

BOARD WORKSHOP ON UPDATING THE SOUND TRANSIT LONG-RANGE PLAN

Summary Minutes

October 30, 2014

CALL TO ORDER

The workshop was called to order at 1:37 p.m. by Board Chair Dow Constantine, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

BOARDMEMBERS PRESENT

Chair

(P) *Dow Constantine, King County Executive*

Vice Chairs

(P) *Marilyn Strickland, City of Tacoma Mayor*

(P) *Paul Roberts, Everett Councilmember*

Boardmembers

(P) *Claudia Balducci, City of Bellevue Mayor*

(P) *Fred Butler, City of Issaquah Mayor*

(P) *Dave Earling, City of Edmonds Mayor*

(P) *David Enslow, City of Sumner Mayor*

(A) *John Lovick, Snohomish County Executive*

(A) *John Marchione, City of Redmond Mayor*

(P) *Pat McCarthy, Pierce County Executive*

(A) *Joe McDermott, King County Council Vice Chair*

(P) *Ed Murray, City of Seattle Mayor*

(P) *Mary Moss, Lakewood Councilmember*

(P) *Mike O'Brien, Seattle Councilmember*

(P) *Lynn Peterson, WSDOT Secretary (Amy Scarton attended as designee)*

(P) *Larry Phillips, King County Council Chair*

(A) *Dave Upthegrove, King County Councilmember*

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

WELCOME, PURPOSE AND OVERVIEW

Chair Constantine welcomed Boardmembers and provided an overview of the purpose of the workshop. This workshop is the second workshop on updating Sound Transit's Long-Range Plan. At the first workshop in July, the Board discussed potential updates to the Long-Range Plan in preparation for today's workshop, and the process to update the plan.

This workshop will focus on three areas—reviewing the Chair's Mark-Up of the Long-Range plan that will serve as a starting point for the Board's review and update of the plan, review the schedule and work plan for the system planning process, and reviewing possible revenue tools for the next system plan.

REVIEW OF CHAIR'S MARK-UP OF 2005 LONG RANGE PLAN AND DISCUSSION OF PROCESS FOR UPDATING THE LONG RANGE PLAN

Ric Ilgenfritz, Planning, Environment and Project Development Executive Director, David Beal, Planning and Development Director, and Karen Kitsis, Planning and Development Manager, reviewed the schedule for updating the Long-Range Plan. At the November Executive Committee meeting, key takeaways from the workshop will be reviewed and an update will be provided on the legislative agenda. The Final Environmental Impact Statement (FEIS) will be released at the end of November. The Board will then continue its review of the Long-Range Plan and potential amendments in December, with final action scheduled on December 18, 2014.

Chair Constantine proposed that the Board use the Chair's Mark-Up document included in Boardmember packets as a starting point for updating the Long-Range Plan. Boardmembers confirmed that the Chair's Mark-Up could be used to begin the discussion on potential amendments to the 2005 Long-Range Plan.

The Chair's Mark-Up includes technical changes that conform the Long-Range Plan to reflect major developments since 2005, including enactment of ST2, and all the major policy actions that the Board has taken in recent years. Kathy Leotta, Senior Transportation Planner, reviewed changes to the goals and objectives section, and changes to other sections of the document to be consistent with current policy.

Boardmember packets also included a summary of three draft issue papers that were released in October 2014. The issue papers cover System Access, Regional Land Use and Transit Planning, and an Innovation Fund.

Ms. Kitsis reviewed the potential plan modifications that were studied in the FEIS for possible inclusion in the Long-Range Plan. Forty-seven potential plan corridors were studied in the FEIS; the majority of the corridors were included during the scoping phase of the Long-Range Plan update. Half of the potential plan corridors were suggested by members of the public and the other half were suggested by jurisdictions or agencies. Ms. Kitsis provided an overview of the potential plan modifications by subarea and provided some preliminary ridership information based on screen lines. Screen lines are imaginary lines drawn across a corridor to estimate the number of trips that would cross a particular line and are used as a preliminary way to estimate ridership.

Boardmembers discussed potential amendments to the current Long-Range Plan map, and potential changes to the language included in the Chair's Mark-Up. Potential amendments included 14 possible map amendments and 13 corridors where Boardmembers asked for additional information. Boardmembers expressed interest in ensuring the system would be integrated and connect regional growth centers. Boardmembers also proposed text changes including maintaining the 2005 text for the Goals and Objectives section rather than the text in the Chair's Mark-Up.

OVERVIEW OF SYSTEM PLANNING

Mr. Ilgenfritz reviewed the schedule and work plan for the System Planning process that will allow the Board to have a ballot measure for voters in 2016. Additional revenue authority is needed for another system plan like ST2, and there will be two opportunities to seek additional revenue tools from the Washington State Legislature. The Board will need to make a decision in December whether to begin system planning work in January.

System alternatives will be developed by staff in January through June 2015 and will help with project level planning later in the process. From June to December 2015 staff will apply the methodologies discussed by the Board to projects and the process to assemble some potential system plan options will begin. In March 2016, a draft ST3 package could be published. An expert review panel will provide an independent review of the ST2 package and the Puget Sound Regional Council will analyze the plan for conformity with the PSRC 2040 plan, including a cost-benefit analysis. In the first quarter of 2016, the Board will provide guidance to staff on the draft plan, and a final system plan could be adopted in June 2016 if the Board wishes to have it on the ballot for November 2016.

DISCUSSION OF POSSIBLE REVENUE TOOLS

Brian McCartan, Executive Director of Finance and Information Technology, reviewed possible revenue tools that Sound Transit could seek from the Legislature to support implementation of the next system plan. Current taxing authority includes up to .9% Sales and Use Tax, .8% Motor Vehicle Excise Tax (MVET) (expires 2028), .8% Rental Car Tax, and \$2.50 per employee per month Employer Tax. Sound Transit is currently fully utilizing the Sales and Use Tax and Rental Car Tax, and using .3% MVET. The Employer tax is not being collected. Expansion of the regional high capacity system will require new taxing authority from State legislature for large or small capital package. Preliminary engineering on the light rail spine could be funded with existing tax levels. Mr. McCartan reviewed potential revenue options. Sales tax is the most common revenue source for transit agencies nationally. Other sources include MVET, Rental Car Tax, Payroll Tax, MVET, Motor Fuel Excise Tax, Parking Tax, Utility Bill Levy, Toll Revenue, and Property Tax. For a large regional plan, Sound Transit could pursue additional Sales and Use Tax, Property Tax and MVET.

Mr. McCartan noted that levels of these taxes could be adjusted to meet the funding needs of a \$15 billion capital package. Public opinion survey results show more support for Sales Tax and MVET.

Mike Harbour, Acting CEO, indicated that the Executive Committee would look at a proposal in November to seek additional authority from the Legislature in all three areas.

SUMMARY OF UPCOMING MILESTONES

Chair Constantine thanked Boardmembers for their attendance and asked Boardmembers to provide potential amendments to Board Administration early next month so that they could be compiled and distributed for Boardmember review.

ADJOURN

The workshop was adjourned at 3:40 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Acting Board Administrator

APPROVED on January 22, 2015, KWF