

SOUND TRANSIT BOARD MEETING
Summary Minutes
April 26, 2007

Call to Order

The meeting was called to order at 1:08 p.m. by Chair John Ladenburg, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) 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 Deputy Council President

(P) Dow Constantine, King County Councilmember

(P) David Enslow, City of Sumner Mayor

(A) 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

(P) Ron Sims, King County Executive

(P) Claudia Thomas, City of Lakewood Mayor

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

Ms. Carol Doering, Acting Board Administrator stated a quorum of the Board was present at roll call.

Report of the Chair

Mr. Ladenburg reminded the Board of the procedural change to include written committee reports in Board packets rather than the previous method of reporting orally.

Chief Executive Officer's Report

Ms. Earl provided a legislative report announcing that the state legislature adjourned the evening of Sunday, April 22, 2007. She reported on bills relevant to Sound Transit. The Dual Majority Bill, HB 1396 sponsored by Representative Flannigan passed and is awaiting the Governor's signature; the Owner Controlled Insurance Program Bill, HB 1747, sponsored by Representative Simpson passed and was signed by the Governor on Saturday, April 21, 2007; the Special Fuel Tax Exemption Bill, SB 5304, sponsored by Senator Eide passed out of the Senate but not the House due to efforts to use it as a vehicle for other exemptions; the Local Impact Fees Bill co-sponsored by Senator Haugen and Representative Hutchins received hearings in both the House and Senate transportation committees, neither having passed; and a governance bill, SB 5803 sponsored by Senator Murray that passed the Senate but died in the House, and HB 2101 sponsored by Representative Jarrett to work through issues and draft legislation to implement the Regional Transportation Commission's recommendations, which died on the House floor. A bill related to the SR 520 corridor passed which establishes a working group lead by the Governor's office to work on multi-modal planning in the corridor. Sound Transit, King County Metro, University of Washington, and WSDOT will be developing a draft plan for the Legislature by October 1, 2007.

Ms. Earl also reported that Sound Transit had been awarded a \$25 million regional mobility grant from the Office of Transit Mobility, \$5 million for the Mountlake Terrace freeway station; \$3.7 million for commuter rail parking expansion in the Tacoma to Seattle corridor; and \$5.5 million for the Tukwila station. Grant funding also includes other projects where Sound Transit is a partner, which includes the Swift BRT program in Everett, SR 522 multimodal project, Downtown Seattle transit corridor improvements, and Skagit Island connector service.

Ms. Earl recognized staff, Melanie Smith, the State Government Relations Specialist and Steve Sheehy, Legal Counsel for their analysis and work during the 2007 legislative session.

Public Comment

Mr. Ladenburg announced the procedure for public comment allowing elected officials to speak first, followed by citizens.

Sue Blazak, Councilmember, City of Burien

Rose Marie Ives, Mayor, City of Redmond

Ray Stephenson, Mayor, City of Everett

Jim Stanton, Microsoft Corporation

Jim Long, former Managing Director Equity Office

(Letter was distributed and is available with the Board Administrator)

Patrick Pierce, Everett Chamber of Commerce and

Snohomish County Committee for Improved Transportation

Greg Johnson, President, Wright Runstad Development

Craig Thorpe

Linnea Hirst, League of Women Voters

Rob Johnson, Transportation Choices Coalition

Pat Sumption, Thornton Creek Legal Defense Fund

(Ms. Sumption submitted documents as follows: Sound Transit website materials, written memorandum Re: Agenda Item 6.B.Motion No. M2007-46, Thornton Creek Basin

Characterization Report, Seattle Times advertisement dated Thursday, February 15, 2007 of the ST2 Open House (copies are available with the Board Administrator)

James M. O'Farrell

Per-Ola Selander

David Hiller, Director, Cascade Bicycle Club

Tom Till, Discovery Institute Cascadia Center

Richard Brokowski

Virginia Gunby *(Memorandum was distributed. Copy on file with the Board Administrator)*

Anthony Triffiletti

Julie Murray, Washington State Association of Counties

Will Knedlik

(Mr. Knedlick distributed a document entitled Exhibits for Testimony to Sound Transit Board, a copy of which is on file with the Board Administrator.

Paul Zimmer

Loren Herrigstad

Steven Pyeatt

Paul W. Locke

Alfred Runte

Tom Till

Action Items

Voucher Certification for March 16, 2007 through March 31, 2007

It was moved by Mr. Marin, seconded by Ms. Burleigh, and carried by the unanimous vote of all members present that the Voucher Certification for March 16, 2007 through March 31, 2007 be approved as presented.

Motion No. M2007-46 - Authorizing the chief executive officer to revise and finalize the Sound Transit 2 Regional Transit System Plan documents consistent with any amendments adopted by the Board; to submit the final package of transportation investments identified in the revised ST2 plan to the Puget Sound Regional Council for conformity review required by state law; and to prepare a resolution for the Board's final adoption of the revised ST2 Regional Transit System Plan documents as the agency's high-capacity transportation system plan

Mr. Ladenburg introduced Ric Ilgenfritz, Executive Director of Policy, Planning and Public Affairs, Sheila Dezarn, Acting Policy & Planning Officer and Brian McCartan, Executive Director of Finance and Information Technology who gave updated and new information from the April 12, 2007 Board meeting on the Sound Transit 2 (ST2) Plan. Mr. Ilgenfritz described the history of Board actions, the Expert Review Panel analysis, as well as federal and state environmental reviews and analysis leading up to adoption of the ST2 Plan. He also reviewed elements of the final package of transportation investments.

Ms. Dezarn reviewed the project templates, summary of the I-405 BRT Study, University of Washington to Ballard to Downtown Seattle Light Rail Study, the Downtown to West Seattle to Burien Study and a restructured planning study that looks at the corridor from Mill Creek/Martha Lake area up to Everett.

Ms. Dezarn addressed concerns raised by the Expert Review Panel (ERP), summarizing the maintenance base cost estimates and recommendations to retain additional funds with the project and allocate them to a line-item programmatic contingency.

Mr. McCartan summarized the costs and revenues of the ST2 Financial Plan. He provided updated information on affordability costs based on proposed amendments to the Plan stating that it was affordable and within all the financial planning parameters. He estimated the cash balance in the year 2029 to be \$670 million in year of expenditure dollars, with 43% of the capital program bond financed. He reported the total program is \$14 billion in 2006 dollars and \$23.3 billion in year of expenditure dollars.

Ms. Earl clarified that cost estimates would change as projects are finalized.

Mr. Ladenburg called the Board members' attention to the word change reflected on the green copy of the motion distributed to Board members in their packets.

Mr. Ladenburg reminded the Board that the motion requires an affirmative vote of two-thirds of the entire membership of the Board and the amendments require an affirmative vote of a majority of the Board members in attendance.

It was moved by Mr. Olson and seconded by Mr. Marin to approve Motion No. M2007-46.

Mr. Ladenburg announced that 14 proposed amendments to Motion No. M2007-46, would be introduced. He announced the withdrawal of Amendment #7 from the proposed list identified at the April 12, 2007 Board meeting, adding Mr. Reardon as a co-sponsor for Amendment #10 and adding Mr. Olson and Mr. Marin as co-sponsors of Amendments #2 and #12.

Amendment #1

Making Connections, Sound Transit 2 The Regional Transit System Plan narrative, in the section entitled **Putting the System in Place, Implementing the Plan in Stages**, revise to read:

“As Sound Transit evaluates potential locations for rail stations and other facilities, consideration will be given to whether there are transit-oriented development opportunities at each potential station location that facilitate increased ridership. Sound Transit will also evaluate the extent to which local jurisdictions are encouraging and supporting transit-oriented development.”

It was moved by Mr. Phillips, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Amendment #1 be accepted.

Amendment #2 (on green paper)

Sound Transit 2 The Regional Transit System Plan narrative, Making Connections, in the section entitled **Light Rail in the North Corridor**, revise to read:

“Additionally, as discussed more fully in the “Planning for the Future” section on p. __, Sound Transit will study a potential future Link light rail extension from Mill Creek/Martha Lake to Everett.”

It was moved by Mr. Reardon and seconded by Mr. Olson that Amendment #2 be accepted.

Mr. Olson suggested “Mill Creek/Martha Lake” be changed to “164th/Ash Way”. Mr. Reardon agreed to the suggestion.

The motion to accept Amendment #2, including replacing “Mill Creek/Martha Lake” with “164th/Ash Way” was carried by the unanimous vote of all members present.

Amendment #3

Sound Transit 2 The Regional Transit System Plan narrative in the section Planning for the Future, revise to read:

“ST2 also includes funds for a planning studyies to evaluate Link light rail routes and terminals in the University of Washington – Ballard – downtown Seattle corridor, and in the Renton-Tukwila-SeaTac-Burien corridor. A planning study would also evaluate Link light rail routes and terminals in the downtown Seattle – West Seattle - Burien corridor for the purpose of potentially updating the Long-Range Plan.”

It was moved by Ms. Patterson, seconded by Ms. Burleigh and carried by the unanimous vote of all Board members present that Amendment #3 be accepted.

Amendment #4

Sound Transit 2 The Regional Transit System Plan narrative in the section entitled **Implementing the Plan in Stages**, revise to read:

"By 2021, two additional Link light rail segments are planned to be in operation, one from Seattle to downtown Bellevue and the other from Sea-Tac Airport to ~~South 200th in the City of SeaTac~~ the Des Moines/Kent area."

It was moved by Ms. Patterson, seconded by Mr. Ladenburg and carried by the unanimous vote of all Board members present that Amendment #4 be accepted.

Amendment #5

Sound Transit 2 The Regional Transit System Plan narrative, in the section entitled **The ST2 Plan Light Rail in the North Corridor**, revise to read:

"ST2 also adds a new streetcar line connecting downtown Seattle's International District, First Hill, the future Capitol Hill light rail station, and north Capitol Hill at Aloha Street."

It was moved by Mr. McIver, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Amendment #5 be accepted.

Amendment #6

Sound Transit 2 The Regional Transit System Plan narrative, in the section entitled **Putting the System in Place, Implementing the Plan in Stages**, revise to read:

"Approximately midpoint in the ST2 program implementation, Sound Transit will evaluate what additional projects might be funded through a new voter-approved ballot measure. Sound Transit staff will prepare an evaluation of further system expansion and submit it for Board consideration. This evaluation will at a minimum

- 1) Determine whether ST2 program implementation is on course as planned
- 2) Analyze the results of the planning studies to draw conclusions on the appropriateness of pursuing additional corridor development
- 3) Recommend corridors for additional HCT development

Assessment of the potential tools available and/or necessary to develop financing strategies for such corridor development (such as federal or state grants, additional revenue authority, extension of existing revenues, other funding partnerships), along with associated risks and opportunities."

It was moved by Mr. Marin, seconded by Mr. Olson and carried by the unanimous vote of all Board members present that Amendment #6 be accepted.

Amendment #7

Mr. Ladenburg announced that Amendment #7 was withdrawn.

Amendment #8

Sound Transit 2 The Regional Transit System Plan narrative in the section entitled **The ST2 Plan Sounder Commuter Rail Improvements**, revise to read:

“On the Lakewood-Tacoma-Seattle line, the ST2 plan includes an improved, expanded and permanent Sounder Station in Tukwila with up to 400 parking stalls. The plan also includes adding new parking for Sounder commuter rail and bus riders at the Auburn, Sumner and Puyallup stations. Sound Transit will also consider adding a new station and parking facility in the north Sumner area if full funding is provided by another public agency and/or private entity.”

It was moved by Mr. Enslow and seconded by Ms. Burleigh that Amendment #8 be accepted.

Ms. Thomas offered a friendly amendment to replace “full” with “substantial”. Mr. Enslow accepted the friendly amendment.

The motion to approve Amendment #8, including replacing “full” with “substantial” was carried by the unanimous vote of all members present.

Amendment #9

Sound Transit 2 The Regional Transit System Plan, Appendix D, at the end of the section entitled **“Environmental Impacts”** revise to read:

“The transportation sector represents over 50% of the regional carbon footprint, significantly more than the national average. Overall, the ST2 Plan represents an important step towards addressing the challenge of global warming by offering a reliable alternative to motor vehicle travel. The ST2 Plan will reduce vehicle miles traveled on our region’s roadways which in turn reduces greenhouse gas emissions such as carbon dioxide. Internal estimates predict that implementation of the Sound Transit System Plan will result in a 1.0% reduction in Vehicle Miles Traveled (VMT) in 2030, or about 330 million vehicle miles per year from baseline,¹ by providing an alternative to single occupancy vehicle use.

In addition, the ST2 Plan fosters transit-oriented development around stations, helping provide for compact, urban, sustainable communities that have relatively smaller carbon footprints.

Furthermore, the Sound Transit Board is committed to exploring ways to reduce to the maximum extent practicable the greenhouse gas emissions during construction and operation of the ST2 Plan.”

¹ This is not the total savings due to all transit, just the net difference between the 2030 Plan and the 2030 Baseline (where Baseline = Sound Move with the UW-Airport line and the 2 Sounder lines).

It was moved by Mr. Nickels, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Amendment #9 be accepted.

Amendment #10 (on green paper)

Sound Transit 2 The Regional Transit System Plan, in the section entitled **“Planning for the Future”** inserting a paragraph to read:

“Sound Transit will conduct a planning study to evaluate the potential for high capacity transit technology on the Burlington Northern Santa Fe (BNSF) Railroad right-of-way which is currently in private ownership. The study would evaluate the BNSF corridor between Renton and Woodinville and between Woodinville and Snohomish, including examining opportunities for integration with a proposed bicycle/pedestrian trail, for consideration as part of a future phase of high capacity transit investments for the region. The study will include developing conceptual costs, ridership, potential station locations, examination of the compatibility of different HCT modes with neighborhoods and jurisdictions along the corridor, and integration with existing and planned high capacity transit. The study will be implemented concurrent with planning for a bicycle/pedestrian trail on the BNSF right-of-way to ensure compatibility of the trail with future HCT. Sound Transit will seek to partner with adjacent jurisdictions and other appropriate agencies in conducting this study. Sound Transit may also employ a strategic acquisition program in this corridor if additional funding, cost savings or partnerships are identified during the ST2 program.”

It was moved by Ms. Patterson and seconded by Mr. Reardon to accept Amendment #10.

It was moved by Mr. Butler, seconded by Ms. Marshall to amend Amendment #10 by adding the underlined language:

Sound Transit may also employ a strategic acquisition program in this corridor if additional funding cost-savings or partnerships are identified during the ST2 Program once the Overlake-to-Redmond corridor is funded for construction.

In consideration of Board discussion on the amendment, Mr. Ladenburg suggested Amendment #10 be acted on later in the meeting to allow staff to draft language reflecting the Board's intent.

Amendment #11

Appendix B, IMPLEMENTATION POLICY, striking **paragraph a)3** and inserting the following paragraph:

“For subarea reporting purposes, government funding that is received for a specific project or service will be allocated to subarea(s) on a basis consistent with the allocation of costs for the project or service, unless the board takes action to allocate the funds to other subareas as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan.

For subarea reporting purposes, government funding that is received that is agency-wide or general in scope will be allocated by the board as it deems in the best interest of Sound Transit after consideration of the funding needs to complete, enhance or extend the system plan."

It was moved by Mr. Nickels, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Amendment #11 be accepted.

Amendment #12 (on green paper)

Map: replace the dashed brown line between Lynnwood and Mill Creek/Martha Lake with a solid brown line.

Sound Transit 2 The Regional Transit System Plan narrative, revise to read:

p. 6: Modify second paragraph as follows:

"The ST2 plan ... Redmond; north from the University of Washington all the way to Lynnwood Mill Creek/Martha Lake; or ..."

p. 6: Modify mileage, stations, parking and ridership figures in the callout box as necessary, and reflect those changes wherever those figures appear elsewhere in the document.

p. 9: Modify this section as follows:

"ST2 adds approximately 49-52 miles of new light rail by expanding light rail north from the University of Washington to Lynnwood-Mill Creek/Martha Lake, south Light rail trains will provide service to 23-25 planned new stations up to ..."

"In addition, funding is established in ST2 for further planning, preliminary engineering, appropriate environmental review and right-of-way preservation on two one 'high priority' light rail extensions: from Overlake Transit Center to downtown Redmond."

- ~~Lynnwood Transit Center to Mill Creek/Martha Lake, and~~
- ~~Overlake Transit Center to downtown Redmond~~

~~"These~~This extension will be built if additional funding and/or cost savings are identified during the ST2 program."

p. 10: Modify last paragraph as follows:

"ST2 expands light rail north from the University of Washington to Lynnwood-Mill Creek/Martha Lake, adding seven-nine planned new stations serving densely populated communities in the"

p. 11: Delete the entire second paragraph

p. 17: Modify second paragraph as follows:

"All the remaining Link light rail segments are planned to be complete by 2027. These include segments to Lynnwood-Mill Creek/Martha Lake, Tacoma..."

It was moved by Mr. Reardon, seconded by Mr. Marin, and carried by the unanimous vote of all Board members present that Amendment #12 be accepted.

Amendment #13

Map: Change to dashed yellow line between Mill Creek/Martha Lake and Everett to dotted green, denoting a planning study.

Sound Transit 2 The Regional Transit System Plan narrative in the section entitled **Planning for the Future** revise to read:

p. 11: delete last paragraph under "Light Rail in the North Corridor..."

p. 13: modify first paragraph under "Planning for the Future" to read:

"ST2 includes funds to study potential future system expansion options, including a Link light rail extension from Mill Creek/Martha Lake to Everett. ~~Initially, a~~ A corridor planning study will evaluate potential routes and station locations. Capital and operating costs will be estimated and preliminary ridership forecasts prepared. The corridor planning study, which includes public and agency outreach, will help narrow the range of alignment alternatives and inform local comprehensive planning. ~~Sound Transit will then conduct preliminary engineering, environmental review and employ a strategic property acquisition program in this corridor to ensure that properties, which are under threat of development that is inconsistent with project implementation, are purchased early.~~

It was moved by Mr. Olson, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Amendment #13 be accepted.

Amendment #14

Mr. Ladenburg announced Amendment #14 was withdrawn.

Amendment #10

Mr. Ladenburg announced the Board would resume consideration of Amendment #10. Mr. Butler indicated that he would accept the language drafted by staff as a friendly amendment to add the following language to the final sentence:

", provided such expenditures do not reduce funding available for the high priority extension to Redmond such that construction of this segment would be delayed."

Ms. Marshall requested that the word "downtown" be inserted before the word "Redmond" as a friendly amendment. Mr. Butler accepted her friendly amendment.

The motion to accept Amendment #10 as amended was carried by the unanimous vote of all members present.

Mr. Ladenburg announced the conclusion of all of the amendments. He asked Ms. Doering to conduct a roll call vote on Motion No. M2007-46, as amended.

Ayes

Nays

**Julie Anderson
Mary-Alyce Burleigh
Fred Butler
Dow Constantine
Dave Enslow
Richard Marin
Connie Marshall
Richard McIver
Greg Nickels
Mark Olson
Julia Patterson
Larry Phillips
Aaron Reardon
Ron Sims
Claudia Thomas
Pete von Reichbauer
John Ladenburg**

The motion to approve Motion No. M2007-46 as amended was carried by the affirmative vote of two-thirds of the membership of the Board.

Mr. Ladenburg directed staff to prepare the amended ST2 Plan and forward it to the Puget Sound Regional Council (PSRC) for the conformity review and to prepare a resolution to formally adopt the Plan.

Mr. Ilgenfritz reviewed the next steps for updating the ST2 Financial Plan, Appendix A scheduled for review by the Finance Committee on May 17, 2007 and subsequent adoption of the Plan by resolution on May 24, 2007.

Items referred by Committee

Motion No. M2007-44 - Authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide design services for the M Street - Lakewood and D Street - M Street Track and Signal Projects in the amount of \$329,000, with a 10% contingency of \$32,900 totaling \$361,900, for a new total authorized contract amount not to exceed \$6,024,756

It was moved by Mr. Butler, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Motion No. M2007-44 be approved as presented.

Motion No. M2007-45 - Authorizing the chief executive officer to increase the contingency for the contract with RCI Herzog, Joint Venture for construction of the Rainier Valley segment of the Central Link Light Rail Initial Segment project in the amount of \$17,000,000, for a new total authorized contract amount not to exceed \$171,449,260

It was moved by Mr. Butler, seconded by Mr. Marin and carried by the unanimous vote of all Board members present that Motion No. M2007-45 be approved as presented.

Executive Session

None.

Other Business

None.

Next Meeting

Thursday May 10, 2007
1:00 to 4:00 p.m.
Ruth Fisher Boardroom

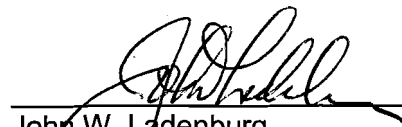
Mr. Ladenburg announced that Mr. Olson would chair the meeting in his absence on May 10th.

Adjourn

The meeting was adjourned at 3:40 p.m.

ATTEST:


Carol A. Doering
Acting Board Administrator



John W. Ladenburg
Board Chair

Regional Transit Authority
Voucher Certification Approval
March 31, 2007

Auditing Officer Certification

I, the undersigned, certify under penalty of perjury that the expenses listed below represent claims that were just, due, and paid obligations against the Central Puget Sound Regional Transit Authority, and further that I am authorized to authenticate and certify said claims paid through the disbursement process.

Auditing Officer:



Kelly Priestley, Controller

The vouchers below have been reviewed and certified by individual departments and the Central Puget Sound Regional Transit Authority's Auditing Officer.

Claims Vouchers:	Numbers	Amounts
A/P Checks	53193 - 53414	6,060,220.04
Treasurer Checks		0.00
Wire Transfers, Credit Cards, ACHs	22	24,287,113.74
Voided Checks	50008, 50014, 50029, 50084, 50094	
Voided Checks	50378, 50765, 51092, 51348, 51362	
Voided Checks	51537, 51592, 52799, 53173	(\$294,575.99)
Total Claims	230	\$30,052,757.79

Smart Card Central Payments:	Numbers	Amounts
Wire Transfers	5	126,629.12
Total Claims	5	\$126,629.12

Payroll Vouchers:	Numbers	Amounts
Payroll Checks	6953 - 6961	\$11,473.91
Direct Deposit	423	\$675,334.67
Voided Check /EFT		
Payroll Taxes	1	\$149,808.15
Total Payroll	433	\$836,616.73

Total certified vouchers from March 16 through March 31, 2007 are \$31,016,003.64.