



Summary Minutes

Board Meeting
May 28, 2020

Call to order

The meeting was called to order at 1:43 p.m. by Board Chair Kent Keel in a Virtual Meeting via telephone and video conference.

Roll call of members

Chair	Vice Chairs
(P) Kent Keel, City of University Place Councilmember	(P) Dow Constantine, King County Executive (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Ed Prince, City of Renton Councilmember
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Council Chair	(P) Nicola Smith, Lynnwood Mayor
(P) Bruce Dammeier, Pierce County Executive	(A) Dave Somers, Snohomish County Executive
(P) Jenny Durkan, Seattle Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Debora Juarez, Seattle Councilmember	(P) Peter von Reichbauer, King County Councilmember
(P) Joe McDermott, King County Council Vice Chair	(P) Victoria Woodards, City of Tacoma Mayor
(P) Roger Millar, Washington State Secretary of Transportation	

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

Report of the Chair

Virtual Meeting

Chair Keel requested a roll call vote for each action and asked staff to confirm each vote so that Board members know their vote was heard.

Info Session with Mayors

Chair Keel shared that Sound Transit will be hosting a call with mayors from around the region to outline the impact of the pandemic on our finances and walk them through the upcoming process related to realignment.

Program Realignment Workshop

The Board will hold a Board workshop on Wednesday, June 3, 2020 to review the most recent data and future projections on agency finances, as well as review the available tools the Board can use when reducing expenses to meet the projected revenue and debt capacity. The Board intends for this workshop to inform the Executive Committee as the committee develops a rubric and shared priorities for realignment.

West Seattle Bridge

Chair Keel announced that the Executive Committee would receive an informational briefing from SDOT and Sound Transit staff on the West Seattle Bridge, following a request from Board members Durkan and Constantine. As CEO Rogoff has stated, the agency needs to further study whether partnering to build a joint highway/light rail bridge would reduce costs.

CEO Report

CEO Rogoff provided the report.

Recovery Fare and Service Restoration

On June 1, 2020, Sound Transit will resume collecting fares on Link and Sounder with a special recovery fare of \$1 on Link and \$2 on Sounder through June 30, 2020. Alongside the recovery fares, Sound Transit will also have a campaign encouraging qualifying riders to sign up for ORCA LIFT. Recovery Fare tickets will be available on a contact-free basis through the Transit GO Ticket app, and also at ticket machines. Riders using ORCA cards will pay regular fares, and Recovery Fare tickets will not be valid for transfers. For now ST Express buses will continue to remain temporarily fare-free to enable rear-door boarding and protect bus operators. Mr. Rogoff reviewed the current operating schedule for Link in June, Link will run every 20 minutes during weekdays, and every 30 minutes evenings and weekends. Sound Transit has restored service on many ST Express routes serving Pierce County, with some routes back to regular weekday service levels.

Transit Riders Union advocacy

Transit Riders Union launched an advocacy effort requesting that Sound Transit change its plans to resume fares and fare enforcement. The Board received an email citing concerns about the safety of fare enforcement officers and the equity of fare enforcement activity in general. Sound Transit plans to resume fares, both for badly-needed revenue and to increase safety and security for essential riders. Once fares resume, fare enforcement officers will modify their procedures to ensure social distancing. Officers will request to see ORCA cards, tickets, or validated mobile fares but will not touch or scan any rider fare media. Enforcement officers will also not ask for ID or issue citations until public health considerations allow for normal procedures to resume. Riders without proof of payment will simply be asked to leave the train at the next stop. When normal enforcement resumes, Sound Transit will implement the modified procedures the Board was discussing before the pandemic struck, including increasing the number of warnings riders receive before being issued a citation to two within twelve months.

Boardmembers McDermott, Balducci and Durkan expressed concerns about fare enforcement at this stage and in light of public concerns sent to the Board and with regards to equity issues. They asked that the approach be further considered before implementation, and asked for the equity analysis done on the recovery fare. Boardmember Baker also wanted to ensure that those with disabilities are able to access system in response to correspondence received from riders.

CEO Rogoff responded that the Fare Enforcement Officers being trained to maintain separation and are also educating the public on ORCA Lift. The reduced \$1 fare was developed after consultation with office of equity and inclusion. The Federal Transit Administration has suspended its normal Full Title VI analysis, but the agency's equity analysis work would be provided to the Board.

Roosevelt TOD

The Roosevelt TOD development team of Bellwether Housing and Mercy Housing Northwest broke ground on a 254-unit affordable housing development directly adjacent to Roosevelt Station. The Board has been instrumental in advancing this project which is the first to move forward under the new statute

and policy and the first to sell the land for \$11.7 million below market rate, making the project feasible for nonprofit developers to keep the units affordable for families making less than 60 percent of median income. Three major partners to highlight in this project are the Seattle Office of Housing who pre-committed \$15 million in affordable housing funds to the site, the Federal Transit Administration who approved this as a Joint Development Project, allowing additional flexibility to achieve this ambitious project, and finally the Roosevelt community who has been guiding this process since advocating for a station location that would serve the center of their community. Cedar Crossing will open in 2022 and will include onsite childcare through El Centro de la Raza.

Federal Way Tree Removal

In another sign of our continued construction progress, Sound Transit has begun clearing right-of-way along I-5 to prepare for groundbreaking on the Federal Way Link Extension. There will be 8,600 trees cleared along the alignment, removing invasive weeds and shrubs, and ultimately replanting 16,000 trees and native species. The contractor will also donate 4,000 trees to local jurisdictions and provide lumber to Habitat for Humanity.

Successful installation of first pedestrian bridge span over SR-520

Construction activities have resumed along the entire 14-mile East Link alignment. Earlier this week crews successfully completed the installation of the first half of a 500-foot long steel truss bridge spanning SR 520. The second half of the bridge will be installed in the coming weeks. Once open, this bridge will provide a much-needed opportunity for bikes and pedestrians to cross SR 520 safely, connecting the SR 520 Trail to the Overlake Village Station as well as the future TOD that Redmond has planned for the area.

Federal Update

Sound Transit has remained active in Washington D.C. ensuring that the Washington delegation and key committees are up to date on developments and the impact of COVID-19. Mr. Rogoff reported that in early May he joined 15 other transit leaders in sending a letter to urge Congress to provide additional support to the transit industry. The letter highlighted an earlier estimate of our revenue loss of \$628.6 million, and we know the loss is greater based on data just in. The letter calls on Congress to address revenue replenishment for operations, recapitalization and expansion. Following that appeal, APTA requested \$23.8 billion in additional emergency funding for transit. In mid-May, the House of Representatives passed legislation that would, if enacted would provide \$15.75 billion in additional COVID-19 relief, including an additional \$441.867 million to the Seattle UZA. While the Senate has yet to take up this or any other COVID-19 relief legislation we are working hard with collective voices to secure additional relief for the transit industry and educating policy makers on the unique challenges facing Sound Transit as a result of the loss of sales tax and other funding streams during the pandemic. Mr. Rogoff said he also participated in a second listening session hosted by the Federal Transit Administration on "Operational Considerations for Reopening Transit." On May 19, 2020 the President tweeted his support for the \$166 million in CARES ACT funding directed to Sound Transit. Mr. Rogoff expressed appreciation to the delegation, Congress and the Federal Transit Administration for the grant funding.

External Engagement Highlights

Mr. Rogoff announced that he sent an email to the Board outlining work to remain engaged with jurisdictions and partners.

Public Comment

The Board welcomes public comment as an important part of the public process. Comments are received and considered by the Board in its deliberations. Chair Keel announced that due to the

Governor's order and Motion No. M2020-23 approved last month, the Board is only accepting public comment via email.

Board members received written comments submitted by 12:30pm on May 28, 2020 by the following people:

Hester Serebrin

Anna Zivarts

Joe Kunzler

Consent Agenda

Voucher Certification: April 2020

Minutes: April 23, 2020 Board of Directors Meeting

The Consent Agenda was moved by Boardmember McDermott and seconded by Boardmember Dammeier.

Ayes

Nancy Backus

David Baker

Claudia Balducci

Bruce Dammeier

Jenny Durkan

Debora Juarez

Joe McDermott

Roger Millar

Ed Prince

Paul Roberts

Kim Roscoe

Nicola Smith

Dave Upthegrove

Pete von Reichbauer

Victoria Woodards

Kent Keel

Nays

It was carried by unanimous vote of 16 Boardmembers that the Consent Agenda be approved as presented.

Business items

Resolution No. R2020-10: Amending the adopted budget for the Operations and Maintenance Facility Link Control Center Upgrades project by (a) increasing the adopted 2020 annual project budget by \$350,000 from \$567,519 to \$917,519, and (b) increasing the authorized project allocation by \$350,000 from \$616,000 to \$966,000, and offsets the increase by (c) decreasing the adopted 2020 annual project budget for the Link Light Rail Vehicle Overhaul project by \$350,000 from \$2,423,788 to \$2,073,788, and (d) decreasing the authorized project allocation for the Customer Emergency Stations project by \$350,000 from \$800,000 to \$450,000.

Boardmember Roberts, Rider Experience and Operations Committee Chair spoke to this action noting that the Committee reviewed this action at its May meeting and forwarded it to the Board with a do pass recommendation. Paul Denison, Acting Executive Director of Operations, Bruce Polnicky, Director-Operations Projects & Asset Management and Ted Ellis, Deputy Director-Operations Technology, provided the staff report.

Amending the adopted budget requires a supermajority vote of the Board, which is 12 affirmative votes.

Resolution No. R2020-10 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Ayes

Nays

Nancy Backus	Ed Prince
David Baker	Paul Roberts
Claudia Balducci	Kim Roscoe
Bruce Dammeier	Nicola Smith
Jenny Durkan	Dave Upthegrove
Debora Juarez	Pete von Reichbauer
Joe McDermott	Victoria Woodards
Roger Millar	Kent Keel

It was carried by unanimous vote of 16 Boardmembers that Resolution No. R2020-10 be approved as presented.

Motion No. M2020-28: Authorizing the chief executive officer to execute an amendment to Sound Transit's 401(a) and 457(b) retirement plans to add the provisions providing coronavirus relief to certain participants pursuant to the Coronavirus Aid, Relief, and Economic Security Act.

Motion No. M2020-28 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Boardmember Roberts, Rider Experience and Operations Committee Chair spoke to this action noting that the Committee reviewed this action at its May meeting and forwarded it to the Board with a do pass recommendation.

Julie Honeywell, Chief Human Resources Officer provided the presentation and responded to Board member questions.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 17 Boardmembers that Motion No. M2020-28 be approved as presented.

Resolution No R2020-11: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.

Resolution No. R2020-11 was moved by Boardmember Balducci and seconded by Boardmember Roberts.

Randy Harlow, Executive Project Director and Amy Pinneo provided the presentation and responded to Board member questions.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 17 Boardmembers that Resolution No. R2020-11 be approved as presented.

Report to the Board

Program Realignment

CEO Rogoff started the presentation by providing context to the discussion around the capital project impacts. The agency may face unprecedented financial impacts which may require extraordinary measures to address. Additionally, the impacts of public health measures needed following the current crisis may affect transit riding behaviors. Sound Transit staff is looking at adjustments to overhead budget, but the capital budget is where impactful adjustments could be made. Many more briefings will follow at Committee and Board meetings.

Don Billen, Executive Director of Planning, Environment and Project Development, and Tracy Butler, Chief Financial Officer, provided the staff presentation and responded to Board member questions.

Mr. Billen reviewed ST2 Realignment categories and the realignment category status in North, South, and East corridors in 2010 during previous realignment discussion. He then reviewed the status by corridor in 2016 after recovery took place. In the North corridor, the Edmonds Sounder Station is the only project not moving forward after the 2010 program realignment. In the South Corridor there are some projects listed as new, signifying where previous projects overlapped with ST3 planned projects.

Looking back on past realignment discussions, the Board evaluated projects based on program affordability, project core principals such as which provided most value, and other project considerations.

Ms. Butler reviewed an updated economic and financial update, highlighting unemployment rate increases and tax and ridership decreases. Emphasizing that what the agency knew at the moment was still very limited, and provided a list of specific areas where there is still uncertainty. She also reviewed two recession scenarios and displayed the potential impacts on agency taxes and fare revenues to calculate the estimated net revenue loss. In a moderate recession scenario, which matched closely the month of March, the agency could realize a projected \$748,870,557 revenue loss. She reviewed the major program affordability considerations such as revenues, capital operating and other costs, debt payment, borrowing capacity, cash-flow timing, and the duration of the program.

She outlined three constraints on agency's debt capacity and provided a graphical representation of the difference between the updated financial plan in the fall of 2019 and a projected severe recession scenario. In severe recession, agency would reach its limit by 2028.

Matt Shelden, Deputy Executive Director-Planning & Innovation, reviewed the core priorities identified by the Board during the development of the ST3 plan and some examples of other priorities the Board could consider applying.

Mr. Billen showed capital projects already underway and notified the Board that staff would await the Board's direction on all other projects. He reviewed tools to manage affordability and outlined the next steps.

Chair Keel encouraged Boardmembers to prioritize participation in the upcoming meetings and expressed the importance of setting criteria before realignment decisions are made.

Boardmember Durkan agreed on the importance of setting and agreeing on the criteria. She felt that the agency is not solely constrained by ST3 and the Board should take into consideration how the agency mission can inform decisions. She also asked for information on how the agency can encourage increased ridership and confidence despite COVID-19. CEO Rogoff acknowledged the difficulty in projecting ridership since it is unknown how long social distancing restrictions are in place. He committed to bringing information on safety promoting ridership to the Rider Experience and Operations Committee for review.

Boardmember Roberts stressed that the Board must make decisions based on best guesswork since Board will not have full information. He invited staff to take best practices from other transit agencies across the country.

Boardmember Millar asked for more information on the plans and constraints of partner agencies on these projects.

CEO Rogoff assured Board that considerations will be made and shared with Board when project by project discussions occur.

General Construction Update

Ron Lewis, Executive Director of Design, Engineering and Construction Management, and Robert Taaffe, Director Construction & System Safety, provided the report.

Mr. Lewis provided the timeline of ST response to COVID-19 in comparison to Governor's proclamation. Eighty percent of construction was suspended in light of difficulties through the month of April, but construction ramped up through May. Mr. Lewis explained the details and procedures of work suspension, and the criteria for ongoing work during agency's suspension period. He also provided examples of specific work deemed as essential during the construction suspension.

Mr. Lewis also explained safety steps taken to allow for construction re-start in May and gave Board examples of those steps in the field. OMF East was an example of a successful project continuation while observing safety requirements. Mr. Taaffe highlighted prevention and safety procedures mandated on all capital projects.

Mr. Lewis acknowledged that safety procedures were not going perfectly, a complaint was received from a worker. Highlighted that because it showed that workers were comfortable filing reports and the agency's response to it. Mr. Lewis noted efforts to collaborate and partner with many local and national agencies and jurisdictions to share lessons learned and best practices. He reported positive progress in the "cultural change" on job sites and with workers. He also acknowledging some personal protective equipment challenges that the agency and contractors are working through, such as face mask fogging during work, health screening, and observing social distancing during breaks and other generally social times during work day.

Labor Liaison Riker commented that quickly following Governors state construction restrictions, a construction roundtable was convened and strict measures were taken he acknowledged that Sound Transit worked closely with the labor community to follow those actions and the agency continues to work closely with them. Sound Transit led the way for public agencies working with the labor community. Provided the challenges faced from a construction industry standpoint.

Tacoma Dome Link Extension Project Update

Curvie Hawkins, Project Director-HCT Development, and Paul Bennett, Project Director-Design, Engineering and Construction Management provided the report. Informed the Board that the scope and schedule impacts discussed in the presentation were determined prior to COVID 19 pandemic. Mr. Hawkins reviewed the project at a high level, provided more detail on the South Federal Way Segment alignment and station alternatives, highlighting two station alternative design refinements. He also provided an overview of the Fife Station segment and the various alignment alternatives as well as the station design refinements.

Mr. Bennett provided an overview of the Tacoma segment, focusing on alternatives for crossing the Puyallup River while detailing the alternatives for the Portland Avenue station and their design refinements. Mr. Bennett reviewed station location and alignment alternatives for the Tacoma Dome station as well as the station design refinements.

Mr. Hawkins reviewed the project timeline and public engagement efforts since the summer of 2019 and outlined the next steps. He reminded the Board that impacts of the COVID-19 pandemic and any potential realignment decisions made by the Board.

Boardmember Roscoe raised concerns with alignment alternatives west of the Fife Station and asked for removal of an alternative if it determined to be undesirable. She also requested that Sound Transit continue a clear communication partnership with all parties to ensure everyone is fully briefed on the changing information. CEO Rogoff stated that the agency is required by law through the process to study a range of alternatives and that doesn't only mean we are only allowed to study optimal alternatives.

Next meeting

Chair Keel reminded the Board of the Board Realignment workshop occurring on June 3, 2020.

The next regular Board meeting would be held on Thursday, June 25, 2020, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 4:13pm.

Kent Keel
Board Chair

ATTEST:

Kathryn Flores
Board Administrator

APPROVED on _____, TW.