



Summary Minutes

Executive Committee Meeting February 3, 2022

Call to order

The meeting was called to order at 10:33 a.m. by Committee Chair Kent Keel virtually on WebEx. The meeting was streamed on:

<https://soundtransit.webex.com/soundtransit/onstage/g.php?MTID=ec351257d1fc6648fb32159bec98346ae>

Roll call of members

Chair	Vice Chair
(P) Kent Keel, University Place Councilmember	(P) Dow Constantine, King County Executive (P) Dave Somers, Snohomish County Executive

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Cassie Franklin, Everett Mayor
(A) Claudia Balducci, King County Councilmember	(P) Bruce Harrell, Seattle Mayor
(P) Bruce Dammeier, Pierce County Executive	(P) Julie Meredith, WSDOT Secretary Alternate
	(P) 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

First Executive Committee meeting of 2022

Chair Keel welcomed everyone to the first Executive Committee meeting of 2022. He reminded the Committee that the Board took action at the January 2022 Board meeting, to shift around and add new members to their Committee assignments.

Public Hearing on Surplus Declaration

A public hearing was held on February 3, 2022 to receive comments on the intent to transfer portions of 27 tax parcels comprised of 21 sites in the SeaTac and Des Moines area to Washington State Department of Transportation (WSDOT). The hearing was presided by Executive Committee member Nancy Backus.

Monthly Contract Report

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

Preview of upcoming Q1 and Q2 Board and Committee actions

Chair Keel briefed the Committee on the upcoming work expected to take place within the first half of the year. He noted all the work that took place throughout the pandemic which included the opening of three new light rail stations and service to Northgate, the identification of location of a maintenance base to serve the South Corridor, the process of hiring a new CEO had begun, and realignment of the capital program.

CEO Peter Rogoff provided an outline of major milestones and actions to expect. The Committee would receive its first Transit Oriented Development (TOD) action later in this meeting. After considering key business terms for developments at Angle Lake, the Board would also consider future actions for TOD projects at Columbia City, Kent, Des Moines, U District, and Overlake Village and would consider approving a management contract for the affordable housing revolving loan fund. The Board would also consider an action to dispose of surplus property in the Rainier Valley so that the City of Seattle could partner with the community to develop a Youth Achievement Center.

The Executive Committee and Board would also consider numerous policy decisions within the first half of the year. Policies such as an update to the Fare Compliance Policy and ORCA Lift fares, and the establishment of a fare for Tacoma Link that would go into effect when Hilltop Tacoma Link opens, updates to the policy on passenger restrooms, an expansion of parking management programs to include options for daily paid parking, and options to provide access at stations where parking had been delayed under the Board's realignment plan. The Committee would also begin the process to update the Board's System Access Policy following briefings late last year to the Executive and System Expansion Committees and updates to the responsibilities and structure of the Citizen Oversight Panel that oversee the agency's work.

In addition to policies, the Board would also consider a proposal to restructure how sustainability dollars were managed to better allocate those resources. Monthly reports on rider experience metrics and other performance measures would continue to be provided to the Rider Experience and Operations Committee and the 2021 passenger experience survey results and presentation on operations performance would be given. The Board would also consider a contract to develop a new digital assistant tool that would combine trip planning, real-time notifications, interactive support, and fare payment for customers. The Rider Experience and Operations Committee would be asked to consider a modification to the existing on-demand bicycle locker contract to bring all forms of secure bicycle parking under one management system. The Board would receive a briefing on the Station Experience Design Manual that would inform the design of future stations to optimize how riders use the system. With Northgate Link opening, staff would brief the Rider Experience and Operations Committee on how Sound Transit service would evolve through 16 major service restructures over the next 25 years as new high-capacity transit projects open. The Board would be informed of the 2022 service plan execution and there would be an amendment to the Operations and Maintenance agreement with King County Metro and the consideration of Bus Rapid Transit operations later in the year.

The Board could also expect a presentation on Sound Transit's annual safety plan, a report on progress for 2022 Disadvantaged Business Enterprise goal of 16.39 percent and methodology for setting the 2023 goal. Bus Rapid Transit program would bring additional task orders with WSDOT to advance elements of the I-405 BRT project at the Brickyard, Bothell, and Canyon Park stations in addition to the NE 85th Street station that the Board considered in January 2022. There would be contract modifications to advance the design and construction of the NE 130th street Infill station to allow it to open ahead of schedule, consistent with the Board's realignment plan. There would be budget and contract increases to complete the work promised for the Hilltop Tacoma Link Extension later this year. The Board would also consider baselining the Kent, Sumner and Auburn Access Improvements projects and consider increasing the Puyallup Access Improvements project budget and design and construction contracts to complete that work. There would also be a contract action to advance environmental and conceptual analysis work for the South Tacoma and Lakewood Access Improvements projects.

For West Seattle and Ballard Link Extensions, the Board would consider modifying the preferred alternative following publication of the Draft Environmental Impact Statement (DEIS) and authorizing additional consultant support to advance project development. For Everett Link Extension, the Board would consider partnering agreements to establish jurisdictional partnership on the project while Elected Leadership Group and Stakeholder Leadership Group work was underway.

Kimberly Farley, Deputy CEO, briefed the Committee on the actions related to realignment implementation. Program implementation was organized into three elements: Board Oversight, financial capacity, and performance reporting.

The status of Board Oversight and accountability involved a Board Evaluation Committee who was currently evaluating proposals for an independent consultant, set to complete by end of Q1 2022. The Annual Program Review was set to present in Q2 2022 for the full Board. The Committee was also implementing Triunity's recommendations.

Financial capacity was undergoing investigations of cost savings opportunities for specific projects overall program improvements, evaluating grants assumptions based upon recently passed Infrastructure Investment and Jobs Act, and researching additional TIFIA loans for opportunities to further reduce borrowing costs.

The Performance Reporting element had identified experts to participate in a Technical Advisory Group (TAG) and was expected to form by end of Q1 2022. There were biannual cost driver reports provided, preparation of project-specific updates at project milestones would begin Q1 2022, and there was development to a project management oversight framework for Board consideration. Ms. Farley provided an overlook to additional work to expect over the next six months.

Peter noted the CEO Selection committee would work with the recruitment partner on the approach for the CEO position, identifying candidates to interview, and would provide a recommendation to the full Board on a candidate to hire to lead the agency staff in accomplishing all the work to come.

CEO Report

CEO Rogoff provided the CEO report.

Federal Update – Bipartisan Infrastructure Law was being tracked for all grant opportunities.

State Update – The legislative session in Olympia was in its fourth week and February 4, 2022 marked the first cutoff of session in which bills must be voted out of any policy committees to continue being considered. On February 3, 2022, it was expected that Senate Bill 5863 would be given a vote in the Senate Transportation Committee. This bill would allow Sound Transit to work directly with tow companies rather than having to contact police when a vehicle obstructed Sound Transit right-of-way. The staff would continue to hear discussion about the possibility of a transportation revenue package adopted in Olympia this session. Staff were actively engaged with legislators and urged them to include Sound Transit in any agreements.

Black History Month – CEO Rogoff acknowledged February was Black History month and noted the annual kick off on February 1, 2022 with the Pan African flag raising over Union Station. The agency would celebrate throughout the month with programming that provided opportunities for staff to reflect on the role each individual could play in Sound Transit's journey towards becoming an anti-racist organization. The specific theme of the year was Black Health and Wellness, which featured Black-led healthcare discussion and a yoga workshop provided by BEST, Blacks Empowering Success in Transit, an agency staff led employee resource group. The month of programming also included talent development series which would focus on career advancement tools in the context of stereotypes and bias that Black employees face.

Concrete Strike – The concrete strike, which started on December 3, 2021, had yet to be resolved and light rail construction projects in King County had been unable to secure crucial concrete deliveries. The strike was affecting four major light rail extension projects that were currently under construction: Lynnwood Link, East Link, Federal Way and the Downtown Redmond extensions. Light rail guideway and foundation construction, retaining wall work, and station and garage work had all been delayed.

Sound Transit joined WSDOT, King County, and the City of Seattle in calling for the parties to return to the negotiating table immediately with the help of an unbiased mediator so a mutually acceptable agreement could be reached that would move projects forward. A mediation session occurred between the parties on January 20, 2022, but no progress was made and there were no future mediation sessions scheduled. To date, the agency had failed to receive 19,212 total concrete cubic yards which would equate to about 1,921 missed deliveries. 11,095 total concrete cubic yards had been planned for delivery within the following two weeks. To date, 187 workers had been laid off. The total additional workers projected to be laid off in the upcoming future was 137.

Public comment

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

No written or verbal public comments were received.

Business items

Items for Final Committee Action

December 9, 2021, Executive Committee meeting minutes

It was moved by Boardmember Backus, seconded by Committee Vice Chair Somers, and carried by consent of all Board members present that the minutes of the December 9, 2021 Executive Committee meeting be approved as presented.

Resolution No. R2022-02: (1) Approving the chief executive officer's declaration that certain real property acquired for the Federal Way Link Extension Light Rail project is surplus and is no longer needed for a transit purpose and 2) confirming that the terms of the 2018 agreement with the Washington State Department of Transportation (WSDOT) have been met to complete the transfer of these properties to WSDOT.

Mike Bulzomi, Deputy Director of Real Property, provided the staff report. Boardmember Backus advised that she presided over a public hearing on this action that was held earlier in the day. There were no written or verbal comments submitted during the hearing.

Resolution No. R2022-02 was moved by Boardmember Backus and seconded by Boardmember Franklin.

Chair Keel called for a roll call vote.

Ayes

Nays

Nancy Backus
Dow Constantine
Bruce Dammeier
Cassie Franklin
Bruce Harrell
Dave Somers
Kent Keel

It was carried by unanimous vote of seven committee members present that Resolution No. R2022-02 be approved as presented.

Items for Recommendation to the Board

Motion No. M2022-07: (1) Approving the key business terms of a Joint Development Agreement and Purchase and Sale Agreement with Mercy Housing Northwest for the sale of surplus property adjacent to Angle Lake Station for the creation of affordable housing; and (2) delegating to the chief executive officer the authority to execute and subsequently amend as necessary the Joint Development Agreement and Purchase and Sale Agreement and related covenants, conditions, and easements for the TOD project, all subject to the Board-approved key business terms.

Mara D'Angelo, Transit Oriented Development (TOD) Manager and Jordan Rash, TOD Senior Project Manager, provided the staff report.

Motion No. M2022-07 was moved by Boardmember Backus and seconded by Boardmember Dammeier.

Boardmember Franklin asked if the affordable units would be built on the Sound Transit property. Mr. Rash advised that the agreement allowed for some flexibility in order to take advantage of market conditions and final design for master plan development so the units could be developed on site.

Boardmember Dammeier asked whether staff continued to look for ways to encourage even more affordable housing units. CEO Rogoff advised that the Committee would be receiving a larger TOD program update. He explained that the Board had a negotiating lever of choosing to discount property.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
Dow Constantine
Bruce Dammeier
Cassie Franklin
Bruce Harrell
Dave Somers
Kent Keel

Nays

It was carried by unanimous vote of seven committee members present that Motion No. M2022-07 be forwarded to the Board with a do-pass recommendation.

Chair Keel noted he had to step away and leave the meeting. Vice Chair Somers then presided over the meeting.

Motion No. M2022-08: (1) Approving the key business terms of a Purchase and Sale Proposal with South 200th Street Station, LLC for the sale of surplus property south of Angle Lake Station for the price of \$1,950,000; and (2) delegating to the chief executive officer the authority to execute and subsequently amend as necessary, the Purchase and Sale Agreement and related documents, all subject to the Board-approved key business terms.

The presentation on this item was given to the Committee in conjunction with the prior action.

Motion No. M2022-08 was moved by Boardmember Backus , seconded by Boardmember Dammeier.

Vice Chair Somers called for a roll call vote.

Ayes

Nancy Backus
Dow Constantine
Bruce Dammeier
Cassie Franklin
Bruce Harrell
Dave Somers

Nays

It was carried by unanimous vote of six committee members present that Motion No. M2022-08 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Annual Transit Oriented Development Report

Thatcher Imboden, Director of Land Use Planning and Development and Mara D'Angelo, Transit Oriented Development Manager, provided the report. Mr. Imboden noted that TOD referred mainly to a planning concept that would focus growth near high-capacity transit and was focused on pedestrians rather than automobiles. TOD opportunities were typically within 10 to 15 minutes walking distance to a station. With the passage of ST3, state statute directed the agency to offer at least 80 percent of surplus property that was suitable for housing, to be offered for affordable housing creation. At least 80 percent of created units must be affordable and units must serve those earning at least 80 percent of the area median income. Mr. Imboden reviewed that the agency had complied by 94 percent to the statute of having at least 80 percent of property suitable for housing offered to qualified entities. All units on property that were transferred to qualified entities for affordable housing were serving households at or below 80 percent area medium income.

Mr. Imboden reviewed a few development highlights which included 2,500 homes built or were in process, \$1.2 billion total public and private investment in projects built or in process, and \$64 million total revenue for transit from projects built or in process. Of the properties that were already transferred, most were serving those that were earning between 30 and 60 percent of area medium income. He briefed the committee on the three major phases of TOD at the agency. The first being station planning, second being the exploration of opportunities, and third being the TOD implementation.

Ms. D'Angelo highlighted some of the accomplishments realized in 2021. The final buildings in the Capitol Hill TOD location opened. A land swap and property discount by Sound Transit allowed for Pride Place in Capitol Hill to break ground. This project would create 118 affordable housing units and commercial space.

Construction of two large projects offering over 730 affordable housing units continued construction in Roosevelt and First Hill. The Colina Apartments adjacent to the Beacon Hill station also opened in 2021. Sound Transit sold a portion of property that was needed to create the building and to help integrate the station.

In February 2021, the agency transferred 10 sites in the Rainier Valley to the Seattle Office of Housing for creation of 100 affordable homes in the valley. Key business terms for transfer of two properties necessary for a Youth Achievement Center in Rainier Valley would be brought to the Board in 2022 after much work with the city of Seattle and King County in 2021. In November 2021, the Board approved key business terms for mixed-use, mixed-income Operations and Maintenance Facility East TOD at the Spring District Station in Bellevue. Selected projects at Angle Lake Station TOD sites were going through negotiations and included affordable housing and market-rate housing.

Mr. Imboden reviewed upcoming sites that would be available for TOD following the opening of the Northgate, Lynnwood, Bellevue, Federal Way, and Downtown Redmond Link Extensions. Staff assumed

an affordable housing outcome at each station with TOD property. It was also assumed to maximize property revenue from market-rate development and minimize property costs to create affordable housing and would all be subject to Board direction when staff return with the development strategy. Advantages and results to the partnering approach included pairing discounted, or no cost property, with affordable housing funding in Request for Proposals to developers including Seattle Office of Housing, King County, and ARCH. Another result included \$100 million loan commitment from Amazon Housing Equity Fund to Sound Transit properties.

Potential TOD outcomes for major projects in the near-term would include 1,500 to 2,500 additional total housing units and 1,100 to 1,300 additional qualified entities-delivered affordable housing units. These ranges were influenced on density achieved, mix of uses, subsidy availability, jurisdictional parking requirements, and open space requirements.

He advised that staff was planning ahead to consider TOD opportunities in ST3 projects. More details would be brought to the Board as planning for those projects progressed.

Boardmember Backus was impressed with not just the quality of projects, but the variety of projects in the agency's portfolio that meet the individual needs of each community.

Boardmember Franklin echoed Boardmember Backus's comments. She was excited for some of those projects to be realized in Everett. Whatever partnerships the agency could make to encourage more affordable housing should be advanced.

CEO Rogoff advised that it was never too soon to begin planning for TOD siting, beginning with jurisdictional zoning considerations. He also explained that as the agency looks to lower project costs, in light of the affordability gap, one strategy to do so is to purchase less property, which would limit the agency's TOD potential.

Boardmember Dammeier acknowledged the tensions present that CEO Rogoff outlined in his comment. He asked what insights staff had in regards to increasing affordable housing availability. Mr. Imboden explained that one practice staff broadened was to work with partners earlier in the process, so that there were stakes in the projects from the beginning. Sharing with development partners many of the complexities and requirements of building near important transit infrastructure earlier was another practice.

CEO Rogoff added that due to federal affordable housing financing, the 80 percent under area median income, requirement was more so like 60 percent. Due to this, the agency was challenged to meet that portion of the "80-80-80" statute.

Boardmember Dammeier advised that Pierce and Snohomish Counties likely did not have the funding flexibility and mechanisms that the agency had experienced in Seattle, so he would be challenging staff to develop creative strategies to get results.

Vice Chair Somers advised that Snohomish County had less of a transit-oriented development history than the King County and Seattle, and the region would have to partner to share expertise to realize the agency's potential.

Executive Session – None

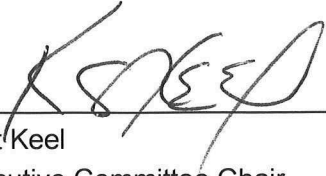
Other business – None

Next meeting

Thursday, March 3, 2022
10:30 a.m. to 12:00 p.m.
Virtually via WebEx

Adjourn

The meeting was adjourned at 11:56 a.m.



Kent Keel
Executive Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on April 7, 2022, JG