

Summary Minutes

Executive Committee Meeting April 3, 2025

Call to order

The meeting was called to order at 10:31 a.m. by Committee Chair Somers and was available for viewing in person and online.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/meeting-videos>.

Roll call of members

| Chair | Vice Chair |
|---|--|
| (P) Dave Somers, Snohomish County Executive | (P) Claudia Balducci, King County Councilmember (P) Ryan Mello, Pierce County Executive |

| Board Members | |
|------------------------------------|--|
| (A) Nancy Backus, Auburn Mayor | (P) Julie Meredith, Washington State Secretary of Transportation |
| (A) Cassie Franklin, Everett Mayor | (P) Kristina Walker, Tacoma City Councilmember |
| (P) Bruce Harrell, Seattle Mayor | |

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

Report of the Chair

Chair Somers shared his thanks for the committee's work in completing the CEO selection process, noting that Dow Constantine started as Sound Transit's CEO on April 1, 2025.

CEO Report

Goran Sparrman noted there were no topics as part of the CEO's Report, and that he is joining the meeting in his capacity as Acting CEO while Dow Constantine is onboarding into his new role.

Public comment

Chair Somers announced that public comment would be accepted via email to meetingcomments@soundtransit.org and would also be accepted in-person and virtually.

The following people submitted written public comments:

| | |
|------------------|--------------------|
| Charles Anstett | E. Pediangco |
| Keith Edwards | Jan Roberts |
| Gerald R. Harris | Gale Sketchley |
| Marilyn Kennell | Jeff Snedden |
| Joe Kunzler | Martin Westerman |
| Lisa | Kathleen Whalen |
| Martin Pagel | Kirsten Whittemore |

The following people provided virtual comments:

Joe Kunzler
Martin Westerman

No written or in-person public comments were received.

Business items

Final Committee Action

March 6, 2025, Executive Committee meeting minutes

March 11, 2025, Executive Committee meeting minutes

It was moved by Committee Vice Chair Mello, seconded by Vice Chair Balducci, and carried by the unanimous vote of all Board members present that the minutes of the March 6 and March 11, 2025, Executive Committee meetings be approved as presented.

Discussion on Resolution No. R2025-06, outlining Board expectations for the Chief Executive Officer to address key regional priorities and challenges

Chair Somers provided remarks on the resolution, noting that Board member Strauss submitted this draft item for discussion, in addition to the in-progress CEO performance goals motion that will be brought before the committee next month.

He further provided information on the key priorities that were noted during the CEO selection process, including furthering public engagement, board process review and development, facilitating a board retreat, addressing cost concerns, and enhancing system resiliency.

Chair Somers then opened the floor for committee member input on the topic.

Board member Walker expressed her interest in assisting in the development of the CEO's 2025 performance goals and noted that establishing clear direction from the Board will lay the groundwork for future success.

Committee Vice Chair Mello shared his thanks to Board member Strauss for putting forward the resolution, noting its importance as a precursor and conversation starting point in the development of CEO goals. He also provided his thoughts on common themes that are being raised on what priorities should exist in the finalized goals document.

Board member Harrell asked for clarification on the process of approving this item and the finalized CEO's goals motion. Chair Somers responded that there will only be discussion at the meeting, with action potentially being taken on this resolution and the finalized CEO goals motion at the May Executive committee meeting.

Reports to the Committee

Annual Transit Oriented Development Report

Thatcher Imboden, Community Development Office Director, and Mara D'Angelo, Transit Oriented Development Deputy Director, provided the presentation.

Mr. Imboden provided information on the key policy goals of the Transit Oriented Development (TOD) program: Act with intention, increase ridership, engage community, build affordable housing, support growth, and improve access. He noted that these goals are implemented through three means: Supporting local and regional growth at stations by designing stations to support TOD and connectivity; advancing real estate projects on agency property by repurposing surplus property for TOD and

integrating transit facilities with TOD; and by partnering to achieve TOD policy objectives by aligning affordable housing funding to agency property.

Mr. Imboden highlighted that the agency has built or is in the process of building 3,481 homes, with 2,681 of those being affordable housing, and has partnered with more than 20 different developers and community-based organizations to build TOD projects. He noted that these projects range in size and type, and 14 stations currently have or are planned to house TOD.

Ms. D'Angelo provided information on some key milestones that were achieved in 2024. She noted that the agency's first joint development project – the Gateway Building at U District Station – was completed, providing 266,000 square feet of office and retail space.

Ms. D'Angelo also noted that two other major TOD projects had selected development teams: Housing Hope for the creation of 167 homes and 44,000 square feet of office and retail space at Lynnwood City Center Station, and the Low-Income Housing Institute for the creation of 160 homes and 2,000 square feet of office and retail space near U District Station.

Ms. D'Angelo recounted that the Board approved three other TOD agreements: A \$20 million contribution to the Revolving Loan Fund in partnership with the Washington State Housing Finance Commission, the key business terms for the Lynnwood City Center TOD project, and an agreement with the City of Bellevue to facilitate a future TOD project near BelRed Station.

Ms. D'Angelo gave a preview into future milestones that will be achieved in the 2025 calendar year. She noted that a project with Habitat for Humanity comprising of seven homes between Columbia City and Othello Stations will open later in the year, and that an opening is anticipated for the Mercy Housing Northwest project, which will bring 130 homes and 11,000 square feet of office space to Angle Lake Station.

Ms. D'Angelo highlighted TOD projects starting construction in 2025: 234 homes at Spring District Station, 328 homes and 16,000 square feet of retail space at Overlake Village Station, and 233 homes and 16,000 square feet of retail space at Kent Des Moines Station. She also highlighted that staff would begin the process of soliciting a development partner for Sites 1 and 2 of the Federal Way Downtown TOD project.

Mr. Imboden provided information on the development of a new TOD strategy, which is exploring four primary focus areas of joint development, expanding economic impact in station areas, delivering significant affordable housing, and maximizing development outcomes.

Vice Chair Balducci asked for clarification on housing units that have been built versus those that have not been completed. Mr. Imboden responded that while he did not have the figures readily available, that he would follow-up and provide committee members with specific figures following the meeting.

Vice Chair Balducci encouraged staff to be less prescriptive in their efforts towards a new TOD strategy is being developed, sharing her views on the ability of allowing additional creativity may lead to better outcomes.

Joint Development Program Update

Kristin Hoffman, Joint Development Deputy Director, provided the presentation.

Ms. Hoffman described the three types of TOD project the agency pursues: adjacent, where TOD is built next to stations; air rights, where TOD is developed above a station without being structurally integrated; and integrated, where TOD development is structurally built into the station design. Only the latter of the two are considered joint development.

Ms. Hoffman further elaborated on the rationale for pursuing joint development, noting that it can drive ridership increases, increase density, build additional housing, enhance the urban environment near stations, contribute to city growth targets, and provide an opportunity for value capture.

Ms. Hoffman provided a timeline of how TOD projects develop. In phase 1, a development propensity analysis is conducted to determine what areas are most likely to grow. In the latter part of phase 1 and early part of phase 2, initial station planning is undertaken, developing an urban design concept for the station area and determining the station footprint. In the latter part of phase 2 and early part of phase 3, the station and its footprint are fully designed, which defines where potential TOD opportunity sites are. When those sites are identified, a feasibility analysis and test fit is conducted to see whether potential TOD opportunities can be reasonably accommodated.

Ms. Hoffman outlined the recent steps taken to explore joint development. She noted that advanced conceptual design for overbuild sites is ongoing, planning is underway to further develop the program, a partnership with the Urban Land Institute (ULI) was executed, and a fully developed business plan is in progress.

Ms. Hoffman highlighted specific challenges that were noted through the ULI's partnership and other engagement efforts: additional capital funding is required to facilitate the design and construction of supporting infrastructure for integrated joint development, competing agency policy goals hinder further progress on joint development efforts, and ST construction timelines of somewhere near ten years is not aligned with typical TOD development cycles of around three to five years.

Ms. Hoffman further elaborated on other engagement efforts undertaken. She noted that in partnership with ULI, five technical assistance panels were held, which allowed an opportunity for the agency to directly engage and brainstorm with local, national, and international real estate developers, as well as other experts and stakeholders. She also noted that a real estate developer forum is planned to allow for engagement with a broader audience.

Ms. Hoffman provided additional details on the outcomes of the technical assistance panels. She noted the opportunities to partner exist, and that consideration should be given to hiring a development consultant during final design. She encouraged the agency to reduce risk and complexity for development partners to maximize value. She also stressed the importance of working with city governments to clarify expectations, as well as pursue zoning and code changes to increase predictability in permitting.

Chair Somers asked whether the joint development program explored public-private partnerships as a means of overcoming some of the financial concerns raised. Mr. Imboden noted that TOD is being actively explored along all planned extensions of the Link system, highlighting potential prime areas for joint development opportunities along the 2 Line. Chair Somers encouraged staff to consider TOD opportunities and incorporate their feasibility into the Draft Environmental Impact Statement for the Everett Link Extension.

Vice Chair Balducci asked whether it was accurate that the riskiest element of joint development, from the developer's perspective, is the carrying rights for development from the start of a station development process. Ms. Hoffman responded in the affirmative, noting that there was little interest in developers joining on early in the construction process. She noted that due to this, the agency would need to be responsible for making enabling infrastructure investments without having a developer partner ready during construction, forcing additional risk to the agency's work.

Vice Chair Balducci discussed the risk of not having a developer when construction is underway versus the likelihood of finding a partnering developer after construction, and specifically highlighted how Sound Transit projects are going through desirable parcels. She noted that it would be a worthwhile risk undertaking and investment in the agency's future as areas in downtown Seattle are redeveloped after the construction of the Ballard Link Extension.

Executive Session – None

Other business – None

Vice Chair Balducci informed the committee that she is intending to bring forward a discussion and potential action on the agency's on-board dog policy at a future committee meeting.

Next meeting

Thursday, May 1, 2025

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

Ruth Fisher Boardroom and virtually via Zoom

Adjourn

The meeting was adjourned at 11:23 a.m.

ATTEST:

Dave Somers
Executive Committee Chair

Kathryn Flores
Board Administrator

APPROVED on _____, HRR