



Summary Minutes

Executive Committee Meeting August 4, 2022

Call to order

The meeting was called to order at 10:39 a.m. by Committee Chair Kent Keel.

The meeting was available for viewing in person and streamed on:

<https://soundtransit.webex.com/soundtransit/j.php?MTID=m129527fafbc530b7615c8372fa2593ac>

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	(A) Cassie Franklin, Everett Mayor
(A) Claudia Balducci, King County Councilmember	(P) Bruce Harrell, Seattle Mayor
(A) Bruce Dammeier, Pierce County Executive	(A) Roger Millar, WSDOT Secretary Alternate

Katie Flores, Board Administrator, announced that a quorum of the Committee was present at roll call. Boardmember Upthegrove joined as a non-voting member.

Report of the Chair

Realignment update

Chair Keel noted that the Technical Advisory Group was in town this week and would be meeting with him and staff tomorrow. While in town, they toured the light rail system and looked at projects either in construction or planning.

The TAG will provide a briefing on their first deliverable at a System Expansion Committee meeting in the next few months.

Monthly Contract Report

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

CEO Report

None.

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 in-person comments were submitted.

The following people provided virtual public comments:

Mayor Angela Birney
Joe Kunzler

Executive Committee recommendations for Community Oversight Panel Appointments

Katie Flores, Director of Board Administration, provided a presentation on the panel and current vacancies. Vice Chair Constantine recommended appointing Carston Curd to the East King County Subarea position. He also recommended appointing Tina Pierce and Lucas Simons to the North King County Subarea positions.

Vice Chair Somers recommended appointing Charlotte Murry and Thomas Norcott to the Snohomish County Subarea positions.

Chair Keel recommended Gabriel Clark and Tracy Oster to the Pierce County Subarea positions.

Boardmember Backus nominated Diana Cambronero Venegas and Lorenzo Frazier to the South King County Subarea positions. Boardmember Backus mentioned one stipulation in that Mr. Frazier currently worked for King County Metro and he should recuse himself if there were any conflicts.

Chair Keel asked staff to prepare a motion for the Board to consider at the August 2022 Board meeting to appoint these nominees to the panel.

Business items

Items for Final Committee Action

July 7, 2022, Executive Committee meeting minutes

It was moved by Boardmember Backus, seconded by Committee Vice Chair Constantine, and carried by consent of all Board members present that the minutes of the July 7, 2022 Executive Committee meeting be approved as presented.

Items for Recommendation to the Board

Resolution No. R2022-21: Authorizing a change to the pre-baselined Sound Transit 3 (ST3) cost estimates maintained in the Financial Plan to more efficiently and effectively implement sustainability across the ST3 plan by moving \$123.52 million (2022\$) in sustainability cost estimates from ST3 system expansion project cost estimates into a ST3 Sustainability Cost Allocation (SCA) fund projection within the Financial Plan with no change to the subarea distribution.

Sustainability Annual Progress Report

Amy Shatzkin, Director of Sustainability, and Jamie Brinkley, Manager of Sustainability, provided the report. Ms. Brinkley noted that over the past few years, staff presented the report during the summer and summarized the agency's sustainability performance from the previous calendar year. This report analyzed the agency's environmental and operational efficiency via sustainability key performance indicators (KPIs) and recorded the progress on the previous year's sustainability targets. The winter report provided an update on progress towards the agency's sustainability strategic plan and related goals and policies.

The agency's sustainability efforts were underpinned by these key priorities: people, planet, and prosperity. Those priorities organized the agency's sustainability plan. Throughout the report there were references to six long-term goals. The plan was implemented through 45 short-term goals which were

intended to be completed by 2024. The goals were accomplished through the annual sustainability targets, which comprised the annual work plan. 20 percent of short-term goals were completed, and implementation was underway on the remaining goals. 73 percent of 2021 annual targets and outstanding items would be completed throughout 2022.

The core mission to serve transit riders was the agency's largest sustainability contribution to the Central Puget Sound. The agency saw a trend towards ridership recovery despite operating in a pandemic. Compared to 2020, overall annual total ridership increased 11 percent in 2021. There was a 200 percent increase in monthly ridership from January 2021 to December 2021.

In 2021, focusing on the key priority of people, the agency launched the Fare Ambassador Pilot program as a commitment to equitable fare collection processes by fostering a welcoming environment by means of fare ambassadors focused on passenger education and customer service, in lieu of enforcement. In line with the agency's commitment to support affordable housing that was accessible to transit, the agency announced a \$100 million partnership with Amazon to accelerate the creation of up to 1,200 new affordable housing units. The agency Station Experience Design Guidelines was also developed for Link Light rail station to better support transit passengers.

On the environment/planet, key priority portion, the agency continued to demonstrate environmental benefits from transit, despite continued lower ridership due to the pandemic. In 2021, the agency continued to show significantly more avoided emissions than it produced from operations. Transit riders using the services enabled Sound Transit to avoid nearly two and a half times the emissions produced from agency operations. That figure was closer to six times the emission produced during the pre-pandemic timeframe. There was still a 3 percent increase in emissions avoided compared to 2020. Sound Transit services avoided greenhouse gas (GHG) emissions equivalent to powering more than 24,000 homes for a year or burning 14 million gallons of gasoline.

Also in 2021, the agency continued its efforts toward achieving carbon free operations. The agency's goals were to achieve carbon free facilities by 2030 and carbon free fleets by 2050. The agency began to transition Union Station to a carbon free facility by initiating the implementation of an electric HVAC system. Union Station also saw the installation of electric vehicle charging units for the non-revenue fleet. Phase 2 of Puget Sound Energy's Green Direct launched in 2021 and, as a result, the agency's mix of electricity sources was now 93 percent carbon free. The Green Direct was a power purchase agreement which allowed the agency to procure 100 percent renewable energy for its Puget Sound electricity accounts. The Trees for Rail partnership with the City of Shoreline and King Conservation District was also announced, which would help establish native vegetation and tree canopy along the Lynnwood Link light rail corridor.

On the prosperity key priority portion, in 2021, the agency continued to focus on resource conservation by using taxpayer dollars more efficiently. A sample of some of the agency's largest resource conservation projects saved more than \$1.26 million in 2021 and cumulatively over \$6 million over the projects' lifetimes. These projects ranged from efficient irrigation systems to solar panels and LED lighting. The agency also continued to make strides on efficiency and resiliency efforts. Staff drafted Climate Vulnerability Guidelines to ensure a uniform process for evaluating the climate vulnerability of Link Light rail projects. These guidelines allowed staff to assess how and where current and future climate change impacts may affect project infrastructure and service delivery. The agency also achieved LEED Gold for new construction at the Operations and Maintenance Facility East. Sustainability features that helped achieve that accomplishment included a 100KW rooftop solar array, electric vehicle charges, the use of drought tolerant plants, and energy efficiency outdoor lighting fixtures.

The agency continued to receive national and international recognition for its sustainability efforts. The agency's Environmental and Sustainability management system maintained certification to the ISO 14001 standard, which was a third-party certification that helped the agency show continual

improvement in delivery of its regulatory and voluntary environmental programs. The agency retained Platinum level recognition for APTA's Sustainability Commitment. Ms. Shatzkin currently serves as chair of the APTA Sustainability Committee.

2022 priorities included continuing to focus on fleet decarbonization by drafting an FTA compliant Zero Emission Fleet Transition Plan for Sound Transit bus services, updating sustainable design requirements for system expansion projects with focus on carbon reduction and resource conservation, determining how to prioritize sustainability in complex decision-making processes, supporting Civil Rights, Equity and Inclusion department's implementation of the Racial Equity Toolkit, and preparing for the Washington State Clean Fuel Standard that would go into effect in 2023, which would generate revenue for Sound Transit's carbon free transportation.

Amy Shatzkin, Director of Sustainability, provided the presentation for Resolution No. R2022-21.

Resolution No. R2022-21 was moved by Boardmember Backus and seconded by Committee Vice Chair Somers.

Boardmember Backus asked how this would be depicted in finance infographics for projects. Don Billen, Executive Director of Planning Environment, and Project Development, explained that the change of distribution in funds was for projects that haven't baselined. Once a project baselined, the sustainability expenses would be projected. At baselining, the funds would get distributed to the appropriate phase. The infographics would not showcase those funds but would be considered a subset of the larger phase budgets.

Committee Vice Chair Somers asked how funding was tracked on projects. Ms. Shatzkin replied that any project that goes through the phase gate process would include an approval for a sustainability budget through the existing processes. The financial plan would track the sustainability cost allowance per subarea level.

Chair Keel called for a roll call vote.

Ayes

Nays

Nancy Backus
Dow Constantine
Bruce Harrell
Dave Somers
Kent Keel

It was carried by unanimous vote of five committee members present that Resolution No. R2022-21 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2022-23: (1) Approving the chief executive officer's declaration that fifteen parcels, as part of the Kent Des Moines Transit Oriented Development Sites, are surplus upon completion of Federal Way Link Extension construction; (2) declaring the TOD Sites as suitable for development as housing; (3) authorizing staff to offer the TOD Sites first to qualified entities to create mixed-use, mixed-income project outcomes, including affordable housing; (4) authorizing staff to offer property within the TOD Sites below market value to facilitate affordable housing outcomes.

Thatcher Imboden, Director of Community Development, and Mara D'Angelo, Manager of Transit Oriented Development, provided the presentation for this and the following action.

Resolution No. R2022-23 was moved by Boardmember Backus and seconded by Boardmember Harrell.

Boardmember Upthegrove commented that the decision for development adjacent to the Kent Des Moines station would shape the community around Highline College for future generations. He voiced

concern with portions of the Request for Proposal (RFP) language because he felt it may result in missed opportunities. He noted an amendment may be presented to the full Board at its August 2022 meeting. He voiced concerns regarding economic displacement and gentrification. He noted both Seattle and King County had equitable development initiatives but there were only a few public policy tools available to assist in preventing and mitigating problems involving cultural and economic displacement. He emphasized the single factor within control was public property and believed site maximization was important. He questioned the use of the word feasible and thought there were certain reasons when that word would be used. Chair Keel agreed and shared the concerns Boardmember Upthegrove raised.

Boardmember Backus thanked Boardmember Upthegrove for his comments and observed that being feasible was inserted for Board members to create a positive effect for the community. She wanted to ensure Board members understood the legal impact of removing the word feasible from the RFP language, if that was to be explored.

Chair Keel called for a roll call vote.

Ayes

Nays

Nancy Backus
Dow Constantine
Bruce Harrell
Dave Somers
Kent Keel

It was carried by unanimous vote of five committee members present that Resolution No. R2022-23 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2022-24: (1) Approving the chief executive officer's declaration that the transit-oriented development (TOD) Site adjacent to Overlake Village Station depicted on Exhibit A is surplus upon completion of East Link construction; (2) declaring the TOD Site as suitable for the development of housing; (3) authorizing staff to offer the TOD Site first to qualified entities for the development of affordable housing; and, (4) authorizing staff to offer the site at a discounted land value in order to facilitate affordable housing.

Chair Keel noted the committee received this presentation in conjunction with the prior action.

Resolution No. R2022-24 was moved by Boardmember Backus and seconded by Boardmember Harrell.

Chair Keel noted the Redmond Mayor's public comment from earlier in the meeting was in favor of this action.

Chair Keel called for a roll call vote.

Ayes

Nays

Nancy Backus
Dow Constantine
Bruce Harrell
Dave Somers
Kent Keel

It was carried by unanimous vote of five committee members present that Resolution No. R2022-24 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee – None

Executive Session – None

Other business – None

Next meeting

Thursday, September 1, 2022

10:30 a.m. to 12:00 p.m.

Ruth Fisher Boardroom and Virtually via WebEx

Adjourn

The meeting was adjourned at 12:03 p.m.



Kent Keel
Executive Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on October 6, 2022, JG