



SOUND TRANSIT OPERATIONS AND ADMINISTRATION COMMITTEE MEETING

Summary Minutes

October 27, 2011

CALL TO ORDER

The meeting was called to order at 10:14 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) *Paul Roberts, Everett Council President*

(P) *Claudia Thomas, Lakewood Councilmember*

(A) *Pete von Reichbauer, King County Councilmember*

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

REPORT OF THE CHAIR

None.

DEPUTY CEO REPORT

Celia Kupersmith, Deputy CEO, reported on Sound Transit's response to the viaduct closure that started October 21, 2011 and will end October 31, 2011. Sound Transit, King County Metro, Pierce Transit and Community Transit worked together to develop a mitigation strategy that could be deployed quickly. Additional buses are on standby in order to maintain schedules and avoid serious service disruptions. There have been no serious service interruptions or delays on ST operated services. Ridership on Sounder is up 12% since the viaduct closed.

Ridership Report

Bonnie Todd, Executive Director of Operations, reviewed the ridership numbers for July and August and the System Performance Report. Overall ridership in July was up 4.4% over July 2010, in August ridership was up 14% over August 2010. ST Express ridership was up 6.3% in July and 13.3% in August. Sounder was down 1.2% in July but up 24.1% in August possibly because there was an additional weekday in August 2011. Ridership on the South Sounder line is up 17% on weekdays as well as having strong event service ridership. Ridership on the North Sounder line continues to show declines, it was down 7.4% in July and 11.3% in August. Central Link was up 3.4% in July and 13.5% in August. August is the peak month on Central Link based on the past three operating years. Tacoma Link was up 2.7% in July and 4.6% in August. There was only one service disruption in July on Central Link.

The System Performance Report showed that the goals are being met with the exception of ridership and preventable accidents on ST Express bus. Sound Transit is working with one partner that has been having more preventable accidents. Central Link on-time performance is above target for July and August and headway performance is close to 95%.

The Tukwila Sounder Station was damaged by a BNSF freight train and 40% of one of the platforms had to be repaired. The emergency work was completed through a combination of contracted work and in-house staff ahead of schedule and below budget. Sounder service was available while repairs underway by using the other platform exclusively.

REPORTS TO THE COMMITTEE

Overview of the Service Delivery and Agency Administration 2012 Proposed Budgets

Brian McCartan, Executive Director of Finance and Information Technology, noted that the Committee is scheduled to complete its review in November. At that meeting, staff will respond to any Boardmember questions.

Ms. Todd and David Huffaker, Operations Business Manager, reviewed the 2012 Service Delivery Budget for service and capital expenditures. The Service Delivery budget is \$198.9 million, a 6.4% increase from the 2011 budget. Fifty-five percent of the increase is related to contract increases with the partners that operate Sound Transit's service; 33% is due to higher fuel costs, and 10% is due to spare parts. ST Express is 51% of the budget, Central Link makes up 27.2%, Sounder is 19% and Tacoma Link is 2.1%. Ridership trends since 2006 were reviewed; the start of Central Link pushed ridership from 16 million riders to over 25 million in 2012.

The 2012 Tacoma Link Budget is 1% over the 2011 budget. Ridership is expected to increase 1%. The Commerce Street Station opened in September 2011 which required extending headways to 12 minutes.

The 2012 Central Link Budget is 5.2% over the 2011 budget. The cost for services provided by King County Metro is increased by \$1.4 million. The proposed budget includes four additional full time employees. Other increases are due to DSTT security, maintenance and utilities, spare parts and paratransit. The cost per train hour is up 1% from 2011. Sound Transit is using the cost per train hour measurement instead of the cost per vehicle hour. Ridership on Central Link in 2012 is estimated at 8.4 million. Single car trains are used after 8pm on weekdays and on weekends when no event service is anticipated. Using single car trains saved \$250,000 in 2011.

The 2012 Sounder Budget is 14.9% over the 2011 budget, the majority of the increase is due to fuel expenses. Fuel for Sounder is budgeted at \$3.63 per gallon, \$1.08 higher than 2011. Contracts with BNSF also have escalation clauses; the increase is based on the American Association of Railroads inflation rate. The increase was underestimated in 2011 so the 2012 budget for the BNSF contract is higher. There is also a 16% increase for spare parts and a \$800,000 cost for opening of the Lakewood Station, including additional fuel and maintenance of way costs. Farebox recovery on Sounder is monitored against a target of 23%; Sound Transit is expected to exceed that target in 2012.

The 2012 ST Express Budget is up 4.4% over 2011. The increases are due to service partners' cost escalations, fuel increases, DSTT security, maintenance, and utilities. The cost per platform hour is up 6.2%; 2.2% when fuel increases are factored out. Ridership is estimated at 13.5 million, a 4.7% increase over 2011.

Operations highlights in 2011 include the shift of Route 566 and 577 from King County to Pierce Transit for annual savings of \$1.1 million. Operating single car trains on Central Link provide an appropriate level of passenger service, while saving costs and reducing vehicle wear. Hybrid buses were purchased and reductions were made in fuel consumption for non-revenue vehicles to meet Agency sustainability goals.

The Service Deliver Capital Projects Budget includes funding for fleet replacement activities, vehicle overhaul programs, and mid-life facility refurbishment. Central Link systems will be upgraded to match systems for University Link. A camera retrofit program is planned for ST Express as well as projects for Central Link. Three new Sounder locomotives will assist with the extension of service to South Tacoma and Lakewood.

Mr. McCartan reviewed the 2012 Agency Administration Budget. The total staff budget is \$87 million; \$48 million is allocated to the Capital Projects Budget and \$11 million is allocated to the Service Delivery Budget. The remaining \$28 million is in the Agency Administration Budget. The 2011 staff budget was \$79 million; the staff budget increase in 2012 is due to additional staff needed to deliver the capital program, service delivery, a new department of revenue fee for collection of the sales tax, new initiatives, and increases to base costs.

Mr. McCartan reviewed the system-wide programs in the 2012 Transit Improvement Plan. There are no changes in the Fare Integration and Administration, Research and Technology, and Start programs. The Transit-Oriented Development (TOD) program is increased by \$5.6 million for a new program, the TOD Property Disposition Program, that is being established to prepare properties owned by Sound Transit for transit-oriented development. There are no changes in the ST3 planning program, emergency funds, system wide contingencies, and insurance programs. The Administrative Capital program is increased for IT capital replacement, which is higher because of higher mid-life maintenance costs.

Proposed 2012 Service Implementation Plan

Vida Covington, Director of Operations Support Services and Mike Bergman, Service Planning Manager, described the service changes planned for 2012. The changes include the extension of Sounder to South Tacoma and Lakewood planned for fall 2012. There are also changes proposed to ST Express bus service as a result of the Sounder extension and to avoid duplication with Pierce Transit. Savings realized as a result of service cuts in 2011 will be used to relieve overload capacity on other ST Express routes. No changes are proposed to North Sounder, Central Link and Tacoma Link.

Sounder will serve the South Tacoma and Lakewood stations with five morning north-bound trains and five evening south-bound trains. The trains will be approximately 30 minutes apart. The travel time between Lakewood and Seattle will be 72 minutes. The South Tacoma station parking lot has 220 parking spaces and the Lakewood station has 600 stalls in a covered garage. There are bus connections to each of the stations. Event service will also serve South Tacoma and Lakewood stations.

The following changes are proposed to ST Express service:

Route 574 – Lakewood to SeaTac Airport currently starts and ends at the Lakewood Transit Center but the proposed change would move the stop to the Lakewood Station. This would provide more parking and will provide connections to the two Sounder round trips that end in Tacoma.

Route 578 – Seattle to Puyallup runs a similar route as the South Sounder but runs at different times. The section of the route between Tacoma to Puyallup during rush hours would be deleted because Pierce Transit began a similar route. An evening trip would also be added from Seattle to Puyallup after the last Sounder train. Sunday service would also be added from 8:00am to 10:00pm. This would provide all day, everyday service between Seattle and Puyallup when combined with Sounder service.

Route 586 – Tacoma to the University District starts and ends in downtown Tacoma. The route runs on Commerce Street and Pacific Avenue along the same route as Tacoma Link, ST routes 590 and 594 and several Pierce Transit routes. The downtown Tacoma portion of the route is proposed for deletion because other service is available for that portion of the route.

Route 592 – Seattle to Dupont with service to Lakewood. Currently every third trip starts or ends at Dupont, the proposal would end every route at Dupont to provide a connection to the Sounder service in Lakewood. The route would also run every 15 minutes instead of every 10 minutes from Lakewood. The bus would also be rerouted in downtown Seattle to stay on I-5 longer and serve the north end of Seattle.

Route 593 – Seattle to south Tacoma during peak periods with stops at Tacoma Dome station. The route only serves the Tacoma Dome and south Tacoma outside of Seattle. The proposal would discontinue Route 593 when Sounder service starts and convert it to Route 590 trips from Tacoma Dome station and Seattle since ridership on the Tacoma Dome station to south Tacoma has low ridership.

Service efficiencies, deferrals and reductions in 2011 produced more cost savings than anticipated. The SIP proposes to reinvest the money in additional service on routes experiencing ridership growth. 5,000 annual bus hours would also be reserved to deal with service across Lake Washington when tolling begins. Additional service would be added to Route 510 Everett-Seattle, Route 511 Lynnwood-Seattle, Route 578 Puyallup-Seattle, Route 590 Tacoma-Seattle, and Route 594 Lakewood-Tacoma-Seattle. The Committee could chose to not implement these improvements and keep the savings.

Mr. Bergman reviewed the public comments Sound Transit received on the proposed service changes. Service change proposals were made available in the regional transit news document that was distributed in the region and in particular in Pierce County. Committee Chair Enslow asked that more information on Route 578 service be provided to Sounder riders who may not be aware of the service. Ms. Covington responded that the information would be provided to the Communications department.

BUSINESS ITEMS

Minutes of the August 18, 2011 Operations and Administration Committee Meeting

It was moved by Boardmember Thomas, seconded by Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that the minutes of the August 18, 2011 Operations and Administration Committee meeting be approved as presented.

Motion No. M2011-73: Authorizing the chief executive officer to execute a contract with AssetWorks for asset maintenance management software licensing, maintenance, and implementation services in the amount of \$2,320,358, with a 15% contingency in the amount of \$348,054, for a total authorized contract amount not to exceed \$2,668,412.

Michel Danon, Chief Information Officer, gave the staff presentation. Sound Transit will pay the software costs after the system is installed and Sound Transit accepts the deliverables. The program will help with assets management for Central Link and Sounder as well as IT and facility functions. Mr. McCartan noted that staff could return to the Operations and Administration Committee next year after Lakewood Station is added to the system.

Public Comment (Comments on file with the Board Administrator)

Paul W. Locke

It was moved by Boardmember Roberts, seconded by Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-73 be approved as presented.

Motion No. M2011-74: Authorizing the chief executive officer to execute a two-year contract with three one-year options with Hallcon Corporation to provide station agent services at Sounder stations in the amount of \$4,080,810 with a 10% contingency of \$408,081, for a total authorized contract amount not to exceed \$4,488,891.

Michael Miller, Customer Facility and Accessible Services Manager, gave the staff presentation.

Public Comment (Comments on file with the Board Administrator)

Paul W. Locke

It was moved by Boardmember Thomas, seconded by Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-74 be approved as presented.

Motion No. M2011-75: Authorizing the chief executive officer to execute an amendment to the agreement with the King County Sheriff's Office to fund two one-year options for law enforcement services in the amount of \$13,800,000 with a 5% contingency of \$700,000 totaling \$14,500,000, for a new total authorized agreement amount not to exceed \$31,300,000.

Ken Cummins, Chief Security Officer, gave the staff presentation. Committee Chair Enslow asked how the security costs are allocated. Mr. McCartan responded that costs are allocated by mode based on where the security services will be used, then are divided among the subareas using the formula established for the mode of service.

It was moved by Boardmember Butler, seconded by Boardmember Thomas, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-75 be forwarded to the Board with a do pass recommendation.

Motion No. M2011-76: Authorizing the chief executive officer to execute a three-year labor agreement with the Amalgamated Transit Union Local 758 covering Tacoma Link Light Rail vehicle operators.

Valentina Zackrone, Human Resources Director, gave the staff presentation.

It was moved by Boardmember Butler, seconded by Boardmember Roberts, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-76 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

Thursday November 10, 2011

10:30 a.m. to 12:30 p.m.

Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 1:21 p.m.



Dave Enslow
Operations and Administration Committee Chair

ATTEST:



Katie Flores
Board Coordinator

APPROVED on November 10, 2011, KWF