



Summary Minutes

Board Meeting
May 23, 2024

Call to order

The meeting was called to order at 1:32 p.m. by Chair Dow Constantine.

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

Roll call of members

Chair	Vice Chairs
(P) Dow Constantine, King County Executive	(P) Kim Roscoe, City of Fife Mayor (P) Dave Somers, Snohomish County Executive

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Julie Meredith, WSDOT Secretary Alternate
(P) Claudia Balducci, King County Councilmember	(P) Ed Prince, City of Renton Council President
(P) Angela Birney, City of Redmond Mayor	(A) Dan Strauss, City of Seattle Councilmember
(A) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Council Chair
(P) Cassie Franklin, City of Everett Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(P) Bruce Harrell, City of Seattle Mayor	(A) Girmay Zahilay, King County Council Vice Chair
(P) Jim Kastama, City of Puyallup Mayor	

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

Report of the Chair

Removal of item 8.E. from the Agenda

Chair Constantine announced that he would like to revise today's agenda to remove item 8.E., Resolution No. R2024-11, to adopt a System Expansion Project Scope and Betterments Policy. Due to the focus on the Ballard Link Extension and the number of individuals in attendance for public comment, it would be more appropriate to consider the Resolution in June. No objections were heard.

Item requiring a supermajority

Resolution No. R2024-13, a phase budget transfer for the East Link Extension, requires a supermajority vote of the Board to approve final adoption. Due to expected departures of Board members, the Board will immediately take up public comment and consideration of the Resolution following the Chair's Report. The Board will then hear the CEO's Report and continue on as listed on the agenda.

Monthly Contract Report

The meeting packet included the monthly CEO contract report for April 2024.

Public Comment

Chair Constantine announced that the Board was accepting public comment via email and verbally through the virtual meeting platform.

He asked if any public comments were received related to Resolution No. R2024-13. Ms. Flores, Board Administrator, confirmed that no one had signed-up to provide comment on that specific action.

Business items

Resolution No. R2024-13: Amending the adopted 2024 Budget to transfer \$3,600,000 from the project administration phase to the final design phase for the East Link Extension project, while maintaining the baseline budget of \$3,677,150,000.

Jon Lebo, East Link Executive Project Director, gave the staff presentation.

Vice Chair Kim Roscoe reported that the System Expansion Committee had considered this action at its meeting earlier this month and unanimously forwarded the Resolution to the Board with a do-pass recommendation.

Board member Balducci reaffirmed her stance that the agency and region's taxpayers should not be on the hook for funds needed to recover from the rework necessary on the I-90 segment. She noted that passage of this and the other East Link items on today's agenda will not affect the agency's ability to pursue recovery.

It was moved by Board member Roscoe, seconded by Board member Kastama, and carried by the unanimous vote of the 14 Board members present that Resolution No. R2024-13 be approved as presented.

CEO Report

Interim CEO Sparrman provided the report.

Report out on 2 Line opening

CEO Sparrman recounted the April 27 opening of the 2 Line, serving 8 new stations between South Bellevue and Redmond Technology Stations. US Senators Murray and Cantwell and Governor Inslee spoke at the ribbon-cutting ceremony, along with Board Chair Constantine, Board member Birney, and Master of Ceremonies Chair Balducci.

CEO Sparrman thanked agency staff and local partners for their volunteer efforts on opening day and celebrated the 19 years' worth of staff work that went into the project.

OMFS FEIS Publication & June Board action

Earlier this month, the Federal Transit Administration (FTA) and Sound Transit signed the Operations and Maintenance Facility South Final Environmental Impact Statement (FEIS). CEO Sparrman announced that the FEIS would be published on June 7th, in advance of the Board selecting the project to be built at the June Board meeting.

WSLE and BLE early acquisition approval from FTA

The FTA approved early acquisitions under the corridor preservation authority for thirteen properties associated with the West Seattle and Ballard Link Extensions.

Sumner, Kent, and Auburn Sounder Garages

CEO Sparrman shared that Sound Transit had acquired all properties needed for the construction of the Sumner, Kent, and Auburn Station Parking and Access Improvement projects and is ready to turn the

sites over to the respective design-builders. All three garages will be under construction by the end of the year.

Federal Way Link Extension Tie-in Work

Staff and construction crews successfully initiated the physical tie-in of the Federal Way Link Extension to the 1 Line, south of Angle Lake station. The work will require a single tracking configuration in each direction for 3 weeks at a time to facilitate safe construction.

CEO Sparrman reported that an additional weekend closure of Angle Lake Station will be needed on June 1-2 to switch sides. A final closure on June 22-23 will restore service to both tracks and will coincide with a closure of the Downtown Seattle Transit Tunnel as the East Link Extension also performs tie-in work.

Linneth Riley-Hall named CPARB Chair

CEO Sparrman celebrated the appointment of Sound Transit's Linneth Riley-Hall as Chair of the Capital Projects Advisory Review Board (CPARB), which reviews alternative public works contracting procedures and provides guidance to state policymakers on further enhancements to quality, efficiency, and accountability. Prior to be elected as Chair, Ms. Riley-Hall served for ten years on the Project Review Committee.

Palmer Scholars/Pathways Award

On May 16th, Sound Transit's Office of Labor Relations was recognized by Palmer Scholars/Palmer Pathways at their Stand-up and Cheer Awards ceremony as the recipient of their Revered Al Davis Legacy Impact Award. This award celebrates community partners' impact and commitment to equity by recognizing outstanding contributions to education and work force equity and the wholistic empowerment of young adults in Pierce County. Chris Elwell, Executive Director of Labor Relations, accepted the award on behalf of the agency.

Sound Transit employee Shontia Whitehead was also recognized. Ms. Whitehead was a past Palmer Scholar who returned to Palmer to work as a career navigator and Pathways Advisory Board members. Shontia was recently hired by the Office of Labor Relations to assist the graduates of Palmer and all pre-apprenticeship training programs to find success on Sound Transit's construction projects throughout the region.

Capitol Hill Station Incident

CEO Sparrman acknowledged the tragic altercation that unfolded at Capitol Hill station on May 11th which resulted in a stabbing and the loss of the injured passenger's life at the hospital. The suspect has been apprehended and the Seattle Police will be conducting the investigation.

He thanked the security staff who quickly mobilized to aid the victim and coordinate responses from paramedics and SPD. As an open and accessible public amenity, transit is also subject to many of the same challenges facing communities at-large. The agency has initiated a thorough review of its safety and security program.

Public Comment

Chair Constantine announced that the Board was accepting public comment via email and verbally through the virtual meeting platform.

The following people provided written public comment to the Board:

Seattle Center Advisory Commission

Xuemin John, Nisha Nariya, Juergen Oswald, Hima Mungra, Jim Wright, Vrajal Nariya, Hamraj Ghumman, Nanci Murphy, Samhita, Seneca Shafer, Mathewos, Micky Singh, Abby Yawitz, Lia Hall, Cedar Mannan, Rosalinda Mendoza, Raja Wusirika, Anjani Vyas, Avani, Ron Butler, Juliana Villegas, Desiree Trister, Padma Venkatachalam, Narita, Tiffany, Sugu Venkatachalam, Craig Schafer, Mike Andring, Satbir Gill, Annie Guo, Tina Quinn, Xuemin, Ritee Sponsler, Ramasahayam Udayapal Reddy, and 10 unnamed commenters

Historic South Downtown

Atlee English

Bill Hirt

L. Scott Bastian, Carol Koller, Ellen Sollod, Deborah Rosen, Ryan Murray, Aaron Broyde, Michelle Kusowski, Todd Webb, Michael O'Neill, Amy Anderson, Andrew Radolf, Andri Kofmehl, Shell Marr, Ian Sherman, Mary Dunbar, Barbara Bollero, Larry Macmillan, Viana Fox, Linda Frothinger, Janet Millar, and Cameron Fuller

583 individuals in a petition style form letter and individual correspondence asking the Board to follow the staff.

679 individuals in a separate petition style form letter urging the Board not to delay the Ballard Link Extension project.

The following people provided in-person verbal public comment to the Board:

Betty Lau

Brien Chow

Richard Tran

Mrs. Gwan

Wong Chin

Kathleen B. Johnson

Jon Cracolici

John Goodfellow

Sam Lehota

Mansoor Ahmed

Carrlee Klingenbeck

Michele Salas

Paul Sweum

Sugu Vekatachalam

Nisha Nariya

Reza Marashi

Neha Nariya

Sandeep Reddy

Vrajlal Nariya

Shefali Ranganatham

Jasmeet Singh

Ben Byers

Lilly Hayward

Jared Axelrod

The following people provided virtual verbal public comment to the Board:

Joe Kunzler

Report from external consultant

Presentation from the Board's independent consultant on the Ballard Link Extension

Dave Peters, Independent Consultant to the Board, began his presentation noting he has been requested by the Board to engage with the Ballard Link Extension project team during the South Lake Union feasibility assessment. Mr. Peters summarized the history of station siting discussions for the Denny Station, stating that the Board originally had a Denny Westlake location which was set as the Preferred Alternative when the Denny Terry location was deemed to have impacts to fiber-optic infrastructure. While less challenging to the fiber-optic infrastructure, the Denny Westlake option would necessitate road closures, which prompted the Board to ask for additional engagement. The Board selected a Denny Westlake Shifted North alternative as preferred last summer, but additional stakeholder feedback led the Board to authorize a feasibility study to look into a Denny Westlake Shifted West and South Lake Union 5th/Harrison alternative.

Mr. Peters stated his agreement with staff that the South Lake Union 5th/Harrison station is feasible and that it is technically comparable to the current preferred alternative at 7th/Harrison. He added that the major differentiator is the at-least 10-month delay and associated costs to revise the Draft Environmental Impact Statement (DEIS) to develop a new alternative. He also agreed with staff's assessment of the cost of delay, as it would impact the entire extension's schedule.

After engaging with the project team on ideas to mitigate the potential 10-month delay, Mr. Peters felt confident that any additional efforts would not substantially accelerate the timeline as the current DEIS has about 40 documents that could be subject to revisions. He also noted that while an agency and City of Seattle have a work group to streamline permitting and other schedule impacts, results from there would likely be able to mitigate schedule risk but not reduce the overall timeline for the project's construction. These changes also would experience risk to their approval, as they would require the City Council to take action.

Mr. Peters briefly touched-on potential actions that could be taken in the construction phase to mitigate schedule risks, and that many of those are already identified as possible tactics in the DEIS. He highlighted that there is more risk in the current unknowns.

Tying back to the initial road closures that prompted the work of the feasibility study, Mr. Peters highlighted staff's work to mitigate the full closure of Westlake Avenue with decking.

Consent Agenda

Voucher Certification: April 2024

Minutes: Minutes for the April 25, 2024, Board of Directors Meeting

Resolution No. R2024-12: Approving the chief executive officer's declaration that the Marymoor Village Transit-Oriented Development site is surplus upon completion of the Downtown Redmond Link Extension.

Motion No. M2024-21: Authorizing the chief executive officer to contribute \$20 million to a revolving loan fund held by the Washington State Housing Finance Commission to support the development of affordable housing opportunities related to equitable transit-oriented development within the boundaries of the regional transit authority.

Motion No. M2024-24: Authorizing the chief executive officer to increase the contingency for the design service contract with WSP USA, Inc (formerly Parsons Brinkerhoff, Inc.) for design services during construction for the International District Station to South Bellevue segment of the East Link Extension, in the amount of \$4,000,000 for a new total authorized contract amount not to exceed \$73,039,782, contingent upon approval of Resolution No. R2024-13.

Motion No. M2024-25: Authorizing the chief executive officer to increase the contract contingency with Mass Electric Construction Company for the East Link Systems Construction contract in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$438,450,000, with \$326,556,534 allocated from the East Link Extension project, all within the Board approved project budget.

Motion No. M2024-26: Authorizing the chief executive officer to increase the contract contingency for the East Link Systems Construction Management Consultant Services contract with Northwest Transit Systems Partners in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$77,661,124, with \$41,721,160 allocated from the East Link Extension project, all within the Board approved project budget.

Motion No. M2024-27: Authorizing the chief executive officer to increase the contract contingency with Kiewit-Hoffman, East Link Constructors, for the construction of the Seattle to South Bellevue segment of the East Link Extension project in the amount of \$15,000,000, for a new total authorized contract amount not to exceed \$750,660,541, all within the Board approved project budget.

Motion No. M2024-28: Authorizing the chief executive officer to execute a contract modification with Jacobs Project Management Company to provide ongoing construction management consultant services for the Seattle to South Bellevue segment of the East Link Extension project in the amount of \$10,909,000, with a 10% contingency of \$1,091,000, for a new total authorized contract amount not to exceed \$92,919,350, all within the Board approved project budget.

Motion No. M2024-29: Appointing Miriah Barry, Mark Lewington, and Zak Osborne to the Community Oversight Panel to serve a term of three years beginning June 1, 2024, and expiring May 31, 2027.

The consent agenda was moved by Board member Roscoe and seconded by Board member Constantine.

Vice Chair Kim Roscoe asked that Motion No. M2024-29 be removed from the Consent Agenda for amendment.

It was carried by the unanimous vote of the 12 Board members present that the Consent Agenda be approved as amended.

Business items (continued)

Motion No. M2024-29: Appointing Miriah Barry, Mark Lewington, and Zak Osborne to the Community Oversight Panel to serve a term of three years beginning June 1, 2024, and expiring May 31, 2027.

Vice Chair Roscoe noted that since the Executive Committee meeting, the Pierce County Delegation has learned that one of the selected Community Oversight Panel applicants no longer lives or works in Pierce County. After discussion with the other Pierce County Board members, she would like to amend the action today to remove the one appointment. Another recommendation would be developed for future consideration.

It was moved by Board member Roscoe as a friendly amendment that Motion No. M2024-29 be amended to remove Miriah Barry as an appointment member of the Community Oversight Panel representing the Pierce County subarea.

It was moved by Board member Roscoe, seconded by Board member Kastama, and carried by the unanimous vote of the 12 Board members present that Motion No. M2024-29 be approved as amended.

Motion No. M2024-31: Ratifying the chief executive officer's finding of the existence of an emergency in connection with the purchase of goods and services directly related to technology mitigations within the Ruth Fisher boardroom to ensure the continuity and quality of agency public meetings.

Jason Weiss, Chief Information Officer, gave the staff presentation.

It was moved by Board member Roscoe, seconded by Board member Prince, and carried by the unanimous vote of the 12 Board members present that Motion No. M2024-31 be approved as presented.

Motion No. M2024-32: Authorizing travel and approving payment of expenses for Board member Kim Roscoe to attend the APTA Transit Board Members and Board Administrators Seminar in San Jose, California from July 13, 2024, through July 16, 2024, on behalf of Sound Transit.

Chair Constantine noted that if a Board member is traveling on behalf of Sound Transit, the Board or Executive Committee must approve the travel request. He asked Vice Chair Roscoe to provide context to her request.

Vice Chair Roscoe noted that her time on the Board started not long before the COVID-19 Pandemic and this is the first time she was made aware of this conference, which is specifically tailored for transit Board members.

Chair Constantine noted that prior to the pandemic, it was common practice for Board members to represent the agency at national conferences. He added that he will also be attending part of the conference on behalf of King County Metro. He stated his intent to work with staff to reduce the need for bringing these authorizations to the Board.

It was moved by Board member Backus, seconded by Board member Balducci, and carried by the unanimous vote of the 12 Board members present that Motion No. M2024-32 be approved as presented.

Resolution No. R2024-08: Adopting an updated Fare Policy and supersedes Resolution No. R2014-27 and Resolution No. R2010-10.

Alex Krieg, Director of Access, Integration, and Station Area Planning, gave the staff presentation.

Board member Kastama asked what guide rails are in place to prevent the minimum thresholds from becoming the targets. Mr. Krieg explained that the minimum thresholds to engage the Board are in line with the Long-Range Financial Plan's assumptions so there is an inherent desire by staff to at least meet those while pursuing the higher farebox recovery target.

Board member Kastama asked about when staff would have to come to the Board to re-engage on farebox recovery. Mr. Krieg responded that there are two points outlined in this policy. The first is every four years, staff must engage the Board on the health of farebox recovery and fares. The second is when the agency is not meeting a modal farebox recovery minimum threshold over two years.

Board member Kastama inquired as to how the agency plans to plug the funding gap by reducing these targets. Mr. Krieg clarified that update would bring the farebox recovery minimum ratios more in line with what the real-world experience of operating the system has been.

CEO Sparrman noted that as the minimum thresholds have a bearing on the Long-Range Financial Plan, staff would also have to return with financial updates. He also added that there are other efforts related to fare enforcement and fare collections that will be brought to the Board to aid in driving up farebox recovery.

Vice Chair Roscoe, noting the potential financial impact between minimum threshold and the target ratio, asked about the logic behind the shift to setting a range. Mr. Krieg noted that peer agencies, even King County Metro, also have ranges for farebox revenue recovery that tie the minimum to what is necessary to meet the agency's long-range financial obligations. He stressed that staff will be working to achieve the targets and maximize farebox recovery.

Board member Kastama clarified his terminology of minimum and maximum stating that, in his experience, when a minimum is set, institutions, public and private, tend to work toward maintaining the minimum.

Chair Constantine noted that since the original targets were set, the Board has adopted fare changes that include reduced fare for low-income riders and free fares for those under 18 years old.

It was moved by Board member Roscoe, seconded by Board member Backus, and carried by the majority vote of the 13 Board members present that Resolution No. R2024-08 be approved as presented, with Board member Kastama voting in the negative.

Reports to the Board

Presentation on Ballard Link Extension South Lake Union area feasibility assessment, public engagement, and staff recommendation

Cathal Ridge, Executive Corridor Director, noted that the presentation would cover much of the materials covered at previous Board and System Expansion Committee meetings. He will speak to the technical aspects of the feasibility study, Leda Chahim, Deputy Executive Director of Government & Community Relations, will cover the community feedback received, and CEO Sparman will close with additional comments.

Mr. Ridge reminded the Board that the feasibility study was authorized in December 2023 via Motion No. M2023-109, and briefly showed the two alignments that could result from the preferred alternative and the new potential alternative. Mr. Ridge walked through a table summarizing the technical differences between the current preferred alternative (Denny Shifted North and SLU 7th/Harrison) and the potential new alternative (Denny Shifted West and SLU 5th/Harrison). Under the current preferred alternative, Link is expected to have two percent higher ridership and provide more access to the South Lake Union core. Construction would necessitate the closure of transit lanes on Westlake Avenue for about three years and the streetcar would be closed for roughly eight years. There would also be reduced lanes on Denny Way for about three years.

The potential new alternative would offer more convenient access to Seattle Center. In terms of construction effects, it would avoid closures on Westlake Avenue but reduce the number of lanes on 5th Avenue for roughly eight-and-a-half years and on Denny way for about one year. This new alternative could also see less intensive electrical utility work on Harrison Street and avoid utility work on Westlake Avenue. Looking at project cost and schedule, the new alternative would delay the completion of environmental work and potentially add upwards of \$500 million. While the construction of the Denny station would see a reduction in complexity, the overall project construction schedule would not improve as it is based on the boring of the tunnel from Queen Anne to SODO. The delay in environmental review and preliminary engineering needed to accommodate a new alternative could be anywhere from ten months to 2 years, depending on how the new alternative is added to the Draft Environmental Impact Statement.

Ms. Chahim summarized the engagement work that has taken place since December 2023, including 40+ briefings, an online survey with over 1,400 responses, 2 community webinars, 6 email updates, social media campaigns, and 320 posters in the South Lake Union and Denny communities.

Feedback on the current preferred alternative included interest in better transfers, higher ridership, shallower stations, more convenient access to South Lake Union, avoidance of regional system effects, concerns about traffic and pedestrian impacts during construction, concerns with construction impacting the vitality of the South Lake Union commercial core, and interest in limiting delays and cost increases.

Feedback on the potential new alternative included interest in more convenient access to Seattle Center, avoidance of impacts to traffic and pedestrian patterns during construction along Westlake

Avenue, and concerns about traffic (particularly during events), pedestrian access, and noise and vibration effects to Seattle Center during construction.

CEO Sparrman delivered staff's recommendation that the Board take no action, maintain the preferred alternative, and not carry forward the potential new alternative into environmental review. He noted that as the stations are reasonably comparable from a technical perspective, the schedule delay, cost increase, and overall system implications form the rationale for the recommendation. He added that there are ongoing conversations with the City of Seattle to find ways to mitigate already existing risks.

Board member Harrell thanked CEO Sparrman, Mr. Ridge, and Mr. Peters for their work on assessing the feasibility of the potential new alternative and stated that the work to reduce risk to the project will continue.

Board member Birney thanked the staff and the public for their engagement on the project. She agreed the schedule delay and associated costs would be insurmountable given what is known at this point and pushed staff to continue their efforts to work through construction impact mitigations.

Board member Balducci acknowledged all of the work that has gone into these discussions. She noted that sometimes, additional work yields a mutually agreeable outcome, but this wasn't one of those instances. She thanked staff for their work on reducing construction impacts and urged to continue that work.

Chair Constantine also thanked the staff and public for their engagement. He concurred with the comments related to continuing work to reduce construction impacts.

Other business

None.

Next meeting

The next regular Board meeting would be held on June 27, 2024, 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 3:28 p.m.

ATTEST:

Dow Constantine
Board Chair

Kathryn Flores
Board Administrator

APPROVED on _____, AJM.