

SOUND TRANSIT BOARD MEETING
Summary Minutes
April 28, 2005

Call to Order

The meeting was called to order at 1:12 p.m. by Chair John Ladenburg in the Sound Transit Board Room, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) John Ladenburg, Pierce County Executive

Vice Chairs

(P) Greg Nickels, City of Seattle Mayor

(P) Mark Olson, Everett City Councilmember

(P) Fred Butler, Issaquah Deputy Council President

(P) Jack Crawford, Kenmore City Councilmember

(P) David Enslow, City of Sumner Deputy Mayor

(P) Doug MacDonald, WSDOT Secretary

(P) Connie Marshall, City of Bellevue Mayor

(P) Richard McIver, Seattle City Councilmember

(P) Julia Patterson, King County Councilmember

(P) Dwight Pelz, King County Councilmember

(P) Kevin Phelps, Tacoma City Councilmember

(P) Larry Phillips, King County Council Chair

(P) Aaron Reardon, Snohomish County Executive

(P) Ron Sims, King County Executive

(P) Claudia Thomas, Lakewood City Councilmember

(P) Pete von Reichbauer, King County Council Vice
Chair

Ms. Marcia Walker, Board Administrator, indicated a quorum of the Board was present at roll call.

Report of the Chair

Chair Ladenburg announced that the Board would hold an executive session prior to Agenda Item 7.

Chief Executive Officer Report

Ms. Earl stated that the High Capacity Transit Plan would be presented at the May 12, 2005 Board meeting, rather than today.

She announced that Jane Emerson, Board Coordinator, was leaving the Board Administration department to take a position with the Capital Projects department. Jane has done a great job supporting the Board for more than five years.

Public Comment

Mr. Noel Gibb, Mayor - City of Burien

Mr. Paul W. Locke, Seattle

Ms. Sandy Guinn and Andrea Perry, Council Members – City of Bothell

John Niles, Seattle

Rosemary Ives, Mayor – City of Redmond

Will Knedlik, Kirkland

(Board member Sims arrived during Public Comment.)

Consent Agenda

March 10, 2005 Board meeting minutes
March 24, 2005 Board meeting minutes
Voucher Certification for March 16 through March 31, 2005

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

Executive Session

At 1:40 p.m., Chair Ladenburg announced that the Board would convene a five minute executive session to discuss with legal counsel potential litigation to which the agency is likely to become a party when public knowledge regarding the discussion is likely to result in an adverse legal or financial consequence to the agency.

The Board reconvened in open session at 1:45 p.m.

Action Items

Chair Ladenburg asked Chief Legal Counsel Desmond Brown to present Motion No. M2005-51.

Motion No. M2005-51 – Authorizing the Chief Executive Officer to direct legal counsel to appeal the administrative ruling that the City of Seattle can issue no more than one temporary noise variance for the construction work in downtown Seattle.

It was moved by Dr. Thomas, seconded by Ms. Marshall, and carried by the majority vote of all Board members present that Motion No. M2005-51 be approved as presented, with Mr. McIver voting in the minority.

Motion No. M2005-35 – Authorizing the Chief Executive Officer to execute Agreement GCA 3361 Task Order #5 with the Washington State Department of Transportation to provide construction and construction management for the Totem Lake Freeway Station Project in the amount of \$52,421,500, with a 5% contingency of \$2,621,075, for a total authorized Task Order amount not to exceed \$55,042,575.

It was moved by Mr. Phelps, seconded by Mr. Crawford, and carried by the unanimous vote of all Board members present that Motion No. M2005-35 be approved as presented.

Motion No. M2005-48 – Directing staff to update the Regional Transit Long-Range Plan and issue a draft for public and agency review, consistent with the amendments approved by the Board and attached exhibits hereto.

It was moved by Mr. Phelps and seconded by Ms. Marshall that Motion No. M2005-48 be approved.

Chair Ladenburg reminded the audience that the Board's action today would direct staff to issue a draft long-range plan for public review. The Board is scheduled to identify the final plan at its June 23, 2005 meeting.

He described how the Board would work through the long-range plan exhibits and amendments. The Board would act on each exhibit separately, considering Exhibit A in its entirety and then Exhibit B in its entirety. For Exhibits C, D, and E, Paul Matsuoka would briefly describe each amendment and then he would ask the sponsoring Board member to move his/her amendment and add comments. He indicated that several amendments had been grouped together as they affect each other or contradict each other.

Exhibit A – Housekeeping Type Amendments (on file with Board Administrator)

It was moved by Mr. Phelps, seconded by Mr. Nickels, and carried by the unanimous vote of all Board members present that Exhibit A be accepted in its entirety as an amendment to the Long-Range Plan.

Exhibit B – General Amendments (on file with Board Administrator)

It was moved by Ms. Marshall, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Exhibit B be accepted in its entirety as an amendment to the Long-Range Plan.

Exhibit C – Long-Range Map-Related Text Amendments

Amendment C-1

Bus Rapid Transit section, revise to read:

The long-range plan includes a regional bus network comprised of a spectrum of service types intended to provide commuting options not already available in the designated corridors. The spectrum includes several types of bus rapid transit (BRT) with varying levels of priority over other traffic, as well regional express bus routes operating with limited or no priority.

ST does not propose directly operating any bus services in the region. Bus services funded by Sound Transit would be provided primarily through interlocal agreements or direct operating grants with local transit agencies within the Sound Transit district. Sound Transit may develop partnerships with local transit agencies to fund capital costs of BRT routes that may be run as local transit agency services with local transit agency operating funding.

Sound Transit's BRT services differ by their operating environment and level of priority over other traffic. Arterial BRT operates predominantly along arterials with priority provided by semi-exclusive lanes and/or signal priority. HOV BRT operates predominately along limited access freeways on semi-exclusive HOV lanes and access facilities. Busway BRT operates predominantly on fully exclusive transitways with priority over other traffic at intersections. Rail-Convertible BRT operates like Busway BRT, but on transitway facilities that are constructed to be converted later to rail. ST BRT routes may operate through corridors that feature varying levels of priority treatment.

All BRT services that Sound Transit provides share these attributes:

1. Provide limited-stop service
2. Connect to at least one designated urban center in the Puget Sound Regional Council's adopted regional growth management and transportation strategy
3. Operate with priority over general purpose traffic over much of the route length

4. Operate frequently throughout the day, with a goal of at least 10 minute peak and 15 minute midday service levels
5. Operate in both directions throughout the day.

In addition, supporting technologies and enhancements to increase customer convenience such as rapid or off-vehicle fare collection, low-floor buses, raised curbs and level platforms, and real time schedule and arrival information can be offered.

BRT routes will serve and connect major regional centers and destinations and be integrated with other local and regional transit services. The BRT system creates new links between suburban centers serving our region's fastest growing areas with fast efficient transportation options.

BRT can be operated in a variety of rights-of-way to provide fast and reliable service at the lowest cost, appropriate to transit demand and corridor conditions, including:

- **Busway BRT.** Busways are dedicated roadways for transit only, providing complete separation from traffic, and priority over other traffic at intersections. Busway BRT routes will offer high-speed, frequent two-way service throughout the day in the region's most congested corridors, operating in rights-of-way that are protected from general-purpose traffic congestion. These services will be characterized by infrequent stops, and stations that have customer amenities similar to rail systems. Where practicable, busways should be built to accommodate future conversion to LRT.
- **HOV BRT.** ST may operate BRT in HOV lanes managed to maintain fast and reliable travel times needed for bus rapid transit. The HOV BRT system will be developed through a partnership between ST and WSDOT to complete the State's Core HOV network and adapt it to meet the needs of high capacity transit service. Direct access ramps, in-line stations and access facilities will allow buses to use HOV lanes and make intermediate stops without crossing traffic lanes, benefiting both transit and general purpose traffic. HOV BRT services can also include customer convenience features and amenities as well as transit priority measures. The reliability of HOV BRT services will depend in large part on the development of a continuous HOV lane network and on effective management of the HOV lane system by WSDOT to meet adopted HOV speed and reliability policies.
- **Arterial BRT.** Arterial BRT can operate effectively in an arterial environment using bus lanes and/or a variety of localized transit priority treatments such as signal synchronization, queue jumps, and business access/transit lanes. The level of customer amenities and transit priority is less than with the other BRT types, as is the corresponding investment in right of way and construction costs. The reliability and speed of the service is also not as high as with the other types. Most arterial BRT services in the region will be operated as local transit agency services.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment C-1 be accepted as an amendment to the Long-Range Plan.

Amendment C-2

Bus Rapid Transit section, HOV System subsection, revise to read:

The HOV system expands and improves upon a network that the region has already begun, creating a permanent part of our regional transit system. This includes the state's program to fill the gaps and extend the existing HOV-lane system to create a continuous inside-lane HOV network. ST will fund special access ramps to make it easier for transit and carpools to reach and use the HOV lane system. Traffic flow will also improve in

general purpose lanes since buses and carpools will no longer have to weave through several lanes of traffic to reach the HOV lanes.

The ST Board views completion of the state's freeway HOV lane "core system" in the Puget Sound region as an important priority. However, ST assumes the state will complete construction of the core HOV lane system in accordance with its freeway HOV policy.

If the state does not fulfill its funding obligation, the ST Board will conduct an open and public process to determine whether ST funding is available and should be used to help complete the core HOV lane system.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Amendment C-2 be accepted as an amendment to the Long-Range Plan.

Amendment C-3

ST Express section, revise to read:

ST Express bus service may be provided to connect centers where demand is not sufficient to justify BRT service, or where needed as supporting services to HCT investments. ST Express buses will serve major regional centers and destinations and provide connection to other transportation components of the regional transit system. ST Express bus routes are an investment in corridors where BRT investment may be warranted in the future. These routes may be operated with lower frequency and shorter span of service than BRT service, with a more modest investment in facilities.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Amendment C-3 be accepted as an amendment to the Long-Range Plan.

Amendment C-4

HCT corridors, revise to read:

HCT corridors may be candidates for light rail, commuter rail, or BRT service in the future. The final selection of a transit technology will be made based on a detailed corridor study that will examine a full range of technology options. Factors that will determine what additional HCT investments will be made in future phases including future rail extensions include an assessment of evolving technologies, environmental analysis, actual population growth and employment, changing development trends and future transportation priorities of the ST District's subareas. To the extent possible, initial investments in HCT corridors should preserve the option of implementing a range of HCT options in the future.

Appropriate environmental reviews must be completed and voters must approve funding for any additional capital investments beyond the current phase.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment C-4 be accepted as an amendment to the Long-Range Plan.

Amendment C-5

Link light-rail section, revise to read:

Light rail transit (LRT) is included in the plan to connect and serve the four major regional centers – Everett, Seattle, Tacoma, and Bellevue. LRT is the highest capacity mode included in the plan, and is a cost-effective way to serve the core of the regional system where transit ridership is the highest.

LRT is provided primarily in separated rights-of-way, enabling fast and reliable service. It includes a number of supporting technologies and enhancements, such as off-vehicle fare collection and real time arrival information that increase customer convenience and satisfaction. It also includes supporting access facilities for pedestrians, bicycles, local buses and, in some cases, park-and-rides.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by the unanimous vote of all Board members present that Amendment C-5 be accepted as an amendment to the Long-Range Plan.

Exhibit D – Long-Range Map Amendments

Before considering Long Range Plan Map Amendments, Mr. Ladenburg explained that staff had grouped together proposed amendments by topic/corridor. Rather than considering amendments in chronological order, the Board would consider them in order by group.

Group 1 - Amendment M-16

Amend the LRP map to eliminate the distinction between the Arterial BRT and the HOV Expressway and HOV/BRT designations on the map. Label each of these corridors as BRT and then determine the appropriate level of investment through the more detailed planning process involved in development of future phases.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment M-16 be accepted as an amendment to the Long-Range Plan.

Group 2 – Amendment E-9

A network of services section – insert after fourth paragraph:

The Regional Transit Long-Range Plan map depicts Sound Transit's envisioned network of services when the regional transit system is complete. The map shows what is already built and operating, as well as what types of regional services should be provided in what locations in the future. The lines on the map representing future service investments are intended to show general corridors that would be served, and do not represent specific routings or alignments. Those choices will be refined during system plan development and determined during project-level planning.

It was moved by Mr. Reardon, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment E-9 be accepted as an amendment to the Long-Range Plan.

Group 2 - Amendment M-14

Amend the LRP map to designate SR 99 (Everett-to-Seattle) as BRT.

It was moved by Mr. Sims, seconded by Mr. Phillips, and carried by unanimous vote of all Board members present that Amendment M-14 be accepted as an amendment to the Long-Range Plan.

Group 3 – Amendment M-7

Designate the corridor generally following SR-522 between Northgate, Lake City, and the University of Washington Bothell campus for high capacity transit.

It was moved by Ms. Marshall, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment M-7 be accepted as an amendment to the Long-Range Plan.

Group 4 – Amendment M-12

Amend the LRP map to re-designate the I 405 corridor (Lynnwood-to-Tukwila) as BRT and maintain the designation as Potential Rail Extension.

It was moved by Ms. Marshall, seconded by Dr. Thomas, and carried by unanimous vote of all Board members present that Amendment M-12 be accepted as an amendment to the Long-Range Plan.

Group 4 - Amendment M-15

Amend the LRP map to re-designate the segment connecting Burien to Central Link as a BRT and a Potential Rail Extension Corridor.

It was moved by Mr. Sims, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment M-15 be accepted as an amendment to the Long-Range Plan.

Group 5 – Amendment M-5

Amend the LRP map to designate SR 520 corridor (Redmond-to-Seattle) as HCT.

It was moved by Mr. Ladenburg, seconded by Ms. Marshall, and carried by unanimous vote of all Board members present that Amendment M-5 be accepted as an amendment to the Long-Range Plan.

Group 6 – Amendment M-6

Amend the LRP map to designate the Tacoma Link Extension-West corridor as Electric Light Rail Service.

It was moved by Mr. Ladenburg, seconded by Mr. Phelps, and carried by unanimous vote of all Board members present that Amendment M-6 be accepted as an amendment to the Long-Range Plan.

Group 7 – Amendment E-12

ST Express Bus section, add new section:

Future ST Express bus extensions

The Regional Express routes will continue to connect the region's urban and activity centers as part of a regionally coordinated network of services including REX routes that build upon those services deployed as part of Sound Move (Phase 1). Services for future consideration in the East Subarea shall include connections serving Totem Lake in Kirkland to downtown Redmond and routes that better link downtown Bellevue, Issaquah, Sammamish, and Redmond.

It was moved by Ms. Marshall, seconded by Mr. Crawford, and carried by unanimous vote of all Board members present that Amendment E-12 be accepted as an amendment to the Long-Range Plan.

Group 7 - Amendment M-10

Amend the LRP map to add a "Potential Rail Extension" on existing private rail line, from ST's Tacoma-to-Seattle Sounder line to either McMillin or Orting, via a track connection between the Puyallup and Sumner stations.

It was moved by Mr. Enslow and seconded by Mr. Phelps that Amendment M-10 be accepted as an amendment to the Long-Range Plan. Chair Ladenburg conducted a voice vote and announced that it was close, and therefore inconclusive. He then called for a roll call vote. The motion failed by a vote of 6 yes, 9 no.

Yes
Butler
Enslow
Marshall
Patterson
Phelps
von Reichbauer

No
Crawford
MacDonald
McIver
Nickels
Olson
Phillips
Reardon
Sims
Ladenburg

Exhibit E – Long-Range Plan Policy Amendments

Amendment E-1

Add language throughout Plan supporting and linking regional growth centers:

Page 2, **The Regional Transit Authority**, second paragraph, first sentence: After "people" insert the phrase, "between regional growth centers."

Page 3, **Long-range vision goals and objectives**, first goal, first sub-bullet point: Delete "throughout the region" and replace with, "between regional growth centers."

Page 4, **The regional transit plan**, second paragraph, first sentence: After the word "facilities" add the phrase, "that link regional growth centers."

Page 8, **A network of services**, fourth paragraph, first sentence: After the phrase "that supports" insert the phrase, "regional growth strategies."

It was moved by Ms. Marshall, seconded by Mr. Ladenburg, and carried by unanimous vote of all Board members present that Amendment E-1 be accepted as an amendment to the Long-Range Plan.

Amendment E-2

The Regional Transit Authority section - revise second paragraph, first sentence to read:

High-capacity transportation simply refers to a transit system, including the necessary infrastructure and supporting service, that carries large numbers of people faster and more frequently than a basic, conventional local transit system.

It was moved by Mr. Olson, seconded by Mr. Reardon, and carried by unanimous vote of all Board members present that Amendment E-2 be accepted as an amendment to the Long-Range Plan.

Amendment E-3

Goals section - revise first goal to read:

Provide a public transportation system that helps ensure long-term mobility, connectivity, and convenience for the citizens of the Puget Sound region for generations to come.

It was moved by Mr. Olson, seconded by Ms. Marshall, and carried by unanimous vote of all Board members present that Amendment E-3 be accepted as an amendment to the Long-Range Plan.

Amendment E-4

Goals section - add a final goal:

Strengthen communities' use of the regional transit network
- Support the development, or redevelopment, of areas around transit stations and centers, and park-and-ride lots with a mix of transit-oriented activities at a pedestrian scale and orientation to enhance current and future transit use.

It was moved by Mr. Olson, seconded by Mr. Sims, and carried by unanimous vote of all Board members present that Amendment E-4 be accepted as an amendment to the Long-Range Plan.

Amendment E-6

The regional transit plan section - revise the second paragraph, second sentence to read:

In addition to increasing the people-carrying capacity of the region's most heavily used transportation corridors, the system would also support growth management policies, help limit sprawl and provide the connection, convenience, and mobility needed for a vital economy.

It was moved by Mr. Olson, seconded by Mr. Sims, and carried by unanimous vote of all Board members present that Amendment E-6 be accepted as an amendment to the Long-Range Plan.

Amendment E-31

Building blocks of the long-range plan section – revise to read:

Sound Transit's long-range plan includes services and facilities to connect the region's centers with frequent, all-day high capacity transit. The regional transit system includes services such as light rail, commuter rail, bus rapid transit, and regional express buses. These services will be integrated with local service to provide a seamless transit experience to customers. Sound Transit will also develop gateways to local communities, at which pedestrian, bicycle and local bus access to the regional system is provided. Community connections include bus stops, park-and-ride lots, transit centers, and rail stations.

High capacity transit may be provided using different transit modes in different locations to fit the unique needs of each corridor. Final decisions about the best mix of technologies in future phases will be made based on performance of Sound Move investments, projected land use and transportation conditions, changing development trends, evolving technologies, functional requirements, environmental analysis, population and employment growth, and public input on future transportation priorities of the ST District's subareas.

The long-range plan will be implemented incrementally in several phases. In each phase, services and facilities may be provided that may be replaced or augmented in the future with a higher capacity mode. When extensions are considered to existing high capacity transit investments, a compatible technology will be considered to minimize unnecessary passenger transfers and maximize operating efficiency.

It was moved by Mr. Sims, seconded by Mr. Phillips, and carried by unanimous vote of all Board members present that Amendment E-31 be accepted as an amendment to the Long-Range Plan.

Amendment E-13

Souder Commuter Rail section – revise first paragraph, first sentence to read:

The long-range plan includes two-way commuter rail service on existing tracks.

It was moved by Mr. Olson, seconded by Ms. Marshall, and carried by unanimous vote of all Board members present that Amendment E-13 be accepted as an amendment to the Long-Range Plan.

Amendment E-15

Link light Rail section - add second paragraph.

Throughout the phased implementation of the all-day, frequent, and fast high capacity transit system, Sound Transit will prioritize its light rail investment funds for the completion of the Everett-Seattle-Tacoma Link light rail system and the HCT system directly connecting Bellevue with that north-south rail spine.

It was moved by Mr. Phillips, seconded by Mr. von Reichbauer, and carried by majority vote of all Board members present that Amendment E-15 be accepted as an amendment to the Long-Range Plan. Ms. Patterson voted in the minority.

Amendment E-16

Link light-rail section - add final sentence.

Economic impacts upon the development of PSRC designated Urban Centers, future community and employment centers, and local activity centers shall be added to the criteria for determining the routing for future Light Rail Transit (LRT).

It was moved by Mr. Olson, seconded by Mr. Reardon, and carried by unanimous vote of all Board members present that Amendment E-16 be accepted as an amendment to the Long-Range Plan.

Amendment E-17

Future HCT corridors section - add final paragraph.

The Amendment to the 1976 Memorandum Agreement for I-90 shall be incorporated into the Long-Range Plan by reference.

It was moved by Ms. Marshall, seconded by Mr. Butler, and carried by unanimous vote of all Board members present that Amendment E-17 be accepted as an amendment to the Long-Range Plan.

Amendment E-18

Working together - a coordinated system of services section - revise first bullet to read:

coordinating local and regional transit services, tying services together and creating important region-wide connections for Sound Transit services.

It was moved by Mr. Olson, seconded by Mr. Nickels, and carried by unanimous vote of all Board members present that Amendment E-18 be accepted as an amendment to the Long-Range Plan.

Amendment E-19

Working together - a coordinated system of services section - revise third bullet to read:

developing uniform fare media that can be used on Sound Transit and regional partner services, making transfers convenient.

It was moved by Mr. Olson, seconded by Mr. Nickels, and carried by unanimous vote of all Board members present that Amendment E-19 be accepted as an amendment to the Long-Range Plan.

Amendment E-20

Working together - a coordinated system of services section - add fourth bullet.

planning jointly for bus-related facilities that will be used by multiple agencies.

It was moved by Mr. Sims, seconded by Mr. Olson, and carried by unanimous vote of all Board members present that Amendment E-20 be accepted as an amendment to the Long-Range Plan.

Amendment E-21

Facilities that fit with the community they serve section – revise second paragraph to read:

ST will work with local public transportation agencies, communities, and local governments to place and design transit facilities that fit with local community plans. This will include making improvements within one-quarter mile radius of each station for safe and easy transit, pedestrian, and bicycle access. Sound Transit will only build such facilities in coordination with the local jurisdiction(s).

It was moved by Mr. Olson, seconded by Mr. Ladenburg, and carried by unanimous vote of all Board members present that Amendment E-21 be accepted as an amendment to the Long-Range Plan.

Amendment E-22

Facilities that fit with the community they serve section – add as third paragraph and final paragraph:

Transit facility designs will be flexible, allowing each station to reflect and fit into the community it serves while providing standard features to ensure smooth transfers for transit customers from one type of public transportation to another. Facilities Sound Transit will provide as standard features include improvements to access by bus, bicycles and walking, intermodal transfer facilities and bus layover space.

Recognizing the mutual benefits of the transportation investments being made by Sound Transit, local public transportation agencies, communities, and local governments can work with Sound Transit and contribute toward the costs of betterments over and above standard facility designs.

It was moved by Mr. Crawford, seconded by Mr. Butler, and carried by unanimous vote of all Board members present that Amendment E-22 be accepted as an amendment to the Long-Range Plan.

Amendment E-23

Encouraging policies that support transit section - add fourth and fifth bullets.

- Promote community design that provides convenient access to transit systems.
 - a. Improve transit connections, particularly between local transit and regional transit systems.
 - b. Encourage development of convenient and safe sidewalks, street crossings, bicycle and pedestrian facilities to serve local and regional transit facilities.
 - c. Promote pedestrian and bicycle connections between regional transit facilities and nearby neighborhoods.
- Promote transit-oriented development investments around regional transit facilities.
 - a. Encourage conveniently located pedestrian-oriented businesses and services around regional transit facilities.

- b. Encourage building design and placement, street improvements, parking standards, and other measures that encourage pedestrian access and use of local and regional transit.

It was moved by Mr. Reardon, seconded by Mr. Olson, and carried by unanimous vote of all Board members present that Amendment E-23 be accepted as an amendment to the Long-Range Plan.

Amendment E-24

Coordinated routes and schedules section - add final paragraph.

In some areas, access to the regional HCT system may be constrained by lack of park and ride capacity and/or limited connecting bus service. In such cases, Sound Transit will work with community and partner transit agencies to evaluate ways to increase system access, drawing upon a large menu of potential options including leased or joint-use parking, dedicated feeder buses, enhanced local bus service, VanShare services, and employer shuttles. A system access fund may be established for each subarea to support these services where they are needed.

It was moved by Mr. Enslow, seconded by Mr. Ladenburg, and carried by unanimous vote of all Board members present that Amendment E-24 be accepted as an amendment to the Long-Range Plan.

Amendment E-25

A one-ticket ride section - revise third sentence to read:

This will allow customers to use a single ticket or pass to travel on any and all of the types of transportation.

It was moved by Mr. Olson, seconded by Ms. Patterson, and carried by unanimous vote of all Board members present that Amendment E-25 be accepted as an amendment to the Long-Range Plan.

Amendment E-26

Transportation Demand Management (TDM) section - revise second paragraph to read:

ST will participate as a funding partner for market development programs, and cooperate with other public transportation agencies working with employers and local jurisdictions to match high quality transit services with economic incentives to use transit and promote ridesharing and other options to reduce drive-alone commute trips.

It was moved by Mr. Sims, seconded by Mr. Ladenburg, and carried by unanimous vote of all Board members present that Amendment E-26 be accepted as an amendment to the Long-Range Plan.

Amendment E-27

Research & Technology fund section - revise second paragraph, second sentence to read:

In particular, ST will evaluate technological innovations that focus on transit speed and reliability, customer service and customer security improvements.

It was moved by Mr. Sims, seconded by Mr. Ladenburg, and carried by unanimous vote of all Board members present that Amendment E-27 be accepted as an amendment to the Long-Range Plan.

Amendment E-28

Regional relationships section, **Local jurisdictions** subsection - insert "transit-oriented development" between "support" and "regional" in the first sentence.

Local jurisdictions should develop land-use and transportation plans and regulations that support transit-oriented development, regional and county plans and the long-range plan.

It was moved by Mr. Reardon, seconded by Mr. Sims, and carried by unanimous vote of all Board members present that Amendment E-28 be accepted as an amendment to the Long-Range Plan.

Amendment E-29

Right-of-way preservation section – revise first paragraph to read:

To protect against the permanent loss of valuable and irreplaceable transportation rights of way, corridors, and facilities sites, ST will develop a right of way preservation program to identify and potentially purchase such properties as they become available or they are placed at risk of development for non-transportation uses. The objective of the right of way preservation program will be to set aside at-risk properties for potential rail or regional express bus stations, route alignments, operating facilities and other facilities needed for the full implementation of the Long-Range Plan, and to do so early and at reasonable cost. Under the program, properties may be optioned, purchased, leased, or otherwise preserved as needed, subject to the availability of funds, and applicable law.

It was moved by Mr. Enslow, seconded by Mr. Sims, and carried by unanimous vote of all Board members present that Amendment E-29 be accepted as an amendment to the Long-Range Plan.

Mr. Ladenburg announced that there were no other proposed amendments to the Long-Range Plan, and conducted the vote.

The motion to approve Motion No. M2005-48 carried by unanimous vote of all Board members present.

Committee Reports

Mr. Ladenburg announced that the committee reports would be held until the next meeting.

Other Business

None.


Next Meeting

Thursday, May 12, 2005
1:00 to 4:00 p.m.
Union Station Board Room
Seattle, Washington


Adjourn

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

ATTEST:



Marcia Walker
Board Administrator



John W. Ladenburg
Board Chair