

## SOUND TRANSIT BOARD MEETING

Summary Minutes

March 24, 2016

### CALL TO ORDER

The meeting was called to order at 1:39 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

(A) Roger Millar, WSDOT Acting Secretary

(P) Mary Moss, Lakewood Councilmember

(P) Ed Murray, City of Seattle Mayor

(P) Amy Scarton, Alternate for WSDOT Acting Secretary

(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

Chair Constantine announced that Boardmember McCarthy and Boardmember von Reichbauer asked to participate in the meeting by phone. Boardmember McCarthy will be present later in the meeting, but would like to participate via phone until that time. 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 Balducci, seconded by Boardmember Butler, and carried by unanimous vote that Boardmembers McCarthy and von Reichbauer be allowed to participate in the Board meeting by telephone.**

#### University Link Extension Opening

Chair Constantine commented on the opening of the University Link Extension on March 19, 2016. Many Sound Transit Boardmembers, past and present, participated in the opening activities on Saturday. He acknowledged Ahmad Fazel, Executive Director Design, Engineering & Construction Management, and his team for their work to complete the project.

### CHIEF EXECUTIVE OFFICER'S REPORT

#### University Link Extension Opening

Mr. Rogoff followed on Chair Constantine's remarks about the opening of the University Link Extension. The service kicked off with a community celebration at the Capitol Hill and University of Washington Stations. A preview ride event was held on March 18, 2016. Speakers at the event included Senator Patty Murray; Alan Boyd, Sr., the first US Department of Transportation Secretary; Anthony Foxx, the current US Department of

Transportation Secretary; Governor Jay Inslee; Therese McMillan, Acting FTA Administrator; Congressman Jim McDermott; former Governor Dan Evans, and CEO Emeritus Joni Earl.  
East Link Groundbreaking

Mr. Rogoff announced that on April 22, 2016, Sound Transit will be holding a groundbreaking ceremony for the East Link project in downtown Bellevue.

#### Northgate Link Extension – Tunnel Boring Machines

At the last Capital Committee meeting, staff reported that tunnel boring machine (TBM) #2 had been dormant for six weeks in need of repairs. At that time, TBM #2 was 650 feet short of reaching the U District Station. TBM #2 resumed mining following repairs and broke through at the U District Station earlier today. TBM #1 has progressed 1,000 feet in the past two weeks and is expected to arrive at the UW Station next week.

#### Mukilteo Event

Sound Transit will be cutting the ribbon on an improved Mukilteo Sounder Station. The event marks the opening of a second platform on the south side of the tracks, a pedestrian bridge, permanent passenger shelters, and public art.

#### Link Light Rail Incident

Mr. Rogoff stated that earlier in the day, there was a series of gunshots fired into one of the light rail vehicles. There were no injuries and the Seattle Police Department is investigating the incident.

### **EXPERT REVIEW PANEL**

Mr. John Howell, ST3 Expert Review Panel Administrator, represented the Expert Review Panel (ERP) for a presentation to the Board. He noted that the ERP was created based on State law requiring transit agencies who plan to submit a measure to the ballot for consideration to establish an ERP. The panel consists of four members from the Puget Sound Region and five from other parts of the country. The panel's charge is not to make recommendations about specific projects. Instead, the ERP reviews the methodologies used to create the package, the underlining assumptions behind the recommendations, and that both methodologies and assumptions are consistent with sound industry practice.

At the February meeting, the panel had a robust and candid conversation with Peter Rogoff; the panel will meet with WSDOT Acting Secretary Millar in April.

The ERP reviewed how the ST3 candidate projects were evaluated for the Board's review. In earlier letters to the Board, the ERP suggested the Board include as part of the measurement metric the cost per rider and the cost per new rider for each of the new projects. The ERP felt these measures would be useful for the Board's consideration in making final decisions.

The ERP has reviewed the methodology being used to develop the cost estimate for each of the ST3 projects. The underlying methodology, including the use of contingencies and reserves, is consistent with sound industry practice. Ridership forecasting for the ST3 candidate projects were reviewed and the ERP concluded that the methodology was applied fairly, reasonably, and that the ridership estimates are appropriate. An issue regarding transparency was raised where more than one alignment was studied but showed little ridership difference.

The ERP reviewed the financial model used to develop the ST3 Finance Plan. The panel was impressed with the model prepared by staff. It is sophisticated and reflects improvements made based on the ST2 planning.

Finally, the ERP reviewed how the cost per household is being developed to explain to the public the impact of taxes related to the ST3 package. The panel suggests that given the vote will include the continuation of taxes for Sound Move and ST2 as well as a new increment for ST3, that in the interest of transparency, residents be

provided with information about both the new increment as well as the total tax impact from the three measures moving forward.

At the April meeting, the ERP plans to discuss (1) the ST3 phasing plan and how the agency will handle the internal and the external consultant and contractor capacity needed to complete both ST2 and ST3 plans and (2) bus/rail integration and whether the plan has appropriate budget and scope assumptions that will allow for a seamless bus/rail system.

## **PUBLIC COMMENT**

Alex Zimmerman, Stand UP America  
Queen Pearl  
Dick Falkenbury  
Will Knedlik

(Boardmember McCarthy arrived at this time.)

## **REPORTS TO THE BOARD**

### University Link Extension Opening

Tracy Reed, Rail Activation Manager, and Craig Davison, Executive Director Communications and External Affairs, reported on the opening of the University Link Extension. Ms. Reed stated that the goals for the opening included managing the crowd safely and efficiently, educating the public on using the new system, and creating an enjoyable and memorable event. On Saturday, March 19, 2016, at 10:00 a.m., ribbons were cut simultaneously at the entrances to the University of Washington Station and the Capital Hill Station. The projected attendance was far exceeded with over 67,000 passengers riding light rail on Saturday.

Mr. Davison commented that the communication plan for the event required the collaboration of multiple teams across the agency and various stakeholders. The event trended #2 on Twitter in the Seattle Metro region reaching 4.9 million people. Facebook reached 57,000 people talking about the event, watching videos, and sharing photos. There were 10,000 visits to the U Link website and traffic on [www.soundtransit.org](http://www.soundtransit.org) was up from 7,000 to 20,000.

### East Link Extension Briefing

Ron Lewis, Executive Project Director East Link, covered the financial snapshot, schedule, key activities, and issues and challenges for the East Link Extension project. The project was baselined in April 2015 and remains on the schedule adopted by the Board.

In the I-90 corridor, the systems design is at 90 percent and civil design is advancing to 90 percent. The Independent Review Team (IRT) identified 23 issues for I-90 as part of the preliminary engineering. Twenty-two issues have been closed with WSDOT and staff is working to close the final issue. The contractor is working on constructability reviews and a construction schedule is under development. Staff continues to engage with Mercer Island on access issues.

The Bellevue-Redmond corridor is advancing toward 100 percent on the civil design packages. Property acquisition, permitting, and early utility work is ongoing. The downtown tunnel construction contract has been awarded and staff continues to work on construction collaboration with the City of Bellevue.

The East Link Extension groundbreaking is scheduled for April 22, 2016, at 11:00 a.m. in Bellevue.

Boardmember Balducci asked staff to provide a briefing to the Capital Committee on IRT issues, South Bellevue Park-and-Ride closure, and Mercer Island. Boardmember Johnson added a request that the Committee members be provided with additional information on TOD plans and property acquisition.

## Discussion/Direction on ST3 Draft Plan

Chair Constantine commented that the Board has been working for the last four years on the development of a Sound Transit expansion plan to put before the voters this November. To get here, a statewide transportation package had to pass, the Long-Range Plan was updated, and more than 100 candidate projects were identified. Sound Transit has engaged in conversations with many constituent groups, transit customers, cities, elected officials, partner transit and planning agencies, and critics. Chair Constantine stated that today he was putting before the Board a proposal for the Sound Transit 3 (ST3) Draft Plan. The proposal reflects what has been heard, accomplishes priorities, and delivers on the promise for a regional mass transit system.

The proposal suggests a 25-year program that completes the regional spine to Tacoma, Redmond, and Everett; connects Ballard and West Seattle; establishes a new light rail line on the Eastside; builds on the Sounder service in the south; and for the first time takes Sound Transit express service into Bus Rapid Transit. The plan will fully implement the new State law on affordable housing and equitable bicycle and pedestrian system access in every project design. Because these investments take time, the plan includes some "early deliverables" to help transit mobility in the near term.

Mr. Rogoff reminded the Board that the draft plan before them represents the scope and delivery timeframe for the capital investments. Additional policy issues and the financial plan will come to the Board for consideration in the following weeks.

Ric Ilgenfritz, Planning, Environment & Project Development Executive Director; Karen Kitsis, Planning and Development Manager; and Brian McCartan, Executive Director of Finance and Information Technology, presented the ST3 Draft Plan including representative projects and schedule, project updates, and the financial plan. The proposal is responsive to the Board's core priorities. The Link light rail system would expand to 108 miles with 70 – 75 stations, serve 17 cities across the three counties, and carry in excess of 500,000 riders daily by the time it is built out.

Sounder commuter rail has been a success story of Sound Move and ST2. The plan will continue to invest in the Sounder service including improving track and signals, enhancing service, expanding capacity of the trains, improving access to the stations, and expanding service south to DuPont.

Bus Rapid Transit (BRT) investment will serve 12 cities by providing buses every 10 minutes in the I-405 and SR522 corridors. This will be a new feature of the Sound Transit capital program and is programmed to happen in the first five to eight years of the plan.

Parking and access improvements will be addressed at the commuter rail stations. In addition to providing access allowances in all of the station budgets, allowances have been included in all the stations to provide intermodal connectivity facilities for smooth and convenient transitions.

The Draft ST3 Financial Plan includes revenue and expenditures. The financial plan is supported by the additional taxes authorized by the State Legislature in the past session. This would include 0.5% new sales tax, 0.8% motor vehicle excise tax, and \$0.25 per \$1,000 of assessed value property tax. In addition, the remaining available Sound Move and ST2 existing taxes would be applied. Other financial revenue would come from competing for federal funds, fares, and bonding. Expenditures include capital costs, operations and maintenance, debt service, and ongoing reserves.

The ST3 Draft Plan is affordable within existing financial policies. The plan exceeds the minimum net coverage levels and gross coverage. The plan fully funds Sound Transit's approach on reserves, and funds ongoing capital replacement and maintenance of the system in a state of good repair.

Boardmember Murray asked why language has changed from contingent to provisional for the 130th potential station. He also asked if there would be issues with the FTA and the full funding grant agreement if the 130th Station is added to the Lynnwood Link Extension now. Mr. Rogoff responded that contingent and provisional have been used interchangeably and they are intended to mean the same thing. When the Board can draw a conclusion that there are adequate funds available after the base plan is funded, the Board can then take an action to fund the provisional projects in the plan. When Sound Transit submitted the grant application for the

Lynnwood Link Extension, 130th Station was not included as part of the project. Adding it now would require going back to the FTA to reopen the process. For this reason, 130th Station should be considered after Lynnwood Link is built.

Boardmember Roberts stated that when scope was being reduced in the Everett area, the station furthest north was removed with the understanding that there would be some bus connections in that area. He asked that this not be lost in the ST3 Plan. Chair Constantine asked staff to make note of this for conversations in the coming months.

Boardmember Earling commented on the light rail alignment to Everett and the loop out to the industrial area. Recently there has been discussion about looking at Hwy 99 when the loop to the north is closed and light rail moves up to Everett. He asked for more information on cost, ridership, etc. for this route as opposed to moving out to I-5 and then back up to Everett Station.

Boardmember McCarthy commented that the decision to move forward with ST3 by the Board was bold. It was the Board's decision to keep pushing and moving forward to develop an ST3 plan for the 2016 ballot. Pierce County is excited to get light rail and additional Sounder and ST Express service. She urged Boardmembers to look at what is good in the proposal and what will work for connectivity across the region.

Boardmember Somers said that Snohomish County is happy the proposal includes Paine Field and the southeast Everett job center. The county has some concerns about timing and schedule. He commented that the provisional stations in the north would provide opportunities for transit-oriented development. He gave support for putting the package out to the public for comment.

Boardmember Murray commented that the region needs this service. Without it, housing will become less affordable and people driving cars will incur more expenses. It is a draft plan and this is the beginning of a discussion. As the Board looks at timelines and schedules, it will be important that the public understands what they are buying.

Boardmember Marchione stated that while going through the process, it was determined that a 15-year package was not going to get the system very far. Creating a package that provides true regional transportation and access to the three-county area is an opportunity to keep investing in the region. He stated appreciation for the tie between land use and housing and the acknowledgement that housing around the stations is an important asset.

Boardmember McDermott mentioned that the timelines and goals set by the Board to get to this point were very audacious when initially discussed. The regional geography sets up some chokepoints within our communities and region. He is pleased to see the light rail connections from West Seattle to downtown and from Ballard to downtown and the inclusion of the Boeing Access Road in-fill station that was originally approved in the Sound Move plan.

Vice Chair Strickland stated her support for the plan and commented that the plan will help fulfill the vision to have a regional system that connects the three counties. She asked Boardmembers to recognize that every subarea had to make a sacrifice and there had to be tradeoffs. At the end of the day, there will be a regional system that works for everyone.

Vice Chair Roberts said he was pleased that the plan serves the Everett job center and the future growth. He stated that the Board got it right in terms of the core priorities and completing the spine. The challenge going forward will be to ensure the finance structure of the plan also ties to the Board's core priorities.

Boardmember Balducci stated that she was thrilled to be at this point. Buried in the statements of principle, there is a plain philosophy behind the package and that is building the most transit service possible. ST3 builds on the foundation of Sound Move and ST2 to create a regionwide, high-capacity system. In East King County, ST2 provided the start of the high-capacity transit connection between the east side of Lake Washington and the rest of the light rail system. The vision was to see ST3 complete that work and start to make connections between and among the destinations on the east side. For these reasons, she is excited to see projects like the I-405 BRT and the BRT on the SR522 corridor. She stated her support of starting a second light rail line on the

east side that serves the north/south/east connection and connects to East Link. She mentioned that she hoped to see further review of a concept to extend light rail from Bellevue to the South Kirkland Park-and-Ride. She invited other Boardmembers to join her in working with the Mayor and City Council of Kirkland over the course of the next couple months to flush out the details and determine whether that relatively short extension can be included in the final plan. She is pleased to see the system access program and the work on TOD, especially with regard to affordable housing.

Boardmember Moss stated that the plan includes key investments in South Pierce County. She is excited that the plan includes expanded service into DuPont and improvements to the south Sounder line. The station in Tillicum will serve the neighborhood and the service personnel at Joint Base Lewis-McChord.

Boardmember Upthegrove thanked the Washington State Legislature for the strong bipartisan support that helped approve additional funding capacity for the agency. He feels the plan shares benefits in a fair manner throughout the region. He looks forward to the public input and moving ahead with the package.

Boardmember Enslow stated that he is pleased to see the ST3 Draft Plan going forward. The south Sounder commuter rail is a lifeline to East Pierce County, which is a rapidly growing area. He commented that he is interested in how the Sounder improvements will progress in the next couple of months as the plan goes from draft to final.

Boardmember von Reichbauer commented that the district he represents is a true commuter district. The recent decision by the Board to help Federal Way become shovel ready helped reassure his constituents. It is important that the package that comes out of this draft is clear and concise and people know exactly what they are getting. This will go a long way in reassuring the public.

Amy Scarton, WSDOT Assistant Transportation Secretary, commented on a few items from the State's perspective. BRT on I-405 is the culmination of more than two decades of multi-modal transportation planning and community engagement in the region. It has always been WSDOT's plan to get BRT running in this corridor. As the project will rely on the I-405 express toll lane system, the success of those lanes will bring about the success of this BRT project. The bus-on-shoulder program is innovative and WSDOT is excited to support it. Engineers have already begun working with Sound Transit to determine where some quick-wins can be implemented to get transit moving. WSDOT is supportive of a robust system access plan. A number of the station will be in State right-of-way and WSDOT wants to work with Sound Transit on how to increase access for all users.

Boardmember Earling thanked staff and colleagues who came up and toured the Snohomish County industrial area. This area now has 65,000 jobs and it is projected to move to 100,000 in the next several years. He stated that most important to him is to celebrate the completion of the spine. Years ago when the discussion was whether to head north or south first, the Snohomish delegation agreed that we should go south to Sea-Tac. He would like to shorten up the 25-year projection for Snohomish.

Boardmember Backus stated her support for the 25-year plan so that more areas will see their projects completed. Riders are asking for more, frequent, and faster service. The investment for the south corridor reflects where growth is occurring and where riders are demanding more service.

Boardmember Johnson commented that the draft plan, including funding for Ballard and West Seattle as well as the second tunnel, is of great interest to Seattle residents. The quick-wins to help commuters in the near term are critically important. The plan creates an opportunity for construction jobs in the region for many years. As a community that cares about climate change, this will plan make a difference in greenhouse gas emissions by getting commuters out of their cars. He is eager to work with staff on land use decisions and TOD, station access, and community involvement.

Boardmember Butler commented that today is a special day for the Board. Between now and 2040, another one million people are expected to move to the region and it is important to be prepared. When the Board received the package of projects to consider, he commented that it was time to be bold. He feels this is a bold package and will keep the region on track for the high-capacity transit system needed to accommodate the

growth. He stated his support of the 25-year plan and the completion of the light rail spine from Everett to Tacoma and East to downtown Redmond.

Chair Constantine thanked the Boardmembers for their comments. Over the next several weeks, the Board and staff will need to hear from the region – from constituents, customers, elected officials, and advocates. The Board needs to be in a position in June to adopt a final plan for the November ballot.

The Board unanimously authorized the chief executive officer to distribute the draft proposal for public comment.

Mr. Rogoff stated that staff would share the materials with the public and begin a public comment period on the proposal. The website will contain the details and new templates will be posted early next week.

## **CONSENT AGENDA**

Minutes of the January 28, 2016, Board Meeting.

Minutes of the February 25, 2016, Board Meeting.

Voucher Certification for February 2016.

Motion No. M2016-29: Authorizing the chief executive officer to execute a contract with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil final design services for the Lynnwood Link Extension in the amount of \$70,256,263, with a 5% contingency of \$3,512,813, for a total authorized contract amount not to exceed \$73,769,076.

Motion No. M2016-30: Authorizing the chief executive officer to increase the contract contingency with JCM Northlink LLC, a Joint Venture, for construction of the underground tunnels from the University of Washington Station to the Maple Leaf Portal within the Northgate Link Extension, in the amount of \$44,032,100, for a new total authorized contract amount not to exceed \$506,369,150.

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

## **EXECUTIVE SESSION**

None

## **OTHER BUSINESS**

None

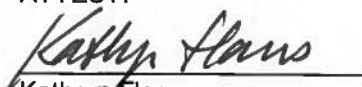
## **NEXT MEETING**

Thursday, April 28, 2016  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

## **ADJOURN**

The meeting adjourned at 4:24 p.m.

ATTEST:

  
Kathryn Flores  
Board Administrator

  
Dow Constantine  
Board Chair

APPROVED on April 28, 2016, JE