



SOUND TRANSIT OPERATIONS AND ADMINISTRATION COMMITTEE MEETING

Summary Minutes

March 1, 2012

CALL TO ORDER

The meeting was called to order at 1:00 p.m. by Chair Paul Roberts, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Paul Roberts, Everett Councilmember

Vice Chair

(P) John Marchione, Redmond Mayor

Boardmembers

(P) Fred Butler, Issaquah Deputy Council President

(P) Dave Enslow, Sumner Mayor

(P) Joe McDermott, King County Councilmember

(P) Mary Moss, Lakewood Councilmember

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

REPORT OF THE CHAIR

Committee Chair Paul Roberts welcomed members to the first Operations and Administration Committee meeting in 2012. He noted that the Sound Transit fleet composition presentation would be moved up on the agenda to take place after the presentation on the downtown Seattle Ride Free Area changes.

DEPUTY CEO REPORT

Celia Kupersmith, Deputy CEO, noted that a 40-foot hybrid electric bus manufactured by Gillig was parked in front of the Sound Transit building and open for Boardmembers and the public to tour.

On Wednesday morning, February 22, 2012 there was a mudslide on the Sounder line between Everett and Mukilteo. Sounder service resumed on Friday.

Ms. Kupersmith announced that Melissa Saxe has been appointed as Activation Manager for opening Sounder service to Lakewood. The Sounder Lakewood extension is expected to open for service on October 1, 2012.

REPORT TO THE COMMITTEE

Operations Report

Bonnie Todd, Executive Director of Operations, reported on the ridership summary for November 2011 through January 2012 and the 2011 year-end report on system performance. January 2012 ridership was up 5.6% over January 2011 ridership. January was the first full month of tolling on State Route 520. ST Express Routes 542 and 545 serve that corridor and experienced an increase in ridership. The system performance report showed that on time performance on Central Link remains below the target.

Downtown Seattle Ride Free Area Changes

Jim Hammond, Customer Outreach Manager, Brian Brooke, Research Policy and Development Director, and Mike Perry, Deputy Executive Director of Transportation and Maintenance gave the presentation. An agreement between King County and the City of Seattle established the downtown Seattle Ride Free Area (RFA). The agreement is being terminated as a part of the Congestion Reduction Charge adopted by the King County Council. The RFA will end on September 29, 2012. Sound Transit honors the RFA as allowed by the Board's fare policy. As a result of the RFA ending, Sound Transit will undertake an analysis of the

impacts of charging fares on minority and low income riders. Based on the analysis, Sound Transit would need to mitigate any impacts.

Mr. Brooke discussed the possible impacts of ending the RFA including reductions in revenues for ST Express due to decreased boardings. However, ridership numbers will increase because ridership is based on revenue boardings. Current estimates show revenue boardings increasing by 570,000 trips.

Mr. Perry explained that dwell times for buses will be longer because of the time needed for customers to pay the bus fare. An increase in dwell time will impact the number of buses that can travel in the Downtown Seattle Transit Tunnel (DSTT). Sound Transit and King County Metro have conducted simulations to estimate the DSTT impacts due to longer dwell times. Signal timing, changing loading and unloading plans and better organization of bus groups traveling through the tunnel have been tested. Simulations show that some bus routes may need to be removed from the DSTT to maintain performance. Removing buses from the DSTT may have a financial impact to Sound Transit because the Agency's share of operating and maintenance costs are based on the number of Sound Transit buses and trains operating in the DSTT.

King County Metro and Sound Transit will jointly communicate with customers and offer tools for people who depend on the RFA. The ORCA card is also being emphasized so that customers minimize costs when transferring between services. Analytical work will take place from March through June, operational changes and customer outreach will take place from June through September. Sound Transit will also continue to work with customers for a week following the end of the RFA.

Sound Transit Fleet Composition Presentation

Dave Turissini, Bus Operations Manager, David Huffaker, Operations Business Manager, and Bill Spies, Maintenance Senior Manager at Pierce Transit gave the presentation on Sound Transit bus fleet composition. The presentation is a follow-up to the presentation given to the Transit Operations Task Force in 2009.

Sound Transit's bus fleet is predominately diesel, 20% of the fleet is diesel electric and 8% use compressed natural gas (CNG). The fleet has increased from 240 buses in 2008 to 261 buses in 2012 with plans to increase to 268 later this year. Sound Transit's service characteristics are long commuter trips at higher speeds and with fewer stops. The majority of the current fleet is high capacity buses that have a 60-passenger capacity. The high capacity buses are the most cost effective based on lifetime maintenance and partner facilities and maintenance capacity. Community Transit and King County Metro only use diesel fuel; Pierce Transit uses CNG and diesel. Mr. Spies noted that Pierce Transit is diversifying its fleet, the current ratio is 70% CNG and 30% diesel.

Current bus model choices include 40-foot, 45-foot, 60-foot and 42-foot double decker buses. Mr. Turissini reviewed the advantages and disadvantages of each type. The 40 and 45-foot buses require less room in the maintenance base, but carry fewer passengers than a 60-foot bus. The 45-foot bus does not have a low floor, but carries more passengers than the 40-foot bus and is less expensive to operate because of its longer lifespan. The 42-foot double decker bus reduces parking space while carrying more passengers, but requires alteration of standard maintenance bays because of the height. Community Transit is the only partner using 42-foot double decker buses.

Mr. Huffaker reviewed the costs of different models, CNG buses cost on average \$50,000 more and hybrid buses cost \$200,000 more. The cost per seat, per mile was reviewed for each model. The 45-foot diesel bus is significantly less expensive to operate using this measurement because of the longer lifespan of the bus.

Future plans include annual updates of the Sound Transit fleet plan as part of the Service Implementation Plan. There are no future plans to expand the fleet beyond 268 buses, although 100 buses in the current fleet will be replaced between 2012 and 2016.

BUSINESS ITEMS

Items for Committee Final Action

Minutes of the December 8, 2011 Operations and Administration Committee Meeting

It was moved by Committee Vice Chair Marchione, seconded by Boardmember Enslow, and carried by the unanimous vote of all Boardmembers present that the minutes of the December 8, 2011 Operations and Administration Committee meeting be approved as presented.

Motion No. M2012-09: Authorizing the chief executive officer to execute a five-year contract with Parsons Brinkerhoff to provide financial forecasting and modeling services for a total authorized contract amount not to exceed \$325,000.

Pete Rogness, Director of Budget and Financial Planning, gave the staff presentation.

It was moved by Boardmember McDermott, seconded by Boardmember Enslow, and carried by the unanimous vote of all Boardmembers present that Motion No. M2012-09 be approved as presented.

Motion No. M2012-10: Authorizing the chief executive officer to execute a five-year contract with Setracon to provide system-wide threat and vulnerability assessments for \$300,000 with a 10% contingency of \$30,000 for a total authorized contract amount not to exceed \$330,000.

Ken Cummins, Chief Security Officer, gave the staff presentation.

Public Comment Will Knedlik

It was moved by Boardmember Butler, seconded by Committee Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2012-10 be approved as presented.

Motion No. M2012-11: Authorizing the chief executive officer to execute a contract amendment with Action Services, Inc. in the amount of \$950,000 to fund all four option years of the vegetation and pest management contract for a total authorized contract amount not to exceed \$1,150,000.

Nancy Bennett, Property Management Manager, gave the staff presentation.

It was moved by Boardmember Butler, seconded by Committee Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2012-11 be approved as presented.

Item for Recommendation to the Board

Motion No. M2012-08: Authorizing the chief executive officer to execute a contract with New Flyer Industries, Inc. to manufacture and deliver 19 sixty-foot, high-capacity buses in the amount of \$15,048,221, with a 5% contingency of \$752,411, for a total authorized contract amount not to exceed \$15,800,632.

Dave Turissini, Bus Operations Manager, and Mike Perry, Deputy Executive Director of Transportation and Maintenance, gave the staff presentation.

It was moved by Boardmember McDermott, seconded by Committee Vice Chair Marchione, and carried by the unanimous vote of all Boardmembers present that Motion No. M2012-08 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

Thursday May 3, 2012
1:00 to 3:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 2:50 p.m.



Paul Roberts
Operations and Administration Committee Chair

ATTEST:



Katie Flores
Board Coordinator

APPROVED on May 3, 2012, KWF