



Summary Minutes

Board Meeting
October 27, 2022

Call to order

The meeting was called to order at 1:32p.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	(A) Joe McDermott, King County Council Vice Chair
(P) David Baker, City of Kenmore Councilmember	(P) Dylan Counts, WSDOT Secretary Alternate
(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
(A) Cassie Franklin, City of Everett Mayor	(A) Dave Upthegrove, King County Councilmember
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Bruce Harrell, City of Seattle Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(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

Welcome Julie Timm to her first Board of Directors Meeting

Chair Keel welcomed CEO Julie Timm to her first Board of Directors meeting, after attending the Executive and System Expansion Committees earlier this month.

Realignment Update

Chair Keel updated the Board that the Technical Advisory Group (TAG) presented their initial set of recommendations for accelerating expansion program at October System Expansion Committee meeting. Moreover, Dave Peters, the Board's independent Consultant, also presented to the System Expansion Committee on his recommendations to streamline reporting to the Board. Staff are currently reviewing the recommendations and working on plans on how to best implement.

In November, Staff will be providing the next edition of the Cost Drivers report to the System Expansion Committee. The report will communicate on current economic trends that are impacting the agency's projects.

Pierce County Regional Council Presentation

Last week, Chair Keel attended a presentation by agency staff at the Pierce County Regional Council (PCRC). The presentation shared the work the Board and agency are doing to deliver projects and services across the region. He noted that strong relationships, such as that with the PCRC, are needed to better serve the public.

Expectation for In-person Board of Directors Meetings

Chair Keel reminded Board members that this meeting was designated as an in-person meeting under the Board rules updated at the September Board meeting. He noted it was great to see so many fellow Board members again and meet a few for the first time.

CEO Report

Getting Up to Speed as CEO

CEO Julie Timm had shared that in her first four weeks she has meeting with many Board members and partners, as well as visiting project sites around the region.

CEO Timm plans on working from agency offices around the region throughout each week. She hopes this will enable a closer relationship with operational and construction team, as well as with local partners.

Emphasis in First Months

Ms. Timm stated that the staff have been thorough in briefing her on the many projects that are part of the expansion program. She noted that very often the good news doesn't come to the surface, but there are things to celebrate.

CEO Timm shared that she had ridden most of the transit systems in the region, opting to avoid using her personal vehicle. As a transit-rider, Ms. Timm re-iterated her focus on the passenger experience and listed a few areas of concentration that Board members can expect her to discuss, including providing better real-time communications, repairing vertical conveyances, and improving wayfinding to ORCA Card Readers.

Word of Reality

While noting the positives, Ms. Timm reminded the Board that there are areas of opportunity to improve and correct at the agency. While she is still getting fully up to speed, she expects future discussions to include acknowledging, addressing, and advancing action in areas of internal and external challenge.

External Engagement Highlights

CEO Julie Timm thanked Chair Keel for his presence at the West Seattle-Ballard Link Extensions Chinatown-International District Open House on October 13. She felt the Open House had gone well and spoke to taking time to connect with other communities along the alignment, as well as those in Tacoma.

Federal Update

Ms. Timm shared that on October 10, the agency was awarded one of 10 Healthy Plant Climate Challenge awards from the Federal Transit Administration (FTA) during the APTA Conference. The agency's award was in the "Most Transformative" category.

To work towards the agency's goal of carbon-free operations, the FTA awarded Sound Transit \$9.3 million this August to go toward electrifying its fleet for the SR522 Bus Rapid Transit project.

Building Diverse Partnerships Contracting Expo

Earlier in the morning, CEO Timm addressed over 400 members of the contracting community at Sound Transit's second virtual contracting expo focused on "Building Diverse Partnerships."

Ms. Timm shared that Sound Transit has a responsibility to support small and disadvantaged business in the region, as well as to recruit and train the next generation of the workforce.

Public Hearing on Property Tax Levy & 2023 Budget

Julie Timm shared that the agency would be holding a Public Hearing on 2023 Proposed Budget and Property Tax Levy on November 3, 2022 at 9:30am in the Ruth Fisher Boardroom and via WebEx.

She also outlined the budget process for November and December. Committees will receive presentations on their portions of the budget in November and consider forwarding the proposals to the Finance and Audit Committee in December. The Finance and Audit Committee will review the compiled budget and consider forwarding to the full Board for final approval at the planned meeting on December 15, 2022.

The Property Tax Levy will be considered at the November Board meeting on November 17, 2022.

Plan for Updates to Link Construction Projects

The agency is continuing to work with contractors, particularly on the East Link and Federal Way Link Extensions, to address the challenges shared with the System Expansion Committee in August. Staff are still working to quantifying anticipated and potential programmatic risks impacting all construction project schedules and will hopefully be able to identify and initiated mitigation strategies to eliminate or reduce foreseeable impacts.

Deputy CEO Kimberly Farley will give an interim status report on the Risk Assessment work to the System Expansion Committee in November. A more comprehensive update is planned for the December System Expansion Committee meeting. Ms. Timm shared that the agency will be vetting the concept of an East Link starter line over the next two months.

A Word on Health

In closing, Ms. Timm reminded those present of the importance of good hygiene as the holiday season and regional rain begin.

Presentation of PSRC 2050 Award

Chair Keel shared that representatives from the Puget Sound Regional Council, Community Roots Housing, and Schemata Workshop were in the Boardroom for the presentation of a Vision 2050 award for Station House.

Chair Keel stated that Station House built-off of a multi-year planning effort between Sound Transit, the City of Seattle, and the Capitol Hill community that envisioned new housing, retail, and community-serving spaces to those earning a range of incomes, including a significant affordable housing component.

Station House is part of a larger four-building project, built on Sound Transit surplus property, which includes over 425 new homes, new retail space, and a plaza that is home to the Capitol Hill Neighborhood Farmer's Market and the Aids Memorial Pathway.

Chair Keel mentioned that while the Capitol Hill Transit Oriented Development Project was planned before Sound Transit's Equitable TOD Policy was adopted, the project is an excellent representative of what is possible to provide when the agency has strong partners. Chair Keel invited Josh Brown, Executive Director of Puget Sound Regional Council, to speak to the award.

Mr. Brown shared that while Station House opened in 2020, there are many future opportunities for similar work through Sound Transit's service area. Mr. Brown thanked Sound Transit, Community Roots Housing, and Schemata Workshop, for the work accomplished at Station House.

Jessica Sherwin, Senior Communications Manager at Community Roots Housing, shared a prepared statement from CEO Chris Persons. Community Roots expressed thanks to the many partners, including Sound Transit and Schemata Workshop, that made Station House possible.

Mike Mariano and Geoff Anderson, Principals at Schemata Workshop, thanked Sound Transit for its willingness to work toward affordable housing in the region. Geoff Anderson focused on Station House as the affordable housing component of the larger project.

Chair Keel thanked Sound Transit's own Brooke Belman, Thatcher Imboden, and Joana Valeri for their work and contribution toward the Capitol Hill TOD Project.

At this time, Chair Keel invited Board members and the representative to come forward for a photo.

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:

Bill Hirt
Betty Lau

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

Joe Kunzler

There were no in person verbal public comments.

Consent Agenda

Voucher Certification: September 2022

Minutes of the September 22, 2022 Board Meeting

Motion No. M2022-79: Authorizing the chief executive officer to execute a project coordination agreement with the City of Shoreline which includes a contribution to the city in the amount of \$450,000 for construction work currently required for the Lynnwood Link Extension Project that will be modified and reconstructed by a city project that will enhance access to the Shoreline South/148th Street Station.

Motion No. M2022-80: (1) Ratifying a previously executed betterment task order under the umbrella utility relocation agreement with the City of Shoreline for Sound Transit to construct a sanitary sewer line as part of the Lynnwood Link Extension project in the amount of \$414,773; and (2) authorizing the chief executive officer to execute an amendment to the betterment task order in the amount of \$186,030, bringing the total betterment task order to an amount of \$600,803 to be reimbursed by the City of Shoreline.

Resolution No. R2022-27: Amending section 2.11 of Resolution No. R2018-40 to delegate authority to the chief executive officer (CEO) to enter into betterment agreements that do not exceed \$500,000 with other government entities in order to align with the authority already delegated to the CEO for contract modifications.

It was moved by Boardmember Balducci, seconded by Boardmember Roscoe, and approved by the unanimous vote of the 13 Board members present to approve the Consent Agenda as presented.

Business items

Resolution No. R2022-28: Adopting the 2023 Service Plan, which retroactively formalizes emergency major service changes implemented in November 2021 due to the severe operator shortage impacting Sound Transit services.

Chair Keel invited Rider Experience & Operations (REO) Chair Kristina Walker to speak to the Public Hearing held on October 20, 2022 regarding the 2023 Service Plan. Boardmember Walker reported on the single Public Comment received at the Hearing and invited Brian de Place to begin the Staff Presentation.

Mr. de Place and Executive Director of Operations Suraj Shetty provided the presentation and spoke to the operator shortage. Mr. de Place concluded with a recap of what next steps would look like.

It was moved by Boardmember Walker and seconded by Boardmember Prince that Resolution No. R2022-28 be approved as presented.

Boardmember Dammeier asked whether the operating model is a hindrance to remedying the operator shortage problem. Mr. de Place noted that the operator shortages first appeared in Pierce County, which necessitated King County Metro taking over a route that predominately runs through South King County. Once operator shortages began to show in King and Snohomish Counties, the ability to shuffle routes among partners diminished.

Boardmember Backus noted that most of her questions were along a similar line as Boardmember Dammeier. Boardmember Backus asked as to whether there were discussions with Pierce Transit about whether there were ways to spread out the negative impacts of service reductions. Mr. de Place noted that the entire system has been experiencing service reductions, and that the agency has had to make difficult decisions. He hopes that the operator shortage is solved as quickly as possible to help restore service.

Boardmember Walker asked about additional service changes that affected East King County. Mr. de Place explained that those changes don't rise to the level of Major Service Changes, and some of those reductions are non-continuance of routes or minor service changes. Walker also thanked the staff for taking early action to restore the Sounder South line, as they knew that service reductions would impact Pierce Transit-operated routes.

Boardmember Balducci offered a note regarding Route 566 which connects East and South King County. She mentioned that the current service has been essentially rendered not useable. Balducci asked to follow-up on that route and seeing how to better connect East and South King County. Mr. de Place noted that the team had received comments about the similar Route 567, and that further review would be conducted.

CEO Timm had a conversation with Pierce Transit CEO Mike Griffus and touched on his news that Pierce Transit is training a cohort of operators. Chair Keel shared that he and Boardmembers Walker and Roscoe sit on the Pierce Transit Board and have been a part of conversations that also expose the difficulty of recruiting operators. He also noted the extreme difference in recruiting operators compared to even a few years ago.

Boardmember Dammeier noted his frustration but said he supported the motion. He asked for future work on evaluating Sound Transit partnerships to ensure that these shortages can be remedied. Chair Keel agreed with the sentiment and noted that the presence of riders will hopefully help remedy the shortages.

Chair Keel called for a roll call vote.

Ayes

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

Nays

Ed Prince
Kim Roscoe
Dave Somers
Pete von Reichbauer
Kristina Walker
Kent Keel

It was unanimously carried by the vote of 13 Boardmembers present that Resolution No. R2022-28 be approved as presented.

Motion No. M2022-83: Approving the Hilltop Tacoma Link Extension Service and Fare Equity report.

It was moved by Boardmember Walker and seconded by Boardmember Prince that Motion No. M2022-83 be approved as presented.

Chair Keel asked Boardmember Kristina Walker to speak to the motion.

Boardmember Walker shared that Motion No. M2022-83 had been considered by the REO Committee and forwarded unanimously. The FTA requires equity analyses when implementing new fare, among other changes. Walker elaborated that the initial segment of the T Line was established as a fare-free service, and that would continue until the beginning of service on the Hilltop Tacoma Link Extension.

She shared that fare implementation may present a disproportionate burden on low-income riders, and that most riders may not see increases as they will continue to use employer-provided passes or be performing transfers from other services. Walker noted that Sound Transit will continue to work with community-based organizations, Community Healthcare of Pierce County, and others to promote the ORCA Lift program and provide ORCA Lift Cards.

Chair Keel called for a roll call vote.

Ayes

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

Nays

Ed Prince
Kim Roscoe
Dave Somers
Pete von Reichbauer
Kristina Walker
Kent Keel

It was unanimously carried by the vote of 13 Boardmembers present that Motion No. M2022-83 be approved as presented.

Resolution No. R2022-29: (1) Adopting new rates of fare for Tacoma Link light rail service effective with the opening of the Tacoma Link light rail extension in 2023; and (2) supersedes the rates of fare established in Resolution No. R2016-10, and Resolution No. R2020-28 as amended by Resolution No. R2022-20, with the rates of fare established by this action as shown in Attachment A.

Chair Keel invited Kristina Walker to speak to the Resolution.

Resolution No. R2022-29 was moved by Boardmember Walker and seconded by Boardmember Prince.

Boardmember Walker noted that the REO committee had reviewed the action and unanimously recommended its approval with Option 1, the option most aligned with staff recommendation, being selected.

Boardmember Roscoe inquired as to whether the ORCA LIFT fares were temporary. Chad Davis, Deputy Director-Fares, confirmed that Sound Transit staff will return to the Board to permanently establish the ORCA LIFT at a potential \$1.00 Fare which would also apply to Tacoma Link.

Chair Keel thanked Mr. Davis and the staff for their work. He enjoys seeing a standardization of fares across the transit systems.

Boardmember Balducci mentioned that King County Metro needed some more time to join the Region, but all partners are prepared for the change at this time.

Chair Keel called for a roll call vote on Resolution No. R2022-29.

Ayes

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

Nays

Ed Prince
Kim Roscoe
Dave Somers
Pete von Reichbauer
Kristina Walker
Kent Keel

It was carried by the majority vote of 13 Board members present that Resolution No. R2022-29 be approved as presented.

Motion No. M2022-84: Authorizing the chief executive officer to (1) execute a transfer agreement with King County to transfer ownership of the Downtown Seattle Transit Tunnel to Sound Transit; and (2) execute three follow-on agreements as required in the transfer agreement.

Chair Keel invited Kristina Walker to speak to this and the following item.

Motion No. M2022-84 was moved by Boardmember Walker and seconded by Boardmember Prince.

Boardmember Walker called on Carrie Avila-Mooney, Director of Regional Government and Community Relations, to present on the two remaining motions.

Ms. Avila-Mooney mentioned that she is filling in for Deputy CEO Kimberly Farley, but that additional staff are in the Boardroom and available via Webex for additional questions.

Chair Keel wanted to make sure everyone recognized the major step this action represented and thanked staff for the years of work that went into coming to this point.

Boardmember Dammeier inquired as to the plans around the vertical conveyance systems in the Downtown Seattle Transit Tunnel (DSTT) and whether they will impact existing plans to address vertical conveyances around the system. Ms. Avila-Mooney stated that Sound Transit had assumed full management of the vertical conveyances in 2021 and had already begun reviewing and implementing the necessary upgrades. She also noted that the vertical conveyances are a part of the larger State of Good Repair program in the agreement. Suraj Shetty added that this is a long-term project, requiring planning and changes to the infrastructure. He also shared that as further inspections result in new information, reprioritization of handling vertical conveyances may be necessary.

Boardmember Harrell shared that there aren't many weeks he doesn't receive a public grievance about stations along the DSTT. He asked for greater transparency related to the DSTT needs as Sound Transit takes it over to better the rider experience.

Boardmember Constantine thanked the staff members from all the public agencies that worked to get this agreement before the Board of Directors. After giving history about the DSTT, Boardmember Constantine noted this is just another example of the close partnership among the regional public agencies.

Chair Keel called for a roll call vote on Motion No. M2022-84.

Ayes

Nancy Backus	Ed Prince
David Baker	Kim Roscoe
Claudia Balducci	Dave Somers
Dow Constantine	Pete von Reichbauer
Bruce Dammeier	Kristina Walker
Christine Frizzell	Kent Keel
Bruce Harrell	

Nays

It was carried by the majority vote of 13 Board members present that Motion No. M2022-84 be approved as presented.

Motion No. M2022-85: Authorizing the chief executive officer to execute an amendment to the Link Operations and Maintenance Agreement with King County for services related to the transfer of the Downtown Seattle Transit Tunnel.

Chair Keel had noted that the Board heard the presentation from Ms. Avila-Mooney.

Motion No. M2022-85 was moved by Boardmember Walker and seconded by Boardmember Prince.

Boardmember Walker stated that the REO committee had reviewed the action and unanimously recommended its approval by the full Board.

Chair Keel called for a roll call vote on Motion No. M2022-85.

Ayes

Nancy Backus	Ed Prince
Claudia Balducci	Kim Roscoe
Dow Constantine	Dave Somers
Bruce Dammeier	Pete von Reichbauer
Christine Frizzell	Kristina Walker
Bruce Harrell	Kent Keel

Nays

It was carried by the majority vote of 12 Board members present that Motion No. M2022-85 be approved as presented.

Reports to the Board

Review of 2023 Proposed Budget and Financial Plan Projections

Chair Keel invited Ryan Fisher, Deputy Executive Director for Financial Planning Analysis and Budget, to provide the presentation to the Board. Ryan Fisher began the presentation by laying out the Budget process timeline for the remainder of the year.

First, Mr. Fisher provided a high-level review of the updated Financial Plan, noting that the realigned Financial Plan remains affordable, while the target schedule for projects remains unaffordable. He shared that high inflation and costs escalations are contributing to increased capital and operations costs, projected revenues have increased but are outpaced by inflation, and increased assessed value of agency-owned property strengthens the debt capacity to fund increased project costs.

In reviewing the individual drivers to changes in the Long-term Financial Plan, Ryan Fisher listed and walked through seven key areas: Increased tax revenue, decreased fare revenues, increased grants and other revenues, increased capital expenses and state of good repair costs, increased operating costs, increased debt proceeds, and increased debt and reserves.

Sales Tax revenue is up by 3.9% due to inflation and consumer spending, but Mr. Fisher expressed caution due to the uncertainty in the direction of the economy. Increased costs for new and used vehicles has driven a 1.3% increase in revenue collected via the Motor Vehicle Excise Tax. A recovery in travel has driven higher receipts from the Rental Car Tax.

Expected Fare Revenues have fallen through 2046 due to several factors, including free youth fares, lower ORCA Lift Fares, delay of an assumed Link fare increase, and a lower average fare per boarding for ST Express and Bus Rapid Transit routes. Mr. Fisher noted that while ridership is increasing, it has not done so in a way to offset the impact of lower average fares per boarding. Additionally, the continued high rate of Link non-fare boardings is a risk.

Competitive and CRISI Grants awarded to complete the DuPont Sounder Extension have added to the total project Grant Revenue.

Inflation has driven a 3% increase to capital and state of good repair cost projections. A small benefit resulted from cash flow adjustments. Moreover, splitting of the West Seattle Ballard Link Extension project into two projects has no impact on affordability.

Operating costs are projected to increase by 8% through 2046, driven largely by a higher Consumer Price Index, and increased staffing costs. Additionally, the update to the Fare Ambassador Program and increased administrative costs have a smaller impact on the overall projects.

In reviewing the increase new debt projections, Mr. Fisher shared that 58% of identified additional costs are currently funded by debt, not revenue. Debt service and reserved are projected to increase by 9.6% for additional debt issued to fund the difference between projected expenditures and revenues. Mr. Fisher shared with the Board how the agency is performing against three debt constraints.

Mr. Fisher walked through a graphical representation of the debt capacity through 2046, showing the debt principals over time for affordable and target schedule for expansion projects. He also provided historical debt capacity values, showcasing the effect of Realignment.

Mr. Fisher now pivoted to the 2023 Proposed Budget.

The agency is expecting a 2% increase in tax revenues for 2023, bolstered by an increase to Rental Car tax receipts. Property and Sales tax receipts are expected to increase slightly, while the receipts from the Motor Vehicle Excises tax are expected to decrease.

Other revenue sources are expected to fall by 34% in 2023, with less revenue expected from Federal grants due to American Rescue Plan funding in 2022 and no TIFIA draws are planned for 2023. Increased ridership has increased fare collection and increased ORCA reimbursement from regional partnerships is also planned.

Shifting to expenditures, Mr. Fisher noted an 11% reduction in other expenditures related to debt service due to refinancing at the end of 2021.

Proposed Project Expenditures are expected increase by \$2.4 billion in 2023. Enhancements and State of Good Repair expenditures make up the largest components of the increase.

The Transit Operating budget is expected to increase by 15% in 2023. Included in this portion of the budget are the recovery of Sounder Service, increases to fuel costs, purchasing new vehicles and spare parts, and the commencement of service on the Hilltop Tacoma Link Extension.

Boardmember Roscoe inquired about the decrease in fare projections due to free youth fares and reduced ORCA LIFT fares. Mr. Fisher clarified that is true. Roscoe followed up about any potential reimbursements to help offset the costs. Mr. Fisher noted that the agency was working with partners to find ways to make Sound Transit eligible for state grants.

Boardmember Roscoe asked why there is a projected decrease in Motor Vehicle Excise tax receipts in 2023. Mr. Fisher shared that there was already a decline from 2021 to 2022, pushed by inflation and increasing vehicle costs.

CEO Timm mentioned that Sound Transit is working with our partners in Olympia to hopefully get Sound Transit eligible for grants related to the Free Youth Fares adopted by the agency on September 1, 2022.

Boardmember Balducci thanked the staff for the ease of reading of the information. She noted concern with the escalation of operating costs compared to the capital costs. Mr. Fisher noted that the agency uses three different inflation indices. The Construction and Right of Way Indices largely impact the Capital costs, while the Consumer Price Index has an impact on the operating costs.

Boardmember Dammeier inquired about the drop of \$327 million due to delay of assumed Link fare increase and lower average fare per boarding. \$200 million of the decrease is due to the delay of Link fares increase, currently planned for 2025.

Dammeier asked about the net debt service coverage ratio and its downward trend. Mr. Fisher noted that concern by Board members is warranted, no action is planned for now. He stressed that reporting on this in the future is important so that Board members are up to date, but also mentioned that inflation in the Consumer Price Index is driving a major portion of the trend. Dammeier stated that the management takeaway about discipline on project scope is indeed imperative.

CEO Timm responded to Boardmember Dammeier's concerns by noting that the Chief Financial Officer (CFO) position is currently open and actively hiring. Once a CFO on board, Ms. Timm is interested in reviewing what changes can be made in 2023.

Chair Keel question about the pinch-point in debt capacity and the effect of realignment. Mr. Fisher updated the Board that even prior to the COVID-19 Pandemic, the agency was still seeing a pinch-point in the future. Realignment helped to smooth out the troubles caused by the Pandemic but going forward strategic planning will be needed to get through or eliminate the pinch points.

West Seattle & Ballard Link Extension Chinatown-International District Engagement Update

Chair Keel invited Cathal Ridge to begin the Presentation. Mr. Ridge was joined by Leda Chahim.

Prior to jumping into the CID Engagement Update, Mr. Ridge briefly updated the Board regarding the areas for further studies related to the West Seattle Ballard Link Extensions that will be reported on at the November Board meeting. The Engagement Team has developed a comprehensive schedule of meetings regarding these refinements.

Ms. Chahim noted that the agency's CID Engagement includes a series of meetings and workshops with the community, all culminating in a report to the Board planned for February 2023. On October 13, a kick-off Open House was held in Union Station.

Cathal Ridge noted that the Open House received plenty of feedback on the 4th Avenue South station alternative. Additionally, feedback was received regarding a no-build option or shifting the station North or South out of the Chinatown-International District.

Leda Chahim covered the planned workshops in upcoming months. The goal of the workshops will be to take feedback and return to the community with ideas to guide discussions.

Mr. Ridge laid out the schedule for updates coming to the Board of Directors.

Boardmember Harrel thanked the team for their increased engagement plan and efforts. The City of Seattle sent staff to attend these community meetings and noticed that there is very little support for the 5th Avenue option. Mr. Harrell inquired as to how agency staff are receiving that feedback. Mr. Ridge noted that all the alternatives from the Draft Environmental Impact Review will be carried through the Final Environmental Impact Review.

Boardmember Balducci also heard positive feedback from the Open House.

Chair Keel thanked Cathal, Leda, and the staff. Chair Keel attended the Open House and felt the positive energy of the night. He also stressed the importance of overcommunication with the community.

Chair Keel also encouraged the team to work diligently toward having the information necessary for the Board to make a decision in February.

Other business

CEO Timm notified the Board of a timely issue regarding a workplace accident related to the Lynnwood Link Extension Project. She is monitoring the situation and extends thoughts to the worker and family.

Next meeting

The next regular Board meeting would be held on November 17, 2022, 3:00 to 5:30 p.m. in the Ruth Fisher Board Room and as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 4:10 p.m.



Kim Roscoe
Board Chair Pro Tem

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on November 17, 2022, AJM.