

SOUND TRANSIT BOARD MEETING

Summary Minutes

February 28, 2013

CALL TO ORDER

The meeting was called to order at 1:33 p.m. by Chair Pat McCarthy, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Pat McCarthy, Pierce County Executive

Vice Chairs

(P) Julia Patterson, King County Council Vice Chair

(P) Aaron Reardon, Snohomish County Executive

Boardmembers

(P) Claudia Balducci, Bellevue Councilmember

(P) Fred Butler, Issaquah Council President

(P) Richard Conlin, Seattle Councilmember

(P) Dow Constantine, King County Executive

(P) Dave Earling, City of Edmonds Mayor

(P) David Enslow, City of Sumner Mayor

(P) Paula Hammond, WSDOT Secretary

(A) John Marchione, City of Redmond Mayor

(P) Joe McDermott, King County Councilmember

(P) Mike McGinn, City of Seattle Mayor

(P) Mary Moss, Lakewood Councilmember

(P) Larry Phillips, King County Councilmember

(P) Paul Roberts, Everett Councilmember

(P) Marilyn Strickland, City of Tacoma Mayor

(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 McCarthy announced that three actions related to the Overlake Village Bridge Project were forwarded to the Board by the Capital Committee at its February 14, 2013 meeting. The actions are related to an agreement with the City of Redmond for a pedestrian-bicycle bridge that would connect the Overlake Village Link station to employment and housing on the north side of 520. She announced that all three actions will be held until the Redmond City Council reviews the agreement later this month.

Chair McCarthy recognized WSDOT Secretary and Sound Transit Boardmember Paula Hammond who is leaving the Washington State Department of Transportation (WSDOT) after more than 30 years. Ms. Hammond also leaving the Sound Transit Board after six years of service. She is a recognized leader in the transportation industry and was named the 2010 Woman of the Year by the Women's Transportation Seminar.

The Board thanked Secretary Hammond for her leadership and service as a member of the Board and her many contributions in the transportation field. Chair McCarthy presented her with a commemorative plaque.

Chair McCarthy also announced the sad news that Aubrey Davis, an important leader and transportation advocate, passed away on February 17, 2013. Mr. Davis was a member of Sound Transit's Citizen Oversight Panel from September 2004 through September 2012 and was a champion for public transportation throughout the state. He will be missed.

CHIEF EXECUTIVE OFFICER'S REPORT

CEO Joni Earl gave a status report on the State Legislature with regard to Sound Transit's legislative agenda. The Legislative session ends on April 28 so there will be reports at the March and April Board meetings.

Ms. Earl attended the Eastside Rail Corridor Regional Advisory Council's first meeting. The Advisory Council is working on recommendations to make the corridor a regional trail and transit asset. The Advisory Council will provide the recommendations to the King County Executive and Council in July.

CITIZEN OVERSIGHT PANEL YEAR-END REPORT

Citizen Oversight Panel (COP) Chair Stuart Scheuerman and COP member Paul Wiesner presented the Citizen Oversight Panel 2012 year-end report. Mr. Wiesner will be leaving the panel in May 2013 after eight years including two years as Chair. The COP will form a task force to develop an eight year report to build on the 2005 eight year report. The new report will provide an overview of how Sound Transit has performed over the last eight years.

The 2012 year-end report found that Sound Transit had very good agency management and used management best practices. With only a few exceptions, Sound Transit has been successful in meeting project schedules and budgets, and milestones. The COP supports the Board's focus on TOD and early ST3 planning.

Mr. Wiesner reviewed his letter to the Sound Transit Board where he addressed three themes—the importance of the built environment and transportation to public health, a strong community voice in policy development, and accountability in governmental agencies. The letter was included in Boardmember packets. Chair McCarthy thanked Mr. Wiesner for his dedication and service to the COP and thanked Chair Scheuerman for the COP's work.

SOUNDER NORTH SERVICE DISRUPTIONS

Martin Young, Commuter Rail Operations Manager, presented information about mudslides on the Sounder North line. Rainfall levels have been unusually high this year and have caused an unusually high number of mudslides along the Burlington Northern Santa Fe (BNSF) rail corridor between Seattle and Everett. When BNSF shuts the corridor down, Sound Transit provides bus bridges to the three north line stops. The agency is providing more certainty for customers who have commuted by bus in the morning. When BNSF's moratorium on service ends mid-day, Sounder North service is discontinued for the entire day. Station agents and a team of Sound Transit staff also direct passengers to alternate options when a mudslide occurs.

Mr. Young also reported that the Federal Railroad Administration has agreed to accelerate \$16 million in funding for mitigation to this year to allow Sound Transit to improve service reliability.

Mr. Dan McDonald, from BNSF Engineering and Roger Jacobson, the BNSF Passenger Operations Superintendent reviewed mitigation plans for the corridor. The most common factors contributing to landslides include rainfall, geological conditions, steep slopes, and surface and subsurface drainage. Mr. McDonald provided information on how different factors can combine and lead to different types of mudslides. When mudslides are caused by drainage issues or pipeline ruptures on private property, BNSF works with the property owner to repair the problem. BNSF has studied landslides in the corridor for many years. Records of the corridor dating back to 1914 show where BNSF should focus slope stability efforts. December precipitation in 2012 was significantly greater than 2011 in Everett, Mukilteo and Edmonds.

When slides occur, BSNF maintenance of way crews are dispatched to assess the damage and develop a plan to clear the tracks. In some cases, tracks remain out of service until the stability of the slope is assessed. BSNF utilizes stabilization measures, maintenance measures, and warning systems to mitigate slides. Stabilization measures include surface and subsurface drainage improvements, and construction of buttresses and retaining walls. Maintenance measures improve reliability of operations by reducing the impact of slides. The measures include vegetation management, installation of catchment walls, soil berms and maintenance of drainage ditches. There are around 21,000 feet of catchment walls along the corridor. Warning systems are installed along 13.5 miles of the corridor. When a slide occurs, a signal is sent to dispatch and a red signal is displayed to trains.

BNSF will continue to identify target areas for focused mitigation and will continue to work with adjacent property owners and government agencies to help them implement effective drainage in order to reduce impacts to train operation. BNSF is also working with Sound Transit and WSDOT to research and fund mitigation efforts in the corridor. BNSF and WSDOT are pursuing a \$16 million American Recovery and Reinvestment Act grant to improve reliability in the corridor. Mr. McDonald reviewed planned improvements at six locations along the corridor. Cost estimates are still being developed for the six priority locations and construction of improvements could begin as early as summer 2013.

REPORTS TO THE BOARD

East Link Project Update

Ron Lewis, East Link Executive Project Director, and Don Billen, Light Rail Development Manager gave the update on the East Link project. The project is currently in final design, and the project baseline is scheduled in the first half of 2014. Property acquisitions will also be brought to the Board as final design advances. The start of service is scheduled in 2023. The Board has authorized a project budget of \$756.8 million through the final design phase. All final design contracts have been procured and the current budget also includes funds for right of way acquisition.

The Bellevue City Council unanimously approved the light rail overlay district. The light rail overlay district amends the Bellevue code to allow light rail to be an allowable use in the City of Bellevue and establishes policies to guide the design, construction and operation of light rail. The cost savings environmental work continues to move forward and is scheduled to be completed in March 2013. The Sound Transit Board and Bellevue City Council could then determine whether to include any of the cost savings options into the East Link alignment.

Three separate contracts were awarded for final design: Seattle to South Bellevue awarded to Parsons Brinkerhoff, South Bellevue to Overlake Transit Center awarded to HJH Partners and a systems final design contract awarded to LTK. Work is also continuing to address 23 technical issues identified by the Independent Review Team that looked at putting light rail on the I-90 floating bridge. Seven items have been closed, 10 items will be addressed by 60% design, two items will be resolved by 100% design, and four items will remain during or after construction. A WSDOT employee is now co-located at Sound Transit to allow the design to progress with a WSDOT representative.

Mr. Lewis provided an update on the trackbridge being developed to carry light rail over the I-90 floating bridge. Phases one and two were authorized by the Board to test the design and construct a full prototype to complete field tests in Pueblo, Colorado. Testing is scheduled to take place in summer or fall of 2013. A construction delivery plan is being developed; preliminary plans were shared with the contracting community to receive feedback. Mr. Lewis reviewed preliminary plans for the type of contracting method for each package.

Mr. Billen gave an overview of the Bellevue cost saving process. Cost savings ideas identified by the Bellevue City Council and Sound Transit Board in October 2012 are being reviewed. In late March, a SEPA addendum will be published that includes the cost savings ideas. Direction on the cost savings options will be sought from the Bellevue City Council and the Sound Transit Board in April 2013.

In the Overlake area of Redmond, two potential pedestrian bridges are being reviewed. There is a potential bridge at the Overlake Village Station that would connect the station to the north side of SR 520 to the Microsoft campus and other employers. Actions related to a potential funding agreement with the City of Redmond will be presented to the Board in March. Another bridge is also being proposed by Microsoft that would connect the Overlake Transit Center Station and the other half of the Microsoft campus. Conversations are taking place with Microsoft regarding potential funding for the Overlake Transit Center bridge.

Ms. Earl noted that following Board adoption of a final alignment, an action would be brought to the Board for early acquisition of some properties that are known to be affected by the alignment.

Phase Gate 5 and 6 Report: Mukilteo Sounder Station

Eric Beckman, Project Director, reviewed the Mukilteo Sounder Station progress. The station is the last Sound Move project to be completed. The baseline of \$18.3 million was established in September 2012, with a completion date of mid-2015. Construction is scheduled to begin in spring 2013.

PUBLIC COMMENT (Comments on file with the Board Administrator)

Robert Scheuerman
Paul W. Locke
Will Knedlik

CONSENT AGENDA

Voucher Certification for December 16, 2012 through December 31, 2012

Voucher Certification for January 1, 2013 through January 15, 2013

Voucher Certification for January 16, 2013 through January 31, 2013

Resolution No. R2013-05: Authorizing the chief executive officer to acquire, dispose, or lease certain real property interests, including acquisition by condemnation, and pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for the Northgate Link Extension

It was moved by Vice Chair Patterson, seconded by Boardmember Butler, and carried by unanimous vote that the consent agenda be approved as presented.

ACTION ITEMS

Item not referred by Committee

Motion No. M2013-11: Approving a planning approach for the next phase of the Regional Transit System Plan in order to meet the requirements for a potential public vote to fund the next phase.

Ric Ilgenfritz, PEPD Executive Director, David Beal, Planning and Development Director, and Karen Waterman, Planning and Development Manager gave the staff presentation. The corridor studies will be relatively high-level in nature in order to complete the work in time for a possible vote in 2016.

Boardmember Roberts asked that it be clear that the connection to the Southwest Everett industrial center be included in the area studied under this action. Boardmember Patterson asked that the feasibility of extending service from South King County to East King County on the east side of Lake Washington be studied. Based on Boardmember comments, Chair McCarthy asked that Thurston County be included in the planning process. Mr. Phillips noted that King County began a planning process for the Eastside Rail Corridor including establishing an advisory council, and asked that the studies being conducted under this action take into account the planning work on the Eastside Rail Corridor.

It was moved by Boardmember Roberts and seconded by Boardmember Butler that Motion No. M2013-11 be approved by the Board.

It was moved by Boardmember Phillips and seconded by Boardmember Patterson that the fourth paragraph of the motion background be amended as follows:

The work plan includes High-capacity transportation (HCT) corridor studies for the Ballard to Downtown Seattle Expansion (currently underway), South Corridor Alternatives Planning Study (currently underway), Lynnwood to Everett Corridor, Central and East Corridors, (including the Eastside Rail Corridor), and South King County Corridors. The work plan also includes updates to the 2005 Sound Transit Long-Range Plan (Long-Range Plan) and environmental documentation, program-wide public involvement and outreach, and assignment and reassignment of staff, as needed.

The amendment was carried by unanimous vote.

It was carried by unanimous vote that Motion No. M2013-11 be approved as amended.

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

Thursday, March 28, 2013
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

It was moved by Boardmember Patterson, seconded by Boardmember Phillips and carried by unanimous vote to adjourn the meeting.

The meeting was adjourned at 3:50 p.m.

ATTEST:



Marcia Walker
Board Administrator


Pat McCarthy
Board Chair

APPROVED on May 23, 2012, KWF