



Summary Minutes

**Board Meeting
December 15, 2022**

Call to order

The meeting was called to order at 3:02p.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 Councilmember
(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 Council Vice Chair
(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
(A) 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

Revised Agenda Notice

Chair Keel noted that the Board will be working from a Revised Agenda for today's meeting. The Presentation on the Sustainability Strategic Plan was presented during the action items at the 12/8 Executive Committee meeting and will not be repeated. He directed those interested to the Sound Transit Website for the recording of the Executive Committee meeting.

Congressional Delegation Letter

Chair Keel announced that a letter was sent to members of the congressional delegation on behalf of the Board, thanking them for their strong support of Sound Transit and urging continued support during the final negotiations on the FY2023 appropriations bill. He noted the budget request from the Biden Administration contained \$716 million in funding for Sound Transit, accelerating the federal fulfillment of Full Funding Grant Agreements for the Lynnwood Link and Federal Way Link Extension projects.

CEO Report

Remembering Donna Smith

CEO Julie Timm informed the Board that Donna Smith, Sound Transit employee and ADA advocate, unexpectedly passed away last week. In her time at Sound Transit, Ms. Smith was a vital source of knowledge and change around Accessibility and worked to improve the transit system and the agency's approach to Accessibility work.

PSRC Funding

The Puget Sound Regional Council has been reviewing the long-standing methodology used to distribute Federal Transit Administration formula funding to agencies within the region. CEO Timm noted that Sound Transit is a member of the working group looking at the methodology, and that further information would be reported to the Board when available.

Update on Souder South Garages and Improvement Projects

CEO Timm reminded the Board that the Realignment Resolution obligates the CEO to notify the Board in advance of a Baseline action that would have an impact to the Financial Plan or the timing of delivery of other capital projects.

While the baselining for the Sound South Garages and Improvement project will not have such an impact, Ms. Timm recognized that this would be the first baselining action brought to the Board since realignment.

HTLE Update

In following-up on the Hilltop Tacoma Link Extension update from the December System Expansion Committee meeting, CEO Timm informed the Board that the Agency had brought in specialized rail consultants to evaluate the inbound section of rail installed at the curve on Stadium Way.

The contractor's recent track geometry survey identified discrepancies of up to 3/16 of an inch between the rails. Following additional measurements, documentation review, and preliminary modeling, the consultant and staff rail experts determined this gauge issue does not introduce additional safety concerns. As such, testing vehicles along the extension is clear to begin later in the month.

While the extension is unable to open for service in Q1 2023 as planned, this news moves the agency closer to getting the full T-Line operational in 2023.

Meeting with Community Oversight Panel

CEO Julie Timm attended her first meeting with the Community Oversight Panel just last night. The meeting featured good discussion touching on capital projects, Ms. Timm's plans for the agency, and her own background.

Retirement – Linda Gehrke

CEO Timm shared with the Board that long-time Region 10 FTA administration Linda Gehrke announced her retirement earlier this week. Since Sound Transit's inception, Linda has been an incredible partner for the agency. Under her leadership, the FTA issued countless environmental approvals for capital projects under the National Environmental Policy Act, setting the table for billions of dollars in federal funding.

Thank you, Chair Keel

While the official action is later in the agenda, CEO Timm took a moment to thank Chair Keel for his leadership as Board Chair, in particular for his leadership in her hiring.

Holiday Message

CEO Timm wished the Board, staff, and the entire region a Happy Holiday season, and thanked the 3.2 million monthly riders and Puget Sound residents for the warm welcome and support.

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:

Carson Baker
Darcell Slovek-Walker, on behalf of Transitional Resources
Jim Fletcher and Krista Forsyth Fisher
Kelli Refer, on behalf of Move Redmond
Stephen Fesler
George Mitchell
Joe Kunzler

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

Jeff Snedden
Vicki Scuri
Robert Bernstein
John Brew
Dashel Schueler
Bettie Luke
Brien Chow
Paul Wu

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

Lorri Bodi
Alexia Bailey

Consent Agenda

Voucher Certification: November 2022

Minutes of the November 17, 2022 Board Meeting

Motion No. M2022-90: Authorizing the chief executive officer to (1) execute an amendment to the Joint Operating Agreement with the City of Tacoma for the Hilltop Tacoma Link Extension; and (2) ratifies the Memorandum of Understanding with the City of Tacoma for waiver of mutual non-payment for services under the Joint Operating Agreement.

Motion No. M2022-91: Authorizing the chief executive officer to execute an amendment to the Tacoma Link Right of Use Agreement with the City of Tacoma for the Hilltop Tacoma Link Extension.

Motion No. M2022-94: Adopting the Sound Transit 2023 State Legislative Program and directing staff to evaluate and engage in issues that impact the agency as it continues to implement a regional high-capacity transit system.

Motion No. M2022-96: Authorizing the chief executive officer to execute a Consolidated Transit Way Agreement with the City of SeaTac to grant Sound Transit non-exclusive use of a light rail transit way within City right-of-way to construct, operate, maintain, and own a light rail transit system.

Motion No. M2022-97: Authorizing the chief executive officer to increase the contract contingency with HDR Engineering Inc. for construction management services for the East Link Extension in the amount of \$7,500,000 for a new total authorized contract amount not to exceed \$118,440,000.

Motion No. M2022-98: Authorizing the chief executive officer to execute contract modifications with HDR Engineering, Inc. to provide additional project development services to complete Phase 2 of the Tacoma Dome Link Extension project, in amounts not to exceed \$10,002,573 with a 10-percent contingency of

\$1,000,258 for a new total authorized contract amount not to exceed \$93,653,336 contingent upon Board approval of the Proposed 2023 Budget through Resolution No. R2022-35.

Boardmember Millar noted his neutrality as a member of the State of Washington Executive branch of government in regard to Motion No. M2022-94.

Boardmember Backus asked a question regarding the Legislative Agenda's topic of streamlining permitting for projects in public right-of-way, and whether it applies to state right-of way or also includes city-maintained right-of-way along state highways. Alex Soldano, Director of State Relations, stated that the intent of that point is for project's within WSDOT property.

It was moved by Boardmember Baker, seconded by Boardmember McDermott, and approved without objection by the 15 Boardmembers present that the Consent Agenda be approved as presented.

Business items

Resolution No. R2022-35: Adopting an annual budget for the period from January 1 through December 31, 2023, and adopting the 2023 Transit Improvement Plan.

It was moved by Boardmember Backus and seconded by Boardmember Prince that Resolution No. R2022-35 be approved as presented.

Boardmember Backus stated that the Finance and Audit Committee had reviewed this motion at its earlier meeting and unanimously recommended its approval by the Board. She asked Ryan Fisher, Deputy Executive Director for Financial Planning, Analysis and Budget, to begin the staff presentation.

Boardmember Dammeier departed at this time.

Boardmember Backus expressed appreciation to the financial team for their handling of the budget approval process.

Chair Keel similarly expressed appreciation to the financial team and the rest of the Board members for their work in reviewing the budget over the last few months.

Chair Keel called for a roll call vote on Resolution No. R2022-35.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Christine Frizzell
Bruce Harrell
Joe McDermott

Nays

Roger Millar
Ed Prince
Kim Roscoe
Dave Somers
Dave Upthegrove
Kristina Walker
Kent Keel

It was unanimously carried by the vote of 14 Boardmembers that Resolution No. R2022-35 be approved as presented.

Motion No. M2022-99: Electing the Sound Transit Board Chair and two Vice Chairs for a 2-year term each, beginning January 1, 2023 and ending December 31, 2024.

Per the Board rules, Secretary Millar is responsible for acting as Chair during the election of the Sound Transit Board Chair. Chair Keel asked Boardmember Millar to begin the consideration of the motion.

After thanking Chair Keel for his service as Chair, Secretary Millar noted that the Executive Committee recommended Dow Constantine from King County as Board Chair, and Dave Somers from Snohomish County and Kent Keel from Pierce County as Board Vice Chairs.

At this time, Secretary Millar called for any additional nominations from Board members. No further nominations were made.

It was moved by Boardmember Baker and seconded by Boardmember Backus that Motion No. M2022-99 be approved as presented.

Secretary Millar called for a roll call vote on Motion No. M2022-99.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Roger Millar
David Baker	Ed Prince
Claudia Balducci	Kim Roscoe
Dow Constantine	Dave Somers
Christine Frizzell	Dave Upthegrove
Bruce Harrell	Kristina Walker
Joe McDermott	Kent Keel

It was unanimously carried by the vote of 14 Boardmembers present that Motion No. M2022-99 be approved as presented.

Boardmember Constantine asked to be recognized prior to Boardmember Keel resuming as chair for the meeting. Boardmember Constantine thanked Board Chair Kent Keel for his leadership during the COVID-19 pandemic and overseeing the many expansion projects the Agency is constructing. Boardmember Constantine also noted several operational decisions made under Chair Keel's leadership, including a pilot to reduce fares across modes for lower-income adults, adopting fare-free service for youth riders, and initializing the fare ambassador program.

Boardmember Backus also thanked Chair Keel for his role in the CEO Selection Committee that ultimately brought new CEO Julie Timm to the agency and region. Boardmember Backus highlighted several major financial decisions made during Chair Keel's terms, such as locking-in lower-cost bonds that will have positive impacts to the long-range financial plan and save taxpayer money. She also noted the successful adoption of rules to allow virtual meetings and the steps taken to diversify the Community Oversight Panel as accomplishments over the past few years.

Boardmember Balducci thanked Chair Keel for his partnership in collaboratively steering the capital program through the financial impacts of the COVID-19 Pandemic toward Realignment.

Secretary Millar took a final moment to thank Chair Keel for his service and congratulated the incoming Chair and Vice Chairs on their election.

Reports to the Board

Independent Consultant Recommendations and staff implementation plans

Chair Keel asked Dave Peters, Independent Consultant to the Board, to begin the presentation on his reporting recommendations.

Mr. Peters gave a presentation specifically tailored to reporting for the Capital Program. In reviewing both existing and new reporting practices, Mr. Peters stated his goal was to provide recommendations to the Board for improvement of their information to support decision-making.

To begin, Mr. Peters shared that many comments from Board members relate to reporting overload, both in the frequency and density of reports. Mr. Peters also noted he received plenty of positive comments related to the current reporting process.

For the Project Performance Tracker, Mr. Peters recommended continued development of the reporting tool, especially for drill-down and historical data. He added that the inclusion of trend arrows would be a

great addition. He further suggested that the Project Performance Tracker could be the main feature of a monthly report to the Board of Directors or System Expansion Committee.

In reviewing the Agency Progress Report, Mr. Peters noted that the lengthy document is geared toward many different audiences. No significant changes were recommended, but Mr. Peters suggested adding more summaries of the content and including a single table to track contingency funds across the system.

Regarding the Cost Savings Work Plan, Mr. Peters recommended removing the quarterly reporting requirement, in favor of an annual or ad-hoc report for agency-wide program issues. Project-specific reviews should be implemented by project team and be conducted routinely.

The semi-annual Cost Drivers memo is specified in the re-alignment resolution. Mr. Peters stated that since the information is included in other agency reports, it is somewhat redundant as a standalone report. He recommended changing the frequency to ad-hoc but at least annually and noted that the information related to cost drivers should be included in the Annual Program Review.

Mr. Peters offered no recommendations to improve the Financial Plan & Budget and found the inclusion of State of Good Repair budgets for long-term planning as a strong positive.

For the Annual Program Review, Mr. Peters recommended removing the individual project write-ups in favor of linking to relevant information in the Agency Project Reports. Moreover, he suggested merging the information from the Cost Drivers memo into the Annual Program Review to address external pressures.

Mr. Peters concluded his portion and turned it over to Deputy CEO Kimberly Farley to speak to implementation plans by agency staff. Ms. Farley stated that, as a high-level point, the staff largely agrees with Mr. Peters' recommendations, with one minor exception. She also noted that a spreadsheet with staff responses to the recommendations was included in the materials packet for Board members.

Deputy CEO Farley noted that while staff agrees with Mr. Peters on altering the Cost Savings Work Plan reporting cadence, that decision will need to come through Board action as the Realignment resolution set the reporting requirement as quarterly. She mentioned that staff will prepare the action and bring it to the Board in 2023.

The one point of disagreement was in regards to the Annual Program Review and paring down the individual project summaries in favor of linking to the Agency Progress Reports. While staff does not plan to full remove the project summaries, they will seek to condense and streamline the information.

Chair Keel thanked Mr. Peters for his recommendations and off-line meetings to help in his understanding of the reporting that comes to the Board.

Boardmember Balducci also thanked Mr. Peters for his delivery of the reporting recommendations. She additionally thanked Ms. Farley and her team.

Update on Link projects in construction and Programmatic Quantitative Risk Assessment Process

Chair Keel asked Deputy CEO Kimberly Farley to begin the presentation. Ms. Farley was joined by Eric Beckman, Ron Lewis, and Matt Shelden.

Ms. Farley began by framing this presentation as a follow-up to last month's report on the four Link projects in construction, as well as the results of the Programmatic Quantitative Risk Assessment that was completed this fall. While focusing on the challenges and risks associated with the current construction, Deputy CEO Farley noted that at the end of the report, staff are looking for discussion and questions from Board members to shape further work on project sequencing and opening timeframes.

Ms. Farley reminded Board members that the original schedule for opening the Link Extensions was East Link (mid 2023), Lynnwood (mid 2024), Federal Way (late 2024), and Downtown Redmond (late 2024). In recent months, agency staff have reported on schedule impacts across the Link projects in construction, with each project facing challenges and delays. While the Lynnwood and Downtown Redmond Link Extensions were primarily impacted by pandemic-related stresses and the regional concrete strike, both the East Link and Federal Way Link Extension projects faced unique issues with construction quality and geological instability, respectively.

In response to these challenges, staff performed individual risk assessments on the projects, as well as a Programmatic Quantitative Risk Assessment across all four, to see what paths are ahead for opening these projects as soon and as safely as possible.

Ms. Farley began by stating the importance of planning for East Link to be opened first in the original sequence. Completion of the East Link extension would enable access to the Operations & Maintenance Facility (OMF) East to support the planned tripling of the Light Rail Vehicle fleet to meet the demand of the additional extensions. This will impact service when the 1 Line is extended to Lynnwood as not enough trains can be stored at the OMF Central in Seattle to account for the originally planned 4-minute headways.

Deputy CEO Farley shared that a key consideration in the schedule of service openings is the focusing of the activation support team on a single project at a time. In order to safely and reliably open any of the extensions, a six-month period is needed for each one. This includes 4 months of pre-revenue service, and 2 months of activation close-out.

Ms. Farley reported that the results of the Programmatic Quantitative Risk Assessment show that the best new option to sequencing the project openings follows the order in which they will be completed. This would have the opening order be re-sequenced to Lynnwood (Summer/Fall 2024), East & Downtown Redmond (Spring 2025), all followed by Federal Way (not yet determined).

In response to System Expansion Committee and Boardmember requests, the staff reviewed the possibility of opening an East Link Starter Line, along with Downtown Redmond Link, while construction along the impacted I-90 segment continues. Ms. Farley shared that in their review, the East Link Starter Line would make the most sense running service from South Bellevue to Redmond Technology Station, with service and support from the OMF East. While opening the East Link Starter Line would allow for some increased efficiency by consolidating pre-revenue service for East and Downtown Redmond Link, it would delay the opening of Lynnwood Link by as much as a quarter.

If ultimately feasible and approved by the Board, the scheduled openings could be re-sequenced as East Link Starter Line (Spring 2024), Lynnwood (Fall/Winter 2024), a full East Link Line (Spring 2025), and Federal Way (not yet determined). Ms. Farley noted that opening an East Link Starter Line after Lynnwood would render the decision moot as, after the 6-month activation period for Lynnwood, the projected opening for the full East Link extension would be close at hand. This means the only way to get significant returns on an East Link Starter Line is to have it open first in the sequencing.

Regardless of the decision on the East Link Starter Line, opening Lynnwood Link without access to the OMF-East will pose significant challenges to vehicle storage and potential overcrowding on the 1 Line. Ms. Farley stressed the importance of working alongside the agency's partners in Community Transit and King County-Metro to analyze impacts to their services.

Deputy CEO Farley stated the most significant risk identified was related to skilled labor, operator and maintenance work shortages. While this is a national issue that is affecting transit agencies across the country, Sound Transit must double the current hiring rate in key operating positions to meet the needs of the expanded Link system.

At this point, Ms. Farley asked Board members for questions they need answered prior to a potential action on the East Link Starter Line in January.

Chair Keel asked if CEO Julie Timm had any additional comments before opening the floor to Board members. Ms. Timm thanked the staff for their work in digging through the quantitative data to bring a very understandable presentation to the Board and public. She also re-iterated that the issues expected with the opening of Lynnwood Link are related to lack of access to the OMF East, not necessarily due to the potential activation of the East Link Starter Line.

Vice Chair Somers noted several issues that he would like to receive more information about. A minor one was about the necessity around the 6-month activation windows, and whether that is flexible. A larger issue, he noted, surrounds the increased headways. Vice Chair Somers identified that the 8-minute headways currently being planned due to lack of access to the OMF East is double the originally planned 4-minute headways that were slated for Lynnwood Link's opening. This, coupled with the decreased ST Express routes and increased Community Transit feeder routes, would have a significant bottleneck effect on the 1 Line with increased crowdedness on trains moving between King and Snohomish counties. Boardmember Somers also flagged an upcoming WSDOT project that would affect I-5 and potentially exasperate the crowdedness and need for public transit.

Boardmember Frizzell took a moment to thank the contractors and laborers who have been working on all the projects. Pivoting to the project sequencing, she noted that Lynnwood residents are ready to ride. While riders in Pierce and King Counties have had time to enjoy the Link system, those living in Snohomish County have been waiting for the Lynnwood Link Extension to open for service. She echoed Vice Chair Somers's concerns and asked for information regarding the estimated number of trips that would occur when opening both the Lynnwood Link Extension and East Link Starter Line.

Boardmember Millar inquired as to whether the agency could sequence the plinth work along the I-90 Segment of the East Link Extension project so that one side of rail could be completed and used to transport Light Rail Vehicles across Lake Washington for storage and maintenance at the OMF East while work continue on the other rail line, allowing for the increased vehicle capacity to somewhat mitigate the challenges associated with the Lynnwood Link opening. Ron Lewis, DECM Executive Director, noted that work on the plinths is currently working out-to-in with teams working from both the East and West across the I-90 bridge. Mr. Lewis noted that in addition to the plinth work, there would be other systems that need to be in place, and that staff are continuously reviewing the status as work continues.

Boardmember Millar clarified Vice Chair Somers's earlier point about WSDOT I-5 construction. In addition to expanding I-5 from downtown Seattle to Northgate, the Department of Transportation is planning other expansion projects on I-405 and SR520, all of which will have construction reducing total available lanes as work progresses.

Boardmember Balducci shared a similar experience to Boardmember Frizzell in seeing the work along Extension projects, specifically riding a vehicle along the East Link Extension project. In summarizing the issue before the Board, Boardmember Balducci noted that the agency can either open 2 stations or 10 stations in 2024, depending on the project sequencing decision. She thanked Board members for asking questions and raising issues that will lead to a decision in early 2023. She also highlighted the potential to draft an agency policy around adjusting openings for projects in the face of construction issues and other delays. She also felt it was important to continue to differentiate issues posed by operating the East Link Starter Line and those caused by lack of access to the OMF East.

Chair Keel agreed and encouraged Board members to begin having conversations about these issues as soon as possible. Vice Chair Somers committed that these conversations are going to happen, and the Snohomish leaders are going to working toward understanding the issues.

Boardmember Backus inquired as to whether it would be possible to open stations north of the identified geologic hazard along the Federal Way Link Extension project and asked that the option be studied.

CEO Timm also noted that Sound Transit is engaging with transit partners, especially King County-Metro, Community Transit, and WSDOT. She also asked Board members to continue to send in questions and raise issues so that staff can work through them and hopefully provide mitigations.

Other business

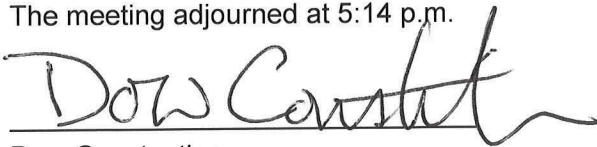
None.

Next meeting

The next regular Board meeting would be held on January 26, 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 5:14 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on January 26, 2023, AJM.