

SOUND TRANSIT BOARD MEETING
Summary Minutes
April 12, 2007

Call to Order

The meeting was called to order at 1:14 p.m. by Chair John Ladenburg, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) John Ladenburg, Pierce County Executive

Vice Chairs

(P) Connie Marshall, Bellevue City Councilmember

(P) Mark Olson, Everett City Councilmember

(P) Julie Anderson, Tacoma City Councilmember

(P) Mary-Alyce Burleigh, Kirkland City Councilmember

(A) Fred Butler, Issaquah Deputy Council President

(P) Dow Constantine, King County Councilmember

(P) David Enslow, City of Sumner Mayor

(A) Doug MacDonald, WSDOT Secretary

(P) Richard Marin, Edmonds City Councilmember

(P) Richard McIver, Seattle City Councilmember

(P) Greg Nickels, City of Seattle Mayor

(P) Julia Patterson, King County Councilmember

(P) Larry Phillips, King County Council Chair

(P) Aaron Reardon, Snohomish County Executive

(A) Ron Sims, King County Executive

(P) Claudia Thomas, City of Lakewood Mayor

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

Ms. Carol Doering, Acting Board Administrator stated a quorum of the Board was present.

Report of the Chair

Mr. Ladenburg announced that the Board would be working from a revised agenda.

Public Comment

Jan Drago, Chair, Transportation Committee, City of Seattle Council member

Mayor Don Gough, City of Lynnwood, joined by Loren Simmons, President, Lynnwood City Council

Mr. Ladenburg announced an interruption in public comment to allow the Citizen Oversight Panel report and the Expert Review Panel Report to be presented.

Citizen Oversight Panel ST2 Report

Ms. Karen Miller, Chair of the Citizen Oversight Panel (COP) and Aubrey Davis, Panel member presented the Sound Transit 2 Review and Observations by the Citizen Oversight Panel report dated April 5, 2007. Ms. Miller highlighted the main features of the report, crediting the agency for the attention paid to the 10 lessons learned identified in their Sound Move Year 8 Report, as well as detailing concerns around risk and assumptions contained in the ST2 Plan. A copy of the report is on file with the Board Administrator. Mr. Davis congratulated the Board on behalf of the Panel for a responsible draft plan, cautioning the need for continued fiscal restraint from adding too many projects, consistent with the lessons learned.

Mr. Ladenburg thanked the Panel for its work acknowledging the Panel's reports as having a positive influence on the agency.

Expert Review Panel Report

Mr. Ladenburg introduced Mr. John Howell who presented the Panel's letter dated April 12, 2007. Mr. Howell summarized the Panel's role and gave background information of the procedural and statutory purpose for its review of the Sound Transit 2 Plan. He also summarized the Panel's meeting, which occurred on April 5 and April 6, 2007, including a tour of the Central Link light rail project.

He highlighted four issues addressed in the Panel's letter; maintenance base cost estimates, financial planning, federal environmental review and agreements with local governments. A copy of the report is on file with the Board Administrator. Mr. Howell reported that the Expert Review Panel (ERP) will meet late May or early June 2007. He stated that at the conclusion of that meeting a report will be sent to Governor Gregoire and Secretary of Transportation Doug MacDonald.

Ms. Earl commented that ERP requested feedback from Sound Transit Board members and staff regarding the ERP process once the Panel completed its evaluation. Mr. Howell also stated that the Panel would like to do its own self-critique, which would be provided to the Governor, the Legislature, and to Sound Transit.

Resume Public Comment

Steve Dolan
Paul Zimmer
Anthony Trifiletti
Per-Ola Selander
Alfred Runte
J. Craig Thorpe

Lloyd H. Flem distributed a memorandum entitled North-South Commuter Rail for the Eastside: An Appropriate Future. A copy is on file with the Board Administrator.

James M.O'Farrell
Mike Wussow

Loren Herrigstad provided an analysis of statistical demographic chart showing comparisons of train and passenger service of Metro Leads England, UK, Everett-Seattle-Tukwila and Woodinville-Bellevue-Renton. A copy is on file with the Board Administrator.

James Hamre
Barbara Justice
Will Knedlik
Steven Pyeatt

Chief Executive Officer's Report

Ms. Earl announced the groundbreaking for Stage 1 of the I-90 Two-Way Transit and HOV project. She recognized Board member Marshall who acted as the master of ceremonies for the event, and Board member Phillips, who also attended.

She provided a legislative update on the Owner Controlled Insurance Program (OCIP) bill, the dual majority bill and the governance bills, all of which were pending in the State Legislature.

ST2 System Plan

Mr. Ladenburg introduced Ric Ilgenfritz, Executive Director of Policy, Planning and Public Affairs, Sheila Dezarn, Acting Policy & Planning Officer and Brian McCartan, Executive Director of Finance and Information Technology, who provided updated information on the ST2 Plan package (consensus package) as requested from the Board at its March 22, 2007 meeting.

Mr. Ilgenfritz described updated information on public input received between March 15th and March 30th reporting that over 8,000 comments for the ST2 process had been received. Ms. Dezarn summarized changes to the various documents of the ST2 System Plan as follows:

Maintenance Facility Costs

Ms. Dezarn reviewed costs associated with the new light rail maintenance facilities in ST2 providing an updated analysis adjusting the underestimated cost estimates highlighted in the Expert Review Panel report. She reported that the south base was overestimated by approximately 15% and a revised full-loaded estimate for the south base would be approximately 15% lower. On the east base, the revised cost estimate was 28% lower. She reported that the net affect of the revised cost estimates would be an overall savings of approximately \$115 million in systems costs that could be allocated to all of the subareas based on a train/mile formula, subject to Board approval. Two options proposed by Ms. Dezarn for the Board's consideration and recommendation are: (1) To place the savings into a project contingency fund; or (2) to allocate the savings back to the subareas based on the allocation method used currently for system costs to date.

ST2 Project Templates

Ms. Dezarn provided updated information on six new ST2 project templates not included in the March 30, 2007 Board Workshop. The projects include: two templates showing preliminary engineering, environmental right-of-way studies in the north corridor from Lynnwood to Everett; two templates showing potential total construction costs in the north corridor broken down from Lynnwood to Alderwood Mall and Alderwood Mall to Mill Creek; a template showing the total construction costs for the Port of Tacoma to the Tacoma Dome and another showing the full construction costs associated with the dotted line priority segment that would go from Overlake Transit Center to Redmond.

ST2 System Plan and Map

Ms. Dezarn described the updated information to the ST2 System Plan and map, noting that the dotted purple line in the I-405 corridor reflects the planning study that the Board added as part of the consensus package. Ms. Dezarn noted that the earlier version presented to the Board had the line terminating to the south where I-405 and I-5 join. Staff revisited the Long Range Plan and concluded that the line went all the way to Burien. Ms. Dezarn stated that staff now recommends a technical correction to reflect that as part of the study.

In addition, Ms. Dezarn noted a correction to show the Sounder line west of SR167 which was show in the prior version east of SR167. She also noted a correction showing the dashed teal-colored line, indicating a potential Sounder extension from Lakewood to Dupont.

She presented an updated ridership map calling attention to the dark, wide green lines showing the rail system from the Mill Creek/Martha Lake area to Tacoma, east to Redmond. She stated that the map updates the ridership forecast volumes for the consensus package, including the two priority extensions.

Appendix C: Benefits, Costs, Revenues, Capacity and Reliability and Appendix D: Social, Economic and Environmental Impacts; Performance Characteristics by Mode, and Integration with Regional Land Use

Ms. Dezarn reviewed the changes made in the Plan document, Appendices C & D, as follows:

- Demographic changes were made in the population and employment growth figures to show consistency with the 2007 to 2030 forecast;
- A ridership table was updated to reflect the extension to the Tacoma Dome;
- The priority extension change re-ordered the text of the document to reflect the Redmond study before the Mill Creek/Martha Lake study;
- A language error was corrected under the discussion of the Sounder Commuter Rail project where the track upgrades in Tacoma were erroneously identified as BNSF signal updates;
- Language was inserted to include Sounder extending south to the Thurston County line.

Ms. Dezarn informed the Board that travel time between Seattle and Bellevue was corrected on the travel-time table. In addition social benefits and social impacts language was added to address the effects on elderly and people with disabilities as well as added language adopting higher land usage such as retail and residential and incorporating language regarding travel time.

Mr. McCartan reviewed Appendix A: Detailed Description of Facilities and Estimated Costs and Appendix B, Benefits, Costs, Revenues, Capacity, and Reliability. Mr. Ilgenfritz reminded the Board that these documents have been reviewed by the Finance and Executive Committees.

Mr. McCartan described the text changes in the appendices. He reported the total financial plan for ST2 from 2007 through 2028 in 2006 dollars is \$13.5 billion.

Board members asked clarifying questions about bond indebtedness, debt service and federal grant appropriations.

Mr. Ladenburg explained the amendment process, requesting that all amendments be proposed by Tuesday, April 17, 2007. He stated any new amendments proposed after the deadline would not be considered. He requested Board members finalize their amendments, including cost estimates, for consideration by the Board at the April 26, 2007 meeting. He then asked Board members to describe amendments they would be proposing on April 26th.

Mill Creek/Martha Lake Proposed Amendment

Mr. Reardon described the intent of the Mill Creek/Martha Lake amendment indicating he was working with staff to identify funding sources and with other Board members to finalize the language.

Everett Planning Work Proposed Amendment

Mr. Reardon described the proposed amendment as technical, referencing the language found in the draft Plan on page 14 requesting edits be made and moved to page 11.

First Hill Street Car Extension Proposed Amendment

Mr. McIver proposed the First Hill Streetcar line continue two blocks further north than is presently reflected in the Plan.

Burien to Renton Study Proposed Amendment

Ms. Patterson provided a detailed explanation of the proposed amendment identifying connections from Burien to Seatac/Tukwila to Renton and clarified cost and ridership estimates developed for those alternatives. She noted the estimated cost to be \$4 million.

I-90 Corridor Study Proposed Amendment

Ms. Marshall provided a detailed explanation of the proposed amendment clarifying a desire to parallel annexation language contained in the Pierce County amendment to allow the urban area of Snoqualmie Ridge to annex into the Sound Transit district if they desire to do so at a future time.

Mr. Phillips expressed concerns regarding the rationale of the amendment raising questions about Snoqualmie Ridge's location outside of the growth boundary of King County and the potential inconsistency with the planning policies of Sound Transit and King County's urban growth objectives.

Burlington Northern Line – East King County Proposed Amendment

Ms. Patterson described the proposed amendment providing background with respect to a Puget Sound Regional Council (PSRC) study. She proposed that the amendment include a study to include the area from the City of Renton to the City of Snohomish.

Upon inquiry from Mr. Ladenburg, Mr. Reardon indicated that Snohomish County would support Ms. Patterson's amendment.

In addressing Ms. Patterson's question on funding, Mr. Ladenburg asked if the sponsors would be amenable to language stating that Sound Transit would attempt to partner with King County and the State of Washington in funding the study and avoid duplication of costs.

Ms. Marshall expressed a desire to add timing language to avoid the potential conflict with the East Link project planning. Ms. Patterson agreed to work with Ms. Marshall on clarifying language.

In response to Mr. Enslow's request for clarification on Sound Transit's role in potential purchase of the right-of-way, Ms. Earl explained that the ST2 financial plan does not include funding.

Phasing Kent/Des Moines Segment Potential Amendment

Ms. Patterson described the proposed amendment to amend the first sentence of the third paragraph under Implementing the Plan in Stages to replace "South 200th in the City of SeaTac" with "the Des Moines/Kent area."

Assessment Factors for Priority Rail Extensions Proposed Amendment

Ms. Marshall introduced the proposed amendment to consider other factors in addition to financial capacity for implementation of the plan in stages such as project readiness, community support, partnership funding, and education future partners.

Mid-Point Sound Transit 2 Check-In Proposed Amendment

Mr. Marin described the amendment as a vehicle to review revenue capacity with the intent of encouraging light rail to Everett. Mr. Marin also requested a change in the name of the amendment title to Mid-Point ST2 Extension Option.

Ms. Marshall identified concerns with the federal grant language contained in Item 4 of the proposed amendment desiring language to speak to extensions in other corridors so as not to set one ahead of another.

Transit-Oriented Development Proposed Amendment

Mr. Phillips described the amendment as a means of maximizing land use development around transit projects taking into account density and pedestrian oriented activities.

"Direct" Subarea Benefits Proposed Amendment

In Mr. Butler's absence, Ms. Earl presented a proposed amendment for him: "Inserting the word "direct" prior to description of "subarea benefits" within the financial policies". The change would be reflected in the subheading sections entitled "Definition of Equity and "Adjustments to Subarea Budgets".

Redmond Amendment

Ms. Marshall proposed two requests asked by the City of Redmond: (1) what the approximate funding need or gap in funding is to get from Overlake to Downtown Redmond; and (2) to test the feasibility of getting to Redmond, including revisiting the financial cost in a similar way in which the staff are studying the Martha Lake/ Mill Creek extension.

Mr. Ladenburg announced there were no additional amendments to discuss and described the timeframe, process, and method of finalizing and presenting the amendments for action at the Board meeting scheduled for April 26, 2007.

Mr. Ladenburg reiterated that amendments may change financial options, stressing that no further projects will be added to the package consistent with the previously imposed April 17, 2007 deadline to submit amendments.

Consent Agenda

Voucher Certification for February 16, 2007 through February 28, 2007

Voucher Certification for March 1, 2007 through March 15, 2007

Minutes of February 22, 2007 Board Meeting

Minutes of March 8, 2007 Board Meeting

Minutes of March 22, 2007 Board Meeting

It was moved by Mr. Marin, seconded by Ms. Burleigh and carried by the unanimous vote of all members present that the consent agenda be approved as presented.

Action Item

Item referred by Committee

Motion No. M2007-43 – Authorizing the chief executive officer to execute a funding and cooperative agreement with the Washington State Department of Transportation (WSDOT) for WSDOT to fund the redesign and construction of track and signal improvements at King Street Station under Sound Transit’s Construction Agreement with BNSF in the estimated amount of \$8,606,957

It was moved by Mr. Marin, seconded by Ms. Marshall and carried by the unanimous vote of all Board members present that Motion No. M2007-43 be approved as presented.

Executive Session

None.

Other Business

None.

Next Meeting

Thursday April 26, 2007
1:00 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 3:50 p.m.



John W. Ladenburg
Board Chair

ATTEST:



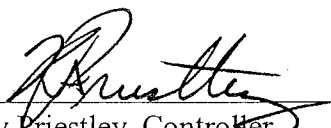
Carol A. Doering
Acting Board Administrator

Regional Transit Authority
Voucher Certification Approval
February 28, 2007

Auditing Officer Certification

I, the undersigned, certify under penalty of perjury that the expenses listed below represent claims that were just, due, and paid obligations against the Central Puget Sound Regional Transit Authority, and further that I am authorized to authenticate and certify said claims paid through the disbursement process.

Auditing Officer:



 Kelly Priestley, Controller

The vouchers below have been reviewed and certified by individual departments and the Central Puget Sound Regional Transit Authority's Auditing Officer.

Claims Vouchers:	Numbers	Amounts
A/P Checks	52634 - 52808	6,083,121.01
Treasurer Checks		0.00
Wire Transfers, Credit Cards, ACHs	25	22,718,483.20
Voided Checks	52729	(\$2,999.74)
Total Claims	199	\$28,798,604.47

Smart Card Central Payments:	Numbers	Amounts
Wire Transfers	1	600.00
Total Claims	1	\$600.00

Payroll Vouchers:	Numbers	Amounts
Payroll Checks	6939 - 6946	\$6,345.73
Direct Deposit	416	\$680,415.48
Voided Check /EFT		
Payroll Taxes	1	\$151,779.03
Total Payroll	425	\$838,540.24

Total certified vouchers from February 16 through February 28, 2007 are \$29,637,744.71.

Regional Transit Authority
Voucher Certification Approval
March 15, 2007

Auditing Officer Certification

I, the undersigned, certify under penalty of perjury that the expenses listed below represent claims that were just, due, and paid obligations against the Central Puget Sound Regional Transit Authority, and further that I am authorized to authenticate and certify said claims paid through the disbursement process.

Auditing Officer:



 Kelly Priestley, Controller

The vouchers below have been reviewed and certified by individual departments and the Central Puget Sound Regional Transit Authority's Auditing Officer.

Claims Vouchers:	Numbers	Amounts
A/P Checks	52809 - 53192	15,404,922.56
Treasurer Checks	1146	30.00
Wire Transfers, Credit Cards, ACHs	18	18,624,638.70
Voided Checks	52687	(\$13,877.49)
Total Claims	402	\$34,015,713.77

Smart Card Central Payments:	Numbers	Amounts
Wire Transfers	0	0.00
Total Claims	0	\$0.00

Payroll Vouchers:	Numbers	Amounts
Payroll Checks	6947 - 6952	\$8,453.35
Direct Deposit	418	\$683,871.94
Voided Check /EFT		
Payroll Taxes	1	\$152,486.72
Total Payroll	425	\$844,812.01

Total certified vouchers from March 1 through March 15, 2007 are \$34,860,525.78.