

SOUND TRANSIT BOARD MEETING

Summary Minutes

March 23, 2006

Call to Order

The meeting was called to order at 1:05 p.m. by Vice Chair Connie Marshall, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(A) *John Ladenburg, Pierce County Executive*

Vice Chairs

(P) *Connie Marshall, Bellevue City Councilmember*

(P) *Mark Olson, Everett City Councilmember*

(P) *Julie Anderson, Tacoma City Councilmember*

(P) *Mary-Alyce Burleigh, Kirkland City Councilmember*

(P) *Fred Butler, Issaquah Council President*

(P) *Dow Constantine, King County Councilmember*

(P) *David Enslow, City of Sumner Mayor*

(P) *Doug MacDonald, WSDOT Secretary*

(P) *Richard Marin, Edmonds City Councilmember*

(P) *Richard McIver, Seattle City Councilmember*

(P) *Greg Nickels, City of Seattle Mayor*

(P) *Julia Patterson, King County Councilmember*

(P) *Larry Phillips, King County Council Chair*

(P) *Aaron Reardon, Snohomish County Executive*

(A) *Ron Sims, King County Executive*

(P) *Claudia Thomas, City of Lakewood Mayor*

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

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

Report of the Vice Chair

Ms. Connie Marshall, Board Vice Chair announced that the Board would be working from a revised agenda.

Chief Executive Report

Ms. Joni Earl, Chief Executive Officer, indicated that the Adopted 2006 budget, in Board Members' packets contained actual expenditures through 2005 based on preliminary numbers, which will be finalized when the independent auditors complete the 2005 audit.

She announced the successful opening of the Sammamish Park and Ride, which occurred on Monday, March 20, 2006.

Public Comment - (comments are on file with the Board Administrator)

John Niles

Tacoma to Lakewood

Ms. Agnes Govern, Capital Projects Director, and Jim Edwards, Capital Projects Deputy Director, presented the Tacoma to Lakewood track and facilities project update. Ms. Govern announced that a performance test is to be conducted on the locomotive utilizing Tacoma rail track. Upon completion of that test, staff will brief the Board on the results.

Mr. Edwards identified three design alternatives: (1) the EIS Preferred Alternative, with two new at-grade crossings; (2) the Modified Alternative 2, with an overpass at Pacific Avenue and roadway realignment and business access; and (3) Modified Alternative 3, with the overpass at Pacific Avenue and significant impacts to right of way.

Ms. Govern reported that work on Modified Alternative 2 to complete 5% engineering would provide better cost and schedule information. She reported that the Washington State Department of Transportation (WSDOT) has requested a federal earmark of \$5 million in the grade-crossing safety program targeted for this project and that the Tacoma City Council has unanimously endorsed the Modified Alternative 2 design.

There were no objections from the Board Members for staff to pursue the Modified Alternative 2 design to determine its feasibility and report to the Board with cost and schedule information upon completion of 5% engineering.

ST2 – Update

Expert Panel Report of John Howell

Mr. John Howell, Administrator for the Expert Review Panel (ERP), presented the Panel's third formal letter of March 17, 2006 on behalf of Dr. Michael Meyer, Chair of the ERP. He summarized four areas of comment, i.e., 1) the initial review of ST2 project list; 2) the agency's continued work on project evaluation criteria; 3) financial planning; and 4) several comments related to the I-90 Corridor project.

Review of ST2 project list. Mr. Howell elaborated on the Panel's desire for further discussions about the use of contingencies. The Panel believes the level of contingency applied will vary, and will depend on the potential uncertainty or volatility for that particular category of expense. He reported that some Panel members believe that the size, the amount of the contingency, and the three layers of contingency may be appropriate for the most complex projects that are classified as Level 2, where the projects are corridor wide, and engineering is at 5% or less. However, he stated, there are other Panel members who raised questions about whether this level of contingency applied to these budgets is appropriate for Level 1 and Level 3 projects. A Level 1 project is also complex and corridor wide, but engineering has reached the 30% level and Level 3 projects are stand-alone, smaller and simpler projects where the agency has considerable experience. Further comment will be provided when the next letter is issued.

Pursuant to Representative Murray's request to review the analysis of options for the First Hill station, the Panel felt the information presented by the staff regarding options was technically sound and supported the conclusion that there did not appear to be an alternative that struck the right balance between both serving the First Hill community and prudently managing the risk associated with completing the University Link. However, the Panel is looking forward to a review of the alternative of constructing a streetcar line to First Hill.

Project Evaluation Criteria. With respect to the project evaluation criteria, the Panel is pleased that the Board responded to some of the earlier comments on utilization of project evaluation

methodology. Panel members suggested a tiered or weighted application of the criteria and encouraged the Board to determine which of the criteria is most important in its decision-making.

The Panel encouraged the Board and staff to consider additional criteria to analyze the impacts that the projects may have on congestion. The analysis would assess the level of anticipated congestion in a particular corridor with and without the proposed transit improvement to answer the question of how much worse the congestion would be in a corridor without the proposed transit service.

Financial Planning. Estimating the timing and amount of the proposed ST2 revenue sources will be an essential component of the analysis of financial capacity. Based on the sales tax revenue analysis, the Panel noted a distinction in forecasting. Sound Transit's historic sales tax receipts have exceeded the original Sound Move forecast. When the Sound Move revenue forecasts were prepared, there was no historical data specific to the exact area from which Sound Transit revenue is collected. There now exists less cushion given that Sound Transit now knows the base and has experience with it.

I-90 Corridor. From the paper that staff presented on BRT conversion to light rail in the I-90 corridor, the Panel learned that for either the light rail scenario or the BRT conversion scenario, the center lanes of I-90 will be closed for two years. The Panel underscored the importance of completing the R8A alternative prior to construction of the ST2 high capacity transit in that corridor to ensure HOV lanes are constructed in the two outer lanes. It is the Panel's understanding that there is a \$40 million gap in funding for the R8A alternative and encouraged Sound Transit to work with regional partners to resolve that funding gap before final decisions are made about the timing of improvements in the I-90 corridor.

Sound Transit and WSDOT have been very responsive to the Panel's requests for information and desire to learn more from what is presented at meetings. The next meeting will be rescheduled pending the possibility the Board will revise the ST2 schedule.

New Regional Transportation Law

Ric Ilgenfritz, Director of Strategic Communications, Steve Sheehy, Sound Transit Attorney, and Melanie Newman, State Relations Specialist described the recently passed state legislation on regional transportation planning and governance that requires Sound Transit and the Regional Transportation Investment District to submit propositions on the same ballot for the 2007 general election.

Interim Next Steps

Mr. Paul Matsuoka, Chief Policy and Planning Officer, and Ric Ilgenfritz, Director of Strategic Communications presented information on interim next steps. Staff will prepare an interim work plan to look at the risks and opportunities and report back to the Board. Mr. Matsuoka stated that staff would take advantage of the one-year election delay to conduct technical work and continue to work closely with WSDOT and the Regional Transportation Investment District (RTID) staff.

Consent Agenda

Voucher Certification from February 1, 2006 through February 15, 2006

Voucher Certification from February 16, 2006 through February 28, 2006

Minutes of January 12, 2006 Board Meeting

Minutes of January 26, 2006 Board meeting

Minutes of February 9, 2006 Board Meeting

It was moved by Mr. Olson, seconded by Mr. Marin, and carried by the unanimous vote of all members present that the consent agenda be approved as presented.

Action Items

Motion No. M2006-25 – A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the CEO to execute a sole source amendment to the existing construction management contract with Parsons Brinckerhoff Construction Services, Inc. to provide selected civil construction management and coordination services for Airport Link in the amount of \$3,607,157, with a contingency of \$200,000, for a new total authorized contract amount not to exceed \$16,057,157

It was moved by Mr. Butler, seconded by Mr. Marin, and carried by the unanimous vote of all members present that Motion No. M2006-25 be approved as presented.

Motion No. M2006-26 – A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the CEO to execute a contract amendment with Scheidt and Bachmann USA, Inc. to implement Phase II of the Fare Vending and Validation Equipment contract to deliver, install and test fare collection equipment for the Central Link Light Rail Initial Segment and Airport Link in the amount of \$4,550,211 with a contingency of \$315,000 for a new total authorized contract amount of \$13,665,211

It was moved by Mr. Butler, seconded by Mr. Marin, and carried by the unanimous vote of all members present that Motion No. M2006-26 be approved as presented.

Motion No. M2006-24 - A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the CEO to execute a contract amendment with KJM/JTS (a joint venture), to exercise the remaining contract options for 24 months to provide agency-wide project control and support services in the amount of \$2,898,173, for a new total authorized contract amount not to exceed \$8,282,22

It was moved by Mr. Butler, seconded by Mr. Marin, and carried by the unanimous vote of all members present that Motion No. M2006-24 be approved as presented.

Motion No. M2006-28 – A motion of the Board of the Central Puget Sound Regional Transit Authority approving the submittal of the Transit Development Plan 2006 through 2011 and 2005 Annual Report to the Washington State Department of Transportation

Kate Johnson, Project Coordinator, Office of Policy & Planning presented the staff report. Ms. Johnson advised the Board that a public hearing was held prior to today's Board Meeting. Mr. Butler presided at the hearing and summarized citizen testimony.

It was moved by Mr. Olson, seconded by Mr. Butler, and carried by the unanimous vote of all members present that Motion No. M2006-28 be approved as presented.

Committee Reports

Finance Committee – March 16, 2006

Mr. Butler announced that the committee approved Motion No. M2006-27, authorizing execution of a contract amendment with Systems Consulting, LLC to provide additional on-call quality assurance audit services for design and construction for the Capital Projects Program in the amount of \$300,000, for a new total authorized contract amount not to exceed \$446,000 and extending the contract date to April 2008.

Central Link Oversight Committee (CLOC) – March 16, 2006

Mr. Phillips reported that the committee received detailed updates on the Initial Segment, with construction nearly 40% complete. He announced that work in SODO, including completion of the first two stations, is 95% complete. The Operation and Maintenance site is experiencing a six-month delay. Road paving has begun in the Rainier Valley. He said staff provided statistical updates on the Downtown Seattle Transit Tunnel (DSTT) closure and project progress.

Mr. Phillips stated that two important milestones to note are the review of the revised financial plan for University Link and a final design request anticipated for submission to the FTA this spring. Staff will be seeking Board approval of a Memorandum of Agreement with the Port of Seattle in April. Final design will be complete in the summer of 2006.

Mr. Phillips indicated the Committee is interested in exploring the possibility of holding some meetings near the Initial Segment construction site. The Committee also discussed increased public outreach through the possibility of televising meetings.

Executive Session

At 3:10 p.m., Vice Chair Marshall announced that the Board would convene a 30-minute executive session. There would be no action thereafter.

The executive session is authorized under RCW 42.30.110 Section (1)(d) – to review the negotiations on the performance of a publicly bid contract when public knowledge regarding such consideration would cause a likelihood of increased costs; and Section (1)(i) – to discuss with legal counsel representing the agency matters relating to agency enforcement actions, or discuss with legal counsel representing 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 meeting was reconvened at 3:34 p.m.

Other Business

None


Next Meeting

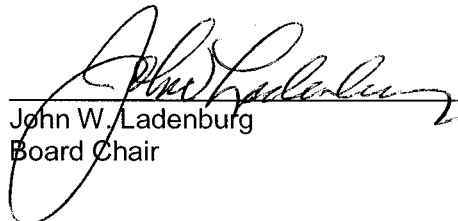
Thursday, February 9, 2006
1:00 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 3:34 p.m.

ATTEST:


Marcia Walker
Board Administrator


John W. Ladenburg
Board Chair