

## **SOUND TRANSIT BOARD MEETING**

### **Summary Minutes**

**January 22, 2015**

### **CALL TO ORDER**

The meeting was called to order at 1:38 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

(A) Marilyn Strickland, City of Tacoma Mayor

(P) 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

(P) 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) Mary Moss, Lakewood Councilmember

(A) Ed Murray, City of Seattle Mayor

(P) Mike O'Brien, Seattle Councilmember

(A) Lynn Peterson, WSDOT Secretary

(P) Larry Phillips, King County Council Chair

(P) Dave Upthegrove, King County Councilmember

(P) Peter von Reichbauer, King County

Councilmember

Ms. Katie Flores, Acting Board Administrator announced that a quorum of the Board was not present at roll call.

### **REPORT OF THE CHAIR**

Chair Constantine noted that today's meeting would include a presentation of the Agency's milestones from 2014, and what to expect in 2015. There is an item on the agenda today that requires a supermajority vote, and an executive session at the end of today's agenda. Motion No. M2015-09 listed on the agenda as Item 9.D. has been removed.

Chair Constantine announced his King County Transportation Board appointments. Fred Butler was appointed to represent Sound Transit on the Eastside Transportation Partnership, Paul Roberts was appointed to represent Sound Transit on SeaShore, and Joe McDermott was appointed to represent Sound Transit on the South County Area Transportation Board.

### **CHIEF EXECUTIVE OFFICER'S REPORT**

Mike Harbour, Deputy Chief Executive Officer, delivered the report. Before delivering the Legislative Update, Mr. Harbour announced that former Boardmember and Kirkland Mayor Mary-Alyce Burleigh who served on the Board from 2006 to 2009, was just ordained and is serving as an Associate Pastor at Holy Spirit Lutheran Church.

#### Legislative Update

Sound Transit's bills to provide funding authority for system expansion have been introduced in the House and the Senate. HB 1180 has 26 co-sponsors in the House; Representative Jake Fey from the 28th District and former member of this Board is the prime sponsor. Senator Marko Liias is the prime sponsor of SB 5128, which has 19 co-sponsors. The House Transportation Committee is scheduled to hold a public hearing on Sound Transit's revenue authority bill (HB 1180) next Wednesday, January 28, at 3:30pm. Chair Dow Constantine and Vice-Chairs Marilyn Strickland and Chair Paul Roberts will be presenting a work session update to the committee and also offering testimony on the bill on behalf of the agency.

### Management Excellence Program

Chair Constantine and Mike Harbour presented plaques to the graduates of Sound Transit's Management Excellence Program, or MEP. The program, in its inaugural year, was developed by Sound Transit to provide opportunity for Managers and other employees with leadership roles, to expand and deepen their skills in supervising staff and leading teams. Twenty-five Sound Transit employees participated in the program in its inaugural year and completed over 110 hours of training. The Management Excellence Program is an investment in the future of the Agency. By training the agency's leadership, Sound Transit can continue to deliver high capacity projects and services for the benefit of this region for generations to come. Chair Constantine and Mike Harbour presented each MEP graduate with a plaque to acknowledge their hard work and dedication.

### Boardmembers' Requests to Participate via Teleconference

Boardmembers Pat McCarthy, Dave Enslow and Joe McDermott asked to participate in today's meeting by phone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance. Chair Constantine announced that a quorum was now present and the Board could now take a vote to allow Boardmembers McCarthy, Enslow, and McDermott to participate in the Board meeting by telephone.

**It was moved by Boardmember Marchione, seconded by Boardmember Butler, and carried by unanimous vote that Boardmembers McCarthy, Enslow, and McDermott be allowed to participate in the Board meeting by telephone.**

### Presentation on 2014 and 2015 Sound Transit Milestones

Milestones allow Sound Transit to track and publicize progress in order to increase accountability and transparency. In 2014, 25 of 35 milestones were reached, with the other nine milestones either partially completed or impacted by changes to the milestone conditions. Ridership reached record ridership with over 32 million boardings on Sound Transit trains and buses, above the forecast level. Capital construction continued strongly with significant progress in the Link Light Rail extensions; two lines will to open ahead of schedule and under budget in 2015. Sound Transit, King County Metro, and other transit systems in the region began working together on service integration. Unmet milestones this year included starting the Tacoma Link fare; since Sound Transit has been working to reach an agreement for the Tacoma Business Improvement Area to pay the cost of the fares for the first two years. The completion of the Souder Yard and Shop Final Design milestone was affected by a change in the procurement method. Nearly all of the parking management strategies were reached with the exception of implementing real time availability.

There are 33 milestones set for 2015. Ridership is expected to rise to over 34 million boardings. The Sound Transit website will launch a mobile version, the First Hill Streetcar will begin service, and the Souder Train Safety Control System will be completed. A new low-income fare will be implemented on Link Light Rail in March. The University Link and South 200<sup>th</sup> Link Extensions are in the final construction phase and will begin service in 2016, and there are several other important 2015 construction milestones. System Plan expansion alternatives will be evaluated, and system planning project level evaluation will begin. Sustainability will continue to be an important issue for Sound Transit in 2015, such as upgrading three Souder locomotives to cleaner air standards.

(Boardmember Phillips arrived at this time.)

## **REPORTS TO THE BOARD**

### ST3 Public Opinion Survey

Over the past year the Sound Transit Board has heard support for expanding the regional transit. Sound Transit will begin to shape a Sound Transit 3 ballot measure, and will work during this year's legislative session to seek the new local funding authority necessary to send it to voters. This survey asked about

support for a measure of roughly equal size to the Sound Transit 2 measure that voters overwhelmingly passed in 2008.

Ian Stewart of EMC Research presented the report. The survey of 1,500 registered voters in the Sound Transit District was via telephone, and was conducted from December 11th through December 21st, 2014. The survey results were positive for Sound Transit; 66% of those surveyed have a favorable opinion of Sound Transit. A majority of voters think the best way to address traffic problems is expanding transit with more light rail, buses, and commuter rail. Support for a hypothetical Sound Transit 3 package is more than two-thirds (70%) of ST district voters. Mr. Stewart noted that this support does not change when voters hear the potential proposal's additional median cost per adult of \$78 per year, assuming the same mix of taxes were continued as revenue sources for the agency.

Chair Constantine commented that it is encouraging to see that 70% of local voters support a package with \$15 billion in capital investments as Sound Transit kicks off the process to develop Sound Transit 3.

#### Discussion on System Planning Principles

Ric Ilgenfritz, Executive Director PEPD, and David Beal, Planning and Development Director, for the presentation.

Mr. Ilgenfritz noted that the Long-Range Plan (LRP) was adopted by the Board in December 18, 2014.

Mr. Beal presented the Core Priorities for System Plan Development and Evaluation: ridership, completing the Link Light Rail spine, connecting the region's designated centers with HCT; supporting TOD; socio-economic equity; integration with other transit operators/transportation systems; and multi-modal access. These priorities support Sound Transit and public goals, including economic development, encouraging the creation of housing options close to high capacity transit (HCT) stations, and improving transit travel times. Some difficulties in achieving all of the Core Priorities have been identified. For example, areas of socio-economic diversity may extend beyond areas of density, and maximizing HCT ridership will vary with the degree of multi-modal integration. The Core Priorities will be refined throughout the first-half of 2015. An enlarged version of the map will be sent to the Board, and will also be provided online.

#### East Link Extension Project Update

Ron Lewis, Executive Project Director East Link, presented the update. All of the packages are at least 60% complete. The Agency is fully engaged in property acquisition. Early procurement is underway for construction. I-90 corridor technical issues such as stray current mitigation and track attachment testing program are being worked on with Sound Transit partners.

Key Final Design activities for I-90 include work on transit system integration, a value engineering and constructability review, lane construction as part of the R8A Stage 3 HOV Project, and modifications to the DSTT and operations assumptions based on the D2 ramp design.

Key Final Design activities for the Bellevue to Redmond corridor include work on various third party agreements and permits. The City of Redmond has approved the Master Plan Development, and Sound Transit is working on an agreement with the city for expedited permit review. Sound Transit is working with the City of Bellevue on design and mitigation permits and on confirmation of the Memorandum of Understanding between Sound Transit and the City of Bellevue. Shoreline permits in the City of Bellevue have been received but are currently being appealed.

Sound Transit has been engaging with the public on the final design process. Public meetings have taken place in South Bellevue to show the 90% design, and in Mercer Island on parking and transit integration. An open house on the East Link Station design was also held for Boardmembers on November 20, 2014. On December 11, 2014, project information was shared with the Washington Joint Transportation Committee. So far, over 1,150 individuals have attended final design public meetings, and Sound Transit has participated in local farmers markets, festivals, transit center outreach, stakeholder briefings, stakeholder survey canvassing, and drop-in sessions in order to communicate with the public. Two

animations, running from Seattle to Redmond, have been viewed a combined 190,000 times and used extensively during stakeholder briefings. Business outreach has also taken place in the form of stakeholder surveys.

Mr. Lewis reported that real property work is underway. To date, the Board has approved 235 parcels for acquisition as part of the East Link Extension. Offers have been made on 91 parcels; of those 61 parcels have signed agreements or closings. Sixty-eight relocations of the 219 required relocations have been completed.

Pre-construction services are underway for the SR 520 corridor in Redmond, from Downtown Bellevue to the Spring District and for construction management in the Bellevue corridor. Additional procurements will take place in the first and second quarter of 2015 for pre-construction services in other corridors. Work to prepare for baselining is underway including a project-wide risk assessment and continued work on the MOU agreement between Sound Transit and the City of Bellevue. The Board will also be asked to consider station names as part of the baselining process.

Project challenges and risks include actively managing civil final design contracts and addressing the remaining issues raised by the Independent Review Team--I-90 track attachments concept validation and test program, fixed structure seismic analysis, and floating bridge wind & wave analysis. Other risks include timely input from third parties and permit issuance, appreciation of commercial and residential property values and the real property acquisition schedule, and competitiveness in the construction market.

#### Sounder North Service Protocols

Chair Constantine discussed need for a discussion on the challenges that Sounder faces operating in the north rail corridor, in light of the December mudslide that occurred in front of the Sounder train and other service impacts. He asked Martin Young, Commuter Rail Operations Manager, to review the latest efforts underway to ensure the safety of our passengers.

Mr. Young provided background on the North line and work being done by BNSF and WSDOT to improve slope stability and service reliability in the corridor. Sound Transit operates passenger service in the BNSF-owned North corridor between downtown Seattle and Everett. BNSF freight service, WSDOT Cascades service, and Amtrak Coast Star Light passenger services also use the corridor.

As the owner of the railroad, BNSF monitors the corridor during the landslide season to ensure safe operations using United States Geological Survey data, weather forecasts and specialized slope equipment. BNSF cancels passenger service for 48 hours after a landslide reaches the tracks. A very wet 2012-2013 slide season resulted in a high number of landslides. 206 Sounder trips were cancelled during that time, and there were derailment incidents that affected BNSF freight service and an Amtrak passenger train. In response to the increase in slide activity, the Washington State Department of Transportation formed an interagency Landslide Mitigation Work Group comprised of WSDOT, BNSF, ST, Amtrak and Local jurisdictions and stake holders to develop short and long-term strategies to reduce landslide impacts and improve transportation reliability.

In 2013 BNSF began work to improve slope stability along the corridor using a Federal Railroad Administration (FRA) \$16 million grant secured by WSDOT. The FRA high speed rail grant was for construction and other work at six locations along the Everett-Seattle corridor with the highest probability of slide activity. Two of these projects (one south of Mukilteo and one near Everett) have been completed and a third has construction planned for 2015. While overall slide frequency this season has not declined significantly, there have been fewer slides in the areas where BNSF completed mitigation work.

Sound Transit's work as a member of WSDOT's Landslide Mitigation Work Group has been to participate in the development of the Landslide Mitigation Action Plan, encourage the development of better forecasting tools and to participate in marketing and communication efforts to encourage residents and communities to better manage water run-off on the slopes. Sound Transit is also working with the USGS, WSDOT and BNSF to install soil and rainfall monitoring instrumentation on the north corridor slopes and to update the USGS landslide forecasting model.

Sound Transit has purchased the additional monitoring equipment for more localized readings and will be working with the USGS to install the equipment this summer, and ultimately improve the current slide forecasting model. This work is ongoing but has been delayed due to USGS staff resource limitations following the Oso, WA and Colorado landslide incidents.

In October-November 2014 there were 22 canceled trips, or four days of cancelled service. A period of heavy rain in December resulted in 57 cancelled trips, or eight ½ days of cancelled service. One slide occurred very close to a Sounder train that resulted in an emergency stop and a 2-hour delay while the tracks were cleared. The December incidents triggered an increased level of engagement by Sound Transit with our partner agencies to discuss cancelling passenger service when heavy rains make a landslide likely.

Sound Transit has developed a protocol for working more closely with BNSF and canceling Sounder service when landslides are likely. In order to determine if North Sounder service should be operated following heavy rainfall, Sound Transit staff takes the following actions:

1. Sound Transit staff examines the data published by the USGS on a daily basis that charts the 3 and 15-day cumulative precipitation threshold, rainfall intensity/duration threshold, and a soil saturation index to determine the likelihood of a slide.
2. Staff also reviews weather forecasts to determine if additional rainfall is expected and discusses actual slope conditions reported through BNSF field observations.
3. If the slide probability appears high, Sound Transit managers and senior management staff after conferring with BNSF and other partner agencies, determine whether service should be operated and make a recommendation to Sound Transit executive staff members for a final "go" or "no-go" decision.

The new protocol was used twice this season, both times with successful results. The first involved the cancellation of Sounder North trains scheduled to operate special event service to the Seahawk game on Sunday, December 28, 2014. A blocking slide did occur on Sunday morning just prior to what would have been the train departure time. The decision to cancel service allowed customers ample time to find alternative transportation and allowed our partner bus agencies enough time to add additional weekend service. The second occasion occurred on Sunday, January 4, 2014 when the decision was made to operate Sounder North service. No slide activity occurred that affected service following this decision.

Next steps include continuing to discuss cancellation protocol with partners, and working with the USGS for development of a more robust forecasting model. Sound Transit's long-term goal is to transition to a more forecast-oriented model based on data from rainfall and monitoring of the soil on the slopes in slide zones. Sound Transit believes the new data collection equipment will improve the ability to forecast events.

## **PUBLIC COMMENT**

Alex Zimmerman, Standup America  
Will Knedlik

## **CONSENT AGENDA**

### Voucher Certification for December 2014

#### Minutes of the October 30, 2014 Board Workshop

Resolution No. R2015-02: Approving the chief executive officer's declaration of surplus real property acquired for the Initial Segment of the Central Link Light Rail project, and authorizing the initiation of negotiations for the disposition of property interests to the Washington State Convention Center Public Facilities District.

Motion No. M2015-04: Authorizing the chief executive officer to increase the contingency for the civil final design services contract with Jacobs Associates for the Northgate Link Extension in the amount of \$8,200,000, for a new total authorized contract amount not to exceed \$100,008,106.

Motion No. M2015-05: (1) Authorizing the chief executive officer to execute a contract amendment with CH2M Hill, Inc. to provide professional services for Phase 3 of the Tacoma Link Expansion in the amount of \$1,708,647, with a contingency of \$108,039, totaling \$1,816,686, for a new total authorized contract amount not to exceed \$5,581,698, and (2) approving Gate 3 within Sound Transit's Phase Gate process.



**It was moved by Boardmember Moss, seconded by Boardmember Butler, and carried by unanimous vote that the consent agenda be approved as presented.**

**BUSINESS ITEMS**

Items referred by the Capital Committee

Resolution No. R2015-01: (1) Adopting the Point Defiance Bypass baseline schedule and budget by adopting March 2017 as the project completion milestone, and establishing a baseline budget of \$128,000,000; and (2) approving Gate 5 within Sound Transit's Phase Gate process

Boardmember Butler spoke to the action since it was recommended by the Capital Committee.

**Resolution No. R2015-01 was moved by Boardmember Butler and seconded by Boardmember Phillips.**

Chair Constantine noted that amending the budget requires a 2/3 majority vote of the Board, which is 12 members. He called for a roll call vote.

**Ayes**

Fred Butler  
Dave Earling  
Dave Enslow  
John Lovick  
John Marchione  
Pat McCarthy  
Joe McDermott

**Nays**

Mary Moss  
Mike O'Brien  
Larry Phillips  
Paul Roberts  
Dave Upthegrove  
Pete von Reichbauer  
Dow Constantine

**It was carried by the unanimous vote of 14 Boardmembers that Resolution No. R2015-01 be approved as presented.**

Motion No. M2015-06: Directing the chief executive officer to implement the Sustainability Plan – 2015 Update to continue the integration of sustainable business practices and strategies throughout the Sound Transit organization

Amy Shatzkin, Sustainability Manager, presented the staff report.

**It was moved by Vice Chair Roberts, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2015-06 be approved as presented.**

Motion No. M2015-08: Authorizing the chief executive officer to execute a three-year contract with two one-year options with Aon Risk Services to provide insurance brokerage and consulting services for the Rail Operations Insurance Program for a total authorized contract amount not to exceed \$1,230,000

Michael Anastasi, Risk and Insurance Manager, presented the staff report. This item came directly to the Board because the Operations and Administration Committee meeting had been cancelled.

**It was moved by Boardmember Moss, seconded by Boardmember Butler, and carried by unanimous vote that Motion No. M2015-08 be approved as presented.**

**EXECUTIVE SESSION**

At 3:37 p.m., Chair Constantine announced that the Board would convene an executive session that would last 40 minutes. Desmond Brown, General Counsel, announced that the executive session is authorized under RCW 42.30.110, subsection (1) (10). Chair Constantine noted that the Board may take action following the executive session.

Chair Constantine reconvened the meeting at 3:54 p.m.

**OTHER BUSINESS**

Motion No. M2015-07: Establishing annual compensation for Michael Harbour, acting chief executive officer.

It was moved by Boardmember von Reichbauer, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2015-07 be approved as presented, to increase Mr. Harbour's annual compensation by 3% to \$222,727, plus a contribution and performance award of \$4,000 based on job performance and achievement of his goals and objectives for 2013-2014, and to approve a temporary base salary increase of 7.5% to \$239,432 effective October 29, 2014 to reflect his increased duties for the period Mr. Harbour serves as acting chief executive officer.

**NEXT MEETING**

Thursday, February 26, 2015  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

It was moved by Boardmember Moss, seconded by Vice Chair Roberts, and carried by unanimous vote to adjourn the meeting.

The meeting was adjourned at 3:55 p.m.



Dow Constantine  
Board Chair

ATTEST:

  
Kathryn Flores  
Acting Board Administrator

APPROVED on March 26, 2015, KWF