

SOUND TRANSIT SPECIAL BOARD MEETING
Summary Minutes
July 7, 2005

Call to Order

The meeting was called to order at 10:10 a.m. by Chair John Ladenburg in the Sound Transit Board Room, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) John Ladenburg, Pierce County Executive

Vice Chairs

(P) Greg Nickels, City of Seattle Mayor

(P) Mark Olson, Everett City Councilmember

(P) Fred Butler, Issaquah Council President

(P) Jack Crawford, Kenmore City Councilmember

(P) David Enslow, City of Sumner Deputy Mayor

(P) Doug MacDonald, WSDOT Secretary

(P) Connie Marshall, City of Bellevue Mayor

(P) Richard Marin, Edmonds Council President

(P) Richard McIver, Seattle City Councilmember

(A) Julia Patterson, King County Councilmember

(A) Dwight Peiz, King County Councilmember

(P) Kevin Phelps, Tacoma City Councilmember

(P) Larry Phillips, King County Council Chair

(P) Aaron Reardon, Snohomish County Executive

(P) Ron Sims, King County Executive

(P) Claudia Thomas, Lakewood City Councilmember

(P) Pete von Reichbauer, King County Council Vice
Chair

Ms. Marcia Walker, Board Administrator, stated a quorum of the Board was present at roll call.

Public Comment

Richard Harkness

Allen Merkley, City of Mercer Island Mayor

Heidi Schor

Jurgon Brenkert

Virginia Gunby

Rosemary Ives, City of Redmond Mayor

Tim Farrell, Pierce County Councilmember

Shannon Boldizar

Edwin Stone

Mark Gagnon

Report of the Chair

Chair Ladenburg announced the Board would be working from a revised agenda - Motion No. M2005-83, which directs staff to conduct further transportation analysis in the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor, has been added.

He offered his thoughts and prayers for the victims of the London bombings.

Chair Ladenburg acknowledged that this was the final meeting for Board member Kevin Phelps. He's been on the Board for nearly five years and served as Finance Committee Chair since 2002. Chair Ladenburg and other Board members commended Mr. Phelps for his commitment to the Sound Transit Board and his leadership as Chair of the Finance Committee. Mr. Phelps expressed appreciation to the Board and Sound Transit staff.

Regional Transit Long-Range Plan

I-90 Presentation

Ms. Agnes Govern, Capital Projects Director, and Mr. Paul Matsuoka, Chief Policy and Planning Officer, presented a chronology of the I-90 Bridge, beginning with the 1976 Memorandum of Agreement and concluding with the March 2005 issue paper.

Resolution No. R2005-14 - Adopting a Regional Transit Long-Range Plan to guide the long-term development of the regional high-capacity transportation system.

Chair Ladenburg announced that Board members have proposed amendments to the Long-Range Plan, and will consider each one separately, with the exception of "housekeeping" type amendments, which will be considered en-masse.

It was moved by Mr. Marin and seconded by Mr. Phelps that Resolution No. R2005-14 be approved as presented.

"Housekeeping" Amendments

- **Reviewing and Updating the Long-Range Plan** section, revise first paragraph to clarify that the plan will be implemented in phases and to provide flexibility for its update.

The long-range plan will be implemented in a series of phases. The plan may be updated with each development phase.

- **Environmental Analysis for the Regional Transit System** section, revise second paragraph to reflect that the Final SEIS was issued.

On June 1, 2005, Sound Transit issued the Final SEIS. The ST Board's decision making is informed by the Final SEIS. The regional transit system described in this long-range plan reflects the program defined in the Final SEIS. Decisions that fall outside of the scope of the Final SEIS will require additional environmental analysis.

- Include terms "accessibility" and "accessible" where appropriate.
- **Future ST Express bus extensions** section, add language recognizing that bus routes may change based on annual Service Implementation Plans.

ST Express bus routes may change based on the ST Board's approval of annual Service Implementation Plans.

- Update the **System Map** to reflect Board-adopted Service Implementation Plans through 2005:
 - 2002 SIP: Tacoma-Parkland route deleted; resources transferred to Tacoma to U-District Route 586.
 - 2003 SIP: West Seattle to Seattle segment of Route 570 deleted; Routes 560 and 570 combined into new Route 560.
 - Auburn to Federal Way segment added to achieve consistency with Sound Move and current service.

It was moved by Mr. Sims, seconded by Mr. Olson, and carried by the unanimous vote of all Board members present that the housekeeping amendments be approved as presented.

Amendment to the System Map

Designate the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor (via I-90 Bridge) as light rail or rail-convertible bus rapid transit.

It was moved by Ms. Marshall, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Amendment to the System Map be accepted as an amendment to the System Map.

Proposed Amendments to the Long-Range Plan Text

Amendment No. 1

Reviewing and Updating the Long-Range Plan section, revise second paragraph following bulleted list to read:

Before adopting each phase, ST will evaluate estimated capital and operating costs, ridership, travel time and reliability, connectivity, system integration, land use and development effects, customer experience, risk, environmental effects, and mobility effects.

It was moved by Mr. Butler, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Amendment No. 1 be accepted as an amendment to the Long-Range Plan.

Amendment No. 2

Building Blocks of the Long-Range Plan, Link Light Rail section, add final sentence to third paragraph:

Regionally-designated urban centers not served on this prioritized system should be supported with transit facilities that will increase the centers' readiness for future Sound Transit service and system connectivity.

It was moved by Mr. Ladenburg, seconded by Mr. Sims, and carried by the unanimous vote of all Board members present that Amendment No. 2 be accepted as an amendment to the Long-Range Plan.

Amendment No. 3

Building Blocks of the Long-Range Plan, Link Light Rail section, add final sentence to fourth paragraph:

To best serve these centers in south Snohomish County, light rail should run along Interstate 5 between the Snohomish-King County line and Ash Way.

It was moved by Mr. Olson, seconded by Mr. Reardon, and carried by the unanimous vote of all Board members present that Amendment No. 3 be accepted as an amendment to the Long-Range Plan.

Amendment No. 4

Building Blocks of the Long-Range Plan, Bus Rapid Transit section, revise second paragraph to read:

Bus services have been provided by the local transit agencies within the ST District, through interagency agreements. In the future, ST may continue to have those services provided by the local transit agencies or may consider operating its own services, either through direct operation or through competitive contract. Sound Transit may develop partnerships with local transit agencies to fund capital costs of BRT routes that may be run as local transit agency services with local transit agency operating funding.

It was moved by Mr. Enslow, seconded by Mr. Marin, and carried by a majority vote of all Board members present that Amendment No. 4 be accepted as an amendment to the Long-Range Plan, with Mr. Phillips and Mr. MacDonald voting in the minority.

Amendment No. 5

Building Blocks of the Long-Range Plan, Bus Rapid Transit section, revise to read:

1. Operate frequently throughout the day
2. Operate in both directions throughout the day
3. Provide for regional, long-distance trips

It was moved by Mr. Phelps, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Amendment No. 5 be accepted as an amendment to the Long-Range Plan.

Amendment No. 6

Future ST Express bus extensions section, revise to read:

ST Express bus routes will continue to connect the region's urban and activity centers as part of a regionally coordinated network of services that build upon those services deployed as part of Sound Move (Phase I). As Sound Transit implements future phases of the Long-Range Plan, potential future ST Express bus service shall be considered for serving new commuter markets that represent potential untapped ridership, that have the potential for future BRT service and that can be logically integrated into ST's network of facilities and services connecting regional urban and activity centers. ST will explore the potential of partnering with other transit providers in implementing these new commuter services.

It was moved by Mr. Butler, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Amendment No. 6 be accepted as an amendment to the Long-Range Plan.

Amendment No. 7

HOV System section - revise by adding "freeway-to-freeway HOV connections" and Regional Relationships, Washington State Department of Transportation section – revise by adding "fund," to provide consistency between the two sections:

HOV System

This includes the state's program to fill the gaps and extend the existing HOV-lane system to create a continuous inside-lane HOV network, and freeway-to-freeway HOV connections. ST will

fund special access ramps to make it easier for transit and carpools to reach and use HOV lanes. Traffic flow will also improve in general purpose lanes, since buses and carpools will no longer have to weave through several lanes of traffic to reach the HOV lanes.

The ST Board views completion of the state's freeway HOV lane "core system" and freeway-to-freeway HOV connections in the Puget Sound region as an important priority. However, ST assumes the state will complete construction of the core HOV lane system and freeway-to-freeway HOV connections in accordance with its freeway HOV policy. If the state does not fulfill its funding obligation, the ST Board may conduct an open and public process to determine whether ST funding is available and should be used to help complete the core HOV lane system.

Regional Relationships, Washington State Department of Transportation

The state Department of Transportation's primary responsibility is to fund, plan, design, build, and operate the state core freeway HOV system, including freeway to freeway HOV connections, and connections to the ferry system. ST may help fund selected parts of the HOV system within ST's District. The state Department of Transportation is also responsible for intercity rail and freight mobility in the region.

It was moved by Mr. McIver, seconded by Mr. MacDonald, and carried by the unanimous vote of all Board members present that Amendment No. 7 be accepted as an amendment to the Long-Range Plan.

Amendment No. 8

Facilities that Fit with the Communities They Serve, second paragraph, last sentence, revise to read:

Sound Transit will build such facilities after consulting with the local jurisdiction(s).

It was moved by Mr. Olson, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Amendment No. 8 be accepted as an amendment to the Long-Range Plan.

Amendment No. 9

Facilities that Fit with the Communities They Serve, third paragraph, last sentence, revise to read:

Standard features may include improvements to access by bus, bicycles and walking, intermodal transfer facilities and bus layover space.

It was moved by Mr. Crawford, seconded by Mr. Olson, and carried by the unanimous vote of all Board members present that Amendment No. 9 be accepted as an amendment to the Long-Range Plan.

Amendment No. 10

Facilities that Fit with the Communities They Serve, last paragraph, revise to read:

Recognizing the mutual benefits of Sound Transit's transportation investments, local public transportation agencies, communities, and local governments (ST's partners) may identify improvements that exceed standard facility designs. In such instances, partners will work with Sound Transit and contribute toward the costs of improvements, in accordance with Sound Transit's adopted Scope Control Policy.

It was moved by Mr. Crawford, seconded by Mr. Olson, and carried by the unanimous vote of all Board members present that Amendment No. 10 be accepted as an amendment to the Long-Range Plan.

Amendment No. 11

Right-of-Way Preservation, first paragraph, last sentence, revise to read:

Under the program, properties may be acquired to be preserved as needed, subject to the availability of funds and applicable law.

It was moved by Mr. Ladenburg, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Amendment No. 11 be accepted as an amendment to the Long-Range Plan.

Amendment No. 12

Right-of-Way Preservation, third paragraph, revised to read:

In some cases, ST will work with local transit operators to acquire property that will be used for interim bus services and facilities that may be converted to rail. When appropriate, ST will jointly fund interim facilities with local transit operators, the state, local jurisdictions, and local businesses.

It was moved by Mr. Ladenburg, seconded by Mr. Olson, and carried by the unanimous vote of all Board members present that Amendment No. 10 be accepted as an amendment to the Long-Range Plan.

Mr. Ladenburg announced that there were no other proposed amendments to the Long-Range Plan, and conducted the vote.

The motion to approve Resolution No. R2005-14 carried by the unanimous vote of all Board members present.

Motion No. M2005-83 - Directing Sound Transit staff to conduct further transportation analysis in the Seattle-Mercer Island-Bellevue-Overlake-Redmond corridor (via the I-90 Bridge) and to review the results as it continues its ST2 planning process

It was moved by Mr. Crawford, seconded by Mr. Marin, and carried by the unanimous vote of all Board members present that Motion No. M2005-83 be approved as presented.

Other Business

None.

Next Meeting

Thursday, July 14, 2005
1:00 to 4:00 p.m.
Union Station Board Room
Seattle, Washington

Adjourn

The meeting was adjourned at 12:00 p.m.

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator


John W. Ladenburg
Board Chair