SOUNDTRANSIT

Summary Minutes

Board Meeting
March 23, 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	
(A) 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 Councilmember	(P) Ed Prince, City of Renton Councilmember
(P) Bruce Dammeier, Pierce County Executive	(P) Kim Roscoe, City of Fife Mayor
(P) Cassie Franklin, City of Everett Mayor	(P) Dave Upthegrove, King County Council Chair
(P) Christine Frizzell, City of Lynnwood Mayor	(P) Peter von Reichbauer, King County Councilmember
(P) Bruce Harrell, City of Seattle Mayor	
(P) Debora Juarez, City of Seattle Council President	(P) Kristina Walker, City of Tacoma Deputy Mayor

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

Report of the Chair

Extended Meeting time

Chair Constantine announced that today's meeting was extended by one hour to allow time for discussion on the action to confirm or modify the Preferred Alternative for the Ballard Link Extension.

CEO Report

CEO Timm provided the report.

APTA 2023 Legislative Conference & Meetings in DC

CEO Timm shared she attended the APTA Legislative conference in Washington, D.C. last week. She met with senior FTA officials and with Senators Cantwell and Murray. While members of the House of Representatives were not in town, she was able to brief the transportation staff of the House delegation.

She specifically highlighted that Senator Murray was recognized by APTA as one of five 2023 Public Transportation Advocacy award recipients.

CEO Timm also announced that Sound Transit and the Seattle Department of Transportation received notification of a grant to help funding safety improvements along the Rainier Valley corridor.

Redmond, Lynnwood, and Puyallup Garage openings

CEO Timm announced several updates to garage and infrastructure projects.

In Puyallup, the new garage to support Sounder South riders will open on Monday, March 27, 2023. Moreover, the agency is preparing for the new garage at the Lynnwood Transit Center to open in April.

Additionally, the Transit Loop at Redmond Technology Station is targeted to open in May, pending a final readiness review and final approval. Microsoft Connector shuttles will begin to use the Transit Loop, followed by King County Metro buses later this year. CEO Timm shared that repairs to the Parking Garage at Redmond Technology Station have been completed, and she has asked staff to explore the possibility of opening the facility in advance of the proposed East Link Starter Line.

She noted that the goal is to open facilities as soon as possible for the benefits of riders and communities, which means that formal ribbon-cutting events will follow the actual openings.

Operations & Maintenance Facility South Update

Ms. Timm reported that staff have been advancing the Operations & Maintenance Facility South project under the State Environmental Protection Act and that process is expected to be complete in the coming months.

She also announced that, due to changes in rules with our federal partners, the project will require a NEPA Environmental Impact Statement (EIS). The Federal Transit Administration will be the lead federal agency, and Sound Transit is initiating early coordination to start the EIS and updated the project schedule. This need for a higher level of environmental documentation will add substantial time to the project schedule, and staff will return with an update and contract action in the coming months.

City of Bellevue Plaza Celebration

CEO Timm reported that she would be attending a media event with City of Bellevue leadership on March 31st to celebrate the completion of the plaza that provides access to both the Downtown Bellevue Station and City Hall. This would also celebrate the city's 70th birthday. CEO Timm stated that Sound Transit is looking forward to teaming up with the city on a larger celebration once East Link opens.

Procurements, Contracts, and Agreements Annual Report

CEO Timm noted that the Procurement, Contracts, and Agreements Annual Report was included in the meeting materials. The report includes accomplishment and highlights from the past year, including the new Responsible Contractor Policy and the highly attended Sound Transit Contracting Expo.

Welcome John Henry; Farewell to Kimberly Farley & Geoff Patrick

CEO Timm introduced John Henry, Sound Transit's new Chief Financial Officer. John brings more than 20 years of financial experience, including as CFO of APTA and CFO of the Jefferson County Commission in Alabama. CEO Timm also thanked Deputy CEO Mary Cummings for her dual leadership over the past 14 months.

Ms. Timm announced that acting Executive Director of Communications Geoff Patrick will be departing the agency to serve as Community Transit's Chief Communications Officer after nearly 21 years of service to Sound Transit. She expressed excitement to see his impact in his new role to the North.

CEO Timm also shared that April 7, 2023 will be Deputy CEO Kimberly Farley's final day with Sound Transit. For the past 5 years, Ms. Farley led six major departments responsible for over billions of dollars of capital and service investments. After years of incredibly demanding work, last nights, and long days, she notified the team in January and graciously offered 3 months to implement a succession plan for her team.

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:

Tacoma Mayor Victoria Woodards and the Tacoma City Council, and Downtown On the Go

DBM Contractors

Corliss Management Corporation

Tacoma Transportation Commissioner Troy Serad

Tomio Moriguchi, Jane Nelson and Chris Woodard for the Alliance for Pioneer Square, Jordan Wagner for OneWorld Now!, Katie Wilson for Transit Riders Union, Kathleen Barry Johnson for Historic South Downtown, Jared Johnson for SCIDpda, Monisha Singh for CID Business Improvement Area, Kelli Nomura for International Community Heath Services, Henry Watson for Urban Villages, Futurewise, Sarah Yao for the Chinese Language Teachers Association of Washington, Kelli Refer for Move Redmond, Erin Soldezzo for Axis Pioneer Square, Adam Hasson for Samis Land Company, and approximately 1260 individual commenters

Derek Lum for Interim CDA, Betty Luke, South Coalition Organizing for Racial Equity, Asian Counseling and Referral Services, Christina Shimizu for Puget Sound Sage, Minidoka Pilgrimage Planning Committee, Gei Chan, Cary Moon, Jade Tcimpidis, Sara Dilley, Selene Russo, Danielle King, Siri, Barrett Leider, Tracy Tran, Kristi Boes, Bry Osmonson, Dorienne Chinn, Cari Murotani, Carmen & Paul Chan, Diane Wong, Linda Cheung, Larry Matsuda, Mayumi Tsutakawa, Cynthia Rekdal, Don Borin, Theresa Cheng Borin, Albert Wang, John Risdon, David Tetsuo Beer, Dillon Nishimoto, Kate Crabtree, Kevin Sezto, Elena Perez, Christina Reed, Jacqueline Wu, Samantha Chin, Josh, Stephanie Lee, Mercedes Luna, Elizabeth, Leah Wood, Jen Iadevaia, Adrienne Sutton, Thena Seer, Zachary Pacleb, Anna Butler, Eugene Tagawa, Alan Zhang, Depei Song, Nate Baum, Yangbin Wu, Desiree Gomez, Linda Ando, SuYoung Yun, Jules Elting, Sam Prudent, Christine Ma, Alexander Tsai, Richard Saguin, Elijah Warren, Mackenzie Lew, and unnamed commenters

Kevin Lee for the Chinese American Citizens Alliance

Andrew Weaver

Zach Mckinney

Jimmie Willis

An H

Nicole Trimble for FareStart, WRI 2200 Westlake LP, Michael Gelber for American Realty Advisors, Ada Healy for Vulcan, Reza Marashi for Kilroy Realty, Gilbert S. Omenn and Martha Darling, Linda Berkman, Paul Evasick for the Seattle Westin, Patricia Fiore, Dean Temple, Laura Bailey, Les Parrott, Mike Waring, Judy Waring, Jared Curtis, Dick Fike, Sue Lane, Former Senator and Councilmember Lois North, Ron Butler for members of Enso, A. Novack, Artis Leabo, Jack Cahill, Matt Jamin, Carolyn Ferrell, Chris and Jade Simonson, and Beth Strosky

Linda Morgan representing F & F Rogers Family LP

Zahra Meghi, Jamila Johnson, Snehal Nariya, Narita Ghumman, Anjani Vyas, Padma Venkatchalam, Micky Singh, Mathewos, Brinda Shah, Naeem Nulwala, Nishya Nariya, Rahul Vasisht, Mihir Patel, Bedria, Betty Wong, Vrajlal and Samu Nariya, and an unnamed commenter

Kenneth Winslow for the Mediterranean Inn

Climate Pledge Arena

Tom Mara for the Seattle International Film Festival

A Coalition of businesses including Mercer Street Books, Panda Labs, Café Zingaro, Mecca Café, Paju Korean Cuisine, Rekhi and Wolk PS, and MS Real Estate

Uptown Alliance

Joe Kunzler. Tiernan Martin, and Cole Gleason

Robert DeMacon, Jack Whisner, Jeffrey DiVincent, Bill Hirt, Caitlin Kelly, Paul Casella, and Ken Tanzer

Karin Columbia

Lake Forest Park Councilmember Lorri Bodi and Deputy Mayor Tom French, Sally O'Connor, Susanne Tsoming, Jay Cady, Gregory and Della Friend, Julie Sharif, Paula Goode, Jeff Snedden, Tom Cokeley, and Shannon McLeod

Jay Lazerwitz

Jan Roberts and Marilyn Kennell

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

Rukang He
Yin Bing Chan
Nora Chan
Mike Vu
Binko Chiong-Bisku
Lucia Murdoch-Howard
Auriza Ugalino
Bettie Luke
Gei Chan
Dean Kubota
Denise Moriguchi
Al Yuen
Christina Shimizu
Betty Lock
Sage Miller
Sue Kay
Meilani Manderi
Aretha Basu
Yin Yu
JM Wong
Monyee Chan
Eunice How
Efran Hudnell
Matthew Sturgis
Dough Osterman
Stephanie Schoo
Neha Nariya
Vrajlal Nariya
Sandeep Reddy
Rob Brandenburg
Paul Evasick
Ben Byers
Suggandan Venkatachalam
Tim Lee
Betty Lau
Brien Chow
Jon Cracolici
Derek Lum
Christina Chan
Jared Johnson
Tija Petrovich
Taylor Hoang
Alexander Erickson
Kaileah Baldwin
Claire Cai
Kathleen Johnson
Monisha Singh
Nolan Hockett
Amy Chen Lozano
Adam Chen Kang
John Pehrson
Julie Holland
Ruth Beufield
Louise Miller
Dough Holton
Jay Yanamura
KC Yanamura

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

Jennifer Dubrow
Mike Stewart
Josh Simms
Garrett McCulloch
Jim Lovsted
Matt Jamin
Stephen Fesler
Britta Johnson

Anton Babadjanov
Christopher Clarizio
Charles Cooper
Nina Wallace
Rose Blankers
Ardy Djourabtchi
Tyler Sipe

Consent Agenda

Voucher Certification: February 2023

Minutes of the February 23, 2023 Board Meeting

Resolution No. R2023-07: Approving the chief executive officer's declaration that certain real property acquired for the Federal Way Link Extension Light Rail project is surplus and is no longer needed for a transit purpose and 2) confirming that the terms of the 2018 agreement with the Washington State Department of Transportation have been met to complete the transfer of these properties to the Washington State Department of Transportation.

Motion No. M2023-16: Adopting goals and a compensation range for Julie E. Timm, Sound Transit chief executive office

Motion No. M2023-20: Authorizing the chief executive officer to execute an amendment to the Expedited Permitting, Reimbursement, and Construction Services Agreement with the City of Shoreline to support the design review, permitting, and approval of permit conditions for the Lynnwood Link Extension, adding scope and increasing the agreement amount by $1,775,321, with a 10 percent contingency of $177,532, totaling $1,952,853, for a total authorized agreement amount not to exceed $8,052,568, all within the Board approved project budget.

Motion No. M2023-21: Authorizing the chief executive officer to increase the agreement contingency to Task Order B-11 under the Umbrella Agreement GCA 3361 with the Washington State Department of Transportation to provide continued construction administration and construction services for the East Link Extension rights-of-way adjacent to or within SR-520 in the amount of $180,800, for new total authorized task order amount not to exceed $1,776,430, all within the Board approved project budget.

Motion No. M2023-22: Authorizing the chief executive officer to increase the agreement contingency to Task Order B-12 under the Umbrella Agreement GCA 3361 with the Washington State Department of Transportation to provide continued construction administration and construction services for the I-90 segment of East Link construction contracts in the amount of $1,039,060, for a new total authorized task order amount not to exceed $6,698,683, all within the Board approved project budget.

Motion No. M2023-23: Authorizing the chief executive officer to increase the contract contingency with Northwest Transit Systems Partners for Construction Management Consultant services for the East Link Extension's Systems in the amount of $8,800,000 for a new total authorized contract amount not to exceed $72,661,124, with $36,721,160 allocated to the East Link Extension, all within the Board approved project budget.

Motion No. M2023-24: Authorizes the chief executive officer to increase the contract contingency with Mass Electric Construction Company for the East Link Systems Construction contract in the amount of $15,000,000, for a new total authorized contract amount not to exceed $395,450,000, with $283,556,534 allocated to the East Link Extension, all within the Board approved project budget.

Motion No. M2023-25: Authorizing the chief executive officer to increase the contract contingency with Kiewit-Hoffman, East Link Constructors, for the construction of the Seattle to South Bellevue Segment of the East Link Extension project in the amount of $14,000,000, for a new total authorized contract amount not to exceed $735,660,541, all within the Board approved project budget.

Motion No. M2023-26: Authorizing the chief executive officer to increase the contract contingency with Jacobs Project Management Company to provide ongoing construction management consultant services for the Seattle to South Bellevue segment of the East Link Extension in the amount of $17,000,000, for a new total authorized contract amount not to exceed $80,919,350, all within the Board approved project budget.

Motion No. M2023-27: Authorizing the chief executive officer to enter into a Standby Letter of Credit Side Letter, and delegate to the chief executive officer authority to implement the Standby Letter of Credit Side Letter, including but not limited to pledging up to $4,000,000 as additional collateral, and executing amendments to agreements and other documents necessary to cure Sound Transit's technical default under the Lease-to-Service Transaction for Commuter Rail Cars and Locomotives caused by American International Group, Inc.'s credit rating slip and the bankruptcy of AIG Financial Products Corp.

Resolution No. R2023-08: 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 Stride BRT Bus Base North project.

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

Chair Constantine called for a roll call vote on the Consent Agenda.

Ayes	**Nays**
David Baker	Ed Prince
Claudia Balducci	Kim Roscoe
Bruce Dammeier	Dave Somers
Christine Frizzell	Dave Upthegrove
Bruce Harrell	Pete von Reichbauer
Debora Juarez	Kristina Walker
Kent Keel	Dow Constantine
Roger Millar	

It was carried by the unanimous vote of the 17 Boardmembers present that the Consent Agenda be approved as presented.

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

Chair Constantine explained that the Board would be in executive session for 30 minutes. The executive session began at 3:30 p.m. and was scheduled to end at 4:00 p.m.

At 4:00 p.m., the executive session was extended by 20 minutes to end at 4:20 p.m.

At 4:20 p.m., the executive session was extended by 10 minutes to end at 4:30 p.m.

At 4:30 p.m., the executive session was extended by 5 minutes to end at 4:35 p.m.

At 4:35 p.m., the executive session was extended by 5 minutes to end at 4:40 p.m.

The executive session ended at 4:40 p.m. At 4:43 p.m. the meeting was called back to order.

Business items

Motion No. M2023-18: Confirming or modifying the preferred alternative light rail route and station locations for the Ballard Link Extension for additional environmental review, including preparation of a Final Environmental Impact Statement.

Chair Constantine reminded all that the Board directed staff to complete further studies before a decision to confirm or modify the preferred alternative for the Ballard Link Extension. The further studies and additional engagement were asked to look at recognizing past harms, minimizing displacements, providing a great passenger experience and ways to minimize construction impacts and risks. Moreover, these studies would inform conversations among local jurisdictions and other potential partners as the agency considers funding needs and strategies. He invited Boardmember Balducci, System Expansion Committee Chair, to speak to the committee's discussion of the motion.

Boardmember Balducci reported that the System Expansion Committee reviewed Motion No. M2023-18 at its meeting earlier in the month and forwarded it to the Board for further discussion. She noted that the Motion, as forwarded, identifies a preferred alternative in most of Ballard Link Extension segments, but further discussion is needed to select those alternatives in the CID, Midtown, and Downtown segments. She asked if Chair Constantine was ready for a motion to formally set the action before the Board.

Chair Constantine noted that he has additional introductory remarks, then would look for a motion. Chair Constantine re-iterated that the full Board's input is needed to identify the Preferred Alternatives for stations in the CID and Downtown Segments, as well as potential funding sources. He stated that the identification of a preferred alternative is an expression of where the Board is leaning at this time. While the preferred alternative may move forward into preliminary engineering, all alternatives will continue to be evaluated in the Final Environmental Impact Statement (FEIS). He clarified that this is not a final decision on where building will take place. Once the FEIS is complete, the Board will review and consider that information in making the final decision on the project to be built.

Motion No. M2023-18 was moved by Boardmember Balducci and seconded by Boardmember Keel.

Amendment 1 to Motion No. M2023-18 was moved by Boardmember Harrell and seconded by Boardmember Juarez

Amendment 1 – offered by Boardmember Harrell

> Amend Motion No. M2023-18 by substitution with the document titled "Substitute Motion No. M2023-18."

Chair Constantine asked Cathal Ridge, Executive Corridor Director, to offer a brief explanation of Amendment 1 in terms of the alignment for the Ballard Link Extension. Mr. Ridge stated that Amendment 1 would fill-in the preferred alternatives in the CID and Downtown segments with the Station North of CID, Station South of CID, and Denny-Westlake options.

Chair Constantine paused to ask a procedural question regarding the consideration of amendments. He inquired if the process is to first vote on Amendment 1 to substitute the underlying Motion No. M2023-18 or to amend Amendment 1 prior to the vote to amend via substitution.

Katie Flores, Board Administrator, stated that the vote to amend via substitution should be conducted before considering additional amendments.

Boardmember Balducci expressed concern with the process as it seems that the vote to substitute would constitute final adoption.

Ms. Flores stated that if the Board approves Amendment 1, the Board will still need a final vote to approve Motion No. M2023-18 as amended to enact final adoption.

Boardmember McDermott raised a point of order, and asked for clarification if a final vote on adoption would occur after considering all amendments. Chair Constantine answered in the affirmative.

Chair Constantine asked Mr. Ridge if there was any further explanation of the effects of Amendment 1. Mr. Ridge stated that there is additional direction to return within two months with more information regarding the Denny station options.

Boardmember Harrell thanked all the parties involved in the further studies and additional engagement efforts to help prepare for today's decisions. He summarized his substitute motion as (1) advancing the North and South of CID Station options as the preferred alternatives in the CID and Midtown area, (2) directing further studies on the Denny station options while maintaining the Denny-Westlake option as the preferred alternative from the Draft EIS, (3) carrying forward the preferred alternative identified by the System Expansion Committee in the original Motion, and (4) acknowledging the City of Seattle's role in addressing funding needs.

Vice Chair Keel had questions that Boardmember Harrell addressed in his explanation of Amendment 1, and indicated he would most likely have additional questions later.

Boardmember Walker inquired if the shifting of the Midtown station to the North of CID option would be remove the Midtown alternatives from further study. Mr. Ridge responded that even if the Preferred Alternative were shifted, all previously studied alternatives would be carried into the FEIS.

Boardmember Juarez stated her support for Boardmember Harrell's Amendment 1. She noted that equity, among other key considerations such as the engineering principles and rider experience, should help to drive this discussion, especially as it impacts the CID.

Boardmember Balducci inquired if the identification of the North and South of CID station options as preferred alternatives would warrant additional supplement environmental review. Mr. Ridge confirmed that additional review would be necessary to bring these options up to the same information standard as other options previously studied through the Draft EIS.

Boardmember Balducci stated the procedure for the consideration of amendments places her in a odd voting position as there is a combination of the Substitute Motion and additional amending language that she would support for final adoption, but her inclination is to vote against an initial amendment via substitution.

Vice Chair Somers noted that since there is a vote for final adoption after the adoption or rejection of the Substitute Motion, the procedure functionally allows for further amendments.

Boardmember Balducci, in referencing the robust public comment from today and previous meetings, highlighted two avenues that may lead to potential inequity: damaging a community through construction or bypassing investment in a community. She also highlighted the once-in-a-lifetime opportunity the agency has to build a regional hub that integrates every mode of regional transit. She noted that after all the study is complete, it may infeasible but having all the information prior to making that decision is essential.

Boardmember Dammeier stated his support for Amendment 1. He pointed out that this is first Board meeting after having heard the final report from the Technical Advisory Group and reinforced their recommendations to the Board about being disciplined in how its decisions impact project schedule and cost. He signaled his preference to defer to local jurisdictions when it comes to specific sites for stations and thanked Mayor Harrell for doing so on this project.

Boardmember Upthegrove stated he is not yet ready to support the North and South of CID stations options and agrees with Boardmember Balducci regarding having additional environmental review take place to bring the options up to similar planning as the other alternatives. He recognized he may be in the minority at this time. Boardmember Upthegrove mentioned that both main CID options exceed the Realigned Financial Plan in that segment and noted that he is unsure of how the King County Council will handle financially supporting some of the work, given competing priorities.

Vice Chair Somers noted his support for Amendment 1 and mentioned deference to the local jurisdictions in selecting station sites. He also stated his support for the North and South of CID station options as the preferred alternative and observed that no perfect option exists at this time.

Boardmember Millar stated he is in agreement with Boardmembers Balducci and Upthegrove regarding hesitance to identify the North and South of CID stations as the preferred alternative.

McDermott stated he would vote in the negative on Amendment 1. He is looking to engage on the remaining amendments and may reconsider his position during final adoption.

Vice Chair Keel thanked the public for their robust engagement with the Board and agency staff. He noted that he was an earlier proponent of the 4th Ave. station options, but would vote to support Amendment 1 due to deferring to the local jurisdiction to begin the conversation and the carrying forward of all options into the FEIS. Boardmember Keel also highlighted the financial differences between the CID options as a key reason for wanting further study of all options through the FEIS.

Vice Chair Somers asked for a clarification on the procedure as he believes amendments should be able to offered to Amendment 1 before fully considering the vote to amend via substitution.

Chair Constantine responded that the as the procedure is laid out, the vote amend via substitution should be taken before additional amendments are considered.

Boardmember Balducci stated that if everyone is aware that the vote to amend via substitution is not a full endorsement of every item in the Substitute Motion, she is comfortable voting yes initially to begin consideration of the subsequent amendments.

Boardmember Harrell thanked his fellow board members for their input and discussion. He noted the difficulty of the decision and is looking forward to additional discussion on further amendments.

Chair Constantine called for a voice vote on Amendment 1.

Amendment 1 to Motion No. M2023-18 was carried by a majority vote of the Board members present, with Boardmembers McDermott and Upthegrove voting in the minority.

Amendment 2 to Motion No. M2023-18 was moved by Boardmember Balducci and seconded by Boardmember McDermott

Amendment 2 – offered by Boardmembers Balducci and Millar

> Amend Motion No. M2023-18 by inserting the following as additional paragraphs under Chinatown/International District, on page 2:
>
> The Board directs further study of the CID 4th Avenue Shallower Alternative as part of ongoing environmental review.
>
> Additionally, the Board directs further study of the following concepts in the Chinatown/International District segment as part of ongoing environmental review:
>
> - Maximizing connections to all regional/local transit modes comparing the opportunities of the 4th Ave Shallow and 4th Ave Shallower alternatives to the Station North of CID and Station South of CID alternative; and

- Ways to minimize/eliminate construction impacts to CID (i.e., truck trips, more carbon-friendly excavation and material disposal methods, etc.) and to significantly reduce the duration of construction.

Boardmember Balducci re-iterated the importance of making the most of the one-time opportunity to develop a regional transit hub that integrates the many modes of transit in the area. She again noted that after all the reviews are complete, the Board may see that the 4th Ave. options are infeasible.

Boardmember Millar echoed Boardmember Balducci's reasoning behind Amendment 2.

Boardmember Dammeier inquired into the additional cost associated with the 4th Ave. Shallower option.

Mr. Ridge responded that the 4th Ave. Shallow alternative would cost $700 million over the realigned financial plan, and the 4th Ave. Shallower alternative would cost an additional $100 million over 4th Ave. Shallow.

Boardmember Dammeier clarified the $800 million difference, and stated his opposition to Amendment 2 due to the financial aspects of the 4th Ave. options.

Vice Chair Keel expressed agreement with Boardmember Dammeier's concerns with the final cost of the 4th Ave. options but explained that he sees little issue with asking for studies to continue given the two months being added for further analysis of the Denny station options and the timeframe for the publication of the FEIS. Boardmember Keel also added that a primary consideration of further 4th Ave. studies needs to be the financial contributions from potential third-party sources.

Boardmember Walker indicated her support for Amendment 2 so the Board has the best comparable information possible between the North and South of CID stations and the 4th Ave. options when it comes time to select the project to be built.

Boardmember Millar stated that a significant reason for his support of further study of the 4th Ave. options is to address the cost figures and see what is driving the price. He mentioned the replacement of the 4th Ave viaduct as a potential cost-driver and noted that knowing when it would need to be replaced without Sound Transit construction may help to identify a partnership to cover the cost.

Vice Chair Somers inquired into the additional amount of work needed to complete the direction of Amendment 2. Mr. Ridge state it would be about the same as what is needed to bring up the North and South of CID stations to standard.

Vice Chair Keel inquired if the further study directed in Amendment 2 is tied to the two-month return date for the Denny station status report. Mr. Ridge stated that this is not tied to the Denny station status report but would be completed along with the remaining environmental and planning work needed to complete the FEIS and any supplement documents stemming from today's decision. Boardmember Keel asked how many alternatives are being carried forward in the CID segment. Mr. Ridge listed 5 alternatives – 5th Ave., 4th Ave Deep, 4th Ave. Shallow, 4th Ave. Shallower, and the North and South of CID stations – that could continue into the FEIS.

Boardmember Harrell noted that getting the best information for the decision to select the project to be built is a good idea, but also shares concerns regarding the costs associated with the 4th Ave. stations options.

Chair Constantine echoed a sentiment raised by Boardmember Harrell about creating false hope around the 4th Ave. station options given the price tag. He noted more comfort if these 4th Ave. further studies were also tied to the two-month return window.

Boardmember Balducci thanked her fellow board members for their thoughts and concerns. She added that she believes it is not yet time to exclude what could be a very expensive option without more information.

Chair Constantine called for a roll call vote on Amendment 2.

Ayes		Nays	
David Baker	Roger Millar	Bruce Dammeier	Pete von Reichbauer
Claudia Balducci	Ed Prince	Christine Frizzell	
Bruce Harrell	Dave Upthegrove	Kent Keel	
Debora Juarez	Kristina Walker	Kim Roscoe	
Joe McDermott	Dow Constantine	Dave Somers	

Amendment 2 to Motion No. M2023-18 was carried by a majority vote of the 16 Board members present.

Boardmember Balducci noted that Amendment 3 is being offered in response to the potential North and South of CID station alternatives and the impact on the operations of the Link system, especially for riders coming from the South and East.

Amendment 3 to Motion No. M2023-18 was moved by Boardmember Balducci and seconded by Boardmember Upthegrove.

Amendment 3 – offered by Boardmembers Balducci and Millar

> Amend Motion No. M2023-18 by inserting the following as additional paragraphs under Chinatown/International District, on page 2:
>
> Examine service solutions for regional transfers and connections points in the Chinatown/International District and use new WSBLE-created transfer points to connect to North and South of CID Stations.

Chair Constantine asked if Mr. Ridge had additional information or would prefer to take questions from Boardmembers. Mr. Ridge indicated taking questions would be better.

Chair Constantine asked to be reminded about similar discussion that were taking place during the planning for the ST3 ballot measure. Mr. Ridge turned to Don Billen, Executive Director of Planning, Environmental, and Project Development, to provided better background.

Don Billen stated that the system spine segmentation was developed as a way to balance passengers across the tunnels and vehicles. Operationally, it allowed for the Eastside connection to come into the spine along a grade-separated alignment and would provide better consistency in service along shorter corridors.

Chair Constantine further asked for Mr. Billen to confirm two areas of concern: the operational integrity of a long North-to-South spine and the effect on the at-grade portions of the alignment in the Rainier Valley corridor. Mr. Billen confirmed those were two concerns that led to the spine segmentation model.

Chair Constantine asked what impacts would be felt due to the operational uncertainties. Mr. Billen responded that as trains become delayed, more riders will board the next available train, making the average ride more crowded. This would also see some trains be underloaded.

Chair Constantine asked for clarification that the second downtown tunnel, which under the visual provided to supplement discussion on Amendment 3, would serve a West Seattle to Ballard 3 Line with a fifth of the ridership expected to pass through the current DSTT serving the 1 and 2 Lines. Mr. Billen confirmed that is what the analysis shows.

Chair Constantine inquired if the current DSTT stations would require additional work to support that imbalance. Mr. Billen responded that access improvements would be required to bring the current station up to a standard to support those ridership levels.

Chair Constantine stated it is appropriate for the Board to re-evaluate previous decisions and asked if undoing the spine segmentation would have additional impacts to other projects. Mr. Billen answered that it is likely other projects would see cost and schedule impacts should the Board decide to veer away from the segmented spine model.

Boardmember Balducci noted that the visual was not to scale. Currently, the plan is to have 3 lines at about 35 miles long each. Should the Board opt to consider changing from the spine segmentation, 2 lines would be about 40 miles long with the West Seattle-Ballard line being significantly shorter. Boardmember Balducci noted that Amendment 3 is being offered to rethink the operations caused by a potential shift to the North and South of CID stations options, which would have impacts on how the system will run.

Vice Chair Somers stated his opposition to Amendment 3 as it would have major impacts to other projects in development.

Boardmember Millar noted his support for Amendment 3 as the original analysis was conducted based on a transfer hub in CID. With the introduction of the potential North and South of CID station options, he believes another look to give the Board options in the future is a good idea.

Vice Chair Keel stated his opposition to Amendment 3 for today's meeting. He conceded that the Board may need to have this discussion at a later date as the system and ridership grows.

Boardmember Dammeier appreciates Amendment 3 as he learned a lot from the discussion as he was not a board member at the time of ST3 development. He stated his opposition to the Amendment 3 as it seems to be in contradiction to TAG recommendations and would open-up service impacts when light rail reaches downtown Tacoma.

Boardmember Frizzell stated her agreement with Boardmember Dammeier's concerns on delays. She noted such drastic changes from the 2016 Ballot Initiative, as well as global changes, should prompt consideration of a new ballot measure to hear from voters.

Boardmember Walker noted that since the potentially undoing of the spine segmentation would look like the operational system the agency will have for a time, it makes sense to direct study on preserving the operations model given the new station alternatives.

Chair Constantine stated his opposition due to the previously conducted analysis.

Chair Balducci re-iterated the desire to propose Amendment 3 grew out of the advance of the North and South of CID station alternatives.

Chair Constantine called for a roll call vote on Amendment 3.

Ayes	**Nays**	
Claudia Balducci	David Baker	Kent Keel
Roger Millar	Bruce Dammeier	Joe McDermott
Dave Upthegrove	Christine Frizzell	Ed Prince
Pete von Reichbauer	Bruce Harrell	Kim Roscoe
Kristina Walker	Debora Juarez	Dave Somers
		Dow Constantine

Amendment 3 to Motion No. M2023-18 was not carried by a majority vote of the 16 Board members present.

Amendment 4 to Motion No. M2023-18 was moved by Boardmember Millar and seconded by Boardmember Balducci

Amendment 4 – offered by Boardmembers Balducci and Millar

Amend Motion No. M2023-18 by inserting the following in the third full paragraph of the motion, on page 3:

The Board acknowledges that, regardless of the location of the CID station, south downtown would benefit from Union Station activation and Jackson Hub improvements. Building upon the recent further studies effort and past community and agency planning efforts, the Board directs staff to work with the City of Seattle, King County, and other potential partners, and through engagement with community, to clarify the potential scope and schedule of such improvements as well as funding and partnership opportunities. The scope of Jackson Hub improvements should extend beyond the CID to the abutting stations and transfer points to improve accessibility. Staff would report back to the Board on the above in advance of Board selection of the project to be built.

Boardmember Millar explained that Amendment 4 would expand the area of study for additional accessibility improvements to complement the North and South of CID station options, as well as the 4th Ave. options.

Chair Constantine expressed his support for Amendment 4 and its impact for the whole area.

Chair Constantine called for a voice vote on Amendment 4.

Amendment 4 to Motion No. M2023-18 was carried by the unanimous vote of the Board members present.

Boardmember Balducci noted that she would withdraw Amendment 5 as it would have unintended impacts across the project. As language regarding third-party funding was specifically included in the WSBLE project DEIS language, she believes the Board and staff should work to get a comprehensive policy on the books for future projects.

Amendment 6 to Motion No. M2023-18 was moved by Boardmember Balducci and seconded by Boardmember Walker

Amendment 6 – offered by Boardmembers Balducci and Millar

On page 4 of Motion No. M2023-18, insert the following before the last paragraph of the motion:

In addition, the Board directs staff to continue public engagement, planning, and design to address other project-wide interests and concerns, as conveyed in comments received during the recent public comment period, including but not limited to: encourage more biking and walking mode share; accommodate future expansion; advance equitable TOD, particularly community-led/driven TOD; design shallower tunnel stations and fast and reliable transit transfers; enhance station accessibility and reliability of vertical conveyances.

Boardmember Balducci explained that Amendment 6 continues much of the previously directed project development work for the DEIS into the FEIS.

Boardmember Walker acknowledged the staff for their work in additional and sustained community outreach and engagement.

Chair Constantine called for a voice vote on Amendment 6.

Amendment 6 to Motion No. M2023-18 was carried by the unanimous vote of the Board members present.

Boardmember Dammeier indicated that he was expecting an amendment from Vice Chair Keel and inquired into whether that would be offered.

Boardmember Keel moved to amend Motion No. M2023-18, and it was seconded by Chair Constantine.

Amendment – offered by Vice Chair Keel

> Amend Motion No. M2023-18 by replacing "within two months" with "by May 25, 2023" in the first paragraph under Denny Station, on page 3:
>
> While the previously-identified preferred alternative is not modified at this time, staff is directed to carry forward both the Denny Station on Westlake (DT-1) Draft EIS Station alternative and Denny Station on Terry (i.e. South Lake Union Mix and Match) alternative as part of ongoing environmental review. Staff is directed to continue collaboration with City of Seattle and community partners to further clarify the technical, financial, schedule and risk implications of both alternatives and return to the Board with a status report by May 25, 2023~~within two months~~.

Boardmember Juarez stated she would be absent for the May Board meeting and asked if staff could work to provide the report in advance of the meeting.

Chair Constantine called for a voice vote on Boardmember Keel's Amendment.

Boardmember Keel's Amendment to Motion No. M2023-18 was carried by the unanimous vote of the Board members present.

Boardmember McDermott noted the evolving nature of alternatives along the alignment and expressed regret that Amendment 5 was withdrawn from consideration. He noted the baseline cost for other segment of the alignment had been updated when alternatives were deemed untenable and questioned why the same hadn't been done when it came to the CID and 5th Ave. station option. Additionally, he raised several concerns with the North and South of CID stations options as they currently do not have the same information as the other alternatives that had gone through the DEIS process. He stated that having adding 4th Ave. Shallower as an official alternative for continued study left all the options still on the table for publication in the FEIS. With that, Boardmember McDermott stated he would vote in favor of final adoption.

Boardmember Harrell stated his families ties to the CID for over 80 years and his desire to get the choices right. He fully understands the differing opinions on the options and thanked everyone for their roles in the process.

Chair Constantine called for a roll call vote on Motion No. M2023-18.

Ayes		Nays
David Baker	Roger Millar	Dave Somers
Claudia Balducci	Ed Prince	
Bruce Dammeier	Kim Roscoe	
Christine Frizzell	Dave Upthegrove	
Bruce Harrell	Pete von Reichbauer	
Debora Juarez	Kristina Walker	
Kent Keel	Dow Constantine	
Joe McDermott		

It was carried by the majority vote of the 16 Board members present that Motion No. M2023-18 be approved as amended, with Boardmember Somers voting in the minority.

Motion No. M2023-19: (1) Identifying additional alternatives for study in the Draft Environmental Impact Statement for the Tacoma Dome Link Extension project, including new alignment and station options, and (2) modifying the preferred alternative in the South Federal Way segment from the station area south.

It was moved by Boardmember Balducci and seconded by Boardmember Walker that Motion No. M2023-19 be approved as presented.

Chair Constantine asked Don Billen to provide a brief summary of the action.

Boardmember Balducci reported that the System Expansion Committee reviewed this action at its meeting earlier this month and forwarded it to the full Board with a do-pass recommendation. She stated that Mr. Curvie Hawkins has a prepared presentation. Chair Constantine, noting the late hour, stated that Mr. Billen's summary would replace the prepared presentation.

Boardmember Dammeier understands the necessity of the action and will support the Motion. He issued a friendly challenge to staff continue to mitigate further delays. He added this is not just specific to the Tacoma Dome Link Extension (TDLE) but should be a priority across all projects.

Boardmember Walker thanked the TDLE team for their work in briefing community and local leaders in Tacoma, even if the delays are disappointing.

Boardmember Roscoe agreed with both Boardmembers Dammeier and Walker. She specifically thanked Curvie Hawkins and Chelsea Levy for their roles in supporting Sound Transit's work in Pierce County. She expressed optimism that her team in Fife would work well with Sound Transit staff to review the options in the DEIS.

Boardmember Balducci noted the importance of intercounty support and expressed her support for the motion and concerns made by Pierce County board members.

Chair Constantine called for a roll call vote on Motion No. M2023-19.

Ayes	**Nays**
David Baker	Ed Prince
Claudia Balducci	Kim Roscoe
Bruce Dammeier	Dave Somers
Christine Frizzell	Dave Upthegrove
Bruce Harrell	Pete von Reichbauer
Debora Juarez	Kristina Walker
Joe McDermott	Dow Constantine
Roger Millar	

It was carried by a unanimous vote of the 15 Board members present that Motion No. M2023-19 be approved as presented.

Other business - None.

Next meeting

The next regular Board meeting would be held on April 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 6:41 p.m.

Dow Constantine
Board Chair

ATTEST:

Kathryn Flores
Board Administrator

APPROVED on April 27, 2023, AJM.