

**Central Puget Sound  
Regional Transit Authority - Sound Transit**

**August 13, 1998  
Board Meeting Summary Minutes**

**Call to Order**

Board Chair Bob Drewel called the meeting to order at 2:35 p.m. The meeting was held in the sixth floor conference room of the Puget Sound Regional Council, 1011 Western Avenue, Seattle, Washington

**Roll Call**

**Chair**

(P) Bob Drewel, Snohomish County Executive

**Vice Chairs**

(P) Paul Miller

(A) Greg Nickels

**Board Members**

(P) Ann Davis, City of Lakewood Councilmember

(P) Dave Earling, City of Edmonds Councilmember

(P) Dave Enslow, Pierce County Councilmember

(A) Mary Gates, City of Federal Way Councilmember

(A) 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

(P) Paul Schell, City of Seattle Mayor

(A) Ron Sims, King County Executive

(A) Cynthia Sullivan, King County Councilmember

(A) Doug Sutherland, Pierce County Executive

(P) Jim White, City of Kent Mayor

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

The following Board members arrived after roll call:

Richard McIver, city of Seattle Councilmember

Sid Morrison, WSDOT Secretary

Paul Schell, City of Seattle Mayor

**Public Comment**

None.

**Report of the Chair**

Mr. Drewel introduced Mr. Lovain, Denny Miller Associates, and praised his work in Washington D.C. on behalf of Sound Transit.

Mr. Lovain stated that the House and the Senate have passed their appropriations bills for fiscal year 1999. The Senate returns August 31, and the House will return on September 8. The Conference Committee has not yet been appointed, but will probably convene during the week of September 15.

Mr. Drewel stated that a quorum of the Board was anticipated by 3:00 p.m. and action items would be taken up at that time.

## Executive Director Report

Mr. Bob White advised the board that in their packets was a memo regarding the diversity program and describing the agency's conformance with the program to date (copy on file).

Mr. White introduced Ms. Betty Laurs, Product Development Program Manager for Sounder Commuter Rail. Ms. Laurs reviewed the preliminary results of the marketing segmentation study for Sounder (copy on file).

(Board member McIver arrived at this time.)

## Policy Issues for Discussion and Deliberation

### Contract Negotiations with Amtrak for Co-Use of King Street Vehicle Maintenance Yard

Mr. Drewel advised the Board that this item had been presented to the Board in the past and is intended for discussion only today.

Mr. Price stated that there is an opportunity to create a partnership with Amtrak and WSDOT for a co-use maintenance facility at the King Street maintenance yard. Sound Transit is being asked to fund part of the track work in order to use the facility. There has been \$43 million in 1995 dollars set aside for maintenance and layover facilities. Staff expects this particular component would be \$32 million.

(Board member Morrison arrived at this time.)

He discussed alternatives with the board.

## Consent Agenda Items

### Minutes of June 11, 1998 Board Meeting

The Board of the Central Puget Sound Regional Transit Authority does hereby approve the voucher certification for the period May 1 through May 31, 1998 totaling \$4,699,202.82

The Board of the Central Puget Sound Regional Transit Authority does hereby approve the voucher certification for the period June 1, through June 30, 1998 totaling \$2,492,305.68

The Board of the Central Puget Sound Regional Transit Authority does hereby approve the voucher certification for the period July 1, through July 31, 1998 totaling \$5,690,928.99

**It was moved by Mr. McIver, seconded by Mr. Russell and carried by the unanimous vote of all Board members present that the consent agenda be approved as presented.**

## Items for Discussion and Possible Action

Motion No. M98-56 - Authorizing the Executive Director to execute the interlocal agreement with King County Metro for early implementation of Sound Transit express bus service between Bellevue and Seattle on Route 226

Ms. Veronica Parker, Regional Bus Program Manager for Regional Express, stated that based on the success of the early implementation of service between Tacoma and Seattle, staff is encouraging early implementation of service in other subareas of Sound Transit's service area. Route 226 on the Eastside has been experiencing overcrowding in the afternoon peak period. Staff recommends the early implementation of service between Bellevue and Seattle beginning September 21, 1998.

**It was moved by Mr. Schell and seconded by Mr. White that Motion No. M98-56 be approved as presented.**

**It was moved by Mr. White and seconded by Mr. Earling that Motion No. M98-56 be amended to state that Sound Transit will be identified as funders of the service.**

Mr. Schell stated that he would vote against the motion, as amended, believing it would be confusing with two service providers identified.

Mr. White commented that the public wants to know that Sound Transit is doing something, and this is one small way of identifying where their tax dollars are going.

**The motion to approve Motion No. M98-56, as amended, was carried by the majority vote of all Board members present. (Mr. Schell voted in the minority.)**

Motion No. M98-58 - To establish policy for station/facility design issues common to all three Lines of Business with respect to Automated Teller Machines (ATMs), Bicycles, Passenger Amenities and Signage

Mr. Drewel advised that the issue of restrooms would be discussed at a later date.

**It was moved by Mr. Miller and seconded by Mr. White that Motion No. M98-58 be approved as presented.**

#### **ATMS**

Ms. Laurs stated that except for the Seattle downtown transit tunnel, staff has not encountered any other transit agency installing ATMs as part of the transit facility. Some agencies are exploring debit cards for transit fares but not specific vending by ATMs. The ATMs in the downtown transit tunnel also dispense monthly bus passes and postage stamps. Issues related to having ATMs at transit facilities include vandalism and security, size of the machine, utilities to power the facility and communications, and maintenance.

Staff recommends that accommodations for ATMs be provided at Sound Transit facilities as a customer convenience in multi-modal stations/facilities where the private financial providers determine that market conditions support such a use. ATMs within Sound Transit facilities shall be located in a safe environment, which does not impede the general flow of traffic during peak periods.

#### **Bicycles**

Ms. Laurs mentioned that bicycles will be a common method of transportation to and from Sound Transit facilities. As identified in the Sound Move Plan, work will be done with local jurisdictions and communities to determine appropriate bicycle improvements within a ½-mile radius of stations. A mix of storage lockers and locking racks will allow frequent and infrequent users of the system to safely store their bicycles. The quantity of lockers and bike racks shall be based on projected patronage of facilities.

#### **Passenger Amenities**

Ms. Debora Ashland, Architect of Stations & Urban Design for Link Light Rail, went over Passenger Amenities which include items that provide comfort for the customer, including lighting, benches, and weather protection, such as shelters.

Ms. Ashland stated that staff recommends the following for the facilities:

- Quality civic architecture with quality public art
- Appropriately sited, easily maintained, vandal resistant, and constructed of durable materials
- Layout of facilities shall minimize walking distances between modes of transit.
- Passenger amenities such as benches and lighting will be provided to assure safe, comfortable use of Sound Transit facilities.
- Provide weather protection from sun, rain, wind, and snow (special consideration should be given to special event stations)
- No heating or cooling provided due to maintenance and cost

## **Signage**

Sound Transit knows that working with its partner agencies is one of the key elements in creating a seamless system. A systemwide signage program will be developed that is clear, concise and consistent. This program will set a unified baseline for Sound Transit, yet allow flexibility of each line of business to expand as needed to accommodate all types of facilities.

### *Trailblazing Signs*

Staff recommends working with local and state agencies to determine appropriate installation locations and responsibility for continued maintenance of trailblazing signs. Trailblazing signs shall be located on major interstates, highways and arterials within a 1/2 mile radius, and neighborhood streets within 1/4 mile radius as well as main pedestrian routes such as the Burke-Gilman, Green River and Cedar River trails. Special conditions shall also be considered on a site-by-site basis to promote ease of wayfinding, such as station directional signage from major facilities (SeaTac Airport, Southcenter, Regional Justice Center, Safeco Stadium, etc.).

### *Community Bulletin Boards*

Staff recommends provisions for community bulletin boards be provided at Sound Transit facilities. They shall be located to not interfere with signage, public art or use of the facility and traffic flow. Installation of bulletin boards, whether they are for paper notices or electronic media, will be provided at the formal request of the local jurisdiction and where agreements are developed with communities to provide the appropriate media and maintain the bulletin boards.

Mr. Miller agreed that it is not effective to provide heating in an external platform setting. He noted that the motion stated doesn't address internal or external situations. He asked that the language be adjusted to say that heating at exterior stations is not to be included, but the decisions would be made on a case-by-case basis for internal stations.

**It was moved by Mr. Miller and seconded by Mr. White that page two of Motion Mo. M98-58 be amended by inserting the word "external" in the second to last line prior to the words "stations/facilities."**

Mr. Miller agreed the partnership with the community to maintain bulletin boards was a good feature, however, concerning major multi-modal stations there would be the need for flexibility for Sound Transit to partner on that maintenance.

**It was moved by Mr. Miller and seconded by Mr. White that page three of Motion No. M98-58, Item D, Signage, sixth bullet point, the language be amended to state that, "install community bulletin boards upon the formal request of local jurisdictions where agreements are developed for those communities to provide the appropriate media and maintain the bulletin boards, whether it be for paper notices or electronic media except in the case of major multi-modal stations where Sound Transit would take that responsibility."**

Mr. McIver stated a concern about economic equity with inside versus outside heating for Seattle facilities and the light rail system. He felt that when that distinction is made, it is very clear, given the proposed routes, who will have what. He stated that he would probably vote against that language.

Mr. McIver also mentioned consideration of water fountains and asked if that would be economically feasible.

Ms. Laurs answered that she felt water would be available at the stations. She stated that staff would look into this and bring recommendations back to the Board at the August 27 meeting.

**It was moved by Mr. Miller and seconded by Ms. Davis that page two of Motion No. M98-58, Item C, Passenger Amenities, sixth bullet point, the language be amended to state "provide amenities, such as benches, lighting, and water fountains, to assure safe, comfortable use of facilities."**

**The motion to approve Motion No. M98-58, as amended, was carried by the majority vote of all Board members present. (Mr. McIver voted in the minority.)**

## Vehicle Procurement for Tacoma Link

Mr. Leslie Durrant, Systems Engineering Manager for Link Light Rail, gave a presentation on the vehicle procurement for Tacoma Link light rail vehicles (copy of presentation on file). He advised the Board that staff was not requesting any action today, but they were seeking guidance in order to move forward. Once given direction from the Board, staff will approach the industry and other transit agencies to discuss the feasibility and financing of this purchase. Staff will then return to the Board in six to eight weeks with additional information, seeking direction on a procurement strategy.

Mr. Durrant detailed the options:

*Option One: Buy New Vehicles*—The schedule to buy vehicles consistent with the Central Link lines is 68 months. The vehicles would not be ready in time. We would need to move to the manufacturing as quickly as possible. We would also have to work on the delivery part of the schedule. Therefore, new vehicles would not be ready in time for the opening of Tacoma Link service.

*Option Two: Piggy-Back on Other Vehicle Contracts*—The schedule could be met by buying new vehicles as an add-on or piggyback with an existing vehicle contract of another agency. The expected cost would be \$2.5- to \$4 million. The vehicles should have a high residual value after ten years. The risk is moderate to low.

*Option Three: Buy Used Vehicles*—This schedule is the shortest. These are typically 90' vehicles. Accessibility is likely to be poor because they would be old vehicles. Availability is good but they are high floor vehicles. The risk is moderate to low.

*Option Four: Lease Existing Vehicles*—Many unknowns to this option. Accessibility impact on streetscape—good for low floor, poor for high floor. Availability is fair; risk is moderate.

*Option Five: Rebuild Vintage Vehicles*—These would be old vehicles with over 50 years of service. They would require repairs and would not meet the ADA requirements without major changes. They would add a nostalgic feeling.

*Option Six: "New" Replica Trolleys*—These cars are usually refurbished. They do not generally meet the ADA requirements.

Mr. Drewel asked which of the options staff felt would work best and would keep the project on schedule.

Mr. Durrant recommended Option Two. He stated that manufacturers with equipment in production could be approached. This would be new equipment and it would present an image for Sound Transit. The vehicles would be painted in the Sound Transit colors and some of the material could be changed. Sound Transit would be buying standard vehicles specified by another transit agency. He added that he had talked to the suppliers and they all said if we acted quickly, they could get this into their production schedule.

Mr. Miller stated that he has had the opportunity to discuss the procurement for the Tacoma Link Line with a delegation from Pierce County. There was very little interest in looking at vintage streetcars. They wanted greater consistency with the Central Link. He pointed out that with the six options, if you drop off the last two undesirable options and remove Option One, there are three options: piggybacking or finding someone who has older cars we want to procure. Older vehicles are limited to high floors and there is a clear indication that low floor boarding is needed for consistency and to minimize the impacts on downtown. More importantly, this is the first image we will place on the streets for light rail. We need to find an existing contract that will be as close as we can get to the potential vehicles for the Central Link.

Mr. Drewel summarized that the Board seems to be leaning toward Option Two. Ms. Davis agreed.

Mr. Drewel advised staff that the Board's direction to them is to pursue Option Two for procurement vehicles for the Tacoma Link service.

**Other Business**

None.

**Next Meeting**

Thursday, August 27, 1998 - 2 to 5 p.m.  
Puget Sound Regional Council  
1011 Western Avenue, 6th Floor  
Seattle, Washington

**Adjourn**

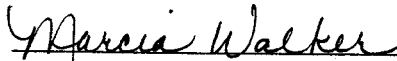
The meeting was adjourned at 4:55 p.m.



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Bob Drewel  
Chairman of the Board

ATTEST:



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Marcia Walker  
Board Administrator