

SOUND TRANSIT BOARD MEETING

Summary Minutes

June 23, 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

(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 noted that he had received a large number of requests to give public comment. To ensure each individual has time to speak, he stated that each speaker would be given a minute and a half to speak.

CHIEF EXECUTIVE OFFICER'S REPORT

South 200th Extension Project

Mr. Rogoff, Chief Executive Officer, announced that the South 200th Extension project is progressing well. The catenary has been tested in a powered-up situation and rail cars have been tested.

Top 40 Under 40 Recognition

Mr. Rogoff, Chief Executive Officer, reported that *Mass Transit* magazine recently announced its Top 40 Under 40 for 2016. Three of those top 40 work for Sound Transit. He recognized Peter Brown, Principal Construction Manager, Systems; Kate Lichtenstein, Senior Project Manager – Northgate Link Extension; and Candace Toth Capital Signage Specialist.

Green Bond Award

Mr. Rogoff stated that in 2015, Sound Transit became the largest issuer of a single, municipal Green Bond offering. The bonds were independently certified to fund environmentally sustainable projects, primarily the agency's light rail projects, and were marketed to investors who are building portfolios of green/sustainable investments. Recently, London-based Environmental Finance awarded the Municipal Bond Deal of the Year to Sound Transit.

PUBLIC COMMENT

Jay Arnold, Kirkland Deputy Mayor (Councilmember)
Paul Winterstein, Issaquah Council President
David Baker, Kenmore Maker
James McNeal, Bothell Councilmember
Keith McGlashan, Shoreline Councilmember
Vic Bishop
Joe Kunzler
Alex Tsimmerman, Stand Up America
Frank Dennis, People for Smarter Transit
Maggie Fimia, People for Smarter Transit
David Hablewitz, People for Smarter Transit
Ramiro Valderrama, Sammamish Deputy Mayor, People for Smarter Transit
Jan Young, People for Smarter Transit
Earl Bell, Emeritus Professor University of Washington, People for Smarter Transit
Juli White
Mike McQuaid
Kyle Dusey, South Lake Union Community Council
Marty Kooistra, Housing Development Consortium
Mark Abersold, 522 Transit Now
Ubox Gardheere, Puget Sound Sage
Ellicott Dandy, One America
Michael B. Fuller
Irene Beausoleil
Tim Trohimovich, Futurewise Director of Planning & Law
Jon Cracolici, Seattle Subway
Charles Cooper, Seattle Subway
Colin Morgan-Cross, Mercy Housing Northwest
Paul W. Locke
John Niles
Andrew Villeneuve, Executive Director, Northwest Progressive Institute
Sibyl Glasby, Director of Housing Development, Imagine Housing
Shefali Ranganathan, Executive Director, Transportation Choices Coalition

Chair Constantine asked Mr. Rogoff to respond to questions about crowding on Link light rail trains. Mr. Rogoff stated that the light rail service is drawing more passengers than expected. Currently light rail is averaging 65,000 passengers on weekdays. The agency has begun deploying three-car trains during peak hours and for special events. Ridership will continue to be monitored and a report will be given to the Operations and Administration Committee and the Board in July.

EXPERT REVIEW PANEL PRESENTATION

Jim Jacobson, Expert Review Panel Chair, provided the report. The Expert Review Panel (ERP) held its sixth meeting to review methodologies and key assumptions used by Sound Transit to prepare for a regional ballot measure. The meeting focused on the ST3 Draft Plan, the Draft Financial Plan, and strategies for delivery of the ST3 projects.

Mr. Jacobson noted that the panel recommends language be included in the ST3 Plan to provide clarity. The areas to clarify include State Legislation which adds funding for certain education and affordable housing activities with any new ST3 funding sources; accommodating annexation actions by cities outside the Sound Transit district; operations and maintenance facilities jurisdictional locations; outside funding for major changes to proposed alignments; and working with jurisdictions on transit-oriented development.

The draft ST3 Finance Plan included a description of many revenue sources and assumed rates of growth; however, there were no descriptions of assumptions for other revenues, rate of growth of property tax revenue,

or the anticipated level of fares. Adding those descriptions would provide clear, meaningful information about the proposed ST3 taxes.

The panel was pleased to receive information regarding the cost per rider and cost per new rider for each of the major segments and projects. The panel believes that cost effectiveness metrics are a useful part of the analysis and should be considered as project decisions are made.

The ERP discussed the level of work required to complete ST2 and ST3 projects. Questions were asked about internal capacity, contractor and consultant availability, and the supply of the local labor pool. The panel concluded that Sound Transit has outlined a comprehensive set of actions to address both internal and external work force issues. The panel suggested conducting a peer review of the proposed actions be conducted. The peer review should include representatives from other regions that have had to manage high levels of capital construction, not just light rail.

Mr. Jacobson stated that another letter would be provided to the Board following the decision on the ST3 Plan. The letter will review the requirements of the State law, summarize the Expert Review Panel's comments, and provide a thorough review of the panel's work over the last 14 months.

CONSENT AGENDA

Minutes of the May 26, 2016, Board Meeting.

Minutes of the June 2, 2016, Special Board Meeting.

Voucher Certification for May 2016.

Motion No. M2016-61: Authorizing the chief executive officer to execute a contract with LTK Engineering Services, LLC to provide systems final design services for the Lynnwood Link Extension project in the amount of \$9,293,684, with a 7% contingency of \$650,558, for a total authorized contract amount not to exceed \$9,944,242.

Motion No. M2016-62: Authorizing the chief executive officer to execute a contract amendment with Hill International, Inc. to provide Design Build Project Management services for the final design and construction of the SR 520 to Overlake Transit Center segment of the East Link Extension in the amount of \$19,005,018, with a 10% contingency of \$1,900,502, totaling \$20,905,520, for a new total authorized contract amount not to exceed \$21,894,020.

Motion No. M2016-63: (1) Authorizing the chief executive officer to execute a two-year contract with a one-year option to extend with Centennial Contractors Enterprises, Inc. to provide Job Order Contracting services for small, discrete construction and maintenance work not subject to federal procurement requirements for a total authorized contract amount not to exceed \$12,000,000, and (2) within the \$12,000,000 contract amount, authorizing the chief executive officer to execute individual work orders in amounts up to the maximum amount permitted by statute.

Motion No. M2016-64: (1) Authorizing the chief executive officer to execute a two-year contract with a one-year option to extend with Centennial Contractors Enterprises, Inc. to provide Job Order Contracting services for small, discrete construction and maintenance work subject to federal procurement requirements for a total authorized contract amount not to exceed \$12,000,000, and (2) within the \$12,000,000 contract amount, authorizing the chief executive officer to execute individual work orders in amounts up to the maximum amount permitted by statute.

Motion No. M2016-50: Authorizing the chief executive officer to execute an amended and restated Construction and Maintenance Agreement with the Washington State Department of Transportation to implement a portion of the Cascade High Speed Rail Program on Sound Transit-owned rail corridor in the additional amount of \$22,344,392, for a new total authorized agreement amount not to exceed \$151,725,572.

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

BUSINESS ITEMS

Vice Chair Roberts stated that the Operations and Administration Committee did not meet on June 2, 2016. Since three of the items are time sensitive, as chair of the Operations and Administration Committee, he asked that those items come directly to the Board for action.

Motion No. M2016-56: Authorizing the chief executive officer to execute a contract with Western Partitions, Inc. to provide painting services for the King Street Station and Weller Street Bridge Repaint Project in the amount of \$411,945, with a 10% contingency of \$41,195, for a total authorized contract amount not to exceed \$453,140.

David Huffaker, Deputy Executive Director, presented the staff report. The proposed contract would fund a project to repaint King Street Station and Weller Street pedestrian bridge structures to mitigate further corrosion or damage to the structures and would protect and extend their expected useful life.

The contract scope of work includes rust removal and minor repairs; pressure washing and surface preparation; and full and touch-up primer, finish coats, field touch-up. All painting and application of high performance coatings would be limited to rollers and brushes only.

The Weller Street pedestrian bridge will remain open, including ADA accessibility, for the duration of the project. Per the Weller Street Bridge Maintenance Agreement, the Weller Street Bridge costs are shared with First & Goal, King County Metro, and the City of Seattle.

It was moved by Vice Chair Roberts, seconded by Vice Chair Strickland, and carried by unanimous vote that Motion No. M2016-56 be approved as presented.

Motion No. M2016-57: Authorizing the chief executive officer to execute a contract with Centennial Contractors Enterprises, Inc. to design and install HVAC systems for the non-critical instrument houses at ten Link alignment locations in the amount of \$298,650, with a 10% contingency of \$29,865, for a total authorized contract amount not to exceed \$328,515.

Paul Denison, Light Rail Operations Director, presented the report. The action will provide HVAC systems at non-critical instrument houses along the Link alignment to provide proper cooling and prevent electrical damage to equipment resulting from overheating during seasonal high temperatures.

The contract scope of work includes installation of air conditioning units, electrical power, SCADA communication, ductwork and dampers at doors in ten existing instrument houses. The locations are Royal Brougham, Stadium Station, South Holgate, South Lander, Yard North, Yard South, Boeing Access, South 133th Street, Tukwila International Boulevard Station, and SeaTac Airport Station.

Installation of HVAC systems has already been completed at four critical instrument houses. This contract would complete installation at the remaining Link locations.

It was moved by Vice Chair Roberts, seconded by Vice Chair Strickland, and carried by unanimous vote that Motion No. M2016-57 be approved as presented.

Motion No. M2016-59: Authorizing the chief executive officer to execute a First Amended Joint Use Agreement with the City of Tacoma to cover additional City-owned right-of-way and clarify responsibilities for signal maintenance.

Martin Young, Sounder Operations Manager, presented the report. The amended agreement would add 0.12 miles of right-of-way owned by the City of Tacoma between East D Street and I-705 to the track and signals covered under the Joint Use Agreement. The addition will permit Sound Transit to construct a crossover track to allow Sounder commuter rail and Amtrak intercity trains to access the future South platform at the Sounder Tacoma Dome Station.

Sound Transit will be responsible for maintaining this additional section of track including a new signal. The estimated cost for maintenance is about \$15,000 annually. The amended agreement also clarifies Sound Transit's responsibility to maintain two signals on City property outside of the area of track covered by the Joint Use Agreement.

It was moved by Vice Chair Roberts, seconded by Vice Chair Strickland, and carried by unanimous vote that Motion No. M2016-59 be approved as presented.

Chair Constantine stated that the last two items on the agenda are actions related to the Sound Transit 3 Plan. He noted that the Board first began discussing Sound Transit 3 (ST3) in November 2012 when a workshop was held to begin discussing ST3 planning. The planning began in response to interest from jurisdictions, interest groups and riders in expanding regional transit facilities, connections and services across the region.

Since that time, Sound Transit completed planning studies, environmental work and a public process to inform the Board's update to the Long Range Plan, Sound Transit's long-term vision for transit improvements in the region. Following the Board's adoption of the updated Long Range Plan in December 2014, the Sound Transit Board has been working to identify projects to include in a new package of high-capacity transit improvements to present to voters in November 2016. Work to narrow the list of candidate projects identified by Sound Transit staff, jurisdictions, groups and individuals culminated in a draft plan presented to the public on March 24, 2016.

The Board received a large amount of feedback on the draft plan and earlier this month, the Board used that input to further refine the draft plan with proposed plan amendments developed by Boardmembers from each subarea. Based on the refinements offered by the Board on June 2, 2016, many light rail extensions will be delivered two to five years earlier, along with the addition of projects in Renton, Kirkland and North Seattle and other project enhancements.

The plan document and appendices in front of us today reflect the large amount of interest this Board and the people of this region share in presenting a package for voters to consider in November.

The plan being considered by the Sound Transit Board is a bold, 25-year plan 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 popular Sounder service in the south; and for the first time, takes Sound Transit express service into Bus Rapid Transit.

Chair Constantine stated that the Board would be looking at further refinements to the language in the plan, including proposed amendments to sections in the plan describing Transit-Oriented Development, System Access, and other areas.

Resolution No. R2016-16: Adopting the Sound Transit 3 Regional Transit System Plan.

Chair Constantine explained that there have been some technical changes made by staff to the plan document and Appendices A, B, and D since the documents were released on June 2 and June 9, 2016.

One of the changes to the plan document is the addition of one paragraph acknowledging that Sound Transit is required to pay \$518 million in fees in lieu of paying sales tax. The fees are to be used to pay for education within the Sound Transit district in the three counties. The added text is on page 15 of the plan document.

It was moved by Vice Chair Strickland and seconded by Vice Chair Roberts to approve Resolution No. R2016-16.

Ric Ilgenfritz, Executive Director of Planning, Environment and Project Development; Karen Kitsis, Senior Planning and Project Development Manager; and Brian McCartan, Executive Director of Finance and Information Technology, gave a presentation on the changes made by staff within the documents before the Board. Staff changes to the plan document and appendices are shown in blue.

It was moved by Vice Chair Strickland, seconded by Vice Chair Roberts, and carried by the unanimous vote of all Boardmembers present to accept staff changes to the plan in blue.

Chair Constantine advised Boardmembers that the packets before them included a list of proposed Boardmember amendments to language in the plan document and in Appendix D. He asked that the Board consider amendments individually.

Amendment 1 – offered by Boardmember Somers

North Corridor section, amend page 6 as follows:

Sound Transit 3 extends light rail north from the Lynnwood Transit Center to downtown Everett via the Southwest Everett Industrial Center. The line is scheduled to open in 2036 and includes six

stations serving the areas of West Alderwood Mall, Ash Way, ~~128th Street SW (Mariner)~~, Southwest Everett Industrial Center, SR 526 near Evergreen Way and the area at the existing Everett Station. Additional parking will be provided at ~~s-128th Street SW (Mariner)~~ and Everett stations. A light rail operations and maintenance facility will be located in the north corridor. A seventh station, Airport Rd/SR 99 is a provisional station that will be built if ~~additional~~ funding becomes available from grants, cost savings, additional subarea tax revenue or financial capacity, or contributions from other parties not currently assumed in the financial plan. Sound Transit may cost share with Snohomish County, cities, transit and state agencies to provide access improvements to station areas for BRT planned by ST's partners such as signal improvements, bus access/egress, and bus/rail integration facilities, and nonmotorized access.

It was moved by Boardmember Somers, seconded by Boardmember Earling, and carried by the unanimous vote of all Boardmembers present that Amendment 1 be accepted as an amendment to the ST3 Plan.

Amendment 2 – offered by Boardmember McCarthy

South Commuter Rail section, amend page 9 as follows:

Sound Transit 3 includes funding to extend Sounder commuter rail service during peak hours from Lakewood to new stations at Tillicum and DuPont, increasing access near Joint Base Lewis-McChord. Parking will be provided at both of these stations.

The Sounder south line capital improvement program will help meet growing demand for service by increasing system capacity and enhancing service. This program will include expanding platforms to accommodate up to 10-car trains, allowing Sound Transit to run longer trains and carry more riders. Access elements include improvements for pedestrians, bicyclists, buses and private vehicles, prioritized under Sound Transit's System Access Policy. In addition, depending on affordability and cost-effectiveness, track and signal upgrades and other related infrastructure will provide capacity for additional trips. Sound Transit will negotiate with Burlington Northern Santa Fe and affected organizations for additional trips to serve growing ridership along the Sounder south line, within available financial resources. Consistent with the financial policies, available financial resources remaining after funding cost-effective additional train trips will be reallocated to pay for other capital and/or service improvements that are deemed to best provide additional frequent and reliable high-capacity transit service in the same corridor or subareas.

New parking and other access improvements are included at the Sounder north line's Edmonds and Mukilteo stations.

It was moved by Boardmember McCarthy, seconded by Boardmember Moss, and carried by the unanimous vote of all Boardmembers present that Amendment 2 be accepted as an amendment to the ST3 Plan.

Amendment 3 – offered by Boardmember Balducci

System Access section, amend pages 10-12 as follows:

To serve the region's 3.7 million future residents, the Sound Transit Board of Directors has made multimodal access a priority for Sound Transit 3. People will access the 116 miles of light rail, Sounder commuter rail stations north and south, and hundreds of thousands of annual ST Express Bus service hours, by walking, biking, parking, transferring from partner transit services, or using pick-up and drop-off areas. The ability to access stations should not be a barrier to riding the high capacity transit system.

With this plan, Sound Transit will combine robust, dedicated funding for access to the regional system, with ongoing planning that responds to evolving needs. The access investments included in the Sound Transit 3 plan are based on those investments conforming to surrounding land uses, and

the investments levels are based on the station type and location. Some stations are located in urban areas where pedestrian and bicycle access is ~~needed~~emphasized. Other stations are located in suburban areas where travel by car is more common. Likewise, some stations are system hubs, where improvements to improve bus and rail transfers are ~~emphasized~~needed. The Sound Transit 3 plan responds to the need for safe and convenient access to existing and future Sound Transit stations by providing dedicated funding to access bus and rail stations, including resources to facilitate integration with partner services:

Project-level

- Bus-rail integration allowances: Integration with other transit services is a priority for the region. Sound Transit will work closely with local transit agencies to clarify roles and responsibilities for funding future transit integration improvements. Sound Transit will also work closely early in the planning process with local transit agencies and jurisdictions to integrate station plans with transit service and related land use plans. To facilitate convenient passenger transfers between modes, the cost estimates for the light rail projects described in the Sound Transit 3 plan include approximately \$100 million (\$2014) in integration allowances to build off-street facilities at key stations for buses to lay over and maintain consistent schedules. As Sound Transit expands commuter rail, light rail, Bus Rapid Transit, and express bus corridors, there will be more opportunities to create convenient transfers for bus riders.
- Access Allowance: Also included in the cost estimates for the light rail and bus rapid transit projects, each new Sound Transit 3 station has an Access Allowance based on the type of station (i.e., suburban, urban) of up to \$4.5 million (\$2014). In total, the cost estimates include approximately \$270 million (\$2014) in new Access Allowances for station areas that create safe, direct walking and bicycling routes to surrounding neighborhoods, businesses, and community gathering places. Sound Transit will, where possible and appropriate, improve pedestrian and bicycle access to new and existing Sound Transit facilities by designing facilities that meet adopted wayfinding, lighting, safety design and disability access standards, consistent with FTA guidance.
- Parking access: Where identified in the project descriptions, funds are included for additional parking for transit riders. Sound Transit will evaluate potential locations for parking before implementing projects, including an analysis of access demand and how the investment will conform to surrounding land uses; opportunities for leased or shared parking; and/or parking built in conjunction with new TOD projects. Sound Transit has conducted pilot programs to provide reserved-permitted parking spaces for a small fee and real-time information about the availability of open parking spaces at some lots and is planning to launch a more widespread permit parking program when the facility at Angle Lake opens in 2016. In Sound Transit 3, the agency will manage ST3 parking projects to increase the availability and reliability of access for riders, work to make these options available throughout the region so that more people can predictably find a parking space rather than drive to work when they realize parking is full. This is consistent with Board-adopted policy that anticipates charging a reasonable price-fees for parking, which may vary by location, facility, size and/or occupancy in order to manage demand. Discounted rates may be determined for low-income permits, in coordination with policies within regional reduced fare transit programs, that will help pay for new access infrastructure and enable Sound Transit to invest in additional local access improvements. Revenue derived from parking fees over and above the amounts assumed in the ST3 financial plan will be directed to the ST3 System Access Fund to further improve station access and safety, including bicycle and pedestrian access improvements.

System-wide

- Sound Transit 3 System Access Fund: The System Access Fund provides an additional \$100 million (\$2014) allocated equally among Sound Transit's five sub-areas that would fund projects such as safe sidewalks and protected bike lanes, shared use paths, improved bus-rail integration, and new pick-up and drop-off areas that provide convenient access so that more

people can use Sound Transit services. Funds will be allocated based on an evaluation of the needs of customers using Sound Transit existing and planned bus and rail stations and connectivity with other modes. Sound Transit will partner with cities, counties, transit and state agencies and other Sound Transit stakeholders to leverage grants and matching funds and create the best access solutions for each station. Projects that leverage funds through funding partnerships will receive strong consideration. The System Access Fund includes funding to survey riders and conduct studies that prioritize the most beneficial projects, whether retrofitting stations to accommodate growth or enhancing connections to neighborhoods.

Amendment 3 was moved by Boardmember Balducci and seconded by Boardmember Somers.

Boardmember Marchione expressed interest in changing wording in the, the fourth sentence of the Parking Access section, beginning with "In Sound Transit 3, the agency will manage ...". He proposed that the words "ST3" and "projects" be stricken so that the sentence reads: "In Sound Transit 3, the agency will manage parking to increase the availability and reliability of access for riders." With this change, it would not be limited to ST3 projects.

It was moved by Boardmember Marchione, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present to delete the words "ST3" and "projects" from the fourth sentence under Parking Access.

It was carried by the unanimous vote of all Boardmembers present that Amendment 3, as amended, be accepted as an amendment to the ST3 Plan.

Amendment 4 – offered by Boardmember McDermott

Transit-Oriented Development (TOD) section, amend pages 12-13 as follows:

Development around transit investments represents a significant opportunity both to shape communities that attract jobs and housing opportunities affordable at a range of incomes, increase transit ridership, and improve equitable access to opportunities for current and future residents. Construction for ST3 will take place during a period of dramatic regional growth, especially among transit-dependent communities. Under this plan, Sound Transit will implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities adjacent to Sound Transit stations that are consistent with transit-oriented development plans developed with the community input by the regional transportation planning organization within Sound Transit's boundaries. The necessary board policy changes for implementation must be completed within 18 months of voter approval of this system plan. Sound Transit will use, such plans as the 2013 *Growing Transit Communities Strategy*, to inform the content and implementation of its TOD strategy. The plan allocates funds to support collaborative planning for TOD at the transit capital project development stage, as well as for planning and pre-development activities on agency-owned properties that may be developed as TOD. Sound Transit will pursue and implement land disposition and development strategies that reduce the cost of affordable housing development, increase transit ridership, and otherwise work to leverage and increase the impact of other state, federal, and local affordable housing funders, and are consistent with retention of federal grant funds where appropriate. Sound Transit's policies ~~Sound Transit~~ will specifically promote equitable TOD by:

Project-level

- TOD allowance: The cost estimates for the projects described in the Sound Transit 3 plan Section estimates include project allowances to fund appropriate TOD planning activities for each location expected to have surplus property.

System-wide

- TOD Fund: The Sound Transit 3 plan includes a TOD fund of \$20 million (\$2014) to incorporate TOD considerations during land acquisition to ensure that, where possible, property that may later become surplus is supportive of its reuse for TOD;
- Coordinating with the local land use authority so that TOD activity on Sound Transit property considers and is consistent with local land use plans, policies and goals and the local community's established vision for growth.
- Working with local governments, housing authorities, non-profit developers, community organizations and others to inclusively plan implement a regional equitable transit-oriented development strategy for diverse, mixed-use, mixed-income transit communities, as required under RCW 81.112.350, consistent with adopted applicable regional and local plans and policies and the Growing Transit Communities Strategy.
- Incorporating TOD objectives adopted by the Sound Transit Board as part of the selection criteria during land acquisition to ensure that, where possible, property that is necessary to construct or operate the transit facility, but that may later become surplus is supportive of its reuse for TOD;
- Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform alignment and station location decision in order to support development of mixed-income, mixed-use communities around transit stations;
- Offering First offering-surplus properties that it deems are suitable for housing for either transfer at no cost, sale, or long-term lease first to local governments, housing authorities, and non-profit developers to develop affordable housing as provided in statute regardless of acquisition date, in accordance with RCW 81.112.350;
- Seeking input through public engagement that informs, involves, and empowers people, and communities. Inviting people to play an active role in shaping the development process of surplus property in the community;
- Developing policies that evaluate proposals to develop surplus property. The evaluation criteria may consider whether the development plan includes space for small businesses or other uses that comprise a diverse, vibrant, mixed use, mixed-income TOD. The developer selection criteria may also consider the types of business and whether jobs proposed for the development to pay prevailing wages to the extent consistent with law and the retention of federal grant funds, where appropriate;
- Contributing \$20 million (dollars in year of expenditure) to a regional revolving loan fund to support affordable housing creation;
- Funding TOD activities in each capital project to ensure adequate consideration and planning for development have occurred as a part of each capital project;
- Updating policies to require TOD potential and opportunities to be analyzed and incorporated consistent with law and grant requirements, throughout the planning and design process; and
- Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties. This includes planning for station areas designed to evolve over time as the communities we serve mature and transition from auto-dependent to multimodal station access.

Vice Chair Roberts commented on the bullet under System-wide "Funding TOD activities in each capital project to ensure adequate consideration and planning for development have occurred as a part of each capital project." He stated that he supports the addition, but would like to remove the reference to "each" and instead say "projects". Following discussion, Joe McDermott accepted the change to have the bullet read: "Funding TOD activities in each capital projects to ensure adequate consideration and planning for development have occurred as a part of each capital projects."

Boardmember Roberts's suggestion was accepted by Boardmember McDermott as a friendly amendment to Amendment 4.

It was moved by Boardmember McDermott, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Amendment 4, including the friendly amendment, be accepted as an amendment to the ST3 Plan.

Amendment 5 – offered by Boardmember McDermott

Transit-Oriented Development (TOD) section, amend page D11 of Appendix D as follows:

Transit-oriented development focuses development growth within one-half mile of transit stations. Concentrating growth in station areas creates multiple regional benefits, including but not limited to:

- + Increased tax base in communities served by transit
- + Increased transit ridership
- + Increased regional access to goods and services
- + Opportunities for less automobile-dependent lifestyles
- + Improved access to housing and jobs
- + Emphasis on pedestrian infrastructure in station areas.

It was moved by Boardmember McDermott, seconded by Boardmember Backus, and carried by the unanimous vote of all Boardmembers present that Amendment 5 be accepted as an amendment to Appendix D.

Amendment 6 – offered by Boardmember McDermott

Transit planning and transit project development section, amend page D12 of Appendix D as follows:

Consistent with the 2015 amendments to the Sound Transit enabling legislation (RWC 81.112.350), Sound Transit will “implement a regional equitable TOD strategy for diverse, vibrant, mixed-use and mixed-income communities consistent with TOD plans developed with community input by any regional transportation planning organization within the regional transit authority boundaries.” This strategy includes transit planning and project development.

Sound Transit 3 distributes \$12 million (\$2014) among identified capital projects to support inclusive and collaborative planning for TOD during the transit project planning and development stages. These funds will be available for:

- Considering TOD opportunities during throughout the alternatives analysis, conceptual station design and preliminary engineering processes.
- Where appropriate during the property acquisition phase, considering TOD potential on property that is necessary to construct or operate the transit facility, but that may later become surplus to construction-related or ongoing transit operations to increase the likelihood that it is supportive of being used for TOD.
- Sound Transit may evaluate alternative land development strategies that meet its on-going and construction property needs and facilitates ~~for~~ the realization of equitable transit oriented development in station areas.
- Using TOD objectives adopted by the Sound Transit Board, including consideration of local government TOD supportive land use policy and regulation, to analyze and inform alignment and station location decision in order to support development of mixed-income, mixed-use communities around transit stations.
- Developing station design policies that appropriately facilitate and accommodate TOD on and adjacent to agency-owned properties in light of taking into account the space needs of transit-supportive facilities and services as well as local community development plans and priorities. This includes planning for station areas designed to evolve over time as the communities we serve mature and transition from auto-dependent to multimodal station access.
- Working with local jurisdictions, ~~where appropriate,~~ on station area planning, zoning, and/or other opportunities to leverage the ST3 transit investment to support local and regional growth plans.
- Seeking input through public engagement that informs, involves, and empowers people, and communities. Invite people to play an active role in shaping Sound Transit alignment and station design plans. Sound Transit will make efforts to include organizations and affordable housing

developers who represent communities most at risk for displacement, including low-income communities, communities of color, and immigrants and refugees.

It was moved by Boardmember McDermott, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Amendment 6 be accepted as an amendment to Appendix D.

Amendment 7 – offered by Boardmember McDermott

Sound Transit will advance equitable TOD projects on surplus property, air rights and joint development sites by: amend pages D13-D14 of Appendix D as follows:

- Working with local governments, housing authorities, non-profit developers community organizations and others to implement a regional equitable transit-oriented development strategy for diverse, mixed-use, mixed-income transit communities as required under RCW 81.112.350, consistent with the Growing Transit Communities Strategy and other applicable regional and local plans and policies.
- Incorporating TOD objectives adopted by the Sound Transit Board as part of the selection criteria ~~considerations~~ during land acquisition to ensure that, where possible, property that is necessary to construct or operate the transit facility, but that may later become surplus is supportive of its reuse for TOD.
- ~~First offering surplus properties, consistent with RCW 81.112.350, Offering surplus properties~~ that are ~~it deems~~ suitable for housing to be offered for either for transfer at no cost, sale, or long-term lease first to local governments, housing authorities and non-profit developers to develop affordable housing, regardless of acquisition date, in accordance with RCW 81.112.350 as provided in statute.
- Sound Transit will seek input through public engagement that informs, involves, and empowers people and communities. Invite people to play an active role in shaping criteria to govern the development of surplus property in the community. Sound Transit will make efforts to include organizations and affordable housing developers who represent communities most at risk for displacement, including low-income communities, communities of color, immigrants and refugees.
- Developing policies that evaluate proposals to develop surplus property. The evaluation criteria may consider whether the development plan includes space for small businesses or other uses that comprise a diverse, vibrant, mixed use, mixed-income TOD. The developer selection criteria prevailing wages to the extent consistent with law and the retention of federal grant funds, where appropriate, may also consider the types of business and whether jobs proposed for the development to pay
- Funding TOD activities in ~~each~~ capital projects to ensure ~~adequate~~ appropriate consideration and planning for development have occurred ~~as a part of each capital project.~~

It was moved by Boardmember McDermott, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Amendment 7 be accepted as an amendment to Appendix D.

Amendment 8 – offered by Boardmember Johnson

Sustainability section, amend page 14 under System-wide as follows:

System-wide

- Reduce the greenhouse gas emissions and air pollution generated during construction and operation of the Sound Transit 3 System Plan;
- Procure and manage fleets that demonstrate increasing fuel efficiency and reduced air pollution emissions, including alternative fuels and low- and no-emission vehicles;
- Work to maximize energy efficiency and make the agency's electricity use carbon-neutral and maximize energy efficiency via onsite renewable energy projects and other strategies;

- Procure and utilize environmentally preferable products and services, where practical;
- Pursue innovative sustainability features and approaches over the duration of the Sound Transit 3 plan as industry best practices and national standards continue to evolve;
- Plan, design and construct a transit system that is resilient to the long-term impacts of climate change and other natural hazards; and
- Invest in technologies or services that can meet the agency's sustainability goals and/or reduce long-term operating costs.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by the unanimous vote of all Boardmembers present that Amendment 8 be accepted as an amendment to the ST3 Plan.

Amendment on Yellow Paper – offered by Chair Constantine

Project Delivery – Implementing the Plan section, amend pages 16-17 adding three paragraphs at the end as follows:

ST3 Construction Workforce

Implementing ST3 will require the support of tens of thousands of skilled construction workers each and every year of the 25 years. Sound Transit intends to include the delivery of major ST3 construction projects using the existing project labor agreement which may be amended from time to time. The agreement has provided both the building trades and the agency with the certainty of available highly skilled workers as well as apprenticeship opportunities. It has promoted fairness in employment and enhanced diversity in employment opportunities for disadvantaged workers while preventing strikes, lockouts, pickets and other job delays.

Sound Transit Leased Property

It is the policy of the Sound Transit Board that development of property leased by the agency will occur consistent with agency labor standards for ST construction projects.

When Sound Transit leases property around stations for transit-oriented development, it will, consistent with law, include in its evaluation criteria whether a proposer demonstrates an demonstrate:

- Inclusion of all members of the workforce, including underrepresented groups, and workforce utilization goals
- Apprenticeship and work-training opportunities
- Plans to keep workers safe at job sites
- Area standards for wages and benefits
- Equivalent pay for equivalent work for all workers

American Manufacturing

Sound Transit will, wherever possible and consistent with law, seek to increase the domestic content of agency procured products to generate American manufacturing jobs.

Chair Constantine stated that the amendment ensures Sound Transit continues its long history of fair labor practices. The use of the Project Labor Agreement has ensured the availability of highly skilled workers and prevented strikes, lockouts, pickets, and other project delays. The amendment also allows consideration of labor standards on the development of Sound Transit-owned property.

The amendment was presented on yellow paper indicating a change to the original amendment.

It was moved by Boardmember Johnson, seconded by Vice Chair Strickland, and carried by the unanimous vote of all Boardmembers present that the Amendment on yellow paper be accepted as an amendment to the ST3 Plan.

Chair Constantine announced that the Board would vote on Resolution No. R2016-16 by roll-call vote. Approval of the regional transit system plan is a major decision of the Board and requires a 2/3 affirmative vote of the entire Board.

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

The motion to approve Resolution No. R2016-16 as amended carried by a unanimous vote of all 18 Boardmembers present.

Resolution No. R2016-17: Calling an election to approve local taxes to implement Sound Transit 3: The Regional Transit System Plan for Central Puget Sound; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election.

Chair Constantine stated that Resolution No. R2016-17 would place the ST3 Plan on the November 2016 ballot. The action identifies the taxes to be imposed and authorizes Sound Transit to collect those taxes in support of the ST3 Plan. The resolution includes language to fulfill statutory requirements to allow voters to approve the taxes needed to fund ST3 and to delegate authority to the Board to make the discretionary decisions needed to implement the plan over the next 25 years.

Adopting the resolution is a major decision and requires two-thirds affirmative vote of the Board.

It was moved by Vice Chair Strickland, seconded by Vice Chair Roberts, and carried by unanimous vote of all 18 Boardmembers present that Resolution No. R2016-17 be approved as presented.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

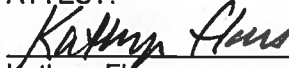
NEXT MEETING

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

ADJOURN

The meeting adjourned at 4:20 p.m.

ATTEST:


Kathryn Flores
Board Administrator


Pat McCarthy
Board Chair Pro Tem

APPROVED on July 28, 2016, JE