

**Sound Transit
Board Meeting Summary Minutes
August 9, 2001**

Call to Order

Board Chair David Earling called the meeting to order at 1:17 p.m. in the University of Washington – Tacoma Conference Center, 19th Street and Fawcett Street, Tacoma, WA.

Roll Call

Chair

(P) Dave Earling, City of Edmonds Council President

Vice Chairs

(A) David Enslow, City of Sumner Councilmember

(A) Greg Nickels, King County Councilmember

Board Members

(P) Jack Crawford, City of Kenmore Deputy Mayor

(P) Ann Davis, City of Lakewood Councilmember

(P) Bob Drewel, Snohomish County Executive

(P) Mary Gates, City of Federal Way Councilmember

(A) Jane Hague, King County Councilmember

(A) Ed Hansen, City of Everett Mayor

(P) John Ladenburg, Pierce County Executive

(A) Doug MacDonald, WSDOT Secretary

(A) Richard McIver, City of Seattle Councilmember

(A) Rob McKenna, King County Councilmember

(A) Kevin Phelps, City of Tacoma Deputy Mayor

(A) Paul Schell, City of Seattle Mayor

(A) Ron Sims, King County Executive

(P) Cynthia Sullivan, King County Councilmember

(P) Jim White, City of Kent Mayor

Ms. Marcia Walker, Board Administrator, indicated a quorum of the Board was not yet present.

The following Board members arrived after roll call:

David Enslow

Doug MacDonald

Richard McIver

Kevin Phelps

Paul Schell

Ron Sims

Public Comment

The following individuals presented comments to the Board. Comments are on file with the Board Administrator.

Mr. Michael Richmond

Mr. Paul W. Locke

Mr. Warren Yi

Mr. Randy Johnson

Report of the Chair

Mr. Earling announced that the agenda for today's meeting had been revised to include Motion No. M2001-76 and Motion No. M2001-80 on the consent agenda as recommended by the Executive Committee at its August 3, 2001 meeting, and that there would be an executive session.

Executive Director Report

Ms. Joni Earl Executive Director, announced that she would be in Washington D.C. from August 12, through August 14, 2001 to meet with the new Federal Transit Administration (FTA) Administrator, the FTA Inspector General, and staff from the House and Senate Appropriations Committees.

Discussion Items Deferred from July 26, 2001 Board Meeting

2001 Regional Express Capital Program Risk Assessment

Ms. Agnes Govern, Director, Regional Express, presented the Capital Program Risk Assessment to the Board.

Risk assessment is done as preparation for the annual budget proposal. The purposes are: 1) provide an overview of the program; 2) identify budget and schedule risks on a program and project basis; and 3) to present strategies for managing those risks.

Projects defined as low risk to schedule and budget include projects in construction, completed, or late in design, where Sound Transit is a funding partner, or projects that are known to be significantly under budget.

The medium risk category is for projects that are early in design and still have a range of unknowns. This is the default category.

High risk projects are the large, complex projects with many partners, and cost estimates pushing the budget and schedule envelope.

(Board Members MacDonald, Phelps, and Schell arrived during the presentation.)

Regional Express has added unexpected findings during engineering, shared project funding, utilities relocation, new design and environmental factors into the risk assessment.

Agency administration and art program costs are listed as programmatic risks as these costs were not included in Regional Express projects as budgeted for in Sound Move. Regional Express is managing to revised budgets, and will come to the Board when it cannot bring those costs in.

There are four high risk projects in East King County: I-90, Mercer Island Park and Ride, Bellevue Direct Access, and Overlake Park and Ride. In South King County two projects are considered high risk, The In-Line Transit Station at I-5 and 272nd, and the Federal Way Transit Center and Parking Structure. The SR 512 Park and Ride is the only high risk project in Pierce County. Four projects are in the high risk category in Snohomish County, the Montlake Terrace Flyer Stop, Lynnwood Transit Center and Park and Ride, the direct Access Ramp at Ash Way, and the South Everett Park and Ride. Currently, fourteen projects are high risk, compared to thirteen in 1998.

Consent Agenda

Minutes of the June 28, 2001 Board meeting.

Motion No. M2001-76 – Approving the Six-Year Transit Development Plan and 2000 Annual Report for submittal to the Washington State Department of Transportation.

Motion No. M2001-80 – Authorizing Board member(s) travel to the Rail-Volution 2001 Conference in San Francisco, California, from September 13 through September 16, 2001.

It was moved by Mr. Phelps and seconded by Mr. Drewel, and carried by the unanimous vote of all Board members present that the consent agenda be approved.

Action Items

Resolution No. R2001-10 – Authorizing a Cost-to-Complete budget for the Sounder Commuter Rail Tacoma-to-Seattle corridor.

Mr. Paul Price, Director, Sounder Commuter Rail, presented the staff report for the Sounder Commuter Rail Cost-to-Complete for the Tacoma-to-Seattle corridor, and described changes that were incorporated in the budget since the discussion with the Board in April.

Environmental Species Act listings have impacted the project and caused budget increases and schedule extensions, delaying the track and signal work with Burlington Northern Santa Fe (BNSF).

Mr. Price told the Board that the resolution proposes transferring cost savings from the elimination the Boeing Access Road station, costs savings in operations and maintenance of \$4 million (from Motion Nos. M2001-31, 32, and 54), and \$9.7 million in vehicle and construction phase savings be transferred to projects throughout the Tacoma-to-Seattle corridor.

(Board member Enslow arrived at this time.)

It was moved by Ms. Davis, seconded by Mr. Ladenburg, and carried by the unanimous vote of all Board members present that Resolution No. 2001-10 be approved as presented.

Motion No. M2001-72 – Authorizing the Executive Director to negotiate and execute necessary agreement(s) allowing the like-kind exchange and/or assignment of contract purchase rights to CalTrain for seven cab cars and 10 coaches (17 Bombardier bi-level cars), and five locomotives from the Electro Motive division of General Motors (EMD) for equipment originally scheduled to be delivered to Sound Transit in July of 2001.

Mr. Price presented the staff report for Motion No. M2001-72 and stated that the motion would provide two advantages; relieving Sound Transit from maintaining vehicles it isn't using, and delivering fully-warranted vehicles to Sound Transit that may be put into service as appropriate to Sounder Commuter Rail's revised schedule.

Under this agreement, Sounder would allow CalTrain to take the 17 cars it was scheduled to purchase this year, and CalTrain would pay Sounder's costs for purchasing the equipment in 2003.

It was moved by Mr. Crawford, seconded by Ms. Gates, and carried by the unanimous vote of all Board members present that Motion No. M2001-72 be approved as presented.

Motion No. M2001-78 – Authorizing the Executive Director to execute an MOA between Sound Transit and Everett Transit establishing a cooperative working relationship and funding responsibilities relating to the environmental process, design permitting, and construction of the Everett Transit Center.

Mr Jim Edwards, Program Manager, Regional Express, presented the staff report for Motion No. M2001-78.

It was moved by Ms. Davis, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Motion No. M2001-78 be approved as presented.

Motion No. M2001-79 – (1) Authorizing the Executive Director to transfer funds from the contingency phase to the final design phase of the Regional Express I-5 at 164th (Ash Way) direct access project; (2) authorizing the Executive Director to execute a supplement to the existing project agreement for design services with the Washington State Department of Transportation (WSDOT) for the I-5 at 164th (Ash Way) Direct Access Project to include preparation of final design plans, specifications, and estimates (PS&E); and (3) directing staff to address the project funding shortfall through the 2002 Budget process. The amount of the WSDOT final design supplemental agreement is not to exceed \$1,634,119, with an authorized contingency reserve of \$44,466 (representing 10% of WSDOT labor and other direct fees). The total amount being requested for approval is \$1,678,585. This supplement will bring the total WSDOT agreement to \$2,928,573 for preliminary and final design.

Ms. Tracy Krawczyk, Project Manager, Regional Express, presented the staff report.

(Board member Sims arrived at this time.)

Over the life of the project, Sound Transit projects 12.5 minutes in travel time savings on two way bus trips. Cheaper alternatives would not provide as significant a travel time savings.

Sound Transit is proposing that these ramps be for Transit only. It saves costs, and WSDOT has a project in the area to serve carpools.

Project cost estimates did not include agency administrative costs, the art program, increases in environmental requirements, and the contingency was set at 5%. For the project shortfall in final design, Sound Transit is asking for \$500,000 from contingency. For the overall shortfall of \$3.1 million, the agency is asking that the remaining budget from the Ash Way Park and Ride (\$1.2 million) and that the balance be funded in the 2002 budget.

(Board member McIver arrived at this time.)

It was moved by Ms. Davis, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Motion No. M2001-79 be approved as presented.

Reconsideration of Resolution No. R2001-10

Mr. Earling stated that a super-majority of votes was needed to adopt Resolution No. R2001-10. A quorum of the Board was now present, and he asked for a motion to reconsider Resolution No. R2001-10.

It was moved by Mr. White, seconded by Ms. Gates, and carried by the unanimous vote of all Board members present that Resolution No. R2001-10 be reconsidered.

It was moved by Ms. Gates, seconded by Ms. Davis, and carried by the unanimous vote of all Board members present that Resolution No. R2001-10 be approved as presented.

Resolution No. R2001-09 – Amending Sound Move by: (1) transferring the budget from the I-405 at Talbot Road Regional Express capital project in south Renton to the I-405 at Park

Avenue project in north Renton; (2) renaming the I-405 at Park Avenue project as the Renton HOV Improvements project; and (3) eliminating the I 405 at Talbot Road project.

Ms. Tracy Krawczyk, Project Manager, Regional Express, presented the staff report for Resolution No. R2001-09 and described the issues around the proposed changes to Sound Move. Sound Transit has not identified a project that is cost effective and does not conflict with the SR 167/I-405 interchange reconstruction, or compatible with the City of Renton's goals and policies. The city has suggested a 2002 corridor study.

The cost estimate for the project in North Renton has also exceeded what was included in Sound Move. Transferring the budget from the South Renton project would allow Sound Transit to continue to construct the North Renton project, while seeking a more effective project for the South end of Renton.

It was moved by Mr. Crawford and seconded by Mr. White that Resolution No. R2001-09 be approved as presented.

Ms. Govern indicated that the original estimate was from a 1994 pre-design study done by WSDOT. Standards for federal highways and the Endangered Species Act have impacted estimates. She said that Sound Transit is identifying projects with budgets based on 1994 estimates and is updating them.

The motion to approve Resolution No. R2001-09 was approved by the majority vote of all members present, with Mr. McIver abstaining.

Mr. Earling stated that it was necessary to move to the executive session at this time.

Executive Session

Mr. Earling stated that the Board would recess for approximately fifteen minutes in an executive session to discuss two items. One item was the evaluation of the executive Director's qualifications and to review her performance in connection with the terms of her employment agreement. The other was to discuss litigation with counsel where public knowledge of the matter discussed could have a harmful impact on the agency's interests. Once the executive session had concluded, the Board would resume its regular meeting and may take action at that time.

The Board went into an executive session at 2:37 p.m. and reconvened the regular meeting at 2:57 p.m.

It was moved by Mr. Drewel, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Motion No. M2001-88, authorizing the Chair of the Sound Transit Board to enter into a standard employment agreement with Ms. Joni Earl for the position of Sound Transit Executive Director for a two-year period at an annual salary of \$172,000, be approved.

Central Link Light Rail Briefing

Ms. Joni Earl, Sound Transit Executive Director, introduced the briefing on Central Link Light Rail. This briefing is part of the 90 day work plan approved by the Board at its June 28, 2001 meeting, and staff is providing information requested by the Board.

Ms. Earl introduced Mr. Ron Lewis, Project Development Manager, Link Light Rail. Mr. Lewis told the Board that staff was seeking direction today on an interim southern terminus. Staff would be asking for preliminary decisions on three other issues at the Board's August 23, 2001

meeting, the preferred interim northern terminus, direction on Royal Brougham station, and direction on Beacon Hill station; leading to the identification of an initial segment budget and schedule on September 27, 2001.

Staff proposed three options for the southern terminus. South 200th Street Station is part of the Locally Preferred Alternative (LPA) and included in the Environmental Impact Statement (EIS.) South 154th Street Station is not in the EIS but in the Tukwila Supplemental EIS (SEIS.) The third option, Henderson Station, is also included in the EIS. Staff recommended an interim terminus at South 154th Street, and to build further south at a later date to allow time to coordinate with the airports construction of North End Airport Terminal.

Ms. Earl noted that staff would continue negotiations with the airport, but the issue of defining a segment for the Federal Full Funding Grant Agreement also needed to be addressed.

Mr. Ron Endlich, Project Manager, Link Light Rail, presented the discussion on the South Lake Union study.

Mr. Mike Williams, Project Manager, Link Light Rail, told the Board that the Beacon Hill station was deferred until Phase II under the adopted Locally Preferred Alternative, but that under the new proposed alignment, the station could be included in Phase I.

Other Business

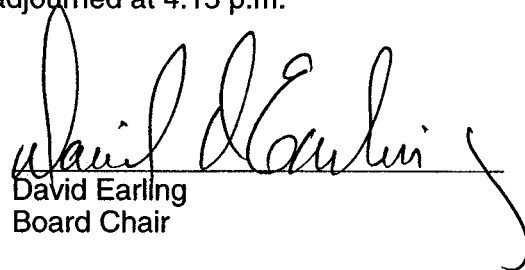
None.

Next Meeting


Thursday, August 23, 2001
1:00 to 4:00 p.m.
Union Station, 401 South Jackson
Seattle, WA

Adjourn

As there was no other business, the meeting was adjourned at 4:15 p.m.


David Earling
Board Chair

ATTEST:


Marcia Walker
Board Administrator