

**Sound Transit  
Executive Committee Summary Minutes**

**February 19, 1999**

Call to Order

The meeting was called to order at 1:43 p.m. by Chair Paul Miller.

Attendance

(P) Paul Miller, Chair	(P) Greg Nickels
(P) Bob Drewel, Vice Chair	(P) Paul Schell
(A) Dave Earling	(P) Ron Sims
(A) Mary Gates	(P) Cynthia Sullivan
(A) Jane Hague	(P) Doug Sutherland
(A) Richard McIver	

Board members Ann Kirk Davis, Rob McKenna, and Dave Russell were also in attendance.

Report of the Chair

Mr. Miller indicated that the Committee would be working from a revised agenda. Motion No. M99-8, which would authorize the execution of a Memorandum of Agreement with the City of Seattle regarding commuter rail stations, has been deferred to a future meeting to give the City of Seattle time to take action on the agreement. In addition, he indicated that the motion appointing a new member to the Citizen Oversight Panel has been deferred. Lastly, Mr. Miller reported that the Committee would review a preliminary motion for the upcoming February 25, 1999 Board meeting adopting a locally preferred alternative for the Link light rail line under the agenda item "Other Business."

Executive Director Report

None.

Public Comment

Mr. Jeff Munnoch, Community Relations Coordinator for Link light rail, introduced Ms. Jainie Neal, representing a deaf/blind group.

Ms. Neal thanked the Committee members for the opportunity to speak with them. She stated that the deaf/blind community is very active and they appreciate the Committee listening to their comments and opinions about the routes that are decided upon. She asked the Board to consider a light rail route to the Southcenter area and then over to the airport because of the large number of deaf/blind people living in the south area.

Mr. Steve Stevenson, City of SeaTac Councilmember, read a letter on behalf of Senator Julia Patterson (copy on file). The letter requested that the Board consider the City of SeaTac's preferred alternative, which calls for no station at South 154<sup>th</sup>; an alignment along the West side of the cemetery; an airport station at South 170<sup>th</sup>; a City Center Station in the vicinity of 180<sup>th</sup> to 184<sup>th</sup>; and a station in the vicinity South of the South 200<sup>th</sup> Street with a direct connection to a parking garage.

Mr. Don Dehan, SeaTac City Councilmember, presented remarks on behalf of the SeaTac City Council (copy on file). He indicated that the City of SeaTac had four requests: 1) a City Center station; 2) a South 200<sup>th</sup> parking structure; 3) the avoidance of International Boulevard; and 4) that a South 154<sup>th</sup> station be dropped until Phase II of Sound Transit funding.

Mr. Chuck Maduell, attorney with Perkins Coie, representing Thrifty Car Rental, stated that Thrifty Car Rental owns

property in SeaTac that would be condemned and become a park and ride lot for the South SeaTac station if the staff recommended locally preferred alternative is adopted. He distributed a letter requesting that the Board adopt a South SeaTac station alternative that would allow the station to be located south of S. 200<sup>th</sup> Street (copy on file).

Mr. Martin Durkan, Jr., representing the Tukwila Transit Partnership, stated that the City of Tukwila would like the Link Light Rail to go to Southcenter and stop there. He mentioned that they have performed a public survey of 534 households in the King County area including East Bellevue, South Seattle, Rainier Valley, Southcenter area, and Federal Way. The poll asked 38 questioned to registered and non-registered voters. The results came back showing that 67% of the respondents felt it was more important to go to Southcenter and link the urban centers. Approximately 20% felt the route should go up the 99 route to SeaTac. He stated that the survey results would be distributed to the Board members.

Mr. Larry Fogdall, Chair of the Transportation Committee at University Presbyterian Church, posed a series of questions: Why does Sound Transit show so much curvature in the Link alignment between the University District and the Roosevelt District? In the event that Sound Transit does not construct Link north of the University District during Phase I, what is Sound Transit's plan for returning to the job later? How will Sound Transit mitigate potential impacts from the interim terminus situation. How will Sound Transit mitigate impacts if there is an inability to remove later excavation spoils? What are the financial impacts of interrupting the system at or around 45<sup>th</sup> street station in Phase I?

#### Minutes of February 5, 1999 Meeting

**It was moved by Mr. Drewel, seconded by Mr. Sutherland and carried by the unanimous vote of all members present that the minutes of the February 5, 1999 Executive Committee meeting be approved as presented.**

Motion No. M99-9 - Approving travel for Board Chair Paul Miller and Board Vice Chair Dave Earling to participate in the Seattle Chamber of Commerce visit to Sydney, Australia from March 4 to March 13, 1999 in the conduct of official business on behalf of Sound Transit

**It was moved by Mr. Drewel, seconded by Mr. Sutherland, and carried by the unanimous vote of all members present that Motion No. M99-9 be approved as presented.**

#### Financing for Link Light Rail

Ms. Jan Hendrickson, Director of Finance and Administration, presented materials titled "Sizing and Financing a Locally Preferred Alternative for Central Link" (copy on file). She drew the Committee's attention to the "key variable" - assumptions for federal funding. She reviewed 4 different federal funding scenarios, and indicated that staff is recommending scenario #3, which assumes grants of \$70 million per year, with 3 years at \$100 million, for a total of \$931 million.

Executive Director White reviewed the proposed work plan and schedule (copy on file).

Board members indicated that they needed more information to prepare for the February 25 selection of the locally preferred alternative. Board members discussed which types of information would be useful to them in the decision making process.

Staff committed to providing cash flow models by subarea; information on New Starts Ten-Year historical appropriation levels; and financing options for different scenarios, prior to the February 25 Board meeting.

Resolution No. R99-7 - Authorizing the Executive Director to execute an agreement with Washington State Department of Transportation providing funding participation of the Sunset Interchange Project on Interstate 90 in the amount of \$9,000,000 (HOV share)

**It was moved by Mr. McKenna, seconded by Mr. Sutherland and carried by the unanimous vote of all Committee members present that Resolution No. R99-7 be forwarded to the Board with a do pass recommendation.**

Resolution No. R99-6 - Amending Sound Move to add an HOV project on State Route 900 to the list of projects in the East King County subarea by reducing the funds allocated for Sunset Interchange (HOV share) Project and reallocating funds to the SR 900 HOV Project

**It was moved by Mr. Schell, seconded by Mr. Sutherland and carried by the unanimous vote of all Committee members present that Resolution No. R99-6 be forwarded to the Board with a do pass recommendation.**

Resolution No. R99-3 - Fulfilling requirement of RCW 81.112.040(1) to reconstitute the governing board of a regional transit authority regarding the number of representatives from each of the participating counties

**It was moved by Mr. Schell, seconded by Mr. Drewel and carried by the unanimous vote of all Committee members present that Resolution No. R99-3 be forwarded to the Board with a do pass recommendation.**

Mr. McKenna asked staff to provide a break-out of population numbers for King County.

#### **Other Business**

Mr. Miller introduced a preliminary motion adopting the locally preferred alternative for the Central Link light rail line (copy on file). Mr. Miller stated that amendments would be considered at the Board meeting on February 25<sup>th</sup>, and asked Board members to submit amendments to staff by Tuesday the 23<sup>rd</sup>, so that the main motion and proposed amendments could be distributed to the entire Board in advance of the meeting.

Committee members discussed known proposed amendments: 1) an amendment related to South 200<sup>th</sup> street in SeaTac; 2) an amendment dealing with an extension to Northgate and the Roosevelt alignment; 3) an amendment calling for a Southcenter alignment; 4) an amendment proposing a station at Roy and Aloha on Capitol Hill; 5) an amendment dealing with a community development fund; and 6) an amendment regarding the use of the Downtown Seattle Transit Tunnel.

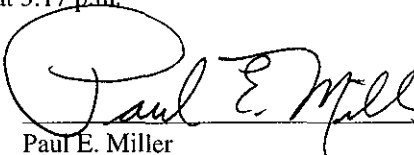
#### **Next Meeting**

Friday, March 19, 1999, from 1:30 - 3:00 p.m., at the Sound Transit 4<sup>th</sup> Floor Conference Room.

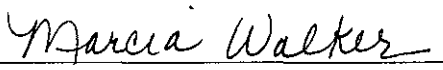
#### **Adjourn**

As there was no other business, the meeting was adjourned at 3:17 p.m.

Recorded by Amy Ebersole  
Board Coordinator

  
Paul E. Miller  
Chair

ATTEST:

  
Marcia Walker  
Board Administrator