

**Sound Transit
Executive Committee Summary Minutes**

October 15, 1999

Call to Order

The meeting was called to order at 1:36 p.m. by Dave Earling. The meeting was held in the Board room of Union Station, 401 S. Jackson St., Seattle, WA 98104.

Attendance

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

Report of the Chair

Mr. Earling reported that he would be chairing the meeting in Mr. Miller's absence, as Mr. Miller was in Orlando, attending the annual APTA meeting and Expo.

Executive Director Report

None.

Public Comment

Mr. Paul W. Locke presented comments to the Committee regarding proposed Motion No. M99-71. He suggested that by issuing ticket stubs authorizing transit users to park in the Park-and-Ride lot, additional revenue could be gained. Regarding proposed Motion No. M99-68, he indicated that staff needs to place a higher emphasis on the speed of the commuter rail trains. Finally, he spoke regarding proposed Resolution No. R99-31, stating that he was unsure of what impact a change in Sound Transit's retirement program might have on the taxpayers.

Minutes of July 2, July 16 and August 20, Executive Committee meeting

It was moved by Mr. Nickels, seconded by Ms. Gates and carried by the unanimous vote of all members present that the minutes of the July 2, July 16, and August 20, 1999 Executive Committee meeting be approved as presented.

Motion No. M99-71 - Authorizing the Executive Director to execute a Memorandum of Agreement (MOA) between Sound Transit and King County. This will establish King County as the lead agency for the right-of-way acquisition, final design, and construction phases of the Pacific Highway Park-and-Ride Lot. The County will fully fund these remaining project phases except for a \$1.5 million contribution for final design from Sound Transit.

It was moved by Mr. Nickels, seconded by Ms. Gates, and carried by the unanimous vote of all members present that Motion No. M99-71 be forwarded to the Board with a do-pass recommendation

by the Committee.

Mr. Earling asked to move on to agenda item 7A, an update on the economic development program, before taking action on the next two action items.

Update on Economic Development Program

Mr. Alec Stephens, Diversity Program Manager, provided a status report on the economic development program (copy of discussion paper on file). He stated that a proposal for a Regional Transportation Education Program had been attached to his discussion paper as a sample proposal (copy on file).

Mr. Sims spoke in favor of the Regional Transportation Education Program proposal, stating the need for more skilled workers in the transportation field.

Mr. Nickels agreed with Mr. Sims, stating his hope that Sound Transit would fund the proposal. He stated his frustration with the status report on the economic development program, indicating his desire to move from planning to actually doing something.

Executive Director White stated that the Regional Transportation Education proposal carries with it a deadline of the academic year. To participate requires both short- and longer-term actions. The \$48,000 request to Sound Transit in 1999 is available in the 1999 budget and is within Mr. White's spending authority: He indicated that, with no objections, he would propose providing the funding for 1999 and incorporating the rest of the request into the year 2000 budget process.

Motion No. M99-68 - Establishing a timeline for the launch of the Sounder commuter rail services in the Tacoma-to-Seattle corridor

Mr. Paul Price, Commuter Rail Director, laid out the three options being proposed:

Option 1: Launch of a low level of service, starting four months after execution of the ST/BNSF agreements.

Option 2: Launch of a moderate level of service, starting 11 to 13 months after execution of the ST/BNSF agreements.

Option 3: Launch of a high level of service, starting eighteen to twenty months after execution of the ST/BNSF agreements.

(Copies of discussion paper on file.)

Mr. Sutherland indicated that he had caused some consternation by stating at an earlier meeting that he wanted service to begin February 29, 2000. He realized that Executive Committee members had reached consensus on Option 2 during a meeting that he was not in attendance. However, Mr. Sutherland reported that he had received numerous calls from citizens asking for service as soon as possible, even with only one train per day. He stated that service would not need to begin on February 29, but as soon as possible.

Mr. Nickels asked if the train would start by Labor Day, 2000, if the Board chose Option 2. He stated that he wanted to be certain that that would be possible, because if not, he would choose an earlier service launch with only one train per day.

Mr. Price stated that negotiations for a start date for service were in progress, but that it appeared that a three-train schedule could begin in September 2000.

Mr. Sims agreed with Mr. Nickels, stating that if three trains could begin on a certain date, he would support that. If not, he would prefer to have one train operate earlier.

Mr. Price indicated that he would try to negotiate a specific September start date in the agreement with BNSF, but that if that effort were unsuccessful, he would return to the Board.

It was moved by Mr. Sutherland, seconded by Mr. Drewel and carried by the unanimous vote of all members present that the Executive Committee recommend to the Board the following:

Launch a modified approach Option 2. This option would introduce the Sounder commuter rail service with three roundtrips per day on the Tacoma-to-Seattle route, provided that the Sound Transit/Burlington Northern Santa Fe Railway capital and operating agreement approved by the Board through Resolution No. R99-22 (August 26, 1999) specifies a commitment that service will begin in September 2000. Staff is directed to inform the Board as soon as possible if a September 2000 service launch date cannot be met. If Burlington Northern does not commit to a 2000 start-up date, the Board will reconsider Option 1.

Resolution No. R99-31 - A resolution of the Board of the Central Puget Sound Regional Transit Authority terminating its status as a participating employer in the Public Employees' Retirement System and authorizing the Executive Director to take administrative action to effectuate such termination

Mr. Hugh Simpson, Controller/Treasurer, provided background information to the Committee (copy on file).

It was moved by Mr. Drewel, seconded by Ms. Gates and carried by the unanimous vote of all members present that Resolution No. R99-31 be forwarded to the Board with a do-pass recommendation.

Project Labor Agreement Status Report

Mr. Stephens reported that 15 negotiating sessions had been held to date with the Association of General Contractors (AGC), Association of Builders and Contractors (ABC), labor representatives, and members of the Fast Jobs Coalition. He indicated that significant progress is being made, and that the parties are targeting the end of November for bringing the agreement to the Board.

Preferred Alternative for I-90 Two-Way Operations

Ms. Gilliland and Ms. Andrea Tull, HOV Access Project Manager, presented slides to the Committee. They indicated that they would be coming back to the Board for action after the I-90 steering committee takes action on a preferred alternative.

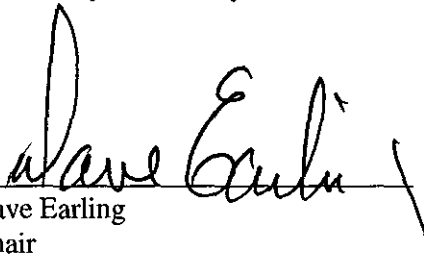
Other Business

None.


As there was no other business, the meeting was adjourned at 2:48.

Recorded by Amy Ebersole
Board Coordinator

Minutes approved by the Executive Committee on the 7th day of January, 2000.


Dave Earling
Chair

ATTEST:


Marcia Walker
Board Administrator