

SOUND TRANSIT BOARD MEETING

Summary Minutes

April 28, 2016

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

(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) Roger Millar, WSDOT Acting Secretary

(A) Mary Moss, Lakewood Councilmember

(P) Ed Murray, City of Seattle Mayor

(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 Butler 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 Backus, seconded by Boardmember McCarthy, and carried by unanimous vote that Boardmember Butler be allowed to participate in the Board meeting by telephone.

Chair Constantine stated that Vice Chair Strickland requested the addition of item 9.E. to the agenda for consideration. Ms. Strickland will speak to the item later in the meeting.

CHIEF EXECUTIVE OFFICER'S REPORT

Recognition of Rick Krochalis

Mr. Rogoff reported that Rick Krochalis, FTA Regional Administrator, would be retiring in May 2016. Rick has served as the Region 10 Administrator since 2002. While he served as regional administrator, Sound Transit was able to secure federal grant dollars as well as the largest TIFIA loan awarded to a transit agency. His leadership for Region 10 and working with Sound Transit has been invaluable.

Vice Chair Paul Roberts commented that before Rick worked in Seattle, he was the resident officer in charge of construction for the Navy base in Everett and worked hard to make transit a reality for the region.

(Boardmember Claudia Balducci arrived at this time.)

Trip to Washington D.C.

Mr. Rogoff stated that the past week he was in Washington D.C. and met with delegation members to discuss and receive input on the plan for ST3. While there, the Senate Transportation Appropriations Subcommittee marked up its annual bill. With the help of Senator Patty Murray, \$36 million for the first installment of federal funding for the Lynnwood Link Extension was secured.

East Link Extension Groundbreaking

On Friday, April 22, 2016, Sound Transit held a successful groundbreaking for the East Link Extension project. Mr. Rogoff thanked Boardmembers for attending and recognized Senator Patty Murray, Executive Dow Constantine, and CEO Emeritus Joni Earl who attended. The ceremony marks the start of construction for the light rail extension from Seattle to Redmond including ten new light rail stops.

Mukilteo Event

On April 11, 2016, Sound Transit held a ribbon-cutting event at the Mukilteo Sounder Station. The event celebrated a second platform on the south side of the tracks, a pedestrian bridge, passenger shelters, and public art. He thanked the Snohomish County Boardmembers who attended the event.

Pacific Northwest Ballet

Mr. Rogoff announced that Sound Transit has reached a settlement with the Pacific Northwest Ballet, and they have stated that they are excited to be able to maintain their presence on the east side.

EXPERT REVIEW PANEL

Jim Jacobson, Expert Review Panel Chair, provided the report. The Expert Review Panel (ERP) held its fifth, two-day meeting reviewing methodologies, assumptions, and technical elements of the planning work behind the ST3 Draft Plan. The ERP received information and a presentation related to project scheduling and phasing, financial planning, environmental work, and the public outreach. They also heard from WSDOT Acting Secretary Roger Millar and CEO Peter Rogoff. A letter from the ERP dated April 26, 2016 was included in Boardmember packets.

Mr. Jacobson noted that the draft system plan would result in six ST2 and ST3 projects under construction and four in final design at the same time. The ERP is concerned about the availability of qualified design consultants and experienced contractors to support this effort. At this early stage, the schedules of the environmental review and design of the ST3 projects are relatively conservative and the panel suggests the Board and staff continue to explore opportunities to shorten the schedules. One suggestion is to identify technical support needs and develop potential intergovernmental reimbursement agreements with partnering agencies to capture the staff expertise that they already have in some of those areas.

The panel has some concerns with the bus/rail integration features of the ST3 Draft Plan. The panel felt that riders' needs for transferring between modes should be accommodated as a part of the design and funding. If improvements are not funded in ST3, then funding needs to be identified in local transit agency plans and budgets. The ERP's felt that integration is an area the Board needs to monitor.

The panel commended Sound Transit for the early risk assessment workshops conducted in February. The workshops with Sound Transit staff and consultants successfully identified project risks and subsequent adjustments were made to projects scopes, schedules, and budgets. The ERP suggests the results of the workshop be shared with staff from regulatory agencies and local jurisdictions to determine if any further modifications might be made at this time.

The panel wanted to do further work to look at the Ballard light rail segment, impacts of ST3 taxes, and financial constraints of revenue and bonding capacity. Mr. Jacobson stated that the next ERP meeting is scheduled for early June 2016.

(Boardmember Joe McDermott arrived at this time.)

PUBLIC COMMENT

Debora Juarez, Seattle Councilmember
Keith McGlashan, Shoreline Councilmember
Mary Lou Pauly, Issaquah Councilmember
Amy Walen, Kirkland Mayor
David Schroedel, Tacoma Pierce County Chamber
Queen Pearl
Alex Tsimerman, Stand Up America
Paul W. Locke
Janet Quinn, 522 Transit Now Coalition Chair
Jesse Piedfort
Giles (Gil) F. Hulsmann, III
Robert Ainsworth, Sr.
Sharon Riddle, Save Our Trail
Larry Finnestad
Eustaquio Idefonso
Patrick Pierce, President Economic Alliance Snohomish County
Will Knedlik
Tom Utterback, Development Services Director, City of Puyallup
John M. Munari, Jr.
Hester Serebrin, Policy Analyst Transportation Choices Coalition

REPORTS TO THE BOARD

2015 Sustainability Progress Report

Amy Shatzkin, Sustainability Manager, provided an overview of the 2015 sustainability performance for Sound Transit. In 2015, Sound Transit continued its work to make the region more sustainable by providing high-capacity transit that supports the region's people, the planet, and prosperity. During 2015, Sound Transit provided nearly 35 million rides and used less fuel to carry more passengers due to continued fuel efficiency on Sounder and ST Express services. Because of these efficiencies, air pollution was significantly reduced from fuel usage. From 2014 to 2015, particulate matter emissions were reduced by 21 percent. Reducing this emission is important because it is a key contributor to leading respiratory illnesses.

For every ton of emissions produced by Sound Transit operations, more than twice that amount is offset or averted from being emitted when residents take transit. Savings from Sound Transit's services are equal to the greenhouse gas emissions from powering over 20,000 homes per year, burning 70 rail cars of coal, or burning 320,000 barrels of oil. Additionally, this benefit has grown due to the increase in ridership and the agency's efficiency. Facility energy efficiency and fuel efficiency projects have returned savings of \$375,000 annually and \$3.1 million to date.

Sound Transit measures its sustainability performance against national and international benchmarks and has retained its ISO 14001 standard for environmental management in good standing. In August 2014, Sound Transit was awarded the Platinum Level Signatory status for the American Public Transportation Association's sustainability Commitment. In 2015, the agency was recognized nationally and internationally for the sale of \$1 billion of green bonds.

The ST3 Plan will integrate sustainable design, access, and TOD. Sustainability continues to be an important component of how projects are designed. In 2015 green building and infrastructure was a key component of the Lynnwood Link Extension's preliminary engineering from evaluating solar powered installation to vegetative retaining walls and rainwater harvesting. The maintenance-of-way building and the Angle Lake Station will become Sound Transit's first LEED certified facilities. Sound Transit also continues to partner with contractors to develop sustainable practice plans to lower the environmental footprint of construction activities at the U

District and Roosevelt Stations as well as the beginning of the East Link Extension project. For the fourth year in a row, the agency received no environmental violations across all 13 of the active construction projects. Collaboration continues with partners on restoration efforts that Sound Transit is completing as environmental mitigation for agency projects. Work with King County continues on a salmon restoration project on the Duwamish River to mitigate the impacts of the Sounder easement project.

More than 70 Sound Transit staff members have a role in implementing the formal sustainability program and staff has recently developed a program to recognize their co-workers for sustainability leadership. In 2016, Sound Transit will continue to integrate sustainable design and infrastructure into the planning and design processes and into Sound Transit's construction practices.

Boardmember Johnson asked staff for more information on Sound Transit's long-term vision for integrating sustainability into major construction would look like. Ms. Shatzkin replied that the sustainability approach is integrated as part of a design process including the design criteria manual used to design projects, and into the construction specifications. She offered to provide additional information to the Board. Ms. Shatzkin also noted that one of the sustainability targets is to update the ST Express and Sounder fuel efficiency strategy including working with Sound Transit staff and partner agencies in discussing the type of buses that will be purchased.

ST3 Draft Plan

Chair Constantine advised the Boardmembers that he is planning to call a special Board meeting on June 2, 2016. The meeting would be held in the morning instead of the Executive Committee meeting. At the meeting, the Board will advance remaining work to develop an ST3 plan in anticipation of a vote on the final ST3 Plan at the June 23, 2016 Board meeting.

Mr. Rogoff noted that at public meetings conducted in the region, Sound Transit has heard a common theme that projects should be delivered sooner. As a result, staff has been working on a methodology to deliver projects earlier and has developed recommendations in three categories. Recommendations in the first category may affect delivery dates included in the ST3 draft plan. The second category includes initiatives that the agency will undertake to deliver projects sooner, but would not necessarily prompt an immediate move on a delivery date because the proof will be in the performance. The third category includes initiatives that can be accomplished with partner agencies and municipalities to help move projects forward. Factors that drive project delivery include consensus on the project, geography, permits, property acquisition, and financing and cash flow.

Mr. Rogoff highlighted some of the recommendations that staff will bring to the May Capital Committee and Board meetings. One recommendation is to discuss how Sound Transit and the Board establish schedules for projects. The process has been to establish a project schedule when a project is baselined and approaching construction, but a schedule could be established during the project development phase. This change would help to illustrate schedule impacts when multiple alternatives are being reviewed. Another recommendation that has been successful at the federal level is the permitting dashboard. The approach helps all the parties involved to agree to a schedule. The schedule is displayed on a website, which provides full transparency for all parties involved. This tool has shown remarkable success in expediting projects at the federal level. The approach could be done for local approvals in order to help Sound Transit expedite projects.

Ric Ilgenfritz, Executive Director Planning, Environment, and Project Development, Geoff Patrick, Senior Manager of Media Relations and Public Information, and Karen Kitsis, Planning and Development Manager, presented information on the public involvement process for the ST3 Draft Plan. The online survey has received 31,500 responses and over 10,000 open-ended responses. Approximately 1,300 people have attended the six public meetings, 2,000 written comments have been received, and staff has attended over 50 community and jurisdictional meetings. Sound Transit has promoted participation through a districtwide mailing, television online and print advertising, social media, email notifications, media coverage, jurisdictional and stakeholder briefings, and the ST3 website.

The major themes from the public meetings include how projects can be delivered faster; subarea equity and financing; timeframe of the overall plan; next steps; and adjustments to particular projects. The public comment period ends on April 29, 2016 but the online survey deadline has been extended to May 2, 2016. Staff will

present the initial public input report at the May 5, 2016, Executive Committee meeting with a full report to follow.

Boardmember Somers expressed his appreciation to staff for their efforts at the community meetings. In Snohomish County, discussions have been going on about streamlining permitting. The Snohomish County Councilmembers have suggested a route change north of Paine Field to go back out to I-5 and then north to Everett. This route will be less expensive, but will still be a functional package for the residents.

Boardmember Johnson asked if the Project Delivery discussion at the Capital Committee meeting would include a review of streamlining environmental and alternative analysis work. Mr. Rogoff replied that earlier engagement with the community would help to build trust as the agency completes alternative analysis work. The agency is also looking at whether every project should continue to be federalized or whether it would be better to pursue some time savings by not pursuing grant funding from the federal government.

South 200th Link Extension Briefing

Miles Haupt, Executive Project Director, provided the briefing. The South 200th Link Extension project is a 1.6-mile extension of Link light rail to the Angle Lake Station where there is a parking garage with over 1,050 stalls. The project is currently finishing construction, and systems integration and testing will take place this summer. The project is approximately 94 percent complete overall and revenue service will begin in fall 2016.

Construction on the parking garage should be completed in early July 2016 with the exception of the elevator, which will be completed in time for revenue service.

The top risks include delays in securing permits and a certificate of occupancy, integrating and commissioning the various system and station components, and system integration testing for rail activation.

CONSENT AGENDA

Chair Constantine asked that the minutes of the March 24, 2016, Board meeting be removed from the Consent agenda so that they could be considered separately.

Voucher Certification for March 2016.

Motion No. M2016-41: Authorizing the chief executive officer to execute a contract with PGH Wong Engineering, Inc. to provide construction management services for the preconstruction phase of the Lynnwood Link Extension, in the amount of \$7,547,459, with a 10% contingency of \$754,746, for a total authorized contract amount not to exceed \$8,302,205.

Motion No. M2016-42: Authorizing the chief executive officer to amend the contract with LTK Engineering Services, LLC to provide light rail vehicle engineering and inspection consultant services for the Tacoma Link Expansion in the amount of \$1,950,000 for a new total contract amount of \$6,647,993.

Motion No. M2016-44: Authorizing the chief executive officer to amend the contract with LTK Engineering Services, LLC for systems final design services and design services during construction for the Northgate Link Extension in the amount of \$7,861,000 for a new total authorized contract amount not to exceed \$30,542,872.

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

Minutes of the March 24, 2016, Board Meeting.

Boardmember Balducci stated that her title on the minutes is incorrect and asked staff to make the correction to read King County Councilmember.

It was moved by Boardmember Marchione, seconded by Boardmember McCarthy, and carried by unanimous vote that the minutes of the March 24, 2016 Board meeting be approved as amended.

BUSINESS ITEMS

Motion No. M2016-43: Authorizing the chief executive officer to execute a contract amendment with David Evans & Associates to provide additional final design and design support during construction services for the Tacoma Trestle Track & Signals Project in the amount of \$2,825,763, with a 10% contingency of \$282,576, totaling \$3,108,339 for a new total authorized contract amount not to exceed \$16,251,071.

John Marchione reported on the Capital Committee's discussion on the motion. He asked Ahmad Fazel, Executive Director Design, Engineering, and Construction Management, to provide clarification on two questions raised at the April Capital Committee meeting. The first question was whether the work was anticipated when the project was baselined and the second question was concerning whether the action is within the project budget.

Mr. Fazel noted that in May 2015, the project was baselined with \$9.8 million of the funding coming from WSDOT. Discussions are underway with WSDOT regarding an additional \$15 million of work to be included as part of the project scope. Should an agreement be reached, the additional work will come to the Board as an amendment to the WSDOT and Sound Transit agreement to fund the project. The financial statement in the staff report is based on the work approved by the Board. Any future work with WSDOT would come to the Board and would result in a budget amendment. The added work in this action is for construction and will not impact the final design work since WSDOT has already done the design.

The work was anticipated when the baseline budget was adopted. Design services during construction is a normal phase of final design.

It was moved by Boardmember Marchione, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-43 be approved as presented.

Resolution No. R2016-07: Selecting the bicycle, pedestrian, and parking access improvements to be built for the Puyallup Access Improvement Project.

John Marchione reported on the Capital Committee's discussion on the resolution and asked Don Billen, HCT Project Development Director, to review the project for the Board.

Mr. Billen explained that the project has analyzed a potential parking garage to the west of the current Puyallup Station surface parking lot, two potential pedestrian bridges, and surface bike and pedestrian improvements in the station area. The potential parking improvement is a five-level parking garage on property currently owned by the Puyallup Eagles and would expand surface parking adjacent to the garage. The proposed walking and biking improvements have been identified by working with the community and City of Puyallup staff. If all the access improvements were constructed, the project would exceed the ST2 finance plan. The Capital Committee recommendation is to construct a five-story garage with one pedestrian bridge connecting the garage to the station platforms and the surface bike and pedestrian improvements. This reduces the cost from the full scope of the project, but does exceed the ST2 finance plan. There is adequate financial capacity in the Pierce subarea to afford the recommendation. Staff is pursuing some grant funding, although the project is not dependent on grant funding.

Boardmember McCarthy recognized that representatives from the Puyallup Eagles spoke during public comment. Mr. Billen provided more background on the development of the proposed project. In 2014, the project went through an alternatives analysis phase and the preferred location was identified. The environmental review is now complete on the preferred location, which enables the project decision to be made. This action will enable other aspects of the project, like property acquisition, to move forward.

Boardmember Enslow asked if negotiations with the Eagles would begin following approval of the action. Mr. Billen replied that staff would come back in May 2016 to receive authority from the Board to begin the property acquisition process. There will then be an appraisal, an opportunity for the Eagles to have their own independent appraisal, followed by negotiations.

Boardmember Johnson asked to be kept up-to-date on how financing is going toward the \$6 million delta and ensuring we fully invest in all the bike and pedestrian elements that the City of Puyallup supports.

It was moved by Boardmember Marchione, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2016-07 be approved as presented.

Resolution No. R2016-08: (1) Amending the Adopted 2016 Budget to create the Auburn Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorizing the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

Mr. Rogoff spoke to Resolution Nos. R2016-08 and R2016-09. He stated that the two resolutions before the Board state that they are amending the budget. The phrase "amending the budget" gives the impression that Sound Transit is either increasing or decreasing the budget because of a cost overrun or a cost underrun. That is not what the phrase means in this circumstance. Instead, the Board would be providing budget for the project to move to the next phase. Mr. Rogoff stated that he would bring new language recommendations to the May Board meeting to help make similar actions more clear for the Board and public.

Resolution No. R2016-08 was moved by Boardmember Marchione and seconded by Boardmember McCarthy.

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
Dave Earling
Dave Enslow
Rob Johnson
John Marchione
Pat McCarthy
Joe McDermott

Nays

Roger Millar
Ed Murray
Paul Roberts
Dave Somers
Marilyn Strickland
Dave Upthegrove
Pete von Reichbauer

It was carried by the unanimous vote of 15 Boardmembers that Resolution No. R2016-08 be approved as presented.

Resolution No. R2016-09: (1) Amending the Adopted 2016 Budget to create the Kent Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorizing the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

Resolution No. R2016-09 was moved by Boardmember Marchione and seconded by Boardmember Backus.

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
Dave Earling
Dave Enslow
Rob Johnson
John Marchione
Pat McCarthy

Nays

Joe McDermott
Roger Millar
Ed Murray
Paul Roberts
Dave Somers
Marilyn Strickland
Dave Upthegrove

It was carried by the unanimous vote of 15 Boardmembers that Resolution No. R2016-09 be approved as presented.

Resolution No. R2016-10: (1) Amending Resolution No. R2013-24 to maintain a fare structure for Tacoma Link light rail of \$1.00 for the Adult fare category, \$0.75 for the Youth fare category, and \$0.50 for the Senior/Disabled fare category until the start of service for the Tacoma Link Expansion project, and (2) authorizing an agreement with the City of Tacoma or designee for compensation of the net fare revenue of

\$29,000 each year until Tacoma Link Expansion service begins to allow Tacoma Link service to continue to operate as fare-free.

Vice Chair Strickland spoke to Resolution No. R2016-10 that the Board Chair placed on the agenda at her request. The resolution would maintain the current fare structure of Tacoma Link at \$1.00 and have the annual net revenue of \$29,000 paid for by the Business Improvement Association of Tacoma. Implementing a fare would cause ridership to drop an estimated 20 and 25 percent. By waiting until the Tacoma Link extension is opened to the stadium and Hilltop neighborhoods, the rail line will be longer and will have more established ridership. She stated that while the City of Tacoma understands that Tacoma Link was never intended to be free in perpetuity, it would be detrimental to take an action that will put ridership in jeopardy.

It was moved by Vice Chair Strickland, seconded by Boardmember McCarthy, and carried by unanimous vote that Resolution No. R2016-10 be approved as presented.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, May 26, 2016
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:53 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on May 26, 2016, JE