

SOUND TRANSIT BOARD MEETING

Summary Minutes

November 17, 2011

CALL TO ORDER

The meeting was called to order at 1:42 p.m. by Vice Chair Butler, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(A) 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, Tacoma Councilmember

(A) 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) 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

Vice Chair Butler announced that he would be chairing the meeting in Chair Reardon's absence. He also announced that the Board is working from revised agenda. Public comment and Motion No. M2011-81 will be taken before Reports to the Board.

Boardmember von Reichbauer asked to participate in today's meeting by phone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Boardmember Roberts, seconded by Boardmember Marine, and carried by the unanimous vote of 14 members present that Boardmember von Reichbauer be allowed to participate in the Board meeting by telephone.

Vice Chair Butler noted that the current Board Chair and Vice Chairs terms expire at the end of December. The Board Rules and Operating Procedures call for the Executive Committee to meet in November, develop recommendations for the officers, and bring them to the Board in December. Because the Executive Committee did not meet in November the Board's Rules must be suspended to allow the Executive Committee to develop recommendations at its December meeting. The rules may be temporarily suspended by an affirmative vote of two-thirds of the Board members in attendance.

It was moved by Vice Chair Thomas, seconded by Boardmember Conlin, and carried by the unanimous vote that the Board's rules be suspended to allow the Executive Committee to nominate Board officers at its December meeting.

(Boardmember Constantine arrived at this time.)

CHIEF EXECUTIVE OFFICER'S REPORT

Joni Earl, CEO provided an update on University Link tunneling. On Tuesday night, November 15th, 2011 the tunnel boring machine, Brenda, began tunneling at 9:00pm and has been mining around the clock to complete the 150-ft crossing of I-5. Today the tunnel boring machine successfully passed beneath the travel lanes of I-5. Sound Transit, WSDOT and the contractor monitored the I-5 infrastructure throughout the mining and all the data was within established limits. The tunnel boring machine is scheduled to arrive at the Pine Street retrieval pit this weekend. It will then be removed, reassembled, and re-launched at the Capitol Hill station in February for mining the second tunnel to Pine Street Stub-tunnel.

An open house was held last night at the Neptune Theatre focusing on preliminary construction plans for the Brooklyn station in the University District. 135 people attended including several owners of nearby businesses and residents of the University Manor Apartment building. Questions were mainly about the timing and duration of construction activities, pedestrian and other access, construction details and construction impacts.

Earlier this week, the Federal Transit Administration announced awards for the Transit Investments for Greenhouse Gas and Energy Reduction, or TIGGER program. Sound Transit received \$1.5 million for the Central Link Light Rail On-Board Energy Storage Project. This project will install energy storage units on five light rail vehicles, which capture energy generated from the braking systems that would otherwise dissipate into wasted heat. The initiative is part of our Sustainability Program.

Congress finished work on the FY 2012 appropriations bill for transportation which included reductions for all existing full funding grant agreements. Sound Transit was slated to receive \$110 million as this year's payment on the Full Funding Grant agreement for the University Link project, but that level was reduced to \$104 million.

The 3rd Quarter Service Delivery Quarterly Performance Report shows that Sound Transit has carried about 150.3 million riders and overall ridership is up 9%, with a 10% increase in average weekday boardings. Strong ridership growth on the Sounder South Line offset a decline on the North Line for an overall 12% Sounder increase. Central Link was up 9%. ST Express was up 10%, with most of the growth occurring during peak periods. Routes connecting Snohomish County with Seattle showed the highest growth due to new Mountlake Terrace Freeway Station, and cross-lake routes grew in anticipation of SR 520 tolls. Bus ridership declined on routes where service reductions were implemented in June, including route 535 Lynnwood-Bellevue where Sunday service was eliminated, route 540 Kirkland-U District where midday service was eliminated, and route 560 West Seattle-Bellevue where West Seattle-Burien service was eliminated except for peak periods.

PUBLIC COMMENT

(Comments on file with the Board Administrator)

Paul W. Locke

ACTION ITEMS

Motion No. M2011-81: Implementing the East Link Project

Ric Ilgenfritz, Executive Director of Planning, Construction and Project Development, and Don Billen, East Link Development Manager gave the staff presentation. This action will provide direction to staff in implementing the final design phase of the East Link project.

The Federal Transit Administration signed the record of decision on the East Link project on Wednesday. The department of Design, Engineering and Construction Management has advertised the first final design contract for the civil design of the Bellevue and Redmond project in anticipation of today's action.

Four agreements are in place; one with King County for design and operation of the D-2 Roadway that light rail will use to get on I-90, an umbrella agreement with the Washington State Department of Transportation

for the lease of the center roadway on the I-90 Bridge in exchange for completion of the R8A HOV lanes. Two agreements with the City of Bellevue; the Memorandum of Understanding for funding of the tunnel through downtown Bellevue, and the Transitway Agreement that will allow light rail to use city right-of-way. Sound Transit also completed a concurrence letter for the scope of the project through Overlake Village and the Overlake area of Redmond.

Construction is scheduled for 2015 and revenue service is planned for 2023. The formal step for the project today is the phase gate action to transition the project into final design. The Board will consider baselining the schedule and budget mid-way through final design. The final design and right-of-way budget are in the Proposed 2012 Budget that the Board will consider in December. The preliminary engineering cost estimate in 2010 dollars for East Link is just under \$2.8 billion. The cost of final design is \$223 million in year of expenditure dollars and the cost of right-of-way acquisition is \$365 million in year of expenditure dollars. The North King County subarea contribution to the East Link project was not included in ST2 planning assumptions. Exhibit A attached to the motion indicates how the transfer from North King Subarea to the East King Subarea would take place.

It was moved by Boardmember Balducci, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2011-81 be approved as presented.

REPORTS TO THE BOARD

Financial Report

Brian McCartan, Chief Financial Officer, reported that Sound Transit has a triple A rating from Standard and Poor's, and the second highest rating from Moody's. Moody's will be conducting a review of ratings for sales tax credits for Sound Transit in December 2011. Some other agencies have recently been downgraded in their credit ratings and there is general pressure to downgrade ratings.

Mr. McCartan also reported that tax revenues continue to be just below estimates, Sound Transit is now trending 0.2% below the budget. Motor Vehicle Excise Tax is just above the budget but sales tax is below the budget. There was good growth in sales tax in the beginning of 2011, but weaker growth in the middle of the year. North King and South King subareas have the lowest tax revenues.

Light Rail Noise Peer Review

James Irish, Deputy Director of Environmental Affairs and Sustainability, introduced Greg Hall from the American Public Transportation Association (APTA) to give the results of the peer review on light rail mitigation. The peer review was requested by the Sound Transit Board.

Mr. Hall reviewed the methodology, scope of the review, observations, and recommendations. The areas of focus were noise impact and mitigation assessment; noise control and mitigation; and maintenance implications. He outlined the panel's recommendations.

Noise impact and mitigation recommendations: (1) set realistic expectations of noise with communities along future extensions, (2) establish an internal resource fully familiar with industry noise mitigation practices and application, (3) develop a standard rail grinding for future extensions, Seattle DOT crossing bells for light rail are well intended, but devices directly impacting operations need to be designed and implemented under in coordination with Sound Transit.

Noise control and mitigation recommendations: (1) consider long-term measures for Type 2 noise barriers; (2) ensure configuration management processes include all relevant internal stakeholders; (3) consider modifications to track lubrication; (4) consider crossover design improvements; (5) analyze pedestrian behavior and need to sound horns/bells where audible warning devices exist; (6) place bells at gated crossings at pedestrian level; (7) review underground vibration mitigation at crossovers for future construction; (7) consider experimenting with noise absorbing material on bridge deck; (8) consider speed reductions for specific locations as a temporary measure; and (8) conduct further investigation into the wheel/rail interface of the center wheel truck of the Kinkisharyo vehicles.

Maintenance implications: (1) ensure the maintenance program meets noises mitigation requirements; (2) assess on-vehicle stick lubricators; and (3) maintenance recommendations should reduce operating costs.

His concluded with five points: (1) there is a degree of noise that is inevitable with any mode of public transportation including light rail; (2) Sound Transit's commitment to noise mitigation exceeds the majority of North American light rail operations; (3) the panel commends Sound Transit for its diligence to reduce and mitigate noise related to light rail; (4) the measures implemented by Sound Transit have led to an overall reduction in noise levels; and (5) through its accumulation of operating experience, research, consulting support and outreach to other agencies, the panel is confident that Sound Transit will continue to make progress in further reduction in noise levels.

Light Rail Audible Systems Safety Review

Mr. Irish introduced Kevin Collins, from HDR to present the light rail warning systems safety review. Mr. Collins indicated the study had five purpose: (1) survey other transit agencies to determine how they use warning devices at light rail crossings; (2) summarize both audible and non-audible warning devices in use; (3) perform a literature review concerning both industry practices and academic findings; (4) investigate techniques used to reduce the impact of audible warning devices; and (5) provide recommendations to Sound Transit.

The review concluded that (1) current guidelines are based on a variety of sources; (2) Sound Transit's sound levels and use of wayside and on-board warning devices are comparable to those used across the industry; (3) community concerns about the impact of audible warning devices have been reported in other jurisdictions and other agencies have worked to mitigate the impacts; (4) the design of audible warnings has an impact on its perceived urgency; and (5) there is no consensus regarding how loud audible warning devices should be compared to other ambient noise levels.

Recommendations from the study: (1) the combination of an audible warning and a visual warning will always be superior to a warning that only alerts one of the senses; (2) audible warnings should continue to form a part of Sound Transit's light rail safety system; (3) Sound Transit should continue to apply techniques to reduce noise levels – reducing on-board bell and wayside levels at night, varying sound levels as a function of ambient noise, and covering the wayside warning bells with shrouds to focus the sound in the crossings.

Ms. Earl indicated that staff would return in early 2012 with a workplan based on the recommendations provided by the two reports.

CONSENT AGENDA

Voucher Certification for September 1, 2011 through September 15, 2011

Voucher Certification for September 16, 2011 through September 30, 2011

Voucher Certification for October 1, 2011 through October 15, 2011

Motion No. M2011-80: Authorizing the chief executive officer to execute a contract amendment with PB Americas, Inc. for final design services for the D Street - M Street Track & Signal Improvement project in the amount of \$1,329,371 with a 10% contingency of \$132,937, for a total of \$1,462,308, for a total authorized contract amount not to exceed \$14,708,082

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

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

Thursday, December 15, 2011
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 3:14 p.m.

ATTEST:



Marcia Walker
Board Administrator



Aaron Reardon
Board Chair

APPROVED on December 15, 2011, MW