

SOUND TRANSIT BOARD MEETING
Summary Minutes
July 24, 2008

Call to Order

The meeting was called to order at 1:23 p.m. by Chair Greg Nickels, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

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

Vice Chairs

(P) *Aaron Reardon, Snohomish County Executive*

(P) *Claudia Thomas, Lakewood Councilmember*

(P) *Julie Anderson, Tacoma City Councilmember*

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

(P) *Fred Butler, Issaquah Deputy Council President*

(P) *Richard Conlin, Seattle Councilmember*

(P) *Dow Constantine, King County Council Vice Chair*

(P) *Deanna Dawson, Edmonds Councilmember*

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

(P) *Paula Hammond, WSDOT Secretary*

(P) *John Ladenburg, Pierce County Executive*

(P) *John Marchione, City of Redmond Mayor*

(P) *Julia Patterson, King County Council Chair*

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

(P) *Paul Roberts, Everett Councilmember*

(P) *Ron Sims, King County Executive*

(P) *Peter von Reichbauer, King County Councilmember*

Ms. Katie Weiss, Board Coordinator announced that a quorum of the Board was present at roll call.

Report of the Chair

Chair Nickels noted that the agenda has been revised to include items 8A and 8B; Resolution Nos. R2008-10 and R2008-11.

He also reported that the Rainier Valley light rail testing is about to get underway. He announced that he and Boardmember Phillips were at the Henderson Station to remind people that testing will be taking place and encouraging public safety and awareness around the trains.

Chief Executive Officer's Report

None.

Public Comment

Jeanne Burbidge, City of Federal Way Councilmember

Sue Blazak, City of Burien Councilmember

Lynne Griffith, Washington State Transit Association

Mike Cooper, Snohomish City Council

Jim Horn, Eastside Transportation Association

Dick Paylor, Eastside Transportation Association

Lisa Utter, Lynnwood City Council

Jerry Smith, City of Mountlake Terrace
Kyoko Matsomoto Wright, City of Mountlake Terrace
Sara Nikolic
Marty Evons
Ian Terry
Will Knedlik
Aubrey Davis
John Worthington

Chair Nickels announced that Boardmember Roberts requested to attend the meeting by teleconference. He explained the Board operating rules allow members to attend meetings by teleconference as long as the Boardmember can hear and be heard by the public and other Boardmembers. Requests to attend are acted on by motion prior to action taken on the first item of business and require a 2/3 affirmative vote of members who are physically in attendance.

It was moved by Boardmember Ladenburg, seconded by Boardmember Constantine, and carried by the unanimous vote of all members present that Boardmember Roberts be allowed to participate in the meeting via teleconference.

Expert Review Panel Presentation

John Howell, Expert Review Panel Administrator, presented the latest letter from the panel on the ST2 Plan. He explained that the panel wants to do some additional work and will be preparing a final letter by September.

He summarized the current letter by listing some of the main topics; construction schedule and expenditure rates, project cost estimate, clarifying project scopes and the Expert Review Panel's review of the new ST2 finance plan.

Mr. Howell reported that the panel found the proposed schedules and rate of expenditures for the individual proposed projects reasonable, however the combined schedule is considered aggressive. The panel suggested looking for ways to spread out peak expenditures and coordinate construction and bid schedules with other public entities to avoid periods where the number of available qualified contractors would be limited.

Mr. Howell noted that the cost estimating methodology of the ST2 plan was reviewed by the panel last year and found to be sound and consistent with industry standards; changes from the cost methodology developed last year were also reviewed by the panel and found to be appropriate.

Mr. Howell noted that the panel has not reached a conclusion on the final cost of the East Link corridor; the panel received a briefing from the I-90 Independent Review Team (IRT), the panel was pleased to see Sound Transit working with the IRT early in the design process. The panel will review cost estimates for Sound Transit to implement the IRT recommendations in mid-August. The panel also agrees with the IRT's recommendation to do a seismic analysis of Mount Baker tunnel and fixed bridge structures.

On clarifying project scopes, the panel has suggested that Sound Transit reach agreement with the City of Bellevue on the route through downtown Bellevue. The panel suggests that this issue be closed by finalizing a funding plan for a tunnel before a public vote, or to present the East Link project as an aerial or at-grade alignment. Mr. Howell said that while a tentative agreement has been reached with BNSF; the panel encourages Sound Transit to have a final agreement or memorandum of understanding before a public vote on the ballot measure.

With respect to financial planning, the panel favors the new method of separating the ST2 revenues and expenses from the Sound Move revenues and expenses. The revenue and inflation forecasts and borrowing amounts were reviewed and were found to be sound. The amendments to the ST2 plan were also reviewed and the panel recommends adding additional language to further clarify when a roll-back of taxes could occur.

Ms. Earl thanked Mr. Howell and the panel for the time they have spent as volunteers in reviewing the plan.

Consent Agenda

Voucher Certification for June 1, 2008 through June 15, 2008

Voucher Certification for June 16, 2008 through June 30, 2008

It was moved by Boardmember Butler, seconded by Boardmember Burleigh, and carried by the unanimous vote of all members present that the consent agenda be approved as presented.

Action Items

Items not referred by Committee

Chair Nickels noted that the action to adopt a Regional Transit System Plan is a culmination of work by staff to incorporate the comments received from the public on a new ST2 plan; public response was in favor of a faster, lower cost plan. The 15-year plan is in response to that input and provides increased bus and commuter rail service, and light rail to Federal Way, Redmond, and Lynwood five to seven years faster than last year's package. The plan would increase ridership more than 80 % by 2030 and would increase Sound Transit's share of total regional trips on transit to around 65 %. The plan would cost around \$69 a year for each adult in the Sound Transit District.

Ric Ilgenfritz, Executive Director of Policy, Planning and Public Affairs and Brian McCartan, Chief Financial Officer gave an overview of the ST2 financial plan and policies. Mr. Ilgenfritz explained that the plan includes increased bus service in the near term, and an investment of 34 miles of additional light rail, including an extension north to Lynnwood, east to Redmond and south to the border of Federal Way. A 65 % increase is also planned for the Sounder service in the south corridor. Mr. Ilgenfritz noted that there is a letter in Boardmember packets from BNSF indicating that a tentative agreement with BNSF is in place that provides four additional commuter trips in the South corridor. Additional money for station access and matching funds for a possible partnership for eastside commuter rail is also in the plan. Mr. Ilgenfritz also explained the environmental and economic benefits of the plan.

Mr. McCartan noted that the ST2 financial plan is compliant with all federal guidelines and has been reviewed by three firms and the Sound Transit Expert Review Panel. Mr. McCartan explained that the plan includes the subarea equity policies begun in Sound Move and costs around \$17.8 billion as opposed to the \$38 billion for the 2007 ST2 Plan. He called out two sections of Appendix B, a performance audit commitment and tax-roll back measure.

In response to questions from Boardmembers about debt service coverage, Mr. McCartan explained that the financial policies include a minimum net debt service coverage of 1.5 for the agency, and that the net debt service coverage for the ST2 Plan is 1.67, so a margin exists. He noted that the ST2 Plan includes light rail investments in the East and South King County subareas and those two subareas have the lowest net debt service coverage.

Chair Nickels asked Mr. McCartan to explain the level of debt service coverage over time. Mr. McCartan explained that the debt coverage rate would start high then decrease toward the end of the program, and then increase once the capital program is completed.

Resolution No. R2008-10 – Adopting a revised Sound Transit 2 Regional Transit System Plan.

It was moved by Vice Chair Reardon and seconded by Vice Chair Thomas to approve Resolution No. R2008-10.

Chair Nickels announced that adoption of the regional transit system plan is a major decision of the Board and requires a 2/3 affirmative vote of the entire Board.

Boardmember Hammond indicated that she has had concerns about the cost of adding light rail to the I-90 Bridge, and possible increases in maintenance costs as a result of the addition of light rail. She noted that Ms. Earl had prepared a letter of assurance that the integrity of the I-90 Bridge will not be compromised and the commitment that the funding in the plan for the addition of light rail to the I-90 Bridge is adequate.

Chair Nickels announced that the Board would consider amendments at this time.

Amendment 1 – offered by Vice Chair Reardon

North Corridor section, amend the first paragraph as follows:

ST2 expands light rail north from the University of Washington to Lynnwood, adding seven planned new stations in the University District, the Roosevelt neighborhood, Northgate Jackson Park, Shoreline, Mountlake Terrace and Lynnwood. This extension is scheduled to be open to Northgate by 2020 and to Lynnwood by 2023. If additional funding and/or cost savings are available, preliminary engineering and environmental review for the extension of light rail from Lynnwood Transit Center to Everett may be performed as part of the ST2 program.

It was moved by Vice Chair Reardon, seconded by Boardmember Ladenburg, and carried by the unanimous vote of all Boardmembers present that Amendment 1 be accepted as an amendment to the ST2 Plan.

Amendment 2 – offered by Vice Chair Reardon

ST Express Regional Bus Improvements section, amend the last paragraph as follows:

While Sound Move included high-occupancy vehicle (HOV) access projects that make it easier for buses to merge into freeway HOV lanes, no new such projects are included in ST2. Park-and-ride expansion, HOV direct access ramps and other system access improvement projects are a high priority in Snohomish County. Such projects at regional system access facilities in Snohomish County may be built if sufficient additional funding and/or cost savings are identified in the ST2 program. Sound Transit continues...

It was moved by Vice Chair Reardon, seconded by Boardmember Burleigh, and carried by the unanimous vote of all Boardmembers present that Amendment 2 be accepted as an amendment to the ST2 Plan.

Immediate Transit Relief Amendment – offered by Boardmembers Sims and Hammond

ST Express Regional Bus Improvements section,

Strike the following sentence in the second paragraph:

~~Immediately, ST2 proposes to expand service levels 15%, followed by another 15% expansion midway through the plan.~~

Insert the following sentence in the second paragraph:

Beginning in 2009, ST2 includes a sufficient number of buses and the operating funds to provide a total of 100,000 annual platform hours above Sound Move planned levels. ST2 continues this service hour expansion on I-5, I-405, SR 520, SR 522, SR 167, and I-90 through the 15-year life of the plan. Sound Transit also provides \$120 million to accelerate implementation of 860,000 cumulative transit hours throughout King County between 2009 and 2012.

Boardmember Sims explained that the amendment would accelerate the Transit Now plan by three years. He explained that the money would go to purchasing additional service hours so that the issue of standing-room only buses could be addressed.

It was moved by was moved by Boardmember Sims and seconded by Boardmember Hammond that the Immediate Transit Relief Amendment be accepted as an amendment to the ST2 plan.

Chair Nickels asked Mr. McCartan to describe the financial impact of the amendment. Mr. McCartan noted that the amendment would add around \$120 million in service costs to the plan, and an additional unknown amount of money for providing 100,000 platform hours sooner than originally anticipated. He noted that the amendment would take the overall agency debt coverage to 1.60.

Boardmember Sims explained that the amendment addresses demand that exists in the short term. He asked Mr. McCartan to suggest language that protects the financial viability of the plan while allowing this amendment. Mr. McCartan responded that the amendment could stipulate the agency maintain debt coverage of 1.5 at the agency level while maintaining subarea equity.

Boardmember von Reichbauer suggested adding “consistent with agency financial policies and subarea equity.” at the end of the insertion.

Boardmember Hammond asked that the amendment including Mr. McCartan’s response to Boardmember von Reichbauer’s question be read to the Board. Mr. Ilgenfritz read the following:

Beginning in 2009, ST2 includes a sufficient number of buses and the operating funds to provide a total of 100,000 annual platform hours above Sound Move planned levels. ST2 continues this service hour expansion on I-5, I-405, SR 520, SR 522, SR 167, and I-90 through the 15-year life of the plan. Sound Transit also provides \$120 million to accelerate implementation of 860,000 cumulative transit hours throughout King County between 2009 and 2012 subject to the extent consistent with agency financial policies and subarea equity.

Boardmember von Reichbauer asked for a roll-call vote on the amendment.

<u>Ayes</u>		<u>Nays</u>
Paula Hammond	Julie Anderson	John Ladenburg
Ron Sims	Mary-Alyce Burleigh	John Marchione
Pete von Reichbauer	Fred Butler	Julia Patterson
	Richard Conlin	Larry Phillips
	Dow Constantine	Aaron Reardon
	Deanna Dawson	Paul Roberts
	Dave Enslow	Claudia Thomas
		Greg Nickels

The vote to accept the Immediate Transit Relief Amendment as an amendment to the ST2 Plan failed, with Boardmembers Sims, Hammond, and von Reichbauer voting in the minority.

Amendment 3 – offered by Boardmember Hammond

ST Express Regional Bus Improvements section, amend the second paragraph to read:

In cooperation with Community Transit in Snohomish County, ST2 provides significant investment in expanding ST Express service levels in the I-5 and I-405 corridors from Everett to Seattle and Bellevue respectively. ~~Initially, ST2 proposes to expand service levels 15 percent, followed by another 15 percent expansion midway through out the plan. Beginning in 2009, ST2 includes a sufficient number of buses and the operating funds to provide a total of 100,000 annual platform hours above Sound Move planned levels. ST2 continues this service hour expansion on I-5, I-405, SR 520, SR 522, SR 167 and I-90 through the 15-year life of the plan.~~ Throughout implementation Sound Transit will work with WSDOT and all our partner agencies, Community Transit, Everett Transit, King County Metro, and Pierce Transit to find solutions to rising congestion on HOV facilities in an effort to improve bus speed and reliability.

It was moved by Boardmember Hammond to accept Amendment 3, with the change that the sentence stricken in the amendment as presented be retained, as an amendment to the ST2 Plan.

Chair Nickels noted that the intent of the amendment is to expand service to 30% in 2009, instead of 15% in 2009, and 15% later in the plan.

Boardmember Hammond moved that her prior motion be replaced by Amendment 3 as presented. Boardmember Ladenburg seconded the motion.

Boardmember Dawson noted that the amendment appears to remove the 30% commitment for bus service. She asked for assurance that the 30% expansion apply to Snohomish County bus service specifically.

Chair Nickels set aside discussion on Amendment 3 to allow time for clear language to be drafted. Amendment 3 was set aside by the Board to be discussed after the other amendments.

Amendment 4 – offered by Boardmembers Burleigh, Butler, and Marchione

Eastside Rail Corridor Partnership section, amend by inserting the following as the final paragraph:

If a partnership for passenger rail on the BNSF corridor in East King County is not executed by December 31, 2011, the \$50M included in the ST2 plan for a partnership will be reprogrammed to further the implementation of HOV BRT service in the I-405 corridor in East King County. Options for alternative investments in the I-405 corridor will be developed for Board review and approval prior to expenditure of these funds.

Boardmember Burleigh explained the intention of the amendment is to define a use for the BNSF corridor project money if that project does not proceed as planned.

It was moved by Boardmember Burleigh, seconded by Boardmember Marchione, and carried by the unanimous vote of all Boardmembers present that Amendment 4 be accepted as an amendment to the ST2 Plan.

Amendment 5 – offered by Boardmember Phillips

Planning for the Future section, amend paragraphs 2, 3 and 4 as follows:

In order to advance completion of further expansions of the system beyond this ST2 Plan funding is included for a series of planning studies. These studies will help narrow the range of alternatives, evaluate potential routes and station locations, inform local comprehensive planning, prepare for formal environmental impact review and engineering, and position the Sound Transit Board to evaluate options and establish the next highest priorities for implementation of for-phase three high-capacity transit investments in the region. All of the studies will include extensive public outreach, preliminary environmental assessment and ridership forecasting, and conceptual engineering and cost estimating.

The studies include high-capacity transit extensions from Lynnwood to Everett; Overlake Transit Center to downtown Redmond; South Bellevue to Issaquah; Redondo/Star Lake in Federal Way to Tacoma; Redmond to Kirkland and on to the University District; University District to Ballard and on to downtown Seattle; Renton to Tukwila, Sea-Tac and on to Burien; downtown Seattle to West Seattle and on to Burien.

~~Lynnwood to Everett, the University District to downtown Seattle via Ballard, Burien to Renton, downtown Seattle to Burien via West Seattle, South Bellevue to Issaquah, and along the SR 520 corridor between Redmond, Kirkland and the University of Washington, and further west into Seattle.~~

In the I-405 corridor, the focus will be on planning for bus rapid transit, the preferred long-term high-capacity transit technology identified in the WSDOT's I-405 Corridor Program Master Plan. This study will review current transit service and capital improvements in the corridor being implemented by Sound Transit and other transportation agencies and explore opportunities to enhance BRT system coordination and identify additional future improvements.

Boardmember Phillips noted that the intention of the amendment is to identify projects that are high priorities for a plan beyond Sound Move and ST2. Boardmember Conlin noted that the order of projects in paragraph 3 is only a list and does not represent an order of importance.

It was moved by Boardmember Phillips, seconded by Boardmember Conlin, and carried by the unanimous vote of all Boardmembers present that Amendment 5 be accepted as an amendment to the ST2 plan.

Amendment 6 – offered by Boardmember Roberts

Planning for the Future section, amend the third paragraph as follows:

The studies include high capacity transit extensions from Lynnwood to the Southwest Everett Industrial Center and to Everett...

Boardmember Roberts noted that the intention is to identify and link employment centers to the transit system.

It was moved by Boardmember Roberts, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Amendment 6 be accepted as an amendment to the ST2 Plan.

Amendment 7 – offered by Boardmember Anderson

Implementing the Plan in Stages section, amend the third paragraph as follows:

Approximately midpoint in the ST2 program implementation, or when the environmental review of all light rail extensions is substantially complete, Sound Transit will evaluate what additional projects might be funded through a new voter-approved ballot measure and consider a workplan and schedule for such a measure. Sound Transit staff will prepare an evaluation of further system expansion and submit it for Board consideration. This evaluation will at a minimum:

- Determine whether ST2 program implementation is on course as planned;
- Analyze the results of the planning studies to draw conclusions on the appropriateness of pursuing additional corridor development;
- Recommend corridors for additional HCT development; and
- Assess 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-use of existing revenues, other funding partnerships), along with associated risks and opportunities.

Boardmember Anderson explained the intent of the amendment is to establish Board evaluation of progress of the plan approximately midway through implementation and decide if the Board is ready for a continuation of the tax to start construction.

It was moved by Boardmember Anderson, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Amendment 7 be accepted as an amendment to the ST2 Plan.

Amendment 8 – offered by Boardmember Phillips

Financial Plan Framework section, amend by inserting the following as the final paragraph:

The agency will seek legislative authority to replace or substantially reduce its reliance on the retail sales and use tax as the primary funding source for regional transit improvements, consistent with all contractual commitments. In order to replace the revenue that would be lost by reducing or eliminating the retail sales and use tax, the agency will seek legislative authority to raise an equal amount of revenue from other sources more directly related to regional transportation such as tolls, user-based fees, vehicle or other transportation related taxes.

Boardmember Phillips explained that the amendment is in response to requests that the agency find funding sources other than the sales tax to fund the ST2.

It was moved by Boardmember Phillips, seconded by Boardmember Ladenburg, and carried by the unanimous vote of all Boardmembers present that Amendment 8 be accepted as an amendment to the ST2 Plan.

Chair Nickels announced that the Board would now return to discussing Amendment 3.

Boardmember Dawson asked that "by 30%" be added to the first sentence of Amendment 3 as a friendly amendment, to read as follows:

In cooperation with Community Transit in Snohomish County, ST2 provides significant investment in expanding ST Express service levels by 30% in the I-5 and I-405 corridors from Everett to Seattle and Bellevue respectively. Beginning in 2009, ST2 includes a sufficient number of buses and the operating funds to provide a total of 100,000 annual platform hours above Sound Move planned levels. ST2 continues this service hour expansion on I-5, I-405, SR 520, SR 522, SR 167 and I-90 through the 15-year life of the plan. Throughout implementation Sound Transit will work with WSDOT and all our partner agencies, Community Transit, Everett Transit, King County Metro, and Pierce Transit to find solutions to rising congestion on HOV facilities in an effort to improve bus speed and reliability.

Boardmember Dawson's suggestion was accepted by Boardmember Hammond and Boardmember Ladenburg as a friendly amendment to Amendment 3.

Mr. Ilgenfritz noted that adding additional bus service in 2009 would cause an increase in the total annual ST Express service level from 15% to 17%. This would change the second sentence of the third paragraph of this section by reference, to read as follows:

Total annual ST Express service hours across the region will be increased by about 17 % by 2020.

The motion to accept Amendment 3, including the friendly amendment was carried by the unanimous vote of all Boardmembers present as an amendment to the ST2 Plan.

Chair Nickels announced that there were no further amendments and the Board would vote on Resolution No. R2008-10 by roll-call vote. Approval of the regional transit system plan is a major decision of the Board and requires a 2/3 affirmative vote of the entire Board.

<u>Ayes</u>	<u>Nays</u>
Julie Anderson	Ron Sims
Mary-Alyce Burleigh	Peter von Reichbauer
Fred Butler	
Richard Conlin	
Dow Constantine	
Deanna Dawson	
Dave Enslow	
Paula Hammond	
John Ladenburg	
John Marchione	
Julia Patterson	
Larry Phillips	
Aaron Reardon	
Paul Roberts	
Claudia Thomas	
Greg Nickels	

The motion to approve Resolution No. R2008-10 as amended carried by a majority vote of sixteen out of eighteen Board members present, with Boardmember Sims and Boardmember von Reichbauer voting in the minority.

Resolution No. R2008-11 – Calling an election to approve local taxes to implement the Sound Transit 2 Regional Transit System Plan; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election.

It was moved by Vice Chair Thomas and seconded by Vice Chair Reardon that Resolution No. 2008-11 be approved as presented.

Chair Nickels announced that adoption of Resolution No. R2008-11 requires a two-third affirmative vote of the Board because calling for an election is considered a major decision of the Board. He asked Ms. Walker to conduct a roll call vote on Resolution No. R2008-11.

<u>Ayes</u>	<u>Nays</u>
Julie Anderson	John Marchione
Mary-Alyce Burleigh	Julia Patterson
Fred Butler	Larry Phillips
Richard Conlin	Aaron Reardon
Dow Constantine	Paul Roberts
Deanna Dawson	Ron Sims
Dave Enslow	Claudia Thomas
Paula Hammond	Peter von Reichbauer
John Ladenburg	Greg Nickels

The motion to approve Resolution No. R2008-11 carried by the unanimous vote of all Boardmembers present.

Ms. Earl noted that with the increase of 100,000 hours committed by Amendment 3 to the ST2 Plan for accelerating bus service, the overall cost of the plan needs to be finalized. She noted that the cost would likely change from \$17.8 to \$17.9 billion.

Chair Nickels asked if there were any objections to staff confirming the number and adjusting it appropriately as per the Board's earlier actions. There were no objections.

Motion No. M2008-73 – Committing to include \$45 million dollars in funding for the I-90 Bridge R8A project in the 2009 budget for Sound Move.

Boardmember Hammond explained that this motion resolves concerns about the cost of adding light rail to the I-90 Bridge. It commits Sound Transit to fully cover the costs to add light rail to the bridge and moving the HOV lanes on I-90 in accordance with the letter signed by Joni Earl and distributed at today's meeting.

It was moved by Boardmember Hammond, seconded by Boardmember Ladenburg, and carried by the unanimous vote of all Boardmembers present that Motion No. M2008-73 be approved as presented.

Items referred by the Finance Committee without recommendation

Chair Nickels noted that the Finance committee heard the following three actions but was not able to make a recommendation due to lack of quorum.

Motion No. M2008-71 – Authorizing the chief executive officer to exercise the option with KINKISHARYO International, L.L.C./Mitsui & Co. (U.S.A.) Inc. Joint Venture, to design, manufacture, and deliver 27 low floor light rail vehicles in support of the operational requirements for the University Link project, in the amount of \$94,577,000, with a 5% contingency of \$4,608,000 totaling \$99,185,000, for a new total authorized contract amount not to exceed \$245,570,841.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Motion No. M2008-71 be approved as presented.

Resolution No. R2008-08 – Approving a declaration of surplus real property, the method of disposition, and authorizing the chief executive officer to execute a purchase and sale agreement with the Embree Asset Group.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2008-08 be approved as presented.

Motion No. M2008-68 – Authorizing the chief executive officer to execute a contract amendment with Scheidt and Bachmann USA, Inc. to extend provision of system operations and maintenance services for one year; and provision of parts, supplies and software support for up to six years. The contract amendment is in the amount of \$3,333,000 with a contingency of \$333,000 totaling \$3,666,000, for a new total authorized contract amount not to exceed \$20,219,000.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler, and carried by the unanimous vote of all Board members present that Motion No. M2008-68 be approved as presented.

Items referred by the Finance Committee

Resolution No. R2008-09 – Approving the revised University Link Project capital Baseline Cost Estimate at \$1.756 billion and authorizing the chief executive officer to submit a revised Full Funding Grant Agreement application with a federal share of \$813 million to the Federal Transit Administration for the University Link Project.

Chair Nickels noted that the FTA asked Sound Transit to increase funding for the tunneling portion of the project and the FTA has also committed additional funds.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler, and carried by the unanimous vote of all Board members present that Resolution No. R2008-09 be approved as presented.

Motion No. M2008-66 – Authorizing the chief executive officer to execute a contract amendment with HDR Engineering Inc., to provide design services, technical support and design review for the M Street-to-Lakewood Track & Signal project in the amount of \$567,005 with a 10% contingency of \$56,701 totaling \$623,706 for a new total authorized amount not to exceed \$6,648,462.

It was moved by Vice Chair Reardon, seconded by Vice Chair Thomas, and carried by the unanimous vote of all Board members present that Motion No. M2008-66 be approved as presented.

Chair Nickels noted that Motion No. M2008-61 had been removed from the agenda.

Motion No. M2008-67 – Authorizing the chief executive officer to execute a contract amendment with Harbor Pacific Contractors, Inc. to complete construction of the Issaquah Transit Center/SR 900 project in the amount of \$414,000, with a 10% contingency of \$41,400 totaling \$455,400, for a new total authorized contract amount not to exceed \$20,484,699.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler, and carried by the unanimous vote of all Board members present that Motion No. M2008-67 be approved as presented.

Executive Session

None.

Other Business

None.

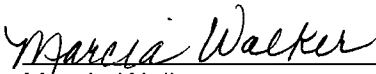
Next Meeting

Thursday, August 14, 2008
1:00 to 4:00 p.m.
Ruth Fisher Boardroom


Adjourn

The meeting was adjourned at 4:59 p.m.

ATTEST:



Marcia Walker
Board Administrator



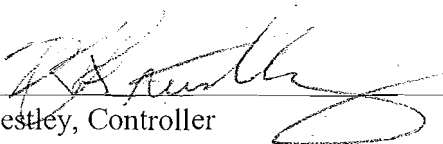
Greg Nickels
Board Chair

**Regional Transit Authority
Voucher Certification Approval
June 15, 2008**

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 *	71069 - 71334*	14,561,413.52
Treasurer Checks		0.00
Wire Transfers, Credit Cards, ACHs	23	18,716,362.88
Voided Checks		0.00
Total Claims	287	\$33,277,776.40

Smart Card Central Payments:	Numbers	Amounts
Wire Transfers		0.00
Total Claims	0	\$0.00

Payroll Vouchers:	Numbers	Amounts
Payroll Checks	8053 - 8060	\$11,857.20
Direct Deposit	437	\$764,076.20
Voided Check /EFT		\$0.00
Payroll Taxes	1	\$174,940.76
Total Payroll	446	\$950,874.16

* Checks 71102 and 71192 were not issued


Total certified vouchers from June 1, 2008 through June 15, 2008 are \$34,228,650.56.

Regional Transit Authority
Voucher Certification Approval
June 30, 2008

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 *	71335 - 71653*	11,000,467.49
Treasurer Checks	1222 - 1234	135.50
Wire Transfers, Credit Cards, ACHs	22	10,499,991.58
Voided Checks (Treasury check)	1211	(14.00)
Total Claims	352	\$21,500,580.57

Smart Card Central Payments:	Numbers	Amounts
Wire Transfers	1	5,175.00
Total Claims	1	\$5,175.00

Payroll Vouchers:	Numbers	Amounts
Payroll Checks	8061 - 8070	\$15,113.83
Direct Deposit	439	\$768,390.78
Voided Check /EFT		\$0.00
Payroll Taxes	3	\$338,888.56
Total Payroll	452	\$1,122,393.17

* Checks 71386 and 71603 were not issued

Total certified vouchers from June 16, 2008 through June 30, 2008 are \$22,628,148.74.