



Summary Minutes

Board Meeting
February 28, 2019

Call to order

The meeting was called to order at 1:38 p.m. by Chair Marchione in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chairs
(P) John Marchione, City of Redmond Mayor	(P) Kent Keel, City of University Place Mayor (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Joe McDermott, King County Council Chair
(P) David Baker, City of Kenmore Mayor	(P) Dylan Counts, WSDOT Secretary Alternate
(P) Claudia Balducci, King County Councilmember	(P) Kim Roscoe, City of Fife Mayor
(P) Dow Constantine, King County Executive	(P) Dave Somers, Snohomish County Executive
(A) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Councilmember
(P) Jenny Durkan, Seattle Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Dave Earling, City of Edmonds Mayor	(P) Victoria Woodards, City of Tacoma Mayor
(P) Rob Johnson, Seattle Councilmember	

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

Report of the Chair

Board members on the phone

Chair Marchione stated that Boardmembers von Reichbauer and Woodards have asked to attend the meeting by phone. He said the new board rules allow the chair to approve requests to participate by phone for up to 25 percent of the Board members, and he has approved the requests by Boardmembers von Reichbauer and Woodards.

Welcome Kimberly Farley

Chair Marchione welcomed Deputy CEO Kimberly Farley who was filling in for CEO Rogoff. He stated that Ms. Farley has been with the agency since July 2018. She has previous experience with WSDOT working on major capital projects, and as a consultant working for multiple companies on megaproject delivery.

House and Senate Testimony

Chair Marchione stated that earlier this week he was in Olympia on behalf of the Sound Transit Board testifying to the House and Senate Transportation Committees. Both committees held hearings on bills that would alter Sound Transit collections of Motor Vehicle Excise Tax, a proposal that would make the Sound Transit Board of Directors directly elected, and on the Eyman Initiative 976. His testimony focused on support for keeping the Sound Transit's finance plan whole if the Legislature decides to

change the agency's MVET collections. He will continue to keep the Board apprised as these proposals move through the Legislative process.

Deputy CEO Report

Market Conditions

Deputy CEO Farley stated that at the February 14, 2019, System Expansion Committee meeting, Ken Simonson, Chief Economist for the Associated General Contractors of America, gave a briefing on Market Conditions.

Although the System Expansion planning is still early in the 25-year plan, the environmental process has begun for several ST3 projects. While going through this process, staff is collecting many types of information for comparative purposes in order to inform the tradeoffs between alternatives and to enable the Board to decide which alternatives should be advanced for further study.

Since Sound Transit is years away from establishing budgets for the projects, this work is done solely for comparative purposes and it is not to predict the final costs. With so little design work completed, it would be impossible at this stage to predict the final costs.

The plan is to continue to advance the projects to learn more about them through additional engineering and environmental review while monitoring the changing market conditions. As always, staff recommends being diligent in applying scope control and looking at the alternatives relative to the ST3 voter-approved plan.

External Engagement

The agency has a lot of outreach and external engagement going on all across the region.

East Corridor. The Bus Rapid Transit (BRT) projects have recently completed their final Elected Leadership Group (ELG) meetings for Phase 1 of project development, culminating with recommendations to the System Expansion Committee on project refinements to carry into environmental review this spring. This week, staff updated the Bellevue City Council on East Link construction progress, as well as the Bellevue Downtown Association on the plans for BRT on I-405, along with WSDOT. Staff recently updated the Sammamish City Council on the first phase of the North Sammamish Park-and-Ride project. Looking ahead to March, the BRT team is planning a joint workshop with WSDOT and the City of Bothell to address the connection of the two BRT lines in the Bothell area.

Looking at next year, staff is starting now with outreach and communications related to Connect 2020, the work Sound Transit will do in the Downtown Seattle Transit Tunnel to connect the East Link line to the operating line.

South Corridor. The cities of Federal Way and SeaTac have approved transit way agreements for the Federal Way Link Extension project. These agreements were recommended by the System Expansion Committee and are on today's agenda. For the Tacoma Dome Link Extension, the ELG met last week and the Stakeholder Advisory Group (SAG) will meet next month. As the agency prepares for the environmental work for the project this spring, staff will be in front of city councils and community groups on the alternatives to advance into the environmental process.

Last week, staff started a formal environmental process for a Link Operations & Maintenance base in the south corridor by inviting public comment. The comment period will remain open until April 1, 2019.

Central Corridor. The SAG and ELG for the West Seattle and Ballard Extensions will be meeting this spring in preparation for making recommendations to the Sound Transit Board on a preferred alternative and other alternatives to take into the environmental process. The project is in the formal scoping period

now with open houses across the city this week and next. In March, there will be community workshops in the Delridge and the Chinatown International District neighborhoods.

North Corridor: This week staff briefed the Shoreline Council on the BRT projects and hosted a construction open house in Shoreline regarding Lynnwood Link Construction. The agency will host construction open houses in Mountlake Terrace and Lynnwood in March and will provide a briefing to the Everett City Council in April. Earlier this week, the Mukilteo City Council was briefed on Sounder access projects for Mukilteo and Edmonds.

Public comment

Alex Tsimerman

Dennis Noland

Paul W. Locke

I.J. Eustaquio

Consent agenda

Minutes: December 20, 2018, Board of Directors meeting

Minutes: January 24, 2019, Board of Directors meeting

Voucher Certification: January 2019

Motion No. M2019-15: Authorizing the chief executive officer to execute a Development Agreement with the City of SeaTac for the Federal Way Link Extension.

Motion No. M2019-16: Authorizing the chief executive officer to execute a Transit Way Agreement with the City of SeaTac 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. M2019-17: Authorizing the chief executive officer to execute a Transit Way Agreement with the City of Federal Way 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.

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

Business items

Motion No. M2019-06: Directing the chief executive officer to implement the Sustainability Plan 2019 Update.

Vice Chair Roberts reported on the action. The Executive Committee received a staff report on this action at its February meeting. This action was deferred from the January Board agenda, as Board members requested more discussion time. The Executive Committee voted unanimously to recommend this item for consideration with a do-pass recommendation.

The committee was satisfied that outreach on the Sustainability Plan was provided by staff and that there will be subsequent opportunities for stakeholder engagement as specific implementation strategies for each of the goals are developed. The committee discussed the importance of sustainability as an important issue for the agency and the region and asked for more regular updates and opportunities for Board engagement and leadership.

The updated plan includes refinements to the plans long-term goals. An addition was made to the plan for new short-term goals with a focus on achieving carbon-free operations for facilities and fleets, establishing the agency's equity initiatives, and building out the agency's access and TOD programs.

Vice Chair Roberts stated that endorsing this plan still allows staff to return to the Board next year to propose refined greenhouse gas emissions goals after the completion of Battery Electric Bus studies for BRT and ST Express.

Boardmember Balducci mentioned that she has asked staff to provide occasional reports to the Board about the progress of meeting the sustainability goals.

Deputy CEO Farley mentioned that the discussion on the Sustainability Plan update at Executive Committee is an example of why the Board committees were restructured. Sustainability staff currently provide the Board with an update on the previous year's progress in the spring timeframe after collecting and analyzing the previous year's data. In light of the Executive Committee's discussion, staff is proposing to add an additional briefing in the fall to provide a progress report on plan implementation.

It was moved by Vice Chair Roberts, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2019-06 be approved as presented.

Resolution No. R2019-02: (1) Incorporating \$126,351,394 in ST3 1% for art funds as defined in the voter-approved ST3 system plan into existing art budgets by (a) increasing the authorized project allocation to date for the STart program by \$111,933,977 and (b) increasing the authorized project allocation to date for the STart Operations and Maintenance program by \$14,417,417; and (2) increasing the 2019 Annual Budget in the STart program by \$200,000 for ST3 art spending in 2019.

Vice Chair Roberts stated that the Executive Committee received a presentation on this action at their February meeting. The ST3 system plan approved by voters in 2016 included one percent for art as a project element for each ST3 system expansion project. The Sound Transit art policy calculates one percent for art from construction costs, excluding tunneling, design, and some other exclusions.

This action incorporates ST3 art funds into the STart program budget, which was established in 1998 with Sound Move and was increased by the Board in 2010 with ST2 project funds. This action also incorporates a portion of the ST3 art funds into the STart Operations and Maintenance program to maintain agency art work.

The STart ST3 Lifetime Budget Allocation will cover the costs of creating artwork in the capital projects planned to be built between 2019-2041, which includes artwork planning, design, engineering, labor, fabrication, and installation; staff and support costs; and maintenance of the completed pieces.

The ST3 Lifetime Budget Allocation for art maintenance will be increased to 12 percent to support the increased size of the art collection to be maintained, the overall age of the collection, and the increased geographical separation of the art collection as additional segments and stations are added.

Vice Chair Keel commented that the committee had a good discussion on this action. He stated at the Executive Committee his hope that the agency will open its mind on how to apply the funds for art. There have been examples of incorporating art into an aspect that is needed, such as a railing or bench. He would like the art to be useful and functional.

It was moved by Vice Chair Roberts, seconded by Vice Chair Keel, and carried by unanimous vote that Resolution No. R2019-02 be approved as presented.

Resolution No. R2019-03: Adopting the Puyallup Station Parking and Access Improvements project baseline schedule and budget by (a) increasing the authorized project allocation to date by \$67,325,000 from \$11,775,000 to \$79,100,000, (b) increasing the annual project budget by \$6,690,000 from \$2,498,000 to \$9,188,000; and (c) establishing an open for service date of February 2022.

Boardmember Balducci stated that the System Expansion Committee reviewed the action at their February meeting and unanimously recommends its approval. This action adopts the baseline schedule and budget for the Puyallup Station Parking and Access Improvements projects.

In 2016, the Board selected the improvements to be built. The project scope elements include a new parking garage with up to five levels of parking and a minimum of 500 parking spaces; expanded surface parking; a pedestrian bridge over 5th Street; and bicycle and pedestrian improvements. The project is scheduled to open for service by February 2022.

The Committee had a good discussion about the desirability of integrating parking garages into the surrounding community. The Puyallup garage is a design-build project that will enable Sound Transit to evaluate bidders based on their architectural treatment as well as other factors. Boardmember Balducci stated that she will be working with staff to plan future discussions about where there may be opportunities to partner with the private sector to deliver parking facilities that are not standalone garages.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2019-03 be approved as presented.

Motion No. M2019-13: Authorizing the chief executive officer to execute a construction contract with Skanska Constructors L300, a Joint Venture between Skanska USA Civil West California District, Inc., and Skanska USA Buildings, Inc., to provide Heavy Civil General Contractor/Construction Manager construction services for early work on the NE 200th Street to Lynnwood Transit Center segment early construction work within the Lynnwood Link Extension in the amount of \$56,886,631, with a 7% contingency of \$3,982,064, for a total authorized contract amount not to exceed \$60,868,695.

Boardmember Balducci stated that the System Expansion Committee reviewed this action at the February meeting and unanimously recommends its approval. The action is for the Heavy Civil General Contractor/Construction Manager to perform early work on the NE 200th Street to Lynnwood Transit Center segment of the Lynnwood Link Extension.

The primary purpose of this work is to prepare the corridor for the main civil construction package involving the guideway, stations, and garages, and to take advantage of the 2019 civil work season to maintain the project schedule. This early work package is the first of three packages for this contract that are planned to be awarded to Skanska Constructors L300 JV. Subsequent work packages will include guideway, structures, trackwork, stations, garages, and roadway work. The remaining work packages will be negotiated at a later date as the design is finalized and will be brought to the Board in future contract amendment requests.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2019-13 be approved as presented.

Motion No. M2019-14: Authorizing the chief executive officer to modify the contract with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil design services during construction for the Lynnwood Link Extension in the amount of \$23,464,459, with a 10% contingency of \$2,346,446 totaling \$25,810,905 for a new total authorized contract amount not to exceed \$132,375,879.

Boardmember Balducci spoke to the action. The System Expansion Committee reviewed this action at the February meeting and unanimously recommends its approval.

The modification will allow Sound Transit to retain the Lynnwood Link Extension's engineer/architect of record for the civil final design work during the construction stage of the project and will fund design services during construction through completion of the civil construction anticipated for October 2023.

Design support services during construction was anticipated and included in the original contract as an option, but was not funded as part of the original contract award. This action will fund design support services.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2019-14 be approved as presented.

Resolution No. R2019-04: 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 Sumner Station Parking and Access Improvements Projects.

Boardmember Balducci stated that the System Expansion Committee reviewed this action at the February meeting and unanimously recommends its approval. This action authorizes the acquisition of 7 parcels for the Sumner Station Parking and Access Improvements project. The parcels are located in the City of Sumner and relocation activities are not anticipated on the identified parcels.

Boardmember Johnson stated that while he supports the idea of improving access, he wants to be sure that Sound Transit is not designing large parking lots that will sit unused. There may be opportunities to think about joint development in some of these locations. He urged staff to work with local governments and the design team to think about public space activation.

Boardmember Balducci suggested that staff look for a way to use the project to honor former City of Sumner Mayor and Sound Transit Boardmember Dave Enslow.

It was moved by Boardmember Balducci, seconded by Boardmember Backus, and carried by unanimous vote that Resolution No. R2019-04 be approved as presented.

(Boardmember Constantine arrived at this time.)

Resolution No. R2019-05: Authorizes 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 potential parking garage for the Auburn Station Parking and Access Improvements project.

Boardmember Balducci spoke to the item. The System Expansion Committee reviewed this action at the February meeting and unanimously recommends its approval. The Auburn Station Parking and Access Improvements project is currently the conceptual engineering phase to build a parking facility with over 500 new parking spaces and access improvements.

The preferred site location was identified by the Board in November 2017. This action authorizes the early acquisition of property rights for three contiguous properties. The agency is requesting early acquisition in order to secure its ability to use the properties for the project without the developer investing additional resources to exercise its development rights.

The parcels are located in the City of Auburn. Sound Transit staff met with the Auburn City Council on January 28, 2019, to inform them of the acquisition process.

Boardmember Backus advised the Board that as the Mayor of Auburn, she spoke with legal staff from the City of Auburn and Sound Transit. It was determined that she does not need to recuse herself from the vote, but she wanted to bring this up to the Board prior to the vote. There were no objections from Board members.

It was moved by Boardmember Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2019-05 be approved as presented.

Motion No. M2019-18: Appointing Lawrence R. Sauv  and Daniel Parker to the Citizen Oversight Panel for a term of four years beginning March 1, 2019, and expiring February 28, 2023, and appointing Daniel Santon to the Citizen Oversight Panel for a term of four years beginning May 1, 2019, and expiring April 30, 2023.

Boardmember Constantine thanked all of the applicants who applied to serve on the Citizen Oversight Panel (COP) He stated his support of Lawrence Sauv , Daniel Parker, and Daniel Santon to serve on the COP. Mr. Sauv  brings knowledge of government processes, public facilities and services, and policy development. Mr. Parker previously served on the Sound Transit Performance Audit Committee and brings knowledge of business management, engineering, public policy, construction management, government processes, and financial management. Mr. Santon has been a King County Metro employee for many years and brings with him considerable knowledge of business management and government processes.

Boardmember Upthegrove stated his support of Mr. Santon and added that he is civically active in the community and will be a good addition to the COP.

It was moved by Boardmember Constantine, seconded by Boardmember McDermott, and carried by unanimous vote that Motion No. M2019-18 be approved as presented.

Reports to the committee

Hilltop Tacoma Link Extension

Madeleine Greathouse, Project Director, provided an update of the Hilltop Tacoma Link Extension project. The project is a 2.4 mile extension that continues from the current alignment terminus at 9th and Commerce in Tacoma. The extension continues to Stadium Way and through the Stadium District, then heads west on Division Avenue before going south on Martin Luther King, Jr. Way (MLK Way), and terminates at South 19th. There will be seven new stations, five new vehicles, and an expansion of the Operations and Maintenance Facility (OMF).

Groundbreaking for the project was in December 2018. The work underway includes heavy utility work to relocate a few miles of the city's storm, sewer, and water lines as part of the project. The first vehicle will be delivered in the 4th quarter of 2020, which coincides with the completion of the OMF expansion.

During planning and design, staff heard from the community that did not want to lose the street parking. The stations are in the center of the streets with the trains running in the street with traffic. There are four traction power substations located along the alignment. Community outreach to affected businesses and residents is being done daily. Staff spends time listening, responding, and acting on community concerns. The community is very engaged and patient.

Key issues and challenges include maintaining a high level of safety awareness and accident prevention; unidentified utilities; impacts to operations/cutovers; public outreach during construction; and third party utility coordination.

Vice Chair Keel thanked Ms. Greathouse and her team for the work they are doing on the project. He is aware that the community is engaged and brings attention to concerns immediately. The community is passionate about that part of town, their businesses, and their homes.

Boardmember Woodards expressed her appreciation to staff for the outreach they have done in Tacoma and for being so responsive. Any time she receives a call about an issue, Sound Transit staff has responded quickly. Overall, she has heard nothing but good comments about staff responsiveness.

West Seattle and Ballard Link Extensions – Level 3 Results

Cathal Ridge, Executive Corridor Director PEPD, and Don Billen, Executive Director PEPD, presented the Level 3 results for the West Seattle and Ballard Link Extensions. There has been a lot of external engagement for this project including open houses, neighborhood forums, Stakeholder Advisory Group

(SAG), Elected Leadership Group (ELG), and the Sound Transit Board. The Environmental Impact Statement (EIS) scoping period begins February 15, 2019.

The EIS scoping period is the start of the federal environmental review process. This is a formal 30-day public comment period on the scope of the EIS to determine what alternatives to study, what topics to study, and to receive public feedback on the purpose and needs of the project. This information will help inform the Board's decision on what to study in the EIS. At the February ELG meeting, staff heard great interest in making sure staff continues to be proactive with outreach in the International District and the Pioneer Square communities. These communities have historically suffered from disparate transportation impacts. The project team has been working closely with those communities and stakeholders. This week a formal request was received to extend the scoping comment period. Earlier today, staff received a copy of a letter Mayor Durkan sent to the Federal Transit Administration (FTA) requesting a 15-day extension. Staff acknowledged how important it is to engage with the neighborhoods and appreciate that both letters reflected a commitment to remain on the May schedule for Board action. Staff is in the process of consulting with the FTA on how to respond to those requests to ensure both the community needs and the project schedule are met.

Over the past year, staff has heard interest in adding additional project elements. These additions would require third-party funding. Staff has asked the SAG and ELG to identify two preferred alternatives, one with third-party funding and one without.

The ST3 Representative Project was included in the ST3 plan. The West Seattle Link Extension includes stations at Stadium, SODO, Delridge, Avalon, and Alaska Junction. The extension is elevated and includes a high-level fixed bridge over the Duwamish Waterway Crossing. The Ballard Link Extension includes six tunnel stations at the International District/Chinatown, Midtown, Westlake, Denny, South Lake Union, and Seattle Center. The extension then transitions to an elevated structure with stations at Smith Cove, Interbay, and Ballard and a moveable bridge over the Ship Canal.

Alternative #1 is called the West Seattle Elevated/C-ID 5th Avenue/Downtown 6th Avenue/Ballard Elevated Alternative. This alternative has some design options in the Chinatown/ID for a deep or shallow station. The differences in this alternative from the ST3 Representative Project include the orientation of the Alaska Junction station to be north/south, the Delridge Station would be located further south, the track would be at grade along the E-3 Busway instead of elevated, the Chinatown/ID area would have a bored or mined tunnel at 5th Avenue, there would be a 6th Avenue alignment through downtown, the alignment would follow Terry and Mercer through the South Lake Union area, the Smith Cove Station would be nearer to Galer Street, the Interbay Station would be at 17th and Thorndyke, and crossing the Ship Canal would be a high-level fixed bridge at 14th Avenue.

Alternative #2 is called the West Seattle Tunnel/ C-ID 4th Avenue/Downtown 5th Avenue/ Ballard Tunnel Alternative. There are design options in this alternative. In the Junction Station there are three possible tunnel station options, in the Chinatown/ID area there are cut-and-cover and mined station options, and in Ballard there are two station options. The differences in this alternative from the ST3 Representative Project include in the Junction area there are tunnel options on 41st Avenue, 42nd Avenue, and 44th Avenue; the Delridge Station would be further south and west; the Duwamish crossing with be to the north; the E-3 Busway would be at grade; in the Chinatown/ID area station options would be on 4th Avenue instead of 5th Avenue and would be cut-and-cover or mined; the South Lake Union Station would be on Harrison; the Interbay Station would be at 17th and Thorndyke; and in Ballard there are options for tunnel stations on 14th Avenue and 15th Avenue.

The evaluation criteria is consistent on all levels and is measured against 50 quantitative and/or qualitative measures. All alternatives are rated for performing lower, medium, and higher. Included in the evaluation are comparative estimates for end-to-end alternatives using consistent methodology based on limited conceptual design.

The alignments presented do not necessarily have to be exactly as they are defined when moving into the EIS process. It may be decided to mix and match the better elements of one alternative with another alternative to get the best overall option for performance.

The next steps in the process include presenting the EIS scoping at open houses and neighborhood forums. The feedback will be presented to the ELG and SAG so they can form their recommendations in April. Staff will return to the Board in May to identify the preferred alternative and other EIS alternatives.

Boardmember Johnson commented that Board members have been sitting on different ELGs. Over the past year and a half, there has been good progress. The fact that it is now down having a planning discussion on just two stations, the International District and Delridge, is a reflection of the amount of work that has been done by staff, SAG, and ELG.

Boardmember Somers mentioned that he has been participating with the ELG. He supports moving forward with several alternatives. As a representative of an area at the end of the line, it will be important to have parameters and definition about what third-party funding alternatives as the process moves forward.

Boardmember McDermott thanked Board members who serve on the ELG with him. In previous projects, the Board has gone forward with up to 12 alternatives into a draft EIS. He believes that with this alignment, the Board will be looking at 2 to 3 alternatives. He agrees that there will need to be continued conversations about how to meet financial obligations.

Executive session

None.

Other business

None.

Next meeting

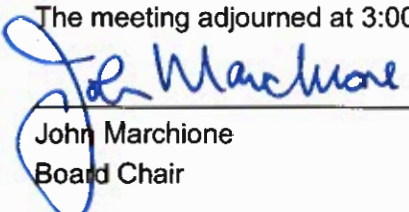
Thursday, February 28, 2019, 1:30 to 4:00 p.m.

Ruth Fisher Boardroom

Adjourn


A motion to adjourn was moved by Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote.

The meeting adjourned at 3:00 p.m.



John Marchione
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on March 28, 2019, JE