



Summary Minutes

Board Meeting
June 26, 2025

Call to order

The meeting was called to order at 1:32 p.m. by Chair Dave Somers and was available for viewing in person and online.

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

Roll call of members

Chair	Vice Chairs
(P) Dave Somers, Snohomish County Executive	(P) Claudia Balducci, King County Councilmember (P) Ryan Mello, Pierce County Executive

Board members	
(P) Nancy Backus, City of Auburn Mayor (P) Angela Birney, City of Redmond Mayor (P) Shannon Braddock, King County Executive (A) Cassie Franklin, City of Everett Mayor (P) Christine Frizzell, City of Lynnwood Mayor (P) Hunter George, City of Fircrest Councilmember (P) Bruce Harrell, City of Seattle Mayor (P) Julie Meredith, Secretary of Transportation	(P) Ed Prince, City of Renton Council President (A) De'Sean Quinn, King County Councilmember (P) Kim Roscoe, City of Fife Mayor (P) Dan Strauss, City of Seattle Councilmember (P) Peter von Reichbauer, King County Councilmember (P) Kristina Walker, City of Tacoma Councilmember (A) Girmay Zahilay, King County Council Chair

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

Report of the Chair

Items requiring a supermajority and re-ordering the agenda – Chair Somers noted that Resolutions Nos. R2025-11 and R2025-14 required affirmative supermajorities of the Board to adopt. He also announced that he would re-order the agenda to consider those two items after an initial public comment period. Following consideration of the actions, he will finish his Report of the Chair and the meeting would proceed as originally scheduled to consider the remaining items.

Public Comment for Resolutions Nos. R2025-11 and R2025-14

Chair Somers announced that the Board was accepting public comment on the two supermajority items (Resolution No. R2025-11 and Resolution No. R2025-14) via email and verbally both in person and through the virtual meeting platform.

The following people provided written public comment to the Board:

Jessica Harmon
Bill Hirt
Paul Sweum
Kit Burns

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

Kit Burns
Kirk Hovenkotter
K. Hill

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

Deborah Herron

Business items

Resolution No. R2025-11: (1) Adopting the 2025-2029 At-Grade Crossings Program Master Plan and merges existing TIP projects to create one program and (2) amending the adopted 2025 Budget to allow the At-Grade Crossings Program to continue progressing current project work through implementation by a) increasing the authorized program allocation by \$70,800,000 from \$18,379,900 to \$89,179,900 and b) increasing the program's 2025 annual spend by \$3,300,000 from \$9,806,416 to \$13,106,416.

Moises Gutierrez, Agency Oversight Deputy CEO, provided introductory remarks and asked Victoria Morris, Acting Safety Project Director, to provide the staff presentation. She was joined by Andrea Trepadean, Acting Chief Safety Officer, and Hughey Newsome, Chief Financial Officer.

Board member Walker asked for confirmation that the additional funds are available within the Finance Plan. Mr. Newsome responded that the additional funding is available, and that the move to consolidate several different At-Grade Safety Transit Improvement Plan projects into one program also supports internal administrative initiatives.

Board member Frizzell inquired into how many of the proposed mitigation projects are related to separating pedestrians and trains from interacting. Ms. Trepadean responded that measures such as pedestrian gates, additional signage, and pavement markings are newer safety standards that the agency has already adopted for newer openings, which are being proposed as part of this program in the Rainier Valley. These specific measures are designed to draw attention to the train and urge proper interaction with the system. Board member Frizzell asked if there would be a sound or audio component. Ms. Trepadean responded that there would be a bell. Board member Frizzell noted a minor concern for community disruption and added that these safety measures can save lives.

Resolution No. R2025-11 was moved by Board member Walker and seconded by Board member Frizzell.

Board member Harrell thanked staff for their work and recounted the decision to construct the Rainier Valley portion of the 1 Line at-grade due to financial constraints at the time. Speaking to his amendment, Board member Harrell noted that it is budget and timeline neutral, while prioritizing the upgrading and installation of signal equipment and software at key intersections along Martin Luther King Way S.

Amendment 1 to Resolution No. R2025-11 was moved by Board member Harrell and seconded by Board member Roscoe.

Amendment 1 – offered by Board member Harrell

On page 8-9 and page 8-10 of Appendix D of the At Grade Master Plan document, amend the Automatic Pedestrian Gates (APGs) Pilot (Columbia City and Othello Stations) project as follows:

Description

This pilot project will [seek to](#) install automatic pedestrian gates at the Columbia City and Othello Stations at the north and south pedestrian access points of each station. Associated infrastructure to support the design may also be included in the project.

[Part of this pilot project will include upgrading signal equipment and software at key intersections along MLK as required to support the more complex signal operations needed with APGs. The pilot will explore running a live simulation prior to pilot installation of gates to test signal operation and optimization that can support reliable train operations and multi-modal safety.](#)

Ongoing data collection [on corridor operations and automatic pedestrian gates in service](#) will help evaluate the project's impact on safety and the traveling public. The insights gained from this analysis will guide long-term decisions regarding the potential for permanent adoption and expansion to other locations across the system.

See the graphic toolbox for detailed descriptions of this enhancement and its benefits.

Milestones

- 30% design – Q2 2025
- ST and SDOT [conditional agreement](#) ~~-consensus~~ on [parameters for](#) operational feasibility – Q4 2025
- Final design – Q3 2026
- [Potential signal infrastructure installation – Q4 2026](#)
- Long lead time equipment procurement – Q2 2027
- Finish construction – Q1 2028
- Testing & implementation – Q2 2028
- Pilot end date – 2029

And, on page 8-11 and page 8-12 of Appendix D of the At Grade Master Plan document, amend the Automatic Pedestrian Gates Pilot (Rainier Beach Station) project as follows:

Description

This pilot project will [seek to](#) install automatic pedestrian gates at the Rainier Beach Station. Associated infrastructure to support the design may also be included in the project.

[Part of this pilot project will include upgrading signal equipment and software at key intersections along MLK as required to support the more complex signal operations needed with APGs. The pilot will explore running a live simulation prior to pilot installation of gates to test signal operation and optimization that can support reliable train operations and multi-modal safety.](#)

Ongoing data collection on corridor operations and automatic pedestrian gates in service will help evaluate the project's impact on safety and the traveling public. The insights gained from this analysis will guide long-term decisions regarding the potential for permanent adoption and expansion to other locations across the system.

See the graphic toolbox for detailed descriptions of this enhancement and its benefits.

Milestones

- 30% design – Q4 2025

- ST and SDOT ~~conditional agreement~~~~consensus~~ on ~~parameters for~~ operational feasibility ~~and design of field testing~~ – ~~Q4 2025~~~~Q2 2026~~
- Potential signal infrastructure installation – Q4 2026
- Final design – Q4 2026
- Construction procurement – 18 months
- Start construction – Q3 2027
- End construction – Q2 2028
- Testing & implementation – Q3 2028
- Pilot end date – 2029

Vice Chair Balducci inquired into the rationale for including the additions of “seek to” in Amendment 1. Board member Harrell responded that it is to acknowledge the approval authority that Seattle Department of Transportation will have to give for some of the improvements. Vice Chair Balducci responded that it is common for the Board to speak directly in its actions and recommended striking the inclusions of “seek to” from Amendment 1.

Board members Harrell and Roscoe accepted the striking of the instances of “seek to” from Amendment 1 as a friendly amendment.

Board member Roscoe offered the following as a friendly amendment, as she does not believe the intent is for temporary gates to be installed:

Part of this pilot project will include upgrading signal equipment and software at key intersections along MLK as required to support the more complex signal operations needed with APGs. The pilot project will explore running a live simulation prior to pilot installation of gates to test signal operation and optimization that can support reliable train operations and multi-modal safety.

Staff responded that they believe the amendment clarifies the project intent. Board member Harrell accepted the friendly amendment.

It was carried by the unanimous vote of the 17 Board members present that Resolution No. R2025-11 be amended by Amendment 1.

Board member Braddock thanked the Rider Experience and Operations Committee and Sound Transit staff for their work in laying the foundations for today’s action. She encouraged the agency to continue exploring innovative technologies to better bolster at-grade safety, and flagged including the needs of the Rainier Valley in long-term planning updates.

Chair Somers called for a roll call vote on Resolution No. R2025-11 as amended.

Ayes

Nancy Backus
Claudia Balducci
Angela Birney
Shannon Braddock
Cassie Franklin
Christine Frizzell
Hunter George
Bruce Harrell

Nays

Ryan Mello
Julie Meredith
Ed Prince
De’Sean Quinn
Kim Roscoe
Dan Strauss
Peter von Reichbauer
Kristina Walker
Dave Somers

It was carried by the unanimous vote of the 17 Board members present that Resolution No. R2025-11 be approved as amended.

Resolution No. R2025-14: Amending the Adopted 2025 Budget to advance the Tacoma Dome Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$144,950,939 from \$112,388,021 to \$257,388,960 and b) increasing the adopted 2025 annual project budget by \$27,486,000 from \$15,198,000 to \$42,684,000.

Lauryn Douglas, Tacoma Dome Link Extension Planning Director, and Hughey Newsome, Chief Financial Officer, provided the staff presentation.

Vice Chair Mello thanked staff for their upfront characterization of the budget amendment and how it supports the project’s advancement.

Resolution No. R2025-14 was moved by Vice Chair Balducci and seconded by Board member Roscoe.

Vice Chair Balducci reported that the System Expansion Committee considered this Resolution earlier this month and unanimously forwarded it to the Board with a do-pass recommendation. She noted that an action on the Consent Agenda is contingent upon adoption of this action.

Chair Somers called for a roll call vote on Resolution No. R2025-14.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Ryan Mello
Claudia Balducci	Julie Meredith
Angela Birney	Ed Prince
Shannon Braddock	De’Sean Quinn
Cassie Franklin	Kim Roscoe
Christine Frizzell	Dan Strauss
Hunter George	Peter von Reichbauer
Bruce Harrell	Kristina Walker
	Dave Somers

It was carried by the unanimous vote of the 17 Board members present that Resolution No. R2025-14 be approved as presented.

Report of the Chair (cont.)

Monthly Contract Report – The meeting packet included the monthly CEO contract report for May 2024.

Board Retreat Recap – Chair Somers thanked the Boardmembers for their attendance and engagement at the May 29 Board Retreat. He briefly summarized the discussions and activities, and shared that next month, the Executive Committee and Board will have an opportunity to debrief the Retreat and hear more from staff on the Enterprise Initiative, an agencywide and comprehensive effort to proactively address program affordability.

CEO Report

CEO Constantine provided the report.

2 Line disruptions – CEO Constantine reported on two service disruptions due to vandalism and copper wire theft that impacted the 2 Line. He thanked staff and partners for quickly working to restore full light rail service to rider. King County Metro assisted by providing bus bridges, and King County Sheriff’s Office is investigating. In the short-term, Sound Transit will have an increased security presence along the alignment and coordinate with the investigation.

Upcoming 1 Line disruption – On Saturday June 28, the 1 Line will have a service disruption as the Downtown Seattle Transit Tunnel (DSTT) will be powered down to facilitate a routine inspection of the I-90 bridge by Washington State Department of Transportation. From 4-9 AM, a bus bridge will serve the

1 Line between Westlake and SODO stations. The buses will run every 10-15 minutes, while 12-minute headways are expected to the north and south of the DSTT.

Regional Fare Forum – CEO Constantine thanked Board member Braddock for agreeing to replace him as the Sound Transit Board representative to the Regional Fare Forum. He also thanked Board members Walker, Frizzell, and Quinn for their participation as representatives of Pierce Transit, Community Transit, and King County Metro, respectively.

The forum kicked off in late February, with the latest meeting in late May focused on options to improve fare simplification. The next meeting will focus on opportunities to increase equitable access to reduced fare programs.

Improved 705 Lease terms – CEO Constantine shared that the terms of the lease amendment detailed in Motion No. M2025-28 have improved since the Rider Experience and Operations Committee recommended the action to the Board. The lease charges will now begin on August 1, 2025 instead of July 1, following the completion of the tenant improvements. This will result in saving \$100,000 over the full lease period, which will be one month shorter than originally outlined.

Public Comment (cont.)

Chair Somers announced that the Board was accepting public comment on the remaining items via email and verbally through the virtual meeting platform.

The following people provided written public comment to the Board:

Brien Chow
Betty Lau
Kara Swanson

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

Julia Tung
Shelley Gaddie
Fernando Martinez
Joe Kunzler
Betty Lau
Brien Chow
Paul Pendergast

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

Rata – not present in the virtual meeting

Consent Agenda

Voucher Certification: May 2025

Minutes of the May 22, 2025, Board of Directors Meeting

Minutes of the May 29, 2025, Board of Directors Retreat

Motion No. M2025-28: Authorizing the chief executive officer to execute a third amendment to the lease agreement with 705 Union Station, LLC to lease the second floor (20,942 square feet) of the 705 Union Station building beginning on July 1, 2025, with a lease term ending on March 31, 2028, to coincide with the term of the agency's existing lease of floors one, four, five, and six, for a new total of 196,685 rentable square feet of space in the 705 Building, in the amount of \$2,700,000, for a new total authorized lease agreement amount not to exceed \$66,249,313.

Motion No. M2025-31: Authorizing the chief executive officer to execute a contract modification with HDR Engineering, Inc. to exercise a contract option for Phase 3 project development services for the Tacoma Dome Link Extension project, in the amount of \$79,911,267 with a 10 percent contingency of \$7,991,127 totaling \$87,902,394, for a new total authorized contract amount not to exceed \$181,555,740, contingent upon adoption of Resolution No. R2025-14.

Resolution No. R2025-13: Authorizing the chief executive officer to increase Sound Transit staffing levels to transition the operations of the Sound Transit Security Operations Center from contracted staff to full-time employees, within the existing budget approved by the Board for contracting these services.

The consent agenda was moved by Board member Roscoe and seconded by Vice Chair Balducci.

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

Business items (cont.)

Motion No. M2025-30: Confirming, modifying, or identifying the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement.

Vice Chair Balducci noted that today is an important day for the Tacoma Dome Link Extension (TDLE) project, as the Board will vote to identify the Preferred Alternative for the next phase of environmental review. The Preferred Alternative will be included in the Final Environmental Impact Statement (FEIS) and developed up to about 30 percent design at the end of Preliminary Engineering.

She added that identifying a Preferred Alternative is not a final decision but is an indication of where the Board is currently leaning. Once the Board identifies the Preferred Alternative, staff will continue to advance design and environmental planning in preparation for the Final Environmental Impact Statement. Additional information will be gleaned and will inform continued close collaboration with jurisdictional partners, Tribal Nations, impacted property owners, and the broader public. She reported that the System Expansion Committee considered this Motion earlier this month and unanimously forwarded it to the Board with a do-pass recommendation.

Vice Chair Mello added his excitement for the first Pierce County project decision during his time on the Board. He noted that rigorous analysis and community engagement have developed the current alignment and station options. He spoke to the critical relationship with the Puyallup Tribe of Indians, which is essential to delivering the first light rail project on a Tribal Reservation. He reported that Board, agency, and project leaders recently met with the Tribal Council and heard that the project may advance into the FEIS phase; however, mitigation will be monumental and time-consuming. Ongoing discussions and collaboration are planned to ensure the agency is meeting the expectation of the Tribe.

Lauryn Douglas, Tacoma Dome Link Extension Planning Director, and High-Capacity Transit Development Managers Kathy Leotta and Diane Wiatr provided the staff presentation.

Board member Roscoe, noting the long-held position of the City of Fife in favor of a Pacific Highway alignment, reported that the City Council recently adopted a resolution in favor of an I-5 alignment. She highlighted improvements in the area that better support integrated pedestrian and cyclist connections and changes in the business community's visibility concerns. She expressed her continued concerns about impact to the Chateau Rainier affordable housing development, that houses about five percent of Fife's population, but added that staff are engaging very well with all impacted groups.

Board member Walker thanked her fellow Pierce County Board members for their efforts over the years and acknowledged the many previous members who contributed to advancing the project. She also thanked King and Snohomish County Board members for visiting the alignment on tours to better familiarize themselves with the areas. She reminded the Board of the letter from the Tacoma City

Council that supports the staff-recommended “Close to Sounder” station and acknowledged that there are no easy choices when building in urban environments. She spoke in favor of the station option’s ability to provide the best rider experience when operational, while also aiming to mitigate construction impacts to existing transit services. She added that Sound Transit and City of Tacoma staff are prepared to support local businesses, including those at Freighthouse Square, through the project, highlighting that there may be potential opportunities afforded by the “Close to Sounder” option.

Board member Meredith echoed the excitement for advancing the project. She noted that portions of the alignment will be in Washington State Department of Transportation Right of Way and that her staff will continue to collaborate with Sound Transit on ensuring future success in maintaining both the future light rail and existing highway system. She also thanked agency staff for working with WSDOT and Federal Railroad Administration on minimizing impacts to the Amtrak station in the Tacoma Dome area.

Board member Braddock also expressed her thanks to staff and past and present Board members for their work on the project.

Chair Somers thanked everyone for their comments and acknowledged the work ahead.

It was moved by Vice Chair Balducci, seconded by Vice Chair Mello, and carried by the unanimous vote of all Board members present that Motion No. M2025-30 be approved as presented.

Resolution No. R2025-12: Amending the 2025 Service Plan to include the major service change of extending the 2 Line to Lynnwood City Center Station.

Board member Walker introduced the action and reported on the two comments received at a public hearing prior to consideration by the Rider Experience and Operations Committee.

It was moved by Board member Walker, seconded by Board member Braddock, and carried by the unanimous vote of all Board members present that Resolution No. R2025-12 be approved as presented.

Motion No. M2025-32: Authorizing the chief executive officer to execute 15 individual Multiple Award Task Order Contracts for five years, each with two one-year options to extend, with Akana, Atlas, CDM Smith, Confluence Environmental Company, Cordoba Corporation, ESA, Haley & Aldrich, HNTB Corporation, Jacobs Engineering Group, Inc, Kimley-Horn and Associates, Inc., Parametrix, RSI Remediation, LLC, Stell Environmental Enterprises, Inc., TRC Environmental Corporation, and WSP USA Inc. to provide Sound Transit with environmental services such that the aggregate total amount of the 15 contracts does not exceed \$500,000,000 over the potential seven-year period, and that task orders exceeding \$10,000,000 or are restricted by Resolution No. R2021-05 are subject to Committee or Board approval.

Terri Mestas, Capital Delivery Deputy CEO, Hughey Newsome, Chief Financial Officer, and Amanda Lanier, Design & Construction Procurements and Contracts Director, provided the staff presentation.

Vice Chair Balducci reported that the System Expansion Committee considered this Resolution earlier this month and unanimously forwarded it to the Board with a do-pass recommendation. She recognized that a lot of informing was done by staff to prepare the Board for this action, which is a substantial change in contracting practice for the agency that could yield a great deal of upsides for project delivery.

It was moved by Vice Chair Balducci, seconded by Board member Walker, and carried by the unanimous vote of all Board members present that Motion No. M2025-32 be approved as presented.

Reports to the Board

Chair Somers previously announced that the Board Retreat Recap report will be postponed until the July Executive Committee and Board meetings.

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 Somers advised that the Board was going into executive session. He introduced Desmond Brown, Sound Transit General Counsel, who explained that the Board was allowed to enter 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 Somers explained that the Board would be in executive session for 15 minutes. The executive session began at 3:55 p.m. and was scheduled to end at 4:10 p.m.

The executive session was extended by 10 minutes, with the Board scheduled to return at 4:20 p.m.

The executive session ended at 4:20 p.m. At 4:21 p.m., Chair Somers called the meeting back to order.

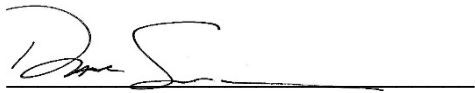
Other business – None

Next meeting

The next regular Board meeting would be held on July 24, 2025, 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via Zoom.

Adjourn

The meeting adjourned at 4:22 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on July 24, 2025, AJM.