

**SOUND TRANSIT
TRANSIT OPERATIONS TASK FORCE
Meeting Summary
November 13, 2008**

Call to Order

The meeting was called to order at 11:07 a.m. by Boardmember Fred Butler in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) Dow Constantine, King County Council Vice Chair

(P) Fred Butler, Issaquah Deputy Council President

(P) Deanna Dawson, Edmonds Councilmember

(P) Dave Enslow, Sumner Mayor

(A) John Marchione, Redmond Mayor

(A) Julia Patterson, King County Council Chair

Report of the Chair

Boardmember Butler announced that he would be starting the meeting because Chair Constantine would be arriving late due to a conflicting meeting. He noted that today's parking policy topic was originally scheduled for December; the topic on service delivery criteria and policy will be presented in December instead.

Discussion Item: Parking Policies

Boardmember Butler introduced Matt Shelden, Strategic Planning Manager, to present Sound Transit's parking policies. Mr. Shelden noted that the presentation would begin with response to members' questions from the October Task Force meeting. Today staff is seeking guidance from the Task Force on next steps.

David Huffaker, Transportation Finance Planner, responded to a question about parking facility costs. He explained that average operating costs are \$163 per parking space per year. He showed the breakdown of costs per space per year includes \$47 for utilities, \$53 for ventilation, plumbing, electrical and repairs ; \$28 for janitorial services, and \$43 for customer amenities including landscaping, elevators and signage.

Boardmember Enslow asked about the difference in operating costs between a structured parking facility and a surface parking facility. Mr. Huffaker noted that structured parking is lower on a per stall basis than surface parking because the higher number of parking spaces distributes costs further. However, structured facilities typically require higher security than surface lots, and security costs are more than double the operating cost.

Mr. Shelden responded to questions about using the ORCA card for parking. He said it was included in the overall design but was not an element included in the initial roll-out; it would have to be added.

Mr. Shelden explained that the location of park and ride lots is based on a combination of current demand, forecasted demand, land use, travel demand patterns, and working with local jurisdictions and transit agencies. He reviewed the current parking policy adopted by the Board in Motion No. M2002-122. He explained that the spirit of the policy is to have parking facilities available for transit users and to allow use by related services. He noted that the policy allows public/private partnerships and that there have been some partnerships in the past.

Mr. Shelden reviewed some issues with the current parking policy. He listed prioritizing competing uses because of the high demand at parking facilities and wide range of uses, including non-transit. He included monitoring and enforcement, the need for interagency coordination and standards, the need to recognize differing local priorities, looking for acceptable and effective alternatives, the decision about whether to charge for parking, and Sound Transit's investment in private lots for joint use. He noted that the current policy provides free parking and allows uses for transit related services such as carpools; he noted that carpools and

vanpools frequently use the stations. Boardmember Enslow asked that bus connections to train stations be reviewed; he felt that gaps in the connection between the services decreased bus usage.

Mr. Shelden covered a potential update process that would include short-term and long-term processes. The short-term process could include a study on paying for parking at Sound Transit facilities with Board review and possible updates to the parking policy in mid to late 2009.

Boardmember Butler noted that King County Metro conducted a study on parking charges in the past and determined charging was not appropriate; he would like a study of parking charges to include the transit partners. Chair Constantine noted that one goal is to reduce the number of vehicle miles traveled; diverting users to other lots may cause an increase in vehicle miles traveled. He asked that the study consider the overall effect to the roadway system and additional vehicle miles traveled. He asked that impacts such as transit users parking in neighborhoods and higher demand on feeder or connector service also be included.

Mr. Shelden explained that the parking charges study would examine different approaches and review the impacts. The study would include a review of other transit agency's experiences, a survey of Sound Transit users, an analysis of price sensitivity, development of fee and implementation alternatives, and identification of capital needs. He said the study could be completed during the first half of 2009. He asked for feedback from the Task Force members on limiting the scope of the study to Sounder South facilities. The Sounder South facilities are a good place to focus because they are mostly owned by Sound Transit and experience high demand. This study would not substitute for a regional discussion. He noted that the study would look at the effect of charging riders for parking and impact on partners' facilities. The study will also review issues that may develop as a result of different pricing schemes. In reviewing pricing schemes, the Board can decide whether demand management or revenue, or both, is the goal in collecting fees for parking. Boardmember Butler thought discussions on tolling should be factored into any future plans for parking.

Mr. Shelden described the long-term process for reviewing the parking policies. It would include regional efforts—the possible establishment of an interagency parking management task force and looking at the system access program in ST2. He noted that Sound Transit would be willing to lead a task force to look at parking management that could include members from Sound Transit, WSDOT, local transit agencies, local jurisdictions, and PSRC. In coordinating with other agencies, Mr. Shelden noted that developing consistency in transit facility policies is important. Chair Constantine said the transit agencies' general managers meeting and the Transit Integration Group would be good places to begin interagency coordination.

Boardmember Enslow asked Mr. Shelden what the Task Force could expect next. Mr. Shelden noted that staff is looking for any concerns the Task Force members have about moving forward with a study. If the Task Force agrees, the study could be conducted and the current parking policy could be reviewed by the Board in fall 2009. Chair Constantine noted that the Task Force is comfortable with moving forward with a parking charge study.

Next Meeting:


Thursday, December 11, 2008, 11:00 a.m. to 12:45 p.m., Ruth Fisher Boardroom, 401 South Jackson Street, Seattle WA.

Adjourn

There was no other business; the meeting was adjourned at 12:01 p.m.


Dow Constantine
Transit Operations Task Force Chair

ATTEST:



Katie Weiss
Board Coordinator