

SOUND TRANSIT BOARD MEETING

Summary Minutes
April 23, 2015

CALL TO ORDER

The meeting was called to order at 1:35 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) Paul Roberts, Everett Councilmember

(A) Marilyn Strickland, City of Tacoma Mayor

Boardmembers

(P) 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) Ed Murray, City of Seattle Mayor

(P) Mary Moss, Lakewood Councilmember

(P) Mike O'Brien, Seattle Councilmember

(P) Lynn Peterson, WSDOT Secretary

(P) Larry Phillips, King County Council Chair

(P) Dave Upthegrove, King County Councilmember

(P) Peter von Reichbauer, King County

(P) Councilmember

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

REPORT OF THE CHAIR

Olympia Update

The House Transportation Committee passed a revenue bill for \$15 billion for ST3 authority. Legislators will now work to craft a final negotiated bill for passage in both the House and Senate. The House version of the bill included additional provisions on affordable housing and Transit Oriented Development.

An executive session will be held prior to the presentation of item 8.D. on the agenda. The meeting will resume after the executive session.

CHIEF EXECUTIVE OFFICER'S REPORT

Mike Harbour, Acting Chief Executive Officer, delivered the report. He announced that Katie Flores accepted the role of Board Administrator. Katie has been part of the BA division since 2005, and has been Acting Board Administrator since her predecessor's departure in January. In the weeks ahead, she will work to fill the Board Coordinator positions.

REPORTS TO THE BOARD

Draft Conceptual System Expansion Scenarios

Ric Ilgenfritz, Executive Director of Planning, Environment and Project Development, David Beal, Planning and Development Director and Karen Kitsis, Planning and Development Manager provided the staff report.

Chair Constantine clarified that conceptual scenarios presented provide a look at kinds of priorities and trade-offs that could inform the Board's work later this year to shape a draft Sound Transit 3 measure.

Mr. Ilgenfritz reviewed core priorities of the Board for this project which include: completing the regional spine, maximizing ridership, connecting with the regions centers, considering and addressing social equity issues, integrating Sound Transit plans with other transit services and operations, providing and assuming multi-modal access at station areas, promoting transit supportive land use and advancing the next logical set of investments. The presented scenarios are not a system plan but are meant to engage the Board in a discussion to identify a direction and high level scope for ST3.

David Beal provided a summary of nine scenarios. The scenarios are a high level overview of possible corridor investments and are not meant to represent system plans or show all possible projects that could be included in a system plan. The scenarios also do not take subarea equity into account. Mr. Beal elaborated on what each scenario was based on; the scenarios ranged from lower cost, medium to medium-high cost, and high cost scenarios commensurate with the total funding amount requested from the legislature.

The lower cost scenario shows minor progress toward completing the spine such as a Link extension from Lynnwood to Alderwood Mall and ST Express bus enhancements to complete the spine. Medium cost scenarios could provide some progress towards completing the spine while also adding modest additional corridors such as a Link extension from Lynnwood to 128th street and from SODO to West Seattle junction under Scenario 2a, or a Link extension from Lynnwood to 128th and from Kent/Des Moines to Tacoma Dome under Scenario 2b.

Medium high cost scenarios provide a modest spine extension while also emphasizing additional corridors. There were four scenarios at this cost level. Scenario 3a includes Lynnwood to 128th street, downtown Seattle to a West Seattle junction connected via a second downtown Seattle rail tunnel, and an at-grade extension from downtown Seattle to Ballard along the 15th street alignment. Scenario 3b adds a Lynwood to Everett station via an I-5 alignment, extends south of Federal Way Transit Center, includes a line running from the Issaquah Transit Center to the Bellevue hospital station, and extends north to Totem Lake utilizing the eastside rail corridor right of way. This scenario also includes a rapid street car from downtown Seattle to Ballard with a bridge crossing. Scenario 3c completes much but not the entire spine, and includes Lynnwood to Everett via I-5, from Kent/Des Moines to Tacoma Dome, and a station at SODO with transfers to a light rail line to White Center. This scenario also includes the rapid street car from downtown Seattle to Ballard with a bridge crossing. Scenario 3d adds an extension to North Everett Community College via the I-5 alignment, Kent/Des Moines to Tacoma Mall, and a rapid street car from downtown Seattle to Ballard with a bridge crossing.

The high cost scenario would provide a maximized spine and additional corridor investments, including Link extensions from Lynnwood to Everett station via the Paine field alignment, Kent/Des Moines to Tacoma Dome, downtown Seattle to West Seattle connected via a second downtown rail tunnel, downtown Seattle to Ballard at-grade in the 15th street alignment, and a significant Bus Rapid Transit investment from Lynnwood around I-405 and west to Tukwila.

Karen Kitsis explained that each scenario was evaluated against the core priorities established by the Board and that corridors in these scenarios were included in the High Capacity Transit Studies completed recently. Sound Transit will update data collected with newly released land use and population data from PSRC. Updated data will then be used to determine where those populations are located in relation to the ST3 planned expansion and improve ridership and access modeling.

Boardmember McCarthy expressed concerns that many of the scenarios did not include link light rail to Pierce County or Everett.

Staff concluded the presentation with a schedule of upcoming work, including the development of a Project Priority List containing candidate projects that Sound Transit will analyze for ridership, costs, integration, access, and other measures. The Board will use the information to shape a system plan. Chair Constantine requested that staff present a proposal on the method of development for the initial draft list at the May 7, 2015 Executive Meeting and that plans for jurisdiction and stakeholder outreach be presented at the May 28, 2015 Board meeting.

PUBLIC COMMENT

Kevin Wallace, Bellevue Deputy Mayor
Claudia Balducci, Bellevue Mayor
Shari Winstad, Shoreline Mayor
Rod Dombrowski, King County Councilmember
Terry Lukens
Don Davidson
Greg Johnson, Wright Runstad & Company
John Hempleman, Quality Growth Alliance
Patrick Bannon
Paul Krauss, City of Lynnwood
Jill Sherman, Gerding Edlen
Bruce Nurse
Paul W. Locke
Alex Zimerman
Geoffrey Bidwell
Ira Appelman
Will Knedlik
Tim Farrell, Capitol Hill Champion
Renee Staton
Dennis Saxman
Anita Hairston, Policy Link

CONSENT AGENDA

Voucher Certification for March 2015
Minutes of the March 26, 2015 Board Meeting

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

BUSINESS ITEMS

Resolution No. R2015-05: Selecting the route, profile and stations for the Lynnwood Link Extension.

Resolution No. R2015-05 was moved by Boardmember Earling and seconded by Vice Chair Roberts.

Boardmember Butler provided comments on the resolution forwarded by the Capital Committee. The Capital Committee approved two proposed amendments to facilitate construction of future stations at NE 130th Street and 220th Street. Specifically, the proposed amendments allow low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations at the two locations.

Matt Sheldon, Light Rail Project Development Manager, described the action and amendments approved by the Capital Committee.

Sound Transit published the final EIS on April 1, 2015. The report included all comments received on the draft EIS and Sound Transit's responses. Mr. Sheldon summarized the alternatives examined in the FEIS in three pieces: segment A (Northgate to NE 185th Street in Shoreline), segment B (NE 185th Street to the North edge of Mountlake Terrace) and segment C (212th Street SW to Lynnwood Transit Center).

The seven alternatives in segment A vary primarily by how much of the guide way is at-grade versus elevated and by the combinations of stations. All alternatives have at least two stations and some have three. Station options include 130th, 145th, 155th, or 185th at I-5. Each alternative has varying levels of impact requiring mitigation including overpass replacements or modifications to interchange ramps. More at-grade alternatives

require additional relocation of existing highway noise walls and local roads than those that are more elevated. Impact differences include the amount of property acquisition, visual impact and changes to I-5 infrastructure.

The four alternatives in segment B vary primarily by the location of the Mountlake Terrace station and alignment in Snohomish County. One alternative includes a station at 220th. Impact differences in this segment relate to wetlands, vegetation removal and overall costs.

The four alternatives in segment C vary by their route to the Lynnwood Transit Center and station location. Impact differences include residential and business displacements, wetlands and park resources.

The preferred alternative identified by the Committee in late 2013 is an 8.5-mile fully exclusive extension of Light rail from Northgate to Lynnwood Transit Center. Roughly one-half is on the ground in a retained fill configuration and the other is an elevated configuration. This alternative includes four stations: two in Shoreline at 145th and 185th, one at the Mountlake Transit Center and one at the Lynnwood Transit Center. Forecast ridership is between 63,000 and 74,000 riders per day in 2035 and there is a 30% increase in park and ride capacity for this portion of I-5. Overall cost after preliminary engineering is close to \$1.5 billion. This does not include additional cost for fleet or associated operating and maintenance capacity.

Mr. Sheldon summarized three basic changes recommended by the Capital Committee. First, elevate the guide way over NE 130th Street. Second, align the guide way further West near 220th Street SW in Mountlake Terrace. And finally, make accommodations for future stations at both 130th and 220th streets. The project cost estimate with the recommended changes is \$1.435 billion when including \$10 million of value engineering savings to make accommodations for potential future stations. The project cost is \$60 million more than is currently in the financial estimate but remains within the voter approved ST2 Plan. Sound Transit has confidence that costs will align with the financial plan as final design is completed.

Mr. Sheldon reviewed major milestones for the remainder of 2015 including, completion of the environmental record and obtaining FTA approval to continue the New Starts Grants process. Final design begins in early 2016 and revenue service is scheduled to begin in 2023.

Mr. Sheldon concluded by thanking the many project stakeholders including the Cities of Lynnwood, Mountlake Terrace, Shoreline, and Seattle, King County Metro, Community Transit, WSDOT, the Federal Highway and Federal Transit Administration and all the other agencies that assisted in the environmental review and early design.

Amendment No. 3 was moved by Boardmember O'Brien, seconded by Boardmember Murray to amend Resolution No. R2015-05, Section 1.F., as follows:

The route will begin on elevated guide way at the terminus of the Northgate Link Extension. It will cross over 1st Avenue NE and enter Interstate 5 right-of-way just north of the NE 107th Street on-ramp to northbound I-5 and continue on elevated guide way over NE Northgate Way adjacent to the east side of I-5, and then transition to a combination of retained cut, retained fill and elevated structures. The route will continue along the east side of I-5, partially in interstate right-of-way and partially on adjacent properties, to NE 145th Street, crossing over NE 130th Street on elevated structure. Low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations will be made to facilitate construction of an elevated station near NE 130th Street if approved. ~~The NE 130th Street bridge over I-5 will be replaced, and 5th Avenue NE and the northbound I-5 off-ramp near the bridge will be reconfigured, to accommodate retained cut light rail guideway through this area.~~

Boardmember O'Brien provided explanation and support for the amendment. On April 9, 2015, the Capital Committee approved Amendment No. 1 to change the Lynnwood Link Extension route to cross over NE 130th Street on an elevated structure. The amendment should have also removed language related to replacement of the NE 130th Street Bridge and a retained cut alignment at 130th Street. The proposed Amendment No. 3 removes conflicting language about the Lynnwood Link Extension alignment at NE 130th Street.

The elevated structure alignment at NE 130th Street is estimated to save \$10 million compared to the previous retained cut alignment, and allows low cost infrastructure improvements to be made to facilitate construction of an elevated station near NE 130th Street if approved.

It was carried by unanimous vote that Amendment No. 3 be accepted as an amendment to Resolution No. R2015-05.

Amendment No. 4 was moved by Vice Chair Roberts and seconded by Boardmember O'Brien to amend Resolution No. R2015-05, Section 3, to add the following at the end of the section:

Sound Transit recognizes the importance of safe and effective pedestrian, bicycle and vehicular access to its facilities. Consistent with Sound Transit's system access policy, Sound Transit will partner with the cities of Seattle, Shoreline, Mountlake Terrace and Lynnwood during project final design to identify and implement appropriate pedestrian, bicycle and vehicular access enhancements to stations focused generally within a quarter mile of the stations.

Boardmember Butler asked how the proposed amendments would impact the financial information presented in the staff report. Mr. Sheldon responded that the amendment sets an expectation that Sound Transit will work closely with local host cities to get riders to and from stations resulting in improvements or design modifications that could have a financial impact to one or both parties. Boardmember Butler expressed concern about raising expectations. Vice Chair Roberts clarified that the proposed amendment makes no commitment other than examining each area.

It was carried by unanimous vote that Amendment No. 4 be accepted as an amendment to Resolution No. R2015-05.

Boardmember Murray expressed support for the resolution and the accommodation for the station at 130th and stated that he will direct the Department of Planning and Development to engage with the community to assist in mitigating issues of density and amenities for the future station.

It was carried by unanimous vote that Resolution No. R2015-05 be approved as amended.

Resolution No. R2015-04: (1) Adopts the East Link Extension baseline schedule and budget, which constitutes Board approval of Gate 5 within Sound Transit's Phase Gate process by (a) amending the project Lifetime Budget from \$798,346,894 to \$3,677,150,000, and (b) amending the project 2015 Annual Budget from \$142,944,766 to \$165,636,000; (2) approves Gate 6 within Sound Transit's Phase Gate process to allow the project to proceed to construction; (3) confirms that the alignment selected by the Board in 2013 includes a 120th Avenue Station in a retained cut; (4) incorporates the Overlake Village Bridge project into the East Link Extension by (a) amending the Lifetime budget from \$5,185,585 to \$0 and (b) amending the annual budget from \$1,163,000 to \$0 to reflect the transfer of budget to the East Link Extension; and (5) establishes a project revenue service date of June 2023.

Ron Lewis, Executive Project Director, Eastlink and Don Billen, HCT Project Development Director provided the staff report.

Staff presented the baseline budget for the Eastlink Extension project and the Memorandum of Understanding with the City of Bellevue. Baseline establishes a credible scope, schedule, and budget and provides a basis against which to measure project progress. The Eastlink project has 14 miles of double-track light rail, and 10 stations serving 4 cities and 3 parking facilities totaling over 2,000 parking spaces. Mr. Lewis reviewed the Bel-Red portion of the project which includes a station at 120th and a retained cut station at 130th as requested by the Board. The inclusion of the retained cut does not increase the cost of building the ST2 representative alignment and the project remains within the range identified on the ST2 ballot. The systems scope includes nine traction power substations and all of systems needed to fully operate the Light Rail extension.

The construction contract packages include the type of work, size and scope, location, type of access, and value associated with the contract package as well as the complexity of each. Sound Transit conducted an industry review prior to finalizing the packaging and applied lessons learned from completed projects. Mr. Lewis used the E130 contract package to demonstrate sub-components of a contract package. The E130 package includes a modification to the International District Station (IDS), a retrofit of seismic and gravity load to existing WSDOT structures and I-90 center roadway and the Ranier and Mercer Island stations. Sound Transit is using a Heavy Civil GC/CM delivery method for this package and procurement is underway.

The project will be accomplished through seven major Civil Construction contracts and one major Systems Contract that will be combined with the Northgate Link contract for efficiencies. There are also some smaller system wide contracts to address things like signage and fare collection.

Sound Transit provides a summary schedule in its monthly progress report. Early utility relocations are underway and heavy civil construction will begin next year. The baseline budget carries nine months of project wide float and float interspersed at critical interface points between contracts and forecasts a revenue service date is June 2023.

The project relies on very detailed schedules and includes a master schedule containing over 3,000 line items. Within these detailed schedules critical interface points are tracked closely including right of way, permitting, procurement, and civil and systems work leading up to construction completion and going into pre-revenue service. Sound Transit has high confidence in the baseline schedule.

The proposed baseline lifetime budget for the Eastlink project is \$3,677,150,000. The baseline budget contingency is 20% of the base cost plus the design allowance. The Light Rail Vehicle budget has been included in a separate budget for all vehicle procurements for ST2. Similar to the level of detail provided in the project master schedule, there are detailed work breakdown structures tied to each budget item. Allocated and unallocated contingencies are included in the project budget to account for potential risks at each phase of the project in order to stay within the approved budget throughout the life of the project. Sound Transit performed a comprehensive risk assessment that resulted in a 90% confidence level that the project can be built within the proposed baseline schedule. The assessment took a broad array of risks into account including construction risks as well as third party risks, market, labor and materials availability. Experts within the Sound Transit project control group ran two distinctly different models to assess cost risk resulting in just over an 80% confidence level in cost estimates.

Bellevue MOU

Don Billen updated the Board on the proposed amendments to the 2011 MOU and Transit Way Agreement. The amendments address project certainty including permitting, mitigation and project coordination. The amended MOU includes a more robust project scope that clearly outlines ownership of all scope elements including those related to light rail and all required mitigation. A formal permitting strategy was included to mitigate risk identified during the assessment. Some project coordination was included to optimize the delivery of projects, assigning elements to the Eastlink project and some to City projects.

The Operations and Maintenance Satellite Facility (OMSF) is in the FEIS phase. The Board identified Bellevue as a preferred alternative and the amended MOU outlines a TOD plan consistent with the City's Bel-Red plan that includes a phased pursuit of a development plan in addition to the delivery of the facility. A three-party agreement with the City of Bellevue and King County related to potential OMSF site will study the feasibility of realigning 120th avenue NE to create an opportunity for development along the East side of the potential maintenance facility as well as the South side. A series of property conveyances was established.

Mr. Billen reviewed highlights of financial terms in the amendment: the amendment eliminates Bellevue's contingent contribution and confirms the final amount of Bellevue's contribution, it provides a fixed payment and fixed amount for permitting and property acquisition, and it continues collaboration on TOD, parking and maintenance of traffic.

Staff responded to a Boardmember question stating that the downtown Bellevue to downtown Seattle commute will take approximately 20 minutes.

Chair Constantine noted that amending the Budget requires a two-thirds majority vote of the Board, which is 12 members. Chair Constantine called for a roll-call vote.

Ayes

Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
John Lovick
John Marchione
Pat McCarthy

Nays

Mary Moss
Ed Murray
Joe McDermott
Dave Upthegrove
Paul Roberts
Dow Constantine

It was moved by Boardmember Balducci, seconded by Boardmember Marchione, and carried by supermajority vote of 13 Boardmembers that Resolution No. R2015-04 be adopted as presented.

Motion No. M2015-33: Authorizing the chief executive officer to (1) execute amendments to the Umbrella Memorandum of Understanding and Transit Way Agreement with the City of Bellevue to address permitting, project coordination, a potential Bellevue OMSF, financial terms, and maintenance of the East Link project; and (2) execute a new Three Party Agreement with the City of Bellevue and King County to collaboratively plan and determine the feasibility of a potential city project to re-align 120th Avenue NE.

Boardmembers commended the collaborative efforts of Sound Transit and the City of Bellevue. Boardmember Balducci shared support for the agreement and noted specifically the focus on creating Transit Oriented Development around stations leading to increased ridership, the focus on affordable housing and other connectivity projects for bike trails and access. Ms. Balducci also shared that the Bellevue City Council approved the agreement unanimously after taking public comment and meeting with business and community groups.

It was moved by Boardmember Balducci, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2015-33 be approved as presented.

EXECUTIVE SESSION

Sound Transit General Counsel, Desmond Brown reviewed the RCW that authorizes the Executive Session to determine the price at which the Board will either sell or lease property.

OTHER BUSINESS

Motion No. M2015-34: Authorizing the chief executive officer to begin negotiations with Gerding Edlen for (1) a purchase and sale agreement for the parcel referred to as Site B-North located at 923 East John Street, Seattle, WA for a mixed-use affordable housing transit-oriented development project and (2) a long-term ground lease on the parcels referred to as Sites A, B-South and C, located at 118 Broadway East, 123 10th Avenue East and 1830 Broadway respectively for a mixed-use market rate housing transit oriented development project that includes a 20 percent affordable housing requirement, a public plaza and other amenity spaces.

Boardmember McDermott expressed his support for the motion. Chair Constantine noted the significance of the action. The Sound Transit Board has placed emphasis on achieving Transit Oriented Development near light rail stations to get the best performance for the transit system and to strengthen communities. TOD planning has been integrated into Sound Transit project work and has resulted in one new TOD at Mt. Baker station, and started another at Othello station. This agreement will bring TOD to the Bel-Red stations in Bellevue and Redmond. Chair Constantine congratulated everyone who worked to make this possible.

It was moved by Boardmember McDermott, seconded by Vice Chair Roberts, and carried by unanimous vote that Motion No. M2015-34 be approved as presented.

NEXT MEETING

Thursday, May 28, 2015
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:25 p.m.

ATTEST:



Kathryn Flores
Board Administrator


Paul Roberts
Board Vice Chair

APPROVED on May 28, 2015, LM