

2012 SOUND TRANSIT BOARD MEETING

Summary Minutes

April 26, 2012

CALL TO ORDER

The meeting was called to order at 1:33 p.m. by Vice Chair Julia Patterson, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Pat McCarthy, Pierce County Executive

Vice Chairs

(P) Julia Patterson, King County Councilmember

(P) Aaron Reardon, Snohomish County Executive

Boardmembers

(A) Claudia Balducci, Bellevue Councilmember

(P) Fred Butler, Issaquah Deputy Council President

(A) Richard Conlin, Seattle Councilmember

(P) Dow Constantine, King County Executive

(P) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(P) Paula Hammond, WSDOT Secretary

(P) John Marchione, City of Redmond Mayor

(P) Joe McDermott, King County Councilmember

(P) Mike McGinn, City of Seattle Mayor

(P) Mary Moss, Lakewood Councilmember

(P) Larry Phillips, King County Councilmember

(P) Paul Roberts, Everett Councilmember

(P) Marilyn Strickland, City of Tacoma Mayor

(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

Board Vice Chair Patterson announced that Board Chair Pat McCarthy and Boardmember Earling were unable to attend the meeting in person, but asked to participate by phone.

It was moved by Boardmember McDermott, seconded by Boardmember Enslow, and carried by unanimous vote of 10 members present that Board Chair McCarthy and Boardmember Earling be allowed to participate in the Board meeting by telephone.

(Board Chair McCarthy joined the meeting by phone.)

Vice Chair Patterson announced that the agenda was revised to add Voucher Certifications covering March and the first half of April, and Resolution No. R2012-10. The agenda will be reordered to take Resolution R2012-10 first, followed by Motion M2012-17 and Motion M2012-16. An executive session will take place following the consent agenda.

Vice Chair Patterson welcomed former Boardmember Joe Marine. Mayor Marine was on the Board for three years starting in March 2009. He was very engaged, serving on the Finance Committee, Capital Committee and as Vice Chair of the Audit and Reporting Committee. He participated in some very important Board decisions including adding buses for ST Express operated by Community Transit, accelerating the timeframe for extending Link from the Airport to South 200th, the East Link alignment decision, and the opening of the Mountlake Terrace Freeway Station. Mayor Marine told the Board that he was proud to have worked through some difficult challenges with his colleagues. He thanked the Board and Sound Transit staff for their hard work. Vice Chair Patterson presented him with a plaque and photo.

Chair McCarthy has appointed Mayor Strickland to the Operations and Administration Committee because scheduling conflicts prevent her from serving on the Capital Committee. Dave Earling has been appointed to the Capital Committee.

Vice Chair Patterson announced that CEO Joni Earl was on vacation and Celia Kupersmith, Deputy CEO was filling in for her.

CHIEF EXECUTIVE OFFICER'S REPORT

First Hill Streetcar Groundbreaking

Ms. Kupersmith announced that a groundbreaking ceremony was held on Monday for the First Hill Streetcar that will connect medical facilities, housing, and education centers. Congressman Jim McDermott, State Senator Ed Murray, Boardmembers McGinn, Constantine, and Phillips attended the groundbreaking. Seattle Councilmember Tom Rasmussen and representatives from Seattle University and Swedish Hospital were also there. The \$132 million First Hill Streetcar project is funded by Sound Transit and will be constructed by the City of Seattle. It will serve First Hill by connecting the Capitol Hill Link station with the International District Link station.

Ms. Kupersmith reported a small derailment occurred on Tacoma Link Wednesday night. Heavy rains caused gravel to wash into the tracks. Passengers were safely evacuated and bus bridges were set up to carry passengers until service was restored. She thanked City of Tacoma staff for their help in getting Tacoma Link back in service.

REPORTS TO THE BOARD

East Link Project Update

(Boardmembers McGinn and Constantine arrived at this time).

Ron Lewis, Executive Project Director East Link, and Dave Berg from the City of Bellevue gave a presentation on the East Link Project. The same presentation was given at the recent Bellevue City Council meeting. A contract for final design has been awarded for the South Bellevue to Overlake portion of the alignment. A final design contract for the segment from Seattle to South Bellevue and the systems elements of the project will go to bid soon. As part of final design, Sound Transit, the Cities of Bellevue and Redmond are evaluating cost savings.

In June 2012, Sound Transit and the City of Bellevue are scheduled to identify cost saving options for further refinement. Any cost savings options that affect the MOU will need to be approved by the Sound Transit Board and the City of Bellevue. Additional engineering and environmental work will take place in 2012 and 2013. Final decisions on whether to include cost savings options in the East Link Project will not be considered until the environmental work is complete. In 2014 at 60% design Sound Transit will be able to determine the baseline budget and schedule and complete certification of the properties needed for right of way.

Mr. Berg noted that the collaborative design process is defined in the MOU as a commitment for the two agencies to work together. The goals are to reduce project cost, deliver a high-quality project, complete the project on time, and complete the project within applicable rules and regulations. The decision making structure includes technical working groups and a leadership group with Sound Transit Boardmembers Butler, Conlin and von Reichbauer as well as three members of the Bellevue City Council. Boardmember Butler commented that the Leadership Group has been collaborative and has a commitment to maintaining the schedule. A development agreement between Sound Transit and the City of Bellevue will be developed in the first quarter of 2014.

Mr. Lewis reported that cost savings options were evaluated on cost savings, light rail operations considerations, travel time, maintenance, noise, access and ridership, traffic, noise, and visual impacts.

Cost saving options that would affect the MOU are in the early stages of development:

- 112th Avenue SE Alignment at Surrey Downs Park
 - Extend the elevated portion of the guideway along 112th Avenue SE to travel beyond SE 8th Street and remain at grade instead of going into a trench. Access to the Surrey Downs neighborhood would be through SE 8th Street instead of SE 4th Street.
- Historical Winters House
 - The Board-adopted alignment passes the Winter's House in a retained cut. One option would shift the light rail guideway and Bellevue Way to the west to bring the alignment up to grade.
 - A second option would relocate the Winters house and bring the light rail alignment up to grade.

- Downtown Bellevue Station
 - Eliminate the mezzanine or construct a stacked tunnel configuration which would allow the station to be shallower or narrower and would reduce costs. Traffic lanes above the station on 110th Avenue NE would be impacted.
 - Relocate the station from NE 4th Street to NE 6th Street that would straddle 112th Avenue NE. Access would be limited to NE 6th Street only.
 - Relocate the station to cross the City Hall property and a vacant parcel owned by King County Metro.
- Downtown Tunnel Design
 - Replace the portion of the cut-and-cover tunnel between Main Street and NE 2nd Street to eliminate the tunnel and instead use a retained cut. The guideway would be open on the top which lowers the cost of ventilation, but impacts street capacity and utilities.
- NE 16th Street
 - Phase the improvements on NE 16th Street to have side-running light rail until the full arterial is developed. Light rail would become center running once the arterial is developed.

Options that do not affect the MOU have been identified for further engineering and include design modifications that do not affect the functionality of the project.

More detail about the cost savings options will be presented at the June Capital Committee meeting and at a Bellevue City Council meeting. At the June Board meeting the Board is scheduled to select cost savings options to move forward.

Mr. Lewis noted that Boardmember packets include letters from the City of Redmond and Microsoft to work on the station in the City of Redmond and on a pedestrian bridge over SR 520 to enhance access to the station.

PUBLIC COMMENT

(Comments on file with the Board Administrator)

Patrick Bannon, Bellevue Downtown Association
 Scott Lampe, Surrey Downs East Link Committee Chair
 Paul W. Locke
 State Representative Ruth Kagi
 State Representative Cindy Riu
 Mayor Jerry Smith, City of Mountlake Terrace

Mayor Keith McGlashen, City of Shoreline
 Deputy Mayor Chris Eggan, City of Shoreline
 Councilmember Shari Winstead, City of Shoreline
 Janet Way, Paramount Park Neighborhood Group
 Patricia Sumption, Thornton Creek Legal Defense Fund

(Boardmember Dave Earling joined the meeting via phone at this time)

CONSENT AGENDA

Minutes of the March 22, 2012 Board meeting

Voucher Certification for March 1, 2012 through March 15, 2012

Voucher Certification for March 16, 2012 through March 31, 2012

Voucher Certification for April 1, 2012 through April 15, 2012

Resolution No. R2012-09: Authorizing the chief executive officer to acquire, dispose, or lease certain real property interests, pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary including acquisition by condemnation for the North Link – University of Washington Station to Northgate project between the Roosevelt and Northgate Stations

It was moved by Boardmember Enslow, seconded by Boardmember Roberts, and carried by the unanimous vote that the consent agenda be approved as presented.

EXECUTIVE SESSION

At 3:25 p.m., Vice Chair Patterson announced that the Board would convene an executive session for 15 minutes to consider litigation or potential litigation to which the agency is, or is likely to become, a party, when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency. The executive session is authorized by RCW 42.30.110 subsection (1)(i).

Vice Chair Patterson reconvened the meeting at 3:39 p.m.

ACTION ITEMS

Resolution No. R2012-10: (1) Amending the Adopted 2012 ST Express Transit Operations budget from \$102,308,773 to \$102,561,773 to fund the operation of ST Express Route 596. (2) amending the Adopted 2012 Service Implementation Plan to create ST Express Route 596 to replace Pierce Transit's Route 496 between the Bonney Lake Park-and-Ride lot and Sumner Sounder Station and (3) authorizing the chief executive officer to amend the Operations and Maintenance Agreement with Pierce Transit to operate ST Express Route 596.

Vida Covington, Operations Support Services Director, and Mike Bergman, Service Planning Manager, gave a presentation on the resolution since it is coming directly to the Board without recommendation by a Committee.

Boardmember Enslow spoke in favor of creating Route 596 to allow customers to continue to use the Bonney Lake Park and Ride to connect to the Sounder train in Sumner. He thanked Board Chair Pat McCarthy, Boardmember Marilyn Strickland, Boardmember Mary Moss, and the City of Bonney Lake for their support of this resolution and the service it would provide. Board Chair McCarthy also thanked the Sound Transit Board for their work in finding a solution that continues connector service to Sounder riders in Pierce County.

Board Vice Chair Patterson asked that the vote be taken by roll call vote since amending the adopted budget requires a two-thirds affirmative vote of the Board (12 members).

It was moved by Boardmember Enslow and seconded by Boardmember Strickland that Resolution No. R2012-10 be approved as presented.

Ayes

Fred Butler
Dow Constantine
Dave Earling
Dave Enslow
Paula Hammond

John Marchione
Pat McCarthy
Joe McDermott
Mike McGinn
Mary Moss

Larry Phillips
Aaron Reardon
Paul Roberts
Marilyn Strickland
Julia Patterson

Nays

The motion to approve Resolution No. R2012-10 carried by unanimous vote of 15 Boardmembers.

Motion No. M2012-17: Identifying the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement.

Matt Shelden, Program Manager for the Lynnwood Link Extension, and Ric Ilgenfritz, Executive Director of Planning, Environmental and Project Development presented information on the light rail alternatives selected at the April Capital Committee meeting for study in the Lynnwood Link Extension Draft Environmental Impact Statement (DEIS). Mr. Shelden reviewed the three segments in the corridor, Segment A from Northgate through NE 185th Street Station, Segment B from NE 185th Street to 212th Street SW, and Segment C from 212th Street SW to Lynnwood Transit Center.

The Capital Committee selected seven alternatives in Segment A to be studied in the DEIS. Alternatives A1 and A3 have stations at 145th Street and 185th Street. Alternatives A5 and A7 have stations at NE 130th Street, NE 155th Street, and NE 185th Street. Alternative A9 includes stations at NE 145th Street and NE 175th Street. Alternatives A10 and A11 have stations at NE 130th Street, NE 145th Street, and NE 185th Street.

The Capital Committee selected four alternatives in Segment B to be studied in the DEIS. All the alternatives travel on the east side of I-5 to Mountlake Terrace. Alternative B1, B2, and B2a have a station at the Mountlake Terrace Transit Center. Alternative B4 has a station in the median of I-5. Alternatives B1 and B4 use the median of I-5 to travel further north. Alternatives B2 and B2a cross I-5 and travel north on the west side of I-5. Alternative B2a includes a station at 220th Street.

The Capital Committee selected three alternatives in Segment C to be studied in the DEIS. Alternative C1 and C2 use 52nd Avenue W to travel north. Alternative C1 has a station at 200th Street. Alternative C2 has a station at the Lynnwood Transit Center. Alternative C3 travels north on I-5 to a station at the Lynnwood Park and Ride.

Sound Transit conducted additional work on three alternatives selected by the Capital Committee; Alternatives A9, A10 and A11. Alternative A9 includes a station at 145th Street and 175th Street. All the other alternatives in Segment A have a station at 185th Street instead of 175th Street. The alternatives analysis found that property impacts, environmental impacts, ridership, and travel times are the same for a station at 175th Street or a station at 185th Street. However, the station at 175th Street has pedestrian and bike access issues and transit-oriented development opportunities may be limited because of a bog near the station.

It was moved by Vice Chair Butler and seconded by Boardmember Phillips that Motion No. M2012-17 be approved as presented.

It was moved by Boardmember Phillips and seconded by Boardmember Roberts to amend Motion No. M2012-17 to delete Alternative A9 from the alternatives to be studied in Segment A: Northgate through NE 185th Street Station in the Lynnwood Link Extension Draft Environmental Impact Statement and revise the staff report to reflect the amendment.

Boardmember Phillips thanked the City of Shoreline for support of transit initiatives. He noted that analysis of the North Corridor originally included an option to use SR99 for light rail. The SR99 option would have provided opportunities for transit-oriented development. Based on further analysis, the Board selected the I-5 corridor as the best option for extending light rail north. Because transit-oriented development is limited in the I-5 corridor, further study of Alternative A9 (stations at NE 145th Street and NE 175th Street) was intended to identify opportunities for land use and economic development. The analysis in the Board briefing book notes that the 185th Street Station serves local access needs and supports potential redevelopment near the station.

The motion to amend Motion No. M2012-17 carried by unanimous vote.

The motion to approve Motion No. M2012-17, as amended, carried by unanimous vote.

Motion No. M2012-16: (1) Authorizing the chief executive officer to execute a contract amendment with Parsons Brinckerhoff to complete environmental documentation for the Sounder Yard and Shops project in the amount of \$1,732,683, with a 10% contingency of \$173,268, totaling \$1,905,951, for a new total authorized contract amount not to exceed \$2,794,060 and (2) approving Gate 2 within Sound Transit's Phase Gate process.

It was moved by Vice Chair Butler, seconded by Boardmember Enslow, and carried by unanimous vote that Motion No. M2012-16 be approved as presented.

OTHER BUSINESS

None.

NEXT MEETING

Thursday, May 24, 2012
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:18 p.m.

ATTEST:



Marcia Walker
Board Administrator


Julia Patterson
Board Vice Chair

APPROVED on June 28, 2012, KWF