

**CITY OF SHORELINE**  
**SHORELINE CITY COUNCIL**  
**SUMMARY MINUTES OF WORKSHOP DINNER MEETING**

Monday, August 9, 2010  
6:00 p.m.

Conference Room C-104 - Shoreline City Hall  
17500 Midvale Avenue N.

PRESENT: Mayor Keith McGlashan, Deputy Mayor Will Hall, and Councilmembers Doris McConnell, Chris Eggen, Chris Roberts, Terry Scott, and Shari Winstead

ABSENT: None

STAFF: Bob Olander, City Manager; Mark Relph, Public Works Director; Joe Tovar, Planning & Development Services Director; Dan Eernisse, Economic Development Program Manager; Alicia McIntire, Senior Transportation Planner; Scott MacColl, Intergovernmental Program Manager; Scott Passey, City Clerk

GUEST: Sound Transit (ST): Joni Earl, Chief Executive Officer; Matt Shelden, North Corridor Light Rail Development Manager; Patrice Hardy, Local Government Relations

At 6:20 p.m., Mayor McGlashan called the meeting to order and welcomed the guests. There were introductions around the table.

Ms. Earl provided a presentation on the different ST route maps, the makeup of the ST Board, and the City of Shoreline as part of the North Corridor Light Rail Development.

She then provided statistics on ridership and estimated 25 light rail million trips by next year, which represents 8% growth per month (or 23,000 trips per day). She pointed out that the financial forecaster missed the breadth and depth of the economic outlook, and the budget is in deficit by 20% for the 15-year plan. She explained the use of reserve funds to backfill part of the deficit and identified the following guiding principles to fix the revenue problem:

1. Reduce operating costs
2. Move up the schedule of corridor projects
3. Refine schedule for optimization

Ms. Earl clarified that the North King County area is down less than other subareas in terms of revenue projections, and the good bidding climate is another positive

development for light rail. She pointed out that the Northgate to Lynnwood corridor is the most competitive area in terms of qualifying for a federal grant.

Continuing, Ms. Earl gave an overview of the alternatives analysis for the North Corridor High Capacity Transit (HCT) Schedule and discussed ridership, congestion, and land use as factors that make this the most competitive subarea. She noted that the major conversation about what kinds of alternatives and alignments are desired will open next spring. Responding to a question about how many meetings will occur in Shoreline, Ms. Earl stated that there will be a series of workshop meetings in the North Corridor in October. Mr. Olander commented that a minimum of two stations are preferred in Shoreline, regardless of the alignment options.

Councilmember Roberts asked how ST balances the interest of adjacent cities in a given corridor. Ms. Earl responded that ST focuses on the fact that it's a regional transportation system, yet having adjacent jurisdictions discuss their needs and interests with each other is always helpful. She clarified that there are many different calculations that go into the analysis. She added that the number of people and time are factors that determine ridership; the average trip length for a commuter is measured at 7.1 miles.

Moving on, Ms. Earl then discussed the preferred alternative for the East Link Project and Downtown Bellevue. She noted that the Downtown Bellevue project is controversial due to the funding issue related to the projected \$300 million tunnel project; however, this should not affect the budget or schedule for the North Corridor.

Regarding the North Corridor, Ms. Earl stated that the major question to decide will be the number of parking stalls to build. She noted that lower-density locations usually get more parking, and less for high-density locations. She also discussed some noise issues in some areas and said ST now has a better sense of how to mitigate noise.

Responding to questions, Ms. Earl stated that trains will depart every 3.5 minute during peak commute periods, and every 10 minute during off-peak periods. She noted that planning for the light rail stations gets jurisdictions credit for federal funding, so planning is important in the grant application process.

She concluded the discussion by commenting on the environmental benefits of light rail transit, service planning, and coordinating the different modes of transit. She said there is always some duplication when it comes to transit routes and services, but it is difficult to eliminate all duplication.

The meeting adjourned at 7:22 p.m.

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Scott Passey, City Clerk