



## Summary Minutes

**Board Meeting**  
**April 25, 2024**

### Call to order

The meeting was called to order at 1:34 p.m. by Chair Dow Constantine. Noting technical difficulties with the Virtual Meeting audio, Chair Constantine put the Board in recess while staff worked on the issue. Chair Constantine called the meeting back to order at 1:59 p.m.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video>.

### Roll call of members

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

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Julie Meredith, WSDOT Secretary Alternate
(P) Claudia Balducci, King County Councilmember	(P) Ed Prince, City of Renton Council President
(P) Angela Birney, City of Redmond Mayor	(P) Dan Strauss, City of Seattle Councilmember
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Upthegrove, King County Council Chair
(A) Cassie Franklin, City of Everett Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(P) Bruce Harrell, City of Seattle Mayor	(A) Girmay Zahilay, King County Council Vice Chair
(P) Jim Kastama, City of Puyallup Mayor	

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

### Report of the Chair

#### Monthly Contract Report

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

### CEO Report

Interim CEO Sparrman provided the report.

#### APTA Legislative Conference Trip

CEO Sparrman noted that he, along with Government and Community Relations Staff and CFO John Henry, traveled to Washington, D.C. to attend the American Public Transportation Association’s (APTA) Legislative Conference, meet with the Washington State Congressional Delegation, and have discussions with the US Department of Transportation and Build America Bureau (BIB). Citing that Sound Transit is nation’s largest borrower of BIB TIFIA Loans, CEO Sparrman was encouraged to hear that the program continues to be robustly funded. He noted that the Congressional Delegation and federal agencies were all supportive of Sound Transit, informed of the current state of the expansion

program, and committed to the partnership with Sound Transit. Ideas and suggestions from those meetings will be worked on over the next several months.

## 2 Line Opening

CEO Sparrman reported on the Redmond Technology Station Pedestrian Bridge opening that took place earlier this week and thanked Chair Constantine and Board members Balducci and Birney for joining him at the ribbon-cutting event.

Looking to Saturday's 2 Line opening, Mr. Sparrman highlighted that 16 years of work have gone into supporting the opening of light rail service in East King County. The opening day celebrations include over 100 local partner organization and businesses to provide an authentic and engaging experience for everyone visiting the eight new stations. The opening day program is scheduled to start at 10 am, with the first trains rolling out from stations around 11 am.

Sound Transit staff ambassadors would be at each station during the first five days of service to answer any questions and help riders. Mr. Sparrman closed by thanking the Board and all the staff for their work to support the new light rail line.

## Lynnwood Link Extension Opening Date

As announced earlier this month, CEO Sparrman reiterated the opening date for the Lynnwood Link Extension would be Friday, August 30, 2024. On that day, 4 new stations in Shoreline, Mountlake Terrace, and Lynnwood would be added to the 1 Line, extending the terminus north into Snohomish County. Mr. Sparrman thanked partners at King County Metro and Community Transit for adjusting the date for implementing bus-related service changes to September 14, 2024 to better coordinate with the opening of light rail service.

## Federal Way Link Extension Platinum Certification

The Federal Way Link Extension recently earned an Envision Platinum Award for Sustainable Infrastructure for the Institute for Sustainable Infrastructure. The award recognizes the project's dedication to creating a transit system that prioritizes environmental stewardship and social equity, while meeting the needs of the community. Features of the project that contributed to the award are a substantial stakeholder engagement process, thorough stormwater management, and design strategies to preserve the view of Mt. Rainer.

The Federal Way Link Extension is the second Sound Transit project to complete Envision verification, and only the seventh project in the nation to earn Envision Platinum. CEO Sparrman thanked the Federal Way Link Extension team and contractors for their collaborative work on the project.

## Upcoming Service Disruption

CEO Sparrman flagged that the agency continues to prepare for a complex series of service disruptions, which will begin on May 12 and end on June 23, 2024. The primary focus of the disruption will be the Angle Lake Station, where the Federal Way Link Extension project will be tying into to overhead train power system during this period.

The agency will also be repairing tile at Columbia City station on June 1 and 2. Additionally, both Angle Lake Station and the Downtown Seattle Transit Tunnel will be closed from June 21 to 23, 2024, as both the Federal Way Link Extension and East Link Extension will be continuing tie-in work prior to the opening of the Lynnwood Link Extension. Additional details and a report on the progress of the work will be brought to the June Rider Experience and Operations Committee meeting.

## Financial Audit Update

CEO Sparrman shared that the 2023 Financial Statement and Single Audits are underway and expected to be completed by the end of April. The finance team expects to share more information on the results and reports with the Board in July.

## Contracting Re-certification

Last month, Sound Transit presented to the State of Washington's Capital Advisory Review Board project review committee for design-build and general contractor/construction manager (GC/CM) recertification. A public body is required to apply for certification and/or recertification to use alternative delivery methods, including design-build and GC/CM. Once approved, the agency may use the authorized methods for a period of three years. CEO Sparrman reported that the Agency received unanimous approval by the committee.

Board member Birney thanked agency leadership and staff for their efforts to open the 2 Line between Bellevue and Redmond.

Board member Dammeier noted that he used to sit on the Capital Advisory Review Board and commented on its industry expertise. He was proud to hear that the agency was recertified.

## **Public Comment**

Chair Constantine 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:

Michele Smith for the Museum of Pop Culture  
Samantha Millard, Vincent Briere, Paul Mammen, Ivo Grossi, Cosetta Romani, David Ornstein, Blair Orr, Deborah Savran, Mark Klebanoff, Nick Hunt, Brian Utting, Chris del Pilar, Carlee Klingenberg, Morgan Follette, Sam LeHota, and 2 unnamed commenters  
Atlee English  
Will Daugherty for the Pacific Science Center  
Patrick D'Amelio for FareStart  
The Uptown Alliance Land Use Review and Transportation Committees  
A collection of small businesses in South Lake Union, and a joint letter of more than 44 individuals  
Historic South Downtown  
Bill Hirt  
Joe Kunzler

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

Jared Axelrod  
Julie Holland  
Reza Marashi  
Ada Healey  
Kathleen Barry Johnson  
Betty Lau  
Brien Chow  
Kylie Rolf  
Michele Salas  
John Goodfellow  
Carrlee Klingenberg  
Neha Nariya

Erin Rubin  
Eddie Rye Jr.  
Elton Mason

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

Sugu  
Nisha Nariya  
Benjamin Byers

Board member Balducci, in response to a claim made public comment, clarified that the revision to the May 11, 2024 System Expansion Committee meeting agenda to postpone the Presentation on the South Lake Union Feasibility Study results was her decision.

## **Consent Agenda**

Voucher Certification: March 2024

Minutes: Minutes for the March 28, 2024, Board of Directors Meeting

Motion No. M2024-18: Approving the Lynnwood Link Extension Service and Fare Equity report.

Motion No. M2024-19: Authorizing the chief executive officer to enter into an interlocal government agreement with the City of Bothell for transfer of development rights from Bus Base North, and to execute and record a transfer of development rights covenant for the Bus Base North property.

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

**It was carried by the unanimous vote of the 15 Board members present that the Consent Agenda be approved as presented.**

## **Business items**

Resolution No. R2024-10: Approving the chief executive officer's declaration that certain transferable development rights on property acquired for development of Bus Base North in Bothell, Washington are surplus and are no longer needed for a transit purpose, contingent upon approval of Motion No. M2024-19 to authorize an interlocal agreement with the City of Bothell.

Thatcher Imboden, Director of Community Development, gave the staff presentation.

Vice Chair Roscoe asked what the current estimated value of surplus rights. Mr. Thatcher noted that without a pre-existing market for these rights, there is not a concrete number at this time to compare.

Chair Constantine thanked Sound Transit and the City of Bothell for working toward a creative solution.

**It was moved by Board member Roscoe, seconded by Board member Balducci, and carried by the unanimous vote of the 15 Board members present that Resolution No. R2024-10 be approved as presented.**

Resolution No. R2024-09: (1) Declaring certain surplus properties at Surrey Downs near East Main Station in Bellevue, Washington as suitable for development as housing; and (2) authorizing staff to offer the surplus properties for sale at fair market value to all interested parties.

Mara D'Angelo, Deputy Director of Transit-Oriented Development, gave the staff presentation.

Board member Balducci, noting the disappointing reality of the restrictive covenant, asked if the item could be postponed without consequence. She would like to engage with staff and additional legal

counsel to see if the covenants could be overcome. Ms. D'Angelo noted the community recently authorized a 10-year extension of the covenant and legal counsel concluded that HB 1110 (the Missing Middle Bill) does not override covenants.

Chair Constantine recommended that a Board member move to approve the Resolution so that the Board can engage in substantial discussion and could decide to table the action.

**Resolution No. R2024-09 was moved by Board member Birney and seconded by Board member Prince.**

Chair Constantine noted that when picking the alignment for East Link there was some acceptance that trade-offs were being made in regard to future potential for transit-oriented development in this area. He added that he sees little financial risk in postponing consideration of the action and that future development should not be needlessly constrained by restrictive covenants.

Vice Chair Roscoe asked if any Board member with legal background could help describe a path forward to bypass the existing covenant. Board member Balducci noted that some jurisdictions in the past have bought out covenants, with funds being paid out to the relevant property owners.

Vice Chair Somers expressed caution on postponement due to already having an opinion from legal counsel. He noted that he would be fine with a single-month delay.

Board member Dammeier noted he would support a single month-delay, but not further.

**It was moved by Board member Balducci, seconded by Board member Kastama, and carried by the majority vote of the 15 Board members present that consideration of Resolution No. R2024-09 be postponed until the June Board of Directors meeting, with Board members Dammeier and Somers voting in the negative.**

Motion No. M2024-20: Amending the performance goals and objectives for Goran Sparrman, Sound Transit interim chief executive officer adopted in Motion No. M2024-11 to add a tenth goal.

Board member Backus introduced the motion and stressed the importance of the chief executive officer working collaboratively with local partners in the region.

Board member Walker thanked Board member Backus for developing this additional goal.

**It was moved by Board member Backus, seconded by Board member Roscoe, and carried by the unanimous vote of the 15 Board members present that Motion No. M2024-20 be approved as presented.**

## Reports to the Board

Presentation on Ballard Link Extension South Lake Union area feasibility assessment study results

Prior to the presentation, Interim CEO Sparrman announced that today would be PEPD Executive Director Don Billen's last full Board meeting before he departs from Sound Transit on May 17, 2024. Mr. Billen is one of the few remaining Sound Transit originals, having started as an intern 27 years ago. CEO Sparrman recounted meeting Mr. Billen during the early planning days of East Link and praised his expertise, calm professionalism, and quick wit in high-stakes situations. Noting that listing all of Mr. Billen's accomplishment would take quite a while, CEO Sparrman thanked Mr. Billen for his three decades of service to Sound Transit and the region.

CEO Sparrman noted that staff are not expecting a decision from today's meeting, with today's presentation being informational and an opportunity for Board members to ask questions, gain insights, and request follow-up information. Next month, staff hopes for the Board to be in a position to consider an action. CEO Sparrman thanked partners at the City of Seattle and agency consultants for prior and future work on mitigating schedule delay and cost implications, regardless of what is chosen. He noted

that the alternatives that the decision is between are relatively similar in most ways, except for the environmental work needed on the newly developed feasible alternative.

Board member Walker asked that, during the presentation, staff connect the stations alternatives being studied back to the terminology used by public commenters to help the Board member keep track of the comments.

Mr. Billen began the presentation by recapping the Board's December 2023 motion directing staff to complete the feasibility study for a new alternative in the South Lake Union area. He added that two elements of the Technical Advisory Group recommendations were being included in the presentations on this item: Quantifying the cost of delay (today's meeting) and providing a staff recommendation (May System Expansion or Board meeting). He asked Cathal Ridge, Executive Corridor Director, to continue with the presentation.

Beginning with the current preferred alternatives, Mr. Ridge responded to Board member Walker's request by explaining that the Denny Shifted North and South Lake Union 7<sup>th</sup>/Harrison station locations are the current preferred alternatives in environmental work. The potential new alternative alignment would include the Denny Shifted West and South Lake Union 5<sup>th</sup>/Harrison station locations. The Denny Shifted West location would move the station out of public right-of-way on Westlake and the South Lake Union 5<sup>th</sup>/Harrison station is several blocks further west than the current preferred alternative.

Mr. Ridge highlighted the feasibility study's scope as evaluating cost & schedule, environmental, ridership & equity, and system implications. This included assessing the new tunnel alignment, station depth and access, transit integration, and conflicts with existing facilities. Mr. Ridge stated that the study has concluded that the Denny Shift West and South Lake Union 5<sup>th</sup>/Harrison alternative alignment is feasible.

Beginning with the analysis in the Denny Station area, Mr. Ridge provided a breakdown of projected afternoon peak hour traffic volumes should no station be built or under construction. Mercer Street carries the highest east-west traffic volume in the area and provides I-5 access. Fairview Ave. N and 7<sup>th</sup> Ave. N carry the highest north-south traffic volumes. Harrison Street volume is relatively lower during peak hours, but increases are experienced before and after events at Seattle Center. Denny Way also carries relatively high east-west volume and provides access to I-5.

During construction of the Denny Shifted North station, Westlake Ave. would see reductions to the current roadway (two general purpose lanes and two transit lanes). The first two years would see a reduction to two general purpose lanes, years 3-7 would see the normal roadway restored, and the final year would return to only two general purpose lanes along Westlake Ave. The restoration of the full roadway during construction would be accomplished through decking.

Chair Constantine asked for how far the road conditions described would cover. Mr. Ridge answered that these roadway impacts would extend 2 blocks south and 1 block north from Denny Way.

Board member Dammeier asked if the intent would be that transit is just shut down along that corridor or if there are plans to reroute through other local streets. Mr. Ridge answered that it is assumed that transit would share the general purpose lanes during construction.

Under the Denny Shifted North station, Denny Way would also see reductions to the current roadway (four general purpose lanes) during construction. The first two years would see a reduction to two general purpose lanes, years 3-7 would see the normal roadway restored, and the final year would return to only two general purpose lanes along Denny Way.

Board member Birney asked for clarity on the images detailing the road closures and the impact to sidewalks and the surrounding environment. Mr. Ridge explained that the images used today are representative and there would be similar impacts to each side of the street during closures.

Shifting to the construction period under the Denny Shifted West station location, Mr. Ridge explained that the shift in the station location would remove impacts to Westlake Ave and allow the Street Car to continue operations. Denny Way would see reductions to the current four general purpose lanes. The first and last six months of construction would see the roadway reduced to two general purpose lanes, while the middle seven years of construction would leave the road with all four general purpose lanes open.

Pivoting to the assessments of the South Lake Union station, the current preferred alternative at 7<sup>th</sup>/Harrison would impact both 7<sup>th</sup> Ave. and Harrison St. The current 7<sup>th</sup> Avenue roadway (four general purposes lanes and 2 transit lanes) would be reduced to on transit lane and two general purpose lanes for the first 2 years of construction. The next 5.5 years would see the full roadway restored, with a similar reduction to one transit lane and 2 general purpose lanes for the final year of construction.

During construction of the 5<sup>th</sup>/Harrison new alternative, 5<sup>th</sup> Avenue would be reduced from four general purpose lanes to two general purpose lanes for the full 8.5 years.

Impacts to Harrison Street are similar for both alternatives as both built under the public right-of-way. The new alternative could maintain access on Harrison Street to the 5<sup>th</sup> Avenue garage through decking. Decking and phased construction could help maintain access to the Museum of Pop Culture and Seattle Center.

Board member Frizzell asked if there was a reason why a 5<sup>th</sup>/Harrison station wasn't initially identified as a potential alternative. Mr. Ridge responded that this alternative is a late-breaking concept spurred by stakeholder feedback. Chair Constantine remarked that this occurs on many projects and staff can't be expected to identify and study every feasible potential alternative.

Mr. Ridge began detailing the impacts to ridership based on potentially changing the South Lake Union station preferred alternative from 7<sup>th</sup>/Harrison to 5<sup>th</sup>/ Harrison. Ridership modeling projects that will overall transit ridership would remain steady, Link ridership would be reduced by 2% or 3,000 daily riders, largely due to a lower volume of transit transfers, notably from the King County Metro RapidRide E Line. When looking at how this could also impact travel patterns to the Seattle Center and Denny stations, some riders may shift from using the Seattle Center station to the South Lake Union station and other would shift from the South Lake Union station to the Denny station.

Breaking down the Transit Integration of the two South Lake Union alternatives, Mr. Ridge explained that 80% of all bus-rail transfers at the 7<sup>th</sup>/Harrison location are related to routes 1001 (E Line), 1005 (Route 5), 1202 (Route 62), and 1061 (Route 8/11), with most transfers coming from the E Line and Route 2. The potential new alternative at 5<sup>th</sup>/Harrison would see 80% of bus-rail transfers come from routes 1220 (Route 3/4), 1001 (E Line), and 1061 (Route 8/11). While most transfers would come from Route 3/4, there would be 62% fewer transfers from the E Line with the new station location. Mr. Ridge explained that E Line riders continuing southward may opt to stay on the bus, rather than transfer to Link light rail, should the South Lake Union station be shifted to the 5<sup>th</sup>/Harrison location as it is further from the connection point and adds 3 minutes of travel time.

The analysis of equitable access was primary carried out by measuring the usefulness of connection to the E Line, as it connects and reaches low-income, communities of color, or Limited English Proficiency populations. The current preferred alternative (Denny Shifted North and SLU 7<sup>th</sup>/Harrison) maintains convenient transfers to the E Line, while the potential new alternative (Denny Shifted West and SLU 5<sup>th</sup>/Harrison) introduces a two-block transfer (3-5 minutes of walking) to the E Line. Both offer convenient transfers to bus routes that run along Harrison Street.

Describing the impact to the overall Ballard Link Extension project schedule, Mr. Ridge explained that the critical path for the project relies on station excavation being complete in time for the arrival of the tunnel boring machine (TBM). He noted that the while the new 5<sup>th</sup>/Harrison station location could be

excavated earlier, this would not reduce the overall time of construction as the overall schedule is dictated by completion of excavation at all the station locations prior to using the TBM to construct the tunnel.

Additionally, adding a new alternative for environmental review would add delay to the project. At a minimum, the project would experience a 10-month delay from adding a new alternative and developing it up to the current alternatives level of engineering. The cost of such a delay is calculated by Sound Transit by adjusting the schedule assumptions and inflating the cost estimate to the project Year of Expenditure (YOE) dollars. For the Ballard Link Extension project, one year of delays would increase the project's estimated financial costs by approximately \$500 million YOE dollars.

Mr. Ridge presented a final summary of the comparisons between the two alternatives. He concluded the presentation by framing the next steps that will support a potential Board action in May and laid out potential options for the action.

Chair Constantine asked when Board Independent Consultant Dave Peters was engaged on the feasibility study. Mr. Ridge explained that Mr. Peters has been engaged throughout the process related to the South Lake Union Feasibility Assessment. Chair Constantine asked for clarification on the Cost of Delay included by staff in the presentation. Mr. Ridge responded that the inclusion was in line with the Technical Advisory Group's recommendation to support the delivery of the expansion program. Mr. Ridge detailed that Sound Transit develops project cost estimates in current year dollars and projects them out to the assumed years of construction. Delays in schedule equate to more years of inflation that would raise the Year of Expenditure dollars needed to complete the project.

Chair Constantine asked how the estimated 10-month delay compares to past alternatives development processes. Mr. Billen reminded the Board that, in March of last year, it approved the inclusion of a new alternative in the South Federal Way area for the Tacoma Dome Link Extension, and the agency is seeing a similar delay in the publication of the Draft Environmental Impact Statement for that project.

Chair Constantine asked about the difference in property acquisitions for the South Lake Union 5<sup>th</sup>/Harrison location. Mr. Ridge responded that the station would be constructed under the public right-of-way, but the property to the direct south would need to be acquired to provide the virtual circulation needed for riders to exit the station out of the public roadway.

Chair Constantine inquired into the 8.5-year construction related roadway reduction to 5<sup>th</sup> Avenue under the 5<sup>th</sup>/Harrison location. Mr. Ridge answered that the street would also be used for staging during the heaviest periods of civil construction.

Board member Walker thanked staff for their clarity in showing the comparisons between the two alternatives. She also thanked members of the public for their engagement. She also thanked Don Billen for his years of service to Sound Transit.

Vice Chair Roscoe asked how many E Line riders would be affected in their north-south commute should the SLU 5<sup>th</sup>/Harrison location be selected. Mr. Ridge responded that transferring from the E Line to Link light rail at the 7<sup>th</sup>/Harrison station location is projected to save time for riders. Staff would work to get the number of riders impacted.

Board member Frizzell asked for the total cost of the Ballard Link Extension project and the cost of delay as a percentage of the total estimated project cost. In current year dollars, the project is estimated to cost \$11.2 billion, which would project out to roughly \$15.4 billion in YOE dollars. The cost of delay then comes out to roughly 3-4% of the project total. She thanked staff for their work and thanked Don Billen for his leadership at Sound Transit.

Board member Strauss thanked Mr. Billen for his service to the region. He thanked Board leadership for their work in ensuring the Board has the information to make the right decision on the project. He



thanked staff for the many briefings and meetings he requested over the last few months, noting he entered the meeting with many questions, but most have been answered. He noted the economic importance of South Lake Union for the region and the state. He asked that fellow Board members reserve judgment until the final staff-led technical analysis is complete. He added that there are still gray areas and some information still needing development. He thanked the Board members from North and South of Seattle for their patience in this process. He asked how much of the assumed schedule delay is due to internal Sound Transit processes and how much is tied to external partners, specifically for how the City of Seattle can aid in reducing the delay in planning. Mr. Ridge answered that the timeframe for delay already assumes close collaboration with local partners and that the timeline is to meet the technical and engineering analysis needed to develop the 5<sup>th</sup>/Harrison alternative, should it be added to environmental review. Mr. Ridge stated that he doesn't see any room to reduce the delays through expediting of local and federal processes. Board member Strauss asked what schedule mitigation measures have been identified. Mr. Ridge responded that those discussions just began this week and would be studied further if the alternative is added to the Draft Environmental Impact Statement.

Board member Birney reiterated her earlier request to show the pedestrian impacts from the construction. She asked for more information on the cost differences between the two South Lake Union locations. Mr. Billen responded that the presentation included the differences in the cost of construction for the stations, which does account for utility relocations, necessary decking, and other factors. He added the costs are relatively similar, with the current preferred alternative costing \$60 million and the 5<sup>th</sup>/Harrison location costing \$90 million above the Long-Range Finance Plan estimate. He offered a follow-up briefing to dive into the specifics of cost comparisons.

Vice Chair Somers thanked Mr. Billen for his work as a trusted partner of the Board. He asked for more explanation on the 10-month to two-year delay that staff have identified would be needed to advance the potential new alternative. Mr. Ridge responded the two-year delay would occur if the Board opted to add the 5<sup>th</sup>/Harrison location as an alternative for study in the Draft Environmental Impact Statement (DEIS), then chose to identify it as the preferred alternative after the publication of the DEIS. Vice Chair Somers asked for the distance between the current Seattle Center station preferred alternative and the 5<sup>th</sup>/Harrison state location. Mr. Ridge estimated it was about half a mile but would need to get the exact answer to the Vice Chair after the meeting. Vice Chair Somers noted that discussions on station siting in this area has been going on for several years. He added that as costs build, it puts pressure on other ST3 projects which reach out Everett and Tacoma to complete the light rail spine.

Board member Dammeier thanked staff for the presentation, noting it was one of the most comprehensive and detailed during his time on the Board. He added that he expects staff to bring forward a recommended course of action in May for the Board to consider. He closed by thanking Mr. Billen for all of his work.

Chair Constantine noted that the final report on the Betterments Policy update would be dropped from the agenda and noted that after the next presentation on ST3 Light Rail Service and Fleet Planning the Board still has an Executive Session.

Board member Harrell thanked Mr. Billen and all staff for their continued work on the alignment in downtown Seattle. He stressed that the City of Seattle would do everything they can to help with mitigating schedule delays, regardless of the selected alignment. He added that the 5<sup>th</sup>/Harrison location offers great promise, especially with future development plans around 5<sup>th</sup> Avenue and the Seattle Center campus.

Board member Balducci noted that the process is moving to get all the relevant information to the Board, including a staff recommendation, prior to making a decision. She echoed the comments made by Board members Dammeier and Somers. She concluded by thanking Don Billen, especially for his early work on the East Link Extension's planning phase.

CEO Sparrman noted that conversations are still occurring between the agency and the City of Seattle for mitigations to address any further delays to the project.

#### Discussion on ST3 Light Rail Service and Fleet Planning

Matt Shelden, Deputy Executive Director of Planning and Integration, began the presentation by noting it would be a few slides to hopefully help orient Board discussion. Today, staff are seeking feedback about the recommendations made last month on how to manage future light rail service and fleet pressures that will be experienced as the agency builds out the ST3 program. While no official action is expected, the Board's priorities would help to shape staff's work to prepare the Board for future specific service and capital decisions.

Mr. Shelden recapped the projected issue of meeting future light rail service expectations within current financial plan constraints. Staff have estimated that more vehicles are needed than are currently planned for the full light rail fleet to meet future service levels assumed when ST3 was approved. The current plan assumes 460 vehicles are needed, while recent projections indicate as many as 550 vehicles are needed if other factors are not addressed.

Mr. Shelden also summarized the three-part, staff-recommended strategy to manage these pressures. First, the agency would pursue promising operational efficiencies, which could reduce the total number of light rail vehicles needed. Secondly, tailoring planned peak service to demand at the completion of ST3 could help to allocate needed vehicles to the busiest parts of the system. And thirdly, the agency and Board should remain flexible as new extensions open and capital project decisions are made, specifically on procurements for light rail vehicles and selecting the projects to be built for Operations and Maintenance Facilities. Staff would work on implementing any Board feedback through relevant actions and in documentation for external partners.

Chair Constantine noted that while future discussion would be needed, he fully supports pursuing efficiencies but expressed concerns about drastic changes to planned operations being reduced. He asked if any third-party analysis could be conducted to further support the Board.

Board member Balducci agreed with Chair Constantine and asked that staff seek external analysis related to pursuing those efficiencies.

CEO Sparrman agreed and stressed that staff are first looking at those efficiencies and will bring back a status report before implementing the larger changes.

#### **Executive Session to discuss litigation to which the Agency is, or is likely to become, a party as authorized under RCW 42.30.110(1)(i)**

Chair Constantine advised that the Board was going into executive session to discuss litigation in which the agency is, or is likely, to become a party. He introduced Desmond Brown, Sound Transit General Counsel, who explained that the Board was allowed to enter into executive session under RCW 42.30.110(1)(i) to discuss litigation to which the Agency is, or is likely to become, a party.

Chair Constantine explained that the Board would be in executive session for 14 minutes. The executive session began at 3:31 p.m. and was scheduled to end at 4:45 p.m.

At 4:45 p.m., the executive session was extended by 5 minutes to end at 4:50 p.m.

The executive session ended at 4:50 p.m. At 4:50 p.m., Chair Constantine called the meeting back to order.

#### **Other business**

None.

**Next meeting**

The next regular Board meeting would be held on May 23, 2024, 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via WebEx.

**Adjourn**

The meeting adjourned at 4:51 p.m.

ATTEST:

\_\_\_\_\_  
Dow Constantine  
Board Chair

\_\_\_\_\_  
Kathryn Flores  
Board Administrator

APPROVED on \_\_\_\_\_, AJM.