

SOUND TRANSIT BOARD MEETING
Summary Minutes
May 27, 2010

Call to Order

The meeting was called to order at 1:46 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

(A) 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

(A) John Marchione, City of Redmond Mayor

(P) Joe Marine, City of Mukilteo Mayor

(A) Pat McCarthy, Pierce County Executive

(P) Mike McGinn, City of Seattle Mayor

(A) 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

The Sound Transit Board held a retreat on May 14, 2010 in Bremerton, Washington. The Board discussed key challenges and opportunities facing Sound Transit including the economic challenges. The Board also looked at communications and public education about Sound Transit projects. A report of the retreat will be prepared and brought back to the Board for review.

A ribbon-cutting for the Korean Woman's Association Senior City Transit Oriented Development project will be held on June 11, 2010 in Federal Way. Sound Transit will be participating in the event and Boardmember von Reichbauer will be speaking.

The June 3, 2010 Executive Committee meeting has been cancelled.

Chief Executive Officer's Report

A week ago Sound Transit had a groundbreaking for the 219 stall satellite parking lot at the Puyallup Fairgrounds Red Lot that will serve the Puyallup Sounder Station. The lot will be paved through grant dollars to be used for Sounder parking. The lot is currently served by Pierce Transit Route 495 and the route will be timed to meet the train. The parking lot will open for commuters on October 4, 2010.

On June 1, 2010 the fare change approved by the Board will go into effect. Fares will change over the next two years on ST Express and Central Link to eliminate one-zone and two-zone fares within one county to make the whole county one zone. It eliminates the current three-zone and intercounty two-zone fares and replaces them with one consistent rate for any Sound Transit trip spanning two counties.

On June 6, 2010 the Susan G. Komen Race for the Cure will take place; participants can take Central Link and the Seattle Monorail to reach the race starting point at the Seattle Center.

Reports to the Board

Real Estate Acquisition Process

The Board requested information about Sound Transit's process for real estate acquisitions. Roger Hansen, Real Property Manager, Ron Lewis, Deputy Executive Director Business Services, and Brooke Belman, Community Outreach Director gave an overview of the process. The acquisition process is guided by federal and state laws, Board policy and industry standards. Property is acquired in order to construct capital projects, for operations and for maintenance. The types of acquisitions used by Sound Transit include: full acquisitions; partial acquisitions where only a portion of the parcel is needed, including tunnel easements; and temporary acquisitions that are time limited.

Preliminary Engineering Phase

During the preliminary engineering phase project planning begins and alternatives are identified, during this phase potentially impacted properties are first identified. Engineering and environmental work takes place during this phase and the design is advanced to 30% design, the phase ends with a Record of Decision.

Community outreach that takes place during this phase includes informing property owners about the project and notifying them before any Board action on the project takes place. During this phase the area of potential impact is at its largest, all addresses within a quarter mile of the alignment or a station are sent project information. A representative from community outreach, real estate and someone who can cover the technical aspects meets with property owners. One point of contact is provided to property owners so they can stay in contact with Sound Transit.

During this phase the Real Estate department secures temporary rights of easement and rights of entry to explore the property for technical work for alignments being considered. Once the Board authorizes acquisition, early acquisitions can take place for properties where the process is expected to be lengthy or for protective acquisitions. Once final design is completed the number of impacted properties will be known for certain.

Final Design Phase

During the final design phase work is underway to prepare for construction, at the completion of final design construction documents are complete and ready for construction bids. Milestones include 60% design, project baselining, 90% design and 100% design. At 60% design, additional properties needed for the project can be certified and brought to the Board to request acquisition authorization.

Jennifer Belk, Senior Legal Counsel, noted that the legal department is involved from the beginning to the end of the process. She reviewed the laws involved with property acquisition. The first takes affect before the Board takes a final action to authorize acquisition. If a property is being considered by the Board for acquisition, the property owner must receive advanced written notice and the notice must be published in the newspaper two weeks running. The Uniform Act is a federal law that governs the type of appraisal conducted by Sound Transit, the type of communication with property owners and relocation benefits and appeals. Washington State has condemnation laws that govern negotiations and acquisitions. In 1998, the Board adopted policies and procedures that implemented the state and federal laws.

Mr. Hansen explained that the acquisition process starts with the Board authorization. An appraiser hired by Sound Transit inspects the property, the appraisal is given to the property owner, and an offer is made to the property owner for the property. Relocation processes begin so that owners can look for a relocation property. Property owners can also conduct their own appraisal, Sound Transit will reimburse up to \$5,000 for that appraisal or review of Sound Transit's appraisal. Up to \$7,500 is reimbursed for consulting an attorney to review the documents and up to \$2,500 for an accountant to review documents for tax issues. The reimbursement amount for legal and appraisal fees were adopted by the Board in 1998 and are significantly higher than the statutory requirement. If an agreement is reached, the normal closing process goes forward and Sound Transit pays those fees. If unable to reach an agreement then legal staff is involved. A minimum of 18 months is needed for an acquisition, but more complex commercial business property acquisitions can take several years.

Construction Phase

During the construction phase, the bid and award of the construction contract is completed. During this phase temporary construction easements will be activated, property owners will be notified when the contractor will be on the property. Additional acquisition processes begin if additional property rights are needed such as temporary easements. Community outreach including a 24-hour construction hotline, e-mail and e-newsletters to keep people updated on the project progress. Properties are turned over to the construction contractor and are physically secured before and after construction in order to provide a safe environment.

Start-up and Operations Phase

During start-up and for ongoing operations, properties are managed and secured.

East Link: 112th Avenue and Hospital Station Design Options

Don Billen, Light Rail Development Manager and Ric Ilgenfritz, Executive Director of Planning, Environment and Project Development provided a review of design alternatives for the 112th Avenue alignment and Hospital Station locations. Alternatives have been reviewed for the last month with the City of Bellevue on an alignment on 112th to Downtown Bellevue; six options are being evaluated that will work with either the C9T alternative, or an at-grade alternative through Downtown Bellevue. Results of the formal analysis will be presented at the next Board meeting in June.

The preferred alternative was updated by the Board in April 2010. A supplemental Draft Environmental Impact Statement (EIS) will be published in the fall of 2010 to document the additional options and give the public opportunities to comment. The Final EIS will be published in spring 2011.

The first option for 112th Avenue SE between Bellevue Way and Downtown Bellevue would run from Bellevue Way where the track would be depressed, then climb to an at-grade alignment, cross to the center of the street and continue up the center to a station at SE 8th, then cross the southbound lanes and enter the tunnel. The center median would be widened to the eastside by 30 feet and would require property acquisitions on the East side of 112th.

The second option would begin the same, but north of SE 8th the track would swing to the west side of the road and would require full acquisition of properties to the west of 112th. The remainder of the parcels being acquired would create a landscaped buffer between the light rail alignment and the next row of homes. Approximately 44 residential units would be acquired under this option.

Option three and four would move the tunnel portal from Main Street, to Second Street. The change shortens the tunnel and reduces impacts to the North East corner of the Surrey downs neighborhood. Option three would enter the median at 112th, but would go under the northbound lanes instead of crossing at grade, the alignment would run in the center of 112 by widening the road to the East up to 2nd where there would be an at grade crossing of 2nd street to enter the tunnel. Property acquisitions for option three include commercial properties on the North side of 2nd. WSDOT's I-405 master plan includes a half diamond interchange at NE 2nd. In the future, 2nd avenue could be elevated over the train tracks to achieve grade separation. Option four would have an alignment entirely on the East side of 112th, to maximize the separation from the residential community. North of SE 8th the alignment would be depressed next to the road with lidded driveways, at 2nd, the route would go under 112th and enter the tunnel.

Option five and six connect to the at-grade alternative; instead of entering a tunnel the route would go up an elevated guideway to land on 108th in Downtown Bellevue. Option five would use a center running approach on 112th, then climb to meet the at-grade alternative. Option six would be on the west side of 112th where residential properties would be acquired.

There are four hospital station location options that address requests received to shift the station. Option A is what is in the draft EIS, but an optional access point to the North of the station could be added. Option B would span 108th along with optional access further North. Option C would shift the station further North to avoid a property. Option D would move all the way north to Lake Bellevue which would put the station closer to the Spring District station, but the station could be at-grade under option D.

Ms. Belman and Andrew Kidde from the City of Bellevue presented the Community outreach plan for the 112th Avenue alignments. Door-to-door outreach is taking place three neighborhood drop-in stations have been arranged at a neighborhood Tully's Coffee location. Community workshops are scheduled in June and July to review the alignment options and discuss technical information and pros and cons. An open house will also take place on July 14th to report back on the process and give more information on next steps.

At the June Board meeting, technical analysis of the 112th Avenue and Hospital Station options will be presented. A July 15, 2010 Capital Committee meeting could review the options and make a recommendation to the Board on July 22, 2010. The Board is scheduled to select an option for 112th Avenue at the end of July in order to begin preliminary engineering on the option. The public will continue to have opportunities to comment after the Supplemental EIS is published.

Public Comment

(Comments on file with the Board Administration)

Will Knedlik
Betsy Blackstock

Consent Agenda

Voucher Certification for April 1, 2010 through April 15, 2010
Voucher Certification for April 15, 2010 through April 31, 2010
Minutes of the March 25, 2010 Board meeting

It was moved by Boardmember Marine, seconded by Boardmember Phillips, 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. R2010-07 – Adopting an Expulsion and Suspension Policy.

The Executive Committee forwarded the resolution to the Board with a do pass recommendation.

It was moved by Boardmember Phillips, seconded by Vice Chair Butler Butler, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-07 be approved as presented.

Resolution No. R2010-08 – Adopting a Great Hall Use Policy and superseding Motion No. M99-35.

The Executive Committee forwarded the resolution to the Board with a do pass recommendation.

It was moved by Boardmember Enslow, seconded by Boardmember McGinn, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-08 be approved as presented.

Motion No. M2010-53 – Authorizing the chief executive officer to execute a sole source contract with Shannon & Wilson, Inc. for geotechnical support services above the Beacon Hill tunnels to provide specific tasks associated with investigations into the potential existence of remaining subsurface voids and the remedial work necessary to fill any remaining voids above the Beacon Hill tunnels in the amount of \$2,930,100 with a 15% contingency of \$439,515, for a total authorized contract amount not to exceed \$3,369,615.

The Capital Committee forwarded the motion to the Board with a do pass recommendation.

It was moved by Vice Chair Butler Butler, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-53 be approved as presented.

Motion No. M2010-57 – Authorizing the chief executive officer to execute a six-year contract with Scheidt & Bachmann USA, Inc. to provide proprietary maintenance and software support services on existing and future Ticket Vending Machines (TVMs) in the amount of \$3,797,460, with a 5% contingency of \$189,873, for a total authorized contract amount not to exceed \$3,987,333.

The Operations and Administration committee forwarded the motion to the Board with a do pass recommendation.

It was moved by Boardmember Enslow, seconded by Vice Chair Thomas, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-57 be approved as presented.

Motion No. M2010-56 – Authorizing the chief executive officer to execute a contract with Motor Coach Industries to manufacture and deliver 17 forty-five foot, high-capacity transit coaches in the amount of \$9,224,336, with a 5% contingency of \$461,217, for a total authorized contract amount not to exceed \$9,685,553

The Operations and Administration committee forwarded the motion to the Board with a do pass recommendation.

It was moved by Boardmember Enslow, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-56 be approved as presented.

Motion No. M2010-47 – Authorizing the chief executive officer to execute a contract with New Flyer Industries, Inc. to manufacture and deliver 25 sixty-foot, high-capacity transit coaches in the amount of \$19,991,808, with a 5% contingency of \$999,590, for a total authorized contract amount not to exceed \$20,991,398.

The Operations and Administration committee forwarded the motion to the Board with a do pass recommendation.

It was moved by Boardmember Enslow, seconded by Vice Chair Thomas, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-47 be approved as presented.

Executive Session

None.

Other Business

None.

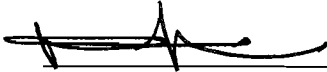
Next Meeting

Thursday, June 24, 2010
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

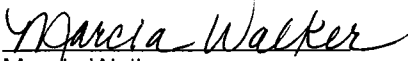
The meeting was adjourned at 3:22 p.m.

APPROVED on June 24, 2010.



Fred Butler
Board Vice Chair

ATTEST:


Marcia Walker
Board Administrator