

SOUND TRANSIT BOARD MEETING

Summary Minutes**October 25, 2018**

CALL TO ORDER

The meeting was called to order at 1:32 p.m. by Vice Chair Lucas, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(A) *Dave Somers, Snohomish County Executive*

Vice Chairs

(P) *John Marchione, City of Redmond Mayor*

(P) *Ron Lucas, City of Steilacoom Mayor*

Board Members

(A) *Nancy Backus, City of Auburn Mayor*

(P) *David Baker, City of Kenmore Mayor*

(P) *Claudia Balducci, King County Councilmember*

(A) *Dow Constantine, King County Executive*

(P) *Bruce Dammeier, Pierce County Executive*

(P) *Jenny Durkan, Seattle Mayor*

(P) *Dave Earling, City of Edmonds Mayor*

(A) *Rob Johnson, Seattle Councilmember*

(P) *Kent Keel, City of University Place Mayor*

(P) *Joe McDermott, King County Council Chair*

(P) *Roger Millar, WSDOT Secretary*

(P) *Paul Roberts, Everett Councilmember*

(P) *Dave Upthegrove, King County Councilmember*

(P) *Peter von Reichbauer, King County*

Councilmember

(P) *Victoria Woodards, City of Tacoma Mayor*

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

REPORT OF THE CHAIR

Vice Chair Lucas announced that the Board would be working from a revised agenda. Agenda Item 10 has been added for potential action regarding a CEO contract extension.

Board Member Request to Participate via Teleconference

Vice Chair Lucas announced that Chair Somers and Boardmembers Constantine and Woodards have asked to participate in the meeting by phone. The Board's 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 Dammeier, seconded by Boardmember Roberts, and carried by unanimous vote that Chair Somers and Boardmembers Constantine and Woodards be allowed to participate in the Board meeting by telephone.

CHIEF EXECUTIVE OFFICER'S REPORT

Construction Career Connections

Peter Rogoff, Chief Executive Officer, reported that on Wednesday, a Construction Career Connections event was held in Tacoma's Hilltop neighborhood. Sound Transit hosted the event to help community members and career seekers learn about the path to a successful construction career. There were both training providers and employers present. He and Mayor Woodards spoke to the 135 people in attendance.

Work of Honor Event

Mr. Rogoff mentioned that Work of Honor is hosting a networking and hiring event that evening in DuPont from 6:00 to 8:30 p.m. The mission of the Work of Honor organization is to create advancement for Veteran and Military Spouse members in knowledge, capability, and careers by shedding light on the value of their talents within the business community.

Passing of Two Panel Volunteers

Late last month, the agency lost two volunteers, one from the Diversity Oversight Panel and one from the Citizen Oversight Panel.

Verlene Jones Davis was one of the founding members of the Diversity Oversight Committee. Ms. Davis had been a member of the Diversity Oversight Committee since 2006 and most recently served as the Vice Chair. She was formerly the Executive Program Director and former President of the Seattle Chapter A. Philip Randolph Institute. Her life was a testament to the values of the Diversity Oversight Committee and Sound Transit.

Mildred Ollée filled one of three South King County resident positions on the Citizen Oversight Panel. The Board appointed Dr. Ollée to the oversight panel in 2015. Dr. Ollée had a long and distinguished career in public service, particularly in education. Her commitment to public service wasn't limited to education. In her application to serve on Sound Transit's oversight panel, she wrote: "Transportation is one of the most critical issues locally, regionally, and nationally because it affects – jobs, commerce, and economic development."

Northgate Parking Garage

In November 2018, Sound Transit will reach a major milestone on the Northgate Link Extension project. Construction of the Northgate parking garage started in January 2017 and will be ready for operation on November 19, 2018. Opening of the new garage will allow existing parking lots at Northgate to be turned over to construction contractors so they can complete the new Northgate Light Rail Station in 2021.

One of the key elements of the Northgate Station is a new 447-stall parking garage. This facility will provide parking for transit users on four underground levels and will have an additional 145 stalls for mall patrons at surface level.

When it opens, Northgate Station will be Sound Transit's first park-and-ride to offer a reserved permit parking option for transit riders who arrive by driving alone, as well as for carpoolers. Initially, up to 116 spaces on the bottom floor of the garage will be reserved for permit-holders during the morning rush hours. On weekends, holidays, and after 9:00 a.m. on weekdays, these permitted stalls will be available for use by anyone on a first-come, first-serve basis.

External Engagement

Mr. Rogoff gave a recap of activities happening in the Sound Transit corridors.

- North Corridor: Chair Somers will host the next meeting of the North Corridor Leadership Forum in early December. The Forum is an opportunity for elected officials to get updates on Sound Transit projects and plans for the Lynnwood Link Extension and early work on the Everett Link Extension and to have a chance to ask questions and share perspectives with the Snohomish Board members. Mr. Rogoff attended the Snohomish County Committee for Improved Transportation meeting and provided an update on the agency's work.

- South and Central Corridors: Mr. Rogoff mentioned that the Board would be receiving updates on the West Seattle and Ballard Link Extensions and the Tacoma Dome Link Extension at the end of the meeting. Both projects received recommendations from their respective Elected Leadership Groups earlier in the month.
- East Corridor: The second round of community engagement for the SR 522/NE 145th project has been completed. Almost 300 people attended meetings in Kenmore, Lake Forest Park, Bothell/Woodinville, Seattle, and Shoreline to see project refinement options.

(Boardmembers Upthegrove and von Reichbauer arrived at this time.)

Proposed 2019 Budget and 2019 Financial Plan

Mr. Rogoff commented that this is the second year the agency has presented the proposed budget and financial plan together. The Board will be presented with three documents in the next few months: the 2019 Financial Plan, the Proposed 2019 Budget, and the Proposed 2019 Transit Improvement Plan. The Operations and Administration Committee and the Capital Committee will have more in-depth reviews in November and December.

2019 Financial Plan

Peter Rogoff and Tracy Butler, Chief Financial Officer, presented the Proposed 2019 Budget and 2019 Financial Plan. The Long-Range Financial Plan provides an overview of the 25-year projection of all voter-approved plans and incorporates all the elements of the plans, the Board adopted Financial Policy, and an independent estimate on inflation revenue and the costs for projects.

The total projected sources of funds include tax revenues, federal grants, bond proceeds, and fare and other revenue with tax revenues accounting for the majority of the funds. The two largest increases in use of the funds are capital expenses and operating expenses. Capital expenses have increased \$1.7 billion from the 2017 projection primarily due to project cost increases and inflation. Operating expenses have increased \$2.1 billion due to Link light rail and ST Express purchased transportation services and increases in public safety related costs.

The agency remains in strong financial condition and the voter-approved plan is affordable based on updated projections. The key risks are a possible near-term recession, continued inflation costs, loss of federal funding, and loss of expected motor vehicle excise tax revenue.

Boardmember Roberts asked about the projected change in the costs of debt financing and asked where an interest rate change has been factored into the plan. Ms. Butler replied interest assumption is updated annually. Staff worked with the agency's financial advisor and based on historical average, there was not a drastic shift. In the near term, the rate is relatively low, but the agency does not project to borrow anything for the next three years.

Boardmember Millar questioned when the agency looks at a possible early recession, is the assumption that if a recession occurs the costs remain high or are the impacts of a recession on construction costs included. Mr. Rogoff replied that staff has not assumed continued cost growth or the return of the competitive market that occurred in the last recession. Boardmember Millar stated that it appears that doing the analysis of possible risks gives the agency the capacity to adjust the pace of the program. Mr. Rogoff stated that this is correct.

Boardmember Keel commented that a robust communication plan needs to be done around all possible risks to the program to keep the public informed on a regular basis.

Proposed 2019 Annual Budget

The Proposed 2019 Budget totals approximately \$2.9 billion, which includes \$2.4 billion for capital expenses, \$504 million for operating expenses, and \$198 million for other expenses. The Proposed 2019 Transit Improvement Plan (TIP) is a roll-up of all of the capital project approvals to date and what is anticipated to be approved during 2019.

The Proposed 2019 Budget is funded by \$2.4 billion in agency revenues. Sales taxes are the largest funding source at \$1.37 billion. Motor Vehicle Excise taxes are expected to be \$335 million, Federal grants are expected to be \$318 million, property taxes \$152 million, and passenger fares \$99 million. There is \$47 million made up of investment income, local and state contributions, rental car tax, etc. The budget will also require a \$100 million drawdown in agency cash balances.

The \$504 million Operations and Maintenance budget includes \$345 for transit modes and \$159 million for allocation to projects. The \$2.4 billion Capital Projects budget includes \$2.2 billion for system expansion, \$37 million for enhancements, \$73 million for state of good repairs, and \$89 million for administrative.

Vice Chair Lucas stated that following public comment and the Consent Agenda, the Board would take action on items 7.C. and 7.D. The Board will then go into an Executive Session.

PUBLIC COMMENT

Alex Tsimerman, Stand Up America
Will Knedlik
Marguerite Richard
Honorable Michael B. Fuller
Kelsey Mesher, Transportation Choices Coalition

CONSENT AGENDA

Minutes of the August 23, 2018, Board of Directors meeting.

Voucher Certification for September 2018.

Motion No. M2018-121: Authorizing the chief executive officer to execute (1) an agreement with the City of Fife for Project Administration to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension and (2) Task Order 1 in the amount of \$43,320, with a 10% contingency of \$4,332, for a total authorized agreement amount not to exceed \$47,652.

Motion No. M2018-109: Authorizing the chief executive officer to execute a construction and funding agreement with Washington State Department of Transportation for Sound Transit to design and construct certain elements related to the SR 509 project, as part of the Sound Transit Federal Way Link Extension design-build contract.

Motion No. M2018-122: Authorizing the chief executive officer to execute an amendment to the Expedited Permitting and Reimbursement Agreement with the City of Shoreline to add construction support services for the Lynnwood Link Extension in the amount of \$3,700,669, with a 5% contingency of \$199,046 totaling \$3,899,715, for a new total authorized agreement amount not to exceed \$6,099,715.

Motion No. M2018-123: Authorizing the chief executive officer to execute a Transit Way Agreement with the City of Des Moines to grant Sound Transit non-exclusive use of a light rail transit way within City right-of-way to construct, operate, maintain, and own a light rail transit system for the Federal Way Link Extension.

Motion No. M2018-124: Authorizing the chief executive officer to execute a Development Agreement with the City of Des Moines for the Federal Way Link Extension.

Motion No. M2018-125: Authorizing the chief executive officer to execute a Funding Agreement with the City of Des Moines to reimburse Sound Transit to design and construct the College Way Connection Project as part of the Sound Transit Federal Way Link Extension design-build contract in the amount of \$1,400,000.

Motion No. M2018-126: Authorizing the chief executive officer to execute a Partnering Agreement with the City of Kenmore for the SR 522/NE 145th Bus Rapid Transit project.

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

Resolution No. R2018-36: Amending the Adopted 2018 Budget to (a) create the Sounder South Capacity Expansion program (b) establish the authorized project allocation to date through the completion of the preliminary engineering phase in the amount of \$2,596,000, and (c) establish a 2018 annual budget in the amount of \$200,000.

Claudia Balducci, Capital Committee Chair, stated that the Capital Committee received a staff presentation on this proposed action on October 11, 2018. This action will create the Sounder South Capacity Expansion program and establishes the project allocation to date and the 2018 annual budget.

The action establishes the preliminary engineering budget for administration for the Sounder Planning and Preliminary Engineering consultant services contract. The Sounder South Capacity Expansion program includes Sounder projects to extend station platforms to 10-car train lengths; develop station access improvements; evaluate potential track and signal improvements to increase capacity for additional Sounder roundtrip trains; and procurement for additional fleet that may be needed. The elements of the Sounder South Capacity Expansion program are ST3 voter-approved for the South Corridor.

It was moved by Boardmember Uptegrove, seconded by Boardmember Balducci, and carried by a 14 affirmative votes that Resolution No. R2018-36 be approved as presented.

Resolution No. R2018-37: Adopting the Downtown Redmond Link Extension baseline schedule and budget by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

Claudia Balducci, Capital Committee Chair, stated that the Executive Committee received a staff presentation on this proposed action at the October meeting. This action will adopt the Downtown Redmond Link Extension baseline schedule and budget. She asked staff to give the Board a presentation.

Bernard van de Kamp, HCT East Corridor Development Director; Tony Raben, Project Director; and Marie Olson, Corridor Operations Director provided a presentation to the Board on the action. The Downtown Redmond Link Extension was reactivated in 2017. The project is a 3.4-mile extension that will complete the East Link Extension, with two stations, a 1,400-space parking garage, and bus integration layover space. Ridership is projected at 9,000 per day and revenue service will begin in 2024.

The proposed baseline schedule includes six key milestones: project baseline fourth quarter 2018; design-build contract notice to process third quarter 2019; right-of-way (ROW) acquisition complete fourth quarter 2020; 50 percent construction complete second quarter 2022; design-build contract ready for pre-revenue service second quarter 2024; and revenue service begins fourth quarter 2024.

The proposed baseline budget totals \$1,530,000,000. It was noted that in the design-build delivery system, the final design effort for the contract is included in the construction phase. The proposed baseline budget is \$98 million over the ST2/ST3 cost estimate, or about 7 percent. The upward cost

difference in the Construction and ROW phases accounts for the majority of the increase. The Construction phase includes a \$50 million risk to address market conditions; the ROW phase includes \$17 million risk for market pressure.

When a project is baselined, staff performs a quantitative risk assessment. Sound Transit staff is 90+ percent confident that the project will finish at or under \$1.53 billion and begin revenue service at or before fourth quarter 2024.

In addition to Construction and ROW risks, there are permitting risks, which are being mitigated through work with the City of Redmond on the permitting framework. Some environmental permits have been initiated with State and Federal agencies. Should the Board approve the property acquisition action in October, the project will at 98 percent of the property acquisitions approved and the properties will begin appraisals followed by offers, negotiations, and closings. Labor availability risk applies to the construction market and the fact that Sound Transit will be opening multiple lines in 2024. There have been many interfaces with King County for a shoreline permit, construction permits, and wetland mitigation, and a purchase and sale agreement for the property across the park. Utility relocations will be needed for three cut-and-cover crossings. There is a risk for differing site conditions and the timely executive of agreements.

Next steps include issuing the request for proposal, continuing the environmental permitting plan, and finalizing agreements.

Boardmember Keel asked how much of the cost increase is related to moving the alignment. Mr. van de Kamp responded that in Downtown Redmond, the previous alignment was envisioned as at-grade and extended about 1/3 mile farther. This area is now an elevated line and has been shortened. That change did not substantially affect the ROW costs because this is in the former BNSF right-of-way that is now rail-to-trails corridor.

It was moved by Boardmember Balducci, seconded by Vice Chair Marchione, and carried by a 12 affirmative votes that Resolution No. R2018-37 be approved as presented.

EXECUTIVE SESSION

At 2:24 p.m., Vice Chair Lucas announced that the Board would convene an executive session that would last 20 minutes. The Board may consider action following the executive session. Jim Niemer, Senior Legal Counsel, announced that the executive session is authorized under RCW 42.30.110(1)(g) to review the performance of a public employee.

At 2:44 p.m., the Executive Session was extended by 20 minutes.

At 3:04 p.m., the Executive Session was extended by 20 minutes.

At 3:24 p.m., the Executive Session was extended by 10 minutes.

At 3:34 p.m., the Executive Session was extended by 20 minutes.

At 3:54 p.m., the Executive Session was extended by 10 minutes.

Vice Chair Lucas reconvened the meeting at 4:04 p.m.

BUSINESS ITEMS

Vice Chair Marchione offered the following motion:

Motion No. M2018-141: It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority, that the Board Chair is authorized to form a subcommittee for the purpose of meeting with Mr. Rogoff to discuss renewing and amending his employment agreement, consistent with the agency's compensation policy and guidelines, to continue his employment as chief executive officer. The subcommittee should complete the discussions and present a proposal for Mr. Rogoff's continued employment by the Board by December 31, 2018.

Boardmember Durkan stated that concurrent with this motion, Board members will be able to get additional information related to the motion on an ongoing basis and have discussions as a Board on the parameters of the negotiation and contract. She will be supporting the motion.

Vice Chair Lucas commented Mr. Rogoff is qualified and prepared. The organization and leadership of Sound Transit is able to provide the projects in ST3. The leadership team under the direction of Mr. Rogoff has led the agency to be able to satisfy what was promised to the voters.

Boardmember Dammeier stated that this is the most significant decision the Board makes – choosing the person who is going to lead the organization and deliver on the most substantial public capital investment in the region's history. His concerns are with the process taken to get to here today. He has concerns in both the past and going forward. At this time, he will not be supporting the motion.

Boardmember Keel commented that he feels the organization is doing great and the work is moving forward. His concern is that this is a three-county agency and the Pierce County voters did not approve the ST3 plan. He continually hears complaints around the taxing. Pierce County has been trying to get some traction on how to address that issue. His no vote is a signal to this organization and the CEO to find a solution to that concern.

Boardmember Earling mentioned that he has had the experience of working with each of the Sound Transit CEOs. He has great admiration for Joni Earl, the previous CEO, and for Peter Rogoff, for their depth of knowledge and their skills. He will be supporting the motion.

Boardmember Balducci stated that Sound Transit is undertaking a major capital program and is becoming more of an operating agency. The agency requires expert management to make these two things happen. She believes the agency is moving in the right direction and taking the steps to get the agency ready to deliver the program. The personnel issues have been dealt with and she is prepared to move forward with this motion. She said the Board owes it to the staff, the CEO, and the public to spend some time working through the CEO evaluation process.

Boardmember Millar stated that he has worked with transit agency CEOs all around the county and has not seen many agencies run as well as Sound Transit. He tributes this to the employees and to the leadership. Based on his experience over the last three years, he is ready to enter into negotiations and move forward.

Boardmember Roberts added that the agency is being redesigned. The work that has been done is exemplary. Concerning the process, he feels Board members need to be able to share with the Board Chair anything they want to have addressed and thought through during the development of the contract.

It was moved by Vice Chair Marchione, seconded by Boardmember Roberts, and carried by majority vote that Motion No. M2018-141 be approved as offered with Boardmembers Dammeier and Keel voting in the minority.

Motion No. M2018-117: Authorizing the chief executive officer to execute a seven-year agreement with two seven-year options to extend with the King County Sheriff's Office to provide sworn law enforcement services between January 1, 2019, and December 31, 2040.

Paul Roberts, Operations and Administration Committee Chair, stated that the Operations and Administration Committee received a staff presentation on this action on October 4, 2018. This action would authorize the King County Sheriff's Office to provide law enforcement services for systemwide security at all Sound Transit facilities.

The scope of services includes coordination of law enforcement activities with federal, state, and local law enforcement agencies on behalf of Sound Transit, systemwide emergency response, detective services for crime investigation, and patrols throughout King County at Link and Sounder stations, and ST Express park-and-ride lots and parking garages. These services are in addition to private security officers.

Boardmember Durkan commented on this motion and Motion No. M2018-118. She appreciates that these actions need to be done in close coordination with law enforcement in all the jurisdictions. It is important that both the King County Sheriff's services and the Securitas services coordinate on fare enforcement so that it is consistent with policies and recommendations that have been made. She asked that the contract have a paragraph that gives the Board the right to make sure the standards for use of force by any officer are consistent with the highest level of use of force policies in the state.

Mr. Rogoff stated that as King County Sheriff deputies, the Sound Transit officers are subject to the identical restrictions that would apply to any King County Sheriff deputy. Should standards change, the officers would be subject to the same as all King County Sheriff deputies.

Boardmember Uptegrove asked if the same restrictions would be in the Securitas Security Services contract. Mr. Ken Cummins, Director of Public Safety, responded that the current contract has provisions that the security provider follows Sound Transit policy. Sound Transit has a use of force policy and the private security firm is responsible and contractually obligated to follow the agency policy.

It was moved by Boardmember Roberts, seconded by Vice Chair Marchione, and carried by unanimous vote that Motion No. M2018-117 be approved as presented.

Motion No. M2018-118: Authorizing the chief executive officer to execute a five-year contract with one two-year option to extend and one one-year option to extend with Securitas Security Services USA, Inc. to provide public safety and security services in the amount of \$158,550,865 with an 8% contingency of \$12,684,069 for a total authorized contract amount not to exceed \$171,234,934 plus applicable taxes.

Paul Roberts, Operations and Administration Committee Chair, stated that the committee received a presentation on this action at the October meeting. This contract would provide public safety and security services for all Sound Transit-owned and operated facilities in King, Pierce, and Snohomish counties including all administrative offices and maintenance facilities. Public safety and security functions are also provided onboard for Sounder, Link, and Tacoma Link services.

This contract includes estimated service hours for the additional services needed for the Downtown Seattle Transit Tunnel, Northgate Link Extension, Eastlink Extension, Federal Way Link Extension, and Lynnwood Link Extension to include post-substantial completion and pre-revenue security services.

It was moved by Boardmember Roberts, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-118 be approved as presented.

Resolution No. R2018-38: 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 Downtown Redmond Link Extension.

Capital Committee Chair Balducci stated that this action authorizes the acquisition of 23 parcels – 1 full and 22 partial. The action also authorized the clearing of title to portions of the corridor known as the Redmond Central Connector. There is one business relocation anticipated on one parcel. The parcels are located in the city of Redmond. This action would complete around 98 percent of the properties needed for the Downtown Redmond Link Extension.

It was moved by Boardmember Balducci, seconded by Vice Chair Marchione, and carried by unanimous vote that Resolution No. R2018-38 be approved as presented.

Resolution No. R2018-39: 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.

Claudia Balducci, Capital Committee Chair, state that this action authorizes the acquisition of all or portions of two parcels. The parcels are located in the city of Shoreline and relocation activities are not anticipated on the identified parcels.

The committee noted that there have been many actions to acquire property for the Lynnwood Link Extension. Greg Sancewich, Senior Real Property Agent, advised the committee that there is one remaining property to acquire for the project.

It was moved by Boardmember Balducci, seconded by Vice Chair Marchione, and carried by unanimous vote that Resolution No. R2018-39 be approved as presented.

Motion No. M2018-127: Authorizing the chief executive officer to execute a contract with Aronson Security Group to provide security and protection products, services, and maintenance for a total authorized contract amount not to exceed \$750,000, plus applicable taxes.

Vice Chair Lucas stated that this action the following report are related. He asked staff to give the report first, and then the Board will take action on Motion No. M2018-127.

Moises Gutierrez, Deputy Executive Director Design & Engineering; Bruce Polnicky, Facilities and Asset Control Director; and Julie Montgomery, Architecture & Art Director, presented the staff report. The proposed contract allows for the purchase and installation of an antenna for the public safety radio system, CCTV cameras, access controlled systems, door and gate holders, control panels, as well as testing and commissioning of the products. This work will allow Sound Transit to install improvements to the back-of-house stairs at the University of Washington Station and Capitol Hill Station so customers may use these at all times.

It was moved by Boardmember Roberts, seconded by Boardmember Keel, and carried by unanimous vote that Motion No. M2018-127 be approved as presented.

Update on the Conveyances and the Cost Benefit Analysis

Moises Gutierrez, Deputy Executive Director Design & Engineering; Bruce Polnicky, Facilities and Asset Control Director; and Julie Montgomery, Architecture & Art Director, gave the presentation.

Sound Transit recognizes that the conveyance issue is important and is working to resolve this for its customers. The University Link Extension opened in 2016, and the escalators at University of Washington Station have underperformed to the agency's expectations. The lack of stairs has made the

problem worse, leading to multiple occasions where customers have had to line up for limited elevator space to either enter or exit the station. This is unacceptable and customers deserve better.

Even though University of Washington (UW) and Capitol Hill Stations have similar escalators and are of a similar age, shutdowns at University of Washington Station are 4.5 times more frequent than at the Capitol Hill Stations. While the total down time is low, the frequency of shutdowns continues to be unacceptable. The UW Station shutdowns have required intensive maintenance and unsustainable costs at more than 3.6 times that of the Capitol Hill Station and has resulted in the need to pay an escalator technician to be onsite 14 hours per weekday.

Over the past several months, staff has studied all potential options, including ongoing maintenance vs. complete replacement. A Total Cost of Ownership analysis was completed and resulted in a determination that it is cost-effective and prudent to replace all 13 University of Washington Station escalators with heavy-duty escalators with a goal of completion by 2022. In the meantime, upgrading the stairs to be full-time stairs and making a new connection at the sub mezzanine level will largely eliminate the problem of queueing for the elevator to access the station during breakdowns. In addition to the upgrades at the UW Station, the Capitol Hill Station will receive upgrades to make the stairs available for public use.

The U District Station, part of the Northgate Link Extension., was similarly designed to the UW Station and Capitol Hill Stations with dependence on escalators and elevators. A change order has been issued to install public stairs at the one level that does not already have stairs. This work will be completed within the project budget and available on opening day. The new standards will apply to all future Link light rail stations.

Vice Chair Lucas asked whether the escalators would all be replaced at the same time and the length of time to complete. Mr. Polnicky responded that the project is currently in the conceptual stage. Staff will work with the industry to determine a construction plan that is achievable and minimizes the impacts to customers and operations.

Boardmember Balducci stated her appreciation for the transparency and the plan going forward. What has been notable is the frequency of the breakdowns and the fact that there is no way to get out of the station when they are down. She is pleased to see plans for opening stairwells. She understands that this is a risk, but she would like to get on record her desire to allow people to walk up an escalator if it is stopped.

REPORTS TO THE BOARD

Vice Chair Lucas announced that the Tacoma Down Link Extension and the West Seattle and Ballard Link Extensions reports would be postponed to a future meeting.

REPORTS TO THE BOARD

None.

OTHER BUSINESS

None

NEXT MEETING

Thursday, November 15, 2018

1:30 p.m. to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 4:57 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on December 20, 2018 JE