



Summary Minutes

Board Meeting
January 26, 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.

Roll call of members

Chair	Vice Chairs
(P) Dow Constantine, King County Executive	(P) Dave Somers, Snohomish County Executive (P) Kent Keel, City of University Place Councilmember

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
(A) 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
(P) 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 and Overview as Chair

Chair Constantine noted that regional voters have asked Sound Transit to deliver the most ambitious transit program in the nation, and that there are several important steps to achieve this missions that will come before the Board this year.

In addition to the System Expansion program’s aim of growing our regional Link Light Rail from 26 mimes to 116 over the next two decades, Chair Constantine noted the agency’s role in helping to construct affordable housing via the Transit-Oriented Development program, which currently has more than 480 unites under construction on Sound Transit properties.

Chair Constantine highlighted the thousands of living wage jobs created by the agency’s projects. To this point, projects have employed 22,500 workers, generating 14.4 million labor hours and \$660 million in wages. Those numbers will continue to grow as there are approximately 50 million labor hours remaining in the current slate of projects.

Chair Constantine mentioned several key project milestones planned for 2023. The Hilltop Tacoma Link Extension is set to open, doubling the current T Line and connecting to the city’s densest neighborhood. The Scoping Period for the Everett Link Extension and the Operations & Maintenance Facility North project began, and the Board is expected to identify alternatives for study. Groundbreaking for the Stride Bus Rapid Transit project along I-405 and SR522 are also expected by the end of this year.

Chair Constantine expressed his intention to further collaboration and creative problem-solving among Boardmembers and with Agency staff.

CEO Report

Government Relations Update

CEO Timm noted that the State Legislature in Olympia has begun their long session that will last through April 23 of this year. She added that the agency is advocating for legislation that would permanently entrench the agency's authority to directly contact towing companies for vehicles impeding light rail tracks. Additionally, the Joint Legislative Audit Review Committee approved and adopted a performance audit of the land bank system between Washington State Department of Transportation and Sound Transit. Two primary recommendations, with which CEO Timm concurs, were made: 1) that the State waive the federal government's interest when Sound Transit leases Right-of-Way from WSDOT, and 2) that both agencies formalize processes related to land bank transactions.

Ms. Timm highlighted the warm welcome and support from members of the Puget Sound congressional delegation. In addition to meeting with Senator Murray with Chair Constantine, CEO Timm met with Congressman Adam Smith (WA-9) and discussed the many projects taking shape in his district.

February 8th WSBLE Outreach Event

While noting the West Seattle-Ballard Link Extensions presentation planned for later in the meeting, CEO Timm reminded the Board that a deeper dive into the Further Studies will be presented at the February 9th System Expansion Committee meeting. Additionally, the team will be hosting an Open House event at Union Station on February 8th from 3pm to 7pm.

Hilltop Tacoma Link Extension Testing

Ms. Timm reported that testing on the Hilltop Tacoma Link Extension is underway and in full swing, and highlighted that Boardmembers Keel, Roscoe, and Walker joined staff for a live wire testing. Current tests are focused on the traction power system, and staff are using both Skoda and Brookville vehicles to conduct these tests. Testing will continue into March as teams verify functionality. The last system that will need to be tested is the signal system which heavily relies on the City of Tacoma completing upgrades to signal cabinets.

ASL Interpretation Software for Board Meetings

CEO Timm pointed out that the agency is now offering American Sign Language interpretation for this meeting via the WebEx platform. Instructions about how to focus on the interpreters' video are available on the meeting page on the Sound Transit website, and ASL interpretation will be available at every Board meeting going forward.

Start of EVLE Scoping Period

Ms. Timm reported that the scoping period for the Everett Link Extension project began on Monday, January 23 and will run through Friday, March 10. Two virtual and one in-person meeting is planned. Virtual meetings are scheduled for February 7 from 5:30 to 7:30pm and March 1 from 11:30am to 1:30pm. The in-person meeting is scheduled to take place on February 15 from 5:30 to 7:30pm at Cascade High School in Everett. Additionally, individuals can comment directly via our Participate Online survey for the project on the website.

Weekend Pedestrian Accident

While communicated via email to Boardmembers, CEO Timm reported on an accident resulting in a pedestrian being struck by a Link train early Sunday morning. According to the preliminary action report, the operator was already slowing down and, upon seeing the pedestrian, applied maximum braking and

sounded the horn. While the pedestrian was awake and talking at the scene, they did sustain serious injuries and was transported to Harborview Medical Center. Sound Transit is supporting any investigations and wishes a quick and full recovery to the pedestrian.

Transit Equity Week

CEO Timm called out that next week is Transit Equity Week. Transit Equity Day, February 4, commemorates the birthday of Rosa Parks and serves as a reminder of the crucial impacts the agency's work and project have on creating a more accessible, sustainable, and equitable region.

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:

Angela Birney, Redmond Mayor

Mealear Khiev and Michael P

Lake Forest Park Councilmember Tracy Furutani, Jay and Robin Tzucker, Kyle Gati, Deb Blaha, Jeff Snedden, Elizabeth Krzyminski, Paula Goode, Donald Brubeck, Vanessa Whorley, Jerry Martin, Emily Jo Artim, Steve and Dina Clagg, Chelsea Victor, Alexia Bailey, Kerri Hallgrimson, Simone McCready, Rebecca Gati, Drew Whorley, Madalina and Adrian Dobra, Steve McGee and Rosalie O'Leary, Andrew Knapp, Cassie Hansen, Krista Forsyth Fisher, John Brew, Edward Lawson, John and Julie Drew, Quang Bui, Barbara Chou, Vicki Scuri, Sally O'Connor, George Laney, Brandi Weill, Armand Micheline, Don Fiene, Eloise Hoover, Teri Doolittle, Anne Stadler, Nancy Bradburn-Johnson, Jasmine Albrecht, Jan Silver, Byron Barnes, Heather McLaughlin, Dana Carlson and Mary Heck, Brian Johnson, Ann Stevens, Gen Gebhardt-Marek, Pat Marek, Barbara Sharkey, Julia Bent, Cami Gearhart, Tony Angell and Lee Rolfe, David Crowe on behalf of Abdan Holdings LLC, Joleen Borgerding, Joseph and Neville Kelly, Julie Wheatley, Thomas and Rosaline Bird, Albert and Margaret Lirhus, Moin Shaikh, Madlyn and Richard Larson, and other unnamed commenters

Jim Liming

David Shneidman

Sarah Phillips

Janet Quinn

Stephen Crane, representing Gregory and Darlene Banks

Margaret Sutter, Allied Arts of Seattle, Kathleen Johnson for Historic South Downtown, Isaac Gloor Marlowe Zoller, Lilia Deering, FuXin Wu, Eva Bhagwandin, Alex Hong, Dorothy Alcafaras, Janet Brown, Sophia Keller, Ingria Jones, Annie Mach, Grace Chai, Erin Okuno, Amanda Locke, Samuel Clinton Leeper, Hayden Beverly Johnson, Rachel, Jacqueline Wu, Aya Chiong-Bisbee, Amber Chong, Nina Varganov, Megan Rupert, Kay Luft, Tiffany Chan, Bailee, Karina Arroyo, Haley Ballast, Nancy Carroll, Meilani, Phillip Hart, Amaris Penaloza Florence Sum, Jenn Shaffer, Madison Ramey, Wei Low, Richard Saguin, Ellison Sheih, Carolyn Fan, Linda Vong, E.N. West, and other unnamed commenters

Catherine Melchior

Johannes Heine

Glen Sugimoto

Bill Hirt

Joe Kunzler

Terry

Jeremy Conklin

John Miller

Margarita Andrijic

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

Heather Clark	Owen X
Melanie O’Cain	John Slattery
Amy Bohutinsky	Jean Reid
Scott Mesic	Betty Lau
Frederik Andreasson	Brien Chow
Aran Dahl	Paul Wu
John Delahunt	Bettie Luke
Kathleen Barry Johnson	Angela Kugler
Paula Goode	Binko Bisbee
Vicki Scuri	Gei Chan
Rami Al-Kabra	Auriza Ugalina
Dean Kubota	Cory Potts

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

Michael Leach
Kathy Hayden
Barbara Sharkey
Chris Woodward

Consent Agenda

Voucher Certification: December 2022

Minutes of the December 15, 2022 Board Meeting

Motion No. M2023-02: 1) Authorizing the chief executive officer to execute a design-build contract with Harbor Pacific Contractors, Inc. for the Sumner Station Parking and Access Improvements Project in the amount of \$49,000,000, with a 12 percent base contingency of \$5,880,000, and 2) authorizes an alternative concept allowance not to exceed \$5,000,000 to fund maximum cost of added value improvements for the Sumner Station Parking and Access Improvements Project for a total authorized contract amount not to exceed \$59,880,000; all contingent upon Board approval of Resolution No. R2023-02.

Motion No. M2023-03: Authorizing the chief executive officer to (1) execute an agreement with the City of Bellevue to share costs for the installation of a firefighter access door in the Bellevue Downtown Tunnel, and (2) accept City of Bellevue’s payment as a credit against a payment authorized under Motion No. M2023-04.

Motion No. M2023-04: Authorizing the chief executive officer to (1) execute an agreement with the cities of Bellevue, Mercer Island, and Redmond for Sound Transit to pay an agreed amount of \$1,527,303 for emergency responder training and equipment needed for the startup of the East Link and Downtown Redmond Link Extensions, and (2) transfer previously purchased emergency responder preparedness equipment.

Motion No. M2023-05: Authorizing the chief executive officer to execute a Partnering Agreement with Pierce Transit to provide ADA complementary paratransit services for Tacoma Link.

Motion No. M2023-06: Approving Sound Transit’s annual 2023 Public Transportation Agency Safety Plan submittal to Washington State Department of Transportation’s State Safety Oversight Office.

Motion No. M2023-07: Authorizing the chief executive officer to execute an Interlocal Agreement with the Washington State Department of Transportation, the Washington State Patrol, King County Metro Transit, and the City of Seattle for Sound Transit to become a member of the Virtual Coordination Center at no cost to Sound Transit.

Motion No. M2023-08: Authorizing the chief executive officer to execute four individual contracts with Universal Protection Service, LP dba Allied Universal Security Services, PPC Solutions Inc, Inter-Con Security Systems, Inc., and PalAmerican Security, Inc. to provide Sound Transit with public safety and security services in individual contract amounts that may exceed \$2,000,000 each provided that the aggregate total of all four contracts does not exceed \$250,000,000 over a six-year period with each contract having an initial term of four years with two one-year options to extend.

Resolution No. R2023-05: (1) Adopting a \$1.00 fare for ORCA LIFT riders on Sound Transit services, effective March 1, 2023 and (2) superseding the rates of fare established in Resolution No. R2022-29, with the rates of fare established by this action as shown in Attachment A.

It was moved by Boardmember Dammeier, seconded by Boardmember Baker, and approved without objection by the 17 Boardmembers present that the Consent Agenda be approved as presented.

Business items

Under his authority, Chair Constantine re-ordered the agenda items so that the Board would jump to consideration of Resolution No. R2023-06, followed by R2023-03, as both require supermajority votes for final adoption.

Resolution No. R2023-06: Authorizing the expenditure of up to \$6 million from the East Link project budget, to be funded by the East King subarea, to complete the work necessary to further develop the option to open a portion of East Link Extension from South Bellevue Station to Redmond Technology Station (East Link Starter Line) in Spring 2024. This work will inform a final action to be considered by the Board in Fall 2023 on whether to open the East Link Starter Line for revenue service in Spring 2024.

Chair Constantine called on Deputy CEO Kimberly Farley to begin the staff presentation. She introduced Eric Beckman, Executive Director of the Portfolio Services Office, as an additional presenter.

Boardmember Keel noted his support for the potential of an East Link Starter Line but inquired as to whether the launch of an East Link Starter Line would negatively impact the opening of Lynnwood Link. CEO Timm noted that while the impact on Lynnwood Link is still being studied as it is composed of many variables, the impact from an opening of the East Link Starter Line is currently looking minimal.

It was moved by Boardmember Balducci and seconded by Boardmember Baker that Resolution No. R2023-06 be approved as presented.

Boardmember Balducci listed 3 major considerations behind this action: How can the agency 1) activate significant portions of completed infrastructure for use by the public, 2) mitigate non-construction related impacts to openings, and 3) create a policy to guide staff on re-sequencing project openings when faced with schedule delays. She also noted that the action today authorizes additional spending from the East King County sub area for further studies on the viability and impact of opening the Starter Line, and that a later action based on those studies will be brought for consideration to potential authorize the opening.

Boardmember Somers thanked Deputy CEO Farley for the presentation's clarity of the ripple-effects posed by the inability to open a full East Link line and the potential impact to operations along the North corridor when Lynnwood Link opens. He listed several complications and major projects that will pose significant challenges if not mitigated by the time Lynnwood Link is opened. He stated his support for today's action, and stressed the importance of equal care and attention to the multiple projects and areas served by Sound Transit.

Boardmember Dammeier agreed with Boardmember Balducci on the importance of opening completed infrastructure to the public as soon as possible. He also noted his long advocacy for focusing on the I-5 corridor-based spine of the Link System. He articulated his support for the action under consideration and hinged his future support on authorizing a Starter Line on no delays to the opening of Lynnwood Link.

Boardmember Frizzell believed that the Board lacked complete information to make a decision at this time. She felt that an East Link Starter Line would solely benefit residents of King County and asked the Board to remember those in Snohomish County and ensure they are able to ride too.

Boardmember Balducci affirmed the validity of the points made by Board members and reiterated that this action funds the further analysis needed to find answers of viability for the Starter Line.

Boardmember Somers also echoed the point of today's action, and further explained his future support is contingent on opening Lynnwood Link as soon as possible and working to mitigate the impacts on that opening.

Chair Constantine called for a roll call vote on Resolution No. R2023-06.

Ayes

Nancy Backus

David Baker

Claudia Balducci

Bruce Dammeier

Bruce Harrell

Debora Juarez

Kent Keel

Joe McDermott

Roger Millar

Ed Prince

Kim Roscoe

Dave Somers

Dave Upthegrove

Pete von Reichbauer

Kristina Walker

Dow Constantine

Nays

Christine Frizzell

It was carried by the supermajority vote of 16 Board members that Resolution No. R2023-06 be approved as presented, with one member voting in the minority.

Resolution No. R2023-02: Adopting the Sumner, Kent, and Auburn Stations Parking and Access Improvements project baseline schedule and budget by (a) combining the three project budgets into one project budget (b) increasing the authorized project allocation to date by \$299,119,865 from \$60,530,135 to \$359,650,000, (c) increasing the annual allocated budget by \$34,989,000 from \$16,516,000 to \$51,505,000, and (d) establishing project open for service dates of Q1 2026 for Sumner, Q2 2027 for Kent and Q1 2027 Auburn.

It was moved by Boardmember Balducci and seconded by Boardmember Backus that Resolution No. R2023-02 be approved as presented.

Boardmember Balducci noted that Motion No. M2023-02, which was on the Consent Agenda, is contingent on passage of this baselining resolution. She then introduced Jon Mihkels, Director of Buildings and Infrastructure, to begin the staff presentation. He introduced Victoria Morris, Project Director, who will assist in the presentation.

Boardmember Keel asked a clarifying question on the Board realignment dates in the presentation. Mr. Mihkels noted that the dates listed were the affordable schedule identified in realignment.

Boardmember Walker inquired into the status on the contract for the Sumner Station. Victoria Morris answered that the Sumner contract action was approved on the Consent Agenda and is contingent on the approval of this action.

Boardmember Backus expressed her support and thanked all involved in bringing these ST2 projects to fruition.

Chair Constantine called for a roll call vote on Resolution No. R2023-02.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Bruce Dammeier
Christine Frizzell
Bruce Harrell
Debora Juarez
Kent Keel

Nays

Joe McDermott
Ed Prince
Kim Roscoe
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Dow Constantine

It was unanimously carried by the supermajority vote of the Board that Resolution No. R2023-02 be approved as presented.

Resolution No. R2023-01: Updating the Board Rules and Operating Procedures and superseding Resolution No. R2022-26.

It was moved by Boardmember Baker and seconded by Boardmember Frizzell that Resolution No. R2023-01 be approved as presented.

Boardmember Upthegrove noted that some language in the underlying rules may conflict with Washington State Court rulings regarding obscenities. He noted that this is tangential to the Resolution before the Board today but indicated interest in speaking with Sound Transit legal staff to review potential changes. Chair Constantine encouraged Boardmember Upthegrove to discuss his concerns with Sound Transit legal counsel.

Chair Constantine called for a roll call vote on Resolution No. R2023-01.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Bruce Dammeier
Christine Frizzell
Bruce Harrell
Debora Juarez
Kent Keel

Nays

Joe McDermott
Ed Prince
Kim Roscoe
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Dow Constantine

It was unanimously carried by the supermajority vote of the Board that Resolution No. R2023-01 be approved as presented.

Motion No. M2023-09: Updating committee chairs, vice chairs, and members for 2023-2024.

Chair Constantine noted that there are no significant changes to committee rosters as no new Boardmembers joined this year. The one update involves the Chair and Vice Chairs of the Executive Committee, and reflects the election of the new Board Chair and Vice Chairs from December 2022.

It was moved by Boardmember Keel and seconded by Boardmember Baker that Motion No. M2023-09 be approved as presented.

Chair Constantine called for a roll call vote on Motion No. M2023-09.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Christine Frizzell
Bruce Harrell
Debora Juarez
Kent Keel

Nays

Joe McDermott
Ed Prince
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Dow Constantine

It was unanimously carried by the vote of 14 Boardmembers present that Motion No. M2023-09 be approved as presented.

Resolution No. R2023-04: Amending section 5 of Resolution No. R2021-05 to adjust the frequency of cost savings reports in order to align with the recommendations put forth by Dave Peters, the Independent Consultant to the Board.

Chair Constantine asked Eric Beckman to speak to the Resolution.

Chair Keel asked fellow Boardmembers to support the Resolution and thanked those who worked intensely with Mr. Peters following realignment.

It was moved by Boardmember Keel and seconded by Boardmember Baker that Resolution No. R2023-04 be approved as presented.

Chair Constantine called for a roll call vote on Resolution No. R2023-04.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Christine Frizzell
Bruce Harrell
Debora Juarez
Kent Keel

Nays

Joe McDermott
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Dow Constantine

It was unanimously carried by the vote of 13 Boardmembers that Resolution No. R2023-04 be approved as presented.

Resolution No. R2023-03: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Bus Rapid Transit SR 522 Project.

Chair Constantine asked Boardmember Balducci to provide an overview of the item’s discussion during the January System Expansion Committee meeting. She introduced Bernard van de Kamp, BRT Program Executive, to provide a brief update on the project. He also introduced Faith Roland, Director of Real Property, to present the Property Acquisition resolution.

Boardmember Baker whether there were any full acquisitions planned for this project. Ms. Roland stated that there are none planned at this time. Boardmember Baker also inquired as to how much square footage of the partial acquisitions was within the public Right-of-Way. Ms. Roland answered that since permissions for public Right-of-Way are given through agreements between public agencies, her team was unable to calculate that number.

Boardmember Keel asked if the team had responded to his request at the System Expansion Committee regarding the square footage of the acquisitions. Ms. Roland stated that the acquisitions range from 99

to 3,983 sq. ft., the permanent easement areas range from 22 to 4,116 sq. ft., and the temporary construction easements range from 343 to 9400 sq. ft.

Boardmember Keel inquired into the property needed to accommodate the retaining wall and right-of-way expansion. Mr. van de Kamp noted that the retaining wall and westward addition of right-of-way was a design modification that came from the planning phase of the project and the modifications eliminated the need for 9 full acquisitions along the route. Mr. van de Kamp also stated that with the 2.5 minute improvement of travel time through the SR 522 corridor in Lake Forest Park, it is projected that riders will save 18,000 hours annually.

Boardmember Upthegrove inquired into alternative design options and asked Mr. van de Kamp for information on priority signalization as opposed to the BAT Lane model. Mr. van de Kamp noted that the project was planned with coordination from an Elected Leadership Group from the cities along the corridor. He noted that over the past decade, the most of the cities have completed projects creating BAT Lanes along SR 522, and this project by Sound Transit will help to finalize the full lane for use. He also noted that as the project nears the 90% design milestone and its final acquisition authorization, significant changes to the design would have an impact on the delivery schedule.

Boardmember Upthegrove also inquired into the footprint of the planned N 165th Station, and if the design process was too far along to potentially reconsider this station. Mr. van de Kamp highlighted that all stations are currently planned to have a double-length platform to accommodate high frequency bus service from both the BRT system and King-County Metro.

Boardmember Baker highlighted his excitement that this project would be the first all-electric bus route in King county.

It was moved by Boardmember Baker and seconded by Boardmember Balducci that Resolution No. R2023-03 be approved as presented.

Boardmember Keel re-iterated his dislike of acquiring property but noted the staff has shown prudence in their work.

Chair Constantine called for a roll call vote on Resolution No. R2023-03.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Christine Frizzell
Bruce Harrell
Debora Juarez
Kent Keel

Nays

Joe McDermott
Ed Prince
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Kristina Walker
Dow Constantine

It was unanimously carried by the vote of 14 Boardmembers that Resolution No. R2023-03 be approved as presented.

Public Comment (cont.)

Chair Constantine re-opened public comment for those who were unable to be heard earlier in the meeting.

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

Chrissy Shimizu
Max Chan
Kaileah Baldwin

Ling Chinn
Karen Akada

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

Madlyn Larson
Phillippa Kassover
Tom French
Zakariya
Jimmy Pizl
Scott Fisher

Reports to the Board

West Seattle and Ballard Link Extensions – Further Study Results

Chair Constantine asked Cathal Ridge, Executive Corridor Director, to begin the presentation.

Mr. Ridge began the report presentation by detailing the current Budget and Schedule Status of the West Seattle and Ballard Link Extensions project. At this time, the budget continues to fall within the Finance Plan estimate. In terms of schedule, both portions of the project are delayed, with the West Seattle Extension delayed by 2 months and the Ballard Link Extension delayed by 10 months.

Mr. Ridge described the planned presentations his team will be giving at the February and March System Expansion Committee and Board meetings. While today's report is a brief overview of the Further Studies, a deeper dive presentation is scheduled for the February 9th System Expansion Committee meeting, a presentation including a summary of community feedback will take place at the February 23 Board meeting. After these presentations, the team will bring an action to the System Expansion Committee and Board in March to identify the preferred alternative and options for inclusion in the Final Environmental Impact Statement.

Starting the in Chinatown-International District (CID), Mr. Ridge reminded the Board of the options included in the Draft Environmental Impact Statement and the direction the Board gave to staff to further engage with the residents of the area to develop additional concepts for study. Mr. Ridge outlined the engagement process the team has undergone over the past several months, which included 5 open houses/workshops, 2 online surveys, more than 30 community meetings/tours, and other avenues.

Refinements to the 4th Avenue Shallow (CID-1a) option would reduce displacements in ICON apartments from 4 years to 2 2-month periods but also lengthen the construction timeline to 12 years to reduce impacts to adjacent BNSF property.

From the community engagement process, the team has developed an option that would place a station North of CID, consolidating the planned Midtown and CID stations to create station with direct transfers to the existing Pioneer Square station. This would result in a 4-year closure of James Street and displace King County and social services properties. This station would be within a 10-minute walk to CID, Pioneer Square, Colman Dock, and the south end of Downtown/Midtown.

A station option South of CID is also being developed. While providing opportunity for equitable Transit-Oriented Development (eTOD) and being within a 10-minute walk to CID and the Stadiums, it would not allow direct transfers to the other Light Rail service lines.

The option to include stations both North and South of CID is also being studied. It bears many of the same impacts as the two individual options. Mr. Ridge noted that this two-station option would cost an estimated \$160 million over the budget of the realigned financial plan.

Mr. Ridge briefing touched on ideas to activate potential use of Union Station and the surrounding plaza.

Shifting to the Downtown segment, Mr. Ridge spoke to the South Lake Union mix-and-match option that would connect the Westlake/5th, Denny/Terry, and South Lake Union/Harrison station options. While this option would avoid temporary impacts to the streetcar service, it would also include at least a year of overall project delay due to a necessary relocation of high-risk long-haul fiber. Mr. Ridge noted that this mix-and-match option would cost an estimated \$200 million overbudget of the realigned financial plan.

Mr. Ridge walked through the Seattle Center mix-and-match option that would connect the South Lake Union/Harrison and Seattle Center/Mercer station options to either of the north tunnel portal locations. Since the connection from this alternative to the Republican Street tunnel portal would be impractical for operational purposes, the alignment would have to continue north along Mercer Street. This options would avoid construction effects near NW Rooms and include an additional 15 residential and 24 business displacements. Noise and vibration effects from this option to Seattle Opera, King FM, and McCaw Hall can be mitigated. Mr. Ridge noted that this mix-and-match option would cost an estimated \$210 million overbudget of the realigned financial plan.

Additionally, a Seattle Center: Republic West option is being studied that would shift the station on Republican Street further west. This would avoid construction impacts to NW Rooms and include an additional 8 business displacements. Mitigations can be made to noise and vibrations impacts to Uptown Cinema, while sections of Republic Street would be temporarily closed to accommodate the extended cut-and-cover construction. Mr. Ridge noted that option would cost an estimated \$60 million over the budget of the realigned financial plan.

Moving to the Interbay/Smith Cove segment, the team studied the option of shifting the Interbay station south to cross below Dravus Street. This was prompted to avoid impacts to Seattle City Light and Seattle Storm properties. This would result in temporary lane closures of Dravus Street over 1.5 years and reduce the number of business displacements. Mr. Ridge noted that this option would cost an estimated \$30 million under the budget of the realigned financial plan.

Mr. Ridge said the team also looked into the viability of shifting the Smith Cove station north of Magnolia Bridge while shifting the tunnel portal further south. The analysis performed showed that this option is not viable as the project would not be able to avoid an unstable slope risk on the Queen Anne hillside.

An additional alignment being developed would consolidate the Smith Cove and Interbay station into a below-grade station on 15th Ave. W. This would result in temporary lane closures of 15th Ave over 1.5 years and extend the tunnel alignment. The consolidation of the two stations would result in a minor ridership loss. Mr. Ridge noted that this option would cost an estimated \$210 million overbudget of the realigned financial plan.

In the Ballard segment, Mr. Ridge commented on station entrance refinements to the Tunnel 15th Ave station from the Draft EIS. The refinements include eliminating the south entrance, which would reduce the construction staging area needed for the project. This would avoid displacement of the adjacent Safeway but also reduce opportunities for eTOD. There are additional analyses being performed on potential reducing the size of the western entrance as well. Mr. Ridge noted that these refinements would cost an estimated \$70 million over the budget of the realigned financial plan but would result in a \$100 Million reduction to the project budget. Further savings can be realized through the reduction of the west entrance.

Mr. Ridge noted that the Community Feedback Survey is available online through February 17th. He also highlighted an in-person Open House on February 8th from 3-7pm in Union Station for corridor-wide engagement. He also stated that the presentation at the February 9th System Expansion Committee meeting would provide a deeper dive into the further study areas, cover corridor-wide refinements and the West Seattle Link Extension, include discussion of rider experience and eTOD potential, and present end-to-end scenarios for the Ballard Link Extension.

Boardmember Keel expressed that this presentation clearly demonstrated the progress that has been made by agency staff since the Board direction to conduct further studies and community engagement. He also mentioned the month-to-month cost that further delays would bring and his hope that the schedule to make a decision on the preferred alignment and options for study is carried out as soon as possible.

Other business

None.

Next meeting

The next regular Board meeting would be held on February 23, 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 4:26 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on February 23, 2023, AJM.