

**Sound Transit
Board Meeting Summary Minutes
February 25, 1999**

Call to Order

Board Chair Paul Miller called the meeting to order at 2:45 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

(P) 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

(A) Jane Hague, King County Councilmember

(A) Ed Hansen, City of Everett Mayor

(P) Richard McIver, City of Seattle Councilmember

(P) Rob McKenna, King County Councilmember

(A) 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

(A) 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:

Rob McKenna, King County Councilmember

Report of the Chair

Mr. Miller stated that the Board will hold discussion of Item 6A on the agenda until after agenda Items 6B, 6C, and 6D.

Public Comment

The following individuals presented comments to the Board (comments are on file with the Board Administrator):

Ms. Maggie Fimia, First District, King County Council

Ms. Linda Montgomery, Deputy Mayor, City of Shoreline

Mr. Dick Taylor, Councilmember and Deputy Mayor of Kenmore

Ms. Kathy Halliburton

Ms. Peggy Gerdes

Ms. Carol Bogue, Woodinville Councilmember

Ms. Rose Eklund

Mr. John Flowers

Mr. Gordon Burch, representing Debbie Treen, Mayor of Bothell

(Board member McKenna arrived at this time.)

Ms. Mary Jane Goss, Councilmember from Lake Forest Park
Mr. Alan Deright
Mr. Philip Grega
Ms. Ruth Korkowski
Mr. Theo Nasar
Ms. Arlene Plevin
Dr. Michael Washington
Mr. Dick Burkhart, Rainier Valley, representing Citizens to Reclaim MLK and the Cascade Bicycle Club
Ms. Dawn Blanch, Co-Chair, Neighborhood Planning in the Rainier Beach Neighborhood
Ms. Ellen Abellera/Fapagow, President of the Filipino Political Action Group
Mr. Bob Santos, Department of Housing and Urban Development, Northwest Alaska
Mr. George Curtis
Ms. Melissa Matthies
Mr. Bert Caoili, President of the Filipino Community of Seattle
Ms. Patricia Nauman
Ms. Frederica Merrell, Chair of North Beacon Hill Planning
Ms. Ethyl Boyer
Mr. Mark Dublin
Ms. Nancy Dickerson Caldwell
Mr. John W. Rants, Mayor of Tukwila
Mr. Don Dehan, Councilmember for SeaTac
Mr. Cal Hoggard, City Manager of SeaTac
Mr. Bob Gillespie

Mr. Miller thanked the audience for their courtesy in providing public comment.

Executive Director Report

Mr. White stated that the Board has listened to hundreds of people at public hearings and through written communications concerning the DEIS. He asked the Board members for suggestions on the best way to keep the Board apprised of ongoing information as it unfolds.

Action Items

Resolution No. R99-3 - Fulfilling requirements 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

Mr. Miller stated that a request was made at the Executive Committee for additional information on this Resolution. He asked for a motion to hold Resolution No. R99-3 over to the next Board meeting.

It was moved by Mr. Sims, seconded by Ms. Gates, and carried by the unanimous vote of all Board members present that Resolution No. R99-3 be carried over to the next 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)

Mr. Nickels explained that Resolution No. R99-7 would authorize the Executive Director to execute an agreement with the Washington State DOT to provide funding for participation in the Sunset Interchange Project on I-90 in the amount of \$9 million in year of expenditure dollars. The DOT is the lead agency responsible for construction. He stated that this action was recommended by the Finance Committee

It was moved by Mr. Nickels, seconded by Ms. Gates, and carried by the unanimous vote of all Board

members present that Resolution No. R99-7 be approved as presented.

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

Mr. Nickels stated that Resolution No. R99-6 would amend Sound Move to add an HOV Project on SR 900 to the list of projects in the East King County subarea by reducing the funds allocated for the Sunset Interchange project and reallocating funds to the SR 900 project. He stated that Resolution No. R99-6 was approved by the Finance and Executive Committees.

It was moved by Mr. Nickels, seconded by Ms. Gates, and carried by the unanimous vote of all Board members present that Resolution No. R99-6 be approved as presented. Resolution No. R99-6 required a 2/3 supermajority vote (12 members)—14 members voted yes.

Motion No. M99-14 - Identifying the Locally Preferred Alternative for Alignment and Station Locations for the Central Link Light Rail Line

Mr. Miller explained that the Board will be voting to identify the preferred route and stations for the central Link light rail line that will connect the cities of SeaTac, Tukwila and Seattle. He stated that this action will be a major milestone toward developing a new light rail system to serve Central Puget Sound. He clarified that while the Board would be identifying a route preference, all routes considered in the DEIS will be analyzed in developing the Final EIS (FEIS) for the central Link light rail line expected to be released in the fall.

Mr. Miller stated that both the Board and staff worked hard to ensure all voices and points of view have been heard. He reiterated that the top priority is to deliver a regional rapid transit system on time, on budget, and on target to meet Sound Transit's mission of building an integrated, high capacity system to serve the needs of the region.

It was moved by Mr. Sutherland and seconded by Ms. Davis that Motion No. M99-14 be approved as presented.

Mr. Miller mentioned there were amendments before the Board and they would proceed with considering the Amendments (copies on file).

Ms. Sullivan asked to have Mr. Paul Bay, Director, update the Board on the effect it would cause not to make a decision at this meeting, and Ms. Sullivan asked to have Mr. Desmond Brown, Legal Counsel, give a report on the efficacy of each amendment.

Mr. Bay stated that not making a decision would delay completing the FEIS and preliminary engineering. He explained that if the FEIS is not completed by the end of August, Sound Transit will miss the window of opportunity for the year 2000 to get the Full Funding Grant Agreement for appropriation action in the spring of next year. He said this could mean a year's loss in federal funding, which would have a significant impact on our ability to complete the project.

Ms. Sullivan asked whether all amendments had been reviewed by legal counsel for completeness and appropriateness and to ensure there will not be any problems for future litigation.

Mr. Desmond Brown advised the Board that the Legal department has reviewed the proposed amendments. He stated that while he fully expected litigation over whatever decision the Board makes, the proposed amendments were appropriate and within the Board's authority to adopt.

Amendments #1 and #2

It was moved by Ms. Sullivan that Amendments #1 and #2 be approved.

Ms. Sullivan advised the Board that Amendment #2 states that the University District to Northgate segment shall be part of Phase II. She suggested that for the sake of expediency, this language could be included in Amendment #1.

Mr. Earling stated his concern about including the language of Amendment #2 with Amendment #1. He mentioned that reviews have been done concerning generating additional funds for Phase II, and that the current Board needs to be cautious in giving direction to future Boards.

It was moved by Ms. Sullivan and seconded by Mr. Nickels that Amendment #1 be approved as presented: Replace existing text on Page 4, Section A, with the following language:

The construction and operation of "Segment A: Northgate to University District" alignment shall be deferred to the Phase II timetable unless sufficient funding is available during Phase I to fully complete "Northgate to University District" within Phase I. The Locally Preferred Alternative for "Segment A: Northgate to University District" for the Central Link Light Rail system shall be Alternative 1.1 (Route A.1.1: Tunnel Under Roosevelt District) solely for the purpose of constructing the segment in Phase I. Staff for the Sound Transit Board shall complete a detailed evaluation of the construction and operational impacts of an interim terminal in the University District and subsequent measures for mitigating those impacts. This evaluation shall also emphasize methods to reduce any costs of deferring construction of "Segment A" to Phase II. The light rail project shall reflect the enhanced mitigations necessary to ameliorate the effects of truncating the light rail project at the University District.

Ms. Sullivan mentioned the urgency and desire to keep Northgate alive and on the table as a potential, recognizing there is no funding at this time, but there may be in the future.

Mr. Nickels stated his support for the amendment to keep the option of Northgate alive in Phase I. He mentioned that while Sound Transit may be at the extent of its federal funds, the Board has been reticent to seek state funding. He stated that the impact on the north end and south end of delaying the University District to Northgate segment will be very significant on future generations.

Ms. Davis stated that she could not support the amendment because it is too soon to make the commitment. She mentioned that the fact that Northgate would be taken off the table in Phase I reflects the fact that federal funds are not available.

Mr. Earling explained that since the plan was developed, several more systems have been trying for federal funds. He pointed out that the LPA suggested would require \$70 million a year for seven years and that the two highest funded projects this year received \$70 million. He mentioned that staff included three years at \$100 million and he felt that would be achievable. He went on to say that the numbers Northgate generates along with Southcenter would require \$100 million every year between 2000 and 2011 bringing the federal funding to \$120 million for five years and in excess of \$140 million for three years. He said this is not realistic.

The motion failed by a vote of five in favor and nine opposed. (Those in the minority were Ms. Sullivan, Mr. Sims, Mr. Nickels, Mr. Schell and Mr. McIver.)

It was moved by Mr. Earling and seconded by Mr. Drewel that Amendment #2 be approved as presented, amending Page 4, Section A as follows:

The University District to Northgate segment shall be funded and constructed as part of a Phase II vote by the public. As stated in the Sound Move plan, this segment "will be the first to be built" in Phase II. Environmental analysis shall be completed under the current process with the final alternative alignment to be decided under the Phase II design process.

Mr. Earling acknowledged the importance of getting to Northgate and stated that this amendment reinforces that desire.

The motion to approve Amendment #2 was approved with 12 in favor and two opposed. (Those voting in the

minority were Ms. Sullivan and Mr. Nickels.)

It was moved by Mr. Schell and seconded by Mr. McIver that Amendment #3 be approved as presented, on Page 5, Section B:

The segment will be entirely in tunnel, with ~~four~~ five underground stations: (1) N.E. 45th Street and east of 15th Avenue N.E.; (2) near N.E. Pacific and west of 15th Avenue N.E.; (3) Broadway near Roy and Aloha; (4) Broadway south of E. John Street; and (5) Madison Street and Summit Avenue.

Mr. Miller suggested a friendly amendment to include the language from the Beacon Hill station.

Mr. Schell advised that while this station is still in the draft stage, he would like to see it on the table to explore the true cost of this station.

Mr. McKenna mentioned that the amendment's impact statement referenced adding \$77 million to the capital cost of Segment B and staff's financial analysis mentions adding \$105 million to the \$50 million for the TOD fund. He stated that \$70 million was much higher than what was assumed in the \$105 million.

Mr. Schell explained that it would cost \$30 million more because shelling would be \$40 million and finishing it would be \$30 million.

Mr. Nickels stated that the Board has to have the flexibility to build a system that is expandable and this may include shelling in stations in North Capitol Hill. He said this may be appropriate to allow the billion-dollar investment in a tunnel to be used to its full extent in the future.

Mr. McIver expressed that to ignore this would be a mistake which could not be corrected later.

Mr. McKenna mentioned that each subarea has to cover its own cost and this is reinforced in the motion. He stated that this motion needs to be included to ensure the financial analysis is done.

Mr. Russell stated his concern that the Board will overextended on plans and run way into the future on federal funding expectations.

Mr. Miller asked Mr. Bay if, in the analysis done later, it is determined not to be feasible from a funding standpoint, what is the impact of preliminary engineering done to that point?

Mr. Bay answered that it would mean either leaving the flat spot in there and it could be mined out later, or making a change to a contract to remove that. He said it would probably not be a large cost.

The motion to approve Amendment #3 was defeated with six in favor and eight opposed. (Those voting in the minority were Ms. Sullivan, Mr. Nickels, Mr. Sims, Mr. Schell, Mr. McKenna, and Mr. McIver.)

Mr. Nickels requested a roll call vote be taken on all remaining amendments.

Mr. Nickels stated that he has heard concerns about the Physics Lab and Life Sciences building at the UW and about the deep station at 45th and 15th. This station would be served only by elevator, and would not be attractive to riders. He felt the Board did not have the information concerning what is driving the decision and the price that would be paid for the utilization of the stations as a result. He expressed his hope that the FEIS will contain information on different profiles for the tunnels under Portage Bay, including the cost to go through the muck instead of under it and a station much friendlier to the community.

Mr. Bay responded that the information will be available and that there will be tradeoffs either way.

It was moved by Mr. Sims and seconded by Mr. Earling that Amendment #4 be approved, replacing the existing paragraphs 2 and 3 in Section C, on page 5 and 6, with the following language:

The DSTT will be converted to exclusive light rail use. Bus service will be discontinued in the DSTT to permit retrofitting the DSTT for light rail service. Relocation of the buses from the tunnel during and after construction for the Link light rail will require surface street improvements to accommodate the displaced buses. Staff from the The City of Seattle, King County Metro, and Sound Transit will make joint recommendations for jointly approve street and bus facility improvements to be constructed on in downtown Seattle surface streets, to accommodate the increased volume of buses presently in the tunnel on downtown streets. These improvements will be designed with the aim of achieving little or no change in to maintain or improve transit travel times for current tunnel bus users during tunnel retrofit and after light rail opens in the tunnel. The City of Seattle shall cooperate in providing transit priority corridors and signalization to ensure reliable and efficient service. The project will include appropriate costs for improvements on downtown streets to accommodate the additional buses. Costs associated with these street improvements will be allocated to the North King subarea budget.

Use of the DSTT for light rail service is contingent on King County, the City of Seattle and Sound Transit negotiating and approving an agreement for the transfer of the downtown Seattle transit tunnel to Sound Transit. Negotiations between Sound Transit, the City of Seattle and King County for use and ownership transfer of the downtown Seattle bus tunnel shall proceed with the recognition of will consider the potential budgetary impacts of a final settlement, and will explore cost control and cost saving opportunities for all parties. Negotiations also will address the construction of bus elements of Link light rail multi-modal stations and mitigation for construction-related impacts to bus operations. Future use of the air development rights and transit use of above the Convention Center Place station shall be decided as part of these negotiations. The City of Seattle and King County will explore opportunities to participate in the funding of street and transit priority improvements, subject to negotiations on the transfer of the Downtown Seattle Transit Tunnel.

Mr. Sims explained that the motion addressed surface streets and the amendment includes other key elements of the negotiations with King County and Sound Transit. The language has been strengthened noting a tunnel for light rail contingent upon approval by King County, Seattle, and Sound Transit. He went on to say that in the memorandum of agreement, it was recognized that light rail would have exclusive use of a tunnel.

A roll call vote was taken on Amendment #4, with 14 in favor and zero opposed.

Yes
Ms. Davis
Mr. Drewel
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. McKenna
Mr. Miller
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. Sutherland

No

It was moved by Mr. Schell and seconded by Mr. Russell that Amendment #5 dealing with the TOD be approved as presented, affecting page 7, Section D:

Sound Transit shall establish a \$50 million Transit Oriented Community Development Fund to be available to mitigate any impacts of the implementation and operation of light rail in the southeast Seattle Link light rail corridor. The Fund shall be used exclusively to increase transit ridership on the region's high capacity transit

system and/or to address project impacts. The Fund shall be used to leverage local, state and federal dollars for transit-related and transit-supportive investments in the southeast Seattle Link light rail corridor. Community advisory panels shall be established to set priorities and make recommendations to the Sound Transit Board for application of the Fund. The Sound Transit Board shall adopt guiding principles for the use and application of the Development Fund, generally consistent with the intent outlined in this Motion. Expenditures from the Fund shall be generally consistent with the timing of construction of the project, the mitigation of impacts of the project, and promotion of increased ridership. Board adopted guiding principles may specify timing and expenditure thresholds for expenditures of the Fund including the removal of legal barriers and the issuance of major construction permits. ~~The Fund shall be used exclusively to increase transit ridership on the region's high capacity transit system and/or to address project impacts. Up to a total of 10 percent of the Fund shall be available for use before the final dismissal of all lawsuits related to the alignment in the southeast Seattle corridor or as otherwise approved by the Board. Up to a total of 20 percent of the Fund shall be available to use before the issuance of all required construction permits by the City of Seattle related to the alignment in the southeast Seattle corridor. Once all permits for construction are issued, the entire Fund shall be available for application.~~ Seattle and King County are encouraged to provide or secure matching funds for the investments. All Section 5309 (New Starts) Federal funds shall be applied to the federal assumptions for projects within the Sound Transit budget.

Mr. Schell thanked Mr. Miller for his efforts made on the base motion to include suggestions from Mr. Sims and the Seattle delegation. He stated that this motion is consistent with legal requirements.

Mr. McKenna stated that the motion sets the right expectations and answers questions raised about the process to approve expenditures from the fund. He offered language as a friendly amendment: "within North King subarea."

The motion to approve Amendment #5, including the "friendly" amendment by McKenna, was carried by a unanimous vote of 14 to zero.

Yes
Ms. Davis
Mr. Drewel
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. McKenna
Mr. Miller
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. Sutherland

No

It was moved by Mr. McKenna and seconded by Mr. Sims that Amendment #6 be approved with one correction, on pages 10 and 11, Section F--SeaTac:

It was moved by Mr. McKenna and seconded by Mr. Sims that Amendment #6 dealing with Segment F be adopted with one correction in the last paragraph changing the wording from "working to avoid" to "avoiding":

Segment F. SeaTac

From the at-grade alignment in the median of Tukwila International Boulevard, the route transitions to an elevated structure. No station shall be provided at S. 154th St., however, the design of the alignment should not preclude its construction in a later phase. The route will continue south on an elevated structure along International Boulevard and over SR-518, then continue south on an elevated structure along either the east

or the west property line of Washington Memorial Park Cemetery. The route will then continue in an elevated profile to the Airport's proposed InterModal Center (IMC), where an elevated light rail station will serve the Airport. Port of Seattle Resolution 3311, dated February 9, 1999, indicates the intent of the Port to construct an InterModal Center and connect the Airport to the InterModal Center with an internal airport people-mover system to be constructed by the Port. The determination of the alignment between S. 154th Street and the InterModal Center will be made in cooperation with the Port of Seattle, the Washington Memorial Park Cemetery and the City of SeaTac by late May, 1999, as the Airport works with the City to complete studies of the feasibility of incorporating the light rail line into future airport roadway and terminal plans.

The route will continue south from the InterModal Center Station in an elevated alignment along the eastern edge of Port property/west side of International Boulevard. A City Center station will be provided, using funding previously allocated for the S. 154th St. station and park and ride, either by lidding over the western portion of International Boulevard in the vicinity of S. 180th St. or by providing an elevated station at about S. 184th St. Sound Transit staff shall, in close coordination with the City and the Port, evaluate the costs, impacts of providing a City Center station and the City will research opportunities for Transit-Oriented Development (TOD) at these proposed locations.

The route will then continue west and south along the proposed alignment of the South Airport Link Road to an elevated crossing over S. 188th Street, continuing south on 28th Avenue S. to an elevated station, in conjunction with a parking facility, in the vicinity (north or south) of S. 200th Street, working to avoid avoiding the property of major businesses fronting on International Boulevard north of S. 200th that directly support airport economics. Sound Transit will explore the feasibility of working with public and private partners to construct a park and ride garage in lieu of a surface lot in a public/private partnership with the City of SeaTac and/or private development interests, with the cost increment above the surface lot cost being met by others.

Mr. McKenna explained that this amendment eliminates the station at 154th and adds the potential for a city center station. He stated that the city center station is essential to SeaTac in terms of its comprehensive plan and implementing the plan around Sound Transit.

Mr. Nickels expressed his support of one element of the motion but had concerns about another. He asked if the amendment could be separated.

Mr. McKenna showed support of the suggestion, but stated he is against a station at 154th.

It was moved by Mr. Nickels and seconded by Ms. Gates that the second line of Amendment #6 be amended so the second sentence would begin with the following language, "Further study shall be conducted on the costs and need for a station and parking facility at S. 154th St. " The third sentence of the second paragraph would also include the following language: "A City Center station will be studied, including the possibility of using funding...."

Mr. McKenna stated his acceptance of the friendly amendment.

Mr. Miller asked Mr. McKenna about the wording in the third paragraph changing the word from avoid to avoiding.

Mr. McKenna suggested taking out "working to" and just say "avoiding."

Mr. Drewel asked about the ridership in this area.

Mr. Bay replied that ridership projections at the S. 154th station are 2,600 boardings a day and the projections for the city center station are approximately 2,000 per day.

Mr. Russell asked what the difference in distance is between the proposed SeaTac city center station and the proposed station.

Mr. Bay stated the distance between the two stations is approximately three-fourths to one mile, and the distance between the InterModal station and the airport station is about 2,000' to 2,500' depending on whether it is at S. 180th or S. 184th.

Mr. Earling suggested that the southern most stations would be uncharacteristically close together for the ridership expected.

Mr. Bay agreed and stated that SeaTac feels the ridership will be higher at the city center station than Sound Transit's projections estimate.

Mr. Earling asked about the cost comparison of the projected station at S. 154th and the one at SeaTac city center.

Mr. Bay stated that the station at S. 180th cost \$28 million because it would have to be built partly over International Boulevard. He estimated the cost of a station at S. 184th would be comparable to a station at S. 154th street because it would require right-of-way not now available.

Mr. McKenna brought Mr. Bay's attention to Page 49 of the notebook under tab four which stated that ridership for a N. SeaTac station would be 7,700 and city center would be 6,400, with the difference between the InterModal station and a SeaTac station being 2,600.

Mr. Bay explained that the ridership levels refer to ridership over the entire segment.

Ms. Gates mentioned the importance of watching the dollars involved in all of the amendments. She expressed her support of the S. 154th station being included in the original motion.

Mr. Nickels stated that the amendment allows the flexibility to explore the feasibility of a city center station.

Mr. Miller clarified the motion by stating if the station at S. 154th is decided to remain and an additional station at the city center is added, that would still stay within the subarea equity. He added that the need for the station would be studied further along with the need for the parking facility at that location.

The motion failed by a vote of six in favor and eight opposed:

<u>Yes</u>	<u>No</u>
Mr. Drewel	Ms. Davis
Mr. Sims	Mr. Earling
Mr. McKenna	Mr. Enslow
Ms. Sullivan	Ms. Gates
Mr. Schell	Mr. McIver
Mr. Nickels	Mr. Russell
	Mr. Sutherland
	Mr. Miller

Mr. Sutherland addressed the last paragraph of Amendment #6 and asked the Board to consider that paragraph in lieu of the language at the bottom of page 10 of 14.

It was moved by Mr. Sutherland and seconded by Ms. Davis that the last paragraph on page 10 of 14 of Motion No. M99-14 be replaced with the following language:

The route will then continue west and south along the proposed alignment of the South Airport Link Road to an elevated crossing over S. 188th Street, continuing south on 28th Avenue S. to an elevated station, in conjunction with a parking facility, in the vicinity (north or south) of S. 200th Street, working to avoid the property of major businesses fronting on International Boulevard north of S. 200th that directly support

airport economics. Sound Transit will explore the feasibility of working with public and private partners to construct a park and ride garage in lieu of a surface lot in a public/private partnership with the City of SeaTac and/or private development interests, with the cost increment above the surface lot cost being met by others.

Mr. Nickels asked to delay the vote until Legal Counsel and Mr. Bay have had time to read it over.

Mr. Russell asked Mr. Sutherland to explain the objective of the motion.

Mr. Sutherland stated that the intent of the motion is to provide flexibility for where and how Sound Transit can bring the terminus and turn around between 28th Avenue S. and S. 200th.

It was moved by Mr. Earling and seconded by Mr. Sutherland that Amendment #7 be approved as presented, affecting language on page 13, Section 5B:

Assumptions for federal funding shall not exceed the current \$70 million per year expectation except for a three year \$100 million period. Assumptions regarding full funding of federal commitments shall not extend beyond five years past the anticipated construction completion date or 2011. Staff is directed to analyze ways to reduce the duration of federal funding to fewer than five years beyond construction completion, or 2011, and report back to the Board by no later than June of 1999.

Mr. Earling stated that he felt the Board could work to reduce costs and increase funding over the next several years.

Ms. Sullivan stated that she felt the language suggests to North Seattle that, along with their service being pushed to Phase II, it will be done cheaply in their community. She mentioned that cost cutting is always good, as long as it doesn't cut quality.

The motion to approve Amendment #7 was carried by a vote of nine to three with two absent from the room:

<u>Yes</u>	<u>No</u>
Ms. Davis	Mr. McKenna
Mr. Drewel	Mr. Sims
Mr. Earling	Ms. Sullivan
Mr. Enslow	
Ms. Gates	
Mr. Nickels	
Mr. Schell	
Mr. Russell	
Mr. Miller	

It was moved by Mr. Nickels and seconded by Ms. Sullivan that Amendment #8 be approved as presented, affecting Section E, Page 10:

The route will continue along either the Martin Luther King Jr. Way S. or the Pacific Highway at-grade (Tukwila International Boulevard) route, as follows:

***Martin Luther King Jr. Way South.* The route will continue southerly along the right-of-way of Martin Luther King Jr. Way S. to the vicinity of South 129th Street, then south to an alignment parallel to the existing BNSF railroad tracks. The route will continue south, passing under I-405 to a common station with Sounder commuter rail and Amtrak. The route will then turn west and become elevated as it crosses the BNSF and UPSF railroad tracks, West Valley Highway and the Green River, continuing to a station in the vicinity of Southcenter, within the Tukwila Urban Center. From the Southcenter area, the route will continue east over the I-5/I-405 interchange and along the south side of SR-518 to SR-99.**

***Pacific Highway S. (Tukwila International Boulevard).* The route will continue from the median of Martin**

Luther King, Jr. Way S., rising to an elevated structure and turning westward adjacent to Boeing Access Road, will pass over the I-5 freeway, the BNSF and UP Railroad tracks and E. Marginal Way; and continuing on elevated structure in the median of Tukwila International Boulevard (SR-99) will pass over the Duwamish River and the SR-599 interchange area. The line will then continue south, coming to street level in the median of Tukwila International Boulevard, to the SeaTac City limits, north of SR-518.

Two stations will be constructed in this segment. The station at the northerly end of the segment will be elevated, and will either be constructed over the BNSF railroad tracks, with a 300-car park and ride lot below, or just north of SR-99; based upon further preliminary engineering. The second station will be constructed at-grade in the median of Tukwila International Boulevard, near South 144th Street. The Boeing Access Link station shall be deemed to benefit the North King subarea and will be part of the North King subarea budget.

The design of the light rail line in the median of the Tukwila International Boulevard will include design and reconstruction of Tukwila International Boulevard in partnership with the City of Tukwila and the Washington State Department of Transportation, to achieve the design aims of Tukwila's program to revitalize that highway including lower average speeds, improved safety, landscaping, and a pedestrian-friendly environment.

Sound Transit staff shall work in partnership with the City of Tukwila staff to both refine cost estimates for the two routes identified above, and to identify and secure funding adequate to provide for construction.

Mr. Nickels spoke in favor of the motion. He stated that the people of Tukwila have been the most consistent in their views about serving Southcenter. He added that the city and citizens have made a good case in terms of growth management and future opportunities for TOD at Southcenter.

Ms. Davis stated that by passing this motion, the Board would be saying there is some likelihood that \$150 million in projects can be funded without jeopardizing any of the other programs.

Mr. McKenna stated that he would like to have the cost data now even if this is done in Phase II. He mentioned that Tukwila does not have direct representation on the Sound Transit Board and that in fairness to them, they have earned the right to have a further analysis done.

Mr. Miller stated that each Board member should have received a resolution from Tacoma expressing concern about adding eight minutes to the north/south light rail corridor and the future viability of the light rail link from Federal Way and Tacoma.

The motion to approve Amendment #8 failed by a vote of ten to four:

<u>Yes</u>	<u>No</u>
Mr. McKenna	Ms. Davis
Mr. Nickels	Mr. Drewel
Mr. Sims	Mr. Earling
Ms. Sullivan	Mr. Enslow
	Ms. Gates
	Mr. McIver
	Mr. Schell
	Mr. Russell
	Mr. Sutherland
	Mr. Miller

Mr. Miller brought the Board's attention back to Mr. Sutherland's motion.

Mr. Brown advised the Board that Mr. Sutherland's motion had been reviewed and was consistent with replacing the language in the main motion.

Mr. Miller clarified that under the main motion, the paragraph at the bottom of pages 10 and 11 will be replaced with the third paragraph of Amendment #6.

Ms. Sutherland stated this was correct.

Mr. Nickels stated that he felt the language was inconsistent.

Mr. Miller read the language leading off from the language that would remain in the main motion which would read:

As the airport completes studies of the feasibility of incorporating the light rail line into future airport roadway and terminal plans.

The route will then continue west and south along the proposed alignment of the South Airport Link Road to an elevated crossing over S. 188th Street, continuing south on 28th Avenue S. to an elevated station in conjunction with a parking facility, in the vicinity (north or south) of S. 200th Street, working to avoid the property of major businesses fronting on International Boulevard north of S. 200th that directly support airport economics. Sound Transit will explore the feasibility of working with public and private partners to construct a park and ride garage in lieu of a surface lot in a public/private partnership with the City of SeaTac and/or private development interests, with the cost increment above the surface lot cost being met by others. Design and construction of a light rail station at the Airport's Intermodal Center is contingent upon commitment of the Port of Seattle to fund an extension of the Airport's satellite transportation system (STS) or another appropriate technology to serve the Intermodal Center. If that commitment should not be made by May 1, 1999, the route from the station at S. 154th Street will continue south on or adjacent to International Blvd. to an elevated station directly serving the existing airport terminal, before continuing south on South Airport Link Road and 28th Avenue South as described above.

The motion carried by a unanimous vote of 14 to 0.

Yes

No

Ms. Davis
Mr. Drewel
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. McKenna
Mr. Miller
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. Sutherland

It was moved by Mr. McKenna and seconded by Mr. Nickels that Amendment #10 be approved as stated below (McKenna Amendment #1):

Page 4 of 14: WHEREAS, consistent with the financial policies adopted in *Sound Move*, Sound Transit staff will refine the financial analysis of the Locally Preferred Alternative to ensure its funding capability within the North King and South King subarea budgets, respectively; and

Page 12 of 14: Sound Transit staff will refine the its financial assessment of its the funding capabilities of the North King and South King subarea budgets, respectively, to fund the LPA consistent with *Sound Move* financial policies.

Mr. McKenna explained that the motion added explicit language about subarea budgets.

The motion to approve Amendment #10 was approved by a vote of 12 to one, with one absent:

Yes
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. McKenna
Mr. Nickels
Mr. Schell
Mr. Russell
Mr. Sims
Ms. Sullivan
Mr. Sutherland
Mr. Miller

No
Ms. Davis

It was moved by Mr. McKenna and seconded by Mr. Nickels that Amendment #11 (McKenna Amendment #2) be approved as distributed (copy on file):

Page 8 of 14: ~~Seattle and King County are~~ is encouraged to provide or secure matching funds for the investments.

Page 14 of 14: ~~King County should seek means of directly or indirectly contributing funds and/or services to support the Link light rail project, including the transit oriented community development fund, as~~ As part of the County's commitment to the success of the project, King County shall take responsibility for ensuring good east-west and inter-community connections between the Link system and existing and new bus transit services.

Mr. McKenna stated that the proposed language assumes a policy decision that hasn't been made yet, which is that King County will help pay for Link light rail project. He expressed that he didn't want to see consistency about subarea budgets compromised by King County paying for part of the Sound Transit system in one subarea.

Mr. Schell mentioned the intent was Seattle and King County would add to the TOD. Southeast Seattle is a part of King County, and this is a statement of commitment to an effort on the part of both.

Mr. Sims agreed with Mr. Schell and stated that King County, in working with the City of Seattle or any city, looks for opportunities for TOD. He stated this has been done in Redmond and Seattle and is an issue of making TOD work consistently with the King County development plan

Mr. McKenna mentioned that the cities that comprise the ETP felt very strongly about this point. He said King County and Metro should not be asked to directly pay for portions of the Sound Transit system and that is what the language states.

Ms. Gates stated that she read the language to say Seattle and King County would be using their tremendous capabilities to secure grants.

The motion to approve Amendment #11 failed by a vote of 12 to 1 and one absent:

Yes

Mr. McKenna

No

Ms. Davis
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. Nickels
Mr. Schell
Mr. Russell
Mr. Sims
Ms. Sullivan
Mr. Sutherland
Mr. Miller

Mr. McKenna advised that Amendment #12 was no longer necessary.

Mr. Schell called for the question on Motion No. M99-14.

The motion to approve Motion No. M99-14, as amended, was carried by a unanimous vote of 13 to 0:

Yes

Ms. Davis
Mr. Earling
Mr. Enslow
Ms. Gates
Mr. McIver
Mr. McKenna
Mr. Miller
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. Sutherland

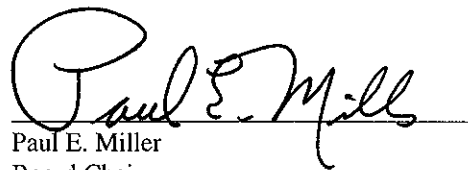
No

Next Meeting


Mr. Miller stated that the Board meeting scheduled for March 11, 1999 had been cancelled.

Adjourn

The meeting was adjourned at 6:25 p.m.


Paul E. Miller
Board Chair

ATTEST:


Marcia Walker
Board Administrator