

SOUND TRANSIT BOARD MEETING
Summary Minutes
May 14, 2009

Call to Order

The meeting was called to order at 1:30 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 Deputy Mayor*

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

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

(P) *Richard Conlin, Seattle Council President*

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

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

(P) *Paula Hammond, WSDOT Secretary*

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

(P) *Joe Marine, City of Mukilteo Mayor*

(P) *Pat McCarthy, Pierce County Executive*

(P) *Julia Patterson, King County Councilmember*

(P) *Larry Phillips, King County Councilmember*

(P) *Paul Roberts, Everett Councilmember*

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

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

Report of the Chair

Chair Nickels announced that he had appointed Boardmember Marine to the Finance Committee, Boardmember Butler to continue to represent Sound Transit at the Eastside Transportation Partnership, and Boardmember Patterson to continue to represent Sound Transit on the South King County Area Transportation Board. He also announced that until Ron Sims vacant position is filled, Board membership is seventeen.

Chair Nickels noted that the opening of Link light rail was 63 days away. Seattletransitblog.com has started a daily countdown recalling various transit facts on a daily basis and he has contributed about four pieces on his recollections of the work of the Board in earlier years. He suggested Boardmembers add their thoughts to the site about the significance of opening Link.

Boardmember von Reichbauer requested that he be allowed to participate in the meeting by telephone. Chair Nickels explained that the Board operating rules allow members to attend meetings by teleconference. Requests to attend are acted on by motion prior to action taken on the first item of business and require a two-thirds affirmative vote of members who are physically in attendance.

It was moved by Boardmember Thomas, seconded by Boardmember Butler, and carried by the unanimous vote of all members present that Boardmember von Reichbauer be allowed to participate in the meeting via teleconference.

Chief Executive Officer's Report

- Groundbreaking for the Mountlake Terrace inline station was May 14, 2009. Attending were Vice Chair Reardon, Boardmember Roberts, and Boardmember Marine. The station is projected to open in 2011.
- Link simulated revenue service begins on Monday, May 18, 2009.

- Sound Transit received a temporary certificate of occupancy from the Seattle Fire Department for the Beacon Hill tunnel and station on May 8, 2009. The Federal Transit Administration and Project Management oversight consultant has completed the joint readiness review and has concluded that there is a high probability that the agency will be ready for revenue service as planned. Five of the six identified safety certification drills have been completed. The final drill is scheduled for May 27-29 and entails having two vehicles collide in the Beacon Hill Tunnel. King County has completed hiring and training all of the required all of the supervisory personnel.
- Ridership report indicates average weekly boardings have dropped from the summer of 2008, when gas prices were at their peak, but an increase in the month-to-month comparisons continues. System-wide ridership increased 6% from March of 2008 to March of 2009. Daily ridership in March was just under 55,000.
- Beginning May 18, 2009, the northbound Olive Way I-5 onramp will close for a year for the University Link project. This is where the tunnel will cross under I-5. The Cherry Street onramp and one northbound lane of I-5 will be closed for 4 weeks beginning as early as May 26, 2009. In June, the Pike/Pine reversible HOV ramp to the I-5 express lanes will also be closed for a year. Access to the downtown transit tunnel will not be affected. Time periods may shift slightly based on weather and other factors.

Public Comment on Action Items

(Comments on file with the Board Administrator)

Betsy Blackstock and Scott Lampeg from Surrey Downs
 Joe Shepard
 Mayor Grant Degginger
 John Worthington
 Councilmember Conrad Lee
 Stacy Anderson
 Don Demoray from Friends of Enetai Association
 Renee Bennett from Bellerest Neighborhood Association
 Will Knedlik
 Aaron Lang

Action Items

Items not referred by Committee

Motion No. M2009-41 – Identifying the preferred light rail routes and stations for the East Link Light Rail Project Final Environmental Impact Statement.

Chair Nickels noted that the action to identify the preferred light rail routes and stations for the East Link Light Rail Project Final Environmental Impact Statement (EIS) reflects the Board's current intent regarding the project and is based on the Board's review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date. He clarified that it is not the Board's final decision on the East Link Project. The Board cannot make a final decision to select the routes and stations until after completion of the Final EIS, which is anticipated to be published in 2010.

It was moved by Boardmember Thomas and seconded by Boardmember Anderson that that Motion No. M2009-41 be approved.

Chair Nickels announced that five amendments would be considered. The first three were sponsored by East King County Boardmembers Burleigh, Butler, and Marchione. The fourth was sponsored by Secretary Hammond and the fifth was sponsored by Boardmember Constantine.

It was moved by Boardmember Butler and seconded by Boardmember Burleigh to amend Motion No. M2009-41 with Substitute Motion No. M2009-41.

Substitute Motion:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority as follows:

1. Sound Transit staff will work with the City of Bellevue to identify additional external funding sources that the Sound Transit Board may consider prior to the completion of the Final EIS. A tunnel option could offer higher ridership than the at-grade or elevated alternatives evaluated in the Draft EIS. However, a tunnel alternative is not financially feasible at this time without additional funding sources. Any additional funding sources should be formally identified by the City of Bellevue within one month after the completion of the 15% design cost-estimates, which Sound Transit anticipates to be completed in early 2010. The Board also requests interim reports from Sound Transit staff and the City of Bellevue. The reports should identify a list of potential additional funding sources by the third quarter of 2009, and state the potential value of such sources by the fourth quarter of 2009.
2. Sound Transit encourages transit oriented development and design in the Bel-Red and Overlake neighborhood areas where transit supportive development is minimal or nonexistent. The regional cost to serve these areas is substantial, and light rail will play an important role in supporting the redevelopment planned by the cities of Bellevue and Redmond. Staff will explore opportunities for shared right-of-way construction and reconstruction, cities' dedication of right-of-way, and public-private partnerships, as funding sources for the regional investment. Additionally, staff will review the cities' station area planning processes for transit supportive facilities and design, reduced parking requirements, and the implementation of transit overlay districts needed to ensure high levels of transit ridership.
3. The preferred alternative for the Final East Link EIS is identified below:

Segment A

There is one route alternative between downtown Seattle and Bellevue. The route begins in the existing Downtown Seattle Transit Tunnel and connects to the Central Link light rail system at the Chinatown/International District Station. It enters I-90 via the existing D2 roadway, a high occupancy vehicle (HOV) ramp between downtown Seattle and Rainier Avenue. The route is in the center reversible lanes of I-90 across Lake Washington and Mercer Island.

The preferred alternative for the D2 Roadway is:

- Joint bus-light rail operations

The preferred alternative for the Mercer Island station west entrance is at:

- 77th Avenue SE

A design option to study is:

- Evaluating proposed partnerships by the City of Mercer Island for new park-and-ride capacity in or near the Mercer Island Town Center

Segment B: I-90 to Downtown Bellevue:

The preferred alternative for Segment B is:

- Alternative B3: 112th SE Bypass

Design modifications to incorporate with B3 subject to further evaluation are:

- Touching down to an at-grade profile to the east of Bellevue Way south of the South Bellevue station
- At-grade station on the existing Park-and-Ride property with an approximately 1400 stall garage and mitigation necessary to restore traffic operations to the no-build condition
- At-grade along the east side of Bellevue Way and 112th Avenue SE

- Following the elevated B3 alignment behind the commercial structures on 112th Avenue SE as evaluated in the Draft EIS but with slight modifications when prudent to minimize property impacts

The preferred alternative at Bellevue Way is:

- An elevated exit of the center roadway and preservation of the HOV direct access for south Bellevue Way to west I-90.

Additionally, the Board directs further evaluation on the preservation of the HOV direct access for east I-90 to north Bellevue Way in coordination with the R-8A, I-90 Two-Way Transit and HOV Access Project. The Board directs staff to work with WSDOT to further evaluate the cost of preserving this option and the potential for efficiencies by combining some or all of the interchange modifications in the construction of R-8A Stage 2 or 3. Staff should also evaluate whether potential savings in other portions of the R-8A project could partially offset the cost of preserving east to north HOV access.

Segment C: Downtown Bellevue to Overlake Hospital:

The preferred alternative in Segment C is:

- Alternative C4-A: Couplet with the Ashwood/Hospital Station located on the east side of I-405.

Additionally, the Board will give future consideration to a tunnel as the preferred alternative if additional funding sources are identified so that a tunnel alternative becomes financially feasible. The Board directs further evaluation on a tunnel alternative in parallel with efforts in cooperation with the City of Bellevue to identify additional funding. The tunnel alternative for further evaluation and future consideration as preferred is:

- Alternative C3-T: 108th NE Tunnel with the south tunnel portal at the southeast corner of 112th Avenue NE and Main Street (Red Lion site) and the Ashwood/Hospital Station located on the east side of I-405.

A design option to study with both C3-T and C4-A is:

- Avoiding the full displacement of the Commons Medical Building, and
- Grade separating the light rail crossing of 116th Avenue and providing a pedestrian overpass to the Overlake Hospital Campus from the Ashwood/Hospital Station.

Segment D: Downtown Bellevue to Overlake Transit Center

The preferred alternative in Segment D is:

- Alternative D2-A: NE 16th At-Grade with both the 124th and 130th stations advanced for further design.

A design modification to incorporate with D2A subject to further evaluation is:

- Locating the D2-A alternative to the north rather than south-side of NE 24th Street.

A design option to study with D2A is:

- Designing the 124th station as a retained cut and grade separating the intersection of 120th Avenue and 124th Avenue dependent upon funding from the developer of the station area and/or the City of Bellevue.

Segment E: Overlake Transit Center to Downtown Redmond

The preferred alternative in Segment E is:

- Alternative E2: Marymoor

A design option to incorporate with E2 subject to further evaluation is:

- Terminating the Alternative at the Redmond Town Center station and shifting the station farther west to reduce the walking distance to the Redmond Transit Center and park and ride.

Maintenance Facility

The Board does not have a preferred maintenance facility location at this time.

This motion also authorizes staff to complete the Final East Link EIS, using the preferred alternative identified above and the other alternatives in the Draft EIS. The Board will not make a final decision on the project to be built until after completion of the Final EIS, which is anticipated to be published in 2010.

It was moved by Boardmember Burleigh and seconded by Boardmember Marchione to amend Substitute Motion No. M2009-41 with Proposed Amendment #1.

Proposed Amendment #1:

Segment C: Downtown Bellevue to Overlake Hospital (page 3)

- Alternative C4-A: Couplet with the Ashwood/Hospital Station located on the east side of I-405.

Insert the text below, following the identification of C4-A as the preferred alternative:

“The Board recognizes the City of Bellevue’s concern regarding potential traffic impacts with the C4-A: Couplet and directs staff to work the City of Bellevue to:

- Conduct a peer review of the effects on traffic and light rail operations of the C4-A alternative and consider sensitivity analyses of reasonably foreseeable changes over time such as increases in light rail frequency. If the City of Bellevue proceeds with current plans to perform a separate traffic analysis of C4-A, conduct a peer review of the City’s analysis as well.
- Update in consultation with the Puget Sound Regional Council and the City of Bellevue, the underlying land use forecasts in the traffic analysis to reflect recently adopted plans in the adjacent Bel-Red subarea.”

The motion to amend Substitute Motion No. M2009-41 with Proposed Amendment #1 was carried by the unanimous vote of Boardmembers present.

It was moved by Boardmember Marchione and seconded by Boardmember Anderson to amend Substitute Motion No. M2009-41 with Proposed Amendment #2.

Proposed Amendment #2:

Segment C: Downtown Bellevue to Overlake Hospital (page 3)

- Alternative C3-T: 108th NE Tunnel with the south tunnel portal at the southeast corner of 112th Avenue NE and Main Street (Red Lion site) and the Ashwood/Hospital Station located on the east side of I-405.

Insert the text below following the identification of C3-T as an alternative for future consideration as preferred:

“The Board furthermore recognizes the interest of the City of Bellevue in Alternative C2-T: 106th NE Tunnel. While C2-T is not the preferred tunnel alternative, the Board directs limited additional review to either revise or validate the draft EIS conclusion

that C2-T would be more expensive than C3-T and that C2-T would have the potential for substantial construction impacts.

Specifically, the Board directs responses to the following questions posed by the City of Bellevue:

- Which parts of C2T and C3T are cut and cover construction and can any part of C2T be a bored tunnel?
- Could operational and construction impacts to the Bellevue Transit Center associated with the C2T alignment be minimized, for example, by staging the construction of the station at the current transit center?
- What mitigation measures can be implemented to address access impacts identified in the C2T option to the Meydenbauer Center and the Bravern?
- What are the cut and cover impacts associated with the C3T option at 108th Ave NE and NE 12th?
- What are the operational impacts to the Bellevue Transit center of the cut and cover station construction of the C3T alignment?
- What are the operational impacts on 108th and NE 12th due to the cut and cover and aerial construction associated with the C3T tunnel?
- How will mitigation for visual and access impacts to neighborhoods along NE 12th be achieved for C3T?
- Is the proposed at-grade crossing of the C3T option at 116th compatible with the recently adopted land use plans for the Bel Red corridor and the hospital district and how does it affect emergency vehicle access to the hospitals?
- How will accessibility to the C3T Ashwood/Hospital station located over I-405 or on the east side of 405 be accommodated (i.e. pick up and drop off)?
- How will the risks associated with building the Ashwood/Hospital station over I-405 be taken into account in costing this option?"

The motion to amend Substitute Motion No. M2009-41 with Proposed Amendment #2 was carried by the unanimous vote of all Boardmembers present.

It was moved by Boardmember Hammond and seconded by Boardmember McCarthy to amend Substitute Motion No. M2009-41 with Proposed Amendment #3.

Proposed Amendment #3:

Segment B: I-90 to Downtown Bellevue (page 3)

Insert the words "and east I-90 to north Bellevue Way" at the end of the first paragraph following the identification of the preferred alternative at Bellevue Way. Strike the final paragraph.

- An elevated exit of the center roadway and preservation of the HOV direct access for south Bellevue Way to west I-90 and east I-90 to north Bellevue Way.

~~Additionally, the Board directs further evaluation on the preservation of the HOV direct access for east I-90 to north Bellevue Way in coordination with the R-8A, I-90 Two-Way Transit and HOV Access Project. The Board directs staff to work with WSDOT to further evaluate the cost of preserving this option and the potential for efficiencies by combining some or all of the interchange modifications in the construction of R-8A Stage 2 or 3. Staff should also evaluate whether potential savings in other portions of the R-8A project could partially offset the cost of preserving east to north HOV access.~~

Boardmember Hammond explained Amendment #3 clarifies that preliminary engineering studies need to include both the north Bellevue Way at I-90 HOV direct access ramp and the south Bellevue Way at I-90

HOV direct access ramp. Language in the Substitute Amendment includes only the HOV direct access for south Bellevue Way at I-90. WSDOT has already completed the evaluations described in the final paragraph and has determined the HOV direct access ramp for east I-90 to north Bellevue needs to be preserved and not removed as part of the light rail project.

Boardmember Hammond and staff responded to a question from Boardmember Conlin that the estimated cost differential between retaining the ramp and removing it is between \$23 and \$25 million. Boardmember Conlin noted Sound Transit evaluations show safety benefits by preserving the ramp, but not travel time benefits. Boardmember Hammond indicated that I-90 is part of the interstate and state highway system; WSDOT is the steward and owns it and has determined the ramps should not be removed for safety benefits and for travel time benefits. Some studies show travel time benefits, some do not.

The motion to amend Substitute Motion No. M2009-41 with Proposed Amendment # 3 was carried by the majority vote of Boardmembers present, with Boardmember Conlin voting in the minority.

It was moved by Boardmember Constantine and seconded by Boardmember Conlin to amend Substitute Motion No. M2009-41 with Proposed Amendment #4.

Proposed Amendment #4:

A design option to study with D2A is:

- Designing the 124th station as a retained cut and grade separating the intersection of 120th Avenue and 124th Avenue dependent upon funding from the developer of the station area and/or the City of Bellevue.

Strike the words “dependent upon funding from the developer of the station area and/or the City of Bellevue” and replace with “which would require additional funding.”

Boardmember Butler discussed his preference for more general language, to read:

A design option to study with D2A is:

- Designing the 124th station as a retained cut and grade separating the intersection of 120th Avenue and 124th Avenue and pursue public/private partnerships if this becomes the preferred alternative.

Strike the words “dependent upon funding from the developer of the station area and/or the City of Bellevue” and replace with “and pursue public/private partnerships if this becomes the preferred alternative.”

Boardmember Constantine indicated he would accept Boardmember Butler's suggestion to replace the stricken language with “and pursue public/private partnerships if this becomes the preferred alternative” as a friendly amendment. Boardmember Anderson noted the language is not specific about new funding sources outside of existing Sound Transit revenues.

The motion to amend Substitute Motion No. M2009-41 with Proposed Amendment #4 was carried by the majority vote of Boardmembers present, with Boardmembers Anderson and McCarthy voting in the minority.

Chair Nickels noted that there were no additional amendments to Substitute Motion No. M2009-41.

The motion to amend Motion No. M2009-41 with Substitute Motion No. M2009-41 as amended was carried by unanimous vote of all Boardmembers present.

Chair Nickels called for a roll call vote on the main motion, Motion No. M2009-41, as amended.

Ayes

Julie Anderson
Mary-Alyce Burleigh
Fred Butler
Richard Conlin
Dow Constantine
Dave Enslow
Paula Hammond
John Marchione

Nays

Joe Marine
Pat McCarthy
Julia Patterson
Larry Phillips
Aaron Reardon
Paul Roberts
Claudia Thomas
Greg Nickels

The motion to approve Motion No. M2009-41 as amended was carried by unanimous vote of Boardmembers present.

Items referred by the Finance Committee

Resolution No. R2009-02 – Adopting a Fare Enforcement Policy for Sound Transit commuter rail and light rail facilities (attachment A of this Resolution) and superseding the proof-of-payment section of Sound Transit's Fare Policy as adopted in the Resolution No. R99-2-2

It was moved by Vice Chair Reardon, seconded by Boardmember Butler and carried by unanimous vote of Boardmembers present that Resolution No. R2009-02 be approved as recommended.

Motion No. M2009-38 – Authorizing the chief executive officer to execute a contract with Traylor Frontier-Kemper Joint Venture, to construct approximately 11,400 lineal feet of twin-bored tunnels from the University of Washington Station to Capitol Hill Station within the University Link project in the amount of \$309,175,274, with a contingency of \$46,376,291, for a total authorized contract amount not to exceed \$355,551,565, which includes \$30,000 of cost reimbursable to Sound Transit from the University of Washington for betterments.

It was moved by Vice Chair Reardon, seconded by Boardmember Butler and carried by the unanimous vote of Boardmembers present that Motion No. M2009-38 be approved as recommended.

Motion No. M2009-40 – Authorizing the chief executive officer to increase the contingency for the contract with Mass Electric Construction Co. to modify the traction power system in the Pine Street Stub Tunnel to accommodate construction of the future University Link demising wall in the amount of \$210,211, for a new total authorized contract amount not to exceed \$48,898,597.

It was moved by Vice Chair Reardon, seconded by Vice Chair Butler and carried by the unanimous vote of Boardmembers present that Motion No. M900-40 be approved as recommended.

Executive Session

None.

Other Business

None.

Next Meeting

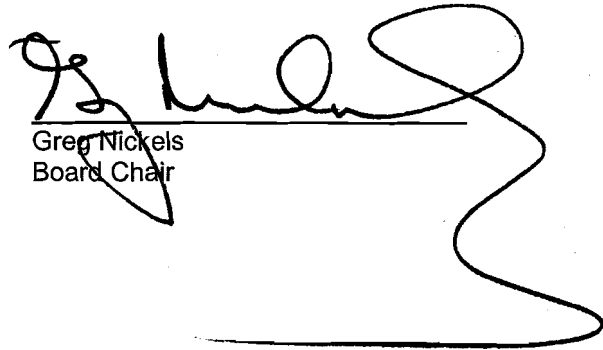
Thursday, May 28, 2009
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 3:25 p.m.

ATTEST:

Marcia Walker
Marcia Walker
Board Administrator



Greg Nickels
Board Chair