



Summary Minutes

Executive Committee Meeting October 7, 2021

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=e1a1c9e01de0a84a15afa124375a4d56f>

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	(A) Jenny Durkan, Seattle Mayor
(P) Bruce Dammeier, Pierce County Executive	(P) Julie Meredith, WSDOT Secretary alternate (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

Work Ahead – Over the weekend, three new light rail stations opened and 22 miles of light rail had connected the region from Angle Lake to Northgate. A few highlights of work needing to be addressed before the end of the year included a review of an updated Finance Plan and adoption of a budget, putting a realignment plan into action, the search for a new CEO, and election of new officers. Meanwhile, the continuation to advance the capital program including the review of the Draft Environmental Impact Statement for the West Seattle Ballard project, identifying a Preferred Alternative for the OMF South, and approve a partnering agreement for Everett Link take place.

CEO Next steps – Chair Keel announced he would bring forward a Board action to the October 2021 Board meeting to formally create the CEO Selection Committee. This committee would work together in the selection of a high performing, ST Values-aligned transit executive to lead Sound Transit into the future. The main function of this committee would be to source a diverse slate of candidates that have a high probability of delivering ST's capital program and mission along with a demonstrated commitment to a reliable, desirable and safe service. Candidates should also have a commitment to the Agency's anti-racist strategy, sustainable outcomes, community enrichment and well-managed financial assets. The CEO Selection Committee would consist of seven to eight Boardmembers equitability representing our taxing district. All Committee members would participate equally and actively in the selection process. The main tasks would be to select an executive search firm, establish hiring/selection criteria, review recruitment marketing materials, interview candidates, select CEO finalists for remaining Boardmembers to have conversations and finally, develop an employment contract and a motion to appoint the new CEO. Chair Keel would work with Vice Chairs and other Boardmembers over the next few weeks to gather members of this committee.

Kristina Walker Appointment – Last week on September 28, 2021, the Pierce County Council appointed Tacoma City Council Member Kristina Walker to the Sound Transit Board to fill the position vacated by Mayor Woodards. She would be welcomed at the October 28, 2021 Board meeting.

Monthly Contract Report

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

CEO Report

CEO Peter Rogoff gave the CEO Report.

Federal update – Over the previous week, the agency hosted FTA Administrator Nuria Fernandez. She met with grantees and checked on the work the agency was doing with federal support. On September 29, 2021, CEO Rogoff joined the Administrator and Mayor Durkan for an event around the Madison BRT project. Regional funding for the project was included in the Sound Transit 3 package. The City secured an FTA Small Starts Grant for the project along with other federal funds; Sound Transit provided a portion of a local share, along with King County Metro and WSDOT. On September 30, 2021, CEO Rogoff and staff met the Administrator at the Lynnwood Transit Center for an overview of Lynnwood Link construction and the transit integration that would happen at the transit center when it opens in 2024. On the commute back to Seattle, Ron Lewis, Executive Director of Design, Engineering and Construction Management, was able to give the Administrator a windshield tour of the project construction along I-5. On October 1, 2021, they had planned to show her East Link construction on I-90 but she had returned to Washington DC early given that the authorization for the surface transportation programs lapsed at midnight on Thursday, September 30, 2021.

Over the October 1, 2021 weekend, Congress voted to extend the surface transportation programs until the end of October 2021. While the bipartisan infrastructure bill that passed the Senate earlier in 2021 included a reauthorization, Congress had not reached an agreement on that bill so they passed a short-term, 30-day extension. Congress was still working to resolve disagreements related to the size and scope of the Build Back Better Act, and whether and when its passage must be linked to the infrastructure bill.

CEO Rogoff reminded the Committee that if enacted as currently drafted, the infrastructure bill would provide \$8 billion over the next five years for the Capital Investment Grant (CIG) program. In addition to the \$8 billion, the bill would authorize increases for transit overall by 75 percent over the previous five years. For the CIG program, the authorization increase was 30 percent.

Northgate Link Opening – Northgate Link Extension opened over the past weekend and there were events held at the U District and Roosevelt stations and a series of ribbon cuttings that included an event for the press and civic leaders and October 2, 2021 event for the John Lewis Memorial Bridge. Sound Transit Operations and King County Metro Rail staff were on site over the entire opening weekend working behind the scenes to ensure any issues were promptly addressed. Some issues were setting the final volume levels of the station announcements, fine-tuning the actual train run-times, securing some of the devices on the platforms and quickly cleaning any spills. Train performance over the weekend was high, with only one train having a mechanical issue that was removed from service.

A couple of items to note and improve on were that the agency received several reports throughout the weekend of operators selecting incorrect on-board route codes, which resulted in incorrect messaging displays. The agency had responded by ordering a training blitz to include a leaflet at dispatch and briefings from rail supervisors at termini. CEO Rogoff noted that the vast majority of trains observed by Link Operations staff over the opening weekend were displayed with correct signage. There were several false fire alarms at Roosevelt Station. Project management, Mass electric and King County Metro electricians were aware of the issue and worked through it. One escalator outage occurred, which

was software related and resolved by Sound Transit contractors and staff.

Sound Transit staff ambassadors covered 208 shifts over the opening weekend, including the Preview Ride event. Staff covered 40 shifts in total at all three new stations on Friday, October 1, 2021. The business week of October 4, 2021, staff covered approximately 327 shifts at Northgate, Roosevelt, and U District Stations beginning at 6 a.m. until 6 p.m. Staff reported positively about being at the stations and answering questions and engaging with passengers and experiencing the new stations. CEO Rogoff wanted to note that it did not go unnoticed that on October 1, 2021, the operation and maintenance for the entire Downtown Seattle Transit Tunnel was transferred to Sound Transit.

Operator Shortages and 2022 Service Plan – The draft plan for service restoration in 2022 was shared at the July 2021 Rider Experience and Operations Committee meeting and then released for public input during August 2021. Consistent with industry-wide trends, the agency had been working with its operating partner agencies to track on-going challenges with operator availability. Pierce Transit was critical, they are currently missing upwards of 20 plus trips daily on ST Express Service and more on their local service. They anticipate the problem could last 18 to 24 months. King County Metro is watching but not critical and was not willing to take on any additional services from Sound Transit. Community Transit was watching but not critical. The agency learned recently that operational capacity could limit the ability to further restore ST Express service as proposed in the draft 2022 Service Plan. Moreover, in the coming weeks and months the agency anticipated reductions in service due to operator shortages. All three partners believed they would experience additional operator shortages after the vaccine mandates were established – December 2, 2021 for King County Metro, January 1, 2022 for Community Transit, and Pierce Transit was undetermined at this time as they were waiting more direction from OSHA.

The agency was paying special consideration to any delay to the proposed improvements in the south corridor as they address service equity deficiencies identified in a 2019 Title VI Equity analysis. In response to the late-breaking information, the agency had delayed bringing the 2022 Service Plan to the Board for adoption in order to further evaluate the situation. The proposed 2022 Service Plan would return to the Board in November 2021.

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:

Joe Kunzler
Joyce Hengesbach

The following people provided verbal public comment:

Joyce Hengesbach
Tom Finlayson
Joe Kunzler

Boardmember Balducci requested for a vaccine mandate update before the October 2021 Board meeting. CEO Rogoff noted an update would be provided at the full Board and the mandate for the agency would extend to the Operations and Administrative buildings and the process was to address those that are working indoors or in close proximity. The mandate was not brought to the Construction workers that performed their work outdoors as the current COVID protocols for outdoor work were sufficient. Deputy CEO Mary Cummings and Chief Safety Officer David Wright would speak at the next full Board meeting to discuss these updates.

Business items

Items for Final Committee Action

September 2, 2021, Executive Committee meeting minutes

It was moved by Vice Chair Roberts, seconded by Boardmember Balducci and carried by consent of all Board members present that the minutes of the September 2, 2021 Executive Committee meeting be approved as presented.

Items for Recommendation to the Board

Resolution No. R2021-14: Adopting an updated Station, Line and Facility Naming Policy and superseding Resolution No. R2012-02.

Russ Arnold, Chief Passenger Experience and Innovation Officer, introduced Candace Toth, Manager of Wayfinding and Signage, to provide the staff presentation.

Resolution No. R2021-14 was moved by Boardmember Balducci and seconded by Vice Chair Roberts.

Boardmember Balducci reminded the Committee that the discussion began in 2020 when the University Street Station rename was first taken up due to having a number of stations that referred to the University of Washington. She noted the public would see the map and the stations but there was more work behind the scenes to support the change.

Chair Keel called for a roll call vote.

Ayes

Claudia Balducci
Dow Constantine
Bruce Dammeier
Paul Roberts
Kent Keel

Nays

It was carried by unanimous vote of five committee members present that Resolution No. R2021-14 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2021-15: Adopting a Passenger Restroom Policy and superseding Motion No. M98-67.

Russ Arnold, Chief Passenger Experience and Innovation Officer, and Branden Porter, Director of Transportation Safety and Security, provided the staff presentation.

Resolution No. R2021-15 was moved by Vice Chair Roberts and seconded by Boardmember Dammeier.

Vice Chair Roberts noted this matter originated from Boardmember Baker and thanked the Board for addressing the concern.

Boardmember Balducci voiced concern that more work could be done on this Resolution and referred to the East King County portion of the map that was presented, noting the lack of restrooms being proposed under this policy. There was only one restroom, aside for Issaquah, which would open in 2041. She would like staff to consider other options that would equate to a different end state for restroom options for East King County.

Chair Keel made note of a similar situation for Pierce County in that there was lack of restrooms shown in the South end other than the preexisting restrooms at Tacoma Dome.

Mr. Arnold clarified that all Sounder Trains had restroom facilities, and Sounder primarily served Pierce County. Addressing Boardmember Balducci's concern, Mr. Arnold advised that in the case of certain stations construction contracts dictated the design of the stations. When the criteria was applied, the map would appear in a way that restrooms could be taken out because there would be enough ride time in between. Mr. Arnold noted staff would be willing to look into the recommended criteria if certain aspects were changed, such as ride time, and would return with an enhanced presentation based on that criteria.

Vice Chair Roberts recommended the Committee move the action forward with or without a do-pass recommendation and noted that some of the restrooms were implemented into the construction contracts and some were not. The need for more information and briefings was present and if needed, the Board could decide to take more time before approving the motion.

Boardmember Dammeier agreed with Vice Chair Roberts and wanted to proceed in a manner that would highlight to the full Board that there were notes to be considered. Boardmember Balducci advised that she would be more comfortable with it moving to the Board without a do-pass recommendation. Vice Chair Roberts and Boardmember Dammeier agreed.

Chair Keel called for a roll call vote.

Ayes

Claudia Balducci
Dow Constantine
Bruce Dammeier
Paul Roberts
Kent Keel

Nays

It was carried by unanimous vote of five committee members present that Resolution No. R2021-15 be forwarded to the Board without recommendation.

Motion No. M2021-56: Adopting the Sound Transit 2022 State Legislative Program and directing staff to evaluate and engage in issues that impact the agency as it continues to implement a regional high-capacity transit system.

Alex Soldano, Director of State Relations, provided the staff report.

Motion No. M2021-56 was moved by Boardmember Balducci and seconded by Vice Chair Roberts.

Boardmember Balducci shared appreciation for the early preparation given the eventful pre-session. She noted she had offered a draft amendment and felt it no longer needed to be but still had concerns. She explained the first item included a budgetary request of the legislature but felt it was important to advocate for increased transit funding more generally, in coordination with other transit agencies.

CEO Rogoff added that while public transit offers economic benefits statewide, the agency was offering the most climate friendly program around. Increasing funding for transit more broadly adds investment in green projects. Additionally, language in the draft addresses more cooperation with partners in another section.

Boardmember Balducci advised that if Mr. Soldano felt free to advocate for more general transit funding through this legislative agenda, then she did not feel the need to offer an amendment. Mr. Soldano addressed Boardmember Balducci's comment and said there were two bullets in the agenda that would provide full authority to work with other transit agencies.

Boardmember Dammeier stated there would be value in working on Sound Transit sponsored bills instead of testifying for existing bills sponsored by others. He asked if the bill to streamline permitting for

certain Sound Transit projects was supported by the Washington State Department of Transportation (WSDOT.) Mr. Soldano deferred to WSDOT for a definitive answer but ensured close collaboration with WSDOT to avoid actions that they may oppose. He noted a proposal with considerable interest was extending the permit streamlining that WSDOT was afforded on fish passage barrier corrections over the previous years. Mr. Soldano commented that had been a notable and productive partnership between Sound Transit and WSDOT. Boardmember Dammeier referred the example as a good issue as far as having limited scope, partnership, and streamlining permitting to resolve an environmental issue on a timely basis. He noted that it had many aspects legislators could support, especially with a Tribe's promotion in a limited area, and commented that it would be the type of bill that should be co-sponsored with WSDOT and moved forward in order for legislators to view Sound Transit in a constructive and efficient manner to be beneficial to the region. Mr. Soldano replied of the possibility of that type of bill and noted the agenda was brought to the Board in advance in order to give ample time for review, edits, and necessary outreach to bring in partners.

Julie Meredith, WSDOT Secretary Alternate, reiterated the strong partnership between WSDOT and Sound Transit related to fish passage work. She noted WSDOT would look forward to the continued and detailed partnership once there was a focused bill outlined.

Chair Keel noted WSDOT's approval in response to Boardmember Dammeier's comment and asked Mr. Soldano if there would be any utility in reaching out to certain sovereign nations for sponsorship. Mr. Soldano responded that with the legislative agenda being a high-level directional document, there weren't enough specifics to the proposals and details would not be available to receive a final answer. Working with multiple entities such as WSDOT, sovereign nations and local jurisdiction partners would fall under outreach standard protocol that would occur between present day and the legislative session prior to bills being introduced.

Chair Keel asked for information regarding some discussions with City of Seattle. In response, Mr. Soldano said conversations took place regarding the details and types of permits through permit streamlining.

Boardmember Dammeier voiced the desire to show the legislature and the region that the agency and Board were not money driven and there are other aspects to be taken care of that would meet other priorities. He noted there would be value in having two to three bills that showcased Sound Transit in a different light. He also noted the concept of showing Sound Transit in a leadership position, helping other jurisdictions.

Chair Keel commented on the ever-going deal with motor vehicle excise tax (MVET). In the proposal, it was included to highlight openness to explore other ways to offset MVET in costs. That had been on the agenda for many years and Chair Keel would like to continue that, because the agency was continuously available to discussion with legislatures about the concern of MVET.

Chair Keel called for a roll call vote.

Ayes

Claudia Balducci
Dow Constantine
Paul Roberts
Kent Keel

Nays

It was carried by unanimous vote of four committee members present that Motion No. M2021-56 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2021-16: Fulfilling the requirement of RCW 81.112.040(1) to reconstitute the governing board with regard to the number of representatives from King, Pierce and Snohomish Counties.

Katie Flores, Director of Board Administration, provided the staff presentation.

Resolution No. R2021-16 was moved by Boardmember Balducci and seconded by Vice Chair Roberts.

Chair Keel called for a roll call vote.

Ayes

Claudia Balducci
Dow Constantine
Paul Roberts
Kent Keel

Nays

It was carried by unanimous vote of four committee members present that Resolution No. R2021-16 be forwarded to the Board with a do-pass recommendation.

Reports to the Board

Annual Sustainability Progress Report

Amy Shatzkin, Deputy Director of Sustainability, and Jamie Brinkley, Senior Sustainability Planner, provided the report to review the Annual Progress Report covering operational performance and efficiency and progress on annual sustainability targets and key performance indicators. She would also review strategic planning and the strategic direction, goal setting, and progress on sustainability plan goals. People, planet and prosperity were the priorities that were used in organizing the long-term goals. People, or social, goals included social equity addressed and implemented as an agency value and all staff champion sustainability. Planet, or environmental, goals included achieving carbon free operations with electricity facilities and light rail by 2030 and all fleets by 2050 and enhancement of ecosystem functions. Prosperity, or economic and resiliency, goals included building resilience to climate change and natural disasters and maximizing operational efficiency. The long-term goals cascaded into multiple short-term goals that were due for completion by 2024 through the annual sustainability targets. Of 45 total short-term goals, 6 were completed, 37 in progress, and 2 were not yet initiated. 91 percent of 2020 Annual targets were met and all remaining targets would be completed in 2021.

A few 2020 highlights in the People category included the agency's continuation to serve essential transit riders throughout the pandemic. Riders in 2020 were more likely to be not eligible to work from home or from areas with high proportion of low income and communities of color. Another highlight consisted of the agency's commitment to equity by committing to becoming an anti-racist organization, drafting agency's first Racial Equity Toolkit, launching its All Aboard campaign, and providing COVID relief funding for pre-apprenticeship programs.

A few highlights in the Environmental category included the maintenance of significant environmental benefits from transit. In 2020, one ton of Sound Transit greenhouse gas emissions averted nearly 2.5 tons of greenhouse gasses in the region and offset significantly more than emitted in spite of low COVID-19 ridership. This meant Sound Transit services avoided the greenhouse gas emissions equivalent to powering more than 21,000 homes for a year, or burning 13 million gallons of gasoline.

2020 key performance indicator trends showed a significant reduction in resource use, except for water. Another trend in 2020, showed normalizing data by passenger miles traveled was not indicative of efficiency because of the ridership drop.

A few highlights in the Sustainability category included carbon free light rail. Sound Transit became the first major light rail system in the country to run on 100 percent carbon-free electricity. There were plans for the

522 BRT service to launch with 75 percent of fleet as battery electric busses and collaboration on regional electric bus infrastructure strategy with partner agencies. Another accomplishment included enhancing ecosystem functions such as the mitigation and restoration: Revegetation of Mullen Slough.

In 2020, four stations under construction: Downtown Redmond link extension, Federal Way link extension, Lynnwood Transit Center, 130th and Operations and Maintenance Facility East, were in process for LEED green building certified. Federal Way Link Extension and Downtown Redmond Link Extension corridors were piloting certification with ENVISION green infrastructure certification. Social impact analyses supported the agency's racial equity work.

The agency continued to make strides with resiliency and efficiency efforts and security launched STP prepared to support employee emergency readiness. The Efficiency and Sustainability Program was established to fund resource conservation and sustainability research and pilot projects. Current projects included studying energy efficiency for Link light rail system and evaluating solar power for emergency power. A sample of the agency's resource conservation projects saved over \$500,000 in 2020 and more than \$5.6 million over project lifetimes. The agency continued to receive recognition from International Organization for Standardization and American Public Transportation Association Sustainability Commitment at a Platinum level.

Current priorities included delivery of a cost-effective Sustainability Program for capital projects, implementation of sustainability strategies to support Sound Transit's Anti-Racist Strategy, planning of regional fleet electrification strategies for infrastructure with partner agencies, and engagement in rulemaking for Washington state climate legislation and federal climate policy via U.S. Department of Transportation.

Sustainability Case Study: Mullen Slough Revegetation

Amy Shatzkin, Deputy Director of Sustainability, Denis Martynowych, Senior Sustainability Planner and Designer, and Ellie Ziegler, Director of Environmental Affairs, provided the report. The Muckleshoot Indian Tribe proposed the Mullen Slough Revegetation as mitigation for the Federal Way Link Extension tree impacts. The area was identified as critical for tree shade to reduce in-stream water temperatures and was a high priority area for King County's Green River riparian restoration efforts. The project would restore four acres of riparian area along the Green River and Mullen Slough, and plant approximately 5,000 native trees and shrubs. The planting areas were on King County property so a technical services agreement was executed in the summer of 2020 for the revegetation project to include monitoring and maintenance of the plant site to ensure survival. All of the planting work would be completed by fall 2021. Ms. Ziegler shared the importance of riparian trees in that they provide cooler in-stream temperatures, habitat and food source for salmon, climate resiliency, and they filter and store storm water runoff.

Sustainability Cost Allowance funding enabled implementation of ST3 Plan's green building and infrastructure goals. The ENVISION certification would drive for higher performance. The Federal Way Link Extension and Downtown Redmond Link Extensions would be the agency's first ENVISION certified projects. The Mullen Slough Revegetation would earn ENVISION credits such as collaboration, stakeholder involvement and improved wetlands. King County suggested the project be piloted through the City Forest Credits program, which is a third party certification process focused on highlighting multiple benefits of green spaces in urban areas. Scorecard metrics were divided into categories such as environment, human health, and social equity.

Chair Keel and Vice Chair Roberts shared compliments to the Sustainability team for their efforts and accomplishments.

Executive Session

None.

Other business

None.

Next meeting

Thursday, November 4, 2021
10:30 a.m. to 12:00 p.m.
Virtually via WebEx

Adjourn

The meeting was adjourned at 12:38 p.m.

ATTEST:

Kent Keel
Executive Committee Chair

APPROVED on _____, JG

Kathryn Flores
Board Administrator