

**Sound Transit
Executive Committee Summary Minutes**

December 4, 1998

Call to Order

The meeting was called to order at 1:39 p.m. by Chair Paul Miller.

Attendance

(P) Paul Miller, Chair	(P) Greg Nickels
(A) Bob Drewel, Vice Chair	(A) Paul Schell
(P) Dave Earling	(P) Ron Sims
(P) Mary Gates	(A) Cynthia Sullivan
(P) Jane Hague	(P) Doug Sutherland
(P) Richard McIver	

Mr. Dave Russell was also in attendance.

Report of the Chair

Motion No. M98-86 - Appointing Chair, Vice Chair and Membership of Permanent Committees and the Real Estate/TOD Subcommittee

It was moved by Mr. Earling, seconded by Ms. Gates, and carried by the unanimous vote of all members present that Motion No. M98-86 be approved as presented.

Motion No. M98-87 - Accepting the findings of the HOV/TSM Committee, directing Sound Transit to proceed with implementation of the HOV direct access program, and directing that the project evaluation process recommended by the HOV/TSM Committee be applied to all projects to the extent possible

Mr. Russell, who was appointed to chair the HOV/TSM Committee, reported on the Committee's findings, referring to a letter from him to the Board (copy on file).

It was moved by Mr. Russell, seconded by Ms. Gates and carried by the unanimous vote of all members present that Motion No. M98-87 be forwarded to the Board with a do-pass recommendation.

Mr. Miller announced that the Committee would convene an executive session, agenda item 10, to discuss railroad negotiations.

Lastly, Mr. Miller reported that Sound Transit has received its bond ratings from Standard and Poor's and Moody's. The S&P rating is "Aa" and Moody's is "A1, with a positive outlook." These ratings are very positive.

Executive Director Report

Mr. White reported that the Central Link light rail Draft Environmental Impact Statement (DEIS) became

available for public review that morning. The availability of the DEIS launches a 60-day process, which will lead to a Board decision to identify a locally preferred alternative (LPA) for the central light rail line. That LPA will serve as the basis for preliminary engineering, the Environmental Impact Statement, and a final Board decision in September of 1999. Mr. White commended the light rail staff for meeting the schedule they released in August 1997, which identified the release of the DEIS as a milestone.

Mr. White pointed out that the DEIS does include a staff recommendation, but clarified that it is nothing more than a recommendation, designed to focus public comment. Staff expects to receive comments on the DEIS and Board members will receive comments in their offices as well. He asked that Board members forward any comments received to Sound Transit, to ensure that comments are responded to and become part of the formal record.

Public Comment

None.

Minutes of November 6, 1998 Meeting

It was moved by Mr. Drewel, seconded by Ms. Gates and carried by the unanimous vote of all members present that the minutes of November 6, 1998 Executive Committee meeting be approved as presented.

Motion No. M98-89 - Appointing a new member to the Citizen Oversight Panel to fill the position vacated by Stephanie Weber

It was moved by Ms. Hague, seconded by Mr. Earling and carried by the unanimous vote of all members present that Ms. Bertha Eades be appointed to the Citizen Oversight Panel, and that Motion No. M98-89, reflecting that nomination, be forwarded to the Board with a do-pass recommendation.

Sound Transit Fare Policy

Ms. Barbara Gilliland, Systems Integration Program Manager, and Mr. Don Billen, Systems Integration Project Coordinator, presented a series of slides detailing options for Sound Transit's fare policy (copy on file).

Two zone structure options were presented: the urban centers option and the subarea zones option. Under the major urban centers option, a single trip on Regional Express would cost \$1.25, \$1.75, or \$2.50, depending on whether the trip consisted of one, two or three zones. Under the subarea zone option, a single trip on Regional Express would cost \$1.25, \$2.00 or \$2.50.

Two Sounder price options were offered for discussion as well. Under Price Option I, a single trip would cost \$2.00, \$3.00, or \$4.00, depending on the length of the trip. Under Price Option II, the single trip fares would be \$3.00, \$3.50, or \$4.00.

Additionally, two options were offered for senior/disabled and youth discounts. Option 1 would offer a 50% senior/disabled discount in the off-peak hours only, and no youth discount. Under Option 2, a 50% senior/disabled and 25% youth discount would be offered all day.

Lastly, Ms. Gilliland and Mr. Billen offered a potential ride-free policy: Sound Transit will only operate ride-free when it makes sense from a business perspective.

Ms. Gilliland indicated Mr. McKenna expressed concern over the proposed public process during the December 3, 1998 Finance Committee meeting. He indicated that it would be preferable to integrate fare and routing decisions for the purpose of having one, comprehensive public process. In response to Mr. McKenna's concerns, staff is recommending a more targeted way to get input from the public. Rather than just asking citizens to come to a Sound Transit meeting, staff will go out and talk to citizens. A public hearing is planned prior to the Board meeting on January 14, leading to Board adoption on January 28.

Mr. Miller stated his support of a distance-based zoning system, such as the major urban centers option. He pointed out that for Sounder fares, he disagreed with penalizing short-trip riders.

Bellevue Transportation Center Alternatives for SEPA Environmental Impact Statement (EIS) and NEPA/Environmental Assessment

Ms. Linda Smith, Community Connections Project Manager for Regional Express, provided a slide presentation detailing background information, alternatives to be included in the project EIS/EA, and the next steps (slides on file).

Ms. Hague, referring to the city/county site alternative, pointed out that the elected officials for the City of Bellevue have taken a position on this site. She indicated that the elected officials for the County need that opportunity as well.

Commuter Rail Construction Management Services

Mr. Paul Price, Director of Commuter Rail, introduced Mr. Bob Sundin, Construction Program Manager for Commuter Rail.

Mr. Sundin indicated that he was seeking concurrence from the Executive Committee with the strategy to procure construction management services rather than hiring in-house staff. He presented a discussion paper on the topic to the Committee (copy on file).

Mr. McIver asked whether contracts would be designed to offer incentives for early completion or cost savings.

Mr. Sutherland encouraged Mr. Sundin to spread the work around, rather than hiring one large firm. He indicated that he would be uncomfortable with one contract for the large amount of work.

Ms. Gates agreed that contracts broken up geographically could work well with commuter rail. She asked for more detail on how staff would proceed.

Convene Executive Session to Discuss Railroad Negotiations

Mr. Miller announced that the Committee would convene an executive session to discuss railroad negotiations. The Executive session was convened at 3:00, and was expected to last until 3:15. Mr. Miller stated that the Committee would reconvene at that time and then adjourn.

Reconvene Business Meeting

The Committee reconvened its business meeting at 3:25.

Other Business

None.

Next Meeting

Friday, January 15, 1998 from 1:30 to 3 at the Sound Transit Conference Room, 1100 Second Ave., 4th Floor, in Seattle, WA.

Adjourn

As there was no other business, the meeting was adjourned at 3:25 p.m.

Recorded by Amy Ebersole
Board Coordinator

ATTEST:

Paul Miller
Executive Committee Chair

Marcia Walker
Board Administrator