

**SOUND TRANSIT BOARD MEETING
Summary Minutes
December 16, 2010**

Call to Order

The meeting was called to order at 1:49 p.m. by Chair Aaron Reardon, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) Aaron Reardon, Snohomish County Executive

Vice Chairs

(P) Fred Butler, Issaquah Deputy Council President
(P) Claudia Thomas, Lakewood Councilmember

Boardmembers

(P) Claudia Balducci, Bellevue Councilmember
(P) Richard Conlin, Seattle Council President
(P) Dow Constantine, King County Executive
(P) David Enslow, City of Sumner Mayor
(P) Jake Fey, City of Tacoma Deputy Mayor
(A) Paula Hammond, WSDOT Secretary
(A) John Marchione, City of Redmond Mayor
(P) Joe Marine, City of Mukilteo Mayor

(P) Pat McCarthy, Pierce County Executive
(A) Joe McDermott, King County Councilmember
(P) Mike McGinn, City of Seattle Mayor
(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

Boardmember McCarthy requested to participate in the meeting by telephone. Board Rules and Operating Procedures allow members to attend meetings by teleconference. Procedurally, Board members' requests are acted on by motion prior to consideration of action items and require a 2/3 affirmative vote of the members who are physically in attendance.

It was moved by Vice Chair Thomas, seconded by Boardmember Roberts, and carried by the unanimous vote of 14 members present that Boardmember McCarthy be allowed to participate in the Board meeting by telephone.

King County Councilmember Joe McDermott was appointed to the Sound Transit Board by the King County Executive and his appointment was recently confirmed by the King County Council. Boardmember McDermott will replace outgoing Boardmember Jan Drago.

Earlier in the day the Audit and Reporting Committee (ARC) held its last meeting of the year. Boardmember Conlin, ARC Chair reported that annual performance audit has been completed on the information technology (IT) procurement and contracts management functions. The audit found that Sound Transit has a strong management system in place for IT procurement. The audit also included recommendations related to inventory management, computer lifecycle management, and IT budgeting. Those recommendations are being reviewed by Sound Transit management. Sound Transit's response to the audit and next steps will be discussed at its next meeting.

Chief Executive Officer's Report

Joni Earl, CEO described a new design for the Montlake Triangle area near the University of Washington as part of the Rainier Vista project. A term sheet has been developed by working with the City of Seattle, King County, the University of Washington, and the Washington State Department of Transportation (WSDOT). A new design for the project was recommended by a workgroup composed of multiple parties. The design is recommended by all the parties and will change the design of the pedestrian bridge that crosses from the

University of Washington Station to the University of Washington campus over Montlake Boulevard, Pacific Place, and the Burke Gilman Trail. Under the term sheet, Sound Transit would contribute the project budget allocated for the larger pedestrian bridge designed earlier, plus an additional \$4 million. The University of Washington will match the \$4 million and WSDOT will contribute the remaining money needed for the project. The planning level budget is capped at \$38 million, and WSDOT will add an additional construction reserve budget of \$4 million. Under the term sheet, Sound Transit will perform the construction. A final agreement will be brought to a future Board meeting for consideration. It is important that the redesign and related construction does not impact the schedule for the University Link project.

Ms. Earl presented ridership numbers for the third quarter since the Operations and Administration Committee did not meet in December. Overall system boardings increased 14%, but the increase is attributable to growth in Central Link and paratransit. When the Central Link and paratransit numbers are excluded, overall boardings decreased 5%. Ms. Earl also reported on a ridership counting issue with ST Express. The issue affected ridership counts for ST Express from January through August and resulted in a ridership overstatement of 200,000 boardings, 2% of the total ridership. Retroactive corrections to the numbers have taken place.

Ms. Earl announced that Google recently released the 2010 top ten searches in the Seattle area. ORCA card was the number one search.

The International Right of Way Association selected the Link Initial Segment project as one of their top ten infrastructure projects for 2010. The association has 10,000 professional members and recognized Sound Transit's real property team that worked on the right-of-way acquisitions for Central Link. 778 parcels were acquired and 222 businesses and residences were relocated.

Ms. Earl also gave a brief report on the Sound Transit staff charitable giving campaign. The agency's goal was 70% participation. The co-chair of the giving campaign, Paul Cornish, agreed to shave his head once the milestone was reached. Sound Transit reached the goal with a final percentage of 71.1%, and raised the overall agency giving from \$100,000 in 2009 to \$117,000 in 2010. Ms. Earl recognized Mr. Cornish with his shaved head and thanked him for his leadership and the Sound Transit employees for their generosity.

CFO Report

Brian McCartan, CFO reported on the latest revenue forecast through September. Sound Transit is still tracking 5% below budget on local tax revenue. The latest revenue forecast is 1% below the revenue forecast that is in the financial plan. Retail sales have been positive in December, so an increase may be seen in future months.

Mr. McCartan also reported that Moody's has completed its review of Sound Transit and given the Agency a rating of AA1/AA2, only slightly below the AAA rating given last year. The Sound Transit Board response to the recession was one of the aspects that influenced the rating decision. The rating is good news for the agency because it allows lower borrowing rates.

Reports to the Board

Kirkland Transit Center Gate 7 Report

Mr. McCartan reviewed the Phase/Gate process that is used to manage capital projects. The Board allocates budget authority at each major milestone to allow work to take place to move the project to the next milestone. A new Phase/Gate template has been developed to highlight these transitions for the Board.

Barry Alavi, Project Manager reviewed the Gate 7 Report for the Kirkland Transit Center. The Transit Center includes four bus bays that accommodate 10 buses and bike facilities. The project will be completed next February and the project budget is \$13.3 million; the final cost will be \$10.3 million. The Kirkland Transit Center project was scheduled to be completed in time for the February 5, 2011 service change. The station is now planned to open February 22, 2011 due to delays to the piping system that Sound Transit installed for

King County Wastewater and delays in relocating a Puget Sound Energy vault located in the middle of the road.

North Corridor Transit Project Alternatives Analysis

Mike Williams, Director of the Light Rail office of Project Development, and Matt Shelden, North Corridor Light Rail Development Manager, presented the alternatives analysis conducted for the North Corridor Transit Project. A contract for phase one of the alternatives analysis was authorized by the Board last April. Sound Transit is working closely with the FTA to keep the project eligible for New Starts funding.

The North Corridor is an extension of the transit system from the Link station at Northgate to Lynnwood and would serve Seattle, Shoreline, Mountlake Terrace, Lynnwood and Edmonds. The corridor represents one of the strongest transit markets in the region; travel demand is roughly equal to the east and south corridors combined. The corridor is defined in the ST2 plan as a light rail line with a completion date of 2023. However, the federal New Starts grant process requires that multiple modes and routes be examined through an alternatives analysis process. The project schedule includes an alternatives analysis process from 2010-2011, environmental review and preliminary engineering from 2011-2014, final design and permitting from 2015-2017 and construction and service start-up from 2017-2023.

The alternatives analysis process will narrow route alternatives for the Draft Environmental Impact Statement (DEIS). As part of the DEIS process, alternative modes will be discussed. Upon completion of the DEIS and conceptual engineering a locally preferred alternative will be selected. Public workshops were held in North Seattle, Shoreline and Lynnwood to do early scoping; the workshops were attended by over 200 people. 130,000 mailers were sent to households about the workshops. An agency scoping meeting was also held to allow partners to give formal comments. The workshop attendees were asked what activity areas, purposes and needs the line should serve. The major themes included a preference for light rail over bus, a priority on access via car, foot and bike, and support for more stations and further extension of the line. The preferred routes included the I-5 and SR99 corridors with less interest in 15th Avenue as a corridor.

Mr. Sheldon reviewed each of the mode alternatives, bus, light rail, and bus rapid transit (BRT). The Transit System Management or "Best Bus" alternative is required by the FTA as a baseline to compare other alternatives. The best bus option would include additional express service and minimal capital improvements. The light rail alternatives would extend light rail along I-5, SR99 or 15th Avenue through a mix of elevated, mixed elevated and at-grade tracks. The SR99 corridor could include some tunneling and would include a more complex transition from the station at Northgate. The BRT option would create a more robust bus system and would include a major capital investment along I-5. BRT would use the HOV system and access station locations with direct access improvements. A multi-corridor system could be constructed for less capital and could utilize rapid ride and swift facilities that are planned or installed. The criteria for evaluating options includes consistency with the ST Long Range Plan, travel time, reliability, capacity, regional system connectivity, land use & economic development compatibility, extraordinary cost considerations, environmental considerations, and regional growth center accessibility. Staff recommends the TSM/"Best Bus" baseline, I-5 elevated and mixed profile light rail, SR99 elevated & mixed profile light rail, I-5 trunk BRT, and Multi-route BRT (I-5/SR99/15th Avenue) move forward to the next steps. Mr. Sheldon explained that the Lake City Way light rail, 15th Avenue elevated light rail, 15th Avenue mixed profile light rail and SR99 "pure" at-grade light rail are not recommended for additional analysis. The Lake City Way route doesn't correspond to ST2 and the Long Range Plan, and the 15th Avenue option has high right-of-way costs and environmental impacts as well as longer travel times.

Next steps include developing more detailed information for screening of the remaining alternatives, including ridership forecasts, capital and operating risk estimates, environmental impact risk areas. A screening process has been developed that includes the initial screening that has already been conducted, and two additional levels of screening before the Board selects the alternatives to advance to the DEIS. The alternatives moving forward will be compared against the level one criteria to possibly eliminate further alternatives before beginning level two evaluation. Following level two evaluation the results will be shared with the public for comment. The data and public comments will be compiled for the Board and the FTA leading into a Board decision to select the alternatives to advance to the DEIS in Fall 2011.

Boardmember Butler asked that the Capital Committee review the reasons some alternatives are not recommended for further study.

Public Comment

(Comments on file with the Board Administrator)

Robert Scheuerman
Paul W. Locke

Consent Agenda

Boardmember Phillips asked that Motion No. M2010-101 be removed from the Consent Agenda

Minutes of the October 28, 2010 Board Meeting
Minutes of the November 18, 2010 Board Meeting
Voucher Certification for October 16, 2010 through October 31, 2010
Voucher Certification for November 1, 2010 through November 15, 2010

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

Motion No. M2010-101 – Adopting the Sound Transit 2011 State Legislative Program and directing staff to continue to evaluate issues for impact to the agency as it continues to successfully implement the regional transportation system.

Boardmember Phillips asked how the legislative program addresses pursuit of funding from other governments for the BNSF Eastside Rail Corridor. Melanie Smith, Government Relations Specialist responded that the third section of the legislative program is broad enough to accommodate pursuing funding from other governments.

It was moved by Boardmember Phillips, seconded by Boardmember Roberts, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-101 be approved as presented.

Business Items

Motion No. M2010-102 – Approving a plan to implement the Sound Move and ST2 Plans within available resources.

It was moved by Vice Chair Butler and seconded by Boardmember Marine that Motion M2010-102 be approved.

It was moved by Boardmember Patterson and Seconded by Vice Chair Butler to amend Motion No. M2010-102 Attachment A by:

- 1) Replacing the last word in the first paragraph, "follows" with "indicated below"
- 2) Inserting a new second paragraph to read:

"Final project budgets and subarea allocations will be reviewed and approved by the Board through future annual budget adoptions and through Board phase/gate project milestone approvals. Sound Transit staff will continue to evaluate all capital projects for potential cost savings and efficiencies."

Boardmember Patterson explained that the amendment clarifies that the Board's approval of the motion does not make final decisions about projects. Sound Transit will work with regional leaders while working towards completion of the South Corridor Work Plan.

The motion to amend Motion No. M2010-102 Attachment A was approved carried by the unanimous vote of all Boardmembers present.

It was moved by Boardmember Patterson and Seconded by Boardmember Marine to amend Section 5 of Motion No. M2010-102 as follows:

Section 5. The CEO will execute a work plan to evaluate the south corridor and develop a program development plan. The south corridor work plan will review project cost, ridership and financial information, to assess and prioritize, according to mobility benefits, reevaluate all the south corridor investments included in the ST2 Plan. Following this prioritization, initial environmental and preliminary design studies will begin on any light rail extension in the south corridor that the Board determines is feasible and best meets the goals of the system plan. This analysis will also include determining how far the light rail line can be extended within existing revenues and schedules; determining how long ST must collect local taxes at current tax rates to complete the system plan; and identifying such other affordable capital and/or service improvements that best achieve the stated goals of the ST2 Plan within existing schedules. Subject to Board direction, later phases of the south corridor work plan will focus on initial environmental and preliminary design studies of any portion of the approved light rail in the south corridor that the Board has determined is feasible and best meets the goals of the system plan, and any other transit options at the system level, the Board determines should be considered based on assumptions derived from this earlier the initial phase of work referenced above.

Ms. Earl explained that the amendment corrects the order the work will be performed.

The motion to amend Motion No. M2010-102 was approved by the unanimous vote of all Boardmembers present.

The motion to approve Motion No. M2010-102 as amended was carried by the unanimous vote of all Boardmembers present.

Resolution No. R2010-24 – Adopting an annual budget for the period from January 1 through December 31, 2011.

It was moved by Vice Chair Butler and seconded by Vice Chair Thomas that Resolution No. R2010-24 be approved.

Brian McCartan, CFO gave an overview of this year's budget process. Capital Committee Chair Butler, stated that the \$744 million Project Delivery budget for 2011 was reviewed by the Committee and will allow the agency to move forward with the design and construction of the ST2 program within long term agency funding. Operations and Administration Chair Enslow stated that the \$187 million Service Delivery budget and \$160 million Agency Administration budget were reviewed by the Committee and will provide a solid foundation for service delivery and allow for a net service increase in 2011.

It was moved by Boardmember Balducci and seconded by Vice Chair Butler to amend Resolution No. R2010-24 by inserting the following as Section 1e:

Section 1e – Mitigation Inventory and Options Development.

Section 1e(1) Best Practices Peer Review. The CEO is directed to convene a noise mitigation peer review panel to conduct an independent review and assessment of Sound Transit's current and planned approaches to identifying and mitigating noise impacts associated with the future operation of its light rail system. Sound Transit staff will seek participation from peer organizations, including those with regulatory oversight and industry expertise nationally and internationally. The review will inventory and evaluate industry best practices and compare those to Sound Transit's current practices. The peer review panel will provide to the Sound Transit Board of Directors feedback, including any recommended additional steps for identifying and mitigating light rail noise impacts, opportunities to update agency practices and consideration of innovative methods that would continue to meet safety standards. The review will capture the steps Sound Transit has taken to date, in addition to those planned, for analyzing and mitigating the wheel squeal, train noise, noise from the safety bells, crossing signals, and track noise. Any new concepts that might emerge from this work will be presented to the Board of Directors for consideration of future application to planned and designed rail extensions and will be accompanied by a set of draft recommendations for implementation. This review will be completed and reported to the Board by July 2011.

Section 1e(2) Audible Safety Systems Review and Development of Conceptual Options. As a separate but related task to the Best Practices work, Sound Transit staff is directed to study a) the extent and effectiveness of train notification bells used throughout the passenger rail industry and b) the use and effectiveness of non-audible measures by transit vehicles and at at-grade intersections. The study will identify opportunities to maintain operational safety through use of alternatives to audible warning systems, including the potential for conceptual development of new options. Staff may retain consultant expertise to assist with the study and should seek consultation from Federal Transit Administration.

Section 1e(3) Funding. The 2011 staff budget for the Planning, Environment and Project Development department is amended to add \$100,000 to fund the work directed in this section.

Ms. Balducci explained the amendment will allow Sound Transit to learn from its experience and the experiences of other transit agencies.

The motion to amend Resolution No. R2010-24 was approved by the unanimous vote of all Boardmembers present.

Chair Reardon conducted a roll-call vote because adoption of the budget requires a two-thirds affirmative vote of the entire Board, which is 12.

	<u>Ayes</u>	<u>Nays</u>
Claudia Balducci	Jake Fey	Larry Phillips
Fred Butler	Joe Marine	Paul Roberts
Richard Conlin	Pat McCarthy	Claudia Thomas
Dow Constantine	Mike McGinn	Aaron Reardon
Dave Enslow	Julia Patterson	

The motion to approve Resolution No. R2010-24 as amended was carried by a unanimous vote of 14 Boardmembers present.

Resolution No. R2010-26 – Amending the Adopted 2010 Budget for Service Delivery capital from \$29,597,945 to \$67,547,945 by 1) increasing the ST Express Fleet Expansion Project budget from \$11,700,000 to \$32,760,000 and 2) increasing the ST Express Fleet Replacement Project budget from \$0 to \$16,890,000.

Brian McCartan gave the staff presentation.

It was moved by Vice Chair Butler and seconded by Boardmember Phillips that Resolution No. R2010-26 be approved.

Chair Reardon asked that a roll-call vote also be conducted for Resolution No. R2010-26.

	<u>Ayes</u>	<u>Nays</u>
Claudia Balducci	Jake Fey	Paul Roberts
Fred Butler	Pat McCarthy	Claudia Thomas
Richard Conlin	Mike McGinn	Aaron Reardon
Dow Constantine	Julia Patterson	
Dave Enslow	Larry Phillips	

The motion to approve Resolution No. R2010-26 as presented was carried by the unanimous vote of 13 Boardmembers present.

Motion No. M2010-99 – Authorizing the chief executive officer to amend the agreement with the City of Auburn to reduce the number of parking spaces leased to the City in Sound Transit's Auburn Parking Garage in exchange for Sound Transit's payment of \$1,329,713.

Nancy Bennett, Property Management Manager, gave the staff presentation.

It was moved by Boardmember Patterson, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-99 be approved as presented.

Executive Session

None.

Other Business

None.

Next Meeting

Thursday, January 27, 2011
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 3:45 p.m.

ATTEST:



Aaron Reardon
Board Chair



Marcia Walker
Board Administrator

APPROVED on January 27, 2011, KWF.