



Summary Minutes

Board Meeting
June 22, 2023

Call to order

The meeting was called to order at 1:32 p.m. by Chair Dow Constantine in a Virtual Meeting via telephone and video conference.

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	(A) Dave Somers, Snohomish County Executive (P) Kent Keel, City of University Place Councilmember

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

Katie Flores, Board Administrator, announced that a quorum of the Board was not present at roll call, but is expected to be reached.

Report of the Chair

Removal of items 8.B. & 8.C. from the Agenda

Chair Constantine reported that Sound Transit required more time to finalize Resolution No. R2023-15, adopting a Link Light Rail Noise and Vibration Policy, and Motion No. M2023-50, amending a Construction Agreement with WSDOT. If there were no objections, these items would be removed from the agenda and considered at a later Board meeting. No objections were made.

Moving of item 8.A. on the Agenda

Chair Constantine also reordered the agenda to move Motion No. M2023-46, identifying the alternatives for study in the DEIS for the Everett Link Extension, to the end of the Business Items. Should the Board not have a quorum at the time of consideration, the action would be postponed until the July Board meeting.

CEO Report

CEO Timm provided the report.

Regional Mobility Grant Award

CEO Timm reported that Sound Transit was recently awarded \$8.6 million in State Regional Mobility Grant Program funds for the Stride BRT program. As a new grant, the funds will be additive to the Financial Plan, and will be split between two State Biennium budgets.

Equity

CEO Timm highlighted Sound Transit's Employee Resource Groups and Networks and their role in supporting Diversity, Equity, Inclusion, and Belonging with the Agency and the Agency's growth as an anti-racist organization. She specifically noted the Juneteenth Picnic hosted by the Blacks Empowering Success in Transit Employee Resource Group and the Pride Employee Resource Group's sponsoring participation in the Seattle Pride Parade on June 25th.

Vertical Conveyance

CEO Timm reported that one of the North-bound International District/Chinatown Station escalators was returned to service on Tuesday after being inoperable since 2021 due to severe water damage and supply and labor constraints.

MLB All-Star Weekend

CEO Timm reminded all that the MLB All Star Weekend was coming to Seattle from July 7-11. She added that in response to an expected higher than usual use of Link and transit, the agency was coordinating with partners to increase service and staffing within existing constraints. She advised the public to consider adding travel time and exercise patience with periodic surges based around event endings.

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:

Alvaro Guillen, on behalf of Connect Casino Road
Lorraine Floyd, Shelly Whitkop, Darwin, Reed Hampton, Mitch Johnson, and Kern McGee
Transportation Choice Coalition
Yazan Al-Alul
Curt Lillibridge
Transit Riders Union, The Urbanist, 350 Seattle, Feet First, Seattle Subway, Sierra Club Seattle, Alex Hornof, and Grant Peltier
Mary Kay McKaw for KWP
Nancy Belcher
Joe Kunzler

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

Joe Reilly	Arie Mahler
Brien Chow	Wilson Laynes
Nora Chan	Angela Garrido
Betty Lau	Jeff Gahr
Amy Chen Lozano	Jason Carter
Alex Tsimmerman	Alvaro Guillen
Wyatt Martin	

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

Jennifer Manginelli
Yazan Al-Alul

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)(ii) to discuss the risks of a proposed action in which a public discussion would likely result in adverse legal or financial consequence to the agency.

Chair Constantine explained that the Board would be in executive session for 15 minutes. The executive session began at 2:10 p.m. and was scheduled to end at 2:25 p.m.

At 2:25 p.m., the executive session was extended by 5 minutes to end at 2:30 p.m.

The executive session ended at 2:30 p.m. At 2:33 p.m., Chair Constantine called the meeting back to order.

Reports to the Board

Stride Pre-Baselining Briefing

Bernard van de Kamp, Stride Bus Rapid Transit Program Executive, began the presentation by noting that the Stride BRT team intended to bring forward actions to establish a baseline budget and schedule the three projects that compose the Stride Program in July for Board approval. He added that this presentation was the first of its kind since Realignment as pre-baselining briefing is required when a project will exceed its Financial Plan assumption, which was the case for Stride.

The projects to be built were selected in August 2021, shortly after the Board adopted the Program Realignment through Resolution No. R2021-05. The Stride Program includes the S1 Line from Bellevue to Burien, the S2 Line from Lynnwood to Bellevue, the S3 Line from Shoreline to Bothell, and the Bus Base North as an operations center. He shared that through collaboration with partners and jurisdictions, refinement during final design resulted in in-line stations along I-405, an extension of the S3 line to better connect with S2 in Bothell, and a sizing of the Bus Base North to accommodate ST Express Buses operated by Community Transit. Additionally, the Stride Program would procure Battery Electric buses for the fleet and the necessary charging infrastructure, as stated in January 2023.

Mr. van de Kamp also noted that Realignment pushed out the parking components of the BRT system but call for innovation and partnership to accelerate delivery were possible. In the upcoming Baseline actions, the team proposed leveraging an acquired piece of land to create an interim surface lot at the South Renton Transit Center.

At that time, the Stride Program was nearing 90 percent final design and acquiring necessary right-of-way. Construction and Funding agreements were approved by the Board to facilitate work with partners, including the Washington State Department of Transportation. The program team also began procurements for systems necessary to operate the Stride system when ready. Many of these early actions by staff and the Board accelerated the Program's implementation while reducing risk. Some components, such as the Bothell-Kenmore Business Access and Transit Lane completed in Summer 2022, were already providing benefit to Sound Transit and other partners. Mr. van de Kamp also highlighted that BRT improvements on state highways would earn the Agency approximately \$600-700 million in land bank credits to reduce the financial costs for future Sound Transit projects.

At this time, Chair Constantine asked Mr. van de Kamp to pause so that the Board could confirm its quorum to address the Business Items. He asked Ms. Flores, Board Administrator, to confirm the quorum. Ms. Flores noted that with Vice Chair Keel joining, the Board has reached a quorum to conduct business.

Consent Agenda

Voucher Certification: May 2023

Minutes of the May 25, 2023, Board Meeting

Motion No. M2023-46: Authorizing the chief executive officer to execute a design-build contract with Absher Construction Co. for the Auburn Station Parking and Access Improvement Project in the amount of \$60,000,000, with a 15 percent contingency of \$9,000,000 and authorizes an alternative concept allowance not to exceed \$2,000,000 to fund maximum cost of added value improvements for the Auburn Station Parking and Access Improvements Project for a total authorized contract amount not to exceed \$71,000,000, contingent upon resolution of any protest received.

Motion No. M2023-48: Authorizing the chief executive officer to execute a betterment task order under the Construction Services Agreement with the City of Seattle to reimburse Sound Transit for all betterment costs, and ratifies construction of additional electrical ductbanks, vaults, and appurtenances, as part of the Lynnwood Link Extension Project, in the amount of \$3,185,713.

Motion No. M2023-49: Authorizing the chief executive officer to increase the contract contingency for the Lynnwood Link Extension Northgate Station to NE 200th Street General Contractor/Construction Manager contract with Stacy and Witbeck-Kiewit-Hoffman, a Joint Venture, for betterment work requested by Seattle City Light in the amount of \$2,896,103, for a new total authorized contract amount not to exceed \$913,242,121.

Motion No. M2023-51: Authorizing the chief executive officer to execute individual contracts with Contract Land Staff, LLC, HDR Engineering, Inc., and Universal Field Services to provide on-call right-of-way consulting services for a five-year initial term with two one-year options to extend, with individual contract amounts that may exceed \$50,000,000 each provided that the aggregate total of all three contracts does not exceed \$155,000,000.

Resolution No. R2023-16: Authorizing the chief executive officer to acquire certain real property interests, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants to the extent authorized by law, as necessary for the temporary North Maintenance of Way facility.

It was moved by Boardmember Balducci, seconded by Boardmember Keel that the Consent Agenda be approved as presented.

It was carried by the unanimous vote of the 10 Boardmembers present that the Consent Agenda be approved as presented.

Business items

Motion No. M2023-52: Authorizing the chief executive officer to increase the contract contingency for the construction contract with Stacy and Witbeck / Atkinson, a joint venture, for Global Construction Claim Resolution for the Downtown Bellevue to Spring District Segment of the East Link Extension, in the amount of \$25,870,000, for a new total authorized contract amount not to exceed \$449,358,121, all within the Board approved project budget.

Jon Lebo, East Link Senior Executive Project Director, gave the staff presentation.

It was moved by Boardmember Baker and seconded by Boardmember Balducci that Motion No. M2023-52 be approved as presented.

Chair Constantine called for a roll call vote on Motion No. M2023-52.

Ayes

David Baker
Claudia Balducci
Christine Frizzell
Debora Juarez
Kent Keel

Nays

Dave Upthegrove
Peter von Reichbauer
Kristina Walker
Dow Constantine

It was carried by a unanimous vote of the 9 Board members that Motion No. M2023-52 be approved as presented.

Motion No. M2023-47: Identifying the preferred alternative(s) and other alternatives for study in the Draft Environmental Impact Statement for the Everett Link Extension project.

Eric Widstrand, High-Capacity Transit Corridor Development Director, gave the staff presentation.

It was moved by Boardmember Balducci and seconded by Boardmember Baker that Motion No. M2023-47 be approved as presented.

Boardmember Frizzell thanked the Elected Leadership Group of their work in helping to identify the alternatives for study. She added that while Boardmembers Franklin and Somers could not attend the meeting, they were also in support of the amendment to remove the Preferred designation from the SR526/Evergreen segment of the project and have the three alternatives; ENG-A, EGN-B, and EGN-E, studied equally in the Draft Environmental Impact Statement.

Amendment 1 to Motion No. M2023-47 was moved by Boardmember Frizzell and seconded by Boardmember Balducci

Amendment 1 – offered by Boardmember Frizzell

On page 3-4 of Motion No. M2023-47, amending the SR 526/Evergreen section as follows:

SR 526/Evergreen

Preferred Alternative

- (Not identified)
- ~~Station and alignment south of SR526, either EGN-B or EGN-E:~~
 - ~~EGN-B runs elevated generally on the south side of SR 526 with an elevated station west of Evergreen Way.~~
 - ~~EGN-E runs elevated generally on the south side of SR 526, transitioning to the north side of W Casino Road with an elevated station east of Evergreen Way.~~

Alternatives for study in the Draft Environmental Impact Statement

- EGN-A is the ST3 representative project, running elevated generally on the north side of SR 526 with a station west of Evergreen Way.
- EGN-B runs elevated generally on the south side of SR 526 with an elevated station west of Evergreen Way.

- EGN-E runs elevated generally on the south side of SR 526, transitioning to the ~~north~~south side of W Casino Road with an elevated station east of Evergreen Way.

Vice Chair Keel noted his support for the amendment and reiterated his support to keep the project moving forward.

Boardmember Balducci stated she had been in communication with Vice Chair Somers and affirmed that she believed he would be in support of the amendment if he were able to join. She asked staff when Preliminary Engineering would begin. Mr. Widstrand answered that conceptual engineering is included in the DEIS, but that Preliminary Engineering up to a 10 percent design level would be conducted in the next phase with the FEIS.

Boardmember von Reichbauer stated his support for the amendment.

Chair Constantine called for a voice vote on Amendment 1.

Amendment 1 to Motion No. M2023-18 was carried by the unanimous vote of the Board members present.

Boardmember Balducci asked if, by approving this action, the Board would effectively shut out study of alternatives or refinements to alternatives that could leverage existing Right-of-Way to reduce property impacts. Mr. Widstrand stated refinements to the alternatives could be studied, but that there were instances along the alignment where in-road elevated guideways were screened-out during the scoping process due to public feedback and technical challenges. Boardmember Balducci inquired if additional Board action would be needed to keep those studies in the DEIS and available for comment and review when published.

Don Billen, Executive Director for Planning, Environment, and Project Development, responded that refinements to the alternatives for study in the action would be looked into during the preparation of the DEIS, but that some of the ideas mentioned would be additional alternatives that would require additional Board direction to include. Noting the time sensitivity of the meeting, Boardmember Balducci asked for a follow-up meeting to discuss what may be needed to potentially include alternatives that could be cheaper and quicker to deliver.

Chair Constantine called for a roll call vote on Motion No. M2023-47.

<u>Ayes</u>	<u>Nays</u>
David Baker	Dave Upthegrove
Claudia Balducci	Peter von Reichbauer
Christine Frizzell	Kristina Walker
Debora Juarez	Dow Constantine
Kent Keel	

It was carried by the unanimous vote of the 9 Board members present that Motion No. M2023-47 be approved as amended.

Reports to the Board (cont.)

Stride Pre-Baselining Briefing

Mr. van de Kamp continued by turning toward the cost estimate for the Stride Program. Using a visual graphic, he walked through a range of costs that factor in market risks to the project. He added that industry experts, including TriUnjity, recommend estimating annual cost increases of 4-6 percent for the following few years as the region's construction activity began to peak. Since the June 8 System Expansion Committee meeting, additional analysis showed that the bus prices for the fleet increased 15 percent in that past year, and updated cost and risk estimates were received for the Tukwila International Boulevard station. As a result, the cost and risk estimate for the program shows that 80

percent confidence level, which is Sound Transit's policy minimum for baselining, was at \$2.325 billion. Given the policy minimum, the Stride program was trending toward costing \$260 million over the Financial Plan assumption. Furthermore, Mr. van de Kamp explained that the \$342 million set aside for the deferred parking components was not a part of the Baseline Budget being brought in July.

Surveying the primary cost drivers, Mr. van de Kamp noted that the cost of labor, materials, and supplies were all increasing. This is in line with what regional partners were also experiencing in their projects. He also added that as design progressed, more details led to better estimates that better serve the program. Additionally, the choice to pursue an all-electric fleet was not assumed in ST3 and adds \$55 million when compared to an all-diesel fleet. Some regulatory requirements surrounding fish passage correction were also unanticipated.

Mr. van de Kamp briefly touched on two betterments that would be funded by partners. The first was at the South Renton Transit Center so that King County Metro can also utilize bays for layovers and support facilities. The other was at the Tukwila International Boulevard Station where a private developer wished to extend a planned pedestrian bridge to better connect a planned development to the station.

Shifting to the debt-related financials, Mr. van de Kamp explained that, assuming the Board baselines the program at \$260 million over the financial plan, the agency could expect the remaining debt capacity to be lowered by 2 percent from 15.9 percent to 13.9 percent and the net debt service ratio to be reduced by .5 from 1.67 to 1.62, with the policy minimum set at 1.5.

Reviewing the draft baseline schedule, Mr. van de Kamp showed the difference between the Realignment schedule for the BRT projects, the schedule by which the team aimed their work and reported to the Board over the last year, and the schedule produced Quantitative Risk Assessment. He reported that each project was trending to be completed around 6-12 months later than previously reported. He noted key schedule risks that may impact each of the projects.

As work progressed, the team would work to identify and implement schedule mitigation measures were possible. Additionally, several key components of the Stride system were expected to be ready before the final completion deadline and offer independent utility. Sound Transit Express and/or partner transit agencies could make use of these facilities before the full Stride system was ready for operations.

Chair Constantine asked for follow-up information regarding potential schedule mitigation options and pondered if there were options for the Board to pursue policy-wise to speed up delivery of the Stride program.

Annual Safety Report

David Wright, Chief Safety Officer, kicked-off the presentation by delivering the Sound Transit safety message of the day. Offering an overview of the presentation, Mr. Wright noted that he and his team would cover the Safety Management System, key elements and recent activities, and building the culture of safety at Sound Transit.

Per Federal Transit Administration requirements, the Sound Transit CEO is the accountable executive for implementation of a Safety Management System. As a direct report to the CEO, Mr. Wright added that he is responsible for its implementation. He introduced Director of Public Safety Ken Cummins, Director of Transportation Safety and Security Branden Porter, Director of Employee and Construction Safety Robert Taaffe, and Safety Chief of Staff Andrea Stuart-Lehalle, who would support him and present at different portions of the Report.

Continuing, Mr. Wright reminded the Board that the System Management System (SMS) was a federally mandated program that was initially required by the FTA in 2019. The purpose of an SMS is to ensure the proper framework is in place for the agency to provide a safe service and safe work environment.

The SMS had four components: Safety Policy, Safety Risk Management, Safety Assurance, and Safety Promotion. Mr. Wright turned it over to Ken Cummins to share insights on Passenger and Public Safety.

Mr. Cummins walked through reported public security incidents over the previous three years. He noted that in 2023, the Agency would replace “Loitering” with “Passenger Conduct” as a category for public concern. Mr. Cummins noted that the increase in Assault and Medical incidents was alarming, and an increasing number of those incidents could be linked to narcotics use aboard vehicles and in stations. Further clarifying the point that downward trends in incidents should not be taken at face value, Mr. Cummins shared that in 2020-21, Sound Transit received 8 complaints per month on average. In 2022, that jumped to 22 complaints per month, principally focused on a lack of security presence and passenger behavior.

In response to these concerns, the Safety Department completed the transition period to the new security contract approved by the Board in January 2023. The goal was to have an onboard security presence on at least 25 percent of in-service light rail vehicles by the end of the year. Additionally, other efforts were being made to increase the visibility of security presence, including increased patrols and updated decals on non-revenue safety vehicles. Mr. Cummins also shared that the Agency was in the sixth month of a 12-month pilot program to provide King County Community and Health Services to individuals in need. This program was focused on the 4 stations within the Downtown Seattle Transit Tunnel and averaged 1150 contacts per month. Before concluding, Mr. Cummins reported that the Agency was seeing a rise in narcotics use, primarily heroin and fentanyl, and overdose deaths on the system.

Mr. Porter began the portion of the presentation related to safety and certification of capital assets prior to opening for revenue service. This included a hazard and threat analysis during preliminary engineering to identify safety hazards and security vulnerabilities. This allowed the safety team to track and develop mitigations to potential safety hazards, which must be closed-out or worked-around prior to initiating revenue service.

Mr. Porter also compared the collision data from 2020-22, showing that it remained relatively consistent. He added that the change between 2021 and 2022 seemed to indicate a flattening out of collision incidents but that the Safety team was working with local partners to integrate technology into buses to further decrease the incidents of collisions.

Mr. Taaffe reported that approximately 4,077,255 labor hours were reported for the Capital Program in 2022. The 2022 injury trend analysis showed that lacerations and fractures to fingers and hands during material handling were the majority of injuries documented in 2022. The contractor recordable injury rate decreased in 2022, and translated to 40 recordable injuries, which are those requiring treatment beyond first aid, including prescriptions. The capital lost time Injury rate was .39 in 2022, meaning eight lost time injuries; this was well below the year’s state and national averages. A lost time injury prohibits the employee from returning to the job site due to physician’s order or recovery time. Sound Transit and its contractors initiated safety stand downs to focus on hand injury prevention, proper glove selection, and comprehensive assessment to identify hazards. To that point in 2023, hand injuries remained the majority of reported injuries.

While remaining below the state and national averages in 2022, the recordable and lost time injury rates for Sound Transit employees increased in 2022, where three Sound Transit employees experienced injuries that each resulted in a lost time injury. These injuries were related to back and knee strains.

Mr. Taaffe reported that the agency **partnered with several** other transit agencies and the University of Washington to collect air samples from buses and light rail vehicles to determine potential residual concentrations from illicit drug use. Since there are no regulatory concentrations or action levels established for fentanyl smoke, this unique study intends to bring baseline data that may assist in

establishing mitigations to an industry-wide issue. Initial sample results were pending, with an initial draft report expected in mid-2024.

Mr. Taaffe also reported that the employee safety group continued to maintain the Employee Safety Reporting Tool, launched in 2021. The platform allows Sound Transit employees to report safety concerns and hazards or raise safety questions via the software. In 2022, the team responded to 98 reported hazards or concerns with only one not tracked to closure, related to signage installation at the University Street Station.

The Employee Health and Safety and the Public Safety teams were working with the fare ambassador program to reduce injuries, as well as verbal or physical assaults with training, de-escalation techniques, and safety awareness. The fare ambassador program documented 11 reportable incidents in 2022, the majority being handled by first aid treatment.

Ms. Stuart-Lehalle reported on efforts to build and measure the Agency's safety culture, as part of the SMS Safety Promotion activities. She noted that the intention behind establishing the safety culture is to help staff understand safe behaviors and what they look like at Sound Transit, how they are expected to engage with safety, and help the Safety Department leadership understand the barriers for staff to adopt safety practices. Ms. Stuart-Lehalle gave a brief list of various safety promotion activities that both support the SMS and the ability to build safety culture with Sound Transit staff.

She also reported that weekly safety walks were performed on all construction projects with the contractors. There were also ongoing safety touchpoints and meetings with local partners, including the Seattle Department of Transportation and King County Metro.

Mr. Stuart-Lehalle summarized the results of the 2022 annual agency-wide safety culture survey. Overall, the survey saw positive engagement growth over 2021, with staff from all ten of Sound Transit's departments participating. The most mentioned safety concerns from staff included lack of psychological safety and valuing employee well-being, security around campus, emergency management (preparedness & training), and workload, burnout, and non-equitable implementation of work from home policies. In order to address these concerns, she reported that steps were being taken to collaborate with Human Resources to develop an internal psychological safety program, the Security Operations Center was providing enriched access and communication to staff about on-campus support, additional activity in drill and exercise programs, and the launch of new programs to provide additional support for all staff to balance the work from home environment.

Additional Board Discussion on the Annual Program Review

Moises Gutierrez, Chief System Quality Officer, began the brief recap of the previous month's presentation on the Board Annual Program Review by introducing John Henry, Chief Financial Officer, and Eric Beckman, Executive Director of the Portfolio Services Office, as available to help answer questions or address feedback.

Mr. Gutierrez began by reviewing the key takeaways, stating that while costs were increasing, the program remained affordable on the affordable schedule. He pointed to the earlier Stride pre-baselining presentation as indicative of the construction environment. He also touched on an upcoming update to cost estimates for the Operations and Maintenance Facility South, which would indicate that costs were trending much higher than previous expected. While providing that early flag, Mr. Gutierrez turned the presentation over to John Henry to discuss the debt financing metrics that Boardmembers provided feedback on.

Mr. Henry reminded the Board about the debt capacity, which is the ability to issue debt, and the net debt service coverage ratio, which measures the ability to pay back debt. He noted that since 2016, the two figures have historically trended in the same direction, until the most recent update in Spring 2023. The Debt Capacity limit trended upward due to the increase in assessed property values in the Sound

Transit district, as well as an additional spacing out of projects needed to maintain program affordability. The net debt service coverage ratio diverged and continued to trend downward as costs, including those for operations, continued to increase. The net debt service coverage ratio was defined as revenue minus operating expenses, all divided by debt service.

Mr. Gutierrez briefly recapped strategies that could be used to manage cost and schedule impacts. On the revenue side, staff would continue to look at additional federal funds, including loans and grants. Staff would also advance strategies of buying construction materials in advance and look at potential early property acquisitions, which are contingent on necessary approvals for federalized projects. Mr. Gutierrez also shared that, in line with TriUnity recommendations, the Agency would perform a review of cost estimate methodology which could help Sound Transit better forecast cost given current market conditions.

Board Independent Consultant Presentation

Dave Peters, Independent Consultant to the Board, began his presentation by noting that he had reviewed both the 2022 and 2023 Board Annual Program Reviews and that agency staff had incorporated practically all of his recommendations. He added that the report's format and content was much improved, more focused, more understandable, and shorter.

Shifting to his Final Report included in the meeting materials, Mr. Peters reviewed many of the reporting elements and collaborated with both board members and staff to improve the conveyance of information to the Board. He added that staff were quick to integrate changes and recommendations.

Mr. Peters turned to his Best Practices report, organized as a spreadsheet for the Board. He drew comparisons with similar public agencies and included links to documents and materials to cover several topics that come into play with megaproject delivery. He stated that Sound Transit followed many of these, but honed in on a few key practices. Mr. Peters noted that it was common for a capital delivery team to be separated out from the day-to-day operations of the Agency. He stated his concurrence with the Technical Advisory Group's recommendation to bring on staff with megaproject experience but deviated saying that one or two executives was not sufficient and that a team with experience would be necessary. He noted that the main positive that would be provided was the unique culture needed to push forward on megaproject delivery. He added that this would take time to effectively organize and special care would be needed to account for feelings of preferential treatment.

An additional best practice Mr. Peters recommended to investigate pertained to legislation or regulations that could empower the Agency with corridor control, utility relocation, municipal service and right-of-way access. Similar actions had been adopted by the province of Ontario in 2020, but Mr. Peters commented that Sound Transit staff seemed less optimistic about this approach.

Mr. Peters briefly touched on a few of his recommendations over the past year, such as changing the project delivery method of parking facilities and pre-purchasing long lead-time equipment and materials. In conclusion, Mr. Peters thanked Sound Transit for their responsiveness and collaboration during his work.

Chair Constantine took a moment to thank Mr. Peters before opening the floor to questions.

Boardmember Walker inquired if next steps were known or if that will be an ongoing discussion. Chair Constantine noted that this would be the subject of ongoing discussions and that he felt that the action passed to implement the TAG recommendations provided some direction for the immediate future.

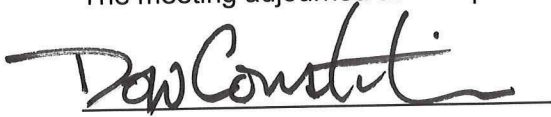
Other business - None.

Next meeting

The next regular Board meeting would be held on July 27, 2023, 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 4:05 p.m.



Dow Constantine
Board Chair

ATTEST:



Adam Montee, on behalf of
Kathryn Flores
Board Administrator

APPROVED on July 27, 2023, AJM.