

## SOUND TRANSIT BOARD MEETING

Summary Minutes  
November 29, 2016

### CALL TO ORDER

The meeting was called to order at 1:39 p.m. by Vice Chair Roberts, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

### ROLL CALL

#### Chair

(A) Dow Constantine, King County Executive

#### Vice Chairs

(P) Paul Roberts, Everett Councilmember

(A) Marilyn Strickland, City of Tacoma Mayor

#### Boardmembers

(A) 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 Secretary

(P) Mary Moss, Lakewood Councilmember

(A) Ed Murray, City of Seattle Mayor

(P) Dave Somers, Snohomish County Executive

(P) Dave Uptegrove, King County Councilmember

(A) 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

Vice Chair Roberts announced that Vice Chair Strickland and Boardmember von Reichbauer 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 Moss, seconded by Boardmember Butler, and carried by unanimous vote that Vice Chair Strickland and Boardmember von Reichbauer be allowed to participate in the Board meeting by telephone.**

### CHIEF EXECUTIVE OFFICER'S REPORT

#### ST3 Passage

Peter Rogoff, CEO, stated that this was the first Board meeting since the passage of Proposition 1 (Sound Transit 3). Staff will be working to deliver on projects that were already underway and project delivery of new service opening every four to six years from now until 2041. Throughout the public involvement process, the public repeatedly encouraged Sound Transit to get started right away on new projects and this work has begun.

The Executive Committee has been briefed on the issuance of bonds at favorable interest rates to guarantee taxpayer dollars are used to expand the system rather than lose those dollars to interest payments. The Board will consider action to authorize the bond sales later in the meeting.

In December, Board committees will be reviewing a range of actions to position the agency to move forward on system expansion projects. Staff will ask the Board to approve an interim budget

amendment with resource requests. This will enable the agency to develop and bring the Board a full implementation plan in the spring along with a fully considered budget amendment. Included in the amendment will be proposals to add staff to the planning department.

(Boardmember Marchione arrived at this time).

### Third Quarter Service Delivery Performance Report

Mr. Rogoff stated that due to the length of the agenda, he would not be giving the Third Quarter Performance Report today. He will give his report at the December 15, 2016, Board meeting and the report will be posted to the website.

## **PUBLIC COMMENT**

Joe Kunzler  
Paul W. Locke  
Will Knedlik

## **REPORTS TO THE BOARD**

### Federal Way Link Extension: Final Environmental Impact Statement Publication

Cathal Ridge, Light Rail Development Manager, provided a report on the environmental review process for the Federal Way Link Extension. The Final Environmental Impact Statement (FEIS) was published on November 18, 2016. The public comment period on the document will last until December 19, 2016. Staff will return to the Board first quarter 2017 to select the project to be built. Construction is projected to begin in 2019 and revenue service to begin in 2024.

Last year the Board identified a preferred alignment for the project construction. This alignment includes stations in the Kent/Des Moines area, at the 272nd Star Lake Park-and-Ride, and near the Federal Way Transit Center. It was a directive of the Board to optimize the location of the stations for potential Transit-Oriented Development (TOD) and Sound Transit has been engaging in extensive stakeholder workshops throughout the design phase.

The preferred alternative identified by the Board is for the project to begin at the Angle Lake Station, follow the I-5 corridor, and transition close to Highway 99 in the Kent/Des Moines Station area. The alignment will then follow along I-5 to the 272nd Star Lake Park-and-Ride Station area and will terminate at the Federal Way Transit Center.

The Kent/Des Moines Station is an elevated concept along the west side of 30th Avenue and includes an on-street transit facility and an east/west connection to Highline College. The 272nd Station focus is on access, so the concept has optimized bus to rail transfers and bike and pedestrian access for the station. The concept for the Federal Way Transit Center Station has been optimized to allow easy transfer from the station to the Federal Way Transit Center and to allow for TOD once the construction has been finished.

The FEIS includes two new alternatives: one for development at the 272nd area station and one for the 317th location. Both of these are elevated structures and are alternatives to the previously planned trench alignment. Term sheets are being developed with the cities that will be involved with construction of the projects.

## East Link Extension Briefing

Ron Lewis, Executive Project Director, provided the report on the I-90 Two-Way Transit & HOV project and the East Link Extension project.

The I-90 Two-Way Transit & HOV project was baselined in May 2014 with a \$225.6 million budget. The project is funded by Sound Transit and the contract is being administered by the Washington State Department of Transportation (WSDOT). The project is within budget and construction is approximately 73 percent complete. Some risks include maintaining the schedule to ensure a timely turnover date of June 2017; varying as-built conditions; system integration; and fan installations, testing, and commissioning.

The East Link Extension project was baselined in April 2015 and the project is within the budget and on schedule for revenue service to begin in 2023. Mr. Lewis briefed the Board of the two major corridors of the East Link Extension project – I-90 corridor and the Bellevue-Redmond corridor.

Civil design for the I-90 segment reached 90 percent in July 2016. The general contractor/construction management (GC/CM) contract was awarded to Kiewit-Hoffman Joint Venture. Staff anticipates bringing the Seattle to South Bellevue construction contract to the Board for consideration in the first quarter of 2017. Key activities include advanced track attachment field testing; constructability review by the contractor; construction schedule development; continued close coordination with WSDOT; continued engagement with Mercer Island on access and parking issues; land use, environmental, and construction permitting; right-of-way, temporary, and permanent property rights; and outreach for station design. A SEPA environmental addendum was issued to address minor modifications.

The Bellevue segment has completed all four civil and system design packages for the project. The project has a construction management consultant under contract. The Downtown Bellevue tunnel construction work is approximately 16 percent complete. Sound wall shafts and panels are installed, early utility work is completed, and tunneling is scheduled to begin January 2017. The SR-520 Segment is a design-build contract awarded to Kiewit-Hoffman, Joint Venture; design is advancing to 60 percent. Key activities include permitting, property acquisition, utility relocation, and outreach with businesses and the community.

Design has reached 100 percent on systems (traction power, signals, and communications) and the construction management consultant contract has been awarded to Joint Venture Mott MacDonald and STV. Staff anticipates bringing the construction contract to the Board for consideration in early 2017. The contract for the systems elements of the East Link Extension and Northgate Link Extension will be packaged into one contract.

## **CONSENT AGENDA**

Minutes of the October 27, 2016, Board Meeting.

Voucher Certification for October 2016.

Motion No. M2016-116: Authorizing the chief executive officer to execute a contract with Parametrix, Inc. to provide professional services for preliminary engineering and environmental review for the Downtown Redmond Link Extension Project in the amount of \$13,287,633, with a 10% contingency of \$1,328,763, for a total authorized contract amount not to exceed \$14,616,396.

Motion No. M2016-117: Authorizing the chief executive officer to increase the contract contingency with Parsons Brinckerhoff, Inc. to provide design/build project management services for the South 200th Link Extension in the amount of \$500,000 for a new total authorized contract amount not to exceed \$16,599,915.

Resolution No. R2016-27: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.

**It was moved by Boardmember Marchione, seconded by Boardmember McCarthy, and carried by unanimous vote that the consent agenda be approved as presented.**

## **BUSINESS ITEMS**

Motion No. M2016-111: Authorizing the chief executive officer to execute a five-year extension, with three one-year options, to the agreement with the National Railroad Passenger Corporation (Amtrak) for the continued maintenance of Sounder locomotives and cars, including the cost of fuel, in an amount not to exceed \$80,458,919 for a new total authorized agreement amount not to exceed \$288,575,931.

(Boardmember Balducci arrived at this time).

Vice Chair Roberts stated that the Operations and Administration Committee received a presentation on this action earlier in the month and forwarded it to the Board with a do-pass recommendation. This action authorizes a five-year extension, with three one-year options, to the agreement between Sound Transit and Amtrak for maintenance of Sounder locomotives and cars.

The agreement is for the continuation of current services provided by Amtrak that include scheduled preventative maintenance, heavy repair work, parts and materials, special event service, mid-day layover yard space, maintenance facilities, and fuel.

At the end of 2015, the Sound Transit Board authorized the CEO to extend the existing agreement with Amtrak through 2017 while negotiations for a longer extension were ongoing. Over the past year, Amtrak and Sound Transit negotiated this new five-year extension beginning in 2017. This action to approve the longer extension would result in lower costs for Sound Transit.

**It was moved by Boardmember Marchione, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2016-111 be approved as presented.**

Motion No. M2016-115: Authorizing the chief executive officer to execute a contract with Hoffman Construction Company to construct the Roosevelt Station Finishes within the Northgate Link Extension in the amount of \$152,291,184 with a 5% contingency of \$7,614,559 for a total authorized contract amount not to exceed \$159,905,743.

Boardmember Butler stated that the Capital Committee reviewed this item earlier this month and forwarded it to the Board with a do-pass recommendation. This contract is for station finishes, including mechanical and electrical work, at the Roosevelt Station. It is a GC/CM contract with Hoffman Construction Company who has been engaged in pre-construction services since September 2013.

This action would initiate the construction phase of the GC/CM contract and allow work on the Roosevelt Station to begin early next year. The Northgate Link project continues to proceed within budget and on schedule.

**It was moved by Boardmember Butler, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-115 be approved as presented.**

Resolution No. R2016-26: (1) Authorizing the Puyallup Station Access Improvement project to advance through Gate 4 within Sound Transit's Phase Gate process and (2) establishing a total authorized project allocation to date of \$11,009,000 and establishing a fiscal year 2016 Annual Budget of \$1,898,100.

Boardmember Butler stated that the Capital Committee received a presentation on this action and voted to forward it to the Board with a do-pass recommendation. The action for the Puyallup Station Access

Improvement project increases the Adopted Project Budget and decreases the 2016 Annual Project Budget.

The project includes a five-story parking garage with approximately 503 spaces and 166 surface spaces. Additional project improvements include traffic mitigation, sidewalks, pedestrian lighting, bicycle improvements, and a pedestrian bridge.

**It was moved by Boardmember Butler, seconded by Boardmember Enslow, and carried by unanimous vote that Motion No. M2016-107 be approved as presented.**

Resolution No. R2016-29: Fixing, levying and imposing a twenty-five cents (\$0.25) per \$1,000 of assessed valuation property tax as authorized by the voters during the November 8, 2016 general election and authorizing the preparation of the levy certification.

**Resolution No. R2016-29 was moved by Boardmember McCarthy and seconded by Boardmember Moss.**

Kelly Priestley, Director of Accounting, and Amy Pearsall, Senior Legal Counsel, presented the staff report. Ms. Priestley stated that on November 8, 2016, voters approved Proposition 1, which approved certain local taxes. Through Resolution No. R2016-17, the Board fixed, levied, and imposed additional sales and use taxes and an additional motor-vehicle excise tax to be collected commencing January 1, 2017.

This action allows Sound Transit to begin collecting property taxes, one of the new local taxes financing the ST3 plan, beginning January 1, 2017. This action also authorizes the chief executive officer to contract with entities to collect taxes on Sound Transit's behalf.

A preliminary assessed valuation for 2017 has been received and this action will allow Sound Transit to levy the property tax for 2017. The preliminary assessed valuation was approximately \$547 billion for an estimated property tax levy in 2017 of \$137 million. Because the assessor has not certified the assessment roll as of November 29, 2016, a contingency of approximately 10 percent has been added to the estimated levy amount for a total estimated property tax levy in 2017 of \$150 million. The actual amount assessed will be limited to twenty-five cents (\$0.25) per \$1,000 of assessed valuation for the year 2017.

Vice Chair Roberts noted that the following seven actions require a 2/3 majority vote of the Board, which is 12 members. He called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 12 Boardmembers present that Resolution No. R2016-29 be approved as presented.**

Resolution No. R2016-32: Authorizing the issuance of Sales Tax and Motor Vehicle Excise Tax Bonds of one or more series to pay, or to reimburse the Authority for the payment of, costs of improvements to the Authority's high-capacity transportation facilities; specifying parameters for approving the terms of the bonds of each series; pledging existing Motor Vehicle Excise Taxes to the payment of Parity Bonds and Junior Obligations; subject to certification of voter approval, designating Sound Transit Three Sales and Use and Motor Vehicle Excise Taxes as adopted Parity Rate Adjustments, including such taxes as pledged taxes and pledging such taxes to the payment of Parity Bonds and Junior Obligations; amending Resolution No. R2015-16; delegating to the Designated Authority Representative authority to negotiate and approve the final terms of the bonds and the amount of any debt service reserve

requirement; approving, and delegating to the Designated Authority Representative authority to negotiate and approve the final terms of, one or more bond purchase agreements, disclosure documents, and other documents relating to the Authority and to the issuance and sale of the bonds; authorizing the establishment of certain accounts; authorizing budget amendments; and providing an effective date.

**Resolution No. R2016-32 was moved by Boardmember Moss and seconded by Boardmember Johnson.**

Brian McCartan, Executive Director Finance and IT, presented Resolution Nos. R2016-32, R2016-33, R2016-34, and R2016-35.

Mr. McCartan explained that as the agency begins implementation of ST3, a 25-year capital program, and continues work on the ST2 program, there will be challenges and risks. One major risk is the financing costs. The agency will need to borrow approximately \$10 billion in bonds to finance the ST3 capital program. The rate at which the bonds are issued will be impactful on agency finances. If the agency is able to improve on its funding assumptions, it will save taxpayers money. The next four actions are related to reducing risk on financing the capital program.

Interest rates are currently at very low levels. There are indications that this may be changing. In November, there has been substantial volatility in the finance market. The Federal Reserve has signaled its intention that rates will go up in December. Staff and Sound Transit's financial advisor recommend locking in some long-term costs at these low levels.

Sound Transit's rating was recently upgraded by Moody's to the AAA level, which is the highest rating for a transit agency. The actions before the Board would allow Sound Transit to go to market as early as December with \$400 million of parity lien bonds, fixed rate/tax deferred bonds with a 30-year final maturity. The bonds would be designated as Green Bonds.

The key commitments being authorized in the next four actions relate to payment and obligation. The most important aspect of the resolutions is that they put bondholders at the top of the list to be paid out of the agency revenues. Before taking any action for operating or capital projects, the agency has to pay standing bondholders. All the of the existing taxes that will be collected in 2017, sales tax, motor vehicle excise tax, and rental car tax, will be pledged both for the existing taxes and the new ST3 taxes to bondholders first and then they are available for operations and capital expenditures. The action is to pledge both the existing taxes and new taxes to the flow of funds. The order of payments are the senior bondholders, next the parity bonds where the 2016 issuance will be made, and then the federal government and the TIFIA obligations.

A major commitment under the bond documents is that additional bonds cannot be issued unless the existing bondholders can be paid off at 1.5 times to protect the bondholders.

The substance of the four actions is to streamline the flow of payments and authorizes the CEO or his designee to issue up to \$400 million of bonds at the parity level. Resolutions are updated and amended for these actions.

If the actions were approved, staff would be looking at pricing on December 7, 2016, and closing on December 20, 2016.

Boardmember Johnson asked about the assumption for ST3's interest rate for bonding when the total program was planned. Mr. McCartan stated that the ST3 finance plan assumed the agency would issue long-term bonds at a 5.25 percent rate; the potential interest rate of 3.9 percent is substantially below the assumed level.

Vice Chair Roberts called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 13 Boardmembers present that Resolution No. R2016-32 be approved as presented.**

Resolution No. R2016-33: Subject to certification of voter approval, designating Sound Transit Three Sales and Use and Motor Vehicle Excise Taxes as Adopted Prior Rate Adjustments, including such taxes as Local Option Taxes and pledging such taxes to the payment of Prior Bonds; amending Resolution No. R2012-14, as amended by Resolution No. R2015-15; and providing an effective date.

**Resolution No. R2016-33 was moved by Boardmember McCarthy and seconded by Boardmember Johnson.**

Vice Chair Roberts called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 13 Boardmembers present that Resolution No. R2016-33 be approved as presented.**

Resolution No. R2016-34: Restating as a Parity Bond Master Resolution, Resolution No. R2015-16, as amended by Resolution No. R2016-32; providing for the issuance from time to time pursuant to series resolutions of future Parity Bonds of the Authority to finance or refinance portions of the Authority's Regional Transit System; providing for the payment of such Parity Bonds; and providing an effective date.

**Resolution No. R2016-34 was moved by Boardmember Earling and seconded by Boardmember McCarthy.**

Vice Chair Roberts called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 13 Boardmembers present that Resolution No. R2016-34 be approved as presented.**

Resolution No. R2016-35: Restating Master Resolution No. R2012-14, as amended by Resolution Nos. R2015-15 and R2016-33; authorizing Sales Tax and Motor Vehicle Excise Tax Bonds of the Authority to be issued in one or more series to finance a portion of the Authority's Regional Transit System Plan.

**Resolution No. R2016-35 was moved by Boardmember Johnson and seconded by Boardmember Marchione.**

Vice Chair Roberts called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 13 Boardmembers present that Resolution No. R2016-35 be approved as presented.**

Resolution No. R2016-36: Authorizing the issuance of Sales Tax and Motor Vehicle Excise Tax Bonds, in one or more series, to evidence the payment obligations of the Authority pursuant to a TIFIA Master Credit Agreement between the Authority and the United States Department of Transportation; approving the execution of the TIFIA Master Credit Agreement and related TIFIA Loan Agreements; approving the loans; fixing certain terms of the bonds; providing for the delivery of the bonds to the United States Department of Transportation; authorizing amendments to the TIFIA East Link Loan Agreement; and providing for other matters properly relating thereto.

**Resolution No. R2016-36 was moved by Boardmember McDermott and seconded by Boardmember Johnson.**

Tracy Butler, Treasurer, presented the staff report. She stated the TIFIA stands for Transportation Infrastructure Finance and Innovation Act, a federal program to provide assistance in the form of a direct loan to eligible surface transportations projects. In January 2015, Sound Transit locked in a low-rate of 2.38 percent until 2058 to finance \$1.3 billion of the East Link Extension project. The agency is pursuing the first master credit agreement (MCA), which is authorized by the FAST ACT. Sound Transit is the first agency officially invited by the United States Department of Transportation (USDOT) to submit an application. This will act as an umbrella loan agreement under which the USDOT can make a commitment of future loans to finance a series projects secured by the common pledge.

The total loan amount for the MCA is \$1.99 billion. There are four projects under this umbrella agreement: Northgate Link Extension, Link Operations & Maintenance Facility: East, Federal Way Link Extension, and Lynnwood Link Extension.

Sound Transit will repay interest only, without the principal payment, for five years after the substantial completion of each project. After that, level debt service payments begin in 2040 until the final maturity, which is 35 years after the substantial completion. The major benefits of the TIFIA loan include the low interest rate and the flexible terms offered to the borrowers from the federal government. The low-interest rate will be locked in at closing, but the funds will not be drawn from the loan until they are needed.



The potential risks of the TIFIA loan include: more restrictive default provisions; a required recovery plan if total costs are 5 percent above the baseline budget or if the opening date slips; loans are subject to availability of future funding and the satisfaction of all the conditions; and the agency must retain the investment agreed rating which is A-minus.

Vice Chair Roberts called for a roll call vote.

**Ayes**

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

**Nays**

Joe McDermott  
Roger Millar  
Mary Moss  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 13 Boardmembers present that Resolution No. R2016-36 be approved as presented.**

Resolution No. R2016-31: Amending the Adopted 2016 Budget for the Union Station Garden Level Remodel Project from \$1,383,286 to \$1,854,310 to complete the remodel work.

**Resolution No. R2016-31 was moved by Boardmember Johnson and seconded by Boardmember Marchione.**

David Huffaker, Deputy Executive Director, and Katie Newby, Space Planner/CADD Operator, presented the staff report. The project will replace the all the office furniture on the Garden Level at Union Station, which has exceeded its useful life. The amendment is necessary to address the design changes, which further optimized the use of this space, taking the total staff accommodated from 99 to 151, and also reconfigures the general services center.

Vice Chair Roberts called for a roll call vote.

**Ayes**

Claudia Balducci  
Fred Butler  
Dave Earling  
Dave Enslow  
Rob Johnson  
John Marchione

**Nays**

Pat McCarthy  
Joe McDermott  
Roger Millar  
Paul Roberts  
Dave Somers  
Dave Upthegrove

**It was carried by the unanimous vote of 12 Boardmembers present that Resolution No. R2016-31 be approved as presented.**

Motion No. M2016-118: Appointing Mr. Ron Davis, Mr. Scott Lampe, Mr. William T. Roach, and Mr. Paul D. Thompson to the Citizen Oversight Panel for a term of four years beginning December 2016 and expiring December 2020.

Katie Flores, Board Administrator, presented the staff report. The action will fill two vacancies representing North King County and two vacancies representing East King County. These appointments will bring the membership up to 13. There are currently two vacancies, one for Pierce County and a one in Snohomish County.

It was moved by Boardmember Butler, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-118 be approved as presented.

Resolution No. R2016-28: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the East Link Extension.

Kevin Workman, Real Property Director, presented the staff report. Mr. Workman explained that the action authorizes the acquisition of one property and a temporary construction easement for the East Link Extension project. The property is needed for construction, maintenance, and operation of light rail near NE 8th Street and 116th Avenue NE in close proximity to the future Wilburton Station in Bellevue.

It was moved by Boardmember Moss, seconded by Boardmember McCarthy, and carried by unanimous vote that Resolution No. R2016-28 be approved as presented.

### **EXECUTIVE SESSION**

None

### **OTHER BUSINESS**

None

### **NEXT MEETING**

Thursday, December 15, 2016  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

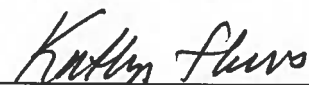
### **ADJOURN**

The meeting adjourned at 3:29 p.m.



Dave Somers  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on January 26, 2017 JE