

**Sound Transit
Board Meeting Summary Minutes
November 18, 1999**

Call to Order

Board Chair Paul Miller called the meeting to order at 1:15 p.m. in the Sound Transit Board Room, Union Station, 401 S. Jackson St., 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

(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) 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 at roll call.

The following Boardmembers arrived after roll call:

Sid Morrison, WSDOT Secretary

Ron Sims, King County Executive

Doug Sutherland, Pierce County Executive

Public Comment

Mr. Miller indicated that the Board had 45 minutes available for public comment and he asked that each speaker limit his/her comments to 1.5 minutes.

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

Mr. Michael Woo, Fast Jobs Coalition

Mr. Jerry Dinndorf, Seattle District Manager for the Associated General Contractors (AGC)

Ms. Joan McBride, Kirkland City Council and Vice Chair of the Eastside Transportation Partnership (ETP)

Mr. Mike Vaska, Issaquah resident

Ms. Kate Joncas, President of the Downtown Seattle Association

Ms. Kathleen Sullivan, Executive Director of Transportation Choice Coalition

Mr. Jack Gilchrist, Seattle/King County Building Trades

Ms. Bridget Chandler, Regional Affairs, University of Washington

Mr. Philip Grega, Seattle resident

Mr. Pat Chemnick, SEED and Rainier Valley Community Development

Ms. Diane Davies, Coordinator of Rainier Valley Transit Advisory Council (RVTAC) and a resident of southeast Seattle
Mr. John Flowers, trial lawyer from Everett
Mr. Eric Espenhorst, Friends of the Earth
Mr. Dave Asher
Ms. Linda Anderson, Amalgamated Transit Union (ATU), Local 587

(Board member Sutherland arrived at this time.)

Mr. Michael Richmond, President of the North Beacon Hill Council and Vice Chair of the 11th District Democrats, appearing as coordinator of the Beacon Hill Light Rail Station Support Group, made up of people from all organizations on Beacon Hill
Mr. Warren Yee, member of the Beacon Hill Chamber
Mr. George Curtis, Save Our Valley
Mr. Stephen Gouge, 21-year resident of Beacon Hill, representing the Community Action Group
Mr. Joseph Manh Nguyen, owner of Asian Appliances on Martin Luther King, Jr. Way and S. Henderson
Ms. Doris Morgan, Holly Park Public Housing complex
Ms. Angela Ford
Ms. Heidi Dang, owner of a small business on MLK
Ms. Colleen Browne, Rainier Valley resident
Mr. Nelson

(Board member Sims arrived at this time.)

Ms. Ruth Korkowski
Ms. Dawn Blanch, representing the Rainier Beach Neighborhood Planning
Ms. Mona Lee, MLK/Holly Street Planning Commission
Mr. Dick Burkhart, Rainier Beach Planning Group and the Cascade Bicycle Club
Mr. Ron Lamb, Tukwila
Ms. Betty Gully
Mr. Don DeHan, City of SeaTac Councilmember

(Board member Morrison arrived at this time.)

Mr. William Rosen, CEO of Alaska Copper
Mr. Bob Gillespie, Rodeway Express consultant
Ms. Susan Benz-Heye, Chief Operating Officer of Spring Company and one of three partners
Ms. Rose Mary Ives, Mayor of Redmond
Mr. Tyree Scott

Mr. Miller thanked everyone for their cooperation and recognized the elected officials present: Mayor Wally Rants of Tukwila, Councilmember Don DeHan of SeaTac, Councilmember Joan McBridge of Kirkland, and May Rose Mary Ives of Redmond.

Report of the Chair

None.

Executive Director Report

None.

Consent Agenda

The Board of the Central Puget Sound Regional Transit Authority does hereby approve the voucher certification of

the period January 1 through March 31, 1999, totaling \$31,606,799.26 and for July 1999 totaling \$16,749,647.86

It was moved by Mr. Nickels, seconded by Ms. Gates and carried by the unanimous vote of all Board members present that the Consent Agenda be approved as presented.

Action Items

Motion No. M99-80 - Authorizing the Executive Director to execute a project labor agreement for light rail and commuter rail construction projects

It was moved by Mr. Earling and seconded by Mr. Nickels that Motion No. M99-80 be approved as presented.

It was moved by Mr. Miller and seconded by Mr. Earling that the rules be temporarily suspended for the consideration of Resolution No. R99-34. The rules will be suspended to allow Mr. Drewel to be recorded as being in attendance at the meeting by participating in the debate and casting votes via telephone.

Mr. Earling stated that Section 15 of the Board's rules states the rules of procedure may be temporarily suspended by an affirmative vote of two-thirds of the Board members in attendance to facilitate consideration of an action by the Board in the event of emergencies and other special circumstances. As Mr. Drewel is at home recuperating from surgery, Mr. Earling indicated that a situation of special circumstance existed. The Board's decisions on the Central Link light rail project are very significant and will have far reaching impacts, and Mr. Drewel's participation is very important to those decisions. While the Open Public Meetings Act does not explicitly address teleconferencing, the State Attorney General has interpreted the statute to allow for teleconferencing, stating: "It is generally agreed that an agency may conduct its meetings where one of the members of the governing body attends by telephone and a speakerphone is available at the official location of the meeting so as to afford the public the opportunity to hear the member's input. This should occur only when a member is unable to travel to a meeting site."

Mr. Earling concluded by stating that if the Board approves the motion to suspend the rules, a telephone hook-up with speakerphone has been made available which will allow Mr. Drewel to hear the proceedings and allow the public to hear Mr. Drewel's input.

The Board Administrator called the roll, and the motion to suspend the rules was carried with the following Board members voting in favor:

Ayes

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

It was moved by Mr. Schell, seconded by Mr. White and carried by the unanimous vote of all Board members present that Mr. Drewel be allowed to participate in Board actions today.

Mr. Miller reminded the Board that Motion No. M99-80 had been moved and seconded.

Mr. McIver asked Mr. Desmond Brown, Legal Counsel, to clarify the issue allowing Fast Jobs to sign the agreement.

Mr. Brown explained that Fast Jobs could be designated as a concurrent signer. The question is whether they should be a formal party to that agreement. There is a continuing legal question under the National Labor Relations Act. If we conclude they could legally be a signer without an anti-trust problem, it could be a possibility. If we can't, and it is leaning toward not taking that route, they could be a concurrent signer. They are also listed as a party sitting on a joint administrative committee responsible for overseeing the agreement and forcing compliance with it. This does not affect their rights under the agreement to participate in and administer the agreement. This is a matter related to whether a non-employer can be a party to a pre-hire agreement under the National Labor Relations Act statutes. That is being debated at the moment.

It was moved by Mr. Sutherland and seconded by Ms. Davis that Exhibit A to Motion No. M99-80 be amended to insert the following language at the end of the 16th section:

Contractors with up to a maximum of five (5) persons per craft may request by name, and the Union will honor, by referral as follows:

Core employee
Union referral
Core employee
Core employee
Union referral
Core employees
Union referral
Core employee

Mr. Sutherland explained the proposed amendment stating that the issue was one of core employees of known union contractors. He went on to say that core employees are those who are an integral part of a small business, enabling them to be able to compete. As the issue was discussed by the negotiators, it was identified and agreed, for the most part, that a core employee would be selected. It was the position of the employers that they need at least five core employees and through significant discussion, what is in the attachment, is that core employees would be addressed on the basis of auditing by the core and the union, etc. until there are five core employees in the first ten brought to the job. There are some jobs small enough to have only one craft. In that circumstance, it was suggested the third and fourth employees would be part of the core employee group. This amendment would recognize that same approach, whether there is one craft or a multi-craft employer. In order to be able to assure that no one union employer would have the opportunity to compete as well as those who would be capable of bringing to the job site both union referral and core. This would make the approach the same whether it is a core or a single or multi-craft job.

Mr. Earling explained that Resolution No. R99-21 provided that specific terms be negotiated for the Project Labor Agreement. One is that the agreement be reached authorizing employment of identified core employees and good faith negotiations to allow small businesses to use permanent core employees, including labor and craft workers who would otherwise be laid off. Participants in the negotiations have done so in good faith and reported back to us. As a report in the Summary of Negotiations in the motion's background and comments, the PLA includes the following provisions: (1) three-part core employee referral procedure to ensure retention of up to five core employees per craft, (2) relief to protect permanent employees of small contractors from layoff, and (3) employee referrals not contingent on union membership.

A roll call vote was taken on the proposed amendment to the 16th section of Exhibit A to Motion No. M99-80, with five in favor and 13 opposed:

Ayes

Mr. Enslow
Ms. Davis
Ms. Hague
Mr. McKenna
Mr. Sutherland

Nays

Mr. Drewel
Mr. Morrison
Mr. Earling
Ms. Gates
Mr. Hansen
Mr. McIver
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. White
Mr. Miller

The motion to approve Motion No. M99-80 was carried unanimously.

Motion No. M99-79 - Identifying a Preferred Alternative and corridor improvements for the Everett to Seattle commuter rail project

It was moved by Mr. Nickels, seconded by Mr. Earling and carried by the unanimous vote of all Board members present that Motion No. M99-79 be approved as presented.

Resolution No. R99-33 - Adopting a budget for the period January 1, 2000 through December 31, 2000

It was moved by Mr. Nickels and seconded by Mr. Russell that Resolution No. R99-33 be approved as presented.

Mr. Nickels provided comments on the budget. It includes approximately \$79 million in net operating costs and approximately \$568 million in capital outlay in 2000. It includes \$635 million net of any depreciation expense.

The Finance Committee began its work in early September, discussing various elements and operating budgets and each department's capital plans, cost allocation plan and revenue forecast. The ten-year financing plan and the pending decision on the LPA for light rail were considered in the Finance Committee's budget deliberations. While the ten-year plan looks at the longer term, this is an accounting of ST's action to date. It sets the blue print for the next year's accomplishments, thoughtfully and deliberately expanding as Sound Transit moves from a transit planning agency to an operating agency.

With this budget, Sound Transit will be delivering more than was promised in Sound Move, while staying within project revenues and adopted financial policies. There are \$344 million in revenues and estimated cash reserves of \$635 million in January 2000. Of this amount, approximately \$192 million will be from sales/use tax and approximately \$50 million will be from local Motor Vehicle Excise Tax (MVET). No bonds will be sold in 2000. The budget stipulates it will be amended with alignment selection for Link light rail.

The Finance Committee is recommending ten amendments, eight of which were approved at the last meeting. Two are new amendments for the Board's consideration today. The majority of those are format and technical issues. He called Board members' attention to three amendments which include substantive changes.

Amendment No. 1 updates the budget for federal grant funds from approximately \$65 million to approximately \$33 million for the actual appropriation from Congress in August. Amendment #4 reflects the Tacoma Link budget reduction from approximately \$81 million to approximately \$73 million. This is the result of Pierce County reviewing the budget for Tacoma Link. Amendment #8 is from Board Member Jane Hague and it adds \$1.3 million

for initiation of a two-year demonstration project of new Trans-Lake Washington ferry service. The Board should consider this a placeholder until the details are worked out and brought back.

Mr. Nickels clarified that the motion on the floor was to approve Resolution No. R99-33, inclusive of amendments 1 through 10. Amendment #9 updates the Sounder operating budget based on the Board decision on October 28 to start up Sounder service in fall 2000. It reflects a decrease of \$3.3 million for security, purchased transportation service and maintenance right of way. Amendment #10 reflects an upcoming decision on ST's Sounder Security Plan. The proposed 2000 budget includes \$691,000 for security and the Board could choose to modify this funding level when it reviews the Sounder Security Plan in January 2000.

It was moved by Mr. Nickels, seconded by Mr. Hansen and carried by the unanimous vote of all Board members present that Amendment #9 to Resolution No. R99-33 be approved as presented.

It was moved by Mr. Nickels, seconded by Mr. White and carried by the unanimous vote of all Board members present that Amendment #10 to Resolution No. R99-33 be approved as presented.

It was moved by Mr. McKenna and seconded by Mr. Sutherland that Amendment #11 to Resolution No. R99-33, as follows, be approved as presented:

Total expenditure authority for the Marketing and Communications Division during the year 2000 shall not exceed \$2,107,478. The division shall report back to the Finance Committee by March 1, 2000, with proposed adjustments to the division's budget.

Mr. McKenna explained that Amendment #1 proposes reducing the budget by \$1 million, which is 20,000 hours of bus service, which could send a signal that the Board takes seriously the need to provide transit by reprioritizing the budget. The amendment would reduce the budget by \$1 million.

Ms. Jan Hendrickson clarified that the total communication, marketing and human services budget is \$5.3 million. That is a combined department total. She suggested to Mr. McKenna that he perhaps amend his amendment to take the total \$5.3 million and subtract \$1 million from that.

Mr. McKenna accepted the suggestion saying his intent is to reduce the budget by \$1 million, for a total of \$4.3 million.

Mr. Miller confirmed his acceptance as a friendly amendment to strike "\$2,107,489" and insert "\$4,344,624."

Mr. Earling explained that the PGA did review the proposed budget and found it unanimously appreciable. It was recommended back to the Finance Committee. As Sound Transit begins to deliver services up to a total of 17 bus runs, and as commuter rail comes on line, there needs to be a proper amount of funding available for marketing service. The Board made a commitment to communicate services and any product development. He stated that taking \$1 million from the budget will have an adverse impact on the marketing strategy.

The motion to approve Amendment #11 failed by a vote of 11 to 7, results as follows:

<u>Ayes</u>	<u>Nays</u>
Ms. Hague	Mr. Earling
Mr. Hansen	Mr. Enslow
Mr. McKenna	Ms. Gates
Mr. Schell	Mr. McIver
Mr. Sims	Mr. Morrison
Ms. Sullivan	Mr. Nickels
Mr. Sutherland	Mr. Russell
	Mr. White
	Ms. Davis
	Mr. Drewel
	Mr. Miller

Mr. Miller reminded the Board that approval of Resolution No. R99-33 requires a two-thirds super majority vote.

The motion to approve Resolution No. R99-33, as amended, was carried by the unanimous roll call vote of all Board members present, as follows:

Ayes

**Mr. Enslow
Ms. Gates
Mr. Hague
Mr. Hansen
Mr. McIver
Mr. McKenna
Mr. Morrison
Mr. Nickels
Mr. Russell
Mr. Schell
Mr. Sims
Ms. Sullivan
Mr. Sutherland
Ms. Davis
Mr. Drewel
Mr. Earling
Mr. Miller
Mr. White**

Nays

Resolution No. R99-34 - Selecting the alignment alternatives and profiles, station locations, and vehicle maintenance base site alternative to be built for the Central Link Light Rail Project

It was moved by Mr. Nickels and seconded by Mr. Russell that Resolution No. R99-34 be approved as presented.

Mr. Miller recognized the Mayor of Tukwila and Councilmember Benton.

Mr. Earling gave the following remarks:

“Today is a momentous day for ST and the people throughout the region. By cooperating over the last several months, Board members and the public have come to a more common understanding of the alignment for light rail. It is critical to move forward today to stay on a very tight schedule. As Chair of the PGA, I have been working closely with our Congressional delegation over the last several years. We have had the good luck of obtaining in excess of \$100 million in federal funding. I believe the decision today will put us ahead of other metropolitan areas also seeking federal funding commitments. Moving forward today will help insure we receive a fair share of the available funds.

Federal transportation officials and Congress will only make a commitment if the region is committed. We can demonstrate that commitment by approving Resolution No. R99-34. This will help get assistance from the state to extend to Northgate. Reaching Northgate is a priority that all of us understand and we have seen more people understand the rationale. Northgate will make a better collector point for North King County and Snohomish County and the University District. It provides the potential to increase daily ridership by 16,500 riders. We need to reduce bus traffic on the surface streets. The best chance to get support is by avoiding every operational pitfall we can. It would be a fine example for expanding regional transportation capacity. Reduce potential for creating problems. Sound Transit is committed to working with communities along the light rail line so businesses will thrive and residents will not be impacted. After we take actions on the plan before us today, I encourage everyone to provide leadership to be sure we get to Northgate.

I have made a personal commitment to exploring every funding option to get to Northgate. Our conversation with the legislature and Governor about state contributions have been encouraging. More than half of Washington's citizens live in our service area. We are asking the state to contribute only 10% of the local funding. We need tax credits to generate funds. This should be shared by the ST five subareas approved in 1996. Our priorities should be the Northgate extension and closing the funding gaps created by Initiative 695. ST will ask the 2000 legislature to handle its own insurance needs by purchasing in an umbrella fashion. This will save money.

Securing state funding will be a multi-year effort. We need to get to work on it. We shouldn't feel awkward when seeking state assistance. In the wake of Initiative 695 completing Link is the state's only practical alternative to managing congestion in the I-5 corridor. While I-695 decreases revenues, it increases ways for cost effective strategies for transit capacity. We need to assert that completing Link is vital to the entire region and the state."

Mr. Miller noted that within this motion is the adoption of the alignment along International Boulevard through Tukwila. Following action on this motion, the Board will be discussing and voting on a commitment to negotiate with Tukwila, regarding further commitment to exploring an alternative alignment. Adoption of the alignment that was studied under the EIS is an essential requirement to keep moving forward in achieving a record of decision and securing federal funding.

It was moved by Mr. Nickels and seconded by Mr. Sims that Amendment #1 to Resolution No. R99-34, as follows, be approved as presented:

Amend Section B(4) to read:..."Sound Transit will mitigate the construction impacts to businesses along Broadway and to other neighbors that will be affected by this construction. To this end, Sound Transit will develop a partnership agreement with affected Capitol Hill businesses and residents by February 2000 that outlines a strategy for addressing concerns about transportation and parking management, relocation and assistance, marketing and public relations during construction, and ongoing coordination and communications about construction activities.

Cut-and-cover construction will be implemented in cooperation with the business and residential communities on Capitol Hill, and Sound Transit will undertake efforts to promote the business district prior to and during construction and preserve, to the greatest extent possible, auto and transit access to the district including replacement parking. (pg. 9)

Mr. Nickels explained that it would save \$50 million over the other option, which is mining and crossing over further north.

The motion to approve Amendment #1 to Resolution No. R99-34 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Nickels and seconded by Mr. Hansen that Amendment #2 to Resolution No. R99-34, as follows, be approved as presented:

Add a new section C(4) to read: "The Lander Street station should be designed to minimize traffic impacts to Lander Street and 6th Avenue S. Sound Transit will work with the City of Seattle to design a station that is attractive and utilitarian, and that does not become the focus for non-industrial transit-oriented development in the vicinity of the station." (pg. 10)

Mr. Nickels explained that this amendment deals with an area already impacted by transit in peak hours. It directs that ST work with the City of Seattle to design a station that is attractive and utilitarian, and that does not become the focus for non-industrial TOD in the vicinity of the station. It is an industrial area and the Link station should not be the focus of changing the basic use of that area.

The motion to approve Amendment #2 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Sims and seconded by Ms. Gates that Amendment #3 to Resolution No. R99-34, as follows, be approved as presented:

Add a new section to C(6) to read: "The Sound Move Financial Plan did not provide for the acquisition of the property rights necessary to convert the DSTT to exclusive light rail use. In accordance with the Sound Move Financial Policies, the allocation of expenditures for facilities such as the DSTT should be paid for based on subarea benefits and priorities. The DSTT is a transportation facility that will primarily benefit the North King County subarea, but in order to ensure completion of the Central Link light rail, which also serves Sound King County, eighty percent (80%) of the cost of acquiring the DSTT shall be allocated to the North King County subarea, and twenty percent (20%) of the cost shall be allocated to the Sound King County subarea.

The DSTT is a unique transportation asset in that it is an existing non-Sound Transit built facility which is being acquired from King County. A principle of the Sound Move plan is that each subarea will normally finance only those facilities which benefit the subarea. Generally, cost-sharing between subareas should only occur upon mutual agreement between the subareas. In order to ensure adherence to the subarea equity principles set forth in Sound Move, the cost allocation approved herein for the acquisition/lease of the DSTT shall not establish a precedent for cost-sharing on other Sound Move projects, nor shall it establish a requirement for future participation in these costs from other subareas upon extension of the Link Rail Line. In order to promote the continued growth and expansion of the Sound Move high-capacity transportation system, Sound Transit reaffirms its commitment that subareas and annexed areas shall not be required to contribute a portion of the capital cost of facilities constructed before the annexation or subarea connection to the facility." (pg. 11)

Mr. Miller explained that this amendment addresses the issue of funding for the acquisition of the Downtown Seattle Transit Tunnel. This specific funding was not addressed in Sound Move. This amendment sets forth distribution of acquisition costs to be shared on a basis of 80% North King County and 20% South King County. It addresses the issue that it is an existing non-ST asset and therefore it is unique in that regard and this split is being done based on concurrence of both subareas. It does not set a precedent upon extension of Link.

The motion to approve Amendment #3 to Resolution No. R99-34 was carried by a majority vote of all Board members present. (Those voting in the minority were Ms. Sullivan and Mr. McIver.)

It was moved by Mr. Nickels, seconded by Mr. Sims and carried by the unanimous vote of all Board members present that Amendment #4 to Resolution No. R99-34, as follows, be approved as presented:

Amend Section C(6) to read: A three-party agreement among King County Metro (current owner of tunnel and bus operator), Sound Transit (future owner of tunnel and light rail and Regional Express bus operator), and the City of Seattle (grantor of tunnel and street easements and ~~owner of surface streets~~) is being negotiated.... (pg. 11)

It was moved by Mr. McKenna and seconded by Mr. Nickels that Amendment #5 to Resolution No. R99-34, as follows, be approved as presented:

Amend Section C(8) to read: "Sound Transit has committed to a "Monitor and Maintain" program and will by forming a committee with the City of Seattle, King County, and Community Transit, and ~~downtown stakeholders~~ to provide adequate facilities to assure that public transit can effectively serve the central business district and that other users' needs are accommodated. The committee will agree on performance and travel time standards for buses operating on surface streets. The committee will also establish a monitoring program and make recommendations on changes necessary to meet and maintain those performance standards. The committee will also consult with and seek the input of downtown Seattle and suburban stakeholders. The four parties (Sound Transit, King County, Community Transit and the City of Seattle) intend to execute an interlocal agreement establishing the mission, scope and authority of this committee. (pg. 12)

Ms. Sullivan proposed a friendly amendment to add "Seattle neighborhoods" between the words "Seattle" and "suburban stakeholders."

Mr. McKenna and Mr. Nickels accepted the friendly amendment.

The motion to approve Amendment #5 to Resolution No. R99-34, with the friendly amendment to include "Seattle neighborhoods" was carried by the majority vote of all Board members present. (Voting in the minority were Mr. Schell and Mr. McIver.)

It was moved by Mr. Sims and seconded by Mr. Nickels that Amendment #6 to Resolution No. R99-34, as follows, be approved as presented:

Amendment Section D(4) to read: "Sound Transit will continue to work with the community, adjacent business owners, the City of Seattle and King County on the design of the McClellan station to determine the best location for bus transfer facilities and pedestrian connections, and to accommodate the community's desire to develop a town center at that location and to support the retention and viability of key existing businesses that provide living wage jobs. (pg. 13)

Mr. Sims explained the need to involve businesses near McClellan, which is key in the Rainier Valley. The station is the focus of the neighborhood activity, including neighborhood planning. The plan calls for ST to be a town center that supports and retains existing businesses with living wage jobs. It says Sound Transit will work with the neighborhood and businesses to maintain it as a viable site for living wage jobs. This is consistent with the City of Seattle Neighborhood Planning being developed.

The motion to approve Amendment #6 to Resolution No. R99-34 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Sims and seconded by Mr. Nickels that Amendment #7 to Resolution No. R99-34, as follows, be approved as presented:

Amend Section F(2) to read: "...At S. 200th Street, Sound Transit will explore the feasibility of working with public and/or private partners to provide a parking garage in lieu of a surface lot, with the cost increment above the cost of a surface lot being borne by others. At the NEAT station, Sound Transit will continue to work with the Port of Seattle and King County Metro to explore the possibility of locating bus transfer facilities at the light rail station as opposed to the Intermodal Center (IMC). In the event that the bus facilities remain at the IMC, Sound Transit supports a direct connection on the airport's people mover system between the light rail station/airport terminal and the IMC." (pg. 17)

Mr. Sims explained that the February 1999 LPA called for a light rail station and busses at the IMC. Over the last two months, it has been determined that the best location would be the NEAT station. This would be co-located with light rail to allow a simple transfer and direct passengers to one single location.

The motion to approve Amendment #7 to Resolution No. R99-34 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Nickels and seconded by Mr. Sims that Amendment #8 to Resolution No. R99-34, as follows, be approved as presented:

Amend Section "Operations and Maintenance Facility" to read: "A maintenance and operations base shall be constructed at the former site of the Rainier Brewery (known as the Rainier Brewery/Roadway Express site) between S. Forest Street, Airport Way S., south of S. Hinds Street and Seventh Avenue S. Sound Transit will work with existing businesses by agreeing to delay, if necessary, the start of demolition and construction on the maintenance base site through May 2002, or later if mutually agreed. Sound Transit will assist in relocating businesses to suitable alternative sites to enable them to continue operating without interruption prior to demolition and clearance on the maintenance base site. Sound Transit will also work to ensure that freight mobility and industrial access issues are addressed for businesses remaining in the vicinity of the maintenance base site, and to minimize impacts on adjacent business operations." (pg. 17)

Mr. Nickels explained that an option with Rainier Brewery works very well. It has the least impact on the industrial

community. There is an interconnection between businesses and the synergy they create. We will be affecting small numbers of businesses. We will be able to work successfully with those businesses to relocate their activities in such a manner that they may be better off than they are today. This language speaks to the timing. These businesses rely on a long established customer base. It states businesses must continue to operate without interruption.

The motion to approve Amendment #8 to Resolution No. R99-34 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Sims and seconded by Ms. Gates that Amendment #9 to Resolution No. R99-34, as follows, be approved as presented:

Amendment Section 6(a) to read: "Design, construction and implementation of the Central Link Light Rail Project shall ~~ensure~~ strive for compatibility with neighborhoods, reliability and priority for transit services. (pg. 18)

The motion to approve Amendment No. 9 to Resolution No. R99-34 was carried by the majority vote of all Board members present. (Ms. Sullivan and Mr. McIver voted in the minority.)

It was moved by Mr. Sims and seconded by Ms. Gates that Amendment #10 to Resolution No. R99-34, as follows, be approved as presented:

Amendment Section 9 to read: "Sound Transit will provide a Community Ombudsman and has adopted relocation policies to minimize impacts and ~~ensure to encourage~~ the long-term viability of businesses and other community institutions and resources." (pg. 20)

The motion to approve Amendment #10 to Resolution No. R99-34 was carried by the majority vote of all Board members present. (Ms. Sullivan and Mr. McIver voted in the minority.)

It was moved by Mr. Nickels and seconded by Ms. Gates that Amendment #11 to Resolution No. R99-34, as follows, be approved as presented (copy on file):

Section being amended: Section C, Beacon Hill Station, #4

4. Construction of a station at Beacon Avenue S. near S. Lander Street will be deferred except for construction of the improvements necessary for system expansion to serve Beacon Hill ridership. The Beacon Hill Station will have the highest year 2010 ridership south of downtown Seattle and should be a high priority for completion.

Amended Language (additions underlined, deletions in strikethrough)

4. Construction of a station at Beacon Avenue S. near S. Lander Street will be deferred except for construction of the improvements necessary for system expansion to serve Beacon Hill ridership. The Beacon Hill Station will have the highest year 2010 ridership south of downtown Seattle and should be a high priority for completion after the Northgate segment. Sound Transit will continue to seek funds for a station shell and shafts, and, if possible, completion of the station.

In the event that funding is not found to complete the station or the shelling out of the station, by the time that construction begins on this segment, Sound Transit will design and construct a solution, preferably a partially shelled station and entry shaft, within the available budget. This solution must preserve the ability to complete the station without future disruptions to light rail service.

Mr. Nickels explained that one of the changes since 1996 when we assumed we would be on I-90 with the D-4 busway, throughout the industrial area and Beacon Hill, was creation of an opportunity to build a station on Beacon Hill. That station is projected to have the second highest ridership of any in the system. It is clear we cannot, in Phase I, afford to build out that station. Early plans in the LPA adopted in February indicated we would shell out that station and the cost was estimated to be \$40 million. As we have tried to find ways to bring the LPA costs within a level supported by the known revenues, one of the proposals is to do something less than shelling the station

out. The community is very supportive of ST being in their neighborhood. They are concerned that the message is that this community will be bypassed, which I think the Board would agree would be unfortunate.

The amendment asks staff to pursue different options, including funds for a station shell and shafts, and if possible, completion of the station. The original proposal had a widening of the track in Beacon Hill with cross over lines and a shaft that never would be used as a station. What we are suggesting is that staff continue to work throughout the design process so when construction begins, we will design and construct a solution for a station and entry shaft which would be a ventilator shaft in the short term. It would make a statement to the community that we are making an investment and making a commitment.

Mr. Earling asked Mr. Desmond Brown, Legal Counsel, how the planning for the Beacon Hill station might be viewed by the FTA.

Mr. Brown responded that this does not violate FTA regulations as long as it is understood that the work is necessary to make it possible to expand in the Beacon Hill area.

The motion to approve Amendment #11 to Resolution No. R99-34 was carried unanimously by all Board members present.

Mr. McIver withdrew his proposed amendment #11 because it had been covered through a prior amendment.

It was moved by Mr. McIver and seconded by Mr. Schell that Mr. McIver's proposed Amendment #2 to Resolution No. R99-34, renumbered Amendment #12, be approved as follows:

Section being amended: Section C, Royal Brougham: Page 10, Section C, Paragraph 3)

3) Construction of an at-grade station on the E-3 busway at South Royal Brougham Way shall be deferred except for the construction of the basic concrete slab for the station platform, conduits, and supports required for system expansion.

Suggested amendment (deletions shown in strikethrough, additions underlined)

3) Construction of an at-grade station on the E-3 busway at South Royal Brougham Way shall be deferred except for the construction of the basic concrete slab for the station platform, conduits, and supports required for system expansion. However, Sound Transit will actively seek public-private partnerships to complete this station as soon as possible.

The motion to approve Amendment #12 to Resolution No. R99-34 was carried by the unanimous vote of all Board members present.

It was moved by Mr. McIver and seconded by Mr. Nickels that Mr. McIver's proposed Amendment #3, renumbered Amendment #13, to Resolution No. R99-34 be approved as follows:

Section being amended: Section (unlabeled, "G" in sequence), Operations and Maintenance Facility, page 17

Operations and Maintenance Facility

A maintenance and operations base shall be constructed at the former site of the Rainier Brewery (known as the Rainier Brewery/Roadway Express site) between S. Forest Street, Airport Way S., south of S. Hinds Street and Seventh Ave. S.

Suggested amendment (deletions shown in strikeout, additions underlined)

Operations and Maintenance Facility

A maintenance and operations base shall be constructed at the former site of the Rainier Brewery (known as the Rainier Brewery/Roadway Express site) between S. Forest Street, Airport Way S., south of S. Hinds Street and Seventh Avenue S. When light rail is extended to other subareas, new maintenance and operations base(s) shall be built so that the footprint of this initial base will not be expanded.

Mr. Miller clarified that the proposed language of Amendment #13 would follow the language of Amendment #8.

Mr. Miller announced a request to make a minor modification, shown on the pink sheet (copy on file). The concern was that the proposed language would keep ST from being able to make any expansion, no matter how small. It does not acknowledge there is excess capacity being built in that can be utilized. Therefore the language proposed would state, "When light rail is extended to other subareas, it is the intent that new maintenance and operations base(s) should be built so that the footprint of this initial base will not be expanded."

It was moved by Mr. Russell and seconded by Ms. Gates that the amendment proposed on the sheet be approved as presented.

Ms. Sullivan suggested replacing the word "footprint" with "boundary." She explained that "footprint" usually refers to a building and the intent was that we not condemn more property.

Mr. McIver and Mr. McKenna agreed to changing the word "footprint" to "boundary."

Mr. McKenna proposed a friendly amendment to Mr. McIver's proposed amendment: "the boundaries of the maintenance/operation base shall not be expanded beyond the boundary established in this motion." The friendly amendment would clarify the intent to keep more land from being condemned.

Mr. McIver accepted the friendly amendment.

Mr. Russell and Ms. Gates agreed to withdraw their motion and second to amend the amendment.

Mr. McKenna indicated that he'd looked into future expansion because he wanted to downsize the initial land acquisition. He went on to say that Mr. Bay, Director, explained that a certain length of property was needed in order to build the base, and the base would have capacity for 20 years.

Mr. Bay explained to the full Board that this site will provide capacity not for the 100 cars we would like to have, but it would provide capacity out to the year 2020 without any expansions to the Eastside or in Snohomish County or Pierce County. It has an 84-car capacity. Initially we will have 60 cars. This would give expansion up to 84 cars, which would provide for normal growth to Northgate and maybe 135th and maybe a little bit south. It will not provide capacity for extension to the Eastside or anywhere else. It is assumed that in the future we will have to build another maintenance base anyway. This will be constrained by the present boundary. Once you have built the tracks, it is very expensive to tear them up to expand the base. Given all the constraints, we have been looking for space over the last several months, and this is the best option.

The motion to approve Amendment #13 to Resolution No. R99-34, as amended, was carried by the majority vote of all Board members present. (Those voting in the minority were Ms. Davis and Mr. Enslow.)

It was moved by Mr. McIver and seconded by Mr. McKenna that Amendment 14 to Resolution No. R99-34 as proposed by Mr. McIver be approved as follows:

Section being amended: New Section "H" in sequence, Restrooms, page 17

Note that the third sentence in the proposed amendment is drawn from Sound Transit's own policy in Motion M98-67.

Suggested amendment (deletions shown in strikethrough, additions underlined)

H. Restrooms

"Sound Transit will consider providing public restrooms at as many light rail stations as possible. In particular, Sound Transit will focus on stations where operator restrooms are already planned, and stations where restrooms can be located in active places such as near concessions. Sound Transit will condition joint use development agreements on the provision of public restrooms to be built and maintained by the developer. Sound Transit commits to work in partnership with local jurisdictions and other public and private entities to provide public restrooms."

Ms. Davis reminded the Board about a previous discussion about providing restrooms, and there were some budget constraints. She suggested a review of the Board's previous discussion would be in order.

Executive Director White explained the Board's policy regarding restrooms. The last sentence states, "ST will work in partnership with local jurisdictions on the provision of restrooms." There was a commitment to look into them where there was a local partnership. This excluded the tunnel stations because of the extra cost involved in supplying restrooms in those locations.

Mr. Sutherland suggested that since this amendment wasn't critical, staff be directed to bring it back married to the previous policy regarding restrooms.

Mr. McIver and Mr. McKenna withdrew their motion and second.

The motion to approve Resolution No. R99-34 as amended, was carried by the unanimous roll call vote of all Board members present, as follows:

Ayes

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

Nays

Motion No. M99-85 - Directing staff to analyze an alternative alignment through Tukwila for the Central Link Light Rail Project

It was moved by Ms. Sullivan and seconded by Mr. Sims that Motion No. M99-85 be approved as presented.

Mr. Sims distributed Substitute Motion No. M99-85 (copy on file). He explained that this better met the objectives and would help Tukwila and Sound Transit meet mutually acceptable objectives. This would allow Sound Transit to proceed with the LPA of the full funding grant decision. We will work with Tukwila to develop a new option and then embark on an environmental process.

It was moved by Mr. Sims and seconded by Mr. Schell that Substitution Motion No. M99-85 be approved as presented.

It was moved by Mr. Earling and seconded by Mr. McKenna that the proposed amendments to Section 8 of Substitute Motion No. M99-85 be approved as follows:

8. In the event that additional light rail financial resources beyond the funds required to implement the Sound Move projects located in the Sound King County subarea, (including segment E of the light rail line) become available to the Sound King subarea, ~~these resources shall first be devoted to financing the new option if that option is further found feasible and selected by the Sound Transit Board~~ the Board will use its excess revenue policy, including the subarea consultation process to program those funds.

The motion to approve the amendment to Section 8 was carried by the unanimous vote of all Board members present.

It was moved by Mr. Earling and seconded by Mr. McKenna that proposed amendments to Section 9 of Substitute Motion No. M99-85 be approved as follows:

9. Sound Transit staff and consultants shall, insofar as is feasible, design the new option in a manner that will facilitate the future extension of light rail services to the Tukwila Urban Center; ~~and shall cooperate with the City of Tukwila in securing additional funds to serve the Tukwila Urban Center.~~

The motion to approve amendments to Section 9 was carried by the unanimous vote of all Board members present.

It was moved by Mr. White and seconded by Ms. Gates that paragraph six be amended to strike the following language: "....for consideration. If appropriate, based on the results of the evaluation,...."

The motion to amend paragraph six to Substitute Motion No. M99-85 to delete the words "if appropriate" was carried by the unanimous vote of all Board members present.

The motion to approve Motion No. M99-85, as amended, was carried by the unanimous vote of all Board members present.

Ms. Sullivan suggested that the Chair of the Board send a letter of thanks and commendation to the Fast Jobs Coalition for their work in negotiating the PLA.

Mayor Rants, Tukwila, made the following comments:

"I am very disappointed that International Boulevard is in the LPA and was pleased with your desire to look at an alternative alignment. You are asking for a lot of faith and trust that you will work this hard. It is an issue of extreme importance to Tukwila. I have been inundated with letters, resolutions and comments. You know our position very well. Regionally it is far better that we go forward in a partnership to develop a transit system for the region. It is also extremely important to the City of Tukwila to preserve our integrity. I want to thank Mr. Sims and Mr. Schell for their work and leadership in providing this motion. I also want to thank Senator Gorton and Representative Smith in making this happen. I share your joy at what you accomplished today, and at the same time, I have a heavy heart. I have only six more weeks as Mayor and then a new mayor will take on this battle. We prefer a partnership. We don't want to battle. Let's go forward in good faith. I trust your integrity. Thank you very much."

Other Business

None

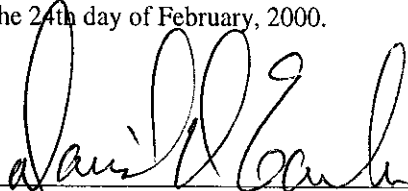
Next Meeting

Thursday, December 9, 1999
Union Station
Grand Central Board Room
401 South Jackson Street
Seattle, Washington

Adjourn


The meeting was adjourned at 5:36 p.m.

Minutes approved by the Sound Transit Board of Directors on the 24th day of February, 2000.



Dave Earling
Chairman of the Board

ATTEST:



Marcia Walker
Board Administrator