

**SOUND TRANSIT EXECUTIVE COMMITTEE MEETING**  
**Summary Minutes**  
**May 1, 2014**

**CALL TO ORDER**

The meeting was called to order at 10.36 a.m. by Chair Dow Constantine, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

**ROLL CALL**

Chair

(P) Dow Constantine, King County Executive

Vice Chairs

(A) Marilyn Strickland, City of Tacoma Mayor

(P) Paul Roberts, Everett Councilmember

Boardmembers

(P) Fred Butler, Issaquah Mayor

(P) John Lovick, Snohomish County Executive

(P) Pat McCarthy, Pierce County Executive

(A) Ed Murray, Seattle Mayor

(A) Lynn Peterson, WSDOT Secretary

(P) Larry Phillips, King County Council Chair

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

**REPORT OF THE CHAIR**

Boardmember request to participate via teleconference

Chair Constantine announced that Boardmember Lovick asked to participate in today's meeting by telephone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

**It was moved by Vice Chair Roberts, seconded by Boardmember Phillips, and carried by unanimous vote that Boardmember Lovick be allowed to participate in the Board meeting by telephone.**

Long-Range Plan Overview

Chair Constantine commented that the Committee will hear three reports on corridor studies related to Sound Transit's update to the Long-Range Plan. Moving forward the Committee can expect to hear more corridor study reports and receive additional information regarding planning work for updating the Long-Range Plan. Boardmembers will also participate in a workshop on the topic during the summer.

**DEPUTY CHIEF EXECUTIVE OFFICER REPORT**

Tunnel Boring Machine Dedication Ceremony

Mike Harbour, Deputy CEO, announced that Sound Transit held a dedication ceremony on Monday for the first Northgate Link tunnel boring machine. The event was emceed by Boardmember Paul Roberts and had great attendance.

The tunnel boring machine, named “Brenda”, weighs over one million pounds, is 300 feet long with a 21-foot diameter cutter head, and is the same machine that successfully completed two one-mile tunnels for University Link.

This machine is one of three that will help extend light rail 4.3 miles further north, and the Northgate Link Extension is scheduled to open in 2021. Once light rail is complete in this area, it is projected that riders will be able to travel from Northgate to downtown in 14 minutes.

#### Art in the Union Station Great Hall

Mr. Harbour explained that the art in the Union Station Great Hall today is part of Salon, an annual gathering of international decorative painters. The exhibition and live demonstrations will continue through May 4, 2014.

#### Possible May Day transit delays

Mr. Harbour commented that because today is May Day, Sound Transit may experience delays due to today’s May Day march in Seattle.

### **REPORTS TO THE COMMITTEE**

Ric Ilgenfritz, Executive Director of Planning Environmental and Project Development, provided a brief introduction to all three corridor studies.

#### Lynnwood to Everett Corridor Study Level 2 Update

Karen Waterman, Planning and Development Manager, and Michelle Ginder, Project Manager – Light Rail North Corridor, provided the presentation.

Ms. Ginder explained that many options between Lynnwood and Everett were examined throughout the study, but five options were studied in Level 2 of the study process. Three of these options involve light rail and two involve bus rapid transit. Ms. Ginder provided an overview of each of the five options, including the route that each option would take and the mode of travel. She also reviewed criteria associated with each option, including expected costs, projected ridership, anticipated travel time, and the number of stations that each option could include.

Boardmembers discussed these options, including discussing the costs associated with extending the corridor options north to include Everett Community College, and the importance of coordinating with transit providers to connect service between these corridor options with Paine Field and the aerospace employment hub in Everett.

#### Central and East Corridor Study Level 2 Update

Andrea Tull, Senior Project Manager, and Rachel Wilch, Transportation Planner, provided the presentation.

Ms. Tull commented that staff will provide information regarding the Eastside Rail Corridor and the I-405 Bus Rapid Transit Corridor during this meeting. Staff plans to provide information about additional corridors during the June Executive Committee meeting.

The Eastside Rail Corridor extends between Woodinville and Renton, and staff studied light rail transit, bus rapid transit, and commuter rail options along the corridor. General findings for this

corridor include limited ridership across the corridor and commuter rail being a less expensive option to build but more costly than bus rapid transit or light rail transit to operate.

Ms. Wilch discussed a mode comparison for each option, using criteria such as projected costs, distance traveled, travel time, and anticipated ridership. She explained that travel times and distance traveled are similar for each option, but that cost differences exist for each mode option.

Ms. Tull provided an overview of the I-405 Bus Rapid Transit Corridor. The I-405 Corridor is unique because it follows WSDOT's adopted Master Plan, which identifies various improvement options along the corridor. She highlighted investments that Sound Transit has made in the I-405 Corridor to date as a result of the Sound Move and ST2 plans, and outlined four bus rapid transit options for the corridor.

Ms. Wilch discussed a comparison of each bus rapid transit option for the I-405 Corridor using criteria such as projected costs, distance traveled, travel time, and anticipated ridership.

### South King County Corridor Study Level 2 Update

Val Batey, Senior Transportation Planner, provided the presentation.

Ms. Batey explained that five corridor alternatives came out of the second level of evaluation, and a sixth alternative was added during the workshop process. Four of these alternatives involve light rail transit, and two alternatives consist of bus rapid transit. She provided an overview of each of the six alternatives, including the route that each would take and the mode of travel, and reviewed criteria associated with each alternative, including projected costs, expected ridership, anticipated travel time, and distance traveled.

Boardmembers discussed the various alternatives, including whether it is possible to use existing bridges for the alternatives or whether new bridges would be necessary. It was not the charge of this study to review whether using existing bridges is a possibility. If these alternatives are further considered by the Board, then additional studies will be conducted, including studying whether it is possible to use existing bridges for these alternatives.

## **BUSINESS ITEMS**

### Minutes from the February 6, 2014 Executive Committee meeting

**It was moved by Boardmember Butler, seconded by Boardmember McCarthy, and carried by the unanimous vote of all members present that the minutes of the February 6, 2014 Executive Committee be approved as presented.**

## **EXECUTIVE SESSION**

None.

## **NEXT MEETING**

Thursday, July 3, 2014  
10:30 a.m. to 12:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting was adjourned at 11:54 a.m.



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Marilyn Strickland  
Board Vice Chair

ATTEST:



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Kathryn Flores  
Acting Board Administrator

APPROVED on February 5, 2015, KWF