

**Sound Transit
Board Meeting Summary Minutes
February 11, 1999**

Call to Order

Board Chair Paul Miller called the meeting to order at 2:07 p.m. in Hildebrand Hall, Plymouth Congregational Church, 6th and University, Seattle, Washington.

Roll Call

Chair

(P) Paul Miller, City of Tacoma Councilmember

Vice Chairs

(P) Dave Earling, City of Edmonds Councilmember

(A) Greg Nickels, King County Councilmember

Board Members

(P) Ann Davis, City of Lakewood Councilmember

(P) Bob Drewel, Snohomish County Executive

(P) David Enslow, City of Sumner Councilmember

(P) Mary Gates, City of Federal Way Councilmember

(P) Jane Hague, King County Councilmember

(P) Ed Hansen, City of Everett Mayor

(P) Richard McIver, City of Seattle Councilmember

(P) Rob McKenna, King County Councilmember

(P) Renee Montgelas, representing Sid Morrison,
WSDOT Secretary

(P) Dave Russell, City of Kirkland Councilmember

(P) Paul Schell, City of Seattle Mayor

(P) Ron Sims, King County Executive

(P) Cynthia Sullivan, King County Councilmember

(P) Doug Sutherland, Pierce County Executive

(P) Jim White, City of Kent Mayor

Marcia Walker, Board Administrator, indicated a quorum of the Board was present.

The following Board members arrived after roll call:

Ann Davis, City of Lakewood Councilmember

Jane Hague, King County Councilmember

Rob McKenna, King County Councilmember

Ron Sims, King County Executive

Cynthia Sullivan, King County Councilmember

Doug Sutherland, Pierce County Executive

Report of the Chair

Presentation from Lowell Elementary School children - "Messages to the Mayor" Program

The children from Lowell Elementary gave a skit showing their ideas for station design.

Public Comment

The following individuals presented comments to the Board:

Mr. Mike Curran

Dr. Cooper

Mr. George Curtis

Mr. Patricia Paschal

Mr. Paul W. Locke

Ms. Linda R. Anderson, Amalgamated Transit Union (ATU), Local 587
Mr. Martin Durkan
Mr. Alan Ekberg
Mr. Doug Barnes:
Ms. Genevieve Hicks
Mr. Dennis Robertson

Comments are on file with the Board Administrator.

Report of the Chair

Mr. Miller stated that one action item, Resolution No. R99-8 had been added to the agenda and an Executive Session would be held at the end of the Board meeting.

Mayor Paul Schell presented the City of Seattle Board representatives' recommendation for the Central Link Light Rail alignment. He stated that the recommendation was based on what will be in the best interest of southeast Seattle. He stated that the recommendation will turn Martin Luther King Way (MLK) into a great boulevard that is neighborhood friendly. By staying within the 93-foot right-of-way, half as many homes and businesses will be displaced. Mayor Schell reiterated that the city will find the funds for the added costs of this recommendation.

Mr. McIver stated that he has been supporting a tunnel, but this plan seems to be the only economical way to get the project done while creating a three-county regional transit system. He mentioned the possibility of narrowing the right-of-way on MLK, with one lane of traffic each way, to create a good business boulevard.

Ms. Sullivan mentioned the fact that the Rainier Valley is too precious to have out of sight and out of mind. She stated that this recommendation would bring real improvements to the neighborhood. She brought up the concern that the light rail will be dangerous at-grade and suggested that the proposed improvements should calm the traffic.

Mr. Sims stated that the King County recommendation encourages growth in urban areas. He said that to increase the number of people using public transportation, it must be built along a corridor to provide easy access to the system. He stated his belief that the proposal addresses employment and business needs as well as the critical need of bringing with it a development and ability to stimulate housing and commercial business in the community.

Mr. Miller thanked Mayor Schell and the City of Seattle representatives for taking such a positive approach to addressing concerns. He stated that there is a long way to go from this proposal to something that everyone will be able to support and the importance of finding a solution and maintaining promises made to the public.

He mentioned that on February 25, the Board would select the locally preferred alignment for the Environmental Impact Statement. He emphasized that this is not a final decision, and there will be time to continue working on alignment over the summer. The final decision will not be made until a final EIS is before the Board in the fall.

Executive Director Report

Mr. Bob White mentioned to the Board that the Sound Move Project Management Plan had been sent to their offices. He stated that the Plan included the information systems being put in place to ensure public expenditures being made are managed well, reported well, and that documentation the Board will need for technical decision-making is available. He explained that this is consistent with the Federal Transit Association guidelines. Mr. White advised the Board that similar plans will be developed for each of the major project elements.

Action Items

The Board of the Central Puget Sound Regional Transit Authority does hereby approve the voucher certification for the period December 1 through December 31, 1998 totaling \$10,341,603.71.

It was moved by Mr. Drewel, seconded by Mr. Russell, and carried by the unanimous vote of all Board members present that the vouchers be approved as presented.

Resolution No. R99-8 - Amending Resolution No. R98-50 to insert the correct legal descriptions for certain real properties which the Executive Director was authorized to acquire, dispose, or lease by negotiated purchase or by condemnation by Resolution No. R98-50

It was moved by Mr. Drewel, seconded by Mr. White, and carried by the unanimous vote of all Board members present that Resolution No. R99-8 be approved as presented.

Motion No. M99-2 - Adopting policies to guide grant activities to secure funds that will augment local option tax revenues and fulfill Sound Move financial policies

Mr. Miller gave background information on Motion No. M99-2. He pointed out that seven policies were being brought to the Board, and that Motion No. M99-2 had been before the Executive Committee, the Finance Committee, and the Public and Government Affairs Committee (PGA). Policy #7 was amended in the Executive Committee. The Finance Committee chose to adopt differing language from what was adopted in the Executive Committee meeting following discussions between the Chairs of the Finance and PGA Committees. The PGA Committee did not have a quorum, so the committee did not take action on the item. In addition, the Finance Committee deleted Policy #4 which related to the distribution of grant proceeds assuming that that is something that could be addressed at a future date.

It was moved by Ms. Gates and seconded by Mr. White that Policy #7 be amended to read as follows: "Sound Transit will seek opportunities for replacement of local revenues lost as a result of voter passage of Referendum 49, and will explore ways that the state can become a long-term funding partner in Sound Move."

The motion to approve the amendment to Motion No. M99-2, as explained, was carried by the unanimous vote of all Board members present.

It was moved by Ms. Gates, seconded by Mr. Sutherland, and carried by the unanimous vote of all Board members present that Motion No. M99-2 be approved as amended.

Resolution No. R99-2 - Establishing fare policy and establishing pricing for fares related to Sound Transit public transportation services

Ms. Gates advised that the Finance Committee recommended approval of Resolution No. R99-2.

It was moved by Ms. Gates, seconded by Mr. Sutherland, and carried by the unanimous vote of all Board members present that Resolution No. R99-2 be approved as presented.

Resolution No. R99-4 - Amending Resolution Nos. R-47 and R-48 which authorized the issuance of sales tax and motor vehicle excise tax bonds in order to clarify certain provisions of such resolutions and assure the highest available ratings on the bonds

Ms. Gates advised that the Finance Committee recommended approval of Resolution No. R99-4.

It was moved by Ms. Gates, seconded by Mr. White, and carried by the unanimous vote of all Board members present that Resolution No. R99-4 be approved as presented.

Motion No. M99-7 - Authorizing the Executive Director to execute an Interim Regional Pass and Fare Reconciliation Program Agreement between the transit agencies of Pierce Transit, King County Metro Transit, Community Transit, Everett Transit and Sound Transit

Ms. Gates advised that the Finance Committee recommended approval of Motion No. M99-7.

It was moved by Ms. Gates and seconded by Mr. Drewel that Motion No. M99-7 be approved as presented.

Ms. Gates stated that the progress made by the transit agencies and the motion being presented was indicative of the cooperation and trust needed among the agencies. She expressed her support of this action and her belief that this is a beginning to the seamless transportation that has been envisioned for the region.

Mr. Drewel stated that this display of partnership has had a remarkably positive impact and will be important to the furtherance of our collective objectives and to the partnership with the voters. He extended his thanks to the staff and all operating agencies.

Mr. McIver pointed out that neither the monorail, which is privately operated, nor the Washington State Ferries were included in the agreement. He understood the reason for the monorail being excluded at this time, but encouraged the Board to continue working with the State Ferry system.

Mr. Miller stated that this has been well received in Washington, DC. He mentioned that the delegation has been pleased with the response in addressing an issue of concern. He also advised the Board that the Pierce Transit Board has ratified this agreement.

Mr. Hansen advised that the Everett City Council has authorized the signing of this agreement.

The motion to approve Motion No. M99-7 was carried by the unanimous vote of all Board members present.

Motion No. M99-6 - Updating Sound Transit's personnel policies and compensation system

Mr. Drewel reminded the Board that 28 months ago, the Board started to build not only an exterior system for travel needs, but an inside system to meet human resources. He stated that the goal was to build a human resources system different from that encountered in the past. It was agreed that it would be a living system requiring adjustments from time to time. He asked the Board to approve this action to keep alive a system that rewards competition and stays on budget, on mission, and on schedule.

It was moved by Mr. Drewel, seconded by Mr. Sutherland, and carried by the unanimous vote of all Board members present that Motion No. M99-6 be approved as presented.

Motion No. M99-5 - Identifying the route, station locations and operations and maintenance facility for the Tacoma Link light rail line

It was moved by Ms. Davis and seconded by Mr. McIver that Motion No. M99-5 be approved as presented.

Mr. Miller stated that the revised language identifies the southern portion of the trackage between Freighthouse Square and the University of Washington, Tacoma; narrows the alternatives north of there to two lines requiring additional engineering; and adds language requested by the City of Tacoma for ST to coordinate with City staff on the timetable of construction and initiation of services on light rail so it is in conjunction with several major projects taking place in downtown Tacoma.

The motion to approve Motion No. M99-5 was carried by the unanimous vote of all Board members present.

Resolution No. R99-5 - Authorizing the executive Director to execute a Memorandum of Agreement with the City of Everett for intergovernmental cooperation regarding the environmental process, permitting and design for commuter rail related facilities

It was moved by Mr. Sims, seconded by Mr. White, and carried by the unanimous vote of all Board members present that Resolution No. R99-5 be approved as presented.

Mr. Miller advised the Board that a request had been made for staff to give a presentation on funding options for the

staff recommended LPA. He said this was to be scheduled for the next Finance Committee meeting, but because of a significant request from members not on the Committee, that discussion will take place at the Executive Committee meeting. Mr. Miller invited all members of the Board to attend that discussion at 1:30 p.m. Friday, February 19, in the fourth floor conference room of the Sound Transit offices.

Item for Discussion/Deliberation

Civil Construction Contract Packaging and Use of Design Build for Link light rail

Mr. Bill Houppermans, Civil Engineering Manager, stated that Sound Transit was asking the Board for an informal approval from the Board to proceed with design/build for tunnel contracts in the north. He explained that by proceeding with design/build, construction will be able to start immediately after receiving the FFGA in April 2000. Requests for Qualification (RFQ) will go out to the construction community March 1, 1999, with Requests for Proposals (RFP) following in the summer.

Mr. Schell stated his support for this method. He advised this will save money and avoid surprises.

Mr. Sutherland mentioned the importance of proper oversight and review when using the design/build method.

Mr. McIver expressed his support of the design/build process. He reminded Mr. Houppermans of the importance of the contractor's ability to use M/W/DBE firms.

Mr. McKenna questioned whether the process would yield significant savings of schedule advantages for the Beacon Hill tunnel.

Mr. Houppermans stated that it could yield schedule advantages. He went on to say that when tunneling, there can be a lot of risk. He stated Beacon Hill can be analyzed on its own.

Mr. Schell suggested that should exploring be done on Capitol Hill, it will make sense to explore Beacon Hill.

Mr. Houppermans stated that he had no objection to the suggestion.

Report of the PGA Committee

Mr. Earling advised that a meeting had been held with the Congressional delegation in Washington, DC, over the past few days. There was an opportunity to present Sound Transit's appropriation request for the New Starts program and for the coordinated bus request from the five transit agencies in the Puget Sound basin.

Mr. Earling mentioned that the Board members will be receiving a request from Senators Gorton and Murray inviting them to attend a meeting with all five transit agencies on February 16. The discussion will center around approaches to obtaining federal funding.

Mr. Earling stated that in Olympia there is an high occupancy vehicle (HOV) bill that would change the current configuration.

Mr. Russell suggested that the bill be opposed loudly and mentioned that the Puget Sound Regional Council (PSRC) has a lot of documentation on this.

Mr. McKenna advised that the Transportation Policy Board discussed this as an action item earlier that day. The HOV Policy Committee came out in favor of retaining the current state policy as adopted. He said the Eastside Transportation Partnership signed a letter to the key state legislators opposing the bill and emphasizing the importance of allowing these decisions to be made regionally.

Mr. Earling suggested the ST Board Chair send a letter expressing opposition to the bill.

Mr. Earling closed by saying that the President included ST in the 2000 budget. ST was identified as one of four systems among the strongest candidates in the New Starts pipeline.

Other Business

Mr. Jim White asked that the appropriate committee look into the issue of the removal of sales tax from ST projects.

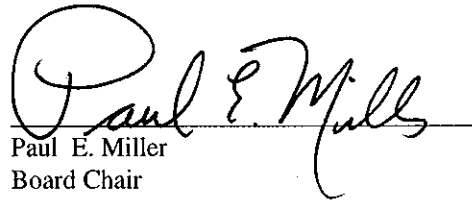
Mr. Earling requested that the suggestion that the state become a funding partner in ST be taken back to the PGA or Executive Committee. He stated the need to look at the various approaches that may be taken regarding potential state funding.

Mr. Miller advised that the issue will be forwarded to the appropriate committee.


Executive Session

The meeting adjourned into executive session at 4:10 p.m.

The meeting was reconvened and adjourned at 4:45 p.m.


Paul E. Miller
Board Chair

ATTEST:



Marcia Walker
Board Administrator

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