



Summary Minutes

**Board Meeting
August 22, 2024**

Call to order

The meeting was called to order at 1:36 p.m. by Chair Dow Constantine 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/livestream-video>.

Roll call of members

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

Board members	
(A) Nancy Backus, City of Auburn Mayor	(P) Roger Millar, WSDOT Secretary
(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
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Council Chair
(A) 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	(P) 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

Items Requiring a Supermajority

Resolutions Nos. R2024-17 and R2024-18, actions to baseline the Lakewood and South Tacoma Stations Access Improvement projects, require a supermajority vote of the Board to approve final adoption.

Meeting recordings available on YouTube starting in September

Beginning next month, recordings of Sound Transit Board and Committee meetings will be posted to Sound Transit's YouTube channel for viewing after the meeting. Instructions on how to find the new location and how to view older videos will be available on the Sound Transit Board page on SoundTransit.org.

Monthly Contract Report

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

CEO Report

Interim CEO Sparrman provided the report.

LLE Opening Day

On August 30, 2024, the Lynnwood Link Extension will open for revenue service with an 11:00 a.m. ribbon cutting ceremony and first ride at 12:30 p.m. Starting at 4 p.m., there will be a station-by-station celebration and community gathering, in the form of a “night market.” This new format is responsive to community feedback, and Sound Transit is excited to celebrate with the communities along the extension.

Sunday 1 Line service disruption

CEO Sparrman reported out on a serious service disruption that was caused by power outage in the Rainier Valley. Follow-up on issues with rail switches and planned maintenance work at Columbia City Station further delayed service restoration. Work is underway to improve the timeliness of communications internally and to the public as well as to improve response time to unforeseen events to return service to normal as quickly as possible.

Equity in Infrastructure Pledge

On August 29, Sound Transit will hold a ceremony in the Great Hall to sign onto the Equity in Infrastructure Pledge. This pledge is to create meaningful, equity-focused contracting opportunities for Historically Underutilized Businesses to reduce generational and historical racial wealth gaps. CEO Sparrman thanked Deputy CEO Terri Mestas for leading the agency to join other government entities, NGOs, and private companies who have already signed. He also thanked Secretary Millar for his leadership as the Washington State Department of Transportation was one of the first state departments of transportation to sign-on.

The Pledge binds signatories to increase opportunities for disadvantaged business enterprise contractors by 2025, while also committing to reforms that make contracting and payment more transparent. The Ceremony will begin at 3:30pm, and all are invited to attend.

Highlights on Fare Ambassadors quarterly update

CEO Sparrman noted that the Fare Ambassador program currently has about 60 staff, which is four-times larger than this time last year. Fall hiring is underway, and the program expects to be fully staffed with 70 ambassadors by October.

The average engagement rate for each ambassador has tripled since last year, with the team being able to inspect 5% of riders, which is halfway to the 10% target set by the Board. Program leadership is confident that organization and procedure reforms will bring the team closer to the target, but ridership continues to outpace the budget for staffing.

The fare compliance rate has improved by 33% since last year, and the non-fare boardings rate – measured by the Finance department – has improved by 11% in the same timeframe. That improvement does not account for fare-free boardings, such as Youth.

Projects in Construction Updates

The East Link Extension project is preparing for the commencement of System Integration Testing for the segment running East Channel Bridge to the Mercer Island Tunnel. Concrete plinth reconstruction work is 96% complete and on schedule to be complete next month. Tie-in work to connect the I-90 segment to the 1 Line will require shutdowns of the Downtown Seattle Transit Tunnel, and the first of these is expected to occur in November A bus bridge is planned to support riders.

The Federal Way Link Extension has completed the final closure pours and tie-in of Structure C and has passed vehicle clearance testing on the northern portion of the alignment between Angle Lake and Kent Des Moines stations. All traction power substations and signal houses have also been energized. Project leadership has also negotiated an optimization plan with the contractor to help ensure sufficient float for out mid-202 Revenue Service Date.

The Downtown Redmond Link Extension is conducting live wire testing on the Series 1 and Series 2 Light Rail Vehicles and has also started signal-related Systems Integration Testing and track punch list inspections. This is preparing the agency for the Spring 2025 revenue service date. CEO Sparrman also thanked the City of Redmond for the completion of their shared use path along NE 40th Street that provides increased pedestrian and bicycle access to Redmond Technology Station.

Stride BRT Service provider procurement update

On July 2, the Stride Bus Rapid Transit program release and advertised a request for proposals (RFP) for a contracted service provider. The RFP is structured to support the operations of the Stride program and is separate from ST Express contracts. There are ongoing communications with the labor organizations and our existing transit operating partners about this procurement.

The contract service provider will operate and maintain Stride operations, including drivers, maintenance personnel, dispatch, etc. The RFP includes update labor policies and is structured to allow Sound Transit to closely monitor and management performance with incentives and disincentives. No public agency is precluded from submitting proposals.

Update on Regional Day Pass Pricing

CEO Sparrman reminded all that in addition to opening the Lynnwood Link Extension, August 30th also marks the agency's transition to a flat \$3 fare for Link light rail, meaning passengers will only need to tap on to pay the correct fare.

Additionally, there will be a reduction in the price of the regional day pass, which allows passengers to pay one price for all their trips in a given day on every regional transit service, except Washington State Ferries and Kitsap fast ferries. The adult day pass price will change from \$8 to \$6, and the reduced pass price will go from \$4 to \$2.

Farewell John Henry

CEO Sparrman shared with the Board and public that John Henry, Deputy CEO for Finance and Business Administration, will be departing Sound Transit on August 30th for a once-in-a-lifetime career opportunity. He expressed immense gratitude for Mr. Henry's tenure with the agency as, under his leadership, the team has built upon the financial plan to allow for continued stability and flexibility as the capital and service delivery programs expand. He asked all to join him in thanking Mr. Henry.

Mr. Henry thanked CEO Sparrman and the Board for their trust and leadership. He also thanked all of the agency staff for their support and commitment to the region.

Ron Lewis Retirement

After 22 years of service to the agency, Design, Engineering, and Construction Management (DECM) Executive Director Ron Lewis will be retiring from Sound Transit on September 3rd. Mr. Lewis will still be present on August 30th to celebrate the opening of the Lynnwood Link Extension, his tenth Link opening. Throughout his career at Sound Transit, Mr. Lewis left an indelible mark on the agency, including navigating construction projects through the pandemic, concrete strikes, and other serious challenges.

Mr. Lewis' affiliation with Sound Transit began in 1998 as a consultant. Officially joining staff in 2002, he climbed the ladder and led the Airport Link and East Link Extensions before becoming DECM Executive

Director in 2018. In addition to his construction leadership, Mr. Lewis proudly sponsored the Blacks Empowering Success in Transit (BEST) employee Resource Group. CEO Sparrman asked all to join in thanking Mr. Lewis and invited him to say a few words.

Mr. Lewis reflected on his time at Sound Transit and the many projects he has been able to contribute to in order to enhance mobility and change the landscape of the region. He thanked the Board and Executive Leadership for their guidance, vision, and tough love. Mr. Lewis thanked the talented staff at the agency and urged them to continue their work to realize the agency's vision for the region.

Public Comment

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

Before hearing public comments, Chair Constantine announced that earlier this month an individual had violated the Board's public comment rules and was issued an exclusion from verbal Public Comment. He noted that the Board rules allow an individual to be excluded from providing verbal public comment for up to 365 days if a third violation occurs within an 18-month timeframe. At the August 8, 2024 System Expansion Committee Meeting, Committee Vice Chair Roscoe ruled Alex Tsimerman's public comment out of order and excluded him from providing verbal public comment for a period of 365 days, from August 8, 2024 to August 8, 2025. Chair Constantine explained that Mr. Tsimerman is still able to submit written public comment during his exclusion from verbal comment. Chair Constantine stated that the Board rules allow the decision to be overruled by a majority vote of the Board members in attendance at the next regularly scheduled Board meeting.

Chair Constantine asked if any Board members had an objection to the exclusion. There were no objections.

The following people provided written public comment to the Board:

Yoan Pettorelli
Ryan Dempsey
Talbot Miller
Joe Kunzler
Wesley Lin

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

Liam Foy-McAuliff
Betty Lau
Brien Chow

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

Kathleen Barry Johnson

Consent Agenda

Voucher Certification: July 2024

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

Motion No. M2024-52: Approving the submittal of the Transit Development Plan 2024-2029 to the Washington State Department of Transportation.

The consent agenda was moved by Vice Chair Roscoe and seconded by Board member Birney.

It was carried by the unanimous vote of the 14 Board members present that the Consent Agenda be approved as presented.

Business items

Resolution No. R2024-17: Adopting the Lakewood Station Access Improvements project baseline schedule and budget by (a) increasing the authorized project allocation by \$59,266,000 from \$8,880,000 to \$68,146,000, (b) increasing the annual project budget by \$277,531 from \$2,301,469 to \$2,579,000, and (c) establishing an open for service date of Q4 2030.

Mark Johnson, Project Director, gave the staff presentation for the three items related to the Lakewood and South Tacoma Station Access Improvement projects.

Board member Dammeier asked for clarification on the difference between the capped contributions to the cities in the planned funding agreements and the overall project budgets, as he heard it as meaning that Sound Transit will only be funding a portion of the total cost of improvements. Mr. Johnson clarified that the capped contribution is solely to cover the elements of the improvements to be delivery by the cities in their local right of way. Specifically referencing the Lakewood project, the funding agreement is to cover about three-quarters of the total improvements.

Board member Dammeier asked for clarification on the reasoning for why the capped contribution only makes up about half of the project's baseline budget while delivering about 75% of the improvements. Mr. Johnson responded that the baseline budget includes all expenditures for the project, including administration, right-of-way acquisition, and all work on the project to date. The funding agreement would pay for the design and construction of the improvements.

Board member Dammeier inquired into the risk profile of this funding agreement model. Mr. Johnson noted that Sound Transit is fairly isolated from risk on the city-delivery elements of the project and the funding agreement is structured to provide a variable scope in the event of changing market conditions. As the improvements are piecemeal, the City of Lakewood could decide to not deliver all of the Priority 1 improvements if they would exceed the funding. The city could also be able to deliver the Priority 2 improvements should market conditions lead to favorable cost outcomes.

Board member Dammeier asked if this is new approach for Sound Transit. Mr. Johnson responded that it is not entirely new, but these projects are the largest scale for this delivery method. Board member Dammeier stated his support for this method as it seems to provide good outcomes for both Sound Transit and the local jurisdictions. He followed-up by asking if betterments are at all a component of these access improvement projects. Mr. Johnson responded that this method largely bypasses the issue of betterments by allowing the cities to make decisions on the final design of the improvements.

It was moved by Vice Chair Roscoe, seconded by Board member Dammeier, that Resolution No. R2024-17 be approved as presented.

Chair Constantine called for a roll call vote on Resolution No. R2024-17.

Ayes

Claudia Balducci
Angela Birney
Bruce Dammeier
Christine Frizzell
Bruce Harrell
Jim Kastama
Roger Millar

Nays

Ed Prince
Kim Roscoe
Dave Upthegrove
Peter von Reichbauer
Kristina Walker
Girmay Zahilay
Dow Constantine

It was carried by the unanimous vote of the 14 Board members present that Resolution No. R2024-17 be approved.

Resolution No. R2024-18: Adopting the South Tacoma Station Access Improvements project baseline schedule and budget by (a) increasing the authorized project allocation by \$61,167,000 from \$9,200,000 to \$70,367,000, (b) increasing the annual project budget by \$1,102,287 from \$1,872,713 to \$2,975,000, and (c) establishing an open for service date of Q4 2030.

Chair Constantine noted that the information for this action was included in the previous presentation.

It was moved by Vice Chair Roscoe, seconded by Board member Kastama, that Resolution No. R2024-18 be approved as presented.

Chair Constantine called for a roll call vote on Resolution No. R2024-18.

<u>Ayes</u>	<u>Nays</u>
Claudia Balducci	Ed Prince
Angela Birney	Kim Roscoe
Bruce Dammeier	Dave Upthegrove
Christine Frizzell	Peter von Reichbauer
Bruce Harrell	Kristina Walker
Jim Kastama	Girmay Zahilay
Roger Millar	Dow Constantine

It was carried by the unanimous vote of the 14 Board members present that Resolution No. R2024-18 be approved.

Motion No. M2024-53: Authorizing the chief executive officer to execute a funding agreement with the City of Lakewood to reimburse the City of Lakewood for costs incurred for the design, construction, ownership and maintenance of non-motorized improvements that are part of the Lakewood Station Access Improvements Project in an amount not to exceed \$31,625,000, contingent upon approval of Resolution No. R2024-17.

Chair Constantine noted that the information for this action was included in the previous presentation.

Motion No. M2024-53 was moved by Vice Chair Roscoe and seconded by Board member Kastama.

Amendment 1 to Motion No. M2024-53 was moved by Vice Chair Roscoe and seconded by Board member Kastama.

Amendment 1 – offered by Vice Chair Roscoe

On page 1 and 2 of Motion No. M2024-53, and page 1 of the staff report for Motion No. M2024-53, amend the action language as follows:

... execute a funding agreement with the City of Lakewood to reimburse the City of Lakewood for costs incurred for the design and, construction, ~~ownership and maintenance~~ of non-motorized improvements that are part of the Lakewood Station Access Improvements Project in an amount not to exceed \$31,625,000, contingent upon approval of Resolution No. R2024-17.

Vice Chair explained that she was sponsoring an amendment on behalf of staff to clarify the intent of the funds to be included in the capped contribution to the City of Lakewood. The city will own and maintain the improvements constructed in its rights-of-way, but the funds provided by Sound Transit are only for the design and construction of those improvements. She noted that staff are available to answer any further questions.

Amendment 1 to Motion No. M2024-53 was carried by a unanimous vote of the 14 Board members present.

It was carried by the unanimous vote of the 14 Board members present that Motion No. M2024-53 be approved as amended.

Motion No. M2024-54: Ratifying the chief executive officer's finding of the existence of an emergency to expedite At-Grade Crossing Program work by engaging consultant services.

Victoria Morris, Acting Safety Project Director, gave the staff presentation.

Board member Dammeier asked for whether the scope of the work is limited to the Rainier Valley or also covering the system-wide at-grade crossing work. Ms. Morris confirmed it would cover the system-wide work as directed by the Board.

It was moved by Vice Chair Roscoe, seconded by Board member Balducci, and carried by the unanimous vote of the 14 Board members present that Motion No. M2024-54 be approved as presented.

Reports to the Board

None.

Other business

None.

Next meeting

The next regular Board meeting would be held on September 26, 2024, 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via Zoom.

Adjourn

The meeting adjourned at 2:40 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on September 26, 2024, AJM.