



## Summary Minutes

### Executive Committee Meeting July 7, 2022

#### Call to order

The meeting was called to order at 10:34 a.m. by Committee Chair Kent Keel.

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

<https://soundtransit.webex.com/soundtransit/onstage/g.php?MTID=e43138b0bbd4acf798f6f7d67cd159d03>

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

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

#### Report of the Chair

##### Realignment update

Chair Keel noted the Board had received several deliverables from its realignment resolution that started in August 2021. Staff had provided the Board with two quarterly updates of the cost savings workplan, the inaugural edition of the Annual Program Review in April 2022 that included a Spring update to the Financial Plan, the first edition of a project cost drivers report, Dave Peters, the Board's Independent Consultant, was reviewing realignment deliverables, met with Board members, reviewed staff deliverables, and developed recommendations for improvements. The Board also selected eight external experts to serve on the Ad-Hoc technical advisory group (TAG). The TAG formed in May 2022 and was developing a workplan which would include regular updates to the Board.

The July 2022 System Expansion Committee would include a cost drives presentation. August 2022 anticipated a staff demo to show the new Project Performance Tracker which would summarize the health of system expansion projects across cost and schedule metrics. Lastly, the Board would receive a third quarter update to the cost savings workplan in late summer 2022.

##### Monthly Contract Report

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

## CEO Report

Interim CEO Brooke Belman provided the CEO report.

Federal update – The House Appropriations subcommittees concluded their work on their respective FY23 appropriations bill text and report language, including the Transportation, Housing and Urban Development (THUD) subcommittee which included \$3.012B in funding for the Community Investment Grant (CIG) program, an increase from President Biden’s budget request of \$2.85 billion.

As part of the legislation, the report included sufficient funds to provide the \$268 million for Federal Way Link Extension and \$200 million for the Lynnwood Link Extension. In addition to the annual CIG funding, the \$3M earmark request for Downtown Seattle Transit Tunnel Improvements, advanced by Representative Jayapal, was included in the final bill.

The House THUD Subcommittee bill also included a section on additional support for existing full funding grant agreements (FFGAs). Specifically, this section dedicated \$600M for existing FFGAs. The breakdown of this funding for existing FFGAs, including Lynnwood and Federal Way, had yet to be released publicly by the FTA. However, inclusion of this provision was a step towards guaranteeing accelerated payments for Sound Transit.

The Senate had yet to release their appropriations bill text or earmark list. However, Interim CEO Belman reminded the committee that Senator Murray had advanced Sound Transit’s request for \$3M for the Downtown Seattle Transit Tunnel (DSTT) Improvements to the Senate Appropriations Committee and Senator Cantwell had advanced Sound Transit’s request for \$4M for the Everett Link Extension Project Development. The agency’s federal team had already been in touch with its delegation regarding support for the House’s \$600M provision for additional CIG funding.

## Public comment

Chair Keel announced that public comment would be accepted via email to [emailtheboard@soundtransit.org](mailto:emailtheboard@soundtransit.org) and would also be accepted verbally.

The following people submitted written public comments:

Kristie Klsbye

Marilyn Kennell-McMurray

Joe Kunzler

Jane Zalutzky, Executive Director of the Seattle Center Foundation; Jeffrey Herrmann, Managing Director of the Seattle Rep; and Morgan Littlefield, on behalf of the Climate Pledge Arena

Reza Marashi, on behalf of Kilroy Realty

Stephen Fesler

Johannes Heine, Lucy Chaves, and Savanna Myers

Denise Moriguchi on behalf of Uwajimaya

Dennis Noland

The following people provided in person public comments:

Ethan Raup

Marguerite Richard

Jeffrey Herrmann

John Stilin

Kathleen Johnson

Alex Tsimerman

The following people provided virtual public comments:

Mike Stewart  
Reza Marashi  
Erin Goodman  
Darcell Slovek-Walker  
Legh Burns  
Kristen Johnson  
Betty Lau  
Deborah Frausto  
Julianna Carlson  
Meghan Hanan  
Jenifer bunis

The following people signed up to give public comment but were unavailable or had technical challenges when called upon:

Jefferson Larkin  
Nathan Rose

Due to time constraints, Chair Keel invited the remainder of those listed for verbal comment to provide their comment in writing or join the July System Expansion Committee meeting.

## **Business items**

### Items for Final Committee Action

May 5, 2022, Executive Committee meeting minutes

**It was moved by Boardmember Backus, seconded by Boardmember Harrell, and carried by consent of all Board members present that the minutes of the May 5, 2022 Executive Committee meeting be approved as presented.**

### Items for Recommendation to the Board

Resolution No. R2022-19: Adopting a Disparate Impact and Disproportionate Burden Policy and superseding Resolution Nos. R2013-18 and R2013-19.

Nicole Hill, Deputy Director of Equity and Social Responsibility, and Michael Couvrette, Deputy Director of Service Planning, provided the staff presentation.

**Resolution No. R2022-19 was moved by Boardmember Backus and seconded by Committee Vice Chair Somers.**

Chair Keel called for a roll call vote.

## Ayes

Nancy Backus  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Bruce Harrell  
Dave Somers  
Kent Keel

## Nays

**It was carried by unanimous vote of seven committee members present that Resolution No. R2022-19 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### West Seattle and Ballard Link Extension Overview

Chair Keel noted staff had provided an overview of the comments received during the Draft EIS Process at the June 2022 System Expansion Committee and Board meetings. The Board had been actively taking steps to advance this extension since 2017 and is now moving into a process where there will be consideration of an action to confirm or modify the preferred alternative. Staff was asked to present to this committee to provide an example of a modified preferred alternative that was affordable, responsive to comments that were received and reflected what was learned through the Draft EIS. Staff was also asked to frame the issues, questions, and funding for each segment and station in order to inform the Board's discussions over the next several weeks. Chair Keel clarified that the example modified preferred alternative was a tool for the Board to consider as conversations began.

Cathal Ridge, Executive Corridor Director, provided the report to review an example of modified preferred alternative, City of Seattle resolution, and upcoming Board process and next steps. Mr. Ridge provided a reminder of the West Seattle and Ballard Link Extensions (WSBLE) project. The project was included in Sound Transit 3 (ST3) plan, had two light rail extensions and new, light rail-only downtown tunnel, and 12 miles of light rail service that would serve 14 stations. The West Seattle service operations plan was to open in 2032, the Ballard extension was planned to operate in 2042.

Planning of this project started in 2017 and would continue to 2023. The design phase would be between 2023 to 2027 and construction would begin 2026 to 2037-2039. Smith Cove to Ballard's target delivery was 2037 and affordable delivery in 2039. Through the planning process, the agency went through alternatives development screening which took a broad range of initial alternatives and continued to scale down and refine remaining alternatives for further evaluation to identify the current alternatives in the Draft EIS. Mr. Ridge provided a visual of the draft EIS alternatives that was also presented at the June 2022 System Expansion Committee meeting. The Draft EIS comment period began on January 28, 2022 and ended on April 28, 2022. The Board would publish a Final EIS in 2023, and after a project to be built is selected the FTA would issue a Federal Record of Decision.

An external engagement snapshot was provided and showcased the feedback that was provided through numerous avenues. A Racial Equity Toolkit (RET) report was developed and released as a draft and would be updated based on the comments received.

An example of a modified preferred alternative was informed by Draft EIS results, public feedback, and affordability. Mr. Ridge provided a visual of 4 areas that could be provided as an alternative. The Medium Tunnel 41<sup>st</sup> Ave could be preferred as an alternative to the West Seattle junction area where the only alternative was an elevated configuration and there was feedback that a tunnel is desired. That option would be consistent with the financial plan and would not require additional funding. It was one of many alternatives that was analyzed but this particular one would be more affordable. In the Del Ridge

area, a preferred alternative could be to change to the Andover St Lower Height. There was feedback throughout project development that was concerned with residential affects. In the Southern Downtown (SODO) area, the Board could choose an at-grade staggered station configuration that would avoid impacts to the USPS property in that area which the FTA voiced process scheduling implications could arise. The Board could choose the preferred alternative to be Tunnel 14<sup>th</sup> Avenue in Ballard. Currently, the elevated 14<sup>th</sup> Avenue was preferred but this particular tunnel alternative was consistent with what's assumed in the financial plan and would not need additional funding.

Mr. Ridge provided a comparison of the example modified preferred alternative versus the current Draft EIS preferred alternative. He also reviewed potential refinements for future study which included: shifting station entrance to 42<sup>nd</sup>, providing access north and south of Andover Street, further study and engagement on potential solutions for Chinatown/International District (CID), refining the midtown station entrance, connecting Denny/Terry station to South Lake Union/Harrison station, connecting South Lake Union/Harrison station to Seattle Center/Mercer station, shifting Seattle Center Republican station west, shifting tunnel portal south (Mercer), and consolidating Smith Cover and Interbay stations.

Potential cost savings concepts for further study if requested by the Board could include eliminating the Avalon Station, potential station entrance refinements in the Downtown area where the agency was acquiring private property and shifting Tunnel 14<sup>th</sup> Ave alignment which would eliminate a station entrance.

Mr. Ridge noted that additional study and engagement on potential refinements and cost savings concepts and would require a minimum of 6 to 9 months for the Ballard extension. Staff would report back to the Board after additional study and engagement to confirm or modify preferred alternative.

The City Council Resolution advanced a City position on a preferred alternative. Committee discussion and action on Joint Resolution took place on July 5, 2022 and possible Full Council action on Joint Council Resolution would occur on July 12 or July 19, 2022. Mr. Ridge reviewed the comparison of example modified preferred alternative and City recommended preferred alternative. Next steps included a possible Full City Council action on Joint Council Resolution on July 12, 2022, continued collaboration with partner agency staff on areas of difference and areas requiring further study, and potential action at the July 14, 2022 System Expansion Committee meeting to recommend that Board confirm/modify preferred alternative.

Boardmember Balducci noted how large this step was, but reminded members that it was not the final step. She recognized the major opportunities that would come from the decision as well as risks and costs. The comment period closed two months prior to this meeting and it took staff weeks to compile public comment to present to the Board. She noted this alignment was entirely in the City of Seattle and they had been working steadily toward a locally preferred alternative.

Boardmember Balducci wanted to ensure enough time be given to this process and understood there would be segments along the way that may require more time to address. She noted the System Expansion Committee would be asked to provide a recommendation to the July 2022 full Board meeting, at its July 2022 committee meeting, and did not foresee a full recommendation be given on the segments. She asked the Board to continue thinking about the full principles of this decision when it comes to service, costs and impacts. She's also asked staff to bring to the System Expansion Committee a Resolution recommendation that would include spaces to be filled in or leave room to request for more information.

Committee Vice Chair Constantine recognized the similarities between the agency's proposal and City's Resolution as well as key areas of difference that required the agency to continue to study and be creative. He agreed with Boardmember Balducci's response in finding difficulties in final preferences

across the segments in time for the July 2022 Board meeting. Further studies would be required in being responsive to all feedback.

Boardmember Backus thanked staff for hosting tours with Board members to get in-person visuals of the sites being presented. She also echoed Boardmember Balducci and Committee Vice Chair Constantine's comments on requiring more time before a final decision was made and believed the Board had more tools to get closer to making the decision.

Boardmember Dammeier emphasized the need to remain focused on schedule and disciplined with budget. He suggested remaining sensitive to the impacts to CID and the surrounding communities. He voiced interest for discussions on local contribution, if available. He understood that further studies would be required, however advised members to be mindful and ensure it wouldn't impact schedules and other projects. He noted the importance of making the correct decision but commented that with time, factors could become more expensive. He echoed Boardmember Balducci's comments on being conscious of service delivery.

Boardmember Harrell expressed agreement with Boardmember Balducci and Committee Vice Chair Constantine's comments as well as Boardmember Dammeier's comments to be wary of making the correct, yet timely decision.

Committee Vice Chair Somers echoed Boardmember Dammeier's comments. He welcomed further discussion for alternatives and strategies with being mindful of finances and deliverables.

Chair Keel agreed with all comments given. He noted the Board brought on Dave Peters and other individuals to help assist with executing these projects.

Chair Keel requested that the Discussion on Community Oversight Panel Appointments report be moved to the next meeting.

### **Executive Session – None**

### **Other business – None**

### **Next meeting**

Thursday, August 4, 2022  
10:30 a.m. to 12:00 p.m.  
Ruth Fisher Boardroom and Virtually via WebEx

### **Adjourn**

The meeting was adjourned at 12:17 p.m.

  
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Kent Keel  
Executive Committee Chair

ATTEST:

  
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Kathryn Flores  
Board Administrator

APPROVED on August 4, 2022, JG