



Summary Minutes

Board Meeting
June 23, 2022

Call to order

The meeting was called to order at 1:34 p.m. by 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 (A) Dave Somers, Snohomish County Executive

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Joe McDermott, King County Council Vice Chair
(P) David Baker, City of Kenmore Councilmember	(P) Roger Millar, WSDOT Secretary
(P) Claudia Balducci, King County Council Chair	(P) Ed Prince, City of Renton Councilmember
(P) Bruce Dammeier, Pierce County Executive	(P) Kim Roscoe, City of Fife Mayor
(P) Cassie Franklin, City of Everett Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Bruce Harrell, City of Seattle Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(P) Debora Juarez, City of Seattle Council President	

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

Report of the Chair

Upcoming realignment implementation work

Chair Keel reported that realignment work has been moving ahead full steam. The Board has recently reviewed a number of Realignment deliverables, including the inaugural edition of the Annual Project Review, first edition of the cost drivers report, and the second quarterly update on the cost savings workplan.

The Board's Independent consultant, Dave Peters, continues to provide feedback and guidance on these deliverables, and staff are taking his input to inform future iterations.

Chair Keel mentioned at last month's Board meeting that the Technical Advisory Group (TAG), is now in place. As a reminder, the TAG is looking for ways to accelerate the agency's expansion program. The group held its kick-off meeting earlier in June and selected Grace Crunican as the Chair and Ken Johnsen as the Vice Chair. Grace previously directed BART in the Bay Area and before that, directed SDOT. Ken is a local consultant who has worked on some of our region's most complicated infrastructure projects including Climate Pledge Arena and the Seattle Seawall Project.

At their kickoff meeting, the TAG decided to meet with staff to get acclimated to ST policies and practices. They plan to select a Link project as a case study and will report out to the Board once they've completed this preliminary work.

And finally, staff are developing a project performance tracker. This tracker will be published on the ST website, available to the Board and the public. The initial version will provide key metrics on budget and schedule for each expansion projects. This information will be updated monthly.

Having this tracker with regularly updated project information is a big step towards keeping the Board members informed early and often on project status and changes. Over time, the tracker will be enhanced to include additional metrics.

CEO Report

Acting CEO Brooke Belman provided the CEO Report.

Federal Update - Ms. Belman began with an update that the House Appropriations subcommittees have begun their work on their respective FY23 appropriations. The Transportation, Housing and Urban Development bill is scheduled for consideration this week in the subcommittee with the full committee next week.

The draft bill text includes just over \$3B in funding for the Capital Investments Grants (CIG) program, an increase from President Biden's budget request of \$2.85 billion. As a reminder, President Biden's budget request recommended \$268 million for the Federal Way Link Extension and \$200 million for the Lynnwood Link Extension. Project specific funding levels as recommended by the House Appropriations Committee under the \$3.012B topline will be made available next week.

Fitch Rating Letter - Ms. Belman continued that on June 14, 2022, the Fitch credit rating agency issued Sound Transit a AA+ designation, renewing the same rating from June 2021. As the Board is well aware, investment-grade ratings are required for compliance on the agency's current federal loans, and on applications for future funding. The agency's Senior and Parity Bonds are currently rated even higher.

Fitch's rating commentary made special note of the leadership the Sound Transit Board took on realignment last year, praising the agency's "extraordinary gap-closing capacity in economic downturns" and noting that the agency's "budget management in times of recovery is also very strong, with thorough long-term financial planning, strong capital investment, and rapid rebuilding of financial flexibility after periods of economic weakness."

Sound Transit continues to be one of the highest-rated transit agencies in the country, and the designation puts the agency in excellent position as staff prepare to submit the next application the Build America Bureau this fall for \$499 million total in new federal support.

Staff will present again for new ratings from both Fitch and Standard & Poor's before loan closing in Q1 2023.

Souder safety drill - Deputy CEO Mary Cummings and Interim CEO Belman had the opportunity to participate in a full-scale simulated active threat situation aboard the Souder North Line. This simulation was in concert with the Everett Police Department, the Everett Fire Department and other first responders and was part of the agency's dedication to passenger safety and security.

This necessary exercise tested current policies and procedures, including the Passenger Train Emergency Preparedness Plan. This work was coordinated by a multijurisdictional task force including representatives from Sound Transit and partners from the federal, state, and local levels.

Ms. Belman gave a special thanks to Board members Franklin and Somers for the participation of their respective jurisdictions, including the Everett Police Department, the Everett Fire Department, and Snohomish County 911.

Transit Oriented Development memorandum of understanding - The Transit Oriented Development (TOD) team and the Washington State Housing Finance Commission are partnering to align local and state resources that will expedite the creation of affordable housing as a part of Sound Transit's TOD program.

The Commission will make available up to \$200 million in affordable housing bond financing for projects built on discounted Sound Transit surplus property. Sound Transit is currently planning transit-oriented development projects across our existing and growing network in communities like SeaTac, Bellevue, Kent, Lynnwood, Seattle, and Redmond.

This new partnership with the Commission, along with existing funding partnerships with local governments and with the Amazon Housing Equity Fund, are implementing the Board's Equitable TOD Policy and creating a powerful alignment of funding for surplus properties.

Ultimately, these partnerships allow staff to create affordable housing at some of the most advantageous locations in the region, with access to high-frequency transit, jobs, schools, services, and amenities.

External Engagement Highlights - Ms. Belman noted that the monthly external engagement report was sent to Board members earlier in the day.

Public Comment

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

The following people provided written public comment to the Board:

Doug Trumm
Redmond Mayor Angela
Betty Lau
Rosemarie Warrant LeMoine and Savannah Myers
Marilyn Kennell-McMurray
Joe Kunzler
Liz Agi
Tija Petrovic
Markat Kato and Emma Ka'apana

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

Alex Tsimerman
Herb Krohn

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

Darcell Slovek-Walker
Kathleen Barry Johnson
Francisco Irigon
Kristen Johnson
Denise Moriguchi
Alicia Gaynor
Liz Agi
Johannes Heine
Sergio Zamora
Kent Mayor Dana Ralph
Deke Jones
Joe Kunzler

Chris Woodward
Joe Boomgard-Zagrodnik
Deb Barker
Paul Haury
Jordan Crawley
Erik Cutts
Lucy Barefoot
Iqbal Mohammad
Gary Reifel
Mike Stewart

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

Linda Braddock
Erica Mahony
Mark Hergert

Consent Agenda

Voucher Certification: May 22 2022

Minutes of the June 2, 2022 CEO Selection Committee

Motion No. M2022-41: Authorizing the chief executive officer to execute an amendment to the Commuter Rail South Service Agreement with BNSF Railway Company for a term of five years to allow the sharing of train location data for service between Lakewood and Seattle in support of Sound Transit's Passenger Information Management System project in an amount not to exceed \$603,080 plus applicable taxes for a new total authorized amount not to exceed \$132,145,427 plus applicable taxes.

Motion No. M2022-42: Authorizing the chief executive officer to execute an amendment to the Commuter Rail North Service Agreement with BNSF Railway Company to allow the sharing of train location data for service from Seattle to Everett in support of Sound Transit's Passenger Information Management System project in an amount not to exceed \$53,870 for a new total authorized amount not to exceed \$87,059,434 plus applicable taxes.

Motion No. M2022-48: Authorizing the chief executive officer to convey a sidewalk easement and temporary construction easement located in Bellevue, WA to the City of Bellevue for their 130th Avenue NE Corridor Project.

Motion No. M2022-47: Authorizing the chief executive officer to execute an amendment to the Construction Services Agreement with the City of Seattle to provide construction assistance and construction services for the NE 130th Street Infill Station in an amount not to exceed \$2,400,766 with a 10 percent contingency of \$240,076 for a total authorized agreement not to exceed \$40,150,108.

It was moved by Boardmember Franklin, seconded by Boardmember Backus, and approved by the unanimous vote of the 17 Board members present to approve the Consent Agenda as presented.

Business items

Motion No. M2022-51: Approving an agreement to employ Ms. Julie Timm as Sound Transit's chief executive officer from September 26, 2022 through December 31, 2025, with a one-year renewal option from January 1, 2026 through December 31, 2026 at the Board's discretion.

Chair Keel began the discussion with a quick recap of the work the selection committee has done to date. The board began this work last year by getting a consultant on board to help with the recruitment process.

During January and February, Sound Transit invited over 50 stakeholders representing community partners, Board members, and staff conducting 30+ hours of listening sessions. The findings were shared in a public meeting earlier this year.

Sound Transit also conducted an online survey to gain a stronger understanding of the ideal candidate profile. Sound Transit opened the CEO position for applications from February through the end of March. The consultant outreach netted 90 candidates, of which 38 percent identified as a diversity candidate. The pool was screened and 48 of the candidates met minimum qualifications, of which 52 percent of this group identified as a diversity candidate. 14 of those candidates were identified as highly qualified, of which 46 percent identified as diversity candidates.

48 stakeholders representing agency partners, community leaders, board members and staff participated in the stakeholder session with the three final candidates.

The CEO Selection committee voted to recommend Julie Timm as the next CEO and directed the Vice Chairs Dow Constantine and Dave Somers to meet with Ms. Timm and negotiate an employment agreement.

Chair Keel reported he could not be more pleased to inform the Board of the enthusiastic recommendation of Julie. She is currently CEO of Greater Richmond Transit Company, serving the Richmond, Virginia area. She is known as a highly collaborative leader who forges strong relationships with community groups and partners, and for building an agency culture focused on dedication to public service and equity. Mr. Keel commented he believes she brings the right mix of skills, knowledge and leadership to guide the agency into the future.

Boardmember Backus echoed Chair Keel's comments and praised the recruiting and interview process. She was happy to support appointing Julie Timm as CEO.

It was moved by Boardmember Constantine and seconded by Boardmember Dammeier that Motion No. M2022-51 be approved as presented.

Vice Chair Constantine supported Julie Timm's appointment. He praised her qualifications and encouraged the Board to vote in favor of the motion.

Boardmember Dammeier praised the selection process. He believed Ms. Timm was the obvious choice among the finalists. She had experience with capital projects, operating transit systems, and her collaborative leadership style.

Chair Keel advised that this was a major decision, and appropriately, required a supermajority vote.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Cassie Franklin
Christine Frizzell
Bruce Harrell
Debora Juarez

Nays

Joe McDermott
Roger Millar
Ed Prince
Kim Roscoe
Dave Uptegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was unanimously carried by the vote of 17 Boardmembers present that Motion No. M2022-51 be approved as presented.

Chair Keel advised that he would like to begin the reports to the Board before the remaining actions. There were no objections from the Board:

Reports to the Board

West Seattle and Ballard Link Extension Update

Chair Keel commented that the West Seattle and Ballard Link Extensions is the largest ST3 project to be initiated and the agency have been taking steps to advance the work since 2017.

When the Board identified a preferred alternative in 2019, it did so after extensive community engagement and knowing there would be more to learn through additional engineering and environmental review. Now that the Draft EIS has been published, there is a better picture in many areas throughout the alignment and are poised to take action to confirm or modify the preferred alternative.

This is a necessary step to keep the project on track with the affordable schedule set by the realignment process. Chair Keel thanked Boardmembers for the time many have taken over the past several months to participate in the workshop, discussions at Board and committee meetings and to attend the corridor tour where individuals personally got familiar with the geography, built environment and saw firsthand the challenges facing the project.

There are a few more weeks ahead of the Board as it considers action on a preferred alternative in each segment, and it will continue to take time and attention. Today the Board will hear a report on the record-breaking public comments received over the 90-day comment period. This is an important step in understanding the feedback received. Chair Keel then called on System Expansion Committee Chair Claudia Balducci for comment.

Boardmember Balducci thanked Chair Keel and introduced the report from the WSBLE team that the Board was about to receive. The System Expansion Committee received a version of this report at its June Board meeting to hear discussion of the crucial decisions facing the Board on this project, and to receive and overview of the thousands of comments receives and public touch points with which staff heard from the community.

Ms. Balducci outlined the next steps of this process which include being back at the full Board in the month of July for a final decision on the alternatives to move forward for study.

Cathal Ridge, Executive Corridor Director, provided the report. Mr. Ridge began by reviewing the planning phase of the project and the alternatives development and screening process. Staff completed the Draft Environmental Impact Statement in early 2022. An extended 90-day comment period was completed on April 28, 2022. Staff employed a myriad of methods to engage with the public and to build awareness of the opportunity to provide comment. There were social media advertisements, mail pieces, as well as reports and emails sent to the community.

Community liaisons focused on the Chinatown International District communities as well as the Delridge community. They completed door to door outreach, tabling community events, and a multilingual social media, traditional media, and mailer effort. Further reporting on the community engagement work included 5,000 DEIS comments, over 19,500 people involved in public open houses, 1,200 posters delivered along the corridor, and numerous other outreach efforts targeted at businesses, homeowners, and community groups. There were also 12 meetings of the Community Advisory Group throughout the process providing project feedback.

Staff worked in collaboration with the City of Seattle to issue a Racial Equity Toolkit (RET) report, which was released as a draft and will be updated following further project work. The full report has been made available online and was transmitted to the Board.

Mr. Ridge then provided a visual summary of comment trends via a presentation of alignment sections and public preferences of station placement. Project wide comments included an interest in more biking and pedestrian mode share, planning for future expansions to the system and accommodating those options, equitable Transit Oriented Development opportunities, shallower tunnel stations for accessibility, and fast and reliable transfers. Project wide concerns in the comments included station accessibility and the reliability of vertical conveyances, roadway closures and ADA accessibility during construction, traffic impacts related to elevated guideways, pick up and drop off impacts to neighborhoods, pedestrian safety for all stations near arterials, gentrification and economic displacement due to light rail development, and transit impacts during construction.

Comments relating to further study requested more technical analysis of mode integration, further study on integrating stations into industrial lands planning, integration of art and other programming for stations that support a sense of belonging for BIPOC populations, reducing the size and bulk of stations to save costs and limit construction impacts, and early development of non-motorized detour routes during project construction.

Mr. Ridge concluded by reporting next steps for the project review and decision timeline.

At this time Chair Keel left the meeting and Vice Chair Constantine advised that he was in transit and asked for a motion to appoint Boardmember Balducci as chair of the meeting.

Boardmember Harrell moved to appoint Boardmember Balducci as chair for the meeting, Boardmember Baker seconded. With a unanimous voice vote, Boardmember Balducci was appointed Chair Pro Tem for the meeting.

Chair pro tem Balducci suggested returning to the action items to allow for Boardmembers who had to leave the meeting to participate. There were no objections.

Business items

Motion No. M2022-45: Adopting the permanent station names for the three stations included as part of the Federal Way Link Extension project.

Motion No. M2022-45 was moved by Boardmember Dammeier and seconded by Boardmember Millar.

Boardmember Balducci introduced the item which was considered at the June System Expansion Committee meeting and forwarded with a do pass recommendation.

This action would adopt names for three stations along the Federal Way Link Extension alignment.

Discussion amongst committee members showed general support for Kent Des Moines Station as it would provide more context for riders and aligned with the geographical location of the station. Boardmember Upthegrove joined the meeting to voice his support with the Highline College Station name as it would benefit the college and that the community had been referring to that station as the Highline College Station. Boardmember McDermott also voiced support for the Highline College or Highline station names, noting their public write-in support. He offered an amendment to remove that station's name from the Committee's recommendation, which failed to pass.

Highline Station or Highline College Station were not originally not included in the 2019 survey on station names, but joined the conversation after a significant amount of write-in responses in their favor. City Jurisdictional partners are in support of the Kent Des Moines Station and Star Lake Station names, and

there is public support for Federal Way Downtown Station, all which have been forwarded from the Committee with a do pass recommendation.

Amendment 1 to Motion No. M2022-45 was moved by Boardmember Upthegrove and seconded by Boardmember McDermott.

Amendment 1 – offered by Boardmember Upthegrove

Amend Motion No. M2022-45 by replacing the name of one of the three stations as follows:

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the permanent station names for the three stations included as part of the Federal Way Link Extension project are adopted as follows:

- ~~Highline College Station~~ ~~Kent Des Moines Station~~
- Star Lake Station
- Federal Way Downtown Station

Boardmember Upthegrove prefaced his offered amendment which would move forward the Highline College station name, based on community support for the name and the benefit that would be provided to the school.

Boardmember Franklin opposed the amendment since it was not the preferred choice of the jurisdictions.

Boardmember Backus advised that she would not support the amendment.

Boardmember McDermott noted that the survey referred to earlier did not include the Highline College station. He acknowledged that write in campaign for Highline College station received over thirty percent of the vote.

Boardmember Dammeier believed that there would need to have a very good reason to not listen to the results of the survey.

Chair Pro Tem Balducci called for a voice vote on Amendment 1. Following the vote, Chair Balducci announced that the amendment was not carried.

Chair Balducci called for a roll call vote on Motion No. M2022-45.

Ayes

- Nancy Backus
- David Baker
- Claudia Balducci
- Dow Constantine
- Bruce Dammeier
- Cassie Franklin
- Christine Frizzell
- Bruce Harrell
- Debora Juarez
- Joe McDermott
- Roger Millar

Nays

- Kim Roscoe
- Dave Upthegrove
- Pete von Reichbauer
- Kristina Walker
- Kent Keel

It was carried by the majority vote of 15 Board members present that Motion No. M2022-45 be approved as presented.

Resolution No. R2022-17: Adopting the NE 130th Street Infill Station project baseline schedule and budget by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to

\$240,155,000, (b) increasing the annual project budget by \$9,833,027 from \$6,584,030 to \$16,417,057, and (c) establishing an open for service date of Q2 2026.

Boardmember Balducci advised that some technical corrections were needed to Resolution No. R2022-17 to clarify the language about the target and affordable schedule. The staff report should be updated to note that the Board established target and affordable schedules.

Resolution No. R2022-17 was moved by Boardmember Millar and seconded by Boardmember Roscoe.

Chair pro tem Balducci Introduced Amendment 1.

Amendment 1 would update the staff report to read, “The target and affordable schedules for the NE 130th project, adopted by the Board in realignment, showed the project would open in 2025. In April 2022, Sound Transit reported that project costs have increased and that without additional funding, meeting either the target or affordable schedules is not possible. In order to keep the NE 130th project within the budget set during realignment, the baseline project delivery is now proposed for Q2 2026.” instead of “The Board adopted target schedule for the project, as amended during realignment, is Q4 2025 and the affordable schedule is Q2 2026 with no affordability gap.”

Amendment 1 was moved by Boardmember Millar and Seconded by Boardmember Roscoe.

Chair pro tem Balducci explained that this technical correction would be the new final language of Resolution No. R2022-17.

Chair pro tem Balducci called for a voice vote on the amendment. The amendment passed with a unanimous voice vote of the Board members in attendance.

Ms. Balducci reported that the System Expansion Committee reviewed this resolution at the June meeting and forwarded it with a do pass recommendation.

This resolution allows for advanced delivery of the NE 130th Street Infill Station located along the Lynnwood Link Extension (LLE) light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/148th station. This action allows for construction of the station superstructure (platform and canopy structural steel) in addition to station finishes, plaza and roadway improvements.

This action advances timely construction of station superstructure and platform work to be completed prior to activation of the Lynnwood Link Extension overhead catenary system. Completing this work earlier reduces construction risks, single tracking, and shutdowns of revenue operations for Lynnwood Link that may otherwise be necessary when working adjacent to a live system.

Chair Pro Tem Balducci called a roll call vote on Resolution No. R2022-17 as amended.

Ayes

Nancy Backus
Claudia Balducci
Dow Constantine
Bruce Dammeier
Cassie Franklin
Christine Frizzell
Bruce Harrell
Debora Juarez
Joe McDermott
Roger Millar

Nays

Kim Roscoe
Dave Upthegrove
Pete von Reichbauer
Kristina Walker

It was carried by the majority vote of 14 Board members present that Resolution No. R2022-17 be approved as amended.

Motion No. M2022-46: (1) Authorizing the chief executive officer to execute contract modifications to specific existing Lynnwood Link Extension contracts for the NE 130th Street Infill Station project with: a) Stacy & Witbeck / Kiewit / Hoffman JV for civil construction services in the construction phase for an additional \$14,000,000 with an 8 percent contingency of \$1,120,000 for a new total authorized contract amount not to exceed \$910,178,746; b) PGH Wong Engineering, Inc. for civil construction management consultant services for the NE 130th Street Infill Station project in construction services phase in the amount of \$10,720,000 with a 10 percent contingency of \$1,071,000 for a new total authorized contract amount not to exceed \$116,700,361; c) LTK Engineering Services, LLC for systems design services during construction in final design phase in the amount of \$470,153 with a 10 percent contingency of \$47,015 for a new total authorized contract amount not to exceed \$16,435,748; and (2) Authorizing increases in contracting authority for specific existing Lynnwood Link Extension contracts for the NE 130th Street Infill Station Project with: d) Mass Electric Construction Company for systems construction services in construction phase for an additional maximum value of up to \$14,627,380 for a new total authorized contract amount up to a maximum not to exceed of \$173,949,000; e) Northwest Transit Systems Partners for systems construction management services in construction services phase for an additional maximum value of up to \$2,516,000 for a new total authorized contract amount up to a maximum not to exceed of \$23,947,549; f) HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., for civil design services during construction in the final design phase for an additional maximum value of up to \$6,337,589 for a new total authorized contract amount up to a maximum not to exceed of \$160,581,559. All contingent upon Board approval of the baseline project budget through Resolution No. R2022-17.

It was moved by Boardmember Millar and seconded by Boardmember Backus that Motion No. M2022-46 be approved as with the same corrected language as the last action.

Boardmember Balducci advised that the System Expansion Committee forwarded the resolution at its June meeting with a do-pass recommendation.

This action authorizes a contract modification with the existing Lynnwood Link Extension civil construction contractor Stacy & Witbeck / Kiewit / Hoffman JV for construction of the NE 130th Street Infill Station superstructure and platform canopy framing, including installation of the precast concrete girders and canopy structural steel authorized in Motion No. M2021-63 and Resolution No. R2021-17.

Chair pro tem Balducci called for a roll call vote.

Ayes

Nancy Backus
Dow Constantine
Bruce Dammeier
Bruce Harrell
Debora Juarez

Joe McDermott
Roger Millar
Dave Upthegrove
Pete von Reichbauer
Claudia Balducci

Nays

It was carried by the unanimous vote of the 10 Board members present that Motion No. M2022-46 be approved as corrected.

Resolution No. R2022-18: Authorizing the chief executive officer to acquire or lease 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 NE 130th Street Infill Station project located in Seattle, WA.

Boardmember Balducci advised that the System Expansion Committee forwarded the resolution at its May meeting with a do-pass recommendation. This action authorizes the acquisition of all or part of two parcels located in the city of Seattle. Acquisitions consist of temporary construction easements and a permanent utility easement for the NE 130th Street Infill Station project.

The properties have been identified as necessary for the construction of the NE 130th Street Infill Station project and relate to required roadway improvements to 5th Avenue NE adjacent to the NE 130th Street Infill Station. There are no relocations necessary for these real property acquisitions.

It was moved by Boardmember Millar and seconded by Boardmember Backus that Resolution No. R2022-18 be approved as presented. Chair pro tem Balducci called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Roger Millar
Dow Constantine	Dave Upthegrove
Bruce Dammeier	Pete von Reichbauer
Bruce Harrell	Kristina Walker
Debora Juarez	Claudia Balducci
Joe McDermott	

It was carried by the unanimous vote of the 11 Board members present that Resolution No. R2022-18 be approved as presented.

Motion No. M2022-44: Adopting the permanent station names for the two stations included as part of the Downtown Redmond Link Extension.

It was moved by Boardmember Backus and seconded by Boardmember Millar that Motion No. M2022-44 be approved as presented.

Boardmember Balducci advised that the System Expansion Committee forwarded the resolution at its May meeting with a do-pass recommendation. This action adopts the permanent names for the two stations included as part of the Downtown Redmond Link Extension (DRLE). The Downtown Redmond Link Extension naming process began in 2020 by collecting feedback from members of the public as well as the city of Redmond and King County. Project staff created a comprehensive list of station name options and vetted the options for adherence with Sound Transit’s station naming policy.

Agency staff coordinated with the City and County to narrow the shortlist of potential names and solicited feedback on potential names from additional Redmond stakeholders.

Chair Keel called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Roger Millar
Dow Constantine	Dave Upthegrove
Bruce Dammeier	Pete von Reichbauer
Bruce Harrell	Kristina Walker
Debora Juarez	Claudia Balducci
Joe McDermott	

It was carried by the unanimous vote of 11 Board members present that Motion No. M2022-44 be approved as presented.

Motion No. M2022-50: Ratifying the chief executive officer’s finding of the existence of an emergency in connection with the repair of a sewer line that was impacted in the course of work on the OMF South as part of the Tacoma Dome Link Extension project.

It was moved by Boardmember Dammeier and seconded by Boardmember Backus that Motion No. M2022-50 be approved as presented.

Amanda Lanier, Director of Design and Construction Contracts, provided the staff report. She explained that during preliminary work on the Operations and Maintenance Facility, a geotechnical survey contractor punctured a sewer line for a residential home. The agency quickly repaired the pipe and the contractor agreed to pay in full for the repairs. Agency policy required staff to inform the Board and to receive ratification.

Chair pro Balducci temp called for a roll call vote.

Ayes

Nancy Backus
Dow Constantine
Bruce Dammeier
Bruce Harrell
Debora Juarez

Nays

Joe McDermott
Roger Millar
Dave Upthegrove
Kristina Walker
Claudia Balducci

It was carried by the unanimous vote of the 10 Board members that Motion No. M2022-50 be approved as presented.

Reports to the Board

Annual Safety presentation

Chair pro tem Balducci advised that due to scheduling conflicts, this presentation would be deferred to a later meeting. Boardmember McDermott asked that a detailed report on a shooting near a Sounder train platform be included in the future report.

Other business

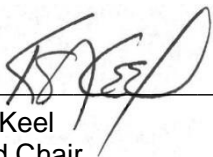
None.

Next meeting

The next regular Board meeting would be held on July 28, 2022, 1:30 to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 4:07 p.m.



Kent Keel
Board Chair

ATTEST:


Kathryn Flores
Board Administrator

APPROVED on July 28, 2022, PIA.