



# CITY COUNCIL MINUTES REGULAR MEETING SEPTEMBER 8, 2015

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## **STUDY SESSION**

Mayor Bruce Bassett called the Study Session to order at 6:00 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Debbie Bertlin, Jane Brahm, Mike Cero, Terry Pottmeyer, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present.

### **AB 5103 WSDOT and Sound Transit Briefing Regarding R8A and East Link Light Rail**

Attached as Exhibit A is a full transcription of the presentation and discussion for AB 5103.

## **CALL TO ORDER & ROLL CALL**

Mayor Bruce Bassett called the meeting to order at 7:14 pm in the Council Chambers of City Hall, 9611 SE 36th Street, Mercer Island, Washington.

Councilmembers Debbie Bertlin, Jane Brahm, Mike Cero, Terry Pottmeyer, Benson Wong, Deputy Mayor Dan Grausz, and Mayor Bruce Bassett were present.

## **AGENDA CHANGE**

Mayor Bassett announced that AB 5104: Community Solar Project Update and Lease Agreement would be moved to a future meeting.

## **SPECIAL BUSINESS**

### **Women's Equality Day Proclamation**

Mayor Bassett and Councilmembers Bertlin, Brahm, and Pottmeyer read a proclamation declaring September 30, 2015 as Mercer Island Women's Equality Day in the City of Mercer Island and invited all residents to Mercerdale Park on September 30, 2015 to walk in celebration of the achievements of women in Mercer Island and across the world.

### **National Recovery Month Proclamation**

Mayor Bassett read a proclamation declaring the month of September as National Recovery Month and called upon residents to observe this month with appropriate programs, activities, and events.

### **Mayors' Day of Concern for the Hungry Proclamation**

Mayor Bassett read a proclamation declaring September 19, 2015 as Mayor's Day of Concern for the Hungry and urged all citizens to join the Emergency Feeding Program and the MIYFS Food Pantry to nourish those who are hungry.

### **Recognition of the Flash Family Inspiration Award Recipient**

Mayor Bassett spoke about the Flash Family award, which is to honor a Mercer Island senior adult who exemplifies the spirit of good sportsmanship or community leadership and who possesses an optimistic attitude and friendly demeanor while acting as a role model to others. He stated that the 2015 award honors Karen Beck, a Mercer Island resident and group fitness instructor at the Stroum Jewish Community Center. He noted that she

teaches, inspires, and helps seniors continue to live active lives and that she is their instructor and mentor, as well as their friend. On behalf of the City of Mercer Island, he thanked Karen for the work she does for Mercer Island seniors.

YFS Director Cindy Goodwin presented Karen Beck with a plaque that will be hung in the Mercer Island Community and Events Center and thanked her for all she has given to the Island seniors and the greater community.

## **APPEARANCES**

Lori Punke, 8070 Avalon Drive, spoke about Vision Mercer Island. She questioned whether Mercer Island traffic will have permanent access to the HOV lanes, if Mercer Island traffic can be permanently exempted from any tolls or congestion pricing, if the Park and Ride can be limited to Island residents only, how to increase bus capacity to and from Seattle, and how to better deal with cut-through traffic. She also asked about locating the bus intercept off Mercer Island, how HOV access ramp capacity can be limited, and about limiting I-90 construction closures.

Judy Newman, CEO of the Stroum Jewish Community Center, 3801 East Mercer Way, employs between 250-400 people with most employees living off-island. She is concerned about traffic congestion and asked Council to be mindful of HOV lanes, potential tolls on I-90, better ways to get commuters to and from the Park and Ride, and getting people from the train to their destination.

Carl Dodrill, 2956 72nd Avenue SE, president of the Pipe Organ Foundation, believes that music and arts are of great importance to Mercer Island. The foundation strongly supports MICA and offered the community a public pipe organ as part of MICA's project.

Lucia Pirzio-Biroli, 4212 West Mercer Way, expressed her concern over impact fees. She feels that impact fees are a band-aid to what the real solution should be and that they should not just be applied to new construction.

Meg Lippert, 4052 94<sup>th</sup> Avenue SE, supports the arts and children, and loves Mercerdale Park. She would like to preserve Mercerdale Park and asked that MICA be located in the Town Center. She invited everyone to join her at Mercerdale Park on September 9 at 12:15 pm.

Richard Floisand, 3518 Woodlawn Avenue, Seattle, architect representing Pagliacci Pizza and Macrina Bakery, asked that small projects be waived from walk-off parking. He noted that the text amendment has the support of staff and the Planning Commission, and does not change the required parking numbers but just exempts small projects.

Matt Galvin, 8307 SE 41st Street, co-owner of Pagliacci Pizza and Macrina Bakery, thanked Council for considering a zoning code text amendment. He is excited to bring Pagliacci Pizza and potentially Macrina Bakery to Mercer Island. He noted that a lease was signed over a year ago and thus time is of the essence.

Mark Hall, 6018 East Mercer Way, expressed his concern about the allocation of impact fees, does not think they are a predictable revenue stream going forward, and believes that most things can be resolved with levies. He believes that impact fees are changing the nature of our neighborhoods and would like to see the fees allocated on a sliding scale.

Sue Sherwood, 7444 West Mercer Way, spoke about visiting Bainbridge Island. She believes that Mercer Island can also create a vibrancy in the Town Center by creating the Mercer Island Center for the Arts.

Dave Wisenteiner, 2967 74<sup>th</sup> Avenue SE, spoke about MICA and the opportunity to be transparent about the process.

Amanda Clark, 4319 86<sup>th</sup> Avenue SE, represents the League of Women Voters, expressed her appreciation for the proclamation and delight at co-sponsoring the September 30<sup>th</sup> celebration.

Gary Robinson, 6026 East Mercer Way, spoke about comparing Council behavior with management practice. He thinks that many of the Council decisions are prejudicial to the happiness that many residents sought when moving to Mercer Island. He also spoke about the concepts of groupthink and satisficing.

Ira Appelman, 4436 Ferncroft Road, spoke against reducing walk-off parking and believes that development interests are running the Council.

Bob Medved, 7238 SE 32<sup>nd</sup> Street, stated that reducing walk-off parking violates the Growth Management Act and circumvents the whole visioning process.

Manny Cawaling, Youth Theatre Northwest Executive Director, spoke about Youth Theatre Northwest and the opportunity to receive monetary support from King County. He noted that Youth Theatre Northwest has just announced its season of plays.

Tom Acker, 2427 84<sup>th</sup> Avenue SE, thanked Council for starting to listen to the community. He does not think the Sound Transit impacts can be understated and does not support the Town Center Visioning report.

## **MINUTES**

### **Mini Planning Session Minutes of June 27, 2015**

Mayor Bassett moved the review and approval of the Mini Planning Session Minutes of June 27, 2015 to a future meeting.

### **Regular Meeting Minutes of August 3, 2015**

It was moved by Brahm; seconded by Bertlin to:

**Adopt the Regular Meeting Minutes of August 3, 2015 as written.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

## **CONSENT CALENDAR**

Councilmember Wong requested removal of AB 5098: Interlocal Agreement with the Mercer Island School District for Counseling Services. Mayor Bassett moved it to the first item of Regular Business.

**Payables: \$672,014.47 (07/30/15), \$873,574.34 (08/06/15), \$136,787.18 (08/13/15), \$1,112,462.33 (08/20/15), & \$296,872.21 (08/28/15)**

**Recommendation:** Certify that the materials or services hereinbefore specified have been received and that all warrant numbers listed are approved for payment.

**Payroll: \$767,902.18 (08/07/15), \$792,134.99 (08/21/15), & \$775,652.84 (09/04/15)**

**Recommendation:** Certify that the materials or services specified have been received and that all fund warrants are approved for payment.

It was moved by Bertlin; seconded by Brahm to:

**Approve the Consent Calendar and the recommendations contained therein.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

## **REGULAR BUSINESS**

### **AB 5098 Interlocal Agreement with the Mercer Island School District for Counseling Services**

Councilmember Wong encouraged City and School District staff to come up with ideas for sustainable long term funding for counseling services.

It was moved by Wong; seconded by Brahm to:

**Authorize the City Manager to sign the Interlocal Agreement with the Mercer Island School District for Counseling Services during the 2015-16 school year.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

### **AB 5102 I-90 Loss of Mobility Negotiation Funding**

City Manager Noel Treat spoke about the I-90 Loss of Mobility Funding. In providing some background, he spoke about the 2004 Amendment to the 1976 I-90 Memorandum of Understanding, the previous negotiations with Sound Transit, and the July 2015 Sound Transit Board motion. He also spoke about next steps, the City project team, which will include both a Strategic Consultant and a Transportation Consultant, and the initial budget.

Council asked how the City found consultants that were not connected with Sound Transit, what other funds were considered besides the Contingency Fund, and if excess sales tax can be moved into the Contingency Fund later in the year.

It was moved by Cero; seconded by Grausz to:

**Appropriate \$100,000 from Sales Tax Revenue for consultant services related to I-90 loss of mobility negotiations.**

It was moved by Bertlin; seconded by Brahm to:

**Amend the previous motion to appropriate \$100,000 from the Contingency Fund for consultant services related to I-90 loss of mobility negotiations.**

Motion to Amend Failed 2-5

FOR: 2 (Bertlin, Pottmeyer)

AGAINST: 5 (Bassett, Brahm, Cero, Grausz, Wong)

Main Motion Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

### **AB 5099 Update on Town Center Visioning and Development Code Update Process**

DSG Director Scott Greenberg spoke about the process used to prepare the interim Town Center report.

Public Process Consultant Karen Reed spoke about the visioning process, noting that she incorporated background information, the meetings with the Liaison Group and City Council, survey feedback from the Stakeholder Group, and the draft interim report. She noted that a broad range of opinions exist about what has happened so far and that generally there is no consensus about the best way to move forward. She stated that the majority of responses from the Stakeholder Group supported the vision statement. She noted that all three groups were very clear about both the things that had gone well and the things that had not gone well. She spoke about finishing up her recommendations and bringing them to Council on September 21.

DSG Director Greenberg spoke about the draft updated Town Center Vision Statement and presented some drawings of what the concepts might generate in the future. He asked Council for direction on the vision which will be used as the foundation with the next steps.

Council directed staff to make the vision statement flexible enough to last 50 years, focus on the “what” instead of the “how”, categorize the bullet points, make sure that it works for everyone (retail, developers, from a parking standpoint, and with the GMA), include references to sustainability, and make only grammatical edits, not substantive edits.

### **AB 5097 School Impact Fees Ordinance and Interlocal Agreement (2nd Reading & Adoption)**

DSG Director Scott Greenberg presented the School Impact Fee Ordinance for adoption. He noted that there is not a lot of precedence in Washington State for calculating school impact fees differently than how they are calculated in the ordinance.

MISD legal counsel Denise Stiffarm stated that the vast majority of Washington State school impact fees are assessed based on dwelling unit; single family or multi-family. She noted that the way the school district calculates the impact fee is to determine a proportionate share and also spoke briefly about uniformity of taxation.

It was moved by Cero; seconded by Brahm to:

**Adopt Ordinance 15C-15 establishing a new chapter 19.17 of the Mercer Island City Code entitled "School Impact Fees".**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

It was moved by Grausz; seconded by Cero to:

**Amend the main motion as follows:**

**Amend the third sentence in Section 19.17.090(A) to read:**

**4. Prior to any development approval, the owner shall execute and record against the property in the King County real property title records a City-prepared covenant that shall guarantee that the affordable housing shall continue, which covenant shall run with the land, address annual reporting requirements to the City, price restrictions and household income limits and be consistent with the provisions of RCW 82.02.060(3) as now adopted or hereafter amended.**

Motion to Amend Passed 6-1

FOR: 6 (Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

AGAINST: 1 (Bassett)

It was moved by Grausz; seconded by Cero to:

**Amend the main motion as follows:**

**Amend Section 19.17.090 to read:**

**B. Rebuilding of legally established dwelling unit(s) destroyed or damaged by fire, flood, explosion, act of God or other accident or catastrophe, or remodeling of existing legally established dwelling unit(s), or replacing demolished legally established dwelling unit(s), provided that a complete building permit for construction or reconstruction is submitted to the city within 12 months of the date of the loss or demolition, as the case may be, and so long as no additional dwelling units are created.**

Motion to Amend Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

It was moved by Grausz; seconded by Cero to:

**Amend the Interlocal Agreement as follows:**

**Add the following sentence to the end of Section III F:**

**Notwithstanding the foregoing, the District shall be responsible for recommending whether an adjustment to impact fees is appropriate under MICC 19.100(E)(2) and the City shall be entitled to rely on that recommendation.**

Motion to Amend Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

It was moved by Cero; seconded by Wong to:

**Amend the main motion as follows:**

**Amend Section IV to read:**

**Effective Date. This Ordinance shall take effect and be in force ~~within 30 days after passage and publication on November 1, 2015.~~**

Motion to Amend Failed 3-4

FOR: 3 (Bassett, Cero, Wong)

AGAINST: 4 (Bertlin, Brahm, Grausz, Pottmeyer)

Main Motion as Amended Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

It was moved by Cero; seconded by Pottmeyer to:

**Authorize the City Manager to sign the proposed Interlocal Agreement with the Mercer Island School District to govern the operation of the School Impact Fee Program as previously amended.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

**AB 5100 Zoning Text Amendment Modifying Mercer Island City Code (MICC) Title 19 Pertaining to Walk-Off Parking in the Town Center (1st Reading)**

Principal Planner Shana Restall spoke about the zoning text amendment pertaining to walk-off parking in the Town Center. She reviewed the proposed language, provided a chronology of the application, and spoke about the Planning Commissions' recommendation.

Council asked questions regarding total parking capacity, the requirements for designated parking spaces, the legality of this amendment, if the applicant could have applied for a variance or development agreement, and why there is a range for the number of required parking stalls. Council also asked about limiting the amendment to a one-time 10% Gross Floor Area exception and directed staff to bring back language which addresses this at second reading.

It was moved by Bertlin; seconded by Brahm to:

**Set Ordinance No. 15C-18 for second reading and adoption at the September 21, 2015 City Council meeting.**

Passed 6-1

FOR: 6 (Bassett, Bertlin, Brahm, Grausz, Pottmeyer, Wong)

AGAINST: 1 (Cero)

**AB 5101 Second Quarter 2015 Financial Status Report & 2015-2016 Budget Adjustments**

Finance Director Chip Corder spoke about revenues and expenditures through the first half of the year and about development activity and permit fees. He stated that Utility Tax is down due to a decrease in Puget Sound Energy and cellular utilities. He spoke about Thrift Shop revenues and ongoing funding for YFS, and noted that REET is flat. He also spoke briefly about the previously approved budget adjustments and the two new requests.

It was moved by Pottmeyer; seconded by Brahm to:

**Suspend the City Council Rules of Procedure 5.2 requiring a second reading for an ordinance.**

Passed 6-1

FOR: 6 (Bassett, Bertlin, Brahm, Grausz, Pottmeyer, Wong)

AGAINST: 1 (Cero)

It was moved by Pottmeyer; seconded by Brahm to:

**Adopt Ordinance No. 15-17, amending the 2015-2016 Budget.**

Passed 7-0

FOR: 7 (Bassett, Bertlin, Brahm, Cero, Grausz, Pottmeyer, Wong)

**OTHER BUSINESS**

**Councilmember Absences**

There were no absences.

**Planning Schedule**

City Manager Treat will schedule a fire station briefing and the Community Solar Update on September 21.

Deputy Mayor Grausz asked for a detailed report on the Emergency Drill. He also asked for a report on property owners who are leasing parking spaces and about holding property owners accountable for their allotted number of parking spaces.

Councilmember Cero spoke about adding the Town Center moratorium to the schedule on November 2. He also asked about scheduling the Renton Airport Advisory Council to present their 20 year Master Plan.

**Board Appointments**

There were no appointments.

**Councilmember Reports**

Councilmember Wong attended a King County Regional Water Quality Committee meeting and will be attending a Sound Cities PIC meeting. He noted that the Board of Health may be changing the fees that vendors are charged to participate in Farmers Markets.

Councilmember Bertlin noted that the City has achieved five gold medals for Let's Move and will be recognized at the White House.

Councilmember Cero noted that Steve Marshall will be sponsoring an Advanced Transportation Technologies Conference on October 9. He is pleased that the City did receive \$25,000 from King County Flood Control, and asked if Mercer Island Police directing traffic is part of the I-90 construction project.

Councilmember Pottmeyer spoke about seeing residents using the newly installed sidewalk on SE 40<sup>th</sup> Street.

Councilmember Brahm reminded everyone that Art Uncorked is this Friday. She noted that the gateway art is back after having been damaged and the play area at Luther Burbank Park will be closed until September 20 while concrete surfaces are prepared for a new public art installation. She also spoke about the opening of the new classrooms at Mercer Island High School.

Mayor Bassett spoke about signing several letters including a letter titled Mayors against Anti-Semitism, a letter to Lynn Peterson at the WSDOT, and a letter regarding PSE's coal strip plant. He also spoke about a letter on behalf of MICA to 4Culture for a grant, noting that a draft was circulated to which both Councilmembers Cero and Wong offered edits. There was unanimous agreement amongst the Council to accept the letter as edited by Councilmember Wong. He noted that King County Metro's In Motion program is coming to Mercer Island and that Leadership Eastside is having a Mayor's luncheon on Friday.

## ADJOURNMENT

The Regular Meeting adjourned at 11:35 pm.

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Bruce Bassett, Mayor

Attest:

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Karin Roberts, Deputy City Clerk

**MERCER ISLAND**

**CITY COUNCIL**

**STUDY SESSION**

**Agenda Bill 5103**

**WSDOT and Sound Transit  
Briefing Re:  
R8A and East Link Light Rail**

**September 8, 2015**



1 September 8, 2015

2 MAYOR BASSETT: Okay. The meeting will come to order.  
3 Welcome to this study session proceeding, our Tuesday,  
4 September 8th, regular Mercer Island City Council meeting.  
5 Tonight we have Agenda Bill 5103, WSDOT and Sound Transit  
6 Briefing Regarding R8A and East Link Light Rail. Noel?

7 MR. TREAT: Yes. Thank you. I would like to welcome  
8 Sound Transit and WSDOT here tonight to provide briefing on  
9 R8A and East Link as well as a discussion about a public  
10 listening tour that you've heard some about that will be  
11 launched in our community starting later this month to help  
12 start addressing questions around loss of mobility and  
13 other issues related to East Link. So, I'll invite now the  
14 Sound Transit and WSDOT teams up. The lead for Sound  
15 Transit tonight is Ron Lewis. I'll let him introduce his  
16 team. And then we have John White with WSDOT, and I'll let  
17 him introduce his team when he comes up.

18 So, Ron, thank you for being here.

19 MAYOR BASSETT: And while you're getting seated, let me  
20 just add, which I failed to do beginning of the Study  
21 Session, study sessions are casual meetings by comparison  
22 to our regular meetings. We'll ask the public to forgive us  
23 the fact that we're up here eating and sort of slurping  
24 away on things while we're doing this. So, with that, back  
25 to you.

1 MR. LEWIS: Thank you. Thank you very much, Mr. Mayor,  
2 members of Council. My name is Ron Lewis, Executive Project  
3 Director for the East Link Project, and I'm pleased to be  
4 joined tonight on my right by John Sleavin, who's Deputy  
5 Director of the East Link Project and also the Chief  
6 Engineer on the Project. And to my left, Jennifer Lemus,  
7 who leads our outreach group and will be expanding on  
8 Noel's introduction of the listening tour. Jennifer is  
9 relatively new to the East Link team, but not new to Sound  
10 Transit. So, I want to introduce her to Council. She's  
11 coming to the East Link project from our South 200th  
12 project, which is nearing construction completion and  
13 scheduled to open next year. So, we welcome Jennifer to the  
14 team, and you'll be seeing more of her as we move forward.

15 MAYOR BASSETT: John?

16 MR. WHITE: Mr. Mayor, Councilmembers, my name is  
17 John White. I'm the Assistant Regional Administrator for  
18 Northwest Region, Washington State Department of  
19 Transportation. And with me here to my left is Doug Haight,  
20 who is our Project Manager for the Two-Way Transit Program  
21 that is currently in its last stage of construction right  
22 now. And he's going to be talking about that work and the  
23 revised access that goes with the Two-Way Transit Program.

24 MAYOR BASSETT: Well, welcome all. It's a little after  
25 six right now. We'll be trying to wrap up by about 6:50 so

1 we have time to convert over to our regular meeting. So, if  
2 you just have that in mind as we try and move forward, that  
3 would be great. But, I think to you is in whatever order  
4 you'd like to go.

5 MR. LEWIS: Great. Well, I'm going to lead off tonight  
6 and get us started on the East Link portion of the  
7 presentation. And as I do, I also want to recognize three  
8 other Sound Transit staff that have joined us in the  
9 audience tonight: Paul Cornish, Tia Raamot, and Matt Bott.  
10 They are also working with your staff, and I wanted them to  
11 be recognized as we moved forward with the presentation  
12 tonight.

13 I also want to take just a second and acknowledge and  
14 thank Noel. He spent a little time with us on the phone  
15 late Friday afternoon before the holiday weekend to share  
16 with us some of the Council's expectations and help us  
17 tighten up the presentation. So, hopefully we're a little  
18 more on point because of that conversation. Thank you,  
19 Noel.

20 Very quickly, just a review of our agenda. I'm going to  
21 provide a very, very brief East Link status and then turn  
22 it over to John to talk about some of the technical issues  
23 in the I-90 corridor. We refer to them at IRT, which is an  
24 acronym for the Independent Review Team issues. And John  
25 will elaborate on that. And then turn it over to Jennifer

1 for a description of our preparation for and plans to  
2 implement the listening tour. And then turn it over John  
3 for the WSDOT portion of the briefing.

4 I do just want to say one small thing about the  
5 listening tour. Our board was very pleased with the  
6 engagement of the Mayor and members of the Council with  
7 regard to the Board action that was passed on July 23rd  
8 that provided some direction for us as staff to work with  
9 you and your staff to develop the listening tour and to  
10 move forward. So, that engagement has been useful for us,  
11 and our Board has, as you know and I think included in your  
12 briefing package today, acknowledged that direction that  
13 we've gotten from our Board.

14 So, very quick update on the project, and then we'll get  
15 into the other issues. Again, I won't go through this in  
16 detail. I just want to, again, remind the Council of the  
17 entire ST-2 program that is being delivered, which will  
18 result in over 50-plus miles of light rail. And note for  
19 the Council, in next year we have two major milestones: the  
20 opening of the University Link project and the South 200th  
21 extension, both in 2016.

22 Okay. Again, this is more for reference later on if we  
23 need to come back to it, just a East Link map that you're  
24 very, very familiar with. So, we won't dwell on it, but  
25 we'll come back if there's a need to orient you for

1 specific questions that you may have. Next slide?

2 Schedule. I know it may be a little hard to read on the  
3 screen, so I just want to highlight a couple of things off  
4 the schedule, again not drilling down too deeply on this  
5 point. But, each time that we do meet with you, we do want  
6 to emphasize schedule. This is a schedule overview for the  
7 entire East Link project by segment or by contract package.  
8 And really what I want to note for you is the top  
9 horizontal bar, which is the I-90 corridor. We call it the  
10 E-130 I-90 Heavy Civil Contract. That is the portion of  
11 East Link that most directly affects Mercer Island. And  
12 you'll see it's red, indicating that's on our critical path  
13 of the overall project. And this shows the construction  
14 schedule which has a notice to proceed in the first quarter  
15 of 2017, and actual physical construction starting in the  
16 summer of 2017. And that work will commence once the R8A  
17 Stage 3 project is completed. And Doug is going to give you  
18 more details on that.

19 I'll just suffice it to say that the schedule is very  
20 similar to what you've seen before. We are currently in a  
21 procurement process for our construction contractor for the  
22 I-90 portion of the project, and that's going well. And as  
23 far as the design work, the design in the I-90 corridor on  
24 the technical issues that John will describe as well as the  
25 two stations, the Mercer Island station and the Judkins

1 Park station, are continuing. We, however, for the Mercer  
2 Island station, are implementing an approach which allows  
3 the station to continue design while maintaining the  
4 flexibility for the input that will come from the listening  
5 tour with regards to certain elements of the station such  
6 as the transit accommodations. So, we are able to  
7 accommodate this listening tour without delaying the design  
8 and still maintain the flexibility for what might come out  
9 of that process to influence the balance of the design  
10 process. So, I did want to share that with the Council.

11 Next slide. So, we're actually now going to turn our  
12 attention to some of the technical issues. Noel said that  
13 the Council was interested in a brief update on some of the  
14 technical issues with regard, principally, to the floating  
15 bridge. So, I'm going to turn it to our Chief Engineer, and  
16 he can describe the status of some of the key issues that  
17 we're addressing with regard to design.

18 MR. SLEAVIN: All right. Thank you, Ron. So, I'm going to  
19 update on three issues, pretty big ones, for the I-90  
20 corridor. Those are going to be the what we call the track  
21 bridge, which is a transition of the rails from the fixed  
22 structure onto the floating structure, which is a moving  
23 structure as the lake level goes up and down, yaws, moves  
24 back and forth with wind. With the track attachments, those  
25 are sometimes called plinths, but how those are attached

1 physically to the floating bridge itself, an existing  
2 structure out there. And then the third issue I'm going to  
3 cover is what's called stray current. It's electrified  
4 rail. The rail is the return current. The overhead wire,  
5 like an outlet that you plug in that has two prongs, the  
6 overhead is a positive. The power runs through the motor  
7 and returns to the substation through the rail. We want to  
8 make sure that that return current doesn't get on the  
9 bridge. That's something we look at in all of our light  
10 rail systems, but we pay particular attention on this  
11 bridge.

12 So, the first issue to talk about, show a little video  
13 clip. Knowing that a critical issue was—and this will kind  
14 of go through a few times as I talk. A critical issue is  
15 how do you transition from a fixed structure onto a  
16 floating bridge? Bridge moves. Rails are pretty solid. As  
17 that bridge goes up and down, how do you accommodate it?  
18 So, we developed what we call the track bridge. Tested that  
19 in computer models. Then did a component test of that in  
20 the University of Washington lab. And after that we built  
21 two full-size sets of this track bridge and brought it to  
22 Pueblo, Colorado. Why Pueblo? They actually have a national  
23 testing track there. They have 50 square miles out in the  
24 prairie where they do all sorts of freight railroad  
25 testing, light rail testing. Our initial vehicles were

1 initially tested out here. And we shipped two of our  
2 vehicles out there. So, run through that clip one more  
3 time.

4 So, what we did is we mocked up—since we don't have a  
5 lake there, but we did mock up the elevation so there's a  
6 hump to this track, like it's a low lake. We pushed the  
7 rails to one side like the bridge had kind of swayed a  
8 little to one direction from wind. And we put a little roll  
9 into the track as well to simulate the bridge can tip left  
10 to right depending on traffic loads. And then we ran the  
11 train over it at about 50 miles—well, eventually at 55,  
12 which is our design speed. You can see the track moving up  
13 and down a little there as the train goes through. And this  
14 bridge—then we jack it into different positions. This is  
15 out of the cab going across these two bridges. There's two  
16 expansion joints on either side of the lake, so we had  
17 these the same distance away from the lake. So, while we  
18 couldn't model a lake flotation, we could jack those tracks  
19 up, we could jack them down, left to right. And then this  
20 bridge has a certain resilience to it as the train goes  
21 across. So, we basically wanted to prove that all the  
22 computer models that we'd done were going to function since  
23 this had never been done before in the world, putting a  
24 light rail train on a floating bridge.

25 Now all the components we used were off the shelf. We



1 just put those together in a unique way, but still it's a  
2 unique way. It's a pretty critical item. We wanted to give  
3 ourselves plenty of time to get out there and test it. And,  
4 it worked great. At 55 miles an hour, we ran the train  
5 across it fully loaded with sandbags to simulate people. We  
6 ran it across it empty. The computer models all generated  
7 and connected exactly with what the data we collected out  
8 there. So, that was really a lot of fun to work on, by the  
9 way, as an engineer. I had a kick. But, it was also really  
10 exciting that it came out as wonderfully as it did. So,  
11 that's one.

12 The next one is plinths, or the—you think of ties  
13 normally in a railroad. What we used on our elevated  
14 bridges are concrete pads called plinths, rather than a big  
15 tie that goes all the way across, 'cause on bridges we  
16 don't put the rock or the ballast in.

17 Here it's an existing bridge. The new bridges we built,  
18 we have rebar built into the bridge, and then we pour that  
19 concrete pad onto it, and that's how it attaches; the  
20 concrete kind of attaches to that. The IRT, the Independent  
21 Review Team, asked us to minimize the amount of  
22 penetrations going into the bridge. WSDOT asked us to  
23 minimize them right down to zero. So, how are we going to  
24 attach these?

25 We looked at a bunch of different components, and came

1 up with kind of a sandwich approach. Two products; one is  
2 called a Dex-G, which is essentially like a grout, a very  
3 tough grout. And then on top of that it's a layer called  
4 Corkelast®. It's a resilient layer. It has some elasticity  
5 to it. So, this allows basically us to—I'm going to use a  
6 layman's term of "glue it down" or epoxy. You know, a lot  
7 of times things are epoxied in with bolts, mechanically  
8 epoxied. So, these plinths are now epoxied onto that deck,  
9 so we don't need to drill into the deck and put the rebar  
10 on to attach it.

11 We're testing that at the University of Washington. This  
12 is a setup you see there at the University. Prof. Stanton,  
13 the same professor who helped us develop the track bridge—  
14 he was actually my structures professor back in 1983, but  
15 he's still there. He helped us put this together in the  
16 lab. And what you see here is the green beam is actually  
17 their loading beam. Right underneath that you can—oh, thank  
18 you, there. Top one. So, that's a loading beam. That's part  
19 of the lab. Right here you can see the end section of a  
20 stick of rail. It's being pushed to the left, pushed that  
21 way. We pushed it all the way to failure to see how it  
22 would work. So, you can see it sort of rotated out of  
23 position. We basically couldn't get this block to break  
24 free by putting so much pressure on there that we're  
25 actually rotating the rail right out of the clip. There's a

1 little clip right here. These are standard clips that are  
2 used on the freight railroad industry. So, if freight  
3 trains can't push those rails off, clearly our light rail  
4 trains, which are much lighter, won't. So, we loaded this  
5 beam up, trying to get it to failure. We couldn't push it  
6 off.

7 We then pushed directly on some of these plinths. This  
8 is a concrete plinth down here in the foreground. That  
9 black is part of the clip attachments; the clips aren't in  
10 there. And then the rail would sit right in the middle in  
11 there. So, we actually had to just push on the concrete  
12 block. And that had a factor of somewhere between five and  
13 10 times the failure, five or 10 times stronger than the  
14 failure.

15 The other things we confirmed with that right now is the  
16 failure is in that Corkelast® material. So, it's about five  
17 to 10 times higher than the lateral pressure we need on it.  
18 But, it fails in that material if anything goes wrong. So,  
19 it's not pulling up part of the bridge deck, so we're not  
20 going to be damaging the bridge.

21 The other thing that we have, this is a rod that  
22 connects this rail or that plinth to the one that would be  
23 sitting right over here. So, even if one was to come free,  
24 it's connected to the next plinth over. So, we're not  
25 losing what's called gauge; the rails don't spread apart.

1 So, you don't have a critical failure, you know, the train  
2 coming out between the rails. So, we're keeping that  
3 together.

4 We walk the tracks once to twice a week so that—that's  
5 just what we do with all of our tracks. So, this would be  
6 part of that there. So, we would be inspecting it to  
7 confirm that there is nothing breaking free. I know it  
8 sounds scary when I talk about things breaking off. What  
9 we're trying to do is make them fail to prove to us that  
10 they're far stronger than what we need. And that's what  
11 we're seeing with these tests.

12 We're continuing those tests right now. The other thing  
13 we're doing is we're doing a 14-day fatigue cycle on it  
14 right now where we'll be—no, it's for a week where we'll be  
15 just doing thousands of cycles continuously to prove the  
16 long-term rigidity. So, we're still wrapping up that test,  
17 but right now everything we've seen out of it, it's failing  
18 where we want to fail, not in the plinth itself, not on the  
19 deck. It's stronger than what we need, so we're pretty  
20 happy with that.

21 The third item we're looking at is—next slide—is stray  
22 current. So, again, as I said, the rail here, again there's  
23 that clip that I was talking about earlier. This is the  
24 concrete block. This is a little segment of rail. So,  
25 normally, in light rail systems that have this current,

1 this return current, on it—obviously a diesel engine  
2 doesn't have this issue like a freight train, but we have  
3 overhead power. You want to make sure that the stray  
4 current doesn't come off that rail if you're in the street  
5 or somewhere else and get into utilities. That can cause  
6 corrosion. The electricity coming off that potentially  
7 could get into a utility, run along that where it enters or  
8 where it leaves, the electricity enters or leaves, that's  
9 where rust can occur. So, we obviously don't want to rust  
10 the bridge.

11 Generally, what we're showing here is ohms that we have  
12 here, ohms of resistance. We're talking milliamps,  
13 millicurrents, so this is very, very minor. In all of our  
14 systems we have a requirement, what we test in the wet are  
15 in the dry. In wet you get more stray current. The theory  
16 is that water that kind of spreads it, instead of going  
17 into these utilities, it comes usually back to the rail  
18 'cause it does it that way. Here we are doing 1,000 ohms  
19 criteria, which is about five to 10 times what you normally  
20 do for a dry condition. We're making that work in the wet  
21 condition out here. So, basically no light rail systems  
22 ever worry about the wet condition. They see that it's  
23 transitory. The stray current that comes off, most of the  
24 corrosion experts say it doesn't really go into the ground  
25 or into other structures; it just finds its way back to the

1 rail 'cause everything's wet.

2 We said, well, let's take it even a step higher. So,  
3 we're five to 10 times higher. We're doing this in the wet  
4 condition. We set up a tent. We had little, like,  
5 irrigation sprinklers, and we simulated a quarter-inch, a  
6 half-inch, an inch, and two inches of rainfall to see how  
7 that worked.

8 What are all the insulations? Well, this pad up here,  
9 that's the first level of insulation. Pretty standard, off-  
10 the-shelf that isolates the rail from the concrete block.  
11 On top of that we put what we call a top hat. So,  
12 basically, the water will shed off that, and it will  
13 vertically drop off the edges of this. So, this extends off  
14 the edge of the plinth, sort of like the eaves of a house.  
15 You want to break that direct line of current. So, if we  
16 can keep a little bit of dryness underneath the eaves of  
17 the house, then that current can't flow off that top piece  
18 when it's wet and get onto there.

19 Underneath that, this black piece is a metal bar that's  
20 exposed, and then all the rebar inside this plinth—so, the  
21 plinth is glued down, and it's isolated from the top. That  
22 rebar is all continuous. We're going to attach every one of  
23 these plinths to each other. So, if electricity gets off  
24 the rail through our isolating clip, over the top hat and  
25 starts coming down the side of here, it'll get picked up in

1 this band that'll take it to the next one. And we'll take  
2 that all the way off and connect it back to the substation.  
3 So, that's a stray current collector, so any stray current  
4 that gets off.

5 Then on top of that, we put a polyuria on the deck,  
6 which is a coating material. So, one more thing is the  
7 farther you can make current have to flow, the more it  
8 decreases. So, we're extending that distance before it can  
9 ever finally find a way potentially to the deck. And the  
10 other good news, if you know anything about stray current,  
11 which you'll learn a lot on this project, the bridge itself  
12 is continuous. The rebar is all connected to each other,  
13 which means there's a lot less chance of, if current even  
14 were to get on that bridge, that you would get any rust  
15 happening.

16 So, that meets all this criteria that we set to do it.  
17 On top of that—and we're not relying on it at all—we are  
18 upgrading the existing impressed current on the bridge that  
19 WSDOT now has that a lot of gas companies put an impressed  
20 current on their gas lines so that in case there's any  
21 stray current out there, that it doesn't enter the pipe.  
22 WSDOT's always had their system on here. You know, it's  
23 been out there for a while. Electrical systems age. So,  
24 we're upgrading that whole system as part of this process  
25 to make sure that even if it got through all this, then the

1 other system would automatically kick in. We're not relying  
2 on it, but we're upgrading it and making sure that it's,  
3 you know, in tip-top shape since we're out here doing this  
4 other work.

5 And I probably took way too much time. And I could go on  
6 a lot-

7 MAYOR BASSET: Sorry, down to a level of detail that we  
8 didn't anticipate, but interesting.

9 MR. LEWIS: It is very interesting. And just to close  
10 that out, Mr. Mayor-well, John is my American Express card  
11 of design. I don't leave home without him when it comes to  
12 design issues. And he, in fact, has co-authored an article  
13 on the track bridge, which, if the Council-I know Mr. Cero,  
14 we had a chance to meet with you. If any of the other  
15 councilmembers are interested, we'd be happy to follow up  
16 with that.

17 Now let's our turn our attention, if we can, to the  
18 listening tour and get an update from Jennifer.

19 MS. LEMUS: Thank you, Ron, Mr. Mayor, members of the  
20 Council.

21 It was Day 2 of my new role here at Sound Transit, and  
22 Eric Beckman, who's my big boss, said you need to put  
23 together this listening tour for Mercer Island. And I'm,  
24 like, I have no idea what that means. But, what we did was  
25 put together this outreach plan. And, of course, the



1 purpose of it is to follow a Board motion by our Board of  
2 Directors back in July, and I believe you have a copy of  
3 that. And basically it just reinforces the strong  
4 collaboration between Sound Transit, the City of Mercer  
5 Island, the Washington State Department of Transportation,  
6 and King County. We want to identify the issues with  
7 regards to the implementation of East Link Light Rail and  
8 that directly impact the City of Mercer Island: the people  
9 that live on Mercer Island, the people that work on  
10 Mercer Island.

11 The objectives of our outreach plan, all of our  
12 engagement activities, it's basically a forum for direct  
13 and candid feedback on topics that relate to transportation  
14 to and on Mercer Island. Like, it's been categorized in  
15 some of the op ed pieces that we've seen—we're hitting the  
16 pause button. We're taking a small step back and really  
17 listening to folks with, you know, a myriad of issues that  
18 could, you know, potentially arise from any of our  
19 components of East Link Light Rail.

20 We want to capture, catalog, and assess all of the  
21 comments raised from all of our engagement activities,  
22 starting from the Mercer Island Farmer's Market that we  
23 held on August 30th all the way to the public meeting all  
24 the through our drop-in sessions and all the way through  
25 our web presence, which I'll talk about.

1           We want to demonstrate the awareness and understanding  
2           of all the issues on a deeper level and really drill down  
3           to the heart of the matter. If people say, you know what, I  
4           don't really care for the bus intercept, well, why? You  
5           know, we really want to get into the why of what people are  
6           saying and what they're thinking.

7           So, overall, we want our engagement to be a  
8           collaborative partnership for a strong local and regional  
9           solution.

10          So, getting into the nuts and bolts, the engagement  
11          activities, the first out of the chute will be the big  
12          public meeting, which will be Thursday, September the 24th,  
13          at the Mercer Island Community and Event Center. I'll talk  
14          a little bit about the format, how that's all going to  
15          work. The first 45 minutes or so will be kind of our open  
16          house format. We'll have tables spread across the room that  
17          will correlate with each of the six or seven, you know,  
18          transportation issues that we're already going to prepare  
19          graphics for and talk about. Then after that will be the  
20          listening portion of the public meeting. We'll have anyone  
21          who wants to sign up. We'll give them, you know, two to  
22          three minutes with a professional facilitator to kind of  
23          move things along, to ask, again, the deeper why questions  
24          if people are just, you know, saying, oh, I don't care for  
25          this; I don't care for that. We can really—you know, she'll

1 be very good at drilling down as to why.

2 After that will be a series of three drop-in sessions.  
3 One will be at the Jewish Community Center on the 30th of  
4 September. The next will be at Tully's, and the other one  
5 will be at Starbucks on October 1st and October 5th,  
6 respectively. Again, these are very informal. They'll be  
7 staffed by Mercer Island City Staff as well as Sound  
8 Transit Staff. People can just come in and, you know, leave  
9 their comments, talk to us. We'll record and engage with  
10 every comment that we receive. And one thing I forgot to  
11 mention about the public meeting, we will have a  
12 professional stenographer there, so that we'll get a  
13 transcript of every comment that's been received.

14 Like I said, on August 30th, we were at the Mercer  
15 Island Farmer's Market. It was kind of the kick-off. We  
16 were able to give the dates of our public meeting as well  
17 as our drop-in sessions just to start getting the word out,  
18 and that's been pretty successful. We also will be holding  
19 a series of stakeholder briefings, whether it's  
20 neighborhood groups or, you know, rotary clubs or anyone  
21 who wants a briefing and wants to engage in our listening  
22 effort. We are more than willing as Staff to go and engage  
23 and be a part of any meeting that they, you know, would  
24 like us to attend.

25 And then lastly is our website presence. We are actually

1 creating our standalone temporary website page for this  
2 listening tour and this engagement. It will have all of our  
3 robust educational materials as we call them, so kind of  
4 all historical documents and things to get people up to  
5 speed kind of where we are and where we've landed before  
6 we've hit this pause button. We'll have kind of a narrated  
7 PowerPoint, if you will, that will go through and show all  
8 of the graphics that we will show at the public meeting on  
9 the 24th. At the very end there'll be a survey. It'll be  
10 pretty brief. It'll just have two questions: one, what zip  
11 code do you live in and what zip code do you work in so we  
12 can capture everyone who lives and works on Mercer Island.  
13 If there's the random Ballard, you know, person that, you  
14 know, leaves a comment, we can categorize that somewhere  
15 else. And then at the very end of the narrated PowerPoint—  
16 or I'm sorry, getting back to the survey. We will have the  
17 list of the six or seven transportation issues, and we can  
18 have folks rank them in order of their importance.

19 And then lastly will just be an open-ended, tell us what  
20 you think, you know, 1,000 characters or more or what have  
21 you. That will be all categorized as part of every comment  
22 that we receive as part of this activity.

23 This survey will go live on the 24th. It will stay open  
24 for two weeks afterwards. And incidentally, this website  
25 will go live the week of the 14th.

1           And then in terms of notifications, we've worked really  
2 well and collaboratively with your staff. They've been very  
3 great in helping to get the word out. So, we'll have an  
4 evite or an electronic invitation go out to all of our gov  
5 delivery and our listservs as well as the City's channels  
6 as well. This is really a grassroots effort. We are really  
7 focusing our reach to people who live and work on Mercer  
8 Island. So, we weren't doing, you know, mass mailings or  
9 things like that, but really, you know, getting into how we  
10 can reach the most people who live and work on Mercer  
11 Island.

12           All of the information, like I said, will be on our  
13 website and as well as the City's website. We'll do a joint  
14 news release with all parties involved. We've purchased  
15 online ad space at the Mercer Island Reporter, all of which  
16 will link—anything of our social or of our online presence  
17 will link to our website that I talked about. We're going  
18 to do geo-targeted Facebook. And what that is is you can  
19 plunk in—for a small fee, Facebook can target any posts  
20 that we want to do on Facebook just to a certain group or,  
21 you know, people within a certain zip code so that we can  
22 target Mercer Islands that way. Nextdoor.com is I know a  
23 huge and credible reach here on the Island. And what I  
24 understand from Staff is reach is about 5500 households, so  
25 we're really going to tap into that. And I thank Noel and

1 his staff for their help with that endeavor.

2 And then kind of wrapping things up, the next steps,  
3 immediately we'll collaborate and discuss with all of the  
4 four agencies: Sound Transit, WSDOT, King County, and  
5 Mercer Island. We'll prepare this kind of matrix agreed-  
6 upon list, if you will. We'll identify the issues. We'll  
7 assign responsibility to them. And then tie in Next Steps  
8 and Timelines on how we will either, you know, work to  
9 resolve them or work through them. We'll come back to the  
10 Council and present all of our public involvement and kind  
11 of what we heard as well as this matrix that I talked  
12 about. And then we'll go back to our Board of Directors on  
13 October the 22nd.

14 So, that's it. Now I will turn it over to—

15 MAYOR BASSETT: Okay. Thank you.

16 MS. LEMUS: —my friends at WSDOT.

17 MAYOR BASSETT: Yeah.

18 MR. WHITE: All right. Thank you. So, Mr. Mayor, Council,  
19 again my name is John White, Assistant Regional  
20 Administrator here, Northwest Region for WSDOT. And with me  
21 is Doug Haight, our project manager for the two-way transit  
22 program.

23 So, one thing I'd like to maybe start by acknowledging  
24 the late August letter from Mayor Bassett to Secretary  
25 Peterson, Lynn Peterson, the current Secretary of

1 Transportation, talking about WSDOT—you know, I think  
2 looking forward to WSDOT participation and engagement in  
3 the listening tour and the outcomes of that effort,  
4 expressing I think some of the concerns and questions that  
5 remain here with the administration and Island residents  
6 over how the Two-Way Transit Program will function, in  
7 particular between the years mid-2017 when the last stage  
8 of the Two-Way Transit Program is scheduled to be complete,  
9 and when East Link operations go live in 2023. And so,  
10 WSDOT I think has an understanding and has had some  
11 previous discussions around those issues.

12 Talking to Noel tonight a little bit, I think one of the  
13 things we're going to propose here is to maybe, outside of  
14 this meeting, convene some follow-up meetings where we  
15 bring in our subject matter experts, maybe some of Sound  
16 Transit's key staff and subject matter experts, because one  
17 of the things that, if you look at East Link and you look  
18 at the Two-Way Transit Program, you know, this is 15 years  
19 of public process, or plus actually probably, but analysis,  
20 federal coordination and decisions, and then follow-on  
21 design and analysis. And to answer, I think, to kind of  
22 look backwards at some of the work that's gone into these  
23 and hopefully provide some comfort on the program that  
24 we're implementing, how it's going to function, and then  
25 maybe talk about how we might observe and monitor

1 operations going forward, you know, we're going to want to  
2 bring in, you know, some of our subject matter experts that  
3 were the people that are involved in this analysis,  
4 involved in the work, that know the details. So, I'd offer  
5 that up maybe at the beginning here as well. There's a lot  
6 of technical complexity. You know, we're talking about, you  
7 know, a lot of analysis and layers of analysis and  
8 forecasts and things like that. So, I'd offer that up here  
9 to—and that's something we can coordinate with Noel  
10 subsequent to this.

11 MR. TREAT: Yeah, and I'd just jump in here to say thank  
12 you for that invitation. We definitely take you up on that.  
13 As you know, we've really wanted to engage with WSDOT.  
14 We've got a number of questions about different impacts  
15 that are going to flow from R8A that we want to be sure we,  
16 as a city, fully understand. And I know some of those may  
17 have been analyzed in, you know, the AEIS or another  
18 analysis along the way. But, we need to sit down with you,  
19 and we've been wanting an opportunity to do that so that we  
20 can get that information and make sure that our Council and  
21 our community understand it.

22 So, I appreciate that. And I would just encourage that  
23 we get on that promptly and try and get a meeting like that  
24 set up right away. But, thank you.

25 MR. WHITE: And so before I pass it over to Doug, what I



1 also offer up is, you know, other than, you know, again,  
2 acknowledging that WSDOT will be there at the table, will  
3 be participating there at the public meetings, listening to  
4 the concerns and the questions, and then I think we would  
5 propose to bring that into this follow-up discussion. You  
6 know, what did we hear? What were the concerns? What are  
7 the questions we need to answer to.

8 My boss, our Regional Administrator in Northwest Region,  
9 Lorena Eng, before I was in this position I'm in now, I  
10 think she had communicated to the Mayor and the  
11 Administration of the Island the intent to ultimately bring  
12 the six parties to the original 1976 Memorandum of  
13 Agreement for I-90 operations and the understanding, you  
14 know, that was initially set forth and then the subsequent  
15 amendment in 2004. You know, she had indicated the intent  
16 to bring everybody back together and talk about I-90  
17 operations, HOV operations, and the issues around the MOA  
18 and how are we going to go forward before R8A and the  
19 Stage 3 of the Two-Way Transit Program is finished so that  
20 we have a mutually agreed-to understanding is what gets  
21 implemented in this final contract.

22 So, our intention here, and we're working on a plan, is  
23 to bring in a convener, kind of facilitator, you know, it's  
24 an independent party to kind of work with the six parties  
25 to the MOA and bring to the table our best current data,

1 the best information we have, and talk through what the  
2 options are for how we manage the HOV operations and the  
3 policies that come with that. And some of those policies  
4 are state-level policies. Some of them are—there's federal  
5 issues there, too, that we're exploring. And so, we want to  
6 bring that all the table. And I think our intention here is  
7 to convene everybody probably sometime shortly after the  
8 beginning of the year. We're—

9 DEPUTY MAYOR GRAUSZ: You're kidding. The beginning of  
10 the year?

11 MR. WHITE: Well, it takes time to contract out with  
12 somebody to help us, you know, bring together this  
13 conversation. We're doing some updated work to look at the  
14 traffic data that is, you know, more current than what we  
15 have. You know, the last update to the traffic analysis on  
16 I-90 and the counts was I think around 2010. So, we're  
17 going back and looking at some of that information and  
18 refreshing things.

19 So, that's the current plan that we're working towards  
20 right now. I wanted to offer that up as well.

21 MAYOR BASSETT: Okay. So, you see Dan's frustration, and  
22 of course, the conversations that Noel's been trying to  
23 engage in with WSDOT have been something of a frustration,  
24 frankly, to us in that it's moved as slowly as it has. I  
25 was very appreciative of Lynn Peterson's statements and

1 intent to engage with us. I think that's exactly the right  
2 message to be sending. But, really, it is important that we  
3 move now briskly into this because we are starting a bit  
4 late. And, the challenge I think is it's not just study in  
5 advance of the opening of the R8A lanes, but whatever other  
6 mitigation measures need to be in place by then. And that  
7 potentially is a great deal of work and time in both first  
8 the negotiating and then second in the design and  
9 implementation. So, time is, from our perspective, short I  
10 think to accomplish all of this.

11 So, pleased that you're ready to move ahead briskly at  
12 this point.

13 MR. WHITE: And I understand there's probably some  
14 frustration. It's been a big year for WSDOT. A lot of  
15 engagement with legislature on new revenue, a lot of  
16 changing policies. So, but we recognize that now is the  
17 time to bring everybody together and walk through, you  
18 know, the discussion over I-90 operations and get to some  
19 final understandings before Stage 3 is complete.

20 COUNCILMEMBER BERTLIN: Can I ask just a basic clarifying  
21 question?

22 MAYOR BASSET: Yeah.

23 COUNCILMEMBER BERTLIN: And that is, when would we get an  
24 outline of the schedule in terms of—you know, you reference  
25 getting us all together in early '16. You know, I'd like to

1 have something a little bit more concrete in terms of what  
2 the schedule is as Deputy Mayor Grausz has communicated  
3 sooner than that, but what it is that we're going to be  
4 looking at. What is the work plan? How are we moving  
5 forward? Because apologies are great; we understand the  
6 workload. But, at the end of day, we have an island that's  
7 about to lose significant access to I-90. How are we going  
8 to go about this? How long do we have to wait to hear what  
9 that plan is from WSDOT?

10 MR. WHITE: Okay. And you won't have to wait long. I  
11 mean, we'll be communicating well ahead of reconvening the  
12 parties. I mean, part of this is making sure we bring  
13 people back to a common alignment on the work that's  
14 already been done, the analysis that's been done, the  
15 forecast, the basis of what's being implemented now, and  
16 how we expect it to operate. So, I think that part of it is  
17 just making sure we have everybody on the same page over  
18 what the expectations are that come with the Two-Way  
19 Transit Program. So, I think that's maybe Part 1.

20 Part 2 is then engaging on, you know, how that  
21 intersects with work Sound Transit's doing, implementing  
22 East Link, and where are the specific concerns on the  
23 Island where even though—I mean, 'cause I think some of  
24 what I see is even though there's analysis that's been the  
25 base of decisions, there's I think some concern that things

1 aren't going to operate at the level that we have  
2 projected. So, I think what we want to do is first make  
3 sure we get everybody on the same page over how we expect  
4 things to operate in terms of what we're implementing now.  
5 And then we can talk about where the concerns are and maybe  
6 bring some refreshed look to those things.

7 MAYOR BASSETT: Okay. So, 10 minutes to the time when  
8 we're supposed to break. I'm going to say let's, you know,  
9 as briskly as we can, speed through what presentation you  
10 have left.

11 MR. WHITE: Yep.

12 MAYOR BASSETT: And we will try and get Council comments  
13 and questions in here.

14 MR. WHITE: So, Doug here is going to through a briefing  
15 on Stage 3 in the Two-Way Transit Program.

16 MR. HAIGHT: Thank you, John. Again, my name is  
17 Doug Haight with WSDOT. Mayor, Council, I appreciate your  
18 opportunity to discuss R8A.

19 And since I have probably three or four minutes to leave  
20 you time for questions, you're all familiar with R8A. It's  
21 in three stages. The first few stages are done. You can see  
22 on my red, Stage 1 and 2 on Central Mercer Island East.  
23 Stage 3 is from Central Mercer Island all the way to  
24 Seattle. This is the schedule showing the progress. 2007 is  
25 when we started. 2009 was Stage 1. 2012 was Stage 2. At the

1 end of Stage 3, 2017, you can see the center roadway has a  
2 construction feature in it, and that's for Ron Lewis and  
3 his team to start constructing the East Link Light Rail.  
4 And at the end of 2023 is the Light Rail open for  
5 operation. And at this point, Stage 3 project is on  
6 schedule to meet the Central mid-2017 open date.

7 So, I'll start with Stage 3 under construction. It's  
8 currently been under construction since early this year.  
9 The majority of the work that's happened right now is two  
10 parts. One part is the far left safety systems in the Mount  
11 Baker and Mercer Island tunnels. And that's the two  
12 pictures you see right there, that happening. And then  
13 there's work, as you see, on Mercer Island in the median  
14 where the direct access ramp from Eastbound I-90 to Island  
15 Crest Way is being constructed.

16 Future weekend closures, that's traffic impacts. We have  
17 25 more weekend directional closures, a combination of  
18 eastbound and westbound. And the majority of the work is  
19 still going to be taking place inside the tunnel. So,  
20 that's a trick with the drivers is that they might not be  
21 able to see exactly what's occurring, but a huge amount of  
22 work is occurring inside the tunnels, and it requires  
23 closures.

24 Now, what has happened previous to the weekend closures,  
25 the five that have occurred already before we closed down

1 for June, as we've experienced from the Council and many  
2 residents of Mercer Island is there was some initial  
3 frustration and challenges with the westbound closures. And  
4 so we had an initial eastbound closure. It went pretty well  
5 for Mercer Island residents. The westbound closure went  
6 pretty rough, so we made some distinct improvements from  
7 that. And I think the improvements were significant and  
8 made a big difference.

9 What we have done during the summer is create another  
10 option where at our first westbound closure we're going to  
11 add another option where—how the current exit to get to  
12 Mercer Island during one of these westbound closures is to  
13 go to East Mercer Way only. Well, we're going to add what  
14 we call an up-and-over where everybody takes the East  
15 Mercer Way exit as well. But, if they want to keep going  
16 straight and get back on I-90 and take the Island Crest Way  
17 exit and gain to Central Mercer Island that way. So, that  
18 is a new option that we're going to add in to allow people  
19 to avoid the Gallagher Hill Road challenge; I believe  
20 that's a big challenge.

21 So, I can stop here if you've got any questions about  
22 that.

23 DEPUTY MAYOR GRAUSZ: Could you explain that again?  
24 You're going to have every—you're going to still channel  
25 people all into that one lane at East Mercer—

1 MR. HAIGHT: East Mercer.

2 DEPUTY MAYOR GRAUSZ: -just so they can back down the  
3 onramp?

4 MR. HAIGHT: So that they can go—so that they can either  
5 take that exit or continue going on—

6 DEPUTY MAYOR GRAUSZ: Well, why wouldn't you just let  
7 them go straight ahead?

8 MR. HAIGHT: The traffic control is extremely complicated  
9 for construction traffic. And we have to have a—the way  
10 that it's worked out best to be the safest and to have a  
11 most logical sense for Mercer Island residents is to have a  
12 left lane to Seattle, which then dumps you into the center  
13 roadway; a right lane to Mercer Island; and to have another  
14 right lane is very challenging. So, we looked at it,  
15 analyzed it. This seems to be an improvement on it. So,  
16 we're going to try this and see if it works. And then we're  
17 committed to making constant improvements on traffic  
18 control, so we'd appreciate your input on what happens  
19 there. So, if you want, I can meet with you and explain it.

20 MAYOR BASSETT: Please. I mean, in the not-too-distant  
21 future we'd like to—

22 MR. HAIGHT: Sure, it is.

23 MAYOR BASSETT: -have a clearer explanation for that.

24 MR. HAIGHT: And then I think the question was, what's  
25 the Central Mercer Island access at completion? If you can



1 tell me specifically what you'd prefer me to speak about  
2 on-'cause that can take 10, 15 minutes to discuss that. If  
3 you have any questions.

4 MAYOR BASSETT: Yeah. No, I'd say obviously we don't have  
5 the time-

6 MR. HAIGHT: Right.

7 MAYOR BASSETT: -to go into that level of detail right  
8 now. And do you have more?

9 MR. HAIGHT: No.

10 MAYOR BASSETT: Okay. Let's go to Councilmember questions  
11 then. We'll try and go through once each, one bite at the  
12 apple for right now each and see where we get. Okay.  
13 Benson, you've got your hand-you know, Mike, you had your  
14 hand up before. So, Mike and then to Benson.

15 COUNCILMEMBER CERO: Thank you, Mr. Mayor. John, I have a  
16 question for you. And my question pertains to Mercer Island  
17 is, I'm still frustrated that the citizens won't get the  
18 benefit of the full R8A 10-lane configuration and the  
19 scheduling questions that I had at the previous meeting. To  
20 that end, the Sound Transit Review Panel identified 23  
21 technical issues, which I'm sure you're familiar with. It's  
22 my understanding that WSDOT resolved 15 of those, and  
23 Federal Highway 11 of those. Can you talk about the four  
24 which the Federal Highway Administration did not resolve?  
25 And also from those original 23, what are the eight that

1 were not resolved with both WSDOT and Federal Highway?

2 MR. SLEAVIN: Sure. And I'm going to offer first up I  
3 can—you know, if you want to go through detail at another  
4 time, I can go through all those issues.

5 All 15 have now been signed off by FHWA, so an update to  
6 that. It's a process we're going through. As we get them,  
7 we package them up; they go through another set of reviews.  
8 So, that's why there's this lag after WSDOT signs off. Then  
9 they go to FHWA.

10 We have another four or five, and I'm looking to Tia  
11 right now, that are in to WSDOT for under their review. So,  
12 those are moving forward.

13 COUNCILMEMBER CERO: And what are those?

14 MR. SLEAVIN: A couple of those deal with the stray  
15 current, so we finished up some of those tests. One's the  
16 stray current design criteria, so what we measure it under.  
17 We've been testing to that, and we agreed to it, so it's  
18 more of a formal signing on that. Another is the testing  
19 criteria for how we assure once we're out on the bridge  
20 that we detect stray current if it does happen, someone  
21 leaves something attached to the rail that shorts it, those  
22 type of things. So, it's a whole procedure on how we go  
23 through. We have morning trains that go through our weekly  
24 walks that I was talking about, those sorts of things. So,  
25 it details that list.

1           One of them is called rider comfort, RT [sic] Issue A,  
2           so about going that track bridge where we sent all that  
3           data. There's just been a few questions on details on the  
4           report and the models. So, we're answering the last of  
5           those questions, getting ready.

6           A couple of them are like O and M, or one of them's an O  
7           and M long-term. So, that's something we're not planning to  
8           do until, like, after the 90 percent timeframe. And that's  
9           a listing of all the different items, whether it's a stray  
10          current or how we walk the track or how we do all these  
11          issues, how we maintain. So, it's an agreement between us  
12          and WSDOT on who maintains what, how that cycle works. We  
13          really want to be at the 90 percent design level before we  
14          detail how we're going to maintain each one of those pieces  
15          of equipment or items out there. So, some of those are  
16          scheduled that way.

17          But, I can through detail each one of those. They're  
18          progressing; they're on schedule. Those ones that don't get  
19          to 90 percent, the rest of them we're hoping to have to  
20          WSDOT by the end of this month.

21                 COUNCILMEMBER CERO: Okay.

22                 MAYOR BASSETT: Thank you.

23                 COUNCILMEMBER CERO: Thank you.

24                 MAYOR BASSETT: I'm going to try and keep this moving  
25          here, so Benson, you're up.

1           COUNCILMEMBER WONG: Okay. I'll just try to limit this to  
2           one question. This actually is a question for Ron or  
3           Jennifer. I'm a little concerned about the scope of the  
4           listening tour. And as I look at the resolution that was  
5           passed by the Sound Transit Board of Directors, it talks  
6           about that the listening tour or the public outreach is to  
7           identify issues to be addressed with regard to the  
8           implementation of and access to East Link Light Rail and  
9           connecting bus service on Mercer Island. So, my question  
10          is, is it Sound Transit's position that a potential bus  
11          intercept that is not on Mercer Island is off the table, or  
12          all you're looking at is a bus intercept on Mercer Island?

13          MR. LEWIS: No. In fact, we are designing a similar  
14          operation for the South Bellevue Station and Park and Ride.  
15          We also, at many of our other stations, have transit  
16          accommodations, if you will. Some of those are on-street  
17          stops that are located proximate to the stations. Some of  
18          them are off-street facilities such as the end-of-the-line  
19          are the Redmond Technology Center where there's a separate  
20          bus facility accommodating bus and para-transit. So, buses  
21          and para-transit, bicycles, all modes are integrated into  
22          all the stations to varying degrees. We're looking at all  
23          the stations in the project.

24          COUNCILMEMBER WONG: So, South Bellevue is not off the  
25          table.

1 MR. LEWIS: Oh, absolutely not. No, it's part of the  
2 project.

3 COUNCILMEMBER WONG: Okay. So, questions, when Mercer  
4 Island residents come to the listening session, they can  
5 voice support for that.

6 MR. LEWIS: Yes. And we'll have information about that at  
7 the meetings as well.

8 COUNCILMEMBER WONG: Okay. Thank you.

9 MAYOR BASSETT: Who's next? Dan.

10 DEPUTY MAYOR GRAUSZ: WSDOT, Joe. You obviously sense my  
11 frustration, and I think I'm not speaking for just myself  
12 'cause I don't know if you were at the last meeting we had  
13 with WSDOT in Noel's office where we talked through issues  
14 with WSDOT and were promised, I don't know, this must have  
15 been over a year ago at the last meeting where we were  
16 promised we'd get information exactly of the same type that  
17 you said that we now maybe get the beginning of next year.  
18 To me it's not acceptable. I mean, the question very simply  
19 is, under the 2004 Amendment, WSDOT is required to mitigate  
20 the lost mobility, very plain and simple. That lost  
21 mobility starts in the middle of 2017, less than two years  
22 from now. So, my question very simply is, how is WSDOT  
23 going to mitigate the lost mobility? And if the answer is,  
24 and the only answer is, R8A, then next question is, how are  
25 you going to ensure the Mercer Islanders a meaningful

1 access to R8A?

2 MR. WHITE: So, maybe I should clarify. I don't think  
3 what I was suggesting was that we're not going to have any  
4 engagement before, you know, a discussion amongst the MOA  
5 parties. You know, I think what we'd like to do is follow  
6 up with Noel and set up some meetings in the near future  
7 with the right staff that have the knowledge behind the  
8 analysis and the work that's been done so that we can I  
9 think intelligently answer the questions and answer to the  
10 concerns that have been communicated to us about how things  
11 are going to operate, especially in this interim period.  
12 So, I think that's Part 1 is we're offering to have  
13 meetings before that.

14 DEPUTY MAYOR GRAUSZ: I understand that. But, how are you  
15 going to mitigate the lost mobility? I mean, that's a very  
16 straightforward question. People are not going to be able  
17 to get on the center roadway. So, are you going to have  
18 more buses? Are you going to have commuter parking? How are  
19 you going to do it? What is WSDOT's proposals to mitigate  
20 the lost mobility? You've got less than two years to  
21 implement it. You can't even build a parking garage in less  
22 than two years. So, how are you going to do it? It's a very  
23 simple question. You've had now 11 years to think about  
24 this question since signing the Amendment to the MOA.

25 MR. WHITE: Well-

1           MAYOR BASSETT: I'm going to get you off the hook here by  
2           saying, this listening tour we're about to embark on, you  
3           will hear a lot about citizens' concerns about mitigation  
4           for lost mobility. And from our perspective, and I think I  
5           speak maybe a little bit softer than Dan, but with the same  
6           intent, we want to come out of that with a very clear list  
7           of the ideas and things that will be studied and considered  
8           as part of potential mitigation for lost mobility. And we'd  
9           like to be at that list in October. That's the intent of  
10          this listening tour is to get to that point.

11          Didn't want to put words in your mouth, but I did want  
12          to get us through—

13          DEPUTY MAYOR GRAUSZ: No, that's—

14          MAYOR BASSETT: —to [inaudible].

15          DEPUTY MAYOR GRAUSZ: —that's fine. I mean, and I  
16          appreciate what you just said. That's fine. But, it's  
17          critical because we are going to reach the point where if  
18          you haven't figured out a way to mitigate the lost mobility  
19          by the middle of 2017, we're not going to want to see you  
20          close the center roadway, plain and simple, 'cause you're  
21          contractually obligated to mitigate, and you've got to do  
22          it by the middle of 2017. So, there is no time to waste on  
23          this.

24          MAYOR BASSETT: We are out of time. I haven't seen anyone  
25          else raising their hands wildly. Jane, are you okay or—

1 we'll run late if you've got something. You're sure?  
2 Because you're giving me the look like, ah, I want to say  
3 something, and I feel bad that I'm not going to get a-go.

4 COUNCILMEMBER BRAHM: Well, I guess I want to add my  
5 sense of frustration to what the other councilmembers said.  
6 It seems to me that reconvening the signatories to the  
7 Memorandum of Agreement in 1974 is one thing. And in the  
8 motion from Sound Transit it said we will identify issues  
9 to be addressed. I'm not sure the listening tour is really  
10 necessary to identify issues. We can identify issues pretty  
11 well, and a lot of Mercer Island citizens have. What we  
12 need are some answers. So, I just want to emphasize, as  
13 Deputy Mayor Grausz mentioned, that we need some answers  
14 and soon.

15 MAYOR BASSETT: Terry, Debbie, Benson, Scott-Terry,  
16 you're okay. Okay. Benson, you get a last one here if you  
17 want it or to-Debbie, you got one, Debbie?

18 COUNCILMEMBER BERTLIN: Yeah. I didn't know if Terry was  
19 first, though.

20 MAYOR BASSETT: No, you're up. I think-

21 COUNCILMEMBER BERTLIN: Sorry.

22 MAYOR BASSETT: -Terry has waved off.

23 COUNCILMEMBER BERTLIN: Well, I think you know there's a  
24 theme here that's building, and that is to hear the general  
25 statements about we're talking about revisiting studies



1 that were done years and years ago. That's great if that  
2 is, in fact, happening. It's happening in an isolated  
3 bubble. And what Mercer Island is not seeing and is not  
4 hearing is a plan to Deputy Mayor's point that if those  
5 center roadways are to close in the middle of 2017, we have  
6 to have equivalent access on and off I-90. And the  
7 vagueness, the lack of clarity, the lack of deadlines, the  
8 lack of deliverables, and I would say in particular the  
9 lack of clear engagement that's gone on is what is most  
10 disturbing at this point. We can then move on depending on  
11 what comes out of those meetings. So, I would sincerely  
12 hope that within the next two weeks we'd be getting a game  
13 plan.

14 MAYOR BASSETT: Okay. Benson.

15 COUNCILMEMBER WONG: Quick one maybe?

16 MAYOR BASSETT: You guys are killing me here. All right,  
17 Benson.

18 DEPUTY MAYOR GRAUSZ: Real quick one.

19 COUNCILMEMBER WONG: I'll be very quick.

20 MAYOR BASSETT: Quick.

21 COUNCILMEMBER WONG: So, I won't talk about the center  
22 roadway. I share the frustrations, share the urgency that  
23 WSDOT needs to come forward on a much quicker timeframe.

24 I'm going to go back to the listening tour. I don't  
25 think the community wants to go through an exercise of just

1 giving comments and then having those comments buried  
2 somewhere, okay? So, I know that you folks have talked  
3 about taking the comments and basically addressing them and  
4 analyzing them. I would implore you to, when you get the  
5 comments, to actually respond to the community. And if you  
6 accept the comments, great. If you reject the comments,  
7 let's understand why you're taking the position that is a  
8 rejection of comments from the community. I just think,  
9 again, we don't want to go through a pointless exercise.

10 MAYOR BASSETT: Okay. Mike?

11 COUNCILMEMBER CERO: Thank you, Mr. Mayor. Doug, I have a  
12 question for you, WSDOT. So, last time you were here, I was  
13 very concerned about the 11-foot lanes that we were  
14 adopting on I-90. And upon further view, I discovered that  
15 really wasn't the issue. The issue has to do with the old  
16 eastbound tubes where you're converting the tunnels  
17 identified for hazardous materials, i.e., the right side  
18 lanes, from 12-foot lanes and nine-foot-six-inch emergency  
19 vehicle breakdown lanes to two 10-and-a-half lanes width  
20 instead of nine-foot-six-inch shoulders, 12- and 18-inch  
21 shoulders, significant difference. So, for instance, to  
22 give the folks out there perspective, and I'm sure you're  
23 aware of this, Doug, when the Brent Spence Bridge across  
24 the Ohio River converted, there were three 12-foot-wide  
25 lane bridges to four 11-foot lanes, and mind you, we're

1 converting to four 10-foot-five-inch-wide lanes. That  
2 bridge earned a dubious position as the nation's number one  
3 among bridges for highest crash rates, which therefore put  
4 it into the functionally obsolete category.

5 So, my question is, in the challenge of trade-offs for  
6 the center lane and getting sufficient throughput on the  
7 outside lanes with a three-and-one configuration, are we  
8 going to convert those tubes from a safety perspective into  
9 being functionally obsolete?

10 MR. HAIGHT: Probably the best answer to that is the  
11 tubes—the north tube is a twin-tube scenario that used to  
12 be I-90 before the revisions. The north tube is already  
13 exactly as you described it, two lanes plus shoulders, and  
14 it's been functioning that way for over 20 years with a  
15 lower-than-average accident rate. So, that is a great  
16 indicator right now of the functionality and usefulness of  
17 that sort of scenario. So, we're merely duplicating that on  
18 the south tube, taking the nine-foot shoulder, which  
19 actually isn't an emergency lane; it's not an emergency  
20 breakdown lane—and turning that into a fourth lane. So, the  
21 south tube will duplicate the north tube. The north tube is  
22 currently functioning at a below-average—

23 COUNCILMEMBER CERO: But, our larger vehicles, don't they  
24 primarily take advantage of the south tube?

25 MR. HAIGHT: No. In fact, I've been on the 550 bus

1 several times going eastbound and looked to my right, and  
2 there's large trucks, tanker trucks, all sorts of vehicles.

3 COUNCILMEMBER CERO: So, the WSDOT analysis is that the  
4 risk is certainly acceptable with the four 10.5 lanes and  
5 six-inch and 18-inch shoulders.

6 MR. HAIGHT: We have deviations for that. We'll just  
7 narrow the lanes, yes.

8 COUNCILMEMBER CERO: Thank you.

9 MAYOR BASSETT: Okay. Thank you, Councilmembers. Now,  
10 we're a little bit late; we're not a lot late. That's okay.  
11 I have a couple of questions around public input for you,  
12 or just a clarification perhaps. Let's call it a question.  
13 Jennifer, you mentioned on the 24th there would be  
14 opportunity for public input and folks would have two or  
15 three minutes to give that input.

16 MS. LEMUS: Uh-huh.

17 MAYOR BASSETT: I'm going to suggest, and I think I did  
18 through Noel earlier, that that sounds fine if at the end  
19 of that period in the sense that everybody has gotten one  
20 chance to give input, that you reopen the floor to anyone  
21 who would like to give more input. I think it's important,  
22 and I know our public in some recent opportunities to have  
23 multiple opportunities to speak found that that was—it  
24 reduced the stress level a lot because people knew that  
25 they weren't going to get cut off. And it still respects

1 everybody's time because they went in short chunks first  
2 but then got to come back. So, I would urge you to do that,  
3 and I see you nodding your head, saying that's okay.

4 MS. LEMUS: Yeah, absolutely. That's absolutely fair.

5 MAYOR BASSETT: Okay. So-

6 MS. LEMUS: I think I threw out two to three minutes. I  
7 mean, we were just-

8 MAYOR BASSETT: Yeah.

9 MS. LEMUS: If there was 100 people that signed up to  
10 speak, and just the keeping to-

11 MAYOR BASSETT: And there may be.

12 MS. LEMUS: I know.

13 MAYOR BASSETT: But, we'd like-

14 MS. LEMUS: That's what-

15 MAYOR BASSETT: -to make sure-

16 MS. LEMUS: -we might have figured.

17 MAYOR BASSETT: -that people do feel that they can be  
18 heard and that they're not being curtailed from speaking.

19 MS. LEMUS: Absolutely.

20 THE COURT: So that's Point No. 1.

21 MS. LEMUS: Okay.

22 THE COURT: And then Point No. 2 is this evening  
23 following this study session we're going to go into a  
24 regular meeting. We'll have a couple of items, and then  
25 we'll go into appearances. And I'm expecting that some

1 folks here will want to speak about the testimony you've  
2 just given us tonight. I would ask you to stick around and  
3 hear them if you have the time. But, I will also urge you--  
4 and now I'm speaking to the broader audience--please, we  
5 have a huge agenda this evening. If transit/transportation  
6 are your topics and you have the option, I would urge you  
7 to save your comments for the 24th. You'll have, as we've  
8 just discussed, as much time to speak as you need at that  
9 time. And you'll allow us to get on to the rest of our  
10 meeting tonight in a more expeditious manner, and you'll  
11 let these folks go home this evening. So--

12 DEPUTY MAYOR GRAUSZ: The other thing the public had  
13 asked is whether the materials for the meeting on the 24th  
14 be put up on the Sound Transit website well in advance so  
15 they don't have to see it for the first time on the 24th.

16 MS. LEMUS: Yes. We plan to put them up. We have to go to  
17 print on the 21st, so we'll put them up on the website at  
18 that time.

19 DEPUTY MAYOR GRAUSZ: Okay. Thanks.

20 MAYOR BASSETT: Okay. Jane, you had something?

21 COUNCILMEMBER BRAHM: Quick question, very quick  
22 question. With 25 closures ahead in the next few years,  
23 when's the first one start, or the next closure scheduled?

24 MR. HAIGHT: I have it here, October--

25 COUNCILMEMBER BRAHM: Coming up.

1 MR. HAIGHT: Let me see; you got me here. October 9th is—  
2 COUNCILMEMBER BRAHM: Thank you.  
3 MR. HAIGHT: —the first one, and that's westbound.  
4 COUNCILMEMBER BRAHM: We'll be ready.  
5 MAYOR BASSETT: Thank you. Okay. Thank you all for being  
6 here this evening. We appreciate that. We are going to now  
7 adjourn from our study session. We will reconvene at 7:15.  
8 And my apologies to those who are here for other topics,  
9 but this was an important one. So, adjourned until 7:15. Or  
10 in recess until 7:15.  
11 [End of Study Session.]  
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## LEGEND OF SYMBOLS USED

- Indicates an incomplete sentence or broken thought.
- ... Indicates there appears to be something missing from original sound track or a break in the testimony when switching either from Side A to Side B or switching between tapes.
- [inaudible]
1. Something was said but could not be heard.
  2. Speaker may have dropped their voice or walked away from microphone.
  3. Coughing in background, shuffling of papers, et cetera, which may have drowned out speaker's voice.
- [sic]
1. The correct spelling of that word could not be found, but is spelled phonetically, or —
  2. This is what it sounded like was said.
- [No response.]
- There is a pause in proceedings, but no response was heard.
- [No audible response.]
- Possible that something was said, but word or words could not be heard.
- [Off-the-record discussion.]
1. Discussion not pertaining to case.
  2. Discussion between counsel and/or the Court, not meant to be on the record.



