

Sound Transit

Board Meeting Summary Minutes May 14, 1998

Call to Order

Board Vice Chair Paul Miller called the meeting to order at 2:45 p.m. The meeting was held in the Summit Room of the Mountaineers Building, 300 Third Avenue West, Seattle, Washington.

Roll Call

Chair

(A) Bob Drewel, Snohomish County Executive

Vice Chairs

(P) Paul Miller, City of Tacoma Councilmember

(P) Greg Nickels, King County Councilmember

Board Members

(P) Sarah Casada, Pierce County Councilmember

(A) Ann Davis, City of Lakewood Councilmember

(A) Dave Earling, City of Edmonds Councilmember

(P) Mary Gates, City of Federal Way Councilmember

(P) Jane Hague, King County Councilmember

(A) Ed Hansen, City of Everett Mayor

(P) Richard McIver, City of Seattle Councilmember

(A) Rob McKenna, King County Councilmember

(P) Sid Morrison, WSDOT Secretary

(P) Dave Russell, City of Kirkland Councilmember

(A) Paul Schell, City of Seattle Mayor

(P) Ron Sims, King County Executive

(P) Cynthia Sullivan, King County Councilmember

(A) Doug Sutherland, Pierce County Executive

(A) Jim White, City of Kent Mayor

Marcia Walker, Board Administrator, indicated a quorum of the Board was not yet present at roll call.

The following Board members arrived after roll call:

Ron Sims, King County Executive

Cynthia Sullivan, King County Councilmember

Public Comment

The following individuals presented comments to the Board:

Mr. Ron Lamb, Tukwila

Mr. Philip Grega

Comments are on file with the Board Administrator.

Report of the Chair

Mr. Miller reported that he would chair the meeting in Chair Drewel's absence. Mr. Drewel, along with Board members Earling, McKenna, Schell and Sutherland, and Executive Director Bob White were included in the Seattle Chamber of Commerce's delegation meeting in Washington, D.C. Mr. Paul Matsuoka was the acting Executive Director in Mr. White's absence.

Mr. Miller indicated that the Board would convene an executive session as the last item prior to adjournment to discuss Sound Transit's long-term headquarters.

Executive Director Report

None.

Draft Specifications for Sounder Commuter Rail Automatic Fare Vending Machines

Ms. Betty Laurs, Sounder Product Development Manager, provided background on the topic. In November staff initiated discussions with the Board to solicit input into selection of fare vending equipment. The issues covered included different fare collection equipment in use, basic criteria for any system and types of equipment available. The Board expressed a desire that the machines be flexible and adaptable for future fare policies for Link and Sounder, and that they be compatible with the use of Smart Cards. It was decided the specifications would be developed on a zone-based, barrier free method. Staff understood it would be making no presumptions about the fare policy or fare level; those decisions would be made by the Board in the future.

Ms. Laurs indicated that staff hired the consulting firm of Booz-Allen & Hamilton to develop the specifications. She announced that staff would seek approval to release the RFP for the fare vending machines on May 28.

Ms. Laurs and Mr. Les Durant, LRT Systems Engineering Manager, gave a slide presentation to the Board (copy on file).

(Board member Sullivan arrived at this time.)

Presentations from Local Jurisdictions on Central Link Light Rail Route Alternatives

Mr. Calvin Hoggard, SeaTac City Manager, and Mr. Alan Ekberg, Chair of the Transit Technical Advisory Committee for Tukwila, presented comments to the Board on the central link light rail alternatives. A copy of their comments is on file with the Board Administrator.

Motion No. M 98-40 - Confirming the most promising route alternatives to be included in the Central Link LRT Draft Environmental Impact Statement (DEIS) and during conceptual design for 1998

It was moved by Mr. Nickels and seconded by Mr. Russell that Motion No. M98-40 be approved as presented.

Mr. Paul Bay, Director of Link Light Rail, and Ms. Valerie Rosenkrantz, Link Project Development Manager, gave a slide presentation to the Board. Mr. Bay stressed the importance of meeting the project schedule, which calls for the issuance of a DEIS in November, in order to obtain federal funds.

Ms. Rosenkrantz explained that Motion No. M98-40 would confirm the most promising route alternatives for further study for the Central Link Light Rail route, both for purposes of conceptual engineering and the DEIS. She indicated that the motion is not required by the federal or state governments, but that it does represent an important milestone.

Mr. Bay noted that some alternatives had been brought forward fairly recently that have difficult technical challenges, but they have some promise and community support. Since there has not been sufficient time to fully evaluate those alternatives, staff suggested they be held for further study. Those alternatives would then be brought back to the Board in the next 30 to 60 days to determine whether they would be included in the DEIS or be eliminated from further consideration.

Ms. Rosenkrantz outlined the proposed alternatives by segment:

Segment A: Northgate to University District

- ◆ Route A1: Tunnel under Roosevelt District
- ◆ Route A2: Elevated by I-5 in Roosevelt District

Segment B: University District to Westlake Station

- ◆ Route B1: First Hill/Capitol Hill
- ◆ Route B2: Seattle Center/South Lake Union

Segment C: Westlake Station to South McClellan Street

- ◆ Route C1: E3 Busway/Beacon Hill Tunnel:
- ◆ Route C2.3: I-90 Roadway/Rainier Avenue At-Grade and Elevated
- ◆ Route C2.4: I-90 Roadway/Rainier Avenue Tunnel
- ◆ For Study Only: North Beacon Hill/Massachusetts Street

Segment D: South McClellan Street to Boeing Access Road

- ◆ Route D1.1: MLK Jr. Way South to Boeing Access Road At-Grade:
- ◆ Route D1.2.1: MLK Jr. Way South to Boeing Access Road Elevated and At-Grade
- ◆ Route D3.3.1: West of Rainier Avenue South to Columbia City to MLK
- ◆ Route D3.3.2: Columbia City to MLK via 37th Avenue S. Underground
- ◆ For Study Only: Columbia City to MLK via Alaska: underground.
- ◆ For Study Only: Potential Additional Stations: a) Second station to serve Rainier Valley Square/Genesee/Columbia City areas; and b) station at S. Graham Street.

Segment E: Tukwila

- ◆ Route E1.1 and E1.2: Pacific Highway (At-grade or Elevated)
- ◆ Route E2: Interurban Avenue
- ◆ Route E3: Martin Luther King Jr. Way

Segment F: SeaTac

- ◆ Route F1: International Boulevard/At Grade in the Median
- ◆ Route F2: West of Washington Memorial Park, City Center, 28th/24th Avenue South: For Study Only
- ◆ Route F3: West side of International Boulevard, Airport Terminal, 28th/24th Avenue South

Mr. Bay and Ms. Rosenkrantz outlined the next steps, including outreach efforts to potentially affected property owners as well as non-English speaking communities.

Mr. Nickels referred Board members to a substitute motion he was proposing (copy on file). He suggested that the items included "for study only" be clarified to state that the final determination as to whether or not these alternatives be carried into the DEIS will be made in the next 30 to 60 days.

In addition, Mr. Nickels noted that he chaired the two public hearings on the topic and heard the people in Columbia City saying they want an underground alignment studied in the DEIS. There were two suggested for further study. Mr. Nickels' substitute motion suggests the 37th Avenue alternative be included as D3.3.2 instead of the Alaska profile. The Alaska profile, in turn, would be included for study only.

Mr. Miller restated the amendments proposed by Mr. Nickels:

The first paragraph of the Motion be amended to indicate that options noted "for study only," are recent proposals currently undergoing engineering and environmental analysis, for feasibility and may be carried into the DEIS;

Route D3.3.2. would be included for study only, and the Columbia City to MLK via Alaska, underground, option would be removed.

With regard to Route F3, Mr. Nickels stated that Sound Move calls for a station in the airport terminal itself or just outside the parking area to allow for a quick connection. When Sound Move was adopted, there were no plans for a north end terminal. Because the north terminal still doesn't exist, Mr. Nickels indicated he was uncomfortable with the language saying an elevated station would be provided at the north end terminal. Mr. Nickels' substitute motion proposes in the third line of the Route F3 language, the addition of the word "potential" when referring to the future elevated station, and the addition of the word "proposed" when referring to the North End Airport Terminal in the fourth line of the language.

(Board member Sims arrived at this time.)

Mr. Miller clarified the following changes proposed by Mr. Nickels in his substitute Motion No. M98-40: In the proposed language for Route F3: Add the word "potential" in the third line and add the word "proposed" in the fourth line.

Mr. Bay pointed out that in Segment F2 it is written for study only because of the uncertainty about the airport's plans for expansion of the terminal, but it does incorporate the language the City Manager suggested to the Board.

Mr. Nickels clarified that he would offer this language for inclusion in the motion without the words "for study only."

It was moved by Mr. Nickels and seconded by Ms. Gates that the substitute Motion No. M98-40 (printed on white paper) be approved as distributed (copy on file).

The motion to approve substitute Motion No. M98-40 was carried by the unanimous vote of all Board members present.

Mr. McIver distributed proposed amendments to Motion No. M98-40 on a yellow sheet (copy on file). He stated that the first amendment had been addressed by Mr. Nickels' substitute motion.

The second amendment would add a possible second station to serve overall Rainier Valley Square/Genesee/Columbia City area to the "include in DEIS" category (instead of "for study only" category):

Amend Route D3.3.1 to read:

"From an at-grade or elevated station near S. McClellan Street, this route crosses MLK Jr. Way S. (either at-grade or elevated) to a route approximately one-half block west of Rainier Avenue S. along an existing alleyway and acquired private right-of-way toward Columbia City. The route transitions west onto S. Alaska Street and then south into the median of MLK Jr. Way S. at-grade. One or two at-grade stations will serve the overall Rainier Valley Square/Genesee/Columbia City area. The route connects to Boeing Access Road with at-grade stations near S. Othello Street and near S. Henderson Street."

It was moved by Mr. McIver, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that substitute Motion No. M98-40 be amended as described above.

It was moved by Mr. McIver and seconded by Mr. Sims that substitute Motion No. M98-40 be amended as follows:

Amend Route D3.3.1 to read:

"From an at-grade or elevated station near S. McClellan Street, this route crosses MLK Jr. Way S. (either at-grade or elevated) to a route approximately one-half block west of Rainier Avenue S. along an existing alleyway and acquired private right-of-way toward Columbia City. After an at-grade station near S. Genesee Street, the route transitions west onto S. Alaska Street and then south into the median of MLK Jr. Way S. at-grade. It connects to Boeing Access Road with at-grade stations near S. Graham Street, near S. Othello Street, and near S. Henderson Street."

The motion to amend substitute Motion No. M98-40 was carried by the unanimous vote of all Board members present.

The motion to approve substitute Motion No. M98-40, as amended, was carried by the unanimous vote of all Board members present.

Consent Agenda

Minutes of February 12, February 16 and March 12, 1998 Board Meetings

It was moved by Mr. Morrison, seconded by Ms. Hague and carried by the unanimous vote of all Board members present that the Consent Agenda be approved as presented.

Public and Government Affairs Committee

Motion No. M98-31 - Adopting a visual design scheme for Sound Transit vehicles

It was moved by Ms. Sullivan, seconded by Mr. Russell and carried by the unanimous vote of all Board members present that Motion No. M98-31 be approved as presented.

Report of May 1, 1998 Meeting

Ms. Sullivan explained that the Board meeting was being filmed, because staff is initiating a video and cable access program to increase and maintain public awareness and provide current information about Sound Transit's progress.

Executive Committee

Report of May 1, 1998 Meeting

Mr. Miller reported that, in addition to taking action to recommend board approval of the items listed on the agenda, the Executive Committee:

- ◆ approved Board member travel to the American Public Transit Association (APTA) rapid transit conference in San Diego;
- ◆ discussed a resolution to establish procedures for revisions to Sound Move;
- ◆ approved Resolution No. R98-23, which will be before the Board at its next meeting; and
- ◆ reviewed the Commuter Rail Station Design Criteria Manual, which will be adopted by motion at a future meeting.

Resolution No. R98-18 - Authorizing the Executive Director to execute a Memorandum of Agreement with the City of Bellevue and King County for intergovernmental cooperation regarding the funding, design and construction of the Bellevue Transit Center

It was moved by Mr. Nickels, seconded by Mr. McIver and carried by the unanimous vote of all Board members present that Resolution No. R98-18 be approved as presented.

Motion No. M98-32 - Approving the submittal of the 1997 Annual Report and Six-Year Transit Development Plan 1998-2004 to the State Department of Transportation

It was moved by Mr. Nickels and seconded by Mr. McIver that Motion No. M98-32 be approved as presented.

It was moved by Ms. Gates, seconded by Mr. Sims and carried by the unanimous vote of all Board members present that page eight of the Six-Year Transit Development Plan be amended to strike the words "Star Lake or Other" in the list of project for 1999 and in the list of projects for 2000.

The motion to approve Motion No. M98-32, as amended, was carried by the unanimous vote of all Board members present.

Resolution No. R98-24 - Establishing a public records disclosure policy for Sound Transit

It was moved by Ms. Hague and seconded by Mr. Russell that Resolution No. R98-24 be approved as presented.

Mr. Nickels indicated that he raised a concern at the Executive Committee meeting, which had been forwarded, to his office by a citizen who was asked to sign a waiver before accessing information. The waiver states, "...I understand state law prohibits providing lists for commercial purposes," and asks the requestor to certify that lists will not be used for commercial purposes.

Mr. Nickels stated that he does not object to the requestor being asked to provide this certification only if the information requested might have commercial value.

The motion to approve Resolution No. R98-24 was carried by the unanimous vote of all Board members present.

Mr. Miller concluded his report by stating that the Committee also extended the time period allowed to receive bids on commuter rail cars to May 20.

Finance Committee

Report of May 7, 1998 Meeting

Mr. Nickels reported that the Committee would bring forward Resolution No. R98-23 to a future meeting as it requires a super-majority vote of the Board. The Resolution would amend Sound Move by taking \$2.5 million from the Lynnwood Transit park-and-ride lot and transferring it to the SR-99 improvement project. The Committee proposed criteria for changes to Sound Move but they have not yet been adopted by the Board. The Finance Committee is reviewing those criteria and reviewing changes in the interim for consistency with funding priorities.

In addition, Mr. Nickels reported the Committee approved the following expenditures per Resolution No. 78-1:

- ◆ a contract with Bruce Allen & Associates for appraisal services in an amount not to exceed \$1.5 million for the main contractor and \$300,000 for the subcontractor;
- ◆ a contract with Moss Adams for financial systems development in an amount not to exceed \$2.8 million with a contingency fund of \$423,000;

- ◆ an amendment of the contract with Adolfson Associates Inc., for the Tacoma to Seattle commuter rail environmental review, by increasing the amount of the contract by \$95,000; and
- ◆ a contract for environmental review, public involvement and preliminary design for the Overlake park-and-ride lot to HNTB for \$705,000, and for the Bellevue Transit Center to Entranco for \$1.2 million with a 10% contingency for each.

The Committee also reviewed the financial status report on operating expenses versus the budget in the first quarter of 1998, and found spending was well below the amount budgeted by February of this year. The Committee expressed concern because the budget is one tool for measuring the agency's progress. Staff believes the percentage will increase as additional staff is hired and additional contracts are awarded.

Other Business

None.

Next Meeting

The next Sound Transit Board meeting will be held on Thursday, May 28, from 2 to 5 p.m. at the Puget Sound Regional Council.

Executive Session


Mr. Miller indicated that the Board would convene an executive session for the purposes of discussing negotiations for headquarters location. Following that executive session, Mr. Miller stated that the Board would reconvene the business meeting to adjourn, taking no further action.

The Board convened executive session at 4:25 p.m.

The Board reconvened regular session and adjourned at 5:20 p.m.


Paul Miller
Board Vice-Chair

ATTEST:


Marcia Walker
Board Administrator