

**Sound Transit  
Board Meeting Summary Minutes  
April 22, 1999**

**Call to Order**

Board Chair Paul Miller called the meeting to order at 2:43 p.m. in sixth floor board room of the Puget Sound Regional Council, 1011 Western Avenue, 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

(A) Ann Davis, City of Lakewood Councilmember

(A) 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

(P) Ed Hansen, City of Everett Mayor

(P) Richard McIver, City of Seattle Councilmember

(A) Rob McKenna, King County Councilmember

(P) Sid Morrison, WSDOT Secretary

(A) Dave Russell, City of Kirkland Councilmember

(A) Paul Schell, City of Seattle Mayor

(A) Ron Sims, King County Executive

(P) Cynthia Sullivan, King County Councilmember

(A) Doug Sutherland, Pierce County Executive

(P) Jim White, City of Kent Mayor

Marcia Walker, Board Administrator, indicated a quorum of the Board was not present at roll call.

The following Board member arrived after roll call:

Richard McIver, City of Seattle Councilmember

**Public Comment**

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

Mr. Dennis McLaren, Executive Director of the Puget Sound Air Pollution Control Agency

**Report of the Chair**

Mr. Miller asked Mr. Earling to give a legislative update.

Mr. Earling advised the Board that Substitute Senate Bill (SSB) 5274 was passed by both Houses and signed by the Governor. Two bills that are awaiting the Governor's signature are House Bill (HB) 1703, the surplus property bill which allows regional transit authorities to participate in acquiring surplus property with the DOT, and SSB 5064, the bill for transit riders which exempts personally identifiable information from public disclosure. Senate Bill (SB) 5857 has made some progress, but is still being held up.

Mr. Earling explained that SB 592, which would reallocate the Motor Vehicle Excise Tax (MVET) up to a level prior to 1993 (.725 compared to the previous .815), was supported by the Senate, but died in committee and will be pursued in the next session.

The Transit Assault Bill, HB 1442, makes it a felony to assault drivers, supervisors, and security personnel, passed in the Senate, had amendments in the House, and now needs concurrence by the Senate before going to the Governor.

The transportation budget passed out of the Senate with nine amendments that would have changed the priority for high-occupancy vehicle (HOV) lanes to peak-hour only in some cases and on I-405 only in some cases. All amendments were defeated.

Mr. Miller announced that the Board would move into an executive session at the end of the meeting to discuss possible litigation.

Mr. Miller mentioned that ST staff has been negotiating and discussing with King County the transfer of usage rights to the downtown Seattle tunnel. He stated that there has been a request for Board members to form a short-term task force to assist in reaching final agreement and asked that anyone interested in serving on the task force contact Ms. Walker.

He reported that at the last Executive Committee (EC) meeting there was a lengthy discussion on project labor agreements. He mentioned that there has been a request for a workshop to devote more time to this issue. Staff was directed to identify an available date for a workshop of approximately one and a half-hours. The workshop would provide 15 to 20 minutes each for remarks by those in opposition, those supporting the agreement, and community concerns.

Mr. Miller noted that there were a few commuter rail contracts coming up with need of a decision on the south corridor prior to a decision on the project labor agreement. He stated the contracts are below the \$20 to \$25 million threshold that the EC-discussed last time as a possible threshold for the project labor agreement. He asked the Board for concurrence to move forward with those contracts so as not to delay commuter rail in the south segment.

**It was moved by Mr. Morrison, seconded by Mr. Enslow, and carried by the majority vote of all Board members present that the Board proceed with the contracts for the commuter rail south segment projects, recognizing this does not establish a precedent for the Board's deliberations on the project labor agreement issue. (Ms. Sullivan voted in the minority.)**

### **Executive Director Report**

Mr. Bob White, Executive Director, informed the Board that new phone lists for Sound Transit staff were in their packets (copy on file).

Mr. Miller welcomed the children attending the meeting in conjunction with "Take Your Child to Work Day."

### **Action Items**

Mr. Miller reported that Motions No. M99-20, M99-23, and M99-24 were reviewed and forwarded to the Board by the Finance Committee (FC). The FC took no action, as it did not have a quorum of members present at its meeting.

Mr. Nickels stated that the three actions were fairly straightforward and should not require a staff presentation. He mentioned that the yellow sheets involved corrections to the comment report, but did not affect the motions (copies on file).

**Motion No. M99-20 - Authorizing the Executive Director to execute a contract with O'Brien Kreitzburg, for an amount not to exceed \$1,960,232, and a 10% contingency amount for a total contract award of up to \$2,156,255 for Sounder commuter rail construction management services.**

**It was moved by Mr. Nickels, seconded by Mr. White, and carried by the unanimous vote of all Board members present that Motion No. M99-20 be approved as presented.**

**Motion No. M99-23 - Authorizing the Executive Director to execute a purchase contract with New Flyer of America for the procurement of twenty (20) CNG (Compressed Natural Gas) low floor buses for Regional Express services operating in Pierce County for an amount not to exceed \$8.3 million**

It was moved by Mr. Nickels and seconded by Ms. Gates that Motion No. M99-23 be approved as presented.

Mr. Nickels recognized the leadership of Pierce Transit (PT) in clean air technology.

The motion to approve Motion No. M99-23 was carried by the unanimous vote of all Board members present.

**Motion No. M99-24 - Authorizing the Executive Director to execute a sole source contract with Pierce Transit for procurement of up to twenty-seven (27) 1994 CNG (Compressed Natural Gas) Orion buses for Regional Express Services operated by Pierce Transit in the amount not to exceed \$6 million**

It was moved by Mr. Nickels, seconded by Mr. White, and carried by the unanimous vote of all Board members present that Motion No. M99-24 be approved as presented.

**Resolution No. R99-12 - Authorizing the Executive Director to execute an agreement between Sound Transit and partner agencies Community Transit and Pierce Transit for operations and maintenance of Regional Express bus service**

It was moved by Mr. Nickels and seconded by Ms. Gates that Resolution No. R99-12 be approved as presented.

Mr. Earling thanked Ms. Agnes Govern and her staff for the manner in which the negotiations were conducted stating that Community Transit felt it was fair and very forthright.

Mr. Miller advised that this action came before the EC and was recommended for approval.

The motion to approve Resolution No. R99-12 was carried unanimously.

**Committee Reports**

Finance Committee

Mr. Nickels advised the Board that the Finance Committee (FC) did not have a quorum at its last meeting. The FC received a briefing on the Citizen Oversight Panel (COP) report, which the Board will hear today.

A presentation was given on the promise made to develop a permanent financial management system. Staff recommended pursuing a contract with the JD Edwards Company for the purchase of software for the system. This will come back as an action item at the next FC meeting.

In addition, the FC received the full agreements with Pierce Transit and Community Transit (CT). The committee looked at the issues with King County Metro and its cost structure being different and higher than that for PT and CT. An agreement between King County Metro and Sound Transit is expected in the near future.

Executive Committee

Mr. Miller reported that the Executive Committee (EC) met April 16 and discussed policy options for a PLA (project labor agreement). The EC received a status report on the environmental work for Sounder from Seattle to Everett, and held an executive session to discuss litigation.

Transit-Oriented Development/Real Estate Subcommittee

Ms. Sullivan announced that the Transit-Oriented Development/Real Estate (TOD/RE) Subcommittee had held its

first meeting. She noted that the proposed work plan for the subcommittee was included in the Board packets (copy on file).

**It was moved by Ms. Sullivan and seconded by Mr. Enslow that the work plan proposed by the TOD/RE Subcommittee be approved as presented.**

Following discussion, Mr. Miller advised that there was no longer a quorum of the Board present, however, he expressed the consensus of the Board for the TOD/RE Subcommittee to move ahead with its proposed work plan.

### **Downtown Seattle Surface Report**

Mr. Bay, Director of Link light rail, introduced Mr. Jared Smith, City of Seattle, and Mr. Eric Gleason, King County Metro and stated that they have been working in a close partnership to assess the options for handling the additional buses on the surface streets when retrofitting of the tunnel begins. Preliminary findings have been defined and will be discussed with the stakeholders groups.

Mr. Mike Williams, Project Manager, reviewed some alternatives. The volume needs to be spread off of 3<sup>rd</sup> and 4<sup>th</sup> Avenues, but not all of these buses can be on Olive Way. The outbound buses would use Olive and Virginia to get to the freeway. They would use Olive Way, coming back on 9<sup>th</sup>. The Convention Place (CP) station will not be used by light rail, but during the two years with buses on the surface streets, it could be used to get the buses back to the freeway. The buses could come back on 9<sup>th</sup> and use the CP station to get to the freeway reversible lanes. There would be a transit lane on the right side of Olive from 3<sup>rd</sup> to Boren in the afternoon peak only.

In the area of Stewart and Yesler, he remarked that a lot of time and thought has been given to the various ways to get the 160 additional buses out of the tunnel and onto the surface. At this point, staff is recommending the option to turn 3<sup>rd</sup> Avenue into a bus priority street between the hours of 6:00 to 9:00 a.m. and 3:00 to 6:00 p.m.

In the south, staff has considered spreading volumes between 4<sup>th</sup> and 5<sup>th</sup> Avenues. The buses would come down 3<sup>rd</sup> Avenue and at Prefontaine and 3<sup>rd</sup> Avenue S., there would be bus only traffic during the peak, and on Prefontaine it would be all day bus only traffic. The buses would come down 4<sup>th</sup> or cut over to Washington Street. A short contra-flow lane on 5<sup>th</sup> Avenue between Jackson and Washington would be required to make this work. The issue is taking 5<sup>th</sup> Avenue, which has very few buses, and increasing the volume up to approximately 150 buses.

Mr. Nickels expressed his concern about closing 3<sup>rd</sup> Avenue except to buses, but stated that he was intrigued by the contra-flow option.

Mr. Bay informed the Board that further information will be coming to them in the next month. He mentioned that at the last stakeholders meeting there was a lot of discussion about the options. It was an opportunity to remind them that putting rail in the tunnel will be an enormous benefit to the entire region and to downtown Seattle.

### **Citizen Oversight Panel Report**

Mr. Steve Goldblatt, outgoing chair of the COP, and Mr. Reid Shockey, Chair, reported on ST's performance for the second half of 1998 (copy on file).

Mr. Goldblatt noted that the pace of ST's activity is becoming intense. The COP found that in 1998 ST continued to move forward in developing regional bus service, community connection facilities, commuter rail, and light rail. The agency experienced a major success in negotiating a region-wide fare integration system. The COP found that the agency has stayed on mission and has focused rigorously on meeting the schedules and staying within the committed budgets.

COP members felt that while ST is committed to its regional mission, the Puget Sound may not yet have created a culture hospitable to regional thinking. The individualism and desire for local control among our communities are posing challenges to the successful implementation of Sound Move. ST staff has continued to communicate with and respond to the input of interested parties and affected groups regarding the issues. Nevertheless, COP felt that

the agency should redouble its efforts to minimize controversies as the system evolves and urged the Board and staff to seek new ways to articulate and build the vision of a regional system.

Mr. Shockey reported the areas the COP felt need improvement. As the time for making decisions on bus service, route alignments, and various station and facility designs has approached, community expectations vs. what is ultimately "doable" have begun to emerge as issues. In some instances, the mandate of a regional agency and the interests of local communities have begun to conflict. COP found that ST's relationships with a number of communities have become fragile and existing processes have not been as effective as they could be in articulating the regional mandate of the Sound Move program. The COP urged the Board and staff to all be involved in a new proactive role in championing ST's benefits to the region.

Mr. Miller thanked Mr. Goldblatt, Mr. Shockey, and the entire committee for their hard work. He emphasized that the COP fills a crucial and independent role in keeping Sound Transit on track and accountable. He stated that the message has been heard and changes are already being made in a number of areas to address the concerns raised by the panel.

### Executive Session

The Board went into executive session at 3:55 p.m. to discuss possible litigation and reconvened open session at 4:20 p.m.

### Other Business

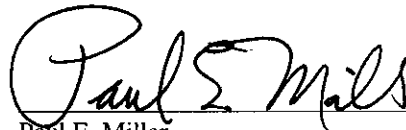
None.

### Next Meeting

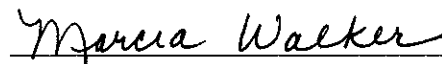
Thursday, May 13, 1999 - 2:30 to 4:30 p.m.  
Edmonds Public Library  
650 Main Street  
Edmonds, Washington

### Adjourn

The meeting was adjourned at 4:20 p.m.

  
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Paul E. Miller  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator