

SOUND TRANSIT BOARD MEETING

Summary Minutes
February 25, 2016

CALL TO ORDER

The meeting was called to order at 1:34 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) Nancy Backus, City of Auburn Mayor

(P) Claudia Balducci, King County Councilmember

(P) Fred Butler, City of Issaquah Mayor

(P) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(P) Rob Johnson, Seattle Councilmember

(P) John Marchione, City of Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Joe McDermott, King County Council Chair

(P) Mary Moss, Lakewood Councilmember

(P) Ed Murray, City of Seattle Mayor

(P) Roger Millar, WSDOT Acting Secretary of Transportation

(P) Dave Somers, Snohomish County Executive

(P) Dave Upthegrove, King County Councilmember

(P) Peter von Reichbauer, King County Councilmember

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

REPORT OF THE CHAIR

Boardmember's Requests to Participate via Teleconference

Chair Constantine advised that Boardmember Upthegrove 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 Vice Chair Roberts, seconded by Boardmember Backus, and carried by unanimous vote that Boardmember Upthegrove be allowed to participate in the Board meeting by telephone.

Washington State Secretary of Transportation

Earlier this month, the Washington State Senate took up the confirmation of Lynn Peterson, who served as the Secretary of Transportation and on the Sound Transit Board for the last three years, and she was not confirmed. Chair Constantine expressed his appreciation to Lynn Peterson for her service on the Sound Transit Board.

Governor Inslee has appointed Roger Millar as the Acting Secretary. By statute, Mr. Millar will serve on the Board and he has appointed Amy Scarton to remain the Secretary's alternate. Chair Constantine welcomed Mr. Millar and appointed him as a member of the Executive Committee.

Othello Plaza

Chair Constantine stated that earlier in the day he was joined by Mayor Murray and Peter Rogoff at a groundbreaking celebration for Othello Plaza. The Board has put an emphasis on transit-oriented development and the Othello Plaza embodies that vision. The project development is a partnership between Mercy Housing Northwest, the City of Seattle's Office of Housing, and the Rainier Valley Community Development Fund to

construct affordable housing on land previously used by Sound Transit for construction staging while building the light rail.

Othello Plaza is adjacent to the Othello light rail station and will provide 108 affordable apartments. It also includes a community center and office space for Mercy Housing Northwest.

Boardmember von Reichbauer

Chair Constantine announced that Boardmember Pete von Reichbauer has agreed to serve as Sound Transit's representative on the Washington State Department of Transportation's SR167 and SR509 Executive Committees.

CHIEF EXECUTIVE OFFICER'S REPORT

Transit-Oriented Development

Mr. Rogoff commented on the Othello Plaza event. Sound Transit has worked in close partnership with Mercy Housing, the City of Seattle, King County, and other partners to make 108 affordable units available. There will be an increasing number of these efforts to provide affordable housing on surplus property. Last month the Board took an action on property in the Capitol Hill area that will allow Sound Transit and its partners to continue to work collaboratively on the affordable housing challenge.

Olympia Update

Mr. Rogoff gave an update on Sound Transit matters that are being debated in Olympia. The short session is moving along toward a March 10 adjournment. A few bills that Sound Transit has been watching have not made the initial cut offs, so they are effectively dead for the session. These include SB 6395 that called for the direct election of Sound Transit Board members, and a bill that would require Sound Transit to pay the full cost of relocating utility lines in public right-of-ways.

There has been an ongoing dialog with Senate Transportation Chairman Curtis King regarding the manner in which Sound Transit compensates the Washington State Department of Transportation (WSDOT) for right-of-way. Discussions will continue with Senator King, Sound Transit, and WSDOT to answer questions about Sound Transit's Land Bank Agreement with WSDOT.

Federal Partnerships

Earlier this month, President Obama's proposed 2017 Budget was released and contained the first \$125 million request toward a \$1.1 billion full funding grand agreement for the construction of the Lynnwood Link Extension.

The day before the 2017 budget was released, the Regional Administrator for the Federal Transit Administration (FTA) delivered a letter to Sound Transit, which admitted the Lynnwood Link Extension project into the engineering phase. The project was given the second-highest possible rating under the FTA's competitive grant process.

Operations Quarterly Report

Ridership is increasing on all lines of business. This can be contributed in part to service expansions and faster headways on light rail. Sounder showed the biggest growth in annual ridership, but Link and ST Express also set records.

There were 5,000 services hours added in late September on ST Express to help alleviate traffic congestion impacts. Another 16,000 will be added in March. ST Express showed improvement in all metrics except On-Time Performance due to a change in the methodology, which uses real-time GPS readings rather than random sampling of time points.

Sounder met all performance standards in 2015 except for the percentage of scheduled trips operated due to mudslide-related impacts to the Sounder north line. Tacoma Link met all of its 2015 service performance targets, and Link is slightly behind the annual targets due in part to the partial shutdowns during the year in preparation for the University Link Extension opening in March.

REPORTS TO THE BOARD

ST3 Update

Ric Ilgenfritz, PEPD Executive Director, and Karen Kitsis, Planning and Development Manager, presented the ST3 update. Following the review of jurisdictional letters and Boardmember inquiry, Mr. Rogoff directed staff to examine small projects that might improve the access and performance of transit early in the ST3 system plan.

Ms. Kitsis described the approach being used for identifying possible projects that could make a bigger difference in the short-term. These projects will need to be within Sound Transit's statutory mission of providing high-capacity transit. Staff has been focusing on capital improvements in current or future rail or high-capacity corridors. Staff has reviewed ST3 candidate projects, looked at the Sound Transit capital improvement program, high-capacity transit studies, and jurisdictional and community plans. A workshop was held across departments to generate and refine project possibilities. Input was sought from Washington State Department of Transportation, Community Transit, Everett Transit, Pierce Transit, King County Metro, Regional Cities, and Seattle Department of Transportation.

The categories established for possible improvements are bus travel time savings, more parking options, expanded service, additional stations, and improved customer experience. Key considerations for the near-term projects include project definition and cost estimating, understanding the transit benefit, and understanding the impact to the system plan.

Ms. Kitsis went through the key considerations for the near-term projects that staff will be analyzing.

Bus Travel Time Savings: When thinking about saving travel time, it is about getting buses out of traffic.

- Bus on Shoulder projects located on freeways where there may be width on the shoulder to operate buses. Sound Transit would need to partner with WSDOT and transit partners for this project.
- Capital improvements along bus corridors where there will be ST3 candidate light rail project corridors. Staff will analyze what improvements could be made on the corridors before light rail comes on line that would make the bus trips faster.

More Parking Options: Providing more parking for cars and bikes to improve access.

- Systemwide funding to provide additional bike parking for both ST2 and ST3 projects.
- Additional parking along existing ST Express Bus/ST3 candidate light rail project routes.
- Lease options for additional parking along existing routes.
- Additional parking at Sounder stations.

Expanded Service: Improve frequency and capacity with more Sound Transit rail and bus service.

- Early delivery of ST3 candidate BRT projects within the System Plan.
- Additional ST Express Bus Service.
- South Sounder platform extensions.

Additional Stations: Build more stations to reach more riders.

- Early delivery of ST3 candidate infill/new stations within the System Plan.

Improved Customer Experience: Enable transit choices with simple tools and technology.

- Improved passenger amenities at stations and stops.
- Real time information expansion at stations/stops (e.g., parking availability, next bus, next train).
- Expand use of ORCA and/or mobile pay options.
- Additional drop off/pick up capacity at stations to enable feeder service and car share service access.

Some of the projects identified will have costs associated with them from Sound Transit partners. The projects will not go through the same process of cost estimation that has been done on the ST3 candidate projects. Staff will need to look at the projects and at the timeframe under which they may be delivered. Staff will also look at

methodologies, feasibility, and construction risks; and look at how they fit in the context of the overall ST3 System Plan. Staff will look at transit benefits for implementing these projects earlier than other projects may come on line. Financial impacts will be reviewed; for projects where money is spent earlier, there are impacts to what can be spent later with less time for the funds to accumulate.

Northgate Link Extension Briefing

Ahmad Fazel, Executive Director, reported on the Northgate Link Extension project. During the February Capital Committee meeting, a presentation was made focusing on the tunnel boring machine progress. To date, the tunnel boring machine (TBM) #1 has mined over 16,000 feet of tunneling and is currently 2,200 feet north of the University of Washington (UW) Station. It is anticipated that TBM #1 will arrive at the UW Station by early April 2016.

On September 28, 2015, approximately 650 feet from the U District Station, the contractor stopped TBM #2 to inspect the equipment. During the inspection, it was discovered that there was serious damage to the main motor. TBM #2 has resumed tunneling and is 450 feet from the U District Station. The last section of tunneling will be the southbound tunnel from U District Station to the UW Station. The contractor has the option to use either TBM #2 following repairs or TBM #1.

The project is scheduled to open in 2021. The schedule includes six months of testing and start up and five months of float. Staff is confident that the project will be completed on time. The project budget is \$1.9 billion; \$821 million has been committed of which \$533 million of this amount is for the tunnel contract.

University Link Extension Phase Gate Report

Joe Gildner, Executive Project Director University Link Extension; Paul Denison, Light Rail Operations Director; and Tracy Reed, Rail Activation Manager, presented the Phase Gate 7, Transition to Operations, report. It has been seven years since the University Link Extension project began construction. The project will open early and under budget.

Mr. Gildner thanked the Boardmembers and CEO Emeritus Joni Earl for providing focused oversight throughout the project. He thanked federal, state, city, and community partners in helping Sound Transit achieve the project goals. He thanked the contractors and laborers for the millions of craft hours it took to build the project. Lastly, he thanked the Sound Transit staff stating that it takes a team effort to get to this milestone of turning over the project to the Operations Department.

Chair Constantine congratulated staff on this achievement. Mr. Rogoff commented that the current budget estimate shows the project is under budget in excess of \$201 million. Mr. Rogoff added his congratulations to the team.

PUBLIC COMMENT

Lacey Jane Wolfe, City of Kent
Alex Zimmerman, Stand UP America
Will Knedlik
Paul W. Locke

Boardmember Balducci stated that community members were in attendance and wished to speak on the Cross-Kirkland Corridor and Sound Transit 3 planning in the corridor area. This topic is not on the agenda, but she asked the Board to allow the public comment from some of the members. There were no objections by Boardmembers.

David Greschler, Save Our Trails
Frank Dennis, Save Our Trails

CONSENT AGENDA

Minutes of the December 17, 2015, Board Meeting.

Voucher Certifications for December 2015 and January 2016

Motion No. M2016-16: Authorizing the chief executive officer to execute the University of Washington Station Agreement.

Motion No. M2016-17: Authorizing the chief executive officer to execute the Light Rail Transit System Operations and Maintenance Agreement for Vibration and Magnetic Fields on University of Washington Transportation Easement (Segment 1) During Revenue Service.

Motion No. M2016-19: Authorizing the chief executive officer to execute a contract with Flatiron West, Inc. to provide construction services for the Tacoma Trestle Track & Signal Project in the amount of \$57,511,780, with a 10% contingency of \$5,751,178, for a total authorized contract amount not to exceed \$63,262,958.

Resolution No. R2016-06: Approving the chief executive officer's declaration that certain real property acquired for the University Link Extension is surplus and is no longer needed for a transit purpose.

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

BUSINESS ITEMS

Motion No. M2016-18: Authorizing the chief executive officer to execute a contract amendment with Trapeze Software Group, Inc. to provide licensed software, software maintenance and support, and optional professional consulting services for the Enterprise Asset Maintenance System in the amount of \$2,427,595, with a 10% contingency of \$242,760 totaling \$2,670,355, for a new total authorized contract amount not to exceed \$5,338,767.

Vice Chair Roberts stated that the Operations and Administration Committee received a briefing on this motion at their February 4, 2016 meeting, but did not have a quorum of the committee to formally recommend adoption to the Board.

The action would amend a contract with Trapeze Software Group to fund option years six through ten to cover software licenses, additional software maintenance and related consulting services for new assets in the Enterprise Asset Maintenance System. The Enterprise Asset Maintenance System tracks maintenance of agency capital assets. This contract increase will allow assets from new agency projects to be added to the system as they are delivered. The assets being added include University Link Extension, the South 200th Extension, Northgate Link Extension, and the Tacoma Link Expansion. Software licensing under this contract is based on the number of assets under management. The contract also includes the option for professional consulting services as software enhancements become available.

It was moved by Vice Chair Roberts, seconded by Vice Chair Strickland, and carried by unanimous vote that Motion No. M2016-18 be approved as presented.

Resolution No. R2016-04: (1) Restoring funding to the Sound Transit 2 Financial Plan and expands the scope of the Federal Way Link Extension project to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center, additional third-party coordination and right-of-way activities, and (2) amending the Adopted 2016 Budget for the Federal Way Link Extension by (a) increasing the Lifetime Budget from \$42,877,459 to \$48,790,000 and (b) increasing the 2016 Annual Budget from \$21,763,407 to \$25,193,726.

Boardmember Butler stated that in 2010, the ST2 Program Realignment suspended preliminary engineering, right-of-way, and construction activities for the Federal Way Link Extension south of Kent/Des Moines. The agency revenue outlook has changed and staff has determined that there is now adequate financial capacity to complete preliminary engineering to the Federal Way Transit Center.

The proposed action expands the current project scope to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center. The action also includes additional funding for third-party coordination and right-of-way activities in support of advancing the project into final design and construction.

The expanded scope would increase the Lifetime Budget by approximately \$5.9 million and the Adopted 2016 Budget by approximately \$3.4 million.

Resolution No. R2016-04 was moved by Boardmember Butler and seconded by Vice Chair Strickland.

Boardmember von Reichbauer commented that the action is not only about dollars, it is about trust. He recalled a press conference and committed that if something came available, we would commit it to this project. Today's action will fulfill that promise.

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
Nancy Backus
Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
Rob Johnson
John Marchione
Pat McCarthy

Nays

Joe McDermott
Roger Millar
Mary Moss
Ed Murray
Paul Roberts
Dave Somers
Marilyn Strickland
Dave Upthegrove
Pete von Reichbauer

It was carried by the unanimous vote of 18 Boardmembers that Resolution No. R2016-04 be approved as presented.

Motion No. M2016-20: Authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide professional services for Phase 3 of the Federal Way Link Extension in the amount of \$1,903,978 with a 10% contingency of \$190,398, totaling \$2,094,376, for a new total authorized contract amount not to exceed \$32,076,909.

Boardmember Butler reported that the motion would amend the consultant services contract for Phase 3 of the Federal Way Link Extension to complete the preliminary engineering of the preferred alternative south of the proposed Kent/Des Moines Station to the Federal Way Transit Center. This action is not expected to affect the overall schedule of Phase 3 activities. Completion of all three phases is anticipated by late 2016.

It was moved by Boardmember Butler, seconded by Vice Chair Strickland, and carried by unanimous vote that Motion No. M2016-20 be approved as presented.

Resolution No. R2016-05: (1) Restoring funding for preliminary engineering on light rail from Overlake to Redmond in the Sound Transit 2 Finance Plan, (2) amending the Adopted 2016 Budget to create the Downtown Redmond Link Extension Project by (a) establishing the Project Lifetime Budget through the completion of the Preliminary Engineering Phase in the amount of \$28,617,000 and (b) establishing the 2016 Annual Budget as \$4,120,000, and (3) approving Gates 1-3 within Sound Transit's Phase Gate Process.

Boardmember Marchione stated that in 2010, in response to the recession, engineering was suspended for the light rail from Overlake to Redmond. With the region's economic growth, Sound Transit is able to restore this money through this action and move the project forward. This project will complete the east side spine in ST2, allow for quick action on construction if ST3 passes in November, and the interim terminus will be in a more suitable location.

The additional mobility to east side will serve the Redmond urban center, link to the Redmond Transit Center, connect to regional trails, and allow the access projects to make this even more successful.

Boardmember Butler commented that this is an approximately 3.7-mile extension with two planned stations. The administration phase of the proposed project includes sufficient budget to support the staff activity required for this work. The consultant contract for preliminary engineering work will be presented for consideration by the Board later in 2016.

Resolution No. R2016-05 was moved by Boardmember Marchione and seconded by Boardmember Butler.

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
Nancy Backus
Claudia Balducci
Fred Butler
Dave Earling
Dave Enslow
Rob Johnson
John Marchione
Pat McCarthy

Nays

Joe McDermott
Roger Millar
Mary Moss
Ed Murray
Paul Roberts
Dave Somers
Marilyn Strickland
Dave Upthegrove
Pete von Reichbauer

It was carried by the unanimous vote of 18 Boardmembers that Resolution No. R2016-05 be approved as presented.

Motion No. M2016-15: Authorizing the chief executive officer to execute a sublease agreement with Attachmate Corporation for office space on the eleventh floor of 705 Union Station in Seattle, WA through October 30, 2020, for a total authorized agreement amount not to exceed \$4,104,000.

Chair Constantine advised that this item was coming directly to the Board and asked for a staff presentation.

Ms. Nancy Bennett, Property Management Manager, stated that the Motion No. M2016-15 would provide authorization to execute a sublease agreement with Attachmate Corporation. The space is 24,251 square feet and is located on the 11th floor of the 705 Union Station. The lease will commence on March 15, 2016, and terminate October 30, 2020. Sound Transit will receive three months free rent up front and Sound Transit is purchasing Attachmate Corporation's existing furniture for one dollar.

Since this is a sublease agreement, the master landlord must also approve the agreement. Upon approval by the Board, the master landlord has indicated that they will approve the transaction.

It was moved by Boardmember Marchione, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-15 be approved as presented.

EXECUTIVE SESSION

None

OTHER BUSINESS

Boardmember Johnson commented that one of the actions on today's Consent Agenda, Resolution No. R2016-06, was discussed at the Capital Committee. The action declares that certain real property acquired for the University Link Extension is surplus and no longer needed for a transit purpose. This action presents an exciting opportunity for the City of Seattle. He stated that the City would like to engage with the Sound Transit Board and staff on the future of the property. The marketplace shows a significant interest in the location and he is eager to see what happens with the property.

NEXT MEETING

Thursday, March 24, 2016
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 2:39 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on March 24, 2016, JE