



Summary Minutes

Board Meeting
July 28, 2022

Call to order

The meeting was called to order at 1:36 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 (P) 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	(A) Roger Millar, WSDOT Secretary
(P) Claudia Balducci, King County Council Chair	(A) Ed Prince, City of Renton Councilmember
(P) Bruce Dammeier, Pierce County Executive	(P) Kim Roscoe, City of Fife Mayor
(A) 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

Extended meeting time

Chair Keel announced the meeting has been extended by one hour to 5:00 p.m. to accommodate public comment and Board Discussion on the West Seattle and Ballard Link Extensions action on today's agenda.

Preview of Upcoming Alignment Work

Chair Keel updated the board that members of the Technical Advisory Group (TAG) will be visiting Seattle in early August to meet with agency staff and tour some of Sound Transit's existing and planned alignments. The TAG is made up of eight experts from across the country, and this will be the first time they will be coming together in-person.

They are fleshing out their work plan, which includes the formation of three committees: Governance, Pre-Construction, and Construction. For the group's first deliverable, each committee is using their specific lens to review relevant documents and recommendations that Sound Transit has received. From there, they will provide their expert opinion on the applicability of those recommendations and whether they support the acceleration of project delivery schedules. We can expect representatives from the TAG to provide a briefing at a future SEC meeting to discuss their work on this first deliverable within the next few months.

CEO Report

Acting CEO Brooke Belman provided the CEO Report.

Federal Update – Ms. Belman began with an update that the House of Representatives last week passed the Transportation, Housing, and Urban Development bill (T-HUD) along with other appropriations for FY2023. The T-HUD bill includes \$3.012B in funding for the CIG program, an increase from President Biden’s budget request of \$2.85 billion.

The House T-HUD language makes clear that the amount includes sufficient funds to provide the \$268 million for Federal Way Link Extension and \$200 million for the Lynnwood Link Extension. As previously mentioned, the House T-HUD bill also includes a \$3 million earmark request for Downtown Seattle Transit Tunnel Improvements sponsored by Representative Jayapal.

The legislation also maintained the provision dedicating \$600 million for existing FFGAs that meet certain criteria – which both the Lynnwood and Federal Way Link Extensions are eligible for. If enacted, it would result in approximately \$175 million more to the Agency from the federal government next fiscal year. Chair Keel, on behalf of the Board, sent a letter to our Senators urging their support for the provision.

While the Senate Appropriations Committee has yet to release any bill text or earmarks for the appropriations bills, it is anticipated that draft legislation may be available as soon as today.

Welcome to Alejandro Monzon – Ms. Belman introduced a new addition to the Board Administration staff, Alejandro Monzon. Alejandro joined Sound Transit from the private sector, where he worked as a Special Projects and Office Coordinator with a non-profit. Alejandro will be supporting the System Expansion Committee and Board Meetings as a Board Relations Specialist.

External Engagement Highlights – Ms. Belman highlighted the monthly External Engagement report which summarizes some of the engagement work underway across the region.

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:

Marilyn Kennell

Matthew Lyons for Nucor Steel

Marcia Kato

Daniel O’Malley for BladeGallery Inc.

Joe Kunzler, Transportation Choices Coalition

Tija Petrovich

Maria Barrientos and Mercedes Fernandes for the Uptown Alliance

Interim Community Development Association

Cassie Chinn for the Wing Luke Museum of the Asian Pacific American Experience

Peter Fleetwood

Kim Schwarzkopf

Kathleen Barry Johnson for Historic South Downtown

Lucy Barefoot, Sam Herschbein, Deb Barker, Heidi Shininger-Forrer, Mark Forrer, Colin Forrer, Emma Ka’apana, Deb Orsillo for Transitional Resources, Joe Boomgard-Zagrodnik

Lisa Zerkowitz, Baylee Frost

Connor Bedford Petersen

Ryan Sharp, and Anthony Charvoz

Mike Ruby
Jack Whisner
Denise Moriguchi for Uwajimaya
Lorraine
Terry Forsyth
Aya Chiong-Bisbee, Tiffany Tse, Elisa Del Rosario, Shomya Tripathy, Katie Dong, Christina Reiko Shimizu for Puget Sound Sage
Ben Meyerson for Lighthouse Uniform Co.
Ryan Glant for Pacific Iron and Metal
Jared Johnson for the Seattle Chinatown-International District Preservation & Development Authority
Lisa Dixon Howard for the Alliance for Pioneer Square
Martin Westerman
Mike Stewart for the Ballard Alliance
Jeffry Herrmann for the Seattle Reparatory Theater
Grant Peltier
Monisha Singh for the Chinatown-International District Business Improvement Area
Dennis Noland
Joe Reilly for Seattle Subway
Doug Trumm, Executive Director of the Urbanist, and more than 670 co-signees

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

Lucy Barefoot
Nathan Rose
Jane Zalutsky
Betty Lau
Nora Chan
Brien Chow
Jeffrey Herrmann
Beu Meyerson
Dan Meyerson
Ryan Glant
Rick Hooper
Mike Vu
Suzanne Rodriguez
Timothy Jade
Daneel Swallowalker
Micel McCallum
Joey Wilson
Ingrid Ibambasi
Kay Arvim
Nancy Wright
Willie
Mathew Good
Saul Herschbein
Kristen Johnson
Dre Say
Bettie Luke
Casandra Burke
Aran Burke
Richard Saguin

Joel Bakraquiel Tan
Meilani Mandery
Blake Nakatsu
Gary Reifel
Olaf Swanson
Alizah Olivas
Aretha Basu
Chrissy Shimizu
Reece Nyguen Shimizu
Gei Chan
Rachtha Dan
Yin Yu
Lisa Howard
Joe Reilly
Kendrick Williams
Natalie Walton Anderson

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

Jonathan Dubman
Meghan Hanan
Savannah Myers
Sergio Zamora
Fran Keown
Johannes Heine
Deb Barker
Joe Kunzler
Gary Reifel
Erik Cutts
Michael Birkmeyer
Marilyn Kennell
Reed Hampton
Jacqueline Gruber

The following people signed up to give public comment but were unavailable, had technical challenges when called upon, or were unable to be accommodated prior to the stated Public Comment end time of 3:15pm:

Cynthia Zavala, Daniel Fodru, Steven Zsitvay, Judy Tobin, Francisco Irigon, Dana Hoffman, Ellisa Griffin, Samantha Hopper, John Lloyd, Conor, Keri Snyder, Derek Shan, Owen Pickford, Robin Briggs, Steven Goldsmith, Melissa Painter, Samantha L., Marcia Kato, James Caruso, Avery Peregrine, Adam Othman, Ben Jenkins, Jacob Read, Jacqueline Wu, Sheila M Stickel, Alex Hudson

Consent Agenda

Voucher Certification: June 22 2022

Minutes of the June 23, 2022 Board Meeting

Motion No. M2022-55: Authorizing the chief executive officer to execute a contract modification with Skanska Constructors L300, a Joint Venture between Skanska USA Civil West California District, Inc., and Skanska USA Building, Inc., for the NE 200th Street to Lynnwood Transit Center project to provide construction services for transit and traffic circulation improvements along the 200th Street SW corridor

within the City of Lynnwood and to resolve disputes related to the COVID-19 pandemic and the concrete delivery strike, in the amount of \$37,800,000 for a new total authorized contract amount not to exceed \$915,688,048.

Motion No. M2022-56: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions project in the amount of \$11,162,414, including contingency, for a new total authorized contract amount not to exceed \$100,394,403.

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

Business items

Motion No. M2022-57: Confirming or modifying the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and advancing further studies in those areas where a preferred alternative is not confirmed or modified.

Chair Keel began the discussion with a broad overview saying the West Seattle and Ballard Link Extensions projects has been in front of this Board for the past several months in preparing for today's actions. Keel re-iterated the size and scope of ST3, as well as the actions taken toward today's action since 2017. He thanked staff, engaged members of the public, and fellow Boardmembers for their collaborative efforts in moving deliberatively and internationally to keep the entire region on schedule.

Motion No. M2022-57 was moved by Boardmember Balducci and seconded by Boardmember Backus.

Boardmember Balducci re-iterated the motion acknowledges where the Board may make a recommendation on a preferred alternative that is reflective of community feedback, aligns with the work the City of Seattle has done towards a locally preferred alternative, and allows the project to stay on schedule. Additionally, the motion outlines areas where more information is needed to make a determination on a preferred alternative, as well as acknowledges that third party funding may be needed to advance certain options.

Chair Keel offered Amendment 1, noting that the proposal would ask staff to return in November 2022 to provide an interim status report. The intention is for the Board to hear about the progress being made well before February 2023, when the Board plans to consider an action to confirm or modify the preferred alternative.

Amendment 1 to Motion No. M2022-57 was moved by Boardmember Balducci and seconded by Boardmember Backus.

Amendment 1 – offered by Chair Keel

Amend the first full paragraph on page 5 of M2022-57 to add the language as follows:

The results of all further study and public and stakeholder engagement shall be brought back to the Sound Transit Board for review and potential action to confirm or modify the Preferred Alternative. A status report on the studies and public engagement shall be provided to the Board no later than February 2023 including how the refinement and cost savings ideas perform against project screening criteria and their affordability within the realigned financial plan, [plus an interim status report in November 2022.](#)

And to amend the staff report for Motion No. M2022-57 to make the same additions to the staff report language that is described in the amendment.

Boardmember Dammeier asked whether questions should be directed to the staff for their presentation. Chair Keel preferred to consider the amendment before returning to the Motion as a whole.

Chair Keel called for a roll call vote on Amendment 1.

Ayes

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

Nays

Joe McDermott
Ed Prince
Kim Roscoe
Dave Sommers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

Amendment 1 to Motion No. M2022-57 was unanimously carried by the vote of 16 Boardmembers.

Chair Keel directed discussion back to the original motion, as amended.

Boardmember Dammeier asked about the affordability gap on the preferred alternatives in comparison to the original \$2.2 billion gap. Staff clarified that the preferred alternatives on the West Seattle Extension as remaining affordable under the realigned financial plan. Additionally, Dammeier inquired about third-party funding opportunities and implications.

Boardmember Sommers sought assurance that the staggered decision-making on the West Seattle Ballard Link Extensions would not meaningfully impact financial projections and costs on the project. Sommers also inquired about carrying through alternatives from the Draft Environmental Impact Statement to the Final Environmental Impact Statement.

Boardmember McDermott underscored the fact that the alternatives from the DEIS will be carried through to the Final EIS. He also asked for clarification on whether the action would direct staff to pursue and investigate options and refinements to the DEL-6 preferred alternative. Additionally, Boardmember McDermott inquired about the possibility of exploring a “no-build” option for the Chinatown-International District station. He also noted the increased pedestrian access as a result of the refinements made to the West Seattle Junction preferred alternative.

Boardmember Harrell thanked both Chair Keel and Boardmember Balducci for their work. Harrell highlighted some individual testimony from residents of the Chinatown-International District. He committed to engaging further with the community as this decision continues to be reviewed. He also stated that the City of Seattle is looking forward to partner on third-party funding when needed.

Boardmember Walker thanked the System Expansion Committee and agency staff for their work.

Chair Keel called for a roll call vote.

Ayes

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

Nays

Joe McDermott
Ed Prince
Dave Sommers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was unanimously carried by the vote of 15 Boardmembers present that Motion No. M2022-57 be approved as amended.

Resolution No. R2022-20: (1) Establishing a Zero Youth fare on Sound Transit services effective September 1, 2022 by superseding the fare rates established in Resolution No. R2020-28 for youth riders on all Sound Transit services with \$0, as shown in Attachment A, and (2) directing staff to develop a report of Youth ORCA ridership on an annual basis.

Resolution No. R2022-20 was moved by Boardmember Walker and seconded by Boardmember Prince.

Boardmember Walker mentioned that the Resolution was unanimously recommended by the Rider Experience and Operations Committee. The March 2022 passage of the “Move Ahead Washington Act” stipulates that transit agencies, in order to be eligible for state Transit Support Grants, must adopt a zero-fare policy for passengers 18 years of age and younger to ride free of charge on all modes by October 1, 2022. While Sound Transit is not eligible for such Grants, as the regional agency linking four other transit agencies in the region, Sound Transit’s participation is key to the success of the program.

If approved, over 600,000 youth in the Sound Transit District would be eligible for free fares, and Sound Transit would see an estimated \$148 million reduction in fare revenue through the life of the program. The implementation of the change would be September 1, 2022 in alignment with regional partners.

Chair Keel voiced his support for the Resolution and policy change.

Chair Keel called for a roll call vote on Resolution No. R2022-20.

Ayes

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

Nays

Joe McDermott
Ed Prince
Dave Sommers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the majority vote of 15 Board members present that Resolution No. R2022-20 be approved as presented.

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

Resolution No. R2022-19 was moved by Boardmember Harrell and seconded by Boardmember Backus.

Chair Keel noted that as part of the sound Transit’s Title VI requirements, the agency must perform equity analyses whenever it implements a major service change, fare change, or selects a location for a new maintenance facility. The Agency sets its own standards for measuring equity through its adopted disparate impact and disproportionate burden Policies, last updated in 2013 when the current Major Service Change Policy and Fare Change Policy were adopted.

Today’s action updates both policies by combining them, creating a new facility equity policy and modifying the thresholds when equity analyses are performed. The policy will be submitted as part of the agency’s triennial submission of our Title VI program to the FTA, which will be considered by the Board next month.

Chair Keel called a roll call vote on Resolution No. R2022-19 as presented.

Ayes

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

Nays

Joe McDermott
Ed Prince
Kim Roscoe
Dave Sommers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the majority vote of 16 Board members present that Resolution No. R2022-19 be approved as presented.

Reports to the Board

Annual Safety presentation

Chair Keel asked Chief Safety Officer David Wright to begin the presentation. Mr. Wright was joined by several staff members from the Safety Office.

Mr. Wright covered that the Federal Transit Administration mandated the implementation of a Safety Management System (SMS) in 2019. The Purpose of the SMS is to ensure the proper framework is in place for every transit agency to provide for safe service and a safe work environment for staff. Sound Transit's SMS has four components that link and work together: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion.

Ken Cummins, Director of Public Safety, noted that data for over 80 different types of security activities/events is collected and monitored. Mr. Cummins stressed the importance that not all security activities are crimes, but all crimes are security activities. Historically, five key areas of passenger concern are reported in our Passenger Safety Survey. In 2021, Trespassing was added as a sixth concern. Key events have held steady since 2019, with loitering having peaked in 2020. Medical responses and aid events did increase in 2021, averaging just under three medical emergencies per day.

In highlighting challenges and risks, Mr. Cummins noted difficulty in recruiting and retaining law enforcement, the safety concerns from the area surrounding Mount Baker Station, and increased instances of drug use on and around public transit. He also spoke to safety training for employees.

Director of Transportation Safety and Security Branden Porter walked the Board through collision information, showing minor fluctuations across several years.

Mr. Wright mentioned that in August of 2021, Sound Transit launched a multi-disciplinary group to evaluate potential safety enhancements to at-grade crossing across all systems and to promote general crossing safety. In addition to engaging partners in the Rainier Valley, the group has new signs being installed along the corridor including train warning signs and signs that indicate "no left turn" with installation expected to conclude in the next couple of months.

Director of Construction and Employee Safety, Robert Taaffe shared that the Recordable and Lost Time Injury Rate for contractor employees slightly increased but were below the State and National averages in 2021. One Sound Transit employee was involved in a Lost Time Injury in 2021. Also last year, the Employee Safety division launched the Employee Reporting Safety Tool, which allows employees to report safety concerns, hazards, or raise safety questions via a software reporting process. The tool has

been well-received, with 54 observations submitted to date with an average of 18 days to close a reported hazard. The Employee Safety division will also be hosting Lunch and Learn session as the agency returns to the campus.

Safety Department Chief of Staff Andrea Stuart-Lahalle described the internal processes in promoting safety culture among staff. Specifically, Ms. Stuart Lahalle mentioned the Annual Safety Culture Survey, emailed out to staff during June (Safety Month).

Boardmember Balducci asked whether incident reviews are conducted after collisions. Mr. Porter confirmed there are comprehensive investigation, now including root cause analysis. These will help find trends that can utilized to inform future mitigation efforts. In referencing prior discussion at the Puget Sound Regional Council regarding potential use of federal funding for safety programs, Balducci continued to thank all individuals who take part in discussions on improving safety.

Ms. Belman added that all at-grade crossings, not just those in the Rainier Valley Corridor, are under review and staff could produce a report if asked.

Boardmember Dammeier asked what could explain the increase in medical incidents in 2021. Mr. Cummins noted that the most significant contributor to the rise is drug use and overdoses, including those who use substances prior to entering the transit system.

Chair Keel inquired about additional at-grade mitigation options and as to why the signs were chosen. Mr. Wright stated that the signage project was begun in 2016. He also mentioned that the Safety Department has a matrix of 53 safety enhancement options, with some scoring highly but current infrastructure poses some difficulties.

Other business

None.

Next meeting

The next regular Board meeting would be held on August 25, 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 4:47 p.m.

ATTEST:

Kent Keel
Board Chair

Kathryn Flores
Board Administrator

APPROVED on _____, AJM.