

**Sound Transit
Joint Executive Committee and Government Affairs Task Force Minutes**

June 2, 2000

Call to Order

Executive Committee Chair Dave Earling called the meeting to order at 2:35 p.m. The meeting was held in the Boardroom of Union Station, 401 S. Jackson St., Seattle, WA 98104.

Attendance

(P) Dave Earling, Executive Committee Chair	(A) Mary Gates
(P) Bob Drewel, Government Affairs Task Force Chair	(A) Jane Hague
(P) Greg Nickels, Executive Committee Vice Chair	(P) Richard McIver
(P) Doug Sutherland, Executive Committee/ Government Affairs Task Force Vice Chair	(P) Renee Montgelas for Sid Morrison
(P) David Enslow	(A) Paul Schell
	(A) Ron Sims
	(P) Cynthia Sullivan

Public Comment

None.

Reports of the Chairs

Mr. Earling, Executive Committee Chair, congratulated Executive Director Bob White, who had just received the James R. Ellis Regional Leadership Award from the Municipal League of King County.

Additionally, Mr. Earling stated that the Committee would convene an executive session toward the end of the meeting to discuss performance evaluations of the Executive Director and the Board Administrator, and indicated that the Committee would be making a recommendation to the Board following that executive session.

Mr. Drewel, Government Affairs Task Force Chair, reported that ST would be sending a delegation to Washington DC later this month to meet with members of the congressional delegation about the importance of the Full Funding Grant Agreement and FY 2001 appropriations.

Executive Director Report

Executive Director White reported that at the last Board meeting, the Board adopted a motion regarding the provision of security for Sound Transit. At that time, Mr. White promised to return to the Executive Committee with some options in terms of the approach to implementing that motion. From a timing standpoint, the most critical element is putting in place baseline security provisions for the startup of the Sounder commuter rail service. In addition to that, there are some longer-term needs that will grow as the commuter rail service grows, and as ST implements more services. Mr. White indicated that he would be recommending that staff initiate a two step process.

The first step would be to release a Request for Proposals (RFP) the following week, which would allow ST to obtain baseline private security services. Mr. White indicated that private security services were an element of all of the options before the Board last week. The private security services would provide, for example,

security at each of the commuter rail stations so throughout the service hours there would be someone on the platform, to provide a sense of security for the system and to provide customer information. During mid-day, Mr. White indicated that the biggest security issue would probably be the protection of cars, and so the private security would be used for that purpose as well. Mr. White stated that private security services would allow ST to begin its commuter rail service on September 18, 2000 with a safe and secure system.

Mr. White continued to outline his proposed process. The second step would be to put together a letter addressed to the local law enforcement agencies within the three-county area asking them to provide some advice to ST on the level of service that they could see themselves providing in response to "quality of life issues" when law enforcement agencies are having to balance calls as they come in. The second thing that ST would ask them to provide is their thoughts on the degree to which there is a need for centralized command of uniformed commissioned officers for ST's security service, and thirdly, the degree to which they believe commissioned officers will play a role in providing security.

Mr. White stated that one of the criticisms that staff received when developing the security proposal before the Board the week prior was that staff did not give local jurisdictions the opportunity to comment on the conclusions that staff reached. Mr. White stated that this proposal would provide information to the Board regarding the local law enforcement agencies among the individual jurisdictions along the commuter rail line, and it would give the tri-county sheriffs an opportunity to describe their proposal as it relates to ST's objectives. Mr. White stated that another criticism staff received at the time was that the security proposal was not framed in terms of policy objectives. To that end, staff would send the letter to the law enforcement agencies and would bring the feedback and input to the Board so that the Board could make a policy judgment in terms of the role and structure of providing commissioned officers to supplement ST's private security. Following that policy discussion, staff would put out an RFP. Mr. White stated that he hopes this process would provide a level playing field for the various institutions that are interested in providing ST's security.

Mr. White concluded by requesting a sense of concurrence from the Committee to proceed with the process to obtain private security services

Mr. Enslow asked if staff intended to use cameras in ST parking lots.

Mr. White responded that cameras would be used both in ST parking lots and in the stations.

Mr. Nickels indicated that there was no debate about the need for private security, and that Mr. White should move forward with that process.

Mr. Drewel agreed, stating that he urged Mr. White to work as quickly as possible on this.

Government Relations Update

Ms. Sheila Dezarn, Government Relations Manager, presented a report to the Committee (copy on file).

Public Involvement/Community Outreach Report

None.

Implementation of Sounder Commuter Rail Service in September 2000

Mr. David Beal, Project Development Program Manager, stated that the agreements recently signed by ST and Burlington Northern Santa Fe (BNSF) ensure that commuter rail service can begin between Tacoma and Seattle on September 18, 2000 as the Board has committed. He stated that Sounder service in Tacoma will be

located at or near the existing Amtrak station along Puyallup Avenue, rather than the planned Tacoma Dome station near Freighthouse Square, for the first several months of service. Additionally, Mr. Beal indicated that while ST's agreements with BNSF do not require them to allow ST to operate at the Tacoma Amtrak station, the BNSF has agreed to permit that service despite the fact that it will occur amidst one of their busy port-related freight yards. Mr. Beal pointed out that this is a notable concession on the part of the BNSF, given their long-held position that commuter service would never operate from the Amtrak station in Tacoma on a regular basis.

(Ms. Monteglas arrived.)

Mr. Beal stated that the BNSF has indicated, however, that it will limit the commuter rail service to two round-trips per day, not the three that staff has been striving to achieve. The BNSF feels that this limitation is necessary to control ST's impact on BNSF yard operations. Mr. Beal referred the Committee to a sample schedule of what that the two round-trip service would look like (copy on file). Mr. Beal outlined the reasons for ST's inability to get service to the Tacoma Dome station by September 18. ST is negotiating with the Tacoma Rail Division of the City of Tacoma to reach agreement that meets three basic tests: 1) that it represents payments to the City generally in line with track use rates common in the rail industry nationally, including ST's final rates negotiated with the BNSF; 2) that it includes payments that fit within the Sounder operating budget, specifically the Pierce County subarea portion of that budget, in a way that does not preclude other likely operating requests to be made by the subarea in the future; and 3) that it adequately protects the interests of ST as an operator of commuter rail in the years to come. Mr. Beal stated that failure to come to agreement with the Tacoma Rail Division of the City of Tacoma has precluded ST's ability to gain access for the BNSF to build a new connection to the Tacoma Railroad, to move to the Invitation For Bid process, construction of the 1.2 miles of track that ST will share with the Tacoma Rail, and to allow the BNSF to signalize the tracks. ST cannot begin service to the Tacoma Dome station without first meeting necessary track and other improvements to the Tacoma Rail right of way that includes some structural work necessary for the commuters' safety.

Mr. Beal stated that many people are working hard to resolve this impasse, and that ST staff believes a resolution can be achieved fairly soon.

Mr. Beal turned to the subject of the condition of the various stations along the Sounder line on opening day:

- ◆ King Street Station: Complete.
- ◆ Tukwila Station: Will not be under construction as of September 18.
- ◆ Kent Station: Staff is working hard to get a temporary platform in place by September 18, but it may not be available until October 1.
- ◆ Auburn Station: Complete, as well as a portion of the parking.
- ◆ Sumner Station: A platform will be available, as will some of the parking.
- ◆ Puyallup Station: A platform will probably not be available until November 1.
- ◆ Tacoma Station: A temporary platform will be ready near the Amtrak station, and parking will be available at the Tacoma Dome parking garage.

Finally, Mr. Beal referred Committee members to a one-page sheet summarizing the service launch marketing approach (copy on file).

Mr. Earling pointed out that Mr. Kevin Phelps has been working hard to help arrive at a resolution between ST and the City of Tacoma, and Executive Director White has asked former Board Chair Mr. Paul Miller to get involved as well. He expressed his hope that the two parties could come to an agreement.

Minutes of April 21, 2000 Executive Committee Meeting

It was moved by Mr. Drewel, seconded by Mr. Nickels and carried by the unanimous vote of all members present that the minutes of the April 21, 2000 Executive Committee meeting be approved as presented.

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

It was moved by Mr. Nickels and seconded by Mr. Enslow that Resolution No. R2000-06 be presented to the full Board with a do-pass recommendation.

It was moved by Mr. Nickels and seconded Mr. Enslow that Resolution No. R2000-06 be amended as follows:

On page 1, after "commitment in Sound Move in a cost-effective manner" and before "Whereas, the Sound Transit Board has further determined it is in the best interest of the" insert the following:

Whereas, Sound Transit has continued to seek input from the public and to work with its regional transit partners to develop service that meets regional transportation needs, and, in that regard, has amended its proposed Service Implementation Plan for Route 546 to provide interim routing that services high-capacity destinations as detailed in Attachment A, and with the understanding that Route 546 will be discontinued when the Overlake Transit Center is completed; and

Mr. Nickels indicated that he was offering the proposed amendment on behalf of Mr. McKenna and Ms. Hague.

The motion to amend Resolution No. R2000-06 was carried unanimously by all members present.

The motion to present Resolution No. R2000-06, as amended, to the full Board with a do-pass recommendation was carried by the unanimous vote of all members present.

Motion No. M2000-45 - Approval for the submittal of the 1999 Annual Report and Six-year Transit Development Plan 2000-2006 to the Washington State Department of Transportation

Mr. Brian O'Sullivan, Systems Integration Project Manager, and Mr. Nick Marquardt, Systems Integration Project Coordinator, provided background information (copy on file).

It was moved by Mr. Drewel, seconded by Mr. Nickels and carried by the unanimous vote of all members present that Motion No. M2000-45 be presented to the full Board with a do-pass recommendation.

Resolution No. R2000-10 - Acquisition of certain Real Property interests, by Purchase or Condemnation, and payment of eligible relocation and re-establishment benefits to affected parties for the Everett to Seattle Commuter Rail Project

Ms. Kathi Thompson, Senior Real Estate Representative, provided background information to the Committee (copy on file). She indicated that staff had inadvertently left one of the properties off of the exhibit to the resolution, and a map and legal description of that property was distributed (copy on file).

It was moved by Mr. Drewel and seconded by Mr. Nickels that Resolution No. R2000-10 be presented

to the full Board with a do-pass recommendation.

It was moved by Mr. Drewel, seconded by Mr. Enslow, and carried by the unanimous vote of all members present that Resolution No. R2000-10 be amended to include the property that was inadvertently left off the exhibit to the resolution.

The motion to present Resolution No. R2000-10, as amended, to the full Board with a do-pass recommendation was carried by the unanimous vote of all members present.

Motion No. M2000-49 - Authorizing the Executive Director to enter into a Land Bank Agreement with the Washington State Department of Transportation (WSDOT)

Mr. Eric Mendelsohn, Legal Counsel, presented background information to the Committee (copy on file).

Ms. Montgela congratulated ST legal counsel and the State Attorney General's Office for their work on this. She indicated that the agreement would pay off for both ST and WSDOT.

It was moved by Mr. Nickels, seconded by Mr. Drewel, and carried by the unanimous vote of all members present that Motion No. M2000-49 be presented to the full Board with a do-pass recommendation.

Sound Transit's 1999 Agency Performance Evaluation

Mr. Earling referred to his May 18 memorandum to the Board highlighting milestones for 1999 (copy on file). He stated that he was recommending that the agency be rated in the same category as the past two years: "exceeds expected efforts with few issues," resulting in a performance award of 8%.

It was moved by Mr. Drewel, seconded by Mr. Nickels, and carried by the unanimous vote of all members present that the Executive Committee recommend that the agency's performance for 1999 be rated as "exceeds expected efforts with few issues" resulting in a performance award percentage of 8%.

Convene Executive Session to conduct performance evaluations for the Executive Director and the Board Administrator

The Committee convened an executive session to conduct performance evaluations for the Executive Director and the Board Administrator at 3:22 p.m.

(Mr. Sutherland arrived.)

Reconvene Business Meeting

The Committee reconvened its business meeting at 3:42 p.m.

Performance Evaluations of the Executive Director and the Board Administrator

It was moved by Mr. Drewel, seconded by Ms. Sullivan, and carried by the unanimous vote of all members present that Executive Committee recommend that the salary of the Executive Director be increased by 3%, resulting in an annual salary of \$173,637, and that the salary of the Board Administrator be increased by 3%, resulting in an annual salary of \$92,617.

Mr. Nickels requested that the Executive Director and the Board Administrator bring objectives for the next year to the executive session at the Board meeting.

Other Business

Mr. Sutherland indicated that he would like to meet with appropriate staff to discuss integration of ST activities with other activities going on.

As there was no other business, the meeting was adjourned at 3:45 p.m.

Next Meeting

The next Executive Committee meeting is scheduled for Friday, June 16, at 1:30 p.m.

Recorded by Amy Ebersole
Board Coordinator

ATTEST:

David Earling
Executive Committee Chair

Marcia Walker
Board Administrator