SOUNDTRANSIT

Summary Minutes

Executive Committee Meeting
April 1, 2021

Call to order

The meeting was called to order at 10:31 a.m. by Committee Chair Kent Keel virtually on WebEx.

Due to the Governor's Order, public viewing of the meeting was only available via WebEx. The meeting was streamed on
https://soundtransit.webex.com/soundtransit/onstage/g.php?MTID=edfee250cb5be5f2557ba39a289422b01

Roll call of members

Chair	Vice Chair
(P) Kent Keel, University Place Councilmember	(P) Paul Roberts, Everett Councilmember (P) Dow Constantine, King County Executive

Board Members			
(P)	Claudia Balducci, King County Councilmember	(P)	Jenny Durkan, Seattle Mayor
(P)	Bruce Dammeier, Pierce County Executive	(P)	Roger Millar, WSDOT Secretary
		(P)	Dave Somers, Snohomish County Executive
		(A)	Victoria Woodards, Tacoma Mayor

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

Report of the Chair

Chair Keel noted that the Board received a Cost Assessment Draft Report at the March 2021 Board meeting that covers realignment activity. The Triunity consultant team would be participating in the meeting to respond to any Committee member questions on the report.

The monthly contract report was included in members meeting packets for review.

CEO Report

CEO Peter Rogoff gave the CEO Report.

Federal Update – On March 31, 2020, President Biden released his framework for an infrastructure package called the American Jobs Plan. The Biden proposal called for over $2.5 trillion in new spending, putting it among the largest pieces of legislation in U.S. history by cost. The scope of the American Jobs Plan includes investments proposed for a broad array of programs, including infrastructure like public transit. The Administration has proposed to change the distribution and use of federal funds with a focus on impacting climate change and building more equitable and sustainable communities. Sound Transit had urged the Administration and the Congress to include a provision like the one passed by the House last year in HR 2. That provision is the basis for a stand-alone bill that Senator Murray introduced last month with Senator Cantwell's support that would provide significant financial capacity for the agency by increasing federal funding for two Full Funding Grant Agreement projects – capacity that could be applied to the affordability gap facing the next generations of projects. CEO Rogoff stated that more

details would come and he would continue to update the committee as the agency's efforts continued.

State Update – Mr. Rogoff provided a State update and noted that three weeks remained in the year's regular legislative session, which was scheduled to adjourn on April 25, 2021. He announced that House Transportation Chair, Jake Fey, formally introduced his proposal for a transportation revenue package. The package had no direct appropriation for Sound Transit, however some appropriations were for the agency's partners and activities that support the regional system, including $20 million for the City of Federal Way to improve access to the Federal Way Link extension. Sound Transit would continue work with Chair Fey and the Legislature as the transportation package advanced to underscore the agency's need in addressing the affordability gap. The proposed transportation budget in the House did not include the $7.8 million fee for Sound Transit to pay the Department of Licensing to collect the agency's MVET. This fee would cost Sound Transit $180 million over the life of the financial plan. Chair Fey, along with the Senate, would take this issue to conference, along with the issue of charging Sound Transit Fair Market Value for the use of state ROW, rather than forgiving the federal share. Mr. Rogoff shared the previous bill that would give the committee flexibility to develop a fare enforcement system outside the court system had received a unanimous vote during the week's Senate Transportation Committee and would move to the Rules Committee awaiting action on the Senate Floor. Mr. Rogoff continued to thank the committee for their outreach to the Legislators and reminded them of the importance of continued engagement.

Enterprise Asset Management System Update – CEO Rogoff reminded the Committee of the Enterprise Asset Management System update that was presented at the October 1, 2020 meeting. Staff reported on a past electrical system fire and related whistleblower complaint and third party investigation. Mr. Rogoff provided an update on progress that implemented improvements to the Enterprise Asset Management System and the related process used by Sound Transit and King County Metro to operate and maintain transit service. The completed improvements included the addition of checklists to prevent maintenance work orders to clarify steps and a quality control process to review checklists and track activity completeness before closing work, the tracking of all repair work orders with attached priority settings, documentation for all enterprise asset management system software procedures, and an addition of a new role to analyze process, work order details, and history. The improvements were being completed in conjunction with the Agency's goal of Asset Management International Organization for Standardization (ISO) certification. Mr. Rogoff noted the certification is a critical issue to ensure passenger and operator safety but to also maintain effective and efficient spending on maintenance. He concluded with ensuring the measures the agency is taking to avoid relapse involving disrepair.

Public comment

Chair Keel announced that public comment would be accepted via email to emailtheboard@soundtransit.org and would also be accepted verbally.

The following people provided written public comment:

Joyce Hengesbach

The following people provided verbal public comment:

Joyce Hengesbach
Brock Howell
Tiernan Martin
Hester Serebrin
Anna Zivarts
Kelli Refer
Rachel Schaeffer

Business items

<u>Items for Committee final action</u>

<u>March 4, 2021, Executive Committee meeting minutes</u>

It was moved by Boardmember Durkan, seconded by Boardmember Roberts and carried by consent that the minutes of the March 4, 2021 Executive Committee meeting be approved as presented.

Reports to the Board

<u>Independent Cost Estimate Review: Additional Questions for Consultant Team</u>

Jonnie Thomas and Andrew Kean, consultants from Triunity, provided a brief summary of the draft report presentation provided to the Board at its March 25, 2021 meeting. Mr. Kean reviewed general observations in the draft report, notably that the consultants used Sound Transit's in-house Unit Cost Library database. He mentioned the two consistent and major cost drivers throughout the report, Right-of-way and environmental areas and noted areas with potential cost saving opportunities that included bridge type, wall quantity reduction, and parking garages. A few potential risks were noted, which included maintenance facility cost, indirect costs, and items still under review which will be included into the final report presented at the following Board meeting. The conclusion of the report determined that the agency's cost estimates were appropriate for the level of design.

The final report would include peer agency comparisons, the Bus Base North evaluation, and a collection of questions and answers to Board members.

Boardmember Durkan asked if the consultants had a sense of whether future cost estimates would increase as design advanced. Mr. Kean advised that current allowances and contingencies in project estimates covered potential cost increases. She asked what levels of designs there would be to gather a greater understanding for the committee's awareness of how much revenue the agency may have versus how much revenue the agency is expected to have due to the reduce in risks. Mr. Kean explained that the team would likely address that in its methodology report. Boardmember Durkan asked if the consultants could tier the best areas to reduce risks to limit future cost growth. Mr. Kean agreed to include that in future reports. Boardmember Durkan asked if the team had been able to compare cost growth to other large capital projects in the country. Mr. Thomas advised that the team was currently performing that work and it would be in the final copy of the report. Boardmember Durkan asked if the consultant team was willing to meet with a City of Seattle capital project work group. The consultants agreed to do so.

Vice Chair Roberts asked to what degree soil condition risks were taken into account in the assessment. Mr. Kean explained that the methodologies used to acquire the cost estimates would be reviewed and addressed in its Task 2 report later in the year. Mr. Roberts also asked for a summary of the future conversation with the Seattle work group be shared with the Board. Chair Keel remarked that he intends to ensure the Board receives that information.

Boardmember Balducci noted several properties in consideration for ST3 project locations were developed between the ST3 passage and now, she asked if the parcels purchasing estimates used were for the highest price possible in the cases that development occurred. Mr. Kean advised that the identified parcels presented are actual parcel takes while other options are out of scope. She noted costs have trended significantly higher than estimated and that she was relying heavily on the reports given by the consultants and hoped that their reports will further dissect and assist the Board members to understand how costs could be controlled. Mr. Kean noted the future engagement of that topic would be presented in upcoming reports.

Boardmember Millar asked for reasoning behind why the estimate showed an increase in parcel takes over the cost estimates. Mr. Kean explained that the assessment in this report only reviewed the information that

was provided, and the Task 2 report would address the methodologies used to reach those estimates. Boardmember Millar advised the underestimation of land needed could be a helpful example of an experience to gain knowledge from. He also encouraged the consultants to contact the Washington State Department of Transportation (WSDOT) mega-projects team to gain more insight into cost estimates that have already taken place. Mr. Kean reiterated the final report will include more in depth information that will touch base on an array of projects.

Chair Keel asked that the team break down the future assessments into detailed sections, especially with respect to Right-of-way and environmental compliance costs, and asked for recommendations for cost reduction options. Boardmember Durkan agreed with Chair Keel's comment and noted that decisions, such as removing parking structures, could lead to reduced costs and increased federal funding. Mr. Thomas noted they would be able to address those situations in the future reports.

Kimberly Farley, Deputy Chief Executive Officer, advised that staff was actively facilitating cooperation with Seattle Department of Transportation and the Triunity Team. WSDOT and King County were also in communication to set up meetings with the team.

In response to Boardmember Millar's question regarding parcel takes, CEO Rogoff explained that when the ST3 plan was developed a broad buffer method was utilized for determining needed parcels. When project development began and specific alignments were reviewed, it was determined that the approach was not sufficient for densely urbanized areas. He committed to providing more information to Boardmember Millar.

Realignment Report: Parking and Access Issues

Don Billen, Executive Director of Planning, Environment, and Project Development, and Alex Krieg Deputy Director of Access and Integration provided the report. Mr. Billen noted that the presentation was a follow-up to the March Board meeting discussion regarding delay of parking structures and the impacts and trade-offs of doing so. The ST3 parking policy, and examples would be discussed as well.

Mr. Krieg reviewed the ST3 parking language and reflected on a presentation the Access and Integration team had given to the Committee in May 2020. He reiterated that the parking approach was to treat parking as a service, and not a fixed asset to deliver. He reviewed how passengers accessed the system, with a higher share being those that walk. However, as the system expands the trends would change. Sounder access specifically had a higher share of vehicle access.

Boardmember Dammeier noted that different stations would have different passenger access modes. Mr. Krieg agreed and noted trends are requiring different and balanced studies as modes of access can vary between service and station locations.

Boardmember Millar asked if the access trends were something that the agency could change depending on its funding choices. Mr. Krieg advised that investment choices could change the trends based on area of study. Boardmember Millar asked if trends can be traced by capital and operational investments. Mr. Krieg confirmed, and noted that partner agency operations could be required based on operational investments.

Mr. Krieg outlined impacts of delayed parking. He advised that ridership would likely decrease, as ridership would consist of passengers that rely on transit for modes of transport. He also noted that delayed parking could result in a spillover effect in station areas that are reachable by vehicle, the spillover effect results in vehicles parking in areas surrounding the station where there isn't transit parking. He reviewed the upcoming projects with new parking in respect to ridership projections, stalls to be constructed, and project costs. He expanded his presentation to include other opportunities for more cost-effective options, which included existing parking facilities in ST3 corridors and utilizing the surrounding private owned parking zones.

Joint development opportunities could increase parking built by other parties, however they could be very complex and take time. Additionally, ultimate goals of the various partners may not align, adding to

complexity. Using the future Fife Station as an example, he noted that under design consideration was either a sole parking garage or a garage with a surface lot. The land used for construction staging could be used as temporary surface parking as a land bank strategy, as other development opportunities were explored. Mr. Krieg addressed parking structure convertibility concepts, and noted that convertibility would be an inverse solution to surface parking as a land bank strategy and predictions would be made for the outsets. He noted that convertibility would add up-front costs, complexity, and risk as it may not materialize.

Mr. Krieg shared Sounder South trends by showcasing the uptick in ridership which increased by 22% from 2015 to 2019 without any increase to Sound Transit provided parking. He included the recognition of riders that used other public and private parking providers in the vicinity that often came with additional pricing for usage. Mr. Krieg reviewed the existing Board direction and policy through the ST3 system is to manage existing parking facilities to increase ridership. He shared that work would take place to seek expanded parking management authority to include daily fees and bring forth a new vendor to administer the program. He reminded the Committee that ST3 includes additional investments outside of vehicle parking, such as an access allowance of $270 million for additional pedestrian and bicycle access outside the footprint of the station and they've developed a framework for identifying, evaluating, and prioritizing highest value non-motorized access improvements in station areas.

He concluded his presentation by emphasizing that delayed parking would have impacts to passenger access but would not equate to no parking. He also noted that improvements to performance of existing parking assets would continue by managing demand and increased access by other modes in lieu of parking.

Boardmember Somers asked if staff analyzed the removal of existing parking for station construction. Mr. Krieg advised that it was part of the development process for each station.

CEO Rogoff noted that existing parking stations that are owned by WSDOT do not hold statutory authority to charge for use and parking would not be manageable at those stations. He also noted certain stations throughout the ST3 network were envisioned to either include space for parking or none at all, for example the Fife station.

Boardmember Dammeier advised the system and region were not a monolith and developing policies should take that into account. He advocated for focusing on ridership as the ultimate goal for decisions, that equity must be prioritized, and data must be showcased to exhibit parking structures are beneficial to create increased ridership to underserved communities.

Boardmember Balducci commented that the Board should consider discussions on Access Improvements to be well rounded and include flexibility into project staging. She noted the many areas of opportunities throughout the system should include the requests from the region such as, compact development, affordable housing, and climate outcome.

Boardmember Millar discussed uncoupling investments in parking and in stations. He noted the agency's station access budget invested more in parking compared to all other access modes combined, when all other access modes combined bring over 80% of ridership. In terms of raising ridership, he asked where the investments should be targeted. He pointed out the agency should invest in the goal of creating an urban walkable community rather than its current reality of requiring a vehicle to gain access to transit. He then asked if a better equitable situation would be for families to not own vehicles rather than owning a fleet of vehicles. He noted pilots from other Transit regions that offered transportation from homes to transit stations which allowed riders to utilize their current home parking spots. He continued to encourage the uncoupling of parking and station investments so the agency could create expanded housing opportunities.

Chair Keel offered an opportunity for those that are not Executive Committee members to provide comments or questions.

Boardmember Backus shared appreciation towards the presentations and commented specifically on

Auburn's Sounder ridership in that it is not accessible by bicycle or foot. She noted that although 1,400 units of Transit Oriented Development (TOD) are located in Downtown Auburn, it does not include the bulk of ridership and the town supported the South King County realignment considerations for development of parking structures.

<u>Discussion on Citizen Oversight Panel Appointments</u>

Katie Flores, Board Administrator provided the presentation. She provided an overview of the Citizen Oversight Panel (COP) and noted its six current vacancies throughout the subareas. Ms. Flores briefed on the recruitment efforts which included advertisements through press release, social media, and outreach to local groups and groups working with minority populations. The recruitment efforts resulted in over 25 applications but lacked a diverse pool. To further encouragement through diverse applicants, Sound Transit implemented updated applications which included a section to provide how the applicant would support the growth of the agency's core values of inclusion and respect. In addition, an optional questionnaire had been added to request the demographic information so that information on the diversity of the pool could be shared.

Boardmember Balducci asked whether the diversity in the community would improve, worsen, or remain the same if subareas proceeded to make the appointment recommendations to the Board. Ms. Flores responded that the applicant recommended by South King would add one female to the panel if adopted by the Board, the other members were unknown. Boardmember Balducci voiced concerns with the timing of appointment adoptions given the lack of diversity in the current applicant pool and the known tenure of past COP members, such as Fred Auch. She suggested the Committee and Board to look into ways to restructure the COP members, such as additional seats.

Vice Chair Roberts stated his appreciation for Boardmember Balducci's comments and noted the number of existing opportunities to look into operational and policy considerations.

Chair Keel mentioned the hardships of Pierce County's applicants and had requested staff to continue outreach to gather further volunteers to create a more diverse pool. He asked Ms. Flores if there was a possibility to gain insight into how diverse the COP applicants were. Ms. Flores reiterated the single woman applicant and pointed out that additional recruitment that would follow the Executive meeting. Chair Keel requested a conversation with CEO Rogoff to discuss how to address the diversity issue throughout regions as a whole. Mr. Rogoff welcomed the conversation and reflected on past practices of subarea discussions and noted the high application volume due to expanding recruitment through social media platforms but led to the unfortunate lack of diverse applicants. Mr. Rogoff also suggested a conversation with the current COP members as they could provide a beneficial recruiter role in this situation.

Boardmember Balducci requested the appointment recommendations from East King be deferred to April's Board meeting. Boardmember Durkan spoke on behalf of Boardmember McDermott that North King would align with Boardmember Balducci's request. Chair Keel agreed to move COP nominations to April's Board meeting.

Executive Session – None

Other business – None

Next meeting

Thursday, May 6, 2021
10:30 a.m. to 12:00 p.m.
Virtually via WebEx

Adjourn

The meeting was adjourned at 12:22 p.m.

Kent Keel
Executive Committee Chair
APPROVED on May 6, 2021. JG

ATTEST:

Kathryn Flores
Board Administrator