's progress and accomplishments in 2018. The Annual Report also includes a description of Sound Transit's organizational structure, a description of agency services, a list of milestones accomplished during 2017, and a list of planned activities from 2019 to 2024. The Transit Development Plan contains information as to how Sound Transit intends to meet state and local long-range priorities for public transportation, capital improvements, significant operating changes planned for the system, and how it intends to fund its program needs.

Transit agencies are required under RCW 35.58.2795 to submit an updated six-year Transit Development Plan (TDP) and Annual Report to the Washington State Department of Transportation every year. The information transmitted in the TDP is part of the state transit-planning requirement for all public transit agencies and identifies projects of regional significance to be included in the Transportation Improvement Program (TIP) for that region. WSDOT's Public Transportation Division then prepares the Annual Summary of Public Transportation to present an overview of state transportation investments to the Washington legislature. The Annual Summary also provides uniform data to transit providers, the legislative transportation committees, and local and regional governments.

Sound Transit's TDP 2019-2024 includes Sound Transit's proposed program to meet state and local priorities, including capital improvements under Sound Move, Sound Transit 2, and Sound Transit 3; operating changes; and Sound Transit's plan to fund existing program needs over the next six years.

It was moved by Vice Chair Roberts, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-78 be approved as presented.

Motion No. M2019-96: Appointing Ms. Janice Berlin and Ms. Helen Powell to the Citizen Oversight Panel for a term of four years beginning September 1, 2019, and expiring August 31, 2023.

Boardmember Roberts explained that this item was prepared based on the Executive Committee's recommendation to appoint Janice Berlin and Helen Powell to fill the two Snohomish County vacancies on the Citizen Oversight Panel.

Ms. Berlin has retired from a career at King County Metro where she worked as Chief in the King County Metro Transit Control Center, as a First Line Supervisor and as a Communications Coordinator. She has 32 years of experience as a transit professional and brings knowledge of regional transit issues, business management, public policy development or review and government processes. She currently resides in Edmonds, WA.

Ms. Powell is currently the manager of radiology grants administration for the University of Washington and has prior experience in the healthcare field in both administration and research capacities. She has a Master's degree in Analytical Chemistry as well as Bachelor of Science degrees in Chemistry and Biochemistry. She brings experience in the areas of business management, public facilities and services, financial management and government processes. She currently resides in Lynnwood, WA.

It was moved by Vice Chair Roberts, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-96 be approved as presented.

Report of the Chair

Chair Marchione looked to Vice Chair Roberts to highlight asset management efforts that the Rider Experience and Operations Committee was briefed on recently. Vice Chair Roberts noted that this Board is faced with many decisions and trade-offs related to Sound Transit's ambitious system expansion plan as well as the ongoing operation of existing transit services. The decisions and trade-offs the Board makes will define the legacy of this agency. The approach Sound Transit is taking to advance asset management will position this agency to be an example of what can be achieved when asset management is at the heart of the organization.

Vice Chair Roberts introduced Amy Lindblom, Director of Enterprise Asset Management, and Bruce Polnicky, Director of Operations, Projects and Asset Management, to provide a high level look at the presentation the Rider Experience and Operations committee received. Sound Transit recognized the importance of good asset management practices early and initiated a triennial facility condition assessment program in 2011, and a Transit Asset Management Plan in 2015. Industry projections estimate roughly three quarters of total asset lifecycle costs follow construction & turnover; highlighting the importance of design decision impacts on long term costs.

With the publication of our 5-year strategic plan, Sound Transit is now better able to develop long-range objectives and a strategy for our assets. Through the development of these strategies and objectives, Sound Transit can identify areas of process improvement and document desired processes, as well as communicating with agency staff on the importance of asset management and the role everyone plays in doing asset management well.

As a second phase, Sound Transit will be fully implementing the desired business processes staff developed in Phase 1, as well as the technology to support these business processes. This framework will help the agency act more strategically with more focus on the long-term outcomes. A third phase will drive consistency across the agency's asset classes, which enables our organization to function more efficiently and effectively. During this phase, staff also plans to reassess our agency's asset management maturity using the best practice framework as well as the international standard for asset

management systems. The fourth phase is the ongoing continual improvement of business processes. A key planned activity for this phase is the integration of our asset management framework with other agency management systems, such as our safety management system.

CEO Report

Annual Report

CEO Rogoff noted that the 2018 Sound Transit Annual Report has now been published. The report includes messages from Sound Transit's Board Chair and CEO, a brief summary of the 2018 financial results of the agency and statistical data, an incorporates the previously published 2018 Agency Financial Statements and Audit Report. A copy of the annual report was included in Board members' packets.

Ridership Update

Although weekday ridership grew by 0.4% in the second quarter compared to 2018, total ridership declined by 0.4%. Ridership rose on Link, Tacoma Link and Sounder South, but declined on Sounder North and particularly on ST Express. ST Express ridership fell 4.7 percent, a higher rate of decline than we have recently observed. Though many corridors held steady, including Snohomish County and SR 520 routes, I-90 routes suffered most of the ridership losses. Route 550, long the highest-ridership ST Express route, saw ridership fall by 28%, and Route 554 declined by nearly 13%.

This is concerning and staff is watching this decline to determine whether it is a trend consistent with nationwide declines in bus ridership or if it represents a one-time correction due to moving buses from the tunnel to the surface this past March. Staff is analyzing the ridership changes and will bring those results before the Rider Experience and Operations Committee in the coming months.

Boardmember Balducci requested that staff look into the station boarding areas, as the new 550 bus stops are possibly factoring into the issue of declining ridership. CEO Rogoff confirmed that we are continuing to have conversations about that with King County Metro, King County Sheriff's Office.

Meeting with Washington State Fair Officials

CEO Rogoff announced that he recently met with Washington State Fair Officials to talk about work Sound Transit is doing in the South Sound area, and past partnerships with the fair to provide Sounder service.

Collaboration with WSDOT on East Link-I-405 Weekend Closures

The East Link project completed two successful weekend closures of I-405 the past two weekends. Contractor Stacy and Witbeck/Atkinson removed the falsework for the long-span structure over the freeway. Each closure ended approximately 10 hours before the scheduled time. Successfully completion of this work is attributable to the planning and execution of the work by the contractor, Sound Transit, the City of Bellevue, and the partnership with WSDOT.

Five-Year Agency Strategic Plan

Over the past several months, Sound Transit's executive team has worked to develop a Five-Year Agency Strategic Plan. This plan guides how we will conduct business, make decisions and allocate resources for the next five years. The Board and our region's voters have asked the agency to deliver the largest transit expansion program in the country while continuously improving the service we provide to our customers. This plan seeks to ensure that our internal house is in order.

The effort began when 400 employees participated in a voice of the employee assessment. The results of that assessment were as important as the plan itself and reflected the commitment to our six core values. This strategic plan offers a bold new vision statement, clarifies our mission statement, and sets

five strategic priorities and agency goals that will focus our work for the next five years. This plan will challenge everyone in the agency to do things differently than in the past.

Sound Transits vision statement emphasizes how Sound Transit's essential services will be for generations to come. Reading, "enthusiastically transforming the map of Central Puget Sound. Making our transit service as iconic to our region as the Space Needle, Mount Rainier and ferries." Just as you can't think of New York or London without the subway or tube, Link, Sounder and BRT will be both iconic and a fundamental asset of daily life.

The Executive Leadership Team also clarified the mission statement with new language that confirms our commitment to equity. Reading, "connecting more people to more places to make life better and create equitable opportunities for all." Staff will measure our performance quarterly and we will adjust and recommit to the plan annually. The plan builds on our work with the Board over the last couple of years to clarify accountabilities and make decisions at the right levels.

2019 Transit Construction Workshop in August

On August 27 and 28, 2019, the Federal Transit Administration and Sound Transit will co-host the 2019 Transit Construction Workshop here in Seattle. The workshop is an opportunity for participants from all over the country to discuss methods to improve the implementation of major transit projects. Workshop participants will also get to see some of the unique work that our agency is completing, including the world's only light rail on a floating bridge, and other highlights of the East Link and Northgate Link Extension projects. Sound Transit is thrilled to have the opportunity to share and learn from our mutual experiences and to show off this beautiful part of the country.

Lynnwood Link Extension Groundbreaking

The groundbreaking for Lynnwood Link is scheduled for September 3, 2019. Early construction activity continues to ramp up along the alignment as tree removal and utility work is underway in Seattle and Shoreline and will continue up to the city of Lynnwood over the coming months.

Reports to the committee

Marie Olson, Executive Operations Director, Sepehr Sobhani, Principal Construction Manager and Jeff Munnoch, Deputy Executive Director Outreach/Communications provided the presentation.

Ms. Olsen began with an overview of the Connect 2020 program which is necessary for opening the East Link Extension in 2023. During construction work, light rail will remain operational but will experience a decline in peak capacity, a decline in headways, and the necessity of changing trains for passengers. There are three phases to the construction work for the temporary platform at Pioneer Square Station. The first is blocked off work in the center of the station platform, the second is the construction and the weekend closures, and the third is the systems work, testing, and other fenced off technical work prior to opening that will not interrupt revenue service.

Mr. Munnoch described that there will be impacts to the ridership and the use of bicycles on the system due to crowding and to the necessary change of trains. There will be temporary restrictions to bicycles on the system for the ten weeks of connect 2020. The communications plan has four stages, we are in the second phase which is building awareness. Eighty two of the eighty seven of the identified stakeholder groups have received a briefing on the project challenges. Sound Transit staff will be mobilized to assist customers through the three phases of construction work by answering questions and allowing security to focus on crowd control and safety.

Boardmember Balducci said she appreciated the work going in to this to avoid shutting the system down entirely. She asked that more outreach take place with bicycle communities.

Executive session - None.

Other business

Next meeting

Thursday, September 26, 2019, 1:30 to 4:00 p.m.

Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 2:35 p.m.



John Marchione

Board Chair

ATTEST:



Kathryn Flores

Board Administrator

APPROVED on September 26, 2019, TB.