



Summary Minutes

Board Meeting
September 26, 2019

Call to order

The meeting was called to order at 1:35 p.m. by John Marchione in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

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

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Joe McDermott, King County Council Chair
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Councilmember	(P) Patty Rubstello, WSDOT Alternate
(P) Dow Constantine, King County Executive	(P) Dave Somers, Snohomish County Executive
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Councilmember
(A) Jenny Durkan, Seattle Mayor	(A) Peter von Reichbauer, King County Councilmember
(P) Dave Earling, City of Edmonds Mayor	(P) Victoria Woodards, City of Tacoma Mayor
(A) Debora Juarez, Seattle Councilmember	

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

Report of the Chair

Board members on the phone

Chair Marchione stated that he approved the requests from Boardmembers Kent Keel, Dave Somers, Victoria Woodards and Pete von Reichbauer to attend the meeting by phone. The Board rules allow the meeting chair to approve requests to participate by phone for up to 25 percent of the Board members.

Vertical Conveyance Update

Chair Marchione asked Vice Chair Paul Roberts, Chair of the Rider Experience and Operations Committee to give the Board an update on elevator and escalator work completed since last October.

Vice Chair Roberts informed the Board that since Sound Transit developed a list of recommended steps in October, 2018, repairs at the University of Washington Station were completed, maintenance responsibility at the station was transferred to the original equipment manufacturer, and the back stairs at the station were converted to allow daily, full-time use. Work to connect the sub-mezzanines to allow customers to access the opposite side of the mezzanine in case of escalator outages was underway and substantial completion was anticipated by the end of 2019.

Preliminary engineering was also underway for replacement of 11 escalators with heavy duty equipment and for replacement of two escalators with permanent stairs. The procurement process should be complete by mid-2020. Through the phase, staff would evaluate whether the 2022 delivery date is achievable. The anticipated cost for replacement is over \$20 million, however no additional funds were requested at the time beyond the original allocation of \$5 million and what would be requested in

the 2020 budget. Staff will validate the cost estimate through the procurement process.

Other work includes modifications to the Capitol Hill Station which are expected to be complete by the end of 2019, U-District Station public stairs which will be complete when the Northgate Link Extension enters revenue service, and updates to the agency's design criteria mandating that all future elevated or tunnel stations use heavy-duty escalators and have stairs.

Vice Chair Roberts mentioned that the University of Washington Station achieved increased reliability and performance levels following these efforts, but staff noted that the levels cannot be sustained indefinitely as equipment is not robust enough for the application. The agency is proceeding with escalator modernization to maintain long-term performance.

When the Downtown Seattle Transit Tunnel transfers from King County Metro to Sound Transit in early 2020, the agency will be responsible for 36 additional escalators and 22 additional elevators. A recent assessment recommends short term repairs and \$2.6 million in capital improvements for the elevators and \$1.6 million in short term repairs and \$52 million in capital replacement for the escalators over the next 8 years.

Following Vice Chair Roberts's report, staff answered questions from Boardmembers.

CEO Report

House Transportation and Infrastructure Committee Testimony

CEO Rogoff noted that earlier in the week he was in Washington D.C. to testify before the House Transportation and Infrastructure Committee. He was joined by the CEO's of Chicago's Metra System, Los Angeles's Metrolink System and the head of the American Public Transportation Association. It was the first hearing the Committee had in over a decade exclusively on the challenges and opportunities for commuter rail systems.

The hearing was an opportunity to acquaint the Committee with the growing ridership on our Sounder commuter rail service as well as our plans to expand capacity over Sounder South and extend the service down to DuPont. There was considerable discussion regarding the challenges of expanding capacity where track is shared by multiple users including freight trains and Amtrak trains along a busy mainline serving our ports.

There was also discussion on the implementation challenges some commuter railroads are facing in installing positive train control. Only six of the nation's 32 commuter railroads succeeded in having PTC fully installed, operational and certified by the statutory deadline of January 1, 2019. I'm pleased to say that Sound Transit was one of those six. A copy of my formal testimony was provided to Board members. Mr. Rogoff noted that a video of the hearing is available on the House Transportation and Infrastructure Committee website for any Board member who has an interest.

Mr. Rogoff announced that while in Washington D.C. he also took the opportunity to brief the Washington state Congressional delegation on the status of our many projects and our federal partnership. I also visited with officials at the Federal Transit Administration and the USDOT's Build America bureau to discuss progress on both our Full Funding Grant Agreement and TIFIA loan for our Federal Way Link Extension project.

Security Incidents at Westlake Platform and Link Trains

Mr. Rogoff also reported on recent unfortunate incidents of violence on Link light rail. Before outlining the events, Mr. Rogoff noted that the safety of passengers and the public is always the number one priority. Security presence in the stations in the downtown transit tunnel was boosted when Sound Transit took over operational control of the tunnel at the end of last year. Sound Transit also took action to temporarily increase security staffing further in the downtown Seattle areas where the incidents

occurred.

He reported that the suspects in both incidents were apprehended and he praised the response from the Seattle Police Department, the Sound Transit Police and the City of Bellevue Police.

Next month the Rider Experience and Operations Committee will receive a more detailed briefing on Sound Transit's security posture, crime statistics, and plans to stay on top of these situations both in the downtown tunnel and across the entire Sound Transit network.

Preview of Upcoming Budget Process

Mr. Rogoff outlined the process for Board budget review over the coming months. In October, staff will begin reviewing the proposed 2020 Budget and financial plan with the appropriate Board Committees, consistent with the new Committee structure that the Board adopted at the end of last year. The full Board will receive an overview of the financial plan and budget at the October Board meeting. At the October Finance and Audit Committee meeting, the committee will receive an in-depth presentation of financial projections on revenues, costs, and what we anticipate will be affordable in what timeframes as we continue to build out our capital plan.

Review of the budget will wrap up in December when the Executive, Rider Experience & Operations Committee and System Expansion Committees will forward their portions of the budget to the Finance and Audit Committee. The Finance and Audit Committee will review the budget as a whole and forward it to the Board for final adoption at the December Board meeting.

Color Identified Rail Lines

Mr. Rogoff told Board members that they are likely to notice the new use of line colors in communications with riders. Sound Transit is making this transition now as construction of East Link continues to put the agency closer to the opening of Blue Line service, and as public focus on that work will increase during the upcoming Connect 2020 period.

The agency is referring to the existing Link service as the Red Line between Husky Stadium and Angle Lake, and the Blue line between Redmond and Northgate. Moving to the color convention is consistent with a resolution the Board approved back in 2012. Line colors have been used on agency maps for a while, and now Sound Transit will refer to the line color very consciously.

In Tacoma, Sound Transit will continue to say Tacoma Link, while also introducing references to its designation as the Orange Line. Starting to identify Tacoma Link to the Hilltop as the Orange Line will Sound Transit manage frequent confusion between Tacoma Link (the Orange line to the Hilltop), and the Tacoma Dome Link Extension from Federal Way (the future Green Line). Sound Transit's Platform blog has a post about these changes.

Fare Enforcement Briefing

Mr. Rogoff provided a short briefing on the agency's fare enforcement approach on Link Light rail and Sounder Commuter rail. Sound Transit announced in September that a working group would be established to look at the current fare enforcement program and make recommendations at the beginning of next year about opportunities to optimize that approach.

The working group is engaging with the community to look at program options that balance the agency's commitments to meet or exceed established farebox recovery targets while achieving the agency's commitments to a quality, safe, and equitable customer experience. Sound Transit is preparing a survey strategy to get input from constituents, riders, riders who can't show proof of payment, as well as stakeholders and taxpayers throughout the region. Sound Transit will also convene targeted meetings with communities of color and people experiencing poverty. A more in depth briefing on this work will be

provided at the October Rider Experience and Operations Committee meeting.

Lynnwood Link Extension Groundbreaking

Sound Transit held a groundbreaking ceremony for the Lynnwood Link Extension on September 3, 2019. U.S. Senator Patty Murray and U.S. Senator Maria Cantwell attended the event along with Governor Jay Inslee, Representative Rick Larsen, Representative Suzan DelBene, and Representative Jake Fey. Members of the Sound Transit Board also attended the event, including Board members Somers, Roberts, Constantine and Balducci.

When the light rail extension opens in 2024, it will provide service between Snohomish County and the University of Washington, downtown Seattle, the Eastside, Sea-Tac Airport with projected ridership of between 47,000 to 55,000 daily riders by 2026.

I-90 Bridge Tour / Construction Workshop

In August, Sound Transit hosted a visiting contingent from the FTA, including Acting FTA Director K. Jane Williams. The team was given a tour of Eastlink worksites on the I-90 floating bridge, providing Administrator Williams details on Sound Transit's successful partnership with WSDOT and on the engineering feats involved in this first-of-its-kind project.

The FTA's visit was scheduled to coincide with the FTA's weeklong Construction Workshop. Sound Transit co-hosted this event with the FTA. The event was attended by over 130 people representing construction professionals from transit agencies across the country as well as representatives from FTA headquarters and the ten FTA regions.

Mr. Rogoff thanked Deputy DECM Executive Director Joe Gildner for his leadership in making this national construction workshop a success.

Public comment

Alex Tsimerman
Marguerite Richard
Rachael Landwick
Robert Stack
Bob Gillespie
Case Creal
Mark Weed
Kyle Moore
Jon Lipka
Brook Howell
Ildefonso Evstaquio
Hon. Michael B. Fuller
Laura Loe Bernstein

Consent agenda

Voucher Certification: August 2019

Minutes: July 25, 2019, Board of Directors meeting

Minutes: August 22, 2019, Board of Directors meeting

Boardmember Dammeier requested that Motion No. M2019-101 be removed from the consent agenda and considered as a business item.

It was moved by Boardmember Roberts, seconded by Boardmember Roscoe, and carried by unanimous vote that the consent agenda be approved as amended.

Business items

Motion No. M2019-101: Authorizing the chief executive officer to increase the contract contingency for the U District Station Finishes contract with Hoffman Construction for the Northgate Link Extension in the amount of \$7,500,000, for a new total authorized contract amount not to exceed \$175,328,522.

Boardmember Dammeier noted that a bullet point within the text of the motion which reads, "Site access constraints resulting from the tunnel contractor's delays in accommodating the station contractor unrestricted use of work areas." He asked Staff to provide insights into the reason for this note. Rick Capka, Deputy Project Director of the Northgate Link Extension explained that before Hoffman Construction gained access to the U-District Station site in 2017, the agency's tunnel contractor maintained responsibility as tunnels were built to the University of Washington Station and to Northgate Station. An unanticipated ground condition was discovered along the tunneling route and excavation was delayed while the condition was mitigated. As a consequence, the U-District Station's turnover to Hoffman Construction was delayed until the tunneling contractor could complete its excavation and exit the site.

It was moved by Boardmember Balducci, seconded by Vice Chair Roberts, and carried by unanimous vote that Motion No. M2019-97 be approved as presented.

Motion No. M2019-97: Awarding the first round of System Access Funds to the local governments identified the not to exceed amounts determined by the Board and authorizes the chief executive officer to execute funding agreements consistent with these awards and in compliance with the System Access Fund program guidelines.

Chair Marchione noted that at the Executive Committee earlier this month, the committee received a presentation on the System Access Fund and the approach for distributing funds. The Executive Committee recommended a list of 30 separate projects from 27 jurisdictions in all five subareas for the first round of funding. Motion No. M2019-97 would authorize staff to enter into funding agreements with the local governments for the projects and amounts identified by the Board.

Alex Krieg, Senior Manager of Planning & Integration, was introduced to give a brief overview of the projects identified by the Executive Committee. He outlined the program's origin, intent and history. The program represents the first time Sound Transit has acted as a grant funder, and is the first time it is administering funds through this program. It is also the first time that jurisdictions have had proposing projects.

The agency approached the call for projects with maximal flexibility, intending to get it right as opposed to sticking to a rigid process and being prepared to learn from the process in order to inform future decisions. The call for projects opened in February 2019 and closed in April 2019. The agency received 53 applications from 33 jurisdictions requesting more than \$86 million.

Mr. Krieg explained the selection process, noting that it involved multiple steps, beginning with the agency's initial evaluation. The agency evaluated the policy and technical criteria for each project. Each application received a high, medium or low rating for the identified criteria, which together formed an overall rating for the project. Ratings ranged from highly recommended, recommended, or not recommended. Following the evaluation, a public comment period was open from late July to late August. Mr. Krieg summarized the public comment received which included 2,659 project specific survey responses, 519 evaluation criteria surveys, 409 open ended comments, and 56 letters of support.

On September 5, 2019 the Executive Committee forwarded its recommendations to the Board. Mr. Krieg highlighted each subarea with a high level summary of the projects and the funds provided within. Within the Snohomish Subarea, the Executive Committee recommended funding six applications from six jurisdictions, totaling \$8,514,000. Within the North King Subarea, the Committee recommended funding four applications

from three jurisdictions totaling \$7,100,000. Within the East King Subarea, the Executive Committee recommended funding seven applications from seven jurisdictions, totaling \$8,740,242. Within the South King Subarea, the executive committee recommended funding eight applications from seven jurisdictions, totaling \$7,594,683. Within the Pierce Subarea, the executive committee recommended funding seven applications from six jurisdictions, totaling \$8,684,931.

Overall, the Executive Committee recommended granting approximately \$40.6 million to 30 applications within 27 jurisdictions. If the Board approves the motion, Staff will develop funding agreements with the jurisdictions which will identify the terms and conditions for awarding funds and will focus on specific milestones and prerequisites needed to receive funding. Staff will at a minimum provide an annual update on the status of the projects to the Executive Committee and discussion of future rounds as part of the agency's System Access Policy Update will begin in late 2019.

Among comments from the Board was a request from Boardmember Uptegrove to ensure that projects which were rated as highly recommended but which received partial or no funding be considered during the next System Access Fund process. Board Member Roscoe asked that the Boardmembers be given survey results earlier in the process so that they can review prior to the Executive Committee meeting. Staff agreed to make this a priority during the next System Access Fund process.

It was moved by Vice Chair Roberts, seconded by Boardmember Roscoe, and carried by unanimous vote that Motion No. M2019-97 be approved as presented.

Motion No. M2019-94: Adopting of the Title VI service monitoring results prior to the submittal of Sound Transit's 2019 Title VI Program to the Federal Transit Administration.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this action at the September meeting and unanimously recommended its approval. Mitzi McMahan, Small Business Program Specialist, Brian de Place, Director, Operations Support Services, and Michael Couvrette, Service Planning Manager gave the presentation on Motion No. M2019-94 and M2019-95.

Ms. McMahan provided an overview of the agencies Title VI program. She explained that as recipient of federal funding, the agency must comply with Title VI of the Federal Civil Rights Act, barring discrimination on the grounds of race, color, or national origin. The 2019 Submittal is due October 1, 2019.

To ensure equity, it is important that riders understand their rights and the complaint process. As such, the agency's Title VI notice to the public is included on every vehicle. Part of the agency's Title VI program includes an update to the public participation plan which is intended to ensure access to all, and allowing full and fair participation in decision making. The Agency's language assistance plan works toward this goal as well, ensuring that those with limited proficiency in English have meaningful access. The agency measures the impacts of service changes, fare changes, and site selection on minority and low-income populations closely by performing service, fare, and facility equity analysis.

Mr. De Place explained that the purpose of the Service Monitoring report is to measure equity on routes which service minority and low-income communities. As the agency was preparing the Title VI submittal, staff discovered that the service monitoring report had been a gap in previous submittals. Staff immediately began to take steps to begin measuring how service is delivered and how to ensure equity as the system rapidly expands. The report has identified areas in which the agency can improve, which are outlined in its findings.

The report uses the same six performance measures adopted by the Board to analyze routes serving minority and low-income populations. When routes which service minority and low-income populations have lower performance than those which serve other populations, the report identifies it as an adverse impact. These adverse impacts are largely a product of rapid growth in the region following the great recession. Commute patterns have shifted as jobs in Downtown Seattle increase while affordable

housing availability moves southward to South King County and Pierce County. As a result, there is greater congestion on Interstate 5 South and greater demand to connect transit riders from Pierce County to Seattle. This is where the report identifies many of these impacts. The report also brings to light where congestion is most adversely affecting riders.

The report identifies three adverse impacts on ST Express routes serving minority populations, in the measures of “Crowding”, “On-Time Performance”, and “Frequency”. It identifies one adverse impact on Sounder Service in the measure of “On-Time Performance”. In respect to low-income populations, the report identifies three adverse impacts on ST Express routes in the measures of “On-Time Performance”, “Span of Service”, and “Frequency”.

Mr. Couvrette discussed strategies the report outlines to improve equitable service delivery. The strategies focus on near-term improvements, better coordination and cooperation with partner agencies, and long-term efforts tied to system expansion. In the near-term, the agency can take steps in March and September 2020. The findings of the report will inform resource allocation, like making schedule adjustments, vehicle assignment changes, and trip additions. Partner coordination will be required as well. Continued work with track owners and operators is required. In the long-term, system expansion projects will support enhanced service reliability and increase passenger capacity.

Ms. McMahan explained that following submittal of the Title VI program, the agency will use it as a roadmap to inform and direct future decisions.

It was moved by Vice Chair Roberts, seconded by Boardmember Roscoe, and carried by unanimous vote that Motion No. M2019-94 be approved as presented.

Motion No. M2019-95: Approving the submittal of Sound Transit’s 2019 Title VI Program to the Federal Transit Administration.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this action at the September meeting and unanimously recommended its approval.

It was moved by Vice Chair Roberts, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-95 be approved as presented.

Reports to the Board

West Seattle and Ballard Link Extensions: Initial Assessment of Additional Alternatives

Peter Rogoff, Chief Executive Officer, noted that in May, the Board identified preferred alternatives and other alternatives to study in the Draft Environmental Impact Statement (DEIS). At that time, the Board also directed Sound Transit staff to conduct an initial assessment of additional route and station options that were suggested during the scoping period. Today staff will share evaluation results from that initial assessment with you. There is no action scheduled for today’s meeting, at the System Expansion Committee and Board meetings in October, staff will ask for Board direction on whether any of these alternatives should be included in the Draft EIS.

Cathal Ridge, Executive Corridor Director, and Sandra Fann, Project Director of High Capacity Transit Development, gave the presentation. Mr. Ridge explained that the additional initial assessment alternatives break into four areas; The Yancy/Andover Elevated alternative, The Pigeon Point Tunnel alternative, the SODO Elevated alternatives, and the 20th Avenue Tunnel Ballard alternative. He then reminded the Board of the initial assessment timeline and where within that timeline the project currently existed. He noted that the online open house would close on October 4th, and that the Board would be given the responses prior to making any decisions.

Ms. Fann informed the Board that the additional alternative initial assessments were evaluated using the criteria which the agency used in its level three analysis and the criteria applied during the alternatives

development process. She outlined the format of the presentation, and noted that each of the four areas would be discussed separately. She began with the Yancy/Andover Elevated alternative.

The Yancy/Andover Elevated alternative connects to the South Duwamish crossing and continues along an elevated alignment to a Delridge station located north of Andover Street. It continues West on an elevated alignment along Andover Street and Avalon Way, connecting to an elevated Avalon Station. Key considerations include a less accessible Delridge Station location; increased potential for business and freight effects; lessened potential residential effects overall, but increases effects along Avalon Way; introduction of additional curves on high guideway with steep grades slowing trains; avoidance of the West Seattle Golf Course. This alternative would have a similar comparative estimate as the ST3 Representative Project.

The Pigeon Point Tunnel alternative crosses the Duwamish River south of the West Seattle Bridge and then follows a slightly diagonal alignment entering a tunnel through Pigeon Point, emerging at a Delridge Station location further south than the other alternatives. It continues west along an elevated alignment until connecting to a tunnel alternative to the West Seattle Junction. Key Considerations for this alternative are: a more direct route, avoiding steep grades; avoiding closer proximity to West Seattle Bridge and BNSF railroad bridge; decreased effects on Duwamish Greenbelt, but bisects a habitat area and is closer to a known archeological site; fewer potential business and freight effects; decreased visual effects due to tunnel; similar potential residential effects, but at different locations; a more accessible station due to southern location and lower height. The alternative requires third party funding, and cost more than \$900 million above the ST3 Representative Project. The cost is driven by two tunnels, the first is the Pigeon Point tunnel which costs \$200 million and the second is the West Seattle Junction tunnel costing at least \$700 million.

In response to a request at the September System Expansion Committee, staff created an alternate shorter tunnel to the West Seattle Junction which would connect to an elevated Avalon Station.

There are two additional alternatives for the SODO Elevated area. The first is the SODO Double Elevated. The SODO Double Elevated would elevate new and existing light rail lines and maintain South Lander Street and South Holgate Street at grade. Key considerations for this alternative include maintaining South Lander Street at grade; facilitation of Transit integration with the E3 busway maintained; required lowering of South Holgate Street for guideway clearance; construction of two elevated guideways in poor soils, increasing potential business effects; and required shutdown of Central Link during construction, which could disproportionately affect minority and low-income populations. The alternative would require third party funding and would cost more than \$300 million above the ST3 Representative Project.

The second SODO Elevated alternative, the SODO Partial Elevated would elevate the new light rail line and SODO Station, but maintain existing light rail at grade. It would maintain South Lander Street at grade and would require an overpass at South Lander Street. Key Considerations for this alternative include facilitation of Transit integration with the E3 busway maintained; maintaining South Lander Street at grade and; construction of an elevated guideway in poor soil and increases potential business effects; and construction of a South Holgate Street overcrossing. The alternative would have similar comparative costs as the ST3 Representative Project.

The 20th Avenue Tunnel Ballard area also has two alternatives. The first is the 20th Avenue Tunnel Ballard – BNSF Portal. This alternative would build a tunnel station at 20th Avenue NW. Tracks continue through a tunnel under Salmon Bay, exiting from a portal within BNSF property and continuing along elevated tracks over BNSF railway to an elevated Interbay Station at West Dravus Street. Key considerations for this alternative include closer proximity to the core of the Ballard Hub Urban Village; greater potential residential effects; greater potential construction effects, property constraints, and constructability challenges in the Ballard core; a shorter tunnel under Salmon Bay; potential relocation of

BNSF operations; a long span of track over BNSF owned railroad tracks; required reallocation of very large underground utilities, leading to potential constructability challenges. Third party funding would be required with a projected cost of more than \$750 million above the ST3 representative project.

The 20th Avenue Tunnel Ballard – Thorndyke Portal includes a tunnel station at 20th Avenue NW, continuing in a tunnel under Salmon Bay and exiting a tunnel portal north of the Interbay station and east of the BNSF rail tracks and an Interbay Station in a trench at West Dravus Street. Key considerations for this alternative include closer proximity to the core of the Ballard Hub Urban Village; greater potential construction effects, property constraints, and constructability challenges in Ballard core; a longer tunnel under Salmon Bay; a potentially required retrofit or reconstruction of the West Dravus Street and West Emerson Street Bridges; required relocation of large underground utilities, adding potential constructability challenges; Third party funding would be required with a projected cost of more than \$450 million above the ST3 Representative Project.

Mr. Rogoff explained that today's presentation included a variety of technical information to help inform Board members' understanding of these alternatives. He noted that comparative estimates are just one part of that information. Today's hot market conditions apply cost pressures to projects across the region. For example, applying today's market conditions produces a preliminary estimate for the West Seattle – Ballard Light Rail Extension Project that is 10-20 percent higher (\$700M - \$1,400M in 2018\$) than simply inflating the original ST3 estimate.

The estimates provided for the additional alternatives are against this higher preliminary estimate which takes into account current market conditions. It's essential that the Board be mindful of the need to control scope and where third party funding is required to advance those conversation prior to Draft EIS publication to deliver the project on schedule.

Mr. Ridge reviewed the additional alternatives in respect to cost and schedule compared to the ST3 representative project. It was noted again that the Pigeon Point Tunnel Alternative requires a West Seattle Junction tunnel alternative. He outlined next steps to be taken and noted that if additional alternatives are added to the Draft Environmental Impact Study, there would be a risk that it would not be completed on schedule.

Staff answered questions from the Boardmembers.

Public Restroom Policy Update

Julie Montgomery, Director, Architecture & Art, Rob Taft, Director of Facilities, Brandon Porter, Transit Systems Security Manager, gave the update to the Board. Ms. Montgomery reviewed past Board actions regarding public restrooms, including Motion M2019-31 and Motion M98-67. She also reviewed the 11 current public restroom locations. By 2024, there will be 18 locations offering public restrooms.

Current Sound Transit design standards dictate that public restrooms be located in the Fare Paid Zone where possible, offer two individual unisex ADA restrooms. Video surveillance is located outside of restroom doors and customers must contact security via the remote access to enter future restrooms. Fixtures and finishes in the restrooms are to be highly durable and maintainable. The restrooms will only be available during operating hours. Renovated restrooms will meet these standards.

Mr. Porter spoke to the maintenance and security challenges associated with public restrooms. He explained that the restrooms create a strain on the agency's on-call maintenance services. The services fall into three categories – Janitorial, vandalism, and graffiti removal. From 2017 to 2018, there were 2,252 unscheduled maintenance events at the 7 stations with public restrooms, costing \$284,580. A majority of the events consist of major toilet clogs requiring professional plumbing services caused by clothing, drug paraphernalia, and alcohol containers. Other events include damage to access panels, partitions, heaters and hand dryers, intentional fires, and discharged fire extinguishers.

Customer restrooms attract criminal activity, and therefore require increased security and law enforcement presence. From 2017 to 2018 35,216 hours of security staff time was dedicated to public restrooms related events. In the same time frame, 132 security or police incidents were recorded. Some police jurisdictions have requested the agency to close public restrooms, citing concerns over security and criminal activity. As an example, Sound Transit spent \$530,000 from 2017 to 2018 for security services outside of the bathroom at the Tukwila Station to address security and criminal concerns.

It is estimated that between 2017 and 2018, the agency spend just over \$1 million on security services for customer restrooms. Adding costs for on-call maintenance for restrooms brings the total to over \$1.3 million over that period, or nearly \$200,000 per facility. The agency is testing access control devices such as token locks to attempt to limit security or police activity in the restrooms. It is considering other access methods for future locations as well. Currently, security officers are trained in customer service and able to assist or direct customers to the necessary facilities.

Ms. Montgomery continued, stating Sound Transit is aware that despite the costs associated with operating restrooms, access to restrooms is important for many customers, as they travel long distances and periods of time in the system. In 2018 the average Link trip time lasted 18 minutes. The average travel time from SeaTac Station to downtown Seattle was 38 minutes and the Federal Way Station to downtown Seattle will be 53 minutes when it is completed. When Everett Link is completed, trip time will be 60 minutes. These longer trip times will increase the likelihood that customers will need to use restrooms along the way.

The agency also must consider equity needs when installing restrooms; ensuring that they are available to all individuals; that they are compliant with the Americans with Disabilities Act and are single occupant, unisex units; that they are supportive for all ages; and that they are available to individuals using any Link payment method.

Currently, restroom locations are not identified on system maps. A consideration to make is adding a new layer with public restroom information to Sound Transit's online map, allowing customers to plan their trips accordingly. The agency can also consider adding locations to printed maps. The agency is currently working on the best method to display the information. At the stations, wayfinding signage is standard to notify customers of restroom locations. Blade signs perpendicular to pedestrian traffic flow are installed near the restrooms and standard signs are installed at the door. Updated standards will remove gendered signs and reflect unisex restrooms. The agency can consider adding restroom locations to the area maps located at each station as well. This can be coordinated with a service change or a Link Extension opening.

An alternative to offering agency maintained restrooms is to require leased retail facilities to provide restroom access. This approach was taken at the Angle Lake station, which has retail space in the station parking garage. Sound Transit has been unable to lease the space so far, but this still may be a viable solution in future locations. Charging for restrooms has been a popular suggestion as well, however RCW 70.54.160 requires an equal amount of free of charge restrooms to be supplied if there are paid restrooms. As such, this may not be a desirable solution for Sound Transit.

Staff will continue to consult on customer experience, equity and inclusion. Research into similar agencies' policies is underway and staff will return to the Board to provide more information and to offer options for a restroom location policy with cost data.

Staff answered questions from the Boardmembers.

Executive session - None.

Other business

Next meeting

Thursday, October 24, 2019, 1:30 to 4:00 p.m.

Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 4:26 p.m.



John Marchione
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on November 21, 2019, AM.