

**Sound Transit  
Board Meeting Summary Minutes  
September 28, 2000**

**Call to Order**

The meeting was called to order at 2:48 p.m. in the Board Room, Union Station, 401 South Jackson Street, Seattle, Washington, by Board member Mary Gates.

**Introduction**

Ms. Gates indicated that the board was waiting for the arrival of Mr. Earling, Board Chair, to move to action items, but would hear public comment and discussion items in his absence.

A quorum was not present, and the roll was not called. Board Members present were:

- (P) Jack Crawford, Kenmore Deputy Mayor
- (P) Ann Davis, City of Lakewood Councilmember
- (P) David Enslow, City of Sumner Councilmember
- (P) Mary Gates, City of Federal Way Councilmember
- (P) Kevin Phelps, City of Tacoma Councilmember
- (P) Paul Schell, City of Seattle Mayor
- (P) Cynthia Sullivan, King County Councilmember

The following Board members arrived after the meeting started:

- Rob McKenna, King County Councilmember
- Renee Montelegas, representing Mr. Sid Morrison, Washington State Department of Transportation Secretary
- Dave Earling, City of Edmonds Councilmember

The board members present consented to hear public testimony.

**Public Comment**

Mr. Larry Sinnott, special delegate to the Ravenna/Bryant Community Association (RBCA) on light rail

Mr. Hans Aschenbach, Transportation Chair, representing the Roosevelt Neighborhood Association (RNA)

Board member Rob McKenna arrived at 2:55 p.m.

Renee Montelegas, representing Mr. Sid Morrison, Washington State Department of Transportation Secretary, arrived at 3:00 p.m.

Ms. Gates stated that the Board was still waiting for a quorum. It was agreed that the Board would move to discussion items in the Chair's absence.

## **Discussion Items**

### **Link Roosevelt Staging Discussion**

Ms. Mary Jo Porter, Deputy Director for Link Light Rail, referenced the handout that the Board had received (copy on file).

Ms. Porter asked the question, "if a tunnel was constructed from the north, and it will be into the Roosevelt district at some point, going south, where would the construction be staged?"

She said there is an option to possibly continue tunneling from the University District (UD) and stay right in the Roosevelt area. She said that if it becomes necessary to move south, the staging area would have to have adequate space, a convenient truck haul route, long-term operations and maintenance, construction methods, and low construction risks.

Ms. Porter said two options have been looked at for the 8<sup>th</sup> Avenue route: (1) south lot of University Heights; and (2) 8th Avenue. She said that if Sound Transit were to go with the 12th Avenue alignment, the tunnel construction could be from the 12th Avenue station.

Ms. Porter discussed the impacts to the different options:

#### **University Heights site:**

- temporary impact of two years to the University Heights Center for the Community
- high construction risks; mined shaft and caverns in sand
- adds approximately 600' to tunnel length
- depth of shaft approximately 260'
- operating speed reduced to 45 miles per hour (mph)
- spoils trucked along NE 50th Street to I-5
- requires Metro to reroute/reconfigure trolley lines to Brooklyn

#### **What Sound Transit has heard from the community:**

- strong opposition to the University Heights site
- University Heights is a neighborhood landmark used by the community for the market, daycare, classes, meetings
- home of University District Farmer's Market - 7 month event that draws over 100,000 people
- six tenants, including a daycare with 70 children, Fine Arts School, and Reading Room. Needs include quiet space, light, direct access to playground
- concern about noise, dust, safety
- concern about "domino effect" and indirect impacts

#### **Farmer's Market site:**

- studying feasibility of relocating Market to University Ave. for two years
- discussing this option with Market Executive Director, University Heights Executive Director, City of Seattle, Seattle Fire Department and Metro;

#### **Unresolved issues include:**

- street use/event permitting
- routing of Metro buses during Market operation
- fire response routing during Market operation

**8th Avenue staging area:**

- low construction risks - surface excavation
- permanent portal location parallel to 8th Avenue NE across from single-family neighborhood
- requires acquisition of an additional 10-12 homes
- operating speed of 55 mph
- potential savings of \$10 - \$12 million (in 1995 \$)
- doesn't require temporary relocation of off-ramp

**What Sound Transit has heard from the community:**

- strong opposition to the 8th Avenue site
- loss of homes in the area could change the character of the neighborhood
- permanent visual impacts of portal structure - closer to the homes on east side of 8th Avenue NE
- construction impacts: noise, dust, truck traffic, visual
- long-term personal safety issues regarding how the property around the portal will be used. Current personal safety issues associated with Ravenna Blvd. under I-5.

Ms. Sullivan asked how the decision on staging fit in with the design/build decision being made by the Board?

Ms. Porter answered that they are tied directly together. She stated that before the technical proposals were received from the design/build contractor, the plan was to build from the University District to Capital Hill and from Pacific to 45th from a portal at Pacific with construction continuing north into the Ravenna district. She said that there are many questions about how to do the construction, but there should be answers in November or shortly thereafter.

**Tacoma Link Hours of Revenue Operation**

Mr. Paul Bay, Director of Link Light Rail, presented the operation plan for Tacoma Link Light Rail, which was presented to the Executive Committee on September 15, 2000. The purpose of the presentation was to provide information to the Board on what was being proposed and to answer questions.

Mr. Bay advised that service was scheduled to begin in early 2002 with the opening of the new convention center in Tacoma, as well as the opening of the Lakewood to Tacoma commuter rail service. He said there will be two additional levels of activity.

Mr. Bay stated that bids for construction in Tacoma had opened two days ago. The bids all came in below the engineer's estimate, and the apparent low bidder was almost \$3 million below the engineer's estimate. All bids came in slightly above the engineer's estimate for the maintenance base, and all are approximately \$500,000 above the engineer's estimate. He said all indications show that construction could begin and be approximately 10% below the engineer's estimate.

Mr. Enslow asked if the schedule was adjustable?

Mr. Bay replied that it was quite adjustable. He added that time would have to be allowed to build up a base of ridership. If, after a few months, it is clear there should be some adjustments made, there would be no difficulty in doing so.

### **Board Recess**

Ms. Gates called for a recess at 3:24 p.m. The Board was called back to order at 3:36 p.m., when Board Chair Earling arrived.

### **Report of the Chair**

Mr. Earling thanked the Board members present for recessing the meeting until his arrival. He stated that there were a couple of comments he wanted to make.

Mr. Earling said he had outlined a schedule for two contracts, the Federal Full Funding Grant Agreement (FFGA) and the design/build tunnel contract. He said that during the same time staff will be bringing forward the 2001 budget and the updated financial plan. Mr. Earling reaffirmed his commitment to the Board and the public that there would be plenty of time to consider all four of these elements.

He advised that once the FFGA is transmitted to the Federal Transit Administration, the Board will have 90 days to decide whether or not to accept it. Briefings on the FFGA start next month in the Finance Committee and negotiations on the design/build contract should end in early December. He said that while there was no way to control the exact dates, it appeared like this would be done in early December.

Mr. Earling said he had committed to a 30-day period for review of the the Financial Plan and the design/build contract. He stated that if the design/build contract was accomplished by the first meeting in December, there would be time between then and January for the holidays and there would 45 to 50 days for people to look at everything going on.

Mr. Earling said final action would not be taken on the FFGA until the design/build contract and the financial plan were reviewed. The four packages will be presented to the public before it has been determined whether or not it is affordable. He expressed his wish to actively engage communities and stakeholders and asked that Board members and staff meet with citizens and groups.

### **Committee Reports**

#### **Executive Committee**

Mr. Earling stated that the Executive Committee would provide a report at the next Board meeting.

#### **Finance Committee**

Ms. Davis stated that the 2001 proposed budget was introduced at the last Finance Committee meeting by Mr. White. She advised that a Finance Committee budget workshop would be held on September 29 from 1:00 to 3:30 p.m.

Transit-Oriented Development Subcommittee

Ms. Sullivan stated that the Transit-Oriented Development plan had been approved by the subcommittee members and would be going to the next Executive Committee.

**Other Business**

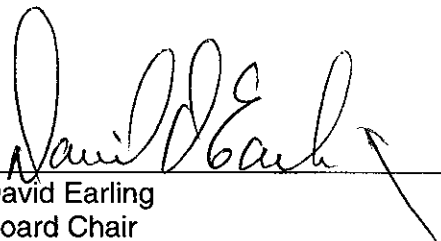
None.

**Next Meeting**


Thursday, October 12, 2000 - 2:30 to 4:30 p.m.  
Edmonds Community College  
2000 68th Ave. W.  
Lynnwood, Washington

**Adjourn**

The meeting was adjourned at 3:43 p.m.

  
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David Earling  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator