

**Sound Transit
Executive Committee Minutes**

May 19, 2000

Call to Order

Chair Dave Earling called the meeting to order at 1:45 p.m. The meeting was held in the Board room of Union Station, 401 South Jackson Street, Seattle, WA.

Attendance

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

Board member Dave Enslow was also in attendance.

Public Comment

Mr. Paul Sheehan, Farwest Paint:

Mr. Sheehan stated his opposition to the Tukwila freeway route. Sent letter to Board members on May 4th outlining his reasons for opposition to the freeway route as follows: (1) the Tukwila freeway route is estimated to cost \$46 million dollars more than the Hwy 99 route, (2) does not believe the alternative route would increase ridership, (3) the Tukwila route would be elevated and unattractive, and (4) property and business displacements. He summarized by saying that the Board studied the Hwy 99 route and unanimously voted which he believes was the right decision.

Ms. Alice Hanson:

Ms. Hanson gave a brief statement concerning the A-1 alternative from Roosevelt to Northgate that would move the 65th Street exit into a Northeast neighborhood that is bounded by Ravenna Blvd., the 65th Street exit, and to the south to 50th. She said 23 people got together for a meeting in a house that would be condemned. A summary of the meeting will be sent to the Board members.

Mr. Clark Kimmer, Assistant Chief of the Seattle Police Department:

Mr. Kimmer stated that he was asked by Mayor Schell to represent some of the issues that are of concern to the Mayor as well as to the Seattle Police Department concerning Motion No. M2000-32. He stated that the Mayor summarized his concerns as follows. First, it appears that the proposal involves the current project known as Sounder Commuter Rail which will be going from the South to the North and back again. He stated that if this is the system being contemplating for security, he said they do not have a great deal of concern. He said they view the security requirements as being met by a lot of the components of the proposal and would joint with the tri-country sheriffs in saying that a sworn law enforcement presence is very appropriate and

necessary as concerns that element of the Sound Transit plan. Where they become concerned has to do with the future of Sound Transit. The motion is not just about Sounder Commuter Rail, but about the entire Sound Transit security system. In particular, he said they are looking ahead to the future and having substantial impacts to the city of Seattle and will ultimately involve Seattle Police resources. He went on to say the Mayor Schell has been hearing from constituency throughout the city of Seattle who are adamant about the requirement that Seattle Police officers police the city of Seattle. They would like, to the extent possible, the uniformed officers that they encounter daily who are accountable to them, who know the players all up and down the line, being the ones who have primary jurisdictional responsibility for police services for Sound Transit in the jurisdiction of Seattle. The integration of impacts to the Seattle Police department is inevitable, regardless of the security system that is arrived at by the Board. Whether there is a security system or not, substantial on-duty time is expected to be committed to police the Sound Transit line. This could be in the form of officers on duty coming to back up other officers who are dealing with combative persons, whether there is a need to investigate crimes, transport prisoners, the whole array of needs that will inevitably have to be addressed are going to be present to our on-duty resources and there doesn't appear to be, at this point, a sufficient integration or consideration of that in the current proposal. We are committed to working with the parties that have addressed or attempting to address security needs for Sound Transit as an agency. I have spoken to Sheriff Reichert earlier today and we are in harmony about the need to address the concerns I am raising before you, but on behalf of Mayor Schell and Chief Johnson I wanted to get into the record the fact that we have some fairly significant concerns about the proposal as written and particularly as we move forward in contemplating the future needs of Sound Transit as it moves through the City of Seattle.

Mr. George Curtis

King County Officers might be appropriate for the Sounder Commuter Rail, but not the best agency for the Link Light Rail portion of the project. He also mentioned that the police officers have training in other areas besides crime prevention and can provide their knowledge and expertise in those areas whereas a private security service might not be adequately trained in all areas. He went on to say that the Seattle Police officers have well-lubricated liaisons with other emergency services within the city of Seattle and they would be more appropriate. In addition, he said they are one of the closest police agencies that is coming close to some degree of civilian oversight and control which is an important issue.

He then discussed the Graham Street station. He said that in the mid-1990's the station was shown on the literature that went out to the community. By the time the DEIS came out there were only four stations, then it was given back to the community as compensation for the at-grade alignment. Without the station there is too much distance between stations. He ended by saying that Sound Transit has not determined whether we have a regional system or an urban commuter line and trying to do both by eliminating stations is not providing either service adequately.

Mr. Paul W. Locke:

Mr. Locke stated that he is interested in Resolution No. R2000-06 which adds hours to the system at a cost of \$12.3 million. He requested that the Board carefully consider not increasing the amount of service being put out unless the total operating cost for the service can be covered. He said he does not believe the agency has enough money to build the system. He said that the program was completely underestimated and will not get any cheaper. Every time services are added, the agency is going further in the hole. He said he believed that if all the taxes were collected, there still would not be enough money to run the systems.

Dave Reichert, King County Sheriff:

Sheriff Reichert stated that King County began looking at the Sound Transit security issues in early 1998 and immediately recognized that commissioned law enforcement officers needed to be involved in security issues around transit and moving people. He said that King County, along with the other sheriff offices, have concurrent jurisdiction in all of the cities of King County and are responsive to the citizens of the county. He mentioned that this would be a great opportunity for another try at partnerships with the all the sheriff departments and police department and city government in the county. This is an opportunity to create partnerships where police officers and citizens work together throughout the county to provide a safe system for everyone who has an opportunity to ride on the system. He stated that they would like to begin a dialog to look at MOU's and how to interact with each other for a seamless operation that shares information with all the police departments involved in the system. He said there are areas where serious crimes may occur that the police department will have to be called to handle the crime. Some suburban cities have been concerned about the financial impacts of the police department in policing issues around the transit systems as they move through their cities. There is work to be done, agreements that need to be made, discussions that need to take place, but it is a great opportunity to build some friendships, partnerships, and a seamless web of police protection throughout the system.

Mr. Nickels asked Sheriff Reichert if his department has officers who are transit specialists.

Sheriff Reichert stated that they have partnered with the King County Metro system and currently there are 25 full time people assigned to that system. He said that the opportunity to build a system over the past 2-1/2 years has been a great partnership between King County Metro, the King County Sheriff's office, the Seattle Police department, and the Seattle government. In addition to the 25 full time officers plus 250 off-duty Seattle officers working for the King County Sheriff's office on the Metro system.

Mr. McIver asked if this is the case, why is it that in the Metro system in the city of Seattle that safety of ridership is considered the number one concern as to why people do not use Metro Transit in the Rainier Valley and Capital Hill?

Sheriff Reichert stated that this question was a surprise because he understood the safety concerns had decreased over the past 2-1/2 years. He added that this does not mean there are not concerns, but that they are building a security system that still has work to be done.

Mr. Sims asked how many incidents of crime have dropped in the Metro system since partnering with the Sheriff's office.

Sheriff Reichert deferred to King County Sheriff John Seltzer.

Sheriff Seltzer did not have the information.

Mr. Sims stated that the Rick Walsh, the Director of Metro Transit, could answer this question. He added that Mr. Walsh was opposed to the partnership in the beginning and now embraces it significantly.

Sheriff Reichert said that in the beginning when the partnership with Metro Transit first began, it was not welcomed with open arms. He said it was a challenge to build a relationship and that

their hope was to begin building a similar relationship with Sound Transit and the other police departments.

Sheriff Seltzer said he did not have any specific numbers, but that during once they began adding the dedicated deputies, in a three-month period there were over 400 arrests for quality of life issues which resolved some of the larger issues.

Sheriff Reichert added that when you have people dedicated to the service, they take ownership and great pride in the work they do for the citizens.

Mr. Enslow questioned whether the security needs of Sounder are comparable to the needs of Metro Transit.

Sheriff Reichert said he is just comparing the partnership that exists between the Metro system, the Seattle Police department, and the King County Sheriff's office. He stated that the system is one that will be used by people primarily in route to and from work and will begin much smaller than the transit system.

Mr. Enslow said that hearing about 400 incidents on the Metro system, made him wonder how many instances would be happening on Sounder.

Sheriff Reichert said he didn't foresee that right away, but that the concept being looked at is a move in the right direction as far as building the security system the right way from the beginning and then it could be built into a larger system the structure is in place.

Mr. Sutherland stated that the motion being discussed specifically addressed security services on the Sounder Commuter Rail. He asked if there is a need on the Regional Express system, could they utilize the same system for the Express bus service?

Sheriff Seltzer said they could handle both systems and that discussions have been made with the Metro Transit police unit to be able to assist in those types of instances.

Mr. Sutherland asked about the jurisdictional responsibilities ending at the boundary of the city. He asked if it wouldn't be difficult for any city to be able to develop an interwoven network of security capability to respond in the three-county areas.

Sheriff Reichert said it makes sense for the sheriff's office to take the leadership role and include all the others as partners.

Mr. Enslow asked the sheriffs what their experience has been with issues on the express buses.

Sheriff Seltzer said the express buses started after he left the Metro unit, but he had talked with the Metro Transit police unit and they said there was one route where they had some problems, but had been minimal. He then asked Jeff Benoit, Sound Transit Chief of Security, if there had been 19 incidences in a three-month period on express buses. He thought they were quality of life issues—sleepers and drunkenness.

Mr. Drewel acknowledged the presence of the Snohomish County Sheriff Rick Bart and Officer Tom Green. He said they have a contractual relationship with Community Transit that is working well.

Report of the Chair

None.

Executive Director Report

Executive Director White reported on three items.

- Two technical proposals had been received for the design build contract for the tunnel segment between downtown Seattle and the University District.
- Briefings are being scheduled with Board members to discuss the full funding grant agreement negotiations.
- Staff met with University of Washington for the first time since the agreement had been made and it appears to be a successful partnership.

Mr. Sutherland asked about the commuter rail and the number of cars available.

Mr. Paul Price, Director, answered that the system was designed to handle 10 cars behind a locomotive. The initial configuration for the Sounder service was for six-car configurations. With the interest that has been apparent with the Mariners specials which have been selling out, they are currently looking at expanding it to eight cars.

Mr. Sutherland said he just wanted to point out that the demand has been great.

Motion No. M2000-32 – Approving staff to pursue contracted police security services for Sound Transit through (1) contracting with King County (King County will subcontract with Pierce and Snohomish Counties), and (2) issuing a formal Request for Proposal (RFP) for private security services

Mr. Earling stated that while the motion title does not say it specifically, this motion is just for Sounder service and not for the whole Sound Transit system.

Mr. Price introduced Jeff Benoit, Chief of Security.

Mr. Jeff Benoit, Sound Transit Chief of Security, gave an overview of the motion. He stated that Sound Transit has a variety of current and future policing and security needs such as the physical security at Union Station, Opus East, and the start-up of Sounder on September 18 which includes station platforms, park and rides, and the policing of the trains. Sound Transit's goal is to provide a safe and secure system for its customers and employees. He mentioned that in the summer and fall of 1999, King and Pierce Counties provided two law enforcement executives to assist in assessing Sound Transit's security and policing needs. They met with the chiefs of law enforcement jurisdictions and conducted a survey assess a variety of issues such as crime statistics, response time, and staffing levels. He advised that the staff report includes an outline of the five options which were looked at and that Option Five was being recommended as a blend of commissioned law enforcement officers and private security. He said that Option Five offers Sound Transit flexibility and a comprehensive, multi-layered partnership approach to the security and policy needs.

It was moved by Mr. Sims and seconded by Mr. Sutherland to approve Motion No. M2000-32.

Mr. Sims stated that when he was on the King County Council, they asked students why they didn't like to ride the bus and they said they didn't like the people who were on the bus. He said when he became the King County Executive, he wanted to change the attitude which surrounded riding the bus. He fought to get commissioned officers involved with the bus system. Having the police involved has made a difference and has created strong relationships with other police departments.

Mr. Enslow expressed his concerns. He stated that he's been riding the bus lately and the bus riders are very different from the riders he's encountered on the Sounder Commuter Rail. He said that his constituents are interested in more service, which makes him hesitant to have higher security costs that might not be necessary and might take away from the monies needed for more service. He asked Mr. Price about the security on the Coaster Commuter Rail in San Diego.

Mr. Price stated that in his two years of service with the Coaster Commuter Rail, most incidences were quality of life concerns. He added that it was mainly commuters. There were two incidences where a fare evader was taken off the train once and a rowdy student was taken off the train once.

Mr. Enslow asked for a breakdown on Option Three. He also said he would be interested in knowing what the percentage of cost would be on the Sounder compared to the cost to Express buses.

Mr. Price advised that they could get that information together and sent to the Board before the meeting on May 25.

Mr. McIver stated his concern that the Board was not given the opportunity to compare competitive pricing. He also asked what, under this proposal, the response time would be if an incidence happened at the intermodal transportation station.

Mr. Seltzer answered that protocol depends on the local jurisdiction. When they asked about specific response times, they ranged depending on the type of crime all the way up to 26 minutes. He added that when you look at a quality of life issue, that is considered a low priority which would require a long response time. He stated that in Seattle they had a 25.6 minute response time for a low-priority call.

Mr. McIver restated that his question was what Mr. Seltzer's department's response time?

Mr. Seltzer did not have that information.

Mr. Reichert stated that in the Metro system, it is a partnership between the Seattle Police department and the King County Sheriff's office, so there is a mixture of people covering the system at all times. The response times are dependent upon where the cars are and what is the crime.

Mr. McIver said he felt the Board needed to put together what the goals are, the time needs, and what are the costs then put out an RFP. He hoped the Executive Committee would vote against the motion and come back with some evaluative criteria.

Mr. Sutherland asked how much time it would take after a decision is made to have a system that is functional.

Mr. Price said the time would be dependent on which system is pursued. Concerning the private security option, a RFP is ready to go out and would be ready on time.

Mr. Reichert said they have been working on the plan for a long time and could have people ready by September.

Mr. Enslow asked if staff would be able to come up with a new proposal and still be ready by September.

Mr. Price said it is dependent on what new alternatives would be requested.

The motion to approve Motion No. M2000-32 be forwarded to the Board with a do pass recommendation was carried by the majority vote of all Executive Committee members present. (Mr. McIver and Mr. Sims voted in the minority.) ????

Resolution No. R2000-06 – Approval of the 2000 Regional Express Bus Service Implementation Plan

Mr. Nickels stated that during the Finance Committee meeting on May 18, information was requested that will not be available until the next meeting. The questions concerned Route 546 and Special Services.

Mr. Earling asked for a brief presentation.

Ms. Govern, Director, went over the differences between the past year's Service Implementation Plan (SIP) and the plan being presented. She stated that included in the SIP were unprogrammed hours (scheduled maintenance hours) in King County. The recommended change in the current SIP has to do with accelerate Bellevue to SeaTac service beginning in September and delaying the Issaquah to Northgate service one year to September 2001. This change allows Sound Transit to work with King County Metro, Issaquah, and the other communities served by the route to see what would be the best service configuration. She stated that service hours are increased from 3.3 million hours to 3.6 million hours. The increased hours are primarily in East King County and are expected to be covered by the programming of unanticipated East King County revenues.

Resolution No. R2000-07 – A resolution determining that Link Light Rail project funds will not be spent at this time to acquire property to preserve the opportunity to build the South Graham Street station in the future; and that Sound Transit shall work with the City of Seattle and King County Metro to provide improved pedestrian, bicycle, and bus access from the South Graham Street neighborhood to other nearby light rail stations

Mr. Paul Bay, Director, makes clear that not currently acquiring the right of way at this time for the South Graham Street station.

It was moved by Mr. McIver and seconded by Mr. Drewel to approve Resolution No. R2000-07.

Mr. McIver stated that as station design was being done, the community did not show interest in having a station in this location at this time. Additionally, ridership did not add to Sound Transit, but rather took away from existing stations.

The motion to approve Resolution No. R2000-07 be forwarded to the Board with a do pass recommendation was carried by the unanimous vote of all Executive Committee members present.

Motion No. M2000-44 – Directs staff to initiate and complete the "formal" environmental process under the State and National Environmental Policy Acts (SEPA and NEPA) for the Tukwila freeway route for the Central Link Light Rail line and providing further direction as related to the Central Link Light Rail alignment through the City of Tukwila

Mr. Bay stated that the alignment through Tukwila had been looked at in depth. Based upon the findings, staff was recommending proceeding with an environmental impact process to include the new alignment in the evaluation. He advised that the City of Tukwila was in agreement that the action is important.

Mr. Earling stated that they had a good meeting with the Mayor of Tukwila and the City Administrator and the Mayor is in agreement with the proposal before the committee. He thanked the Sound Transit and Tukwila leadership for the hard work.

Mr. Nickels mentioned that the alternative adopted on November 18 was E-1 and this was E-4. He stated that at the time of the decision, there were two options being looked at, E-1 and E-3. He questioned whether each of the alternatives would be at equivalent levels of environmental review and costing at the time that the final decision is made.

Mr. Bay stated this was correct.

It was moved by Mr. McIver, seconded by Mr. Nickels, and carried by the unanimous vote of all members present that Motion No. M2000-44 be presented to the Board with a do-pass recommendation.

Resolution No. R2000-08 – Approval of Memorandum of Agreement with the University of Washington related to the purchase of University of Washington property to build a portion of the Central Link Light Rail line on and adjacent to University of Washington-owned property

Mr. Bay stated that the Memorandum of Agreement with the University of Washington had been negotiated and all of the issues have been settled.

It was moved by Mr. Sutherland and seconded by Mr. Drewel, and carried by the unanimous vote of all members present that Resolution No. R2000-08 be presented to the Board with a do-pass recommendation.

Resolution No. R2000-09 – Authorizing the Executive Director to execute the Downtown Seattle Transit Tunnel Transfer Agreement

Mr. Paul Matsuoka, Deputy Executive Director, stated that the agreement had been negotiation between King County, the City of Seattle, and Sound Transit.

It was moved by Mr. Drewel and seconded by Mr. Sutherland, and carried by the unanimous vote of all members present that Resolution No. R2000-09 be presented to the Board with a do-pass recommendation.

Sounder Start-Up Service in September

Deferred to next meeting.

Other Business

None.

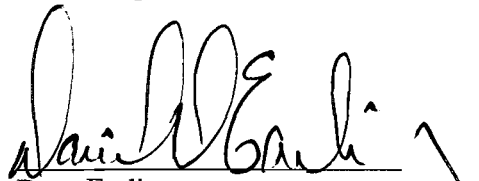
Next Meeting

The next Executive Committee meeting is scheduled for Friday, June 2, 2000, from 1:30 to 2:30.

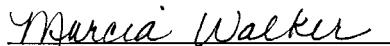
Adjourn

As there was no other business, the meeting was adjourned at 2:40 p.m.

Recorded by Jane Emerson
Project Coordinator


Dave Earling
Executive Committee Chair

ATTEST:


Marcia Walker
Board Administrator