



## Summary Minutes

### Executive Committee Meeting February 7, 2019

#### Call to order

The meeting was called to order at 10:38 a.m. by Committee Vice Chair Paul Roberts, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

#### Roll call of members

Chair	Vice Chair
(A) John Marchione, Redmond Mayor	(P) Paul Roberts, Everett Councilmember (P) Kent Keel, University Place Mayor

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

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

Vice Chair Roberts announced that he has approved requests from Boardmembers Somers and Woodards to participate via telephone.

He continued that there were two additional requests to participate by phone, but this would require the suspension of the Board's Rules and Operating Procedures to allow for the participation of more than 25 percent of the committee members via telephone.

**It was moved by Boardmember Constantine, seconded by Boardmember Balducci, and carried by unanimous vote that rules be temporarily suspended to allow Boardmember Dammeier and Vice Chair Keel to participate in the meeting via teleconference.**

Boardmember Constantine requested that due to his short time frame of availability, the discussion of nominations for the Citizen Oversight Panel (COP) from the King County Subarea be moved up on the agenda. Mr. Roberts requested that Katie Flores, Board Administrator, give an overview of the recruiting efforts.

**It was moved by Boardmember Constantine, seconded by Boardmember Balducci, and carried by unanimous vote that nomination of Mr. Lawrence Sauvé to serve a four year term on the Citizen Oversight Panel be forwarded to the Board with a do pass recommendation.**

Based on the committee's recommendation, Vice Chair Roberts requested that staff prepare a motion to be considered by the full Board at its February meeting.

## Report of the Chair

Vice Chair Roberts announced that Chair Marchione was unable to attend, and that he would be serving as Chair for the meeting.

Mr. Roberts welcomed everyone to the first meeting of the 2019 Executive Committee, and noted that in late 2018, the Board took action to update its committee structure and establish new committee responsibilities and delegated authority. These changes included several new areas of responsibility for the Executive Committee, including systemwide programs and Transit Oriented Development.

The Board has delegated this committee \$50 million dollars of transactional authority, to approve contract awards and agreements above the CEO's delegation, which is a new delegation for the Executive Committee.

Vice Chair Roberts announced that should any committee member have a request for discussions they think the committee should have, or topic areas that they would appreciate briefings on, they are welcome to talk with him or with the chief executive officer to ensure that staff can make arrangements.

Lastly, Vice Chair Roberts announced a welcome for new Board Vice Chair Kent Keel, who will be joining the committee.

## CEO Report

### Inclement Weather Service Performance Report

CEO Peter Rogoff stated the due to ice and snow throughout the region on Monday, February 4, there were some implication to service throughout the transit modes. Though there were come delays and cancellations, the core of service still operated well, especially Link. Mr. Rogoff offered thanks and accolades to all of Sound Transit's operators, and reported that no collision or injuries have been reported.

Mr. Rogoff continued to give a report of service on each mode. Both Link and Tacoma Link performed very well. Ridership was down due to many commuters choosing to stay home, leading to smoother operations. Tacoma Link experienced no service disruptions. Link riders experienced minor delays Monday morning after a switch at Rainier Beach iced up briefly, but service quickly returned to normal and all trains were operating.

On Sounder on Monday, two trains were canceled, three trains were delayed more than one hour, and three trains were delayed between 10-59 minutes. Snow and ice caused a number of track switches to malfunction, requiring hand operation that delayed trains. On Sounder North, high winds caused waves to wash over the main track, and BNSF implemented a slow order between Mukilteo and Edmonds that delayed trains. The agency's de-icing vendor began work on the morning of February 4 at 1:00 a.m. with instructions to complete de-icing by 5:00 a.m. on Sounder station platforms, ADA ramps, stairs, pedestrian bridges and garage entrances and roofs.

There were more impacts to ST Express service, delays of 20-40 minutes were common across the system. Some buses rerouted: Route 574 worked around closed I-5 ramps in SeaTac. Route 535 did not serve the Bothell Park-and-Ride. Route 554 did not serve Issaquah Highlands stops, though Metro provided a shuttle between Issaquah Highlands and Issaquah Transit Center. Multiple trips were canceled.

### Impact of the Government Shut Down

Mr. Rogoff commented that the partial government shutdown has ended, at least until February 15. There is still uncertainty regarding the state of operations following that date, but Mr. Rogoff noted that

for now Federal Transit Administration (FTA) employees are back at work and prioritizing short term needs.

Mr. Rogoff added that he will be traveling to Washington D.C. later in the month to meet with members of the region's congressional delegation and staff of the House and Senate authorizing and appropriations committees.

### State Route 99/Viaduct Closure

During the three weeks between the Alaskan Way Viaduct closure and the opening of the new SR99 tunnel, Mr. Rogoff stated that Sound Transit services provided an alternative to driving alone to thousands of customers. Ridership numbers for the period are based on very early returns, as more data must be processed, but the early figures show a ridership increase on Link of approximately 14 percent compared to January of 2018.

Ridership on Sounder showed an increase of about four percent, or 19,000 average weekday boardings during the closure period compared to average weekday boardings in January of 2018. Ridership figures for ST Express are not yet available, as this data is provided by transit agency partners and will not be available until the end of this month.

### External Engagement

Mr. Rogoff provided some highlights of ongoing external engagement surrounding the system expansion projects.

On the Eastside, the State Route 522 and Interstate 405 BRT projects have two Elected Leadership Groups meetings in February, culminating with recommendations to the Sound Transit Board on project refinements to carry in to environmental review starting in March.

Later in February, staff will update the Bellevue City Council on East Link construction progress. In the South Corridor, for the Federal Way Link extension, the city of SeaTac approved a Transit Way Agreement last month, and later this month, the city of Federal Way Council is scheduled to take action on a Transit Way Agreement. For the Tacoma Dome Link Extension, the agency is planning stakeholder and elected leadership meetings in February.

In the Central Corridor, the West Seattle and Ballard Extensions Stakeholder Advisory and Elected Leadership Groups met in late January, in preparation for making recommendations to the Sound Transit Board on what to study further in the Environmental Impact Statement (EIS) later this spring.

In the North Corridor, staff continue to brief city councils and community groups on what to expect during upcoming early construction on Lynnwood Link.

### State Legislative Update

Mr. Rogoff stated that the 2019 legislative session is in its fourth week of work in Olympia. Senate bill 5673 relating to allowing management of park and rides is getting a hearing in the Senate Transportation Committee this week, and Sound Transit is joining partner agencies and other transportation entities around the state in supporting this legislation.

## **Public comment**

Kelsey Mesher, Transportation Choices Coalition

Alex Tsimmerman

Joe Kunzler

## **Business items**

### **Items for Committee final action**

December 13, 2018, Executive Committee minutes

**It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that the minutes of December 13, 2018, Executive Committee Meeting be approved as presented.**

Resolution No. R2019-01: Approving the chief executive officer's declaration that certain real property acquired for the South 200th Link Extension Light Rail Project is surplus and is no longer needed for a transit purpose.

Brooke Belman, Director of Land Use and Planning, and Thatcher Imboden, Transit Oriented Development (TOD) Manager, provided the staff report. This action would approve the chief executive officer's declaration that a parcel of land located near the Angle Lake Station is no longer needed for a transit purpose and is declared surplus. There is Federal interest in this parcel, so any disposition will require approval by the FTA. An internal working group has reviewed this parcel and has recommended that the property may be surplus and moved forward for a TOD project.

**It was moved by Boardmember Balducci, seconded by Vice Chair Keel, and carried by unanimous vote that Resolution No. R2019-01 be approved as presented.**

Motion No. M2019-07: Authorizing the chief executive officer to execute a three year on-call technical services contract with two one-year extensions with Hatch Associates Consultants, Inc. to provide consultant services to Sound Transit's Office of Land Use Planning and Development in the amount not to exceed \$7,228,000.

Brooke Belman, Director of Land Use and Planning, and Thatcher Imboden, TOD Manager, provided the staff report. This action would approve a contract with Hatch Associates Consultants, Inc., that would support the Planning, Environmental, and Project Development (PEPD) department. This contract would include services such as station area planning and urban design, evaluation, planning, and preparation activities associated with implementing TOD joint development, and disposition of surplus property; and strategic portfolio planning and pipeline management with specific attention paid to implementing the Equitable TOD Policy (R2018-10). All work would be completed through individual task orders and charged to department budgets, and the amount requested would cover the full duration of the contract and all option years.

**It was moved by Boardmember Balducci, seconded by Boardmember Woodards, and carried by unanimous vote that Motion No. M2019-07 be approved as presented.**

### **Items for recommendation to the Board**

Motion No. M2019-06: Directing the chief executive officer to implement the Sustainability Plan 2019 Update.

Amy Shatzkin, Deputy Director of Sustainability, provided the staff report. This action would direct the CEO to implement the Sustainability Plan 2019 Update. The Sustainability Plan 2019 Update expands on the initial Sustainability Plan implemented by the Board in 2011 and updated in 2015.

Ms. Shatzkin provided an overview of the Sound Transit Sustainability Plan, which is view holistically. Sustainability at Sound Transit is about protecting and enhancing people, planet, and prosperity. The agency is committed to helping people move freely and affordably by providing regional transit service, promoting stewardship that conserves the planet's natural environment, and supporting community prosperity by providing affordable mobility and access to economic opportunity.

Below are some of the key milestones that have shaped the agency's sustainability efforts to date:

In 2004, the Board adopted an environmental policy (Resolution No. R2004-06), and Sound Transit became one of first transit agencies to develop and implement an Environmental and Sustainability Management System (ESMS). The agency subsequently received ISO 14001 certification for meeting international environmental management standards and retains that certification in good standing.

In 2007, the Board adopted Resolution No. R2007-12, authorizing the chief executive officer to establish a Sound Transit Sustainability Initiative. Pursuant to Resolution No. R2007-12, the chief executive officer issued Executive Order No. 1 directing staff to implement the Sustainability Initiative.

In 2011, the Sustainability Plan was developed to further guide staff in advancing the Sustainability Initiative and Executive Order. The next update in 2015 focused on integrating sustainable design and infrastructure into system planning and project delivery, as well as working to limit environmental impacts from construction.

- The 2019 Update:
  - Provides a snapshot of the agency's progress since the Sustainability Plan 2015 Update.
  - Refines the agency's original long-term goals and provides new short-term goals.
  - Provides more specific actions to achieve carbon-free operations, implement equity initiatives consistent with the agency's values, educate staff on sustainability issues, and further green procurement efforts, among other efforts.
  - Focuses the agency's sustainability work on time sensitive opportunities.

Some elements of the short term goals that are being updated, with the goal of completion for 2024, include forming the Equity and Inclusion Strategic Plan, creating more robust staff training initiatives surrounding sustainability, building sustainability goals and best practices into all capital projects, setting corridor specific sustainability goals for capital projects, and moving up the timeline of environmental mitigation efforts to begin before breaking ground on some projects.

Sound Transit's Sustainability Plan meets or exceeds those goals set by comparable transit agencies. Ms. Shatzkin commented that as a transit agency, there are less levers and mitigations available to the agency for carbon mitigation than for multi-purpose governments. The primary focus areas for reducing greenhouse gas emissions the agency will be undertaking include reducing fossil fuel use, continuing to pursue green avenues for electricity purchases, pursuing battery powered bus options, and ensuring that bus bases are forward compatible with electric bus technology.

Ms. Shatzkin stated that the Board is updated annually on progress towards short-term goals, which will be continued throughout this plan update.

Boardmember Balducci asked about the purpose and goal of the overall plan, stating that if the plan's goal is to position Sound Transit as a leader in the sustainability arena, the update timeline of once in four years does not seem to be the appropriate level of urgency for this issue. She continued that, as an example, the goal to utilize electric bus technology is a good one, but this was also included on the 2018 Sustainability Plan.

Boardmember Balducci continued that some other agencies in the area, such as King County, are pushing incredibly hard in this arena to move forward, and if Sound Transit was leading a bit more aggressively there could be opportunities to drive the market. In addition, she thanked staff for the inclusion in the plan of the equity and inclusion work, as improving access to the system does have an impact on sustainability and the promotion of safe, clean, ways to access and use transit regularly.

Vice Chair Roberts commented that he cannot think of another agency throughout the region or even state that takes on this work with the thorough attention and motivation that Sound Transit does, and he remarked he is appreciative of the efforts. He agreed with Boardmember Balducci that continued engagement on these issues, and an update at least annually regarding progress towards these goals would be appreciated. Mr. Roberts added that he is curious about the impact of the robust TOD program on this plan as well, when thinking about work being done to improve access to the system, especially for individuals who would most likely otherwise access the system in a single occupancy vehicle, which would be an interesting addition to this plan.

**It was moved by Boardmember Balducci, seconded by Boardmember Woodards, and carried by unanimous vote that Motion No. M2019-06 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2019-02: (1) Incorporating \$126,351,394 in ST3 1% for art funds as defined in the voter-approved ST3 system plan into existing art budgets by (a) increasing the authorized project allocation to date for the STart program by \$111,933,977 and (b) increasing the authorized project allocation to date for the STart Operations and Maintenance program by \$14,417,417; and (2) increasing the 2019 Annual Budget in the STart program by \$200,000 for ST3 art spending in 2019.

Barbara Luecke, Art Program Manager, and Julie Montgomery, Director of Art and Architecture, provided the staff report. The ST3 system plan approved by voters in 2016 included one percent for art as a project element for each ST3 system expansion project. The Sound Transit art policy calculates 1% for art from construction costs (excluding tunneling). This action incorporates ST3 art funds into the STart program budget, which was established in 1998 with Sound Move and increased by the Board in 2010 with ST2 project funds. The STart ST3 calculation is based on the capital figures finalized in 2014 for the voter-approved package, not on project baseline amounts.

Ms. Luecke showed the Committee some examples of art at existing stations, including artist work at the Angle Lake Station, and the Mount Baker Station.

This action also incorporates a portion of the ST3 art funds into the STart Operations and Maintenance program to maintain agency art work. For the Sound Move and ST2 expansions, 10 percent of the STart Lifetime Budget Allocation was set-aside for artwork maintenance. For ST3, the Lifetime Budget Allocation for art maintenance will be increased to 12 percent to support the increased size of the art collection to be maintained, the overall age of the collection and the increased geographical separation of the art collection as additional segments and stations are added for Link, ST Express and Sounder as well as the new Bus Rapid Transit mode.

In 2019, the first ST3 projects will begin incorporating the work of artists into the station design process for the Downtown Redmond Link Extension, Federal Way Link station and the agency's new Bus Rapid Transit system. This action increases the STart program's 2019 annual budget for ST3 art spending this year. Funds for art in ST2 projects have already been addressed in the 2019 budget.

The STart ST3 Lifetime Budget Allocation will cover the costs of creating artwork in the capital projects planned to be built between 2019-2041, which includes artwork planning, design, engineering, labor, fabrication and installation; staff and support costs; and maintenance of the completed pieces. Ms. Luecke clarified that STart uses only local-funds, no federal dollars. Artwork project dollars are pooled within subareas, with artwork incorporated into major capital projects in all transit modes throughout the three county region.

Vice Chair Keel asked about the budget increasing by 12 percent for maintenance, and asked what the highest percent that the art program would be of the overall budget. Ms. Luecke clarified that the maintenance portion of the STart budget is increasing, but the overall one percent for art, which is set by policy, is not increasing.

Vice Chair Keel asked if it may be possible to integrate signage into the system art. Ms. Luecke responded that the idea has been considered before, and is definitely a viable option for some stations and projects, however, the system utilizes uniformity in signage throughout to ensure ease of access and the highest level of usability.

Boardmember Balducci commented that this funding is so critical, as the goal of building out this system is not to build uniform grey boxes all throughout the region, but to ensure that the stations are adding value to the communities that they are being added to, and this work allows strong opportunities for partnership with each community.

**It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that Resolution. R2019-02 be forwarded to the Board with a do pass recommendation.**

### **Reports to the committee**

None.

### **Executive session**

None.

### **Other business**

None.

### **Next meeting**

Thursday, March 7, 2019  
11:00 a.m. to 12:30 p.m.  
Ruth Fisher Boardroom

### **Adjourn**

The meeting adjourned at 12:30 p.m.



Paul Roberts

Executive Committee Vice Chair

ATTEST:



Kathryn Flores

Board Administrator

APPROVED on March 7, 2019, PIA.