

**SOUND TRANSIT BOARD WORKSHOP**  
**Summary Minutes**  
**September 30, 2010**

**Call to Order**

The meeting was called to order at 1:46 p.m. by Chair Aaron Reardon, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

**Roll Call**

Chair

(P) Aaron Reardon, Snohomish County Executive

Vice Chairs

(P) Fred Butler, Issaquah Deputy Council President

(P) Claudia Thomas, Lakewood Councilmember

Boardmembers

(P) Claudia Balducci, Bellevue Councilmember

(P) Richard Conlin, Seattle Council President

(P) Dow Constantine, King County Executive

(A) Jan Drago, King County Councilmember

(P) David Enslow, City of Sumner Mayor

(A) Jake Fey, City of Tacoma Deputy Mayor

(P) Paula Hammond, WSDOT Secretary

(P) John Marchione, City of Redmond Mayor

(A) Joe Marine, City of Mukilteo Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Mike McGinn, City of Seattle Mayor

(P) Julia Patterson, King County Councilmember

(P) Larry Phillips, King County Councilmember

(A) Paul Roberts, Everett Councilmember

(P) Peter von Reichbauer, King County Councilmember

Ms. Marcia Walker, Board Administrator announced that a quorum of the Board was present at roll call.

**Review of 2011 Proposed Budget and Transit Improvement Plan**

Joni Earl, CEO, noted that the Proposed 2011 Transit Improvement Plan (TIP) and Proposed Realignment Tracking Tool are in Boardmember packets. The 2011 Service Implementation Plan (SIP) is not yet finalized, but will be discussed at the workshop. Brian McCartan, CFO noted that the Sound Move and ST2 plans are long term plans approved by the voters to build a regional transit system. Those plans drive the TIP and the annual budget. Because of the recession, Sound Transit has lost 25% of its revenue for delivering the ST2 plan. Board guidance is needed to adjust the long term ST2 plan, the Board's choices will affect the TIP and annual budget.

The 2011 Annual Budget includes \$844 million in revenue, and over \$1 billion in capital and operating expenditures. The TIP is a six-year budget that includes funding the Board has released based on project milestones. The TIP is divided into service delivery, project delivery—including a page for each project, proposed expenditures and a risk assessment, and agency administration. The TIP includes \$8 billion covering Link light rail, Sounder commuter rail and ST Express bus.

At the September 23, 2010 Board meeting, Ms. Earl outlined her proposed program realignment. Sound Transit can no longer deliver all the ST2 program within the original 15-year time frame. The proposed realignment sets the path to implement the regional system within the constrained resources. Details of the proposal are being presented today for Boardmember feedback and guidance on how to move forward. Mr. McCartan reviewed the goals of the plan; the ST2 plan is designed to support the region's growth and is part of the Puget Sound Regional Council's 2040 plan.

Mike Bergman, Service Planning Manager, reviewed the annual SIP development process. The performance of each route is compared against the Board-approved service standards and performance measures on an annual basis. The 2011 SIP will be released next week for Board and public review and includes route efficiencies. Under-performing routes were identified and alternatives were considered and the proposed SIP was developed.

ST Express service will increase in 2011 by 17,000 hours, which represents a 2.5% increase. However, service is not scheduled to increase as fast as planned, because of reductions in the original plan. Some ST2 service is still going forward, including a new route 542-Redmond to the University of Washington, and peak service on the 511-Ash Way to Seattle, 522-Woodinville to Seattle, and 532-Everett to Bellevue. Bus service reductions are also proposed, primarily during off-peak time periods and Sunday reductions. One route is proposed for deletion, route 599-Lakewood to Tacoma because of low ridership, and another is scheduled for partial deletion, route 513-Everett to Seattle. The proposed combination of efficiencies, ST2 deferrals and service reductions would save around \$7.2 million per year.

Mr. McCartan reviewed five color categories in the tracking tool. Green indicates projects that are in late design or construction are going ahead as planned. Projects in this category have a high degree of certainty. Yellow indicates projects that will keep moving forward as scheduled, but because of costs and revenue risks the Agency will be closely evaluating the date of service start-up. Orange indicates projects where funding is being removed from the long term finance plan and funding is only being retained to evaluate options. Red indicates projects where funding is being removed and no further activity is planned. Purple indicates projects that will be deleted from the ST2 plan. The tracking tool lists all the capital programs by subarea and includes cost estimates in constant 2010 dollars. Items listed in bold on the tracking tool indicate projects where Sound Transit anticipates cost savings.

Ms. Earl noted that the purpose of the break-out session is to hear Boardmember questions on the budget and proposed realignment.

### **Break-out Session**

Boardmembers divided into small groups to discuss three questions on the proposed realignment.

1. Do you believe the recommended realignment of capital and service changes best achieves the stated goals for the voter approved Sound Move and ST2 regional transit plans?
2. What are your key concerns about the recommendations? What additional information do you need in order to determine which "color" a specific project is?
3. Given that we have to make some hard decisions and looking at the program realignment, which stakeholders will be most affected and what should ST do to address their concerns?

Group one included Boardmember Balducci, Conlin, McCarthy, and Thomas and was facilitated by Executive Directors Ron Klein and Ric Ilgenfritz. Group two included Boardmember Patterson, Enslow, Butler, and Marchione and was facilitated by Deputy CEO Celia Kupersmith. Group three included Boardmember Phillips, Hammond, McGinn, Reardon, and von Reichbauer and was facilitated by Executive Program Advisor Kathy Albert.

### **Report Out from Break-out Session**

Boardmember Conlin reported on group one's discussion. Mr. Conlin noted that the group was satisfied with the work done on the program realignment and long term ideas for addressing the revenue shortfall. Significant questions include options for providing service south of S 200<sup>th</sup> Street including merging Pierce and South King subareas; competitive procurement for bus and train service and maintenance; whether North King subarea should pay for ST Express buses; options for providing service to subareas that have limited revenue; and information about why North King is the most competitive for federal grant dollars.

Boardmember Enslow reported that group two was also concerned about plans for south from S 200<sup>th</sup> Street. Questions include how Sounder service plans will be affected by not implementing station access improvements in Kent, Sumner and Puyallup where parking capacity is limited; if additional projects could be financed if subarea equity was changed, and information on hours of service and capital dollars spent per subarea. There were also questions about the impact of delaying the additional Sounder round trips and whether they could be delayed longer and design standards for stations. The impact to ST3, the amount of additional time needed to complete ST2, and advanced right-of-way purchases were also discussed. Finally, the group was interested in understanding which decisions need to be made now and which can be made later.

Boardmember Phillips spoke on behalf of group three; the group was concerned about coordination between local service providers, testing the recommendations with partners and shared the concerns about providing service south of S 200<sup>th</sup> Street. The group also had questions about how the recommendations affect an ST3 vote. Budget numbers and cost savings estimates should be refined. Sound Transit should also meet state targets for transit oriented development, vehicle miles travelled, and Growth Management Act goals. The group felt that Sound Transit should re-evaluate its role in providing regional bus service and reduce duplications. Sound Transit should explore possible financial partnerships thought transit oriented development and share right-of-way with other government agencies. The group was also concerned about re-setting jurisdictions expectations of Sound Transit and working with employers to ask for help in dealing with cutbacks.

### **Summary and Next Steps**

Chair Reardon noted that the Boardmembers comments would be incorporated into upcoming discussions on the budget at committee meetings. The public will have an opportunity to learn more about the proposal and comment over the next two months. Five public open houses, one in each subarea, are being held on the Proposed 2011 Budget, Proposed 2011 Service Implementation Plan and the program realignment. A public hearing will also be held on November 4, 2010.

The Committees will continue to work on the Budget through November and the Board is scheduled to take action on December 16, 2010.

### **Next Meeting**

Thursday, October 28, 2010  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

### **Adjourn**

The meeting was adjourned at 3:35 p.m.

APPROVED on November 18, 2010.

  
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Aaron Reardon  
Board Chair

ATTEST:

  
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Marcia Walker  
Board Administrator