

SOUND TRANSIT BOARD MEETING
Summary Minutes
April 22, 2010

Call to Order

The meeting was called to order at 1:42 p.m. by Chair Aaron Reardon, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) Aaron Reardon, Snohomish County Executive

Vice Chairs

(P) Fred Butler, Issaquah Deputy Council President

(P) Claudia Thomas, Lakewood Councilmember

Boardmembers

(P) Claudia Balducci, Bellevue Councilmember

(P) Richard Conlin, Seattle Council President

(P) Dow Constantine, King County Executive

(P) Jan Drago, King County Councilmember

(P) David Enslow, City of Sumner Mayor

(P) Jake Fey, City of Tacoma Deputy Mayor

(P) Paula Hammond, WSDOT Secretary

(P) John Marchione, City of Redmond Mayor

(P) Joe Marine, City of Mukilteo Mayor

(P) Pat McCarthy, Pierce County Executive

(A) Mike McGinn, City of Seattle Mayor

(P) Julia Patterson, King County Councilmember

(P) Larry Phillips, King County Councilmember

(P) Paul Roberts, Everett Councilmember

(A) Peter von Reichbauer, King County Councilmember

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

Report of the Chair

Chair Reardon announced that Boardmember Marchione asked to attend today's meeting by phone. The Board's operating rules allow a Boardmember to participate by phone if approved by 2/3 of the Boardmembers in attendance.

It was moved by Boardmember Roberts, seconded by Boardmember Balducci, and carried by the unanimous vote of 12 members present that Boardmember Marchione be allowed to participate in the Board meeting by telephone.

A groundbreaking event was held on April 14, 2001 for the I-90 Two-Way Transit & HOV Operations project. Boardmembers Claudia Balducci, Fred Butler, Dow Constantine, WSDOT Secretary Paula Hammond, Aubrey Davis, State Representative Judy Clibborn, Mercer Island Mayor Jim Pearman, and Bellevue City Councilmember John Chelminiak attended. The project will add a new eastbound HOV lane between Mercer Island and Bellevue.

Chief Executive Officer's Report

Joni Earl, CEO, reported that Boardmember Joe Marine attended a groundbreaking in Bothell. Sound Transit is contributing \$8.5 million toward the project and is expected to be completed by the end of 2011.

Ms. Earl announced that the Greater Seattle Chamber of Commerce Intercity Study Mission is in Boston in June. Transit is on the agenda and Sound Transit would benefit by Chair Reardon's participation.

Motion No. M2010-52 – Authorizing travel and approving payment of expenses for Board Chair Aaron Reardon to attend the Greater Seattle Chamber of Commerce Intercity Study Mission in Boston, MA from June 9 to June 11, 2010 on behalf of Sound Transit.

It was moved by Boardmember Patterson, seconded by Boardmember Roberts, and carried by the unanimous vote of all members present that Motion No. M2010-52 be approved as presented.

Brian McCartan, CFO, reported that Sound Transit's credit rating has been upgraded by Moody's. Sound Transit's Standard and Poor's rating has been AAA, and Moody's has just been upgraded to the highest level of AA, AA1.

Reports to the Board

None.

Public Comment

Paul W. Locke
Will Knedlik
Conrad Lee – Bellevue Deputy Mayor
Bill LaBorde – Transportation Choices Coalition
Michael Marchand – Citizens for Responsible Transit
Scott Lampe – Surrey Downs East Link Committee
Ron Rauch – Bellevue Downtown Association
Leslie Lloyd – Bellevue Downtown Association
Kevin Kelly – Bellevue Chamber of Commerce
John Hempelmann
Greg Johnson – Wright, Rundstad & Company
Betsy Blackstock - Surrey Downs East Link Committee

Consent Agenda

Voucher Certification for March 1, 2010 through March 15, 2010
Voucher Certification for March 16, 2010 through March 31, 2010

It was moved by Boardmember Patterson, seconded by Boardmember Marine, and carried by the unanimous vote of all members present that the consent agenda be approved as presented.

Business Items

Non-Routine Transactions

Resolution No. R2010-10 – Adopting a Fare Policy and superseding Resolution No. R99-2-2, Resolution No. R2005-05, Resolution No. R2007-06, and Motion No. M2004-53.

Boardmember Enslow presented Resolution No. R2010-10 as recommended by the Operations and Administration Committee. The Executive Committee discussed the Fare Policy at its April 1, 2010 meeting and requested the Operations and Administration Committee review and incorporate the Committee's suggestions to (1) add fare principles on transit dependant riders and public safety and to strengthen the mechanism between farebox recovery and fare increase proposals, (2) add the goal to continuously seek the highest farebox recovery ratio while maintaining fares at a level consistent with fare policy principles, and (3) move Section 3B to Section 5D. Boardmember Conlin noted that he prefers flexibility in farebox goals in order to increase ridership.

It was moved by Boardmember Enslow, seconded by Vice Chair Thomas, and carried by the majority vote of all Boardmembers present that Resolution No. R2010-10 be approved as presented, with Boardmember Conlin voting in the minority.

Resolution No. R2010-11 – Adopting fare structures and fare rates for ST Express and Link and superseding Resolution No. R2009-01 and Resolution No. R2005-05.

Boardmember Enslow presented Resolution No. R2010-11 as recommended by the Operations and Administration Committee. Mr. Tober reported that in accordance with FTA regulations, Sound Transit conducted a Title VI analysis, which analyzes the affects of the proposed fare increase on low-income and minority populations. The proposed fare increases for Link light rail and ST Express do not have a

disproportionate impact on low-income and minority communities. A full report is available to interested parties.

It was moved by Boardmember Enslow, seconded by Vice Chair Thomas, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-11 be approved as presented.

Motion No. M2010-44 – Modifying the preferred light rail routes and stations previously identified in Motion No. M2009-41 for the East Link Light Rail Project Final Environmental Impact Statement.

Chair Reardon explained that Motion No. M2010-44 revises the East Link preferred alternative and directs additional work to advance preliminary engineering. Completion of the final EIS in 2011 will inform the Board's decision on the East Link project to be built. The Capital Committee reviewed the East Link project at its April 8, 2010 meeting. The motion includes the Committee's recommendation and authorizes the CEO to sign the term sheet with Bellevue on behalf of Sound Transit. The term sheet is a commitment to negotiate in good faith, but is not a binding document.

Bellevue Mayor Don Davidson was in attendance and addressed the Board. Mr. Davidson stated that the B7 route is the preferred route selected by the majority of the Bellevue City Council. The Council unanimously supports the C9T route. He expressed his personal commitment and the Bellevue City Council's commitment to work with Sound Transit to review the design and scope reduction opportunities. The Council is interested in evaluating design options, environmental work, and traffic impacts.

Boardmember Butler reported the Capital Committee's recommendations. A copy of a letter from him to the City of Bellevue describing the recommendations is in the meeting packet.

The Committee recommendations include:

No changes to Segment A.

In Segment B, include a revised preferred alternative that runs along the east edge of Bellevue Way to 112th, then follows 112th all the way to downtown Bellevue.

In Segment C, no preliminary engineering has started because of the ongoing debate about how best to serve downtown Bellevue. Advance two alternatives for preliminary engineering—the C11A at-grade route and the C9T tunnel. The C11A route would serve downtown with two stations and direct bus connections. The C9T tunnel route would yield the highest ridership and fastest travel time but exceeds Sound Transit's financial plan. The recommendation to advance a tunnel option is tied to the City of Bellevue's willingness to help fund that option. The surface option is also being advanced, in case additional funding is not available.

In Segment D, a public/private partnership around the 120th Avenue station retained cut alignment, and a route near Overlake village proposed by the City of Redmond where the city would install a pedestrian bridge are recommended for further study.

The East Link project reserve and five percent of non-construction costs have been removed from the financial plan due to the drop in revenues because of the recession. The East Link project currently exceeds the financial plan by \$30 million. The term sheet with Bellevue addresses the additional \$320 million needed for the C9T tunnel. The shortfall would be covered by combining the \$150 million City of Bellevue contribution, \$75 million in scope reductions and \$95 million in additional fiscal capacity.

The preferred alternative for the South Bellevue and downtown Bellevue areas will exit I-90, is side running with an elevated station at the South Bellevue Park and Ride, and will come up 112th. A tunnel on 110th with a subway station between City Hall and the Bellevue Transit Center and elevated across the freeway to a hospital station near SE 8th Street and an at grade option on 112th with one station at 108th and Main, and the other at the rebuilt Bellevue Transit Center will be studied.

The D2A modifications in the Bel-Red/Overlake area include a retained cut alignment in the Spring District, a proposal to locate a station in Redmond near SR520 where the City of Redmond would build a pedestrian bridge, and a structured parking garage at the Overlake Transit Center station.

It was moved by Vice Chair Butler, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-44 be approved as presented.

Motion No. M2010-42 - Authorizing the chief executive officer to execute a contract with North Corridor Transit Partners, LLC to provide engineering, environmental and community development services for Phase 1 of the North Corridor High Capacity Transit – Northgate to Lynnwood project in the amount of \$4,793,122, with a 10% contingency of \$479,312, for a total authorized contract amount not to exceed \$5,272,434.

The Capital Committee forwarded Motion No. M2010-42 to the Board with a do-pass recommendation. The contract is to conduct a high capacity transit study in the North corridor that includes an alternative analysis to inform the Board's selection of the high capacity mode for the corridor.

It was moved by Vice Chair Butler, seconded by Vice Chair Thomas, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-42 be approved as presented.

Motion No. M2010-43 – Authorizing the chief executive officer to negotiate and execute four cost reimbursement agreements with the City of Tacoma to relocate utilities in connection with the D Street-to-M Street Track & Signal Project. Sound Transit will reimburse the City of Tacoma a total estimated amount of \$2,010,000 to relocate utilities located in the City's right of way and the City of Tacoma will reimburse Sound Transit a total estimated amount of \$640,000 for betterments.

It was moved by Vice Chair Butler and seconded by Vice Chair Thomas that Motion No. M2010-43 be approved as presented.

Vice Chair Butler explained an amendment was needed to correct the name of the entity that Sound Transit will reimburse.

It was moved by Vice Chair Butler and seconded by Boardmember Marine that the fifth paragraph under Background section be amended to read:

The estimated amount that Sound Transit will reimburse the City per the Utility Relocation Cost Reimbursement Agreement for Tacoma Public Utilities – Power Division is \$1,600,000. The final reimbursement amount will cover the City's actual costs for design, inspection and connection transfer.

The motion to amend Motion No. M2010-43 was approved by the unanimous vote of all Boardmembers present.

The motion to approve Motion No. M2010-43 as amended was carried by the unanimous vote of all Boardmembers present.

Motion No. M2010-48 – Ratifying the original lease term of the property located at 1400 E. Madison St, Seattle, Washington with Moneytree, Inc. and subsequent amendments to the lease including extension of the Finance Committee authorized expiration date of August 31, 2009 to a new expiration date of January 31, 2011.

Motion No. M2010-48 was moved by Boardmember Enslow and seconded by Vice Chair Butler.

Boardmember Enslow explained the property address is incorrect.

It was moved by Boardmember Enslow, seconded by Vice Chair Butler, and carried by the unanimous vote of all Boardmembers present to amend Motion No. M2010-48 to correct the street address to read 1400 Madison Street.

The motion to approve Motion No. M2010-48 as amended was carried by the unanimous vote of all Boardmembers present.

Motion No. M2010-51 – Authorizing the chief executive officer to execute a cost-sharing agreement with King County to reimburse Sound Transit for operations and maintenance costs for the Issaquah Transit Center.

It was moved by Boardmember Enslow, seconded by Vice Chair Butler, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-51 be approved as presented.

Executive Session

At 4:05 p.m., Chair Reardon announced that the Board would convene an executive session that would last 10 minutes. The executive session will be to consider the acquisition of real estate by lease or purchase when public knowledge regarding such consideration would cause a likelihood of increased price. The executive session is authorized under RCW 42.30.110 subsection (1)(b).

Chair Reardon reconvened the meeting at 4:15 p.m.

Other Business

None.


Next Meeting

Thursday, May 27, 2010
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

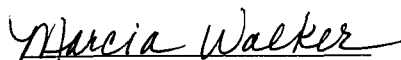
Adjourn

The meeting was adjourned at 4:15 p.m.

APPROVED on June 24, 2010.


Fred Butler
Board Vice Chair

ATTEST:


Marcia Walker
Board Administrator