



SOUND TRANSIT BOARD MEETING

Summary Minutes

March 27, 2014

CALL TO ORDER

The meeting was called to order at 1:33 p.m. by Chair Dow Constantine, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Dow Constantine, King County Executive

Vice Chairs

(P) Marilyn Strickland, City of Tacoma Mayor

(A) Paul Roberts, Everett Councilmember

Boardmembers

(A) Claudia Balducci, City of Bellevue Mayor

(P) Fred Butler, City of Issaquah Mayor

(P) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(A) John Lovick, Snohomish County Executive

(P) John Marchione, City of Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Joe McDermott, King County Council Vice Chair

(P) Ed Murray, City of Seattle Mayor

(P) Mary Moss, Lakewood Councilmember

(A) Mike O'Brien, Seattle Councilmember

(P) Larry Phillips, King County Council Chair

(P) Amy Scarton, WSDOT Secretary Designee

(P) Dave Upthegrove, King County Councilmember

(A) Peter von Reichbauer, King County Councilmember

Ms. Marcia Walker, Board Administrator announced that a quorum of the Board was present at roll call.

REPORT OF THE CHAIR

Chair Constantine noted that the Real Property Inventory and Utilization Plan report would not be given today, but would be rescheduled for a future meeting.

Chair Constantine announced that the state legislation that created Sound Transit allows the Washington State Department of Transportation Secretary to have a designee on the Board and that the Secretary has designated Amy Scarton, WSDOT's Assistant Secretary of Community and Economic Development. Ms. Scarton oversees WSDOT's modal divisions, which include Public Transportation, Freight Systems, Aviation, Multi-Modal Planning, Highways and Local Programs, and State Rail and Marine Ports. The legislation specifies that the Secretary's designee can participate in Board discussions and deliberations but does not have voting status. Chair Constantine welcomed Ms. Scarton.

Boardmember request to participate via teleconference

Chair Constantine announced that Boardmembers McCarthy and von Reichbauer asked to participate in today's meeting by telephone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Vice Chair Strickland, seconded by Boardmember Butler, and carried by majority vote that Boardmembers McCarthy and von Reichbauer be allowed to participate in the Board meeting by telephone.

Public Comment Rules

Chair Constantine outlined rules for public comment during Board meetings. He noted that citizen comments are an important part of the public process and that the Board takes comments seriously and considers them in its deliberations. Public comment is allowed on items that are on that day's agenda for final action. People who wish to address the Board need to complete and submit a sign-up sheet before the meeting is called to order.

Completed sign-up sheets should be placed in the tray provided or handed to any Board Administration staff member. Speakers will have an opportunity to comment on a final action item as long as comments are germane to that action and limited to the summary comments that the speaker has identified on the sign-up sheet.

Before calling up the first speaker, the Chair will announce the amount of time each person will have to speak. Generally, comments will be limited to two minutes. For today's meeting, Chair Constantine noted that speakers will have two minutes. The microphone will be turned off at the end of each speaker's allotted time or if the speaker uses personal attacks, profane language, or makes remarks unrelated to the comments summarized by the speaker on the sign-up sheet.

Because public comment is permitted only on certain agenda items, written comments about issues not directly related to agenda items should be placed in the tray labeled General Comments. All comments received will be provided to the Sound Transit Board. Comments can also be mailed or e-mailed to the address shown on the sign-up sheet.

CHIEF EXECUTIVE OFFICER'S REPORT

Joni Earl, CEO, provided an update on the recent state legislative session. She noted that Sound Transit was able to secure passage of two top-priority bills before the legislature adjourned sine die on March 13th. The Governor signed HB 2208, sponsored by Representative Kathy Haigh. This bill will allow Sound Transit to use the general contractor/construction manager method of project delivery on more projects. Sound Transit worked closely with labor, the contracting community and other public owners on the bill. Linneth Riley-Hall, Sound Transit Design and Construction Contracts Manager, was instrumental in leading the development and support of the legislation so she represented Sound Transit at the signing ceremony along with Melanie Smith, State Relations Officer, Loren Armstrong, Senior Legal Counsel, and Sound Transit's contract lobbyist Martin Flynn.

With the help of many Boardmembers, the legislature also passed Engrossed Substitute HB 2111, sponsored by Representative Jessyn Farrell, which will allow Sound Transit to use a smaller, electronic citation for fare evasion. Sound Transit expects the Governor to sign the bill into law.

Ms. Earl reported on recent open houses for the East Link project. She also noted that copies of the Adopted 2014 Budget and 2014 Transit Improvement Plan books were included in Boardmember packets. She introduced Craig Davison, Sound Transit's new Executive Director Communications and External Affairs.

Ms. Earl reported on the Disadvantaged Business Enterprise (DBE) goals for Sound Transit. Last September, staff reported on the three year DBE program goal developed by Sound Transit for submittal to the FTA. The goals cover federal fiscal years 2014-2016. The goal and methodology document and waiver request to allow the exclusion of non-Hispanic white women-owned firms from eligibility for DBE goals on Sound Transit projects were submitted to the FTA before the deadline in September. Sound Transit received notice in February that the FTA had reviewed and approved the goal and methodology document, but Sound Transit is still waiting for a response regarding the waiver request. Sound Transit is working to expand the pool of eligible small business and DBE firms by working with the State Office of Minority and Women's Business Enterprises and the State Department of Transportation on the Let's Get Certified campaign. Sound Transit hosted a certification workshop earlier this year.

REPORTS TO THE BOARD

University Link Extension Update

Joe Gildner, Executive Project Director for University Link, provided a project update including the project financial snapshot, schedule overview, construction work, and issues and challenges for University Link. The original date for opening the University Link Extension was in September 2016, the current goal is to open for service in the first quarter of 2016. Sound Transit will conduct system testing for three months before opening and is on-track for the earlier opening date. There is \$910 million in active work taking place on the project at this time. The estimated final cost is \$107 million under the project budget. Sound Transit has completed seven interim milestones for the project that were established with the FTA, the project is 82% complete overall. Next

month, staff will bring Board actions related to the maintenance of way facility that Sound Transit expects to construct for the project. The University of Washington contractor is working to complete the pedestrian bridge crossing Montlake Boulevard. Mr. Gildner described work taking place at the University of Washington Station and Capitol Hill Station, including work on the Capitol Hill Station west entrance. Artwork will be installed in the Capitol Hill Station this summer and early next year. Rail and cable installation in the tunnel is underway.

A maintenance of way facility will be constructed at the Operations and Maintenance Facility using a design-build contract. Systems work is also underway to allow separate systems for building management, train control and fire and life safety. Rail activation groups are meeting to coordinate agency work and work with other agencies in order to begin service in the first quarter of 2016. Mr. Gildner reviewed the top fire risks and noted that there will be a need to stop light rail operations for three weekends to allow systems work to be completed.

Northgate Link Extension Update

Don Davis, Executive Project Director for Northgate Link, and Jeff Munnoch, Community Outreach Director, gave an update on Northgate Link Extension and construction impacts related to the project. The 4.3 mile extension includes 3.4 miles of tunnel. The project is scheduled to open for service in September 2021 and is estimated to generate 60,000 weekday boardings system-wide in 2030. Construction on the Northgate Link Extension is 10% complete and the project is within the baseline budget. Final design will be completed in 2015, construction of tunnel began in September 2013. The project is on schedule with five months of project-wide float.

Tunnel boring machines will be launched from the Maple Leaf Portal and are scheduled to begin work in summer 2014. A noise wall will be constructed at the Maple Leaf Portal to mitigate noise during construction. Some power lines located along the alignment will need to be relocated; alternative locations are still being considered. Construction activities for underground stations on the Northgate Link Extension will be closer to residential units than underground stations for University Link. Sound Transit plans to provide mitigation for noise impacts to residents including the use of a solid plywood construction screening wall, enclosing stationary equipment with noise reducing material, not using beeping alarms at night or utilizing nighttime hauling work, reducing removal of excavated material and providing incentives for the contractor. Work at the University District Station began in early 2014, including utility relocation and foundation work. Sound Transit's contractor will continue to provide access to businesses and residential units near the construction.

Mr. Munnoch provided information on outreach efforts. Sound Transit works to provide information to the public in the form of monthly project newsletters, weekly construction updates, construction alerts and a 24-hour construction hotline. Outreach staff are located in the neighborhood and engage in door-to-door outreach. Sound Transit is also using social media to provide updates.

Boardmembers asked when a decision is needed for a pedestrian bridge crossing I-5 near the Northgate Station. Mr. Davis noted that a decision should be made by the end of 2014 in order to include the bridge in the final station design.

Link Operations Plan Briefing

Mike Williams, Deputy Executive Director – PEPD, and Mike Bergman, Service Planning Manager, reviewed current and planned link operations plans. Mr. Bergman noted that the operating plan is focused on four major objectives—to provide fast, frequent and dependable service; meet forecast travel demand; operate service efficiently; and allow for future system plans. The operating plan is based on a rail fleet management plan that is created for each light rail extension, maintenance management plans for Central Link and for University Link and South 200th Link Extensions, and a ST2 System operating plan. Mr. Bergman reviewed definitions included in the plans. A light rail vehicle, or car, can be connected with other light rail cars to form a four-car train. Headways, or the frequency between trains, can be reduced in order to provide more service. The maximum load point indicates the location on the light rail operating line where the highest passenger load occurs. Light rail vehicles are designed with 74 seats per car and can carry 148 passengers per car combining sitting and standing.

The existing link operating plan has one operating line with system headways between 7.5 minutes and 15 minutes depending on the time of day. Two car trains are currently operated and the maximum load point is at the Pioneer Square Station and the International District Station. The Operations and Maintenance Facility (OMF) located on Forest Street in Seattle serves the current system. Following the Seahawks victory parade on February 5, 2014, Sound Transit operated four-car trains south along the route from the Stadium Station at 6 minute headways. The four car trains carried 800 passengers per train.

The University Link/South 200th Link Extension operating plan will include two car trains operating on 6-15 minute headways depending on the time of day. The maximum load point will continue to be the Pioneer Square and International District Stations. The OMF located on Forest Street will continue to provide service for the entire link system.

The Northgate Link Extension operating plan will use four car trains with 6-15 minute headways. The maximum load point will remain the same and the OMF at Forest Street will provide service for the system.

In 2011, Sound Transit hired a consultant team to review the ST2 operating plan to serve Lynnwood, Overlake and Kent/Des Moines Road. As the number of passengers continues to increase at the maximum load point, capacity must be added to the system in order to accommodate riders. In 2030, the number of passengers at the maximum load point is expected to be approximately 9,000.

The ST2 operating plan includes two operating lines—north/south and north/east. The system will use four car trains with 4-7.5 minutes headways between the International District Station and Lynnwood depending on the time of day. The maximum load point will be northbound from the University District Station to the Roosevelt Station. The Forest Street OMF and a satellite OMF will both be needed to operate the system.

Mr. Williams reviewed light rail vehicle storage and deployment options. More detail on the deployment plan will be included in the Draft Environmental Impact Statement (DEIS) for the Operations and Maintenance Satellite Facility (OMSF). Four alternatives are currently being reviewed in the DEIS for the OMSF. Alternative 1 would locate the OMSF in Lynnwood with a storage yard in Bellevue on tracks owned by Sound Transit. Alternatives 2, 3 and 4 would locate the OMSF in Bellevue.

Under Alternative 1, all the north/south trains would be dispatched out of the Forest Street facility, and the Lynnwood OMSF and Bellevue storage tracks would deploy trains for the north/east line. This would allow the establishment of a 4 minute headway between downtown Seattle and Lynnwood by 5:30am.

Under Alternatives 2, 3 or 4, the north/south trains would be dispatched out of the Forest Street facility, and the north/east line would be served by the OMSF located in Bellevue. Service would start before 5:00am and four minute service would be established between downtown Seattle and Lynnwood by 5:30am.

Beyond ST2, if the line extended to Everett, Tacoma and downtown Redmond, the north/south and north/east lines would be extended. To meet peak demand, a 3-minute headway would be required and a fleet of approximately 300 vehicles. In addition to the existing OMF at Forest Street, new maintenance facilities would be needed, including one in the North, one in the East and possibly a smaller facility near Tacoma.

PUBLIC COMMENT

(Comments on file with the Board Administrator)

Alex Zimmerman
Paul W. Locke
Will Knedlik

CONSENT AGENDA

Minutes of the February 27, 2014 Board Meeting

Voucher Certification for February 1, 2014 through February 28, 2014

Motion No. M2014-06: Authorizing the chief executive officer to execute a contract with Gillig Corporation to manufacture and deliver seventeen 40-foot compressed natural gas buses in the amount of \$9,489,469, with a 5% contingency of \$474,473, for a total authorized contract amount not to exceed \$9,963,942.

Motion No. M2014-07: Authorizing the chief executive officer to execute a contract with Alexander Dennis to manufacture and deliver five 42-foot double deck diesel buses in the amount of \$4,860,394, with a 5% contingency of \$243,020, for a total authorized contract amount not to exceed \$5,103,414.

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

BUSINESS ITEMS

Item not referred by Committee

Motion No. M2014-18: Authorizing the chief executive officer to execute an amendment to the lease with Pasquier Panel Products for commuter parking located near the Sumner Sounder Station on a month-to-month basis in the amount of \$800 per month until the property is sold and a 90-day notice to vacate is received.

Nancy Bennett, Property Management Manager, gave the staff presentation.

It was moved by Boardmember Enslow, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2014-18 be approved as presented.

EXECUTIVE SESSION

None.

OTHER BUSINESS

Chair Constantine noted that written comments of any length from the public are always welcome and will be distributed to the full Board. He also expressed condolences to people impacted by the recent mudslide in Oso, Washington.

NEXT MEETING

Thursday, April 24, 2014

1:30 to 4:00 p.m.

Ruth Fisher Boardroom

ADJOURN

It was moved by Boardmember Moss, seconded by Boardmember Murray and carried by unanimous vote to adjourn.

The meeting was adjourned at 2:56 p.m.


Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator

APPROVED on April 24, 2014, KWF