

SOUND TRANSIT EXECUTIVE COMMITTEE MEETING

Summary Minutes

April 7, 2016

CALL TO ORDER

The meeting was called to order at 10:38 a.m. by Chair Constantine, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Dow Constantine, King County Executive

Vice Chairs

(A) Marilyn Strickland, Tacoma Mayor

(P) Paul Roberts, Everett Councilmember

Boardmembers

(P) Fred Butler, Issaquah Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Joe McDermott, King County Council

(P) Roger Millar, WSDOT Acting Secretary

(A) Ed Murray, City of Seattle Mayor

(P) Amy Scarton, WSDOT Assistant Secretary

(A) Dave Somers, Snohomish County Executive

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

REPORT OF THE CHAIR

The public comment period for the ST3 Draft Plan released on March 24, 2016 is underway. The information received between now and the end of the formal public comment period on April 29, 2016 will help the Board make decisions on a final ST3 plan.

Comments on the Draft ST3 Plan will be taken at each Committee and Board meeting leading up to Board adoption of the final plan in June.

CHIEF EXECUTIVE OFFICER'S REPORT

Mr. Rogoff noted that U-Link daily ridership estimates are at more than 60,000 boardings since the segment opening.

Sound Transit is now fully engaged in the ST3 Draft Plan public comment period. In addition to scheduled formal public open houses, staff provided presentations to many area City Councils and will provide many more presentations to regional groups throughout the month.

REPORTS TO THE COMMITTEE

ST3 Draft Plan: System Access Program, Innovation and Technology Program and Transit-Oriented Development Planning Program

Ric Ilgenfritz, Executive Director of Planning, Environmental, and Project Development, and Karen Kitsis, Senior Planning and Project Development Manager, provided the update.

Mr. Ilgenfritz provided an introduction to the presentation. The reports today focus on Transit Oriented Development (TOD), innovation, and system access--three areas of the Draft ST3 Plan that respond to priorities identified by the Board during the system planning process. Staff will provide information about assumptions made in the Draft Plan about resources needed to support the work in these areas. Staff will also be seeking committee member comments on these topics to begin work on drafting policy language to be included in the Draft Plan document. Draft language will be brought back for committee review in May.

David Beal, Planning and Development Director and Chris Rule, Transportation Planner presented the System Access program portion of the presentation. The long-range plan and the Board's system access policy provide guidance in the area of improved transit access. Convenient access to stations is critical to growing ridership and the Draft ST3 Plan includes more than \$1.2 billion to increase parking and improve bicycling, walking, bus transfers at existing stations and investments in future stations.

The plan also includes a System Access Fund of \$100 million to look programmatically at how stations are accessed by customers. This non-motorized access allowance is applied to each ST3 proposed project in amounts ranging from \$100 thousand for stations with few BRT boardings up to \$4.5 million for stations with more access challenges. Staff is working with existing partners to refine these improvements and also looking at how partnerships and agreements could reduce permitting and timelines for matching funds and grants to increase these station investments.

Boardmember Butler asked staff to comment on bus integration activities related to ST2. In response, Ric Ilgenfritz reviewed scopes of work for the East Link, Lynnwood, and Highline College projects. Staff is looking at a bus intercept facility at Mercer Island for service in the I-90 corridor and a major transfer facility at the South Bellevue park-and-ride and another at the Overlake Transfer Center in Redmond. Several bus interface facilities are planned to service the Lynnwood corridor with transfer facilities and parking at 145th, 185th, Mountlake Terrace and Lynnwood. The planning process for Highline College station has completed and will provide a seamless and convenient transfer for passengers using that service.

One hundred million dollars to be allocated for bicycle and pedestrian access improvements that was deferred from ST2 is included in the Draft ST3 Plan. Pedestrian, bicycle, transit transfer and pick up/drop off improvements (mostly at existing stations) would be allocated throughout the ST3 program with guidance from the Board that establishes a process to identify eligible improvements for system access funds and how those projects should be prioritized. Data collection and studies are funded to help identify the projects that most effectively attract riders.

WSDOT Acting Secretary Millar noted that WSDOT has hired a full time bicycle and pedestrian coordinator and requested that staff work closely with these types of professionals at local levels. Mr. Ilgenfritz responded that staff is working with the Transit Access Working Group at the PSRC and Bike Advocacy Organizations to shape this program and the System Plan. If the plan is approved, efforts will shift to focus at the local level.

Brian Brooke, Senior Manager of Research, Policy and Business Development and Michael Berman, IT Research and Technology Program Manager provided some background about technology improvements made during previous Sound Transit Initiatives. Sound Move included an innovation fund to provide flexibility to consider new ideas, services and technology innovations and to evaluate and fund innovative ways to reduce dependency on single occupancy vehicles, improve transportation cost effectiveness and better respond to customer needs.

Some of the Sound Move funds were invested in the CCTV security system, emergency beacons, transit signal priority systems, and the beginnings of the ORCA system used today. Funds allocated in ST2 brought real time bus signage, adoption of One-Bus Away, Sound Transit's mobile website and trip planner, improvements to TVM interfaces and further ORCA system development. ST2 funds continue to be used for things like the development of parking management systems, an electric vehicle charging program and development of the Open Transit Data Project.

Mr. Brooke continued his report with an overview of how the \$75 million Innovation and Technology Fund Program proposal in the Draft ST3 Plan would be used to continue the focus on providing innovative means of improving service, cost effectiveness and customer responsiveness.

More can be done to monitor and collect data from the field. Investment in software and systems to combine data with partners and other sources would increase the ability to gather insights into improved performance and efficiencies. Other data sources like highway data could be used to improve systems planning, operation and how new riders are reached. Improved performance would include schedule information but also improve the agency's ability to share other real-time information with customers like parking availability, rider alerts, and bicycle capacity on the train. Keeping up with technology means not only adapting to changing technologies but also to rider's expectations for technology use. Technology could also be used to make transit more accessible to speakers of other languages and people with disabilities. The Draft ST3 Plan supports the development of a robust data program for these purposes.

Sarah Lovell, Transit-Oriented Development (TOD) Manager reported on how TOD is integrated into the Draft ST3 System Plan. For the first time, TOD language is stated in Sound Transit's statute. The statute empowers the agency to be responsible for creating a strategy to deploy equitable TOD for vibrant mixed-use, mixed-income communities. The statute also asks the agency to prioritize affordable housing and set aside or contribute funds to the development of affordable housing. The legislative requested contribution would be \$5 million over 4 years to deliver affordable housing throughout the system.

Policy and procedure updates are needed to align more fully with new affordable housing goals within the legislation. The new legislation requires that 80% of suitable surplus land must be set aside for affordable housing. Further, that 80% of the units constructed must be affordable to those making 80% of AMI (average median income). Staff has conducted public outreach with over 30 public, private and non-profit entities to gain input into how to integrate this policy and what types of improvements could be incorporated to scale the TOD mission upwards within the Draft ST3 Plan. Feedback received included a desire for Sound Transit to play a larger role in community development, to remain transparent and to identify tools available to advance the TOD goals stated in the plan.

Currently, agency policy describes TOD as *a land development pattern that integrates transit and land use, promotes ridership and advances community goals, leveraging investments in the transit system*. Sound Transit launched a Regional TOD Initiative in October 2015 to engage stakeholders on possible TOD policy and procedural improvements.

Ms. Lovell provided an outline of the TOD approach which closely follows the existing Phase Gate process. TOD is considered at each phase of a project and the Draft ST3 Plan incorporates funding for TOD planning within each capital project. Staff has begun work with the FTA on ways to implement new affordable housing mandates. Staff is also identifying available tools and working to develop process improvements to systematically implement the affordable housing goals.

Ms. Lovell concluded her presentation with items for the Board to consider in the future including policy changes required to implement the statute and how best to comply with the revolving fund requirement.

Based on the presentation and Boardmember discussion, Chair Constantine asked staff to start drafting language for the Board to consider as part of the ST3 plan that captures some fundamental policy commitments for a TOD approach that incorporates Sound Transit's commitment to the changes in state law relative to affordable housing, as well as other priorities discussed to support equitable development and local community land use and development visions.

If the ST3 plan is approved by voters, the Board will need to refine existing policy to incorporate new priorities and commitments. Boardmembers commented that coordination with transportation partners and alignment of long-range plans is critical.

PUBLIC COMMENT

Chair Constantine noted that the Executive Committee typically receives public comment only on business within its authority for final action. Today, the Committee will accept comment on the Draft ST3 Plan released on March 24, 2016.

Alex Tsimerman
Santos Contreras
Mark Smith
McKayla Dunfey, Cascade Bicycle Club
Giulia Pasciuto
Kelly Rider
Bryce Yadon
Abigail Doerr
M.A. Leonard, Enterprise Community Partners

BUSINESS ITEMS

Items for Committee Final Action

Minutes of the August 6, 2015 Executive Committee Meeting
Minutes of the January 7, 2016 Executive Committee Meeting

It was moved by Boardmember Butler, seconded by Boardmember McDermott, and carried by unanimous vote that the minutes of the August 6, 2015 and January 7, 2016 Executive Committee meetings be approved as presented.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, May 5, 2016
10:30 a.m. to 12:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 11:51 a.m.



Dow Constantine
Executive Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on May 5, 2016, LM