



**SOUND TRANSIT BOARD MEETING**  
Summary Minutes  
October 22, 2015

**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) Paul Roberts, Everett Councilmember  
(P) Marilyn Strickland, City of Tacoma Mayor

Boardmembers

(P) Claudia Balducci, City of Bellevue Mayor	(P) Mary Moss, Lakewood Councilmember
(P) Fred Butler, City of Issaquah Mayor	(A) Ed Murray, City of Seattle Mayor
(P) Dave Earling, City of Edmonds Mayor	(A) Mike O'Brien, Seattle Councilmember
(P) David Enslow, City of Sumner Mayor	(A) Lynn Peterson, WSDOT Secretary
(P) John Lovick, Snohomish County Executive	(A) Larry Phillips, King County Council Chair
(A) John Marchione, City of Redmond Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Pat McCarthy, Pierce County Executive	(P) Peter von Reichbauer, King County Councilmember
(P) Joe McDermott, King County Council Vice Chair	

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

**REPORT OF THE CHAIR**

Boardmembers' Requests to Participate via Teleconference

Boardmembers Marilyn Strickland and Pete von Reichbauer have asked to participate in the 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.

**It was moved by Boardmember McDermott, seconded by Boardmember Lovick, and carried by unanimous vote that Boardmembers Strickland and von Reichbauer be allowed to participate in the Board meeting by telephone.**

CEO Search Committee

The CEO Search Committee met October 21, 2015. The majority of the meeting took place in executive session with Karras Consulting to review specific candidates. The committee anticipates recommending a hire at the November Board meeting.

Agenda Overview

Chair Constantine stated that there was a full agenda including four reports and one supermajority action. The agenda will be adjusted to receive the four reports following the business items.

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

### Joni Earl Award

Mike Harbour, Acting CEO, stated that he, along with several Sound Transit Boardmembers and staff, attended the *Seattle Business* magazine's gala awards event. During the event, Joni Earl received the 2015 Community Impact Award for Lifetime Achievement.

### Integration with King County for University Link Extension Opening

Work continues with the integration efforts with King County on the University Link Extension. On Monday, the King County Council adopted changes to Metro bus service that will go into effect when University Link Extension opens servicing both Capitol Hill and the University of Washington in early 2016. Changes to bus routes will improve service in Northeast Seattle and Capitol Hill and will connect neighborhoods to the new light rail stations.

Sound Transit is also working with King County Metro and the Seattle Department of Transportation on downtown Seattle transit issues. The three parties are working together on a study to speed service through downtown Seattle.

### Sound Transit Mobile Site

The new Sound Transit mobile site went live on September 12, 2015. The mobile site offers an improved experience for those looking for schedule and trip information on their smart phones and tablets. The site has interactive maps, easy to use schedules, point-to-point planning with arrival and departure times, and commuters can customize it to save the routes they use most often.

### Paul W. Locke Recognition

Mr. Harbour recognized Paul W. Locke for his ongoing attendance at Sound Transit meetings. He stated that Sound Transit staff calculated that Mr. Locke has attended approximately 1,000 Sound Transit meetings over the years.

At most meetings, you will see him sitting in his usual place in the front row, aisle seat. In honor of his dedication to public oversight, Sound Transit presented Mr. Locke with a special chair that will be reserved for him at all meetings.

### Bond Resolutions Follow-Up

Mr. Harbour asked Brian McCartan, Executive Director Finance and Information Technology, to give an update on the bond resolutions.

Mr. McCartan stated that in July 2015, the Board gave approval for the issuance of up to a billion dollars of bonds for Sound Transit. The bond sale was successful and was within the authority given by the Board. In total, Sound Transit sold \$943 million in bonds; \$800 million was at a fixed rate of 3.88 percent.

The bond was the largest Green Bond offering ever sold by a municipality globally. This process independently certified that the bonds would be used for environmentally sustainable projects. The process attracted new investors and good press coverage for the Green Bond sale and the agency sustainability program both nationally and internationally.

## **PUBLIC COMMENT**

Alex Zimmerman, Stand UP America  
Ms. Richards

## **CONSENT AGENDA**

Boardmember Strickland requested Motion No. M2015-99 be removed from the consent agenda and considered separately.

Voucher Certification for September 2015.

Minutes of the September 24, 2015, Board Meeting.

Motion No. M2015-94: Authorizing the chief executive officer to amend an agreement with the City of Everett to provide operations and maintenance services at Everett Station in the amount of \$110,000, for a new total authorized agreement amount not to exceed \$847,481.

Motion No. M2015-98: Authorizing the chief executive officer to execute a contract with the Joint Venture of Kiewit-Hoffman to provide pre-construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$4,792,156, with a 10% contingency of \$479,216, for a total authorized contract amount not to exceed \$5,271,372.

Resolution No. R2015-27: (1) Confirming the chief executive officer's declaration of surplus real property acquired for the Initial Segment of the Central Link Light Rail project, and (2) approving a Purchase and Sale Agreement with the Washington State Convention Center Public Facilities District to transfer surplus real property owned by Sound Transit located at 901 Howell Street (AKA 900 Olive Way) in Seattle for a total authorized agreement amount not to exceed \$6,630,000.

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

Motion No. M2015-99: Authorizing the chief executive officer to amend the contract with H-J-H Final Design Partners for the South Bellevue to Overlake Transit Center segment of the East Link Extension by (1) increasing the contract contingency for Final Design services in the amount of \$5,975,000, (2) amending the contract for Design Services During Construction in the amount of \$36,385,000, and (3) increasing the contract contingency for Design Services During Construction in the amount of \$3,640,000, for a combined total amount of \$46,000,000, for a new total authorized contract amount not to exceed \$141,312,585.

Vice Chair Strickland asked what the total contingency amount was for the contract. Ron Lewis, Executive Project Director East Link, explained the \$5,975,000 is a contingency for additional final design work on the project. The bulk of the request, the \$36,385,000, is for final design services during construction with a 10% contingency of \$3,640,000.

**It was moved by Boardmember Balducci, seconded by Boardmember Butler, and carried by unanimous vote that Motion No. M2015-99 be approved as presented.**

## **BUSINESS ITEMS**

Motion No. M2015-91: Authorizing the chief executive officer to execute a Project Implementation Agreement with the University of Washington which will reimburse Sound Transit in the amount of \$5,255,500 for design and construction of the U District Station within the Northgate Link Extension to accommodate the University's revised transit-oriented development concept.

Paul Roberts, Operations and Administration Committee Chair, spoke to the item forwarded by the Operations and Administration Committee. The motion authorizes the execution of an agreement with the University of Washington which will reimburse Sound Transit for design and construction of the U District Station in fixed incremental amounts. He stated that the agreement is needed to provide the University with the flexibility for additional transit-oriented development capacity and will not delay the overall Northgate Link project schedule.

**It was moved by Vice Chair Roberts, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2015-91 be approved as presented.**

Resolution No. R2015-26: Selecting the project to be built for the Link Light Rail Operations and Maintenance Satellite Facility.

Fred Butler, Capital Committee Chair, spoke to the item forwarded by the Capital Committee. A lot of work has taken place since the Board identified the BNSF Alternative as the preferred alternative for the project back in July 2014. Part of the work included convening a Stakeholder Committee to provide an opportunity for further input into a potential OMSF site in Bellevue. The Stakeholder Committee transmitted its report to the Board last November. Since then, agreements between the City of Bellevue, Sound Transit, and King County have reflected many of these recommendations, should the preferred alternative ultimately be selected as the final project.

The Final Environmental Impact Statement was published last month and a final decision about the project to be built can now be made. At the Capital Committee meeting earlier this month, there was a presentation on the four alternatives. After review and discussion, the committee unanimously supported the preferred alternative. The Committee asked staff to prepare an action for Board consideration today, selecting the BNSF Alternative as the project to built for the Operations and Maintenance Satellite Facility.

Ric Ilgenfritz, Executive Director Planning, Environment, and Project Development, advised that staff has worked with stakeholders to design and deliver the facility without disrupting or undermining the City of Bellevue's land use vision for that area.

Don Billen, Project Development Director, stated that the fleet delivery schedule requires that the OMSF yard be available by 2020. There are obligations that go along with selecting the preferred alternative that relate to site design and screening, transit-oriented development, the development of some interim trails, and to future expansion of the site. It is anticipated that with a decision on the project site, a Record of Decision from the Federal Transit Administration would happen in November 2015. Staff will be back to the Board in December to seek approval to take the project into final design.

**It was moved by Boardmember Balducci, seconded by Boardmember Butler, and carried by the unanimous vote that Resolution No. R2015-26 be adopted as presented.**

Resolution No. R2015-25: Amending the Northgate Link Extension baseline budget by \$5,255,500 for design and construction of U District Station to accommodate the revised transit-oriented development concept requested by the University of Washington by (a) amending the project Lifetime Budget from \$1,894,500,000 to \$1,899,755,500, and (b) amending the project 2015 Annual Budget from \$207,765,302 to \$208,389,032.

Fred Butler, Capital Committee Chair, spoke to the item forwarded by the Capital Committee. This action amends the Northgate Link Extension baseline budget for design and construction of the U District Station to accommodate the revised transit-oriented development concept requested by the University of Washington. The action will amend the project Lifetime Budget and 2015 Annual Budget.

**Resolution No. R2015-25 was moved by Boardmember Butler and seconded by Boardmember Balducci.**

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**

Dow Constantine  
Claudia Balducci  
Fred Butler  
Dave Earling  
Dave Enslow  
John Lovick  
Pat McCarthy

**Nays**

Joe McDermott  
Mary Moss  
Paul Roberts  
Marilyn Strickland  
Dave Upthegrove  
Pete von Reichbauer

**It was carried by the unanimous vote of 13 Boardmembers that Resolution No. R2015-25 be approved as presented.**

**REPORTS TO THE BOARD**

Northgate Link Extension Update

Don Davis, Executive Project Director, and Ron Endlich, North Link Deputy Project Director, provided the report. Mr. Davis announced that the Northgate Link Extension has achieved some milestones over the past few months. These include, submittal of several critical design deliverables; procurement of contracts; and progress on two critical construction contracts. The 4.3-mile extension from the University of Washington to the Northgate Mall includes 3.5 miles of twin-bored tunnels, one mile of elevated guideway, three stations, and track work and systems components.

The project budget has been reduced \$236.9 million to account for the transfer of funds to a new project for light rail vehicle procurement. The project is within the baseline budget established in June 2012. There are ten construction contracts for demolition and utility relocation, tunneling and station excavation, station finishes, and track and systems work.

The remainder of the tunneling will have some challenges. Hard ground has been encountered which will slow the progress and may necessitate repairs to the tunnel-boring machine. There are 23 cross-passages which will require more ground treatment. Staff is in close coordination with the University of Washington (UW) Research Programs to minimize noise and vibration and communication with UW so they can plan their sensitive activities around the work being done underground.

Mr. Endlich gave an update on the work in the Northgate Station area. The station contract will include the elevated station and guideway and the 450-stall garage. Design for the station and garage will be completed by the end of December 2015. Design coordination with the City of Seattle's pedestrian and bicycle bridge is at 30 percent design completion. The station mezzanine design has been coordinated for a future connection from the pedestrian bridge. The Sound Transit Board committed in 2012 to provide funding for the pedestrian bridge and other bicycle improvements in the Northgate area and the term sheet has been executed. Staff is seeking final permits to allow station construction to begin in March 2016.

Top risks for the project include differing site and underground conditions, multiple contract interfaces, construction market conditions, noise and vibration under UW campus, and third-party approvals.

#### Positive Train Control Update

Eric Beckman, Deputy Executive Director Business and Construction Services, explained that Positive Train Control (PTC) is the BNSF controlled interactive radio and GPS based system designed to detect trains operating outside of set parameters and either arrest the speed of or stop the train to prevent a collision. Sound Transit contracted with XO Rail to design, install, and certify the PTC system to meet standards and obtain Federal Railroad Administration (FRA) certification per current legislation.

Key project milestones to date include the installation of all Sound Transit wayside equipment, 90-95% of the rolling stock installations, and approval of the test plan. Full certification requires additional steps including the development and submission of a safety plan for approval, and final review and approval for full certification by FRA. The current deadline for full certification is December 31, 2015. This poses a significant risk to Sound Transit operations as the certification process with FRA is lengthy and the increased requirements have resulted in an increase of highly technical applications requiring review and approval. It is unclear whether Sound Transit or any other class one freight or passenger railroad will obtain full certification by the deadline. Sound Transit does not have the system capacity to absorb the 15,000 daily riders on Sounder.

BNSF recently provided a letter to the United States Senate Committee on Commerce, Science and Transportation stating that without an extension to the deadline, commuter operators could not operate on BNSF tracks after first of the year. There is a standalone resolution in the house seeking a flat 3-year time extension to the deadline to allow time to work through some issues. Sound Transit continues to complete technical work and meet with FRA on a weekly basis. Sharing the same concerns, Sound Transit, BNSF, and the Department of Transportation Rail are working together and have established an ad hoc internal committee to monitor federal legislation related to a possible deadline extension.

Boardmembers asked staff to provide information about how they can communicate with elected officials about the PTC deadline extension.

### Mercer Island Discussion and Next Steps

Eric Beckman, Deputy Executive Director Business and Construction Services, reported that per Board direction, staff engaged with the City of Mercer Island and its residents to address their concerns. Sound Transit held listening tours, a public open house, and three drop-in sessions throughout the City. Nearly 200 replies have been received through an on-line survey, comment cards, letters, emails, and speakers. Materials are being posted to the website including a matrix capturing comments grouped by areas of concern and an FAQ sheet.

General observations are that it is a very engaged community with a diverse set of views. There is a genuine sense of anxiety about changes coming to the Island. The top four themes that came out of the process are access to I-90 and the management of those lanes, on-island traffic circulation both motorized and non-motorized, parking access in the current lot and a desire for additional parking, and the bus intercept. There was also a broad category of concerns around fire/life/safety, noise, light, and glare. In the ensuing weeks, staff has been working with Mercer Island and WSDOT to take five or six theme areas, identify which agency has the lead and identify a timeline.

Sound Transit committed to review the bus intercept to look at how buses are being intercepted at Mercer Island vs. South Bellevue and whether there is a better methodology. Numerous parking solutions will continue to be explored. WSDOT is in the process of bringing on some additional resources to help work on the I-90 issues. When the matrix is refined, it will be brought to the City Council in November.

Boardmember Balducci added that another concern she heard about was the impacts of the closure of the South Bellevue park-and-ride.

Chair Constantine asked staff to return to the Board and share the recommendations once they are completed. This will allow the Board to consider those thoughtfully and in a timely manner to minimize any impacts to East Link Extension construction.

### Additional Analysis for the Federal Way Link Extension

Chair Constantine stated that in July 2015 the Board identified an I-5 alternative as the preferred route for the Federal Way Link Extension. As part of that action, the Board directed staff, in coordination with key stakeholders, to further evaluate potential modification to the preferred Kent/Des Moines station. He invited staff to report on the outcome of the stakeholder workshops.

Don Billen, Director of Capital Project Development, stated that a stakeholder process was very successful in improving the adopted project alternative. The information gathered and shared will enable staff to better develop the project.

Cathal Ridge, Light Rail Development Manager, recounted the Board's direction was to optimize the Kent/Des Moines station location to facilitate access to Highline College and to enhance future transit-oriented development in the Midway area. Four workshops were held in September and October with participants from the City of Kent, City of Des Moines, WSDOT, King County Metro, Puget Sound Regional Council, King County Executive's office, Highline College students and staff, Transportation Choices, One America, Futurewise, and Urban Land Institute.

The first workshop reviewed the Highline College master plan, City of Kent's Midway subarea plan, and Sound Transit's station concepts. Breakout groups were charged with identifying three goals for the station area and three ideas for how to achieve the goals. Key themes from the workshop were the need to optimize access for all modes of transport, creating a safe pedestrian environment, and identifying near-term and long-term development opportunities.

The second workshop asked breakout groups to identify catalyst TOD parcels in the station location, propose locations for the transit center and parking facilities, and to come up with ideas on how to activate the

connection from the station to campus. Each group proposed concepts for the SR99 West Station and the 30th Avenue West Station.

The third workshop was to review all of the issues identified in the previous workshops. Time was spent discussing potential solutions to the issues. Key concerns were related to access for all modes, enhancing safety at SR99 crossings, providing a connection to campus, and creating development opportunities.

The fourth workshop concluded with Sound Transit staff providing refined concepts for both an SR99 West station and a 30th Avenue West station. The workshop continued with brainstorming recommendations to make to the Sound Transit Board. In general, the participants acknowledged the advantages of the 30th Avenue West station in terms of the multimodal access, TOD potential, and midway subarea plan.

Chair Constantine invited four of the stakeholder panelists to share feedback on the workshops. The presenters were James Peyton, Highline College; Ben Wolters, City of Kent; Pa Ousman Jobe, Highline College; and Grant Fredericks, City of Des Moines. The presenters stated that the workshops were a productive process with good outcomes. The workshops provided an opportunity to listen to concerns and work to address them in the station design options.

**EXECUTIVE SESSION**

None

**OTHER BUSINESS**

None

**NEXT MEETING**

Thursday, November 19, 2015  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

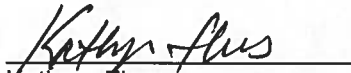
**ADJOURN**

The meeting adjourned at 3:36 p.m.



Dow Constantine  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on December 17, 2015, JE