



SOUND TRANSIT OPERATIONS AND ADMINISTRATION COMMITTEE MEETING
Summary Minutes
September 6, 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

(A) Joe McDermott, King County Councilmember

(P) Mary Moss, Lakewood Councilmember

(A) Marilyn Strickland, Tacoma Mayor

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

REPORT OF THE CHAIR

None.

CEO REPORT

Joni Earl, CEO announced that Mike Harbour has been selected as the new deputy CEO and will join the agency at the end of October. He is currently General Manager of Intercity Transit Authority in Olympia. Mr. Harbour brings more than 35 years of experience in the public transportation industry, 25 of those leading transit organizations. Under his leadership, Intercity Transit and his previous agency, Chatham Area Transportation Authority in Georgia were recognized by APTA for outstanding achievement and excellence. He will support the Operations and Administration Committee, play key roles in maintaining safe and efficient operations of Sound Transit trains and buses, and will lead the annual budget process.

The downtown Seattle ride free area for bus service will be eliminated on September 29, 2012. The King County Council voted to end it because of the high cost. ST Express service in downtown Seattle has also been ride free per Board policy and will also begin charging fares when the ride free program ends. Sound Transit has been working closely with King County Metro to notify transit riders by posting information on the internet, issuing rider alerts, and providing signage. The two agencies will have ambassadors to assist riders at the bus stops during the first week of service.

Tacoma Link Fares

The resolution that adopted the 2012 Budget includes a provision about fares on Tacoma Link. The Board asked staff to provide information on whether or not to charge fares on Tacoma Link. When Tacoma Link service began, it was determined that it would cost more to collect fares than it would receive in revenue. This qualified Tacoma Link to be a fare free service under Board policy.

Fare options are being explored as part of the Tacoma Link Extension alternatives analysis study. The study will engage the community on the extension of Tacoma Link and the possibility of charging fares. The analysis will also look at interactions between Tacoma Link ridership and parking policies and is scheduled to be complete in April 2013.

A Board decision on Tacoma Link fares could take place once the study provides more information on a range of options and tradeoffs, and following community feedback on the alternatives.

2013 Budget Precursor

Brian McCartan, Executive Director of Finance and IT, presented the 2013 strategic priorities and budget process, including the identification of key policy drivers. The Board identified important budget themes at its retreat and the Executive Committee reviewed the strategic priorities earlier this year. The four strategic priority areas are building ridership, delivering projects, reducing costs, and streamlining processes. Specific initiatives for each them were developed and are included in the proposed budget. Under building ridership, an additional round trip on Sounder from Lakewood to Seattle and initiatives related to parking and access and TOD are reflected. To reduce costs, a Kaizan/Lean Business process will be established as well as system integration with transit partners. The Capital Committee and Operations and Administration Committee will review their portions of the budget for two months and then recommend their portion of the budget to the Executive Committee. The Executive Committee is scheduled to recommend the budget to the Board for final adoption in December. The long-range financial plan will also be reviewed by the Executive Committee.

REPORTS TO THE COMMITTEE

Ridership and Operations Report

Bonnie Todd, Executive Director of Operations, reviewed the July ridership summary and System Performance Report. Ridership overall is up 13.5% over July of 2011. Year to date boardings are up 11.8% system-wide. Central Link ridership peaks in the summer. Sound Transit set new ridership records for weekday and Saturday ridership this year. Weekend ridership has also increased on ST Express with increases of 12.2% on Saturday and 13.6% on Sunday.

Sound Transit is very close to meeting all the targets tracked on the System Performance Report. The ST Express preventable accident rate is still above the target. Sound Transit is working with partners on reducing the number of preventable accidents. Sound Transit operated at a 92.5% on time performance rate in July.

Sound Transit received a \$400,000 energy efficiency grant from the Washington State Department of Commerce. The grant money will go towards lighting improvements at Federal Way, Auburn and Kent. The improvements are expected to save \$80,000 a year in utility bills and allow Sound Transit to pursue another \$175,000 in utility rebates.

There were some customer complaints from riders who use the Red Lot in Puyallup. The original plan was to close the Red Lot to Sounder riders during the Puyallup Fair, but Sound Transit made arrangements to get parking passes for Sounder riders. Based on this years' experience, distribution of the passes will be improved for future years.

Operations and Maintenance Satellite Facilities

Mike Williams, Light Rail Project Development Director, gave a briefing on a future operations and maintenance base for Link. Work began a month and a half ago on site selection for a second Link O&M facility to accommodate future fleet requirements. Sound Transit currently operates from downtown Seattle to SeaTac Airport, a distance of around 16 miles. When Sound Transit begins service to the University of Washington Station and S 200th Street in Tukwila an additional 4.7 miles will be added. The additional light rail expansions planned under ST2 will bring the total to around 50 miles system-wide.

The ST2 Light Rail Expansion Project assumed a fleet of 180 light rail vehicles to serve the entire system. The existing facility currently holds 62 vehicles and has storage for up to 104 light rail vehicles. A second Operations and Maintenance Facility is needed to serve the expanded ST2 system. 118 vehicles will be purchased under ST2. Space for an additional 76-80 vehicles is needed for ST2 but the facility would be built larger to handle additional vehicles needed to expand the light rail line to Redmond in the future. The delivery schedule for light rail vehicles dictates that the facility needs to be completed by late 2020.

The location of the Operations and Maintenance base takes the operating plan of the light rail system into account. Sound Transit is analyzing the functions of the facility and lessons learned and exploring possible construction methods for the facility. Sites are being identified and the Board will select the sites for further

study through a Draft Environmental Impact Statement (EIS). Civil engineering, system and architecture work will take place. Once the Draft EIS is completed in late 2013, the Board could identify the preferred site to take to the Final EIS and preliminary engineering.

The site will not include heavy maintenance capabilities the current facility has, but will have facilities for storing and cleaning the vehicles and performing weekly maintenance and light maintenance. The facility will also provide a place for operators to report to work. Twenty to 25 usable acres are needed for the space and the location should be near the light rail system. The facility should be located in a light rail corridor to reduce operating costs and maintain the reliability of the system by keeping a nightly maintenance window when light rail vehicles are not using the track. The location should reduce the amount of travel from the Operations and Maintenance base to the location where they will begin service. For service beyond ST2, Sound Transit would need additional vehicles and an additional heavy operating facility in either the North or the East beyond this additional light Operations and Maintenance facility.

In order to maintain operations through the DSTT a facility should be located to the East or North. If vehicles were stored in the South, they would need to travel up to 18 miles and would need additional time and would reduce the system maintenance window. Expansion of the existing facility is not possible because of existing Board policy, in addition, the facility size (maintenance bays, operator parking, etc.) is designed to support 104 vehicles.

Based on the criteria, there is one location in the North Corridor near the three alignments currently being studied for the Lynnwood Link project. The location is 32 acres and currently partially owned by the Edmonds School District. The District's master plan assumes administrative offices and bus storage as a future use for the site. There are four locations in the East Corridor. Location E-2 is adjacent to the BNSF tracks on the edge of the Bellevue Corridor plan. Half of the site is the International Paper facility. The Board authorized Sound Transit to acquire the site as a protective acquisition; Sound Transit is currently collaborating with the owner on the property. The lot is 23 acres and the right shape and size. Location E-3 was looked at in the East Link EIS, but also including some additional land to the east. The size is 30 acres, but is narrow. 90 vehicles could be placed at the site and it is adjacent to the East Link alignment. Location E-8 is further to the east that requires grading and is located near 148th Avenue SE and is adjacent to the light rail line. The location currently has a Fred Meyer and office buildings located on the site. Location E-10 is in the middle of the Bel-Red corridor and is adjacent to the 130th Street Station. It also needs to be graded but is large enough to accommodate the fleet needs.

Next steps include a briefing at the Capital Committee and the beginning of environmental scoping on September 21, 2012. All five of the sites will be included in the scoping. The scoping work will be completed at the end of October 2012. DEIS work will take around a year. Based on that schedule, the Record of Decision would be in late 2014.

BUSINESS ITEMS

Items for Committee Final Action

Motion No. M2012-59: Authorizing the chief executive officer to execute a contract with Questica, Inc., to procure, implement, and provide five year licensing for a budgeting system in the amount of \$834,206, with a 10% contingency of \$83,421, for a total authorized contract amount not to exceed \$917,627.

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

Public Comment

Paul W. Locke

It was moved by Boardmember Butler, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2012-59 be approved as presented.

Motion No. M2012-60: Authorizing the chief executive officer to execute a one-year contract with two one-year options with Potelco, Inc., to provide repair and maintenance services on the overhead catenary system and traction power substations for Tacoma Link for a total authorized contract amount not to exceed \$511,942.

Paul Denison, Light Rail Operations Director, and Robert Blackburn, Tacoma Link Light Rail Operations Manager, gave the staff presentation.

Public Comment

Paul W. Locke

It was moved by Boardmember Moss, seconded by Boardmember Enslow, and carried by unanimous vote that Motion No. M2012-60 be approved as presented.

Motion No. M2012-61: Authorizing the chief executive officer to execute a contract with Dell, Inc., for technology hardware purchases and hardware maintenance services for a total authorized contract amount not to exceed \$900,000.

Jason Weiss, Deputy Chief Information Officer, gave the staff presentation.

It was moved by Committee Vice Chair Marchione, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2012-61 be approved as presented.

Item for Recommendation to the Board

Motion No. M2012-62: Authorizing the chief executive officer to execute a sole source contract with Siemens Corporation to provide propulsion test bench equipment to support Central Link fleet maintenance for a total authorized contract amount not to exceed \$700,000.

Paul Denison, Light Rail Operations Director, and Steve Bethel, Central Link Maintenance Manager, gave the staff presentation.

It was moved by Boardmember Butler, seconded by Boardmember Moss, and carried by unanimous vote that Motion No. M2012-62 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None.

OTHER BUSINESS

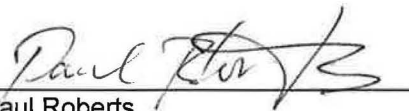
None.

NEXT MEETING

Thursday October 4, 2012
1:00 to 3:00 p.m.
Ruth Fisher Boardroom

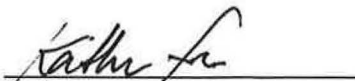
ADJOURN

The meeting was adjourned at 2:42 p.m.



Paul Roberts
Operations and Administration Committee Chair

ATTEST:



Katie Flores
Board Coordinator

APPROVED on December 6, 2012, KWF