

Sound Transit Citizen Oversight Panel

Meeting Summary

June 18, 2015

COP Members Present: Fred Auch, Annette Bailes, Josh Benaloh, Dave Berger, Robin Gold, John Harrison, Phil Lovell, Don Monroe, Stuart Scheuerman Vic Sood, Michael Williams, Harold Wirch

COP Members Absent: Mildred Ollée, Dave Russell

Others present: Shelly Brown, Kathy Albert, Magda Ostrowski, other agency staff, members of the public

Parking Pilots

Brian Brooke, Research Policy and Development Manager, and Emily Yasukochi, Senior Policy Planner, gave an update on the agency's parking pilot projects. (See the June 5, 2014 COP meeting summary for additional background.) The Sound Transit Board adopted a System Access Policy in 2013 and approved a parking pilot project that same year. The first phases of the project were launched in February 2014.

Sound Transit's parking facilities consist of over 14,000 spaces in 30 lots, 20 of which are at or above 90 percent capacity. Eleven of the agency's transit centers and stations have no parking at all. Customer survey data shows that when starting from home, 67 percent of Sounder riders use park-and-ride, 39 percent of ST Express riders use park-and-ride, and 13 percent of Link riders use park-and-ride, for an overall total of 36 percent of ST riders using park-and-ride when starting their trip from home. The parking pilot had three components:

- Paid parking permits at the Issaquah Transit Center and the Mukilteo, Tukwila Interurban and Sumner Stations – From February through July 2014, up to 40 percent of spaces at each facility were reserved until 10:00 AM each day at \$33 per quarter for an SOV permit and \$5 per quarter for an HOV permit; rates set to recover anticipated costs of administering the program. Overall customer satisfaction averaged 4.3 on a scale of one to five, with certainty of finding a parking space and access to preferred parking the most frequently cited benefits. Reduced stress and commute time, ability to travel later in the morning, and greater flexibility were also identified. Use of parking permits increased ridership by prioritizing transit riders, spreading out demand and arrivals, and encouraging alternative facility use. A high level of willingness to pay for guaranteed space was identified. New carpools developed in the absence of an SOV option at Sumner Station. Areas of concern included questions of fairness and equity, and the intent behind the agency's paid parking pilot.
- Rideshare Incentives in collaboration with Metro, Community Transit and Pierce Transit – A van share incentive program was launched in September 2014 that provided limited financial incentives and reserved parking for users ridesharing from home to ST facilities in partner-sponsored vehicles. A vanpool relocation incentive program was launched in January 2015 that

provided limited financial incentives to riders to change meet-up locations from busy ST facilities to less crowded ones at the South Everett Freeway, Overlake Transit Center, Federal Way Transit Center and Sumner Stations. Wrap-up and evaluation of both projects will occur later in 2015.

- Real-Time Monitoring at the Federal Way Transit Center and the Puyallup, South Everett and Auburn Stations – Installation of magnetic loop detectors, wireless roadway sensors for individual space monitoring and ultrasound directional sensors was completed in April 2015. The contractor provided the equipment, installation, technology and support; agency staff will collect data, including customer feedback. Real time information to riders will begin in July 2015.

Next steps for the paid parking component include a Request for Information to parking management firms asking how each would approach a permit parking program at Sound Transit facilities, creation of a system-wide permit program and outreach plan, and development of an overall program for the Board's consideration by the third quarter of 2015. Notably, parking was the top issue cited at the June 11, 2015 Transit Integration Summit.

South 200th Link Extension

Miles Haupt, Project Director South Link, gave an update on the South 200th Link extension. The project is a 1.6 mile extension of light rail from the SeaTac/Airport Station to South 200th Street. The project budget is \$383 million, \$311 million of which is committed and \$214 million of which is incurred. The estimated final cost is trending approximately \$20 million under budget. There are two active design-build contracts, one for the guideway and station and the other for the parking garage. There is one active design-bid-build contract and one remaining roadway contract. The elevated station is the first transit station in the State of Washington to be built to Leadership in Energy and Environmental Design (LEED) standards. The station design also incorporates several innovative art components including a About two thirds of an acre is available in the vicinity of the station for future transit orientated development (TOD). A new fire station and 300 units of senior housing are being constructed nearby. The parking garage will consist of about 1100 total spaces, including 15 – 20 spaces for drop offs and about 20 spaces for the 2500 square feet of retail space available at the facility. The project is approximately 60 percent complete overall, with revenue service still scheduled to commence in Fall 2016. The schedule contains 146 days of project-wide float. Top risks include securing Certificate of Occupancy permits, integrating the various systems and station components, systems integration testing for rail activation, and the U830 SCADA contract.

Discussion

There was discussion about whether fares could be collected at park and ride lots built originally with funds from the Washington State Department of Transportation (WSDOT) or the Federal Highway Administration (FHWA). Research on the question is underway.

Member Reports

Chair Josh Benaloh noted that a COP task force to evaluate issues of regional transit integration has been formed. He asked that interested Panel members participate in what he expects will be a fairly brief analysis of places where integration has been successful and others where it could be improved. He expected that the task force would meet once or twice before issuing its findings. Josh attended a

day long transit planning session at the City of Redmond that included fictional and real world planning exercises that increased his understanding of transportation planning.

Josh Benaloh and Fred Auch attended the Puget Sound Regional Council's (PSRC) Transit Integration Summit on June 11, 2015. Both reported that the meeting was interesting and well attended by regional partners, who identified parking as their top priority. Fred planned to attend an upcoming Bellevue Downtown Association meeting focused on transportation issues.

Annette Bailes and David Berger planned to attend an upcoming public hearing on ST3.

On-Going Concerns

- Robustness of the data network, including security
- Adequacy of local transit service to ST park and ride lots
- Adequacy of station design for East Link extension
- Recommendation for benchmarks on Sounder North
- Increased operating costs across modes in comparison to peers
- Orca card integration

The amended summary of the May 7, 2015 COP meeting was approved. The summary of the May 21, 2015 COP meeting was approved.

Next Meeting

The next meeting of the COP was set for Thursday, July 16, 2015, 8:30 – 11:00 AM, in the Santa Fe Room at Union Station.