

SOUND TRANSIT OPERATIONS AND ADMINISTRATION COMMITTEE MEETING
Summary Minutes
May 20, 2010

Call to Order

The meeting was called to order at 1:02 p.m. by Chair Dave Enslow, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll Call

Chair

(P) Dave Enslow, Sumner Mayor

Vice Chair

(P) John Marchione, Redmond Mayor

Boardmembers

(P) Fred Butler, Issaquah Deputy Council President

(P) Claudia Thomas, Lakewood Councilmember

(P) Dow Constantine, King County Executive

(A) Pete von Reichbauer, King County Councilmember

(P) Paul Roberts, Everett Council President

Katie Flores, Board Coordinator, announced that a quorum of the committee was present at roll call.

Report of the Chair

None.

Reports to the Committee

Operations Report - Ron Tober, Deputy CEO and Bonnie Todd, Executive Director of Operations

ST Express ridership is up 5% in March, and up 1% over the quarter. Link light rail ridership continues to grow; there are currently 17,000 daily passengers, with some days exceeding 20,000 passengers. Sounder South and Tacoma Link continue to have lower ridership, but Sounder North ridership continues to grow.

Performance in March and the first quarter has been good overall. The Link on-time performance is currently at 70%, short of the 90% goal; joint operations in the Downtown Transit Tunnel (DSTT) affect the performance. The fall service change on October 2, 2010 will add 19,000 hours of service that was included in ST2. Additional buses are needed to replace the original fleet. Two actions are before the Committee at this meeting related to fleet replacement and two additional procurements are planned in the near future. The agency's performance is at or above targets for the most part. The Agency continues to work on ridership, which is currently 7.5% below forecast, and Link on time performance.

Mr. Tober noted the fare increase approved by the Board for ST Express will go into effect on June 1, 2010. The fare increase will be the first step of a two-year fare adjustment to simplify the agency's fare structure to be more consistent with other regional transit agencies.

Security Presentation - Ken Cummins, Chief Security Officer, and Ron Griffin, Chief of Sound Transit Police

The security strategy includes a combination of 36 commissioned officers and 95 private security personnel. Sound Transit Police patrols specific geographic areas and selected facilities and are primarily mobile, the private security cover fixed posts and some roving patrols. Sound Transit has 451 closed circuit TV (CCTV) cameras, including 200 on Link light rail, and other technology that increases security.

Sound Transit contracts with Securitas to provide private security. Eleven officers are stationed at fixed positions during peak time, one officer on Tacoma Link, six fare enforcement officers on Link and Sounder,

two dispatch officers, three roving officers, and one roving supervisor. In 2009, there were 686 incidents, and 287,551 customer service contacts.

Fare enforcement on Link and Sounder met the inspection goal of 10% of the ridership in the first quarter of 2010. The fare evasion rate is 2.78% on Link and .86% on Sounder; both rates have been trending down. Nationally, average fare evasion rates for rail are 3-5%, so Sound Transit's total rail evasion rate of 2.48% is very good. Mr. Tober pointed out the King County Metro also conducted a study of fare evasion on buses; the Sound Transit buses operated by King County Metro had a fare evasion rate of 4.1%.

The Sound Transit police function established by the Board in 2008 is an enhanced, dedicated service. Sound Transit Police provide police presence, specific follow-up to transit related crimes or activities and coverage during hours of transit operation. Sound Transit works closely with local jurisdictions. Local jurisdictions have the right of first refusal for responding to crimes and work with Sound Transit Police to respond to transit related issues. The day shift includes three to five officers and a sergeant and the night shift includes five to seven officers and a sergeant. In 2009, there were 270 arrests, 423 fare evasion warnings, 209 fare evasion citations and 2,847 specific patrols of Sound Transit facilities. Many arrests are due to warrants and fare enforcement.

Private security and police coverage has been adjusted to provide additional coverage at the Federal Way Transit Center and Central Link. Improvements in technology, including additional CCTV systems, continue. Sound Transit works with the Department of Homeland Security, Federal Air Marshalls, and the FBI; those agencies assessed the system.

Mr. Tober reported a \$300,000 shortfall in the private security budget, mainly due to the creation of the fare enforcement unit, but the shortfall may be overcome by the end of the contract period in June 2011 through cost savings. The police contract is currently \$600,000 over budget, mainly due to the Transit Tunnel Barrier post to protect the entrance to the DSTT. Physical improvements are planned and potentially those will reduce the overage but the shortfall may not be overcome by the end of the contract period.

Parking Pricing Study - Kate Lichtenstein, Associate Planner

The objectives of the study included efficiently managing existing parking or generating revenue to offset operating costs or for additional service. The South Sounder stations were selected for the study because they are primarily owned and operated by Sound Transit and have high parking demand. In 2009, there were 8,250 daily riders on average and the parking utilization was around 93%. Over 60% of the riders drove to the stations, the remaining riders used other methods, such as drop-off, walking, and using transit. Eighty percent of the riders used passes, 60% received passes from their employer.

A gateless pay-by-space parking system was used as the representative technology for the study. This system was the best fit for Sound Transit's facilities; the system allows users to enter their space numbers and get on transit without returning to their vehicles. The system would also allow payment by phone and monthly permit areas and possible payments by ORCA card. The study found that charging for parking had a greater affect on parking demand than on ridership. At a \$1.00 parking fee there were no major changes in ridership or parking demand, at \$3.00 there was a 3-4% reduction in ridership and a 6-9% reduction in parking utilization.

Focus groups demonstrated that customers see parking as limited but valuable resource, however participants did not understand the rationale to use the fee as a parking management tool. Focus group participants were clear that Sound Transit should enforce existing fares before charging for parking, wanted to know where parking revenue would be spent, would seek free parking before paying, and would try alternative modes to access stations.

Many peer agencies around the country that have rail-based systems are charging for parking at various prices, up to \$5.00 a day and many include areas for monthly parking. Many systems see little negative effect on ridership due to parking fees. Cost estimates for implementing a system at Sound Transit include direct costs and operations and maintenance costs. Annualizing those costs show that a net revenue could

be achieved at \$1-3 dollar a day parking. The net revenue would be in the range of \$600,000 to \$2.4 million. Benefits include preserving parking for transit customers, saving operations and maintenance costs, and encouraging riders to use other modes to access stations.

Next steps include incorporating the results into the access and demand study for Sounder stations, a review of current parking policies, and a regional discussion on charging for parking. The Citizen Oversight Panel has created a task force to look at system access issues, which includes a review of this information.

Consent Agenda

Minutes of the March 18, 2010 Operations and Administration Committee Meeting
Minutes of the April 15, 2010 Operations and Administration Committee Meeting

It was moved by Committee Vice Chair Marchione, seconded by Boardmember Roberts, and carried by the unanimous vote of all Boardmembers present that the consent agenda be approved as presented.

Business Items

Motion No. M2010-55 - Authorizing the chief executive officer to execute a contract amendment with MBI Seattle to purchase and install office furniture at 315 Fifth Avenue S. in Seattle, in the amount of \$484,771 for a new total authorized contract amount not to exceed \$905,627.

Loren-Steel, Project Manager, gave the staff presentation and confirmed that the discounts offered by MBI Seattle for the Herman Miller furniture were the best available.

It was moved by Boardmember Thomas, seconded by Committee Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-55 be approved as presented.

Motion No. M2010-57 - Authorizing the chief executive officer to execute a six-year contract with Scheidt & Bachmann USA, Inc. to provide proprietary maintenance and software support services on existing and future Ticket Vending Machines (TVMs) in the amount of \$3,797,460, with a 5% contingency of \$189,873, for a total authorized contract amount not to exceed \$3,987,333.

Nick Marquardt, Information Technology Manager, gave the staff presentation. Additional TVMs will be needed for University Link and a few for other facilities.

It was moved by Boardmember Roberts, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-57 be forwarded to the Board with a do pass recommendation.

Motion No. M2010-56 - Authorizing the chief executive officer to execute a contract with Motor Coach Industries to manufacture and deliver 17 forty-five foot, high-capacity transit coaches in the amount of \$9,224,336, with a 5% contingency of \$461,217, for a total authorized contract amount not to exceed \$9,685,553.

Mike Perry, Deputy Director of Operations introduced Dave Turissini who recently joined Sound Transit and previously was the General Manager at Jefferson Transit in Port Townsend. The cost for each bus is based on the contractual price for the options Sound Transit is using. The amount also includes additional features requested by Sound Transit to be installed by the bus manufacturer. The costs of the radio system and fare boxes are separate; they will be installed locally.

It was moved by Committee Vice Chair Marchione, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-56 be forwarded to the Board with a do pass recommendation.

Motion No. M2010-47 - Authorizing the chief executive officer to execute a contract with New Flyer Industries, Inc. to manufacture and deliver 25 sixty-foot, high-capacity transit coaches in the amount of \$19,991,808, with a 5% contingency of \$999,590, for a total authorized contract amount not to exceed \$20,991,398.

It was moved by Boardmember Roberts, seconded by Boardmember Butler, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-47 be forwarded to the Board with a do pass recommendation.

Other Business

None.

Next Meeting

Thursday June 17, 2010
1:00 to 3:30 p.m.
Ruth Fisher Boardroom

Adjourn

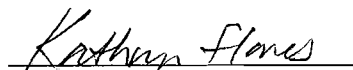
The meeting was adjourned at 2:58 p.m.

APPROVED ON June 17, 2010.



Dave Enslow
Operations and Administration Committee Chair

ATTEST:



Katie Flores
Board Coordinator