

**SOUND TRANSIT BOARD MEETING**  
**Summary Minutes**  
**June 24, 2010**

**Call to Order**

The meeting was called to order at 1:50 p.m. by Vice Chair Fred Butler, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

**Roll Call**

Chair

(A) 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

(A) David Enslow, City of Sumner Mayor

(P) Jake Fey, City of Tacoma Deputy Mayor

(A) Paula Hammond, WSDOT Secretary

(A) John Marchione, City of Redmond Mayor

(A) Joe Marine, City of Mukilteo Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Mike McGinn, City of Seattle Mayor

(P) Julia Patterson, King County Councilmember

(P) Larry Phillips, King County Councilmember

(A) Paul Roberts, Everett Councilmember

(P) 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**

Vice Chair Butler announced that he was chairing the meeting in Chair Reardon's absence.

Two ribbon cuttings took place last week, one for the Korean Woman's Association Senior City transit-oriented development project near the Federal Way Transit Center, and the other for the City of Newcastle Transit Improvement project.

The July Executive Committee meeting has been cancelled.

**Chief Executive Officer's Report**

Last session the state legislature established a Joint Transportation Committee study to look at the State's role in public transportation and develop a blueprint for state investments. A 29 member panel has been appointed to oversee the study, including CEO Joni Earl and three other transit agency representatives from King County Metro, Island Transit and Link Transit in Eastern Washington. The committee will be focusing on revenue investments, performance measures, and connectivity and efficiency and will prepare a report to present to the legislature in January 2011.

Tonight there is a meeting to discuss upcoming work to address noise issues in the Tukwila area. During the next couple of weeks some regrinding will take place to the tracks in Tukwila to improve the noise. The regrinding will be done for free by contractor since the first grinding did not have the desired effect. Some short term acoustical panels will also be installed along the guideway while Sound Transit comes up with the long term solution. A full report will be given at an upcoming meeting.

A formal report on the Board's retreat has been prepared and will be distributed to the Board soon. Based on Boardmember comments at the retreat, the budget process has been modified. There are five themes built around the agency's vision and mission; project delivery including scope and schedule and budget management, service delivery including cost effective operations, stewardship-both financially and environmentally, organizational vibrancy to attract and retain a diverse workforce, and communication with

the public. Performance measures were developed based on these areas. Brian McCartan, CFO, reviewed the schedule for Board review of the budget; the kickoff will take place at the Executive Committee on September 16<sup>th</sup> and a Board Workshop is proposed for September 30<sup>th</sup>. The operations and capital portions of the budget will then be reviewed by the Operations and Administration Committee and Capital Committee in October and November. The budget is scheduled for Board adoption in December.

#### Chief Financial Officer Report

To date, the agency has received \$1 billion in federal grants to build mass transit projects. From 2009 to 2023 another \$2.3 billion dollars in federal grants has been assumed. To date \$375 million has been secured, the remaining money still needs to be acquired in order to meet the assumptions in the finance plan. Some additional money may also be achieved, including \$23 million in stimulus grants and five or six other grants that are being pursued. Ms. Earl explained that the financial forecast should be updated in the August or September timeframe.

#### East Link 112<sup>th</sup> and Hospital Station Design

Ric Ilgenfritz, Executive Director of Planning, Environment and Project Development and Don Billen, Light Rail Development Manager, reported on the work that has taken place since the April 22, 2010 Board meeting when the Board updated the East Link preferred alternative. The Board asked staff to look at design options for 112<sup>th</sup> Avenue in South Bellevue and alternate locations for the Hospital Station. In May the options for 112<sup>th</sup> Avenue and Hospital Station were presented, the evaluation of the options has been completed. At the July Board meeting the Board will be asked to select options to focus the preliminary engineering effort.

The 112<sup>th</sup> design options run up 112<sup>th</sup> Avenue from Bellevue Way to downtown Bellevue. The previous preferred alternative, B3 went east of 112<sup>th</sup> over a wetland and through the Red Lion hotel site. There are cost savings with the new preferred alternative because it avoids the wetland crossing and hotel acquisition. Six design options are being looked at; the first two connect to a tunnel in downtown Bellevue with a Southern tunnel portal at Main Street, the second two options connect to a tunnel at 2<sup>nd</sup> Street, and the last two options connect to the at-grade alignment along 108<sup>th</sup>.

At the intersection of 112<sup>th</sup> Avenue and Bellevue Way the side running option would leave the road relatively untouched, another option to replace the landscaped median with light rail would require shifting the northbound lanes to the east. At SE 6<sup>th</sup> Street, placing light rail in the center could be done by shifting the northbound lanes to the east. Light rail could be placed on the west side by purchasing a row of homes and creating a landscaped buffer for the rest of the neighborhood. A third option is to place light rail on the east side of the street by depressing the rail into a retained cut trench with driveways crossing the top of the trench.

At 112<sup>th</sup> and Main Street, light rail could turn into the Main Street tunnel portal at-grade with a crossing gate to hold southbound traffic. If light rail was on the west side of 112<sup>th</sup>, a side street would become a dead end street. At 112<sup>th</sup> and 2<sup>nd</sup> Street, light rail could enter the 2<sup>nd</sup> Street tunnel portal by removing a row of businesses on the north side of NE 2<sup>nd</sup> Street. Another option for entering the 2<sup>nd</sup> Street portal would be to enter from the retained cut alternative on the east side of 112<sup>th</sup> Street; the alignment would go under the intersection into the hillside to start the tunnel. To connect with the at-grade alternative through downtown Bellevue there are two options, one is to leave the center of 112<sup>th</sup> and climb an elevated guideway to continue to downtown Bellevue, the other option would climb to an elevated guideway from the west side of the street. Because of the level of design, cost estimates are in a range.

The term sheet with the City of Bellevue for the tunnel included cost reductions of \$75 million; all four options that connect to a tunnel provide that level of savings. Traffic analysis has been done on the key intersections, there are some impacts with being at-grade, but with mitigation, all the intersections being impacted would still meet the City of Bellevue's level of service standard.

Residential displacements vary for all the options. The options with the largest displacements are on the west side of 112<sup>th</sup> Avenue. Business displacement numbers are based on the south side of Main street or

the north side of 2<sup>nd</sup> Avenue. Noise analysis has also been conducted based on experience with Central link for crossing gates and bells. Sound Transit believes that all the impacts can be mitigated. The option with the fewest noise impacts is the retained cut option on the east side of 112<sup>th</sup>. Noise walls, residential sound insulation, special track work, and automatic lubricators can be used to address impacts. Wetland and park impacts were reviewed; there is no wetland impact, but there are wetland buffer impacts and park impacts along Mercer Slough Nature Park and Surrey Downs Park.

Construction impacts are uncertain because of the early stage of design, but alternatives can be compared based on the amount of structure work required. The retained-cut option would be the longest, the option on the west side would be the shortest. Disruption is measured by how close construction will be to businesses and residences and how much is in the street.

Four hospital station locations are being considered that are either elevated or at-grade. The corridor has existing and planned utilities, and the alignment needs to preserve the ability for freight or commuter rail. Option A would be north of NE 8<sup>th</sup> Street and would be elevated, Option B would be elevated and would span NE 8<sup>th</sup> Street to have an entrance on both sides of the arterial, Option C would also be elevated and would be located further north, Option D could be at grade because it is further north.

Closer to NE 8<sup>th</sup> has higher visibility which will aid ridership and limit security concerns. In terms of providing access to 116<sup>th</sup> and Overlake and Group Health hospitals; an optional pedestrian corridor could serve station Options A, B and C or a new pedestrian corridor could be built to serve Option D. Option B and C would be more expensive than Option A. Option D would be less expensive than Option A because the elevated portion of the guideway would be cheaper, but Option D is only 2,100 feet away from the 120<sup>th</sup> Street Station, the next station heading towards Redmond. Option B and C move further from NE 8<sup>th</sup> Street and have less visibility.

Construction impacts would be highest for Option B that spans NE 8<sup>th</sup> Street. A walk analysis has been completed that shows jobs and residences within a five and ten minute walks from the stations in 2030; Options A, B and C are similar for jobs within a five minute walk, Option D is less. For a ten minute walk, they are all similar. More residential population is captured with the stations closest to NE 8<sup>th</sup> Street. Group Health is closest to Option A, Overlake is close to Option A, B and C and Children's Hospital is closer to the 120<sup>th</sup> Station.

### **Public Comment**

(Comments on file with Board Administration)

Will Knedlik

### **Consent Agenda**

Minutes of the April 22, 2010 Board meeting

Minutes of the May 27, 2010 Board meeting

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

### **Business Items**

#### **Non-Routine Items**

Motion No. M2010-64 – Authorizing the chief executive officer to execute a contract with Pellco Construction, Inc., the lowest responsive and responsible bidder, for construction of the Edmonds Station project in the amount of \$3,122,000, with a 10% contingency of \$312,200, for a total authorized contract amount not to exceed \$3,434,200, and superseding Motion No. M2010-58.

Vice Chair Butler explained that Motion No. M2010-64 corrects Motion No. M2010-58 that was approved by the Capital Committee on June 10, 2010. Motion No. M2010-64 corrects the dollar amount for the construction contract by adding \$11,000.

**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. M2010-64 be approved as presented.**

Motion No. M2010-63 – Adopting the Sound Transit Service Standards and Performance Measures-2010 Edition as guidelines for the on-going evaluation of Sound Transit’s express bus, commuter rail and light rail services, and replacing the 2006 Edition.

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

**It was moved by Vice Chair Thomas, seconded by Boardmember Drago, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-63 be approved as presented.**

**Executive Session**

At 3:07 p.m., Vice Chair Butler announced that the Board would convene an executive session that would last 20 minutes. The purpose of the executive session is to discuss pending litigation to which the agency is a party. The executive session is authorized under RCW 42.30.110 subsection (1)(b) and (1)(i).

Vice Chair Butler reconvened the meeting at 3:20 p.m.

**Other Business**

None.


**Next Meeting**

Thursday, July 22, 2010  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

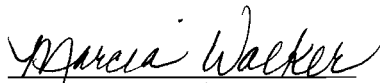
**Adjourn**

The meeting was adjourned at 3:20 p.m.

APPROVED on July 22, 2010.

  
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Aaron Reardon  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator