



Summary Minutes

Board Meeting
July 27, 2023

Call to order

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

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

Roll call of members

Chair	Vice Chairs
(P) Dow Constantine, King County Executive	(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 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	(A) 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) Kristina Walker, City of Tacoma Deputy Mayor
(P) Debora Juarez, City of Seattle Council President	

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

Report of the Chair

Re-ordering of today's Agenda

Chair Constantine announced that the Board would re-order today's agenda to hear the Denny Station Status Report and potential take action to confirm or modify the preferred alternative for Ballard Link Extension following the consideration of item 7.A., Resolution No. R2023-15.

Business Items requiring a Supermajority

Chair Constantine noted that today's agenda includes 5 items – 3 for Baselineing the Stride BRT program and 2 related to Bond Financing – that require a supermajority vote of the Board to approve final adoption.

East Link Starter Link action expected in August

Chair Constantine reported that Staff will prepare an action for consideration by the Board in August to approve the East Link Starter Line. He summarized that after reports to the Board today and the Rider Experience and Operations Committee in August, the System Expansion Committee will consider the action for forwarding to the Board, with a final vote on approval scheduled for the August 24 Board meeting.

CEO Report

CEO Timm provided the report.

FTA Quarterly meeting and Staffing

CEO Timm reported that Sound Transit held its 95th Quarterly Meeting with the Federal Transit Administration Region 10 to review the Agency's major capital programs. Susan Fletcher, Acting FTA Regional Administrator, shared an update on FTA staffing levels and provided information on increased staffing to help support the entire FTA Region 10. CEO Timm noted that the need for increased support will only continue to increase as ST2 projects begin to open for revenue service over the coming years.

Funding support from Congressional Delegation

CEO Timm shared that members of the Washington Congressional Delegation have continued to champion financial support for the Agency from DC. Representatives Smith and DelBene secured Community Project funding to support two Sound Transit Projects. Congressman Smith helped to secure \$500,000 for the South Renton Transit Center, and Congresswomen DelBene was able to include \$500,000 to support the design for the Ash Way Station within the Everett Link Extension project.

Senator Patty Murray was able to include \$3 million in federal funding for the Ballard Link Extension and an additional \$3 million for the West Seattle Link Extension through the Senate Appropriations Committee.

Ongoing Financial Headwinds

CEO Timm reported that while Sound Transit is not currently facing the same financial pressures on operations that many peer transit agencies are experiencing, there are significant headwinds when looking at the long-range financial plan.

On the revenue side, staff have already begun and will continue to report on the status of fare collection policies, as well as parking management policies and passes. When it comes to expenses, she added that staff would continue report on the internal and external forces that are driving increased costs to both the Capital and Operating programs.

She noted that while information would come to the Committees via regular actions, Chief Financial Officer John Henry will be bringing these issues together in a comprehensive review of the Financial Plan to the October Finance and Audit Committee meeting.

Redmond Technology Station Transit Loop and Garage

CEO Timm reported that the Redmond Technology Station Transit Loop is anticipated to open on August 7, and buses from Sound Transit, King County Metro, and Microsoft Connector shuttles will begin using the facility over the coming months. She added that the Agency is targeting opening the adjacent parking garage later this fall.

Additionally, staff are engaged in final conversation with the City of Redmond for them to take possession of the Overlake Village Station pedestrian bridge, which will provide multimodal access across the freeway.

Hilltop Tacoma Link Opening Celebration

CEO Timm reminded the Board that the Hilltop Tacoma Link Extension has entered pre-revenue service, as reported to the System Expansion Committee. She noted that this phase simulates normal operations to verify performance of the vehicles, infrastructure, and system components, while addressing any issues that may arise. CEO Timm noted that a few issues were discovered and

addressed on the new vehicles and that technicians from the manufacturer will be on site for the next several weeks to ensure rapid responses to any other issues.

CEO Timm announced that the Agency is planning an Opening Celebration for September 23 with regional and federal partners. As details are solidified, Boardmembers will receive save the date invitations.

Royal Brougham Work and Upcoming Service Disruptions

CEO Timm provided information pertaining to scheduled maintenance that will result in service disruptions for Link passengers in August and early September.

The first will begin on Saturday, August 12, and last through Saturday, August 19. During this work, Link service will undergo several phases of disruption to allow crews to work on the tracks at the Royal Brougham crossing. On August 12 and 13, Link service will be closed between SODO and Capitol Hill stations, with a bus bridge providing connections. Staff are working to finalize details and will provide more information over the next few days. Between August 14 and 19, Link service will operation through single track service with 15-minute headways systemwide and a required transfer at Pioneer Square. The work behind these disruptions is to reconstruct the track at Royal Brougham crossing due to soil conditions causing the rail alignment to sink. Currently, the depression allows for increased water build-up that warrants significantly reduced operating speeds for safety. The work must be done during warm and sunny conditions.

During this disruption, Sound Transit will also advance several other needed maintenance projects that would have required their own service disruption if not addressed contemporaneously.

The second disruption will start on Monday, August 21, and continue through Sunday, September 17. Work crews will reconstruct the walking surface of the platforms, including the tiles at the platform edge, at the Othello and Rainier Beach stations. Trains will single-track through the stations and will run on 12 minute headways systemwide. This work is taking into account lessons learned from last year's work on the Columbia City station.

CEO Timm shared that staff are signing-up for shifts to support passengers at the affected station. Signage will also be in place to direct riders. More information on these projects and the larger suite of state of good repair projects will be provided at next month's Rider Experience and Operations Committee meeting.

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:

Skotdal Real Estate, Elton Lee for GID Multifamily, Fare Start, and approximately 85 individuals
Seattle Subway, The Urbanist, the Sierra Club, and over 2200 individuals
Uptown Alliance, Mike Davis, E-Ping Nie Medalia, Pam Longston, Gabriel Grant, Heidi Beck, Jack Clemmons, Kurt Meyer, Kay Knapton, Brenda Barnes, Keith Woodruff, Matthew Crane, Lisa McCrummen, Christopher Morrison, Chirag Khatri, and Paul Feldman
David Moore
Steve Shanks
Pacific Northwest Ballet, Seattle Center Foundation, Christina Scheppelmann for Seattle Opera, Maria Barrientos, Peri Hartman, Pedro Paulo Vezza Campos, Carol Olwell, Nancy Silberg, and Paula Mueller
Linda Morgan on behalf of F & F Rogers Family LP
2200 Westlake Board Chair Earl Sedlik, South Lake Union

Stephen Fesler
Transportation Choices Coalition, Cascade Bicycle Club, Move Rdmond, Transit Riders Union, The Urbanist, Futurewise, and The Sierra Club
Historic South Downtown
Joe Kunzler

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

Julie Holland	Mason Thompson
Earl Sedlik	Nigel Herbig
Jane Zalusky	Janet Quinn
Kristen Ramer Liang	Caitlyn Harris
Betty Lau	Gary Beem
Brien Chow	Rick Hooper
Tim Lee	Tom Florino
Amy Chen Lozano	Ada Healey
Kathleen Barry Johnson	Reza Marashi
Wong Yuk Kun	Rob Brandenburg
Neha Nariya	David Scott
Andres Artze	Carlin Llorente
Vraj Nariya	Amy Fair Gunnar
Sandeep Reddy	Randy Cote
Rahul Vasisht	Jon Cracolici
Sugu Venkatachalam	Rob Whaley
Nisha Nariya	Scott Bell
Jasmeet Singh	Adam Kendall
Dhanji Mungra	Jay Arnold
Rizwan Samad	Marc Chatalas
Gurinder Basl	Matthew Sutherland
Kelli Refer	

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

Brinda Shah
Ramasahayam U Reddy
Janice Zahn
Sue Strosky

Consent Agenda

Voucher Certification: June 2023

Minutes of the June 22, 2023, Board Meeting

Motion No. M2023-55: (1) Authorizing the chief executive officer to amend the existing Funding Agreement with Washington State Department of Transportation for the Design-Build Delivery of the I-405 BRT Brickyard to SR 527 Improvement Project in the amount of \$70,570,000 with a 6% Sound Transit controlled Contingency of \$4,230,000, totaling \$74,800,000 for a new total authorized agreement amount not to exceed \$215,992,000 and (2) approving present-value Land Bank credits as reimbursement from WSDOT to Sound Transit for fish passage correction in a new estimated amount of \$42 million included in the amount authorized.

Motion No. M2023-56: Authorizing the chief executive officer to increase the contract contingency for the construction contract with Max J. Kuney Company, for a global construction claim resolution for the Bel-

Red Segment of the East Link Extension, in the amount of \$5,516,242 for a new total authorized contract amount of \$113,003,253, all within the Board approved project budget.

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

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

Business items

Resolution No. R2023-15: Adopting a Noise and Vibration policy and superseding Motion. No. M2004-08.

Chair Constantine reported that this action was considered by the Executive Committee at its May meeting and was recommended to the Board with a do-pass recommendation. The updated Policy would take into account nearly twenty years of Sound Transit experience and new guidelines.

It was moved by Boardmember Harrell and seconded by Boardmember Juarez that Substitute Resolution No. R2023-15 be approved as presented.

Boardmember Harrell thanked Sound Transit Staff for working with his office to make technical changes to the resolution over the last few months to provide greater clarity. He added that the changes do not affect the underlying intent of the Policy forwarded by the Executive Committee in May.

Boardmember Dammeier asked if Sound Transit have any comments or concerns with the amended text in the Substitute Resolution. Kent Hale, Environmental Planning Director, responded that Agency staff concurs with the amended language.

Chair Constantine called for a voice vote on Resolution No. R2023-15.

It was carried by a unanimous vote of the 17 Boardmembers that Substitute Resolution No. R2023-15 be approved as presented.

Ballard Link Extension – Denny Station Status Report

Cathal Ridge, Executive Corridor Director, summarized the cost and schedule risks and the environmental review process for the West Seattle and Ballard Link Extensions projects.

Mr. Ridge also recapped the Status Report presented to the Board in May, reviewing the Denny Station Alternatives that were carried forward from the Draft Environmental Impact Statement: Denny Westlake and Denny Terry. He further elaborated on two additional potential alternatives: Denny Westlake Shifted North and Denny Westlake Shifted West.

The Denny Westlake Shifted North station option would allow the construction staging to be on private land at the corner of Denny and Westlake Avenues, allowing for Westlake Ave. to be partially decked during construction to mitigate the traffic impacts.

The Denny Westlake Shifted West station option would move the station completely out of public right-of-way, thereby avoiding impacts to Westlake Ave. The resulting proximity to the South Lake Union station would likely require consideration of a consolidated station due to geometric and technical constraints. He noted that in the last presentation, information regarding the passenger impact was not yet assessed.

Moving to discussing those findings, Mr. Ridge noted that ridership estimates take into account projected future land use/growth, future transit network and service, and projected traffic congestion and travel times. 80% of all bus-rail transfers at the potential South Lake Union (SLU) Station are related to four routes: RapidRide E Line, Route 5, Route 62, and Route 8/11. Additionally, bus-rail transfers

currently make up 32% of projected boardings at the SLU station and 12% of projected boardings at the Denny Station. Mr. Ridge added that in the early stages of coordination with transit partners, there are talks about potentially being able to integrate Route 62 and Routes 8/11 with the Denny Station.

Speaking to the projected impact of consolidating the SLU and Denny stations, Mr. Ridge explained that overall transit ridership would remain steady, but fewer people would choose to ride Link, instead opting to ride the bus to their final destinations. The projected decrease in Link ridership from the current Preferred Alternative (Denny Westlake) to the Shifted West option is about 5%, or 8,000 riders on the average weekday. The consolidated station would also push some additional Link riders to board at the Seattle Center and Denny stations.

Mr. Ridge summarized a few scenarios of riders who would experience longer travel times by bus routes in the scenario of a consolidated Shifted West station. He also compared the impacts to pedestrian access to key locations with and without the SLU station.

Mr. Ridge explained that in instances of larger events at Seattle Center, having both the Seattle Center and SLU station will help in mitigating crowding and boarding at any one station.

In summarizing community feedback, Mr. Ridge noted that there is broad interest in retaining the Denny and SLU stations, concerns about reduced pedestrian access and bus-rail connections, and continued concerns with impacts to Westlake Ave. Additionally, there is strong interest in delivering on the voter-approved ST3 plan and avoiding further environmental delay.

Chair Constantine inquired into the mitigation strategies that would accompany the Shifted North option and staff's level of certainty that impacts to Westlake Ave could be successfully mitigated with that option. Mr. Ridge explained that having the staging area on the private property at the corner of Westlake Ave is the main benefit to traffic impacts with this option. As currently imagined, half of Westlake would need to be closed for 2 years, before the decking can go in place for the remainder of the project until the road is reconstructed at the end. He noted that this would avoid the full closure of Westlake Ave. but would see some partial closures and detours during construction.

Chair Constantine asked if there was any work done to look at shifting the SLU station further west in response to the Denny Westlake Shifted West option to avoid the consolidation of the stations. Mr. Ridge explained that shifting the SLU station west presents challenges as the area is full of larger venues. The current analysis would put a shifted west SLU station on the site of Memorial Stadium, which is already planned for redevelopment.

Boardmember Baker followed-up by asking if there were any other scenarios studied to keep the SLU station with the Denny Westlake Shifted West option. Mr. Ridge answered that the main option would be the Memorial Stadium site, but the others also present similar challenges.

Boardmember Somers asked if the ridership reductions shown during the presentation were just to Light Rail or to the whole transit system. Mr. Ridge clarified that those figures were just for Link ridership, and that overall transit ridership would remain steady. Boardmember Somers also asked for clarification that these options are for consideration first in a supplement Draft Environmental Impact Statement before eventually moving the project into a Final Environmental Impact Statement. Mr. Ridge confirmed that is the case.

Boardmember McDermott asked for clarification on the post-event system capacity between the Seattle Center and SLU stations. Mr. Ridge responded that the ridership impact is more in regard to accessing the Link system as the same trains would be serving both stations.

Boardmember Backus inquired into the cost of adding new alternatives to the supplemental DEIS. Mr. Ridge noted that he would have to review contract negotiations before answering that question. He added that the main factor is time.

Boardmember Balducci asked if there was a report drafted with more information on the ridership and equity impacts. Mr. Ridge stated that one is not prepared for today, but more information could be compiled and provided.

Boardmember Harrell noted that he had initially been excited about the Shifted West option as it would meet many of the mitigation concerns he had with the Denny Westlake preferred alternative. Since seeing the impact on ridership and passenger experience associated with the consolidated station, he finds the Shifted West option to be unacceptable without a second station in the area. He noted that he intends to support modifying the preferred alternative for the Denny station location to the Shifted North option. Boardmember Harrell also recognizes the future work that will accompany determining mitigation during construction.

Boardmember Dammeier inquired into the environmental process up to this point. Mr. Ridge explained that the March action to identify the Preferred Alternative for the Ballard Link Extension confirmed the Denny Westlake Station as the preferred alternative and also directed staff to continuing studying options for a report in May. In May and since that report, staff have continued to engage with stakeholders on the Shifted North and Shifted West concepts. Boardmember Dammeier asked what the plan is for the Shifted West option.

Boardmember Harrell explained that the Motion drafted between his office and Sound Transit Staff would identify the Shifted North option as the Preferred Alternative but does not direct staff to include the Shifted West option in the DEIS. He added that he believes his office and Agency staff would continue to receive information about the idea.

Boardmember Dammeier noted that the Shifted North option is estimated to cost \$170 million above the current preferred alternative. He asked how the City of Seattle will be helping to bridge that gap and noted the continued delay that could further drive-up cost.

Boardmember Harrell noted that there is continued work to be done on the financing side of the alternative, and when the time comes to decide on the project to be built, Seattle will be at the table if there are price tags associated with the options it is pushing for.

Motion No. M2023-57: Confirming or modifying the preferred Denny Station location for the Ballard Link Extension for additional environmental review, including preparation of a Final Environmental Impact Statement.

It was moved by Boardmember Harrell and seconded by Boardmember Dammeier that Motion No. M2023-57 be approved as presented.

Boardmember Somers thanked the Mayor for his work, and expressed that he would not support the motion as currently drafted due to the potential price tag for the Shifted North option and the exclusion of the Shifted West option from being further developed in the supplemental DEIS. He noted the Shifted West option has broad support from businesses and the reduced cost presented by consolidating the station is something that should not be immediately shutdown.

Boardmember McDermott inquired if the action would impact disposition of land after the completion of the project. Boardmember Harrell responded that he does not believe it does. Don Billen, Planning, Environment, and Project Development Executive Director, concurred with Boardmember Harrell, stating that today's action would signal a partnership between Seattle and Sound Transit to work toward positive outcomes from the surplus land, adding that future Boards would have to make those decisions.

Boardmember McDermott expressed his concern that perhaps the property needed for this station may be treated differently than other acquired property, especially in regard to constructing affordable transit-oriented development in the future.

Boardmember Keel thanked Boardmember Harrell for his work and asked for insight on the City of Seattle's intent with the language in the motion related to surplus property. Boardmember Harrell noted

that doesn't have all the answers today and recognizes there is a \$170 million dollar ask on the table today. He also committed to continuing the necessary work to address that funding before selecting the project to be built. Boardmember Harrell also asked about the impact of adding further options to the Environmental Review process.

Mr. Billen responded that each new alternative for study can cost several million dollars to develop during the DEIS phase. He further added that in instances of brand-new option being added, the additional time required can be about 6-9 months, based on previous experience.

Boardmember Walker asked for further clarity on the property language as she believes that Sound Transit's policies would be in effect. Desmond Brown, General Counsel, answered that this action would not supersede nor circumvent Sound Transit policy or statutory requirements. He added that in the future, an iteration of the Board may opt to not declare the property as suitable for housing based on the information available at that time.

Boardmember Walker asked if this action had been considered by the System Expansion Committee, noting the agenda does not include the notation regarding recommendation. Boardmember Balducci answered that the Committee did not take up this action but did receive a presentation on the options and were informed of a potential action.

Boardmember Juarez noted that the City of Seattle is committed to working with Sound Transit and for the betterment of affordable housing in the city. She indicated her support for Boardmember Harrell's action, as she also finds the consolidation within the Shifted West option is not the ideal path forward while avoiding the impacts to traffic.

Boardmember Somers reiterated his desire to continue to include the Shifted West option in further environmental review given the difference in the price tag between the Shifted West and Shifted North options. He noted he is not one to usually add more to actions, but since the Agency is already going through the supplemental DEIS process, he feels that having greater information and choices down the line will be beneficial.

Boardmember Balducci asked questions to clarify her understanding of the motion and the planned environmental process going forward. Mr. Ridge confirmed her assumptions. Boardmember Balducci stated her intent to support the motion.

Boardmember Franklin concurred with Boardmember Somers.

Boardmember Harrell stated that while he did not intend to include The Shifted West option in the motion he helped to draft, a Boardmember could offer an amendment.

Amendment 1 to Motion No. M2023-47 was moved by Boardmember Somers and seconded by Boardmember Franklin

Amendment 1 – offered by Boardmember Somers

To include the Denny Westlake Shifted West option in the supplemental Draft Environmental Impact Statement

Boardmember Harrell initially signaled opposition to the Amendment.

Chair Constantine opened discussion on the Amendment and directed to staff to incorporate the Shifted West option into the Motion should it be adopted.

Boardmember Keel noted his confusion with the dollar amounts being stated and asked for clarification.

Boardmember Somers clarified that with the cost-savings associated with the Shifted West option (\$440 million) and the cost-increase associated with the Shifted North option (\$170 million), the cost of not including the Shifted West option includes passing up the cost-savings and potential advancing the increased costs, which total roughly \$600 million. He clarified his main concern is not the final costs of

the alternatives at this time but would like to have the alternatives further developed for later consideration.

Boardmember Millar, when comparing the cost of planning to the cost of construction, concurred that spending additional money now to further develop concepts may pay-off in the long-run. He also noted his concern with the consolidated station.

Chair Constantine added that he has concerns with both of the newer concepts and is open to continue studying both in the supplemental DEIS.

Boardmember Harrell explained that he could support adding the Shifted West concept to the supplemental DEIS, and noted his concerns with the Memorial Stadium site and the current preferred alternative's impact to Westlake Ave.

Chair Constantine called for a voice vote on Amendment 1.

Amendment 1 to Motion No. M2023-57 was carried by the vote of the 17 Board members present, with Boardmembers Balducci and Millar voting in the negative.

Boardmember Dammeier noted the language in the motion signaling continued work to come to agreements between the City of Seattle and Sound Transit to deliver the project.

Boardmember Keel noted the importance in perhaps finding a suitable site for a SLU station in the Shifted West alternative. Chair Constantine noted that he believes staff are aware of that desire.

Boardmember Dammeier notified the Board that his brother has a financial interest in a business located on Westlake Ave. While he has no financial interest himself, Boardmember Dammeier noted he would abstain from voting if the Board felt it appropriate.

Boardmember Frizzell thanked all for their comments and clarifying questions today.

Chair Constantine called for a roll call vote on Motion No. M2023-57.

Ayes

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

Nays

Joe McDermott
Roger Millar
Ed Prince
Kim Rosoce
Dave Somers
Peter von Reichbauer
Kristina Walker
Dow Constantine

It was carried by a unanimous vote of the 17 Boardmembers that Motion No. M2023-57 be approved as amended.

Resolution No. R2023-17: Adopting the Bus Base North Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to date by \$216,463,500 from \$283,036,500 to \$499,500,000, (b) decreasing the annual allocated budget by \$2,593,000 from \$23,921,000 to \$21,328,000, and (c) establishing the project open for service date of Q4 2027.

Bernard van de Kamp, Stride Bus Rapid Transit Program Executive, gave the staff presentation for the three following resolutions.

Boardmember Keel inquired into the financial tracking of the known betterments identified in the presentation. Mr. van de Kamp explained that those figures are not included in the Baseline Budgets as the requesting parties will have to provide those funds, per Sound Transit Policy.

Chair Constantine inquired into Staff's confidence with the potential for opening assets for use while the full project is being completed. Mr. van de Kamp responded the activation of those early deliverable components will be contingent on the acquisition of the bus fleet and completion of Bus Base North.

Boardmember Backus inquired into the reduction of the Net Debt Service Ratio and what it would take to push the Agency below the 1.5 policy minimum. Chief Financial Officer John Henry advised that staff planned a report to the Finance and Audit Committee which would dive into these details in October. He noted that there are many variables on both the expenditure and revenue sides of the Agency that shape that projection, and that Sound Transit is not planning on issuing additional debt until 2029 or 2030.

It was moved by Boardmember Balducci and seconded by Boardmember Baker that Resolution No. R2023-17 be approved as presented.

Boardmember Balducci noted that the System Expansion Committee considered this and the following Resolutions at its meeting earlier this month. She noted the Committee forwarded the actions with do-pass recommendation, adding that the votes were not unanimous at the Committee.

Boardmember Keel explained that his no-vote at the System Expansion Committee was in response to wanting more information. He feels more comfortable supporting the actions today with the additional information from the presentation.

Chair Constantine called for a roll call vote on Resolution No. R2023-17.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Joe McDermott
David Baker	Roger Millar
Claudia Balducci	Ed Prince
Bruce Dammeier	Kim Roscoe
Cassie Franklin	Dave Somers
Christine Frizzell	Peter von Reichbauer
Debora Juarez	Kristina Walker
Kent Keel	Dow Constantine

It was carried by a unanimous vote of the 16 Boardmembers that Resolution No. R2023-17 be approved as presented.

Resolution No. R2023-18: Adopting the I-405 Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$402,618,123 from \$866,381,877 to \$1,269,000,000, (b) decreasing the annual allocated budget by \$45,806,704 from \$167,827,704 to \$122,021,000, and (c) establishing the project open for service dates of Q3 2028 for the S1 Line and Q2 2029 for the S2 Line.

It was moved by Boardmember Balducci and seconded by Boardmember Baker that Resolution No. R2023-18 be approved as presented.

Amendment 1 – offered by Boardmember Balducci

To substitute the Staff Report with the one included in the meeting materials marked “Corrected”

Chair Constantine called for a voice vote on Amendment 1.

Amendment 1 to Resolution No. R2023-18 was carried by the unanimous vote of the 16 Board members present.

Boardmember Prince noted his support for the action and expressed hope for further collaboration on the successful delivery of the first Sound Transit project to come to his community.

Chair Constantine called for a roll call vote on Resolution No. R2023-18.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Bruce Dammeier
Cassie Franklin
Christine Frizzell
Kent Keel

Nays

Joe McDermott
Roger Millar
Ed Prince
Kim Roscoe
Dave Somers
Peter von Reichbauer
Kristina Walker
Dow Constantine

It was carried by a unanimous vote of the 15 Boardmembers that Resolution No. R2023-18 be approved as amended.

Resolution No. R2023-19: Adopting the SR522/NE 145th Street Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$330,851,655 from \$250,648,345 to \$581,500,000, (b) decreasing the annual allocated budget by \$21,653,035 from \$82,341,035 to \$60,688,000, and (c) establishing the project open for service date of Q2 2028 for the S3 Line.

It was moved by Boardmember Baker and seconded by Boardmember Balducci that Resolution No. R2023-19 be approved as presented.

Boardmember Baker expressed his excitement to Baseline the Stride BRT projects.

Chair Constantine called for a roll call vote on Resolution No. R2023-19.

Ayes

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

Nays

Joe McDermott
Roger Millar
Ed Prince
Kim Roscoe
Dave Somers
Peter von Reichbauer
Kristina Walker
Dow Constantine

It was carried by a unanimous vote of the 16 Boardmembers that Resolution No. R2023-19 be approved as presented.

Resolution No. R2023-21: Authorizing the redemption prior to maturity of the Authority's outstanding Series 2015S-2B Bonds using available funds; delegating authority to effect the redemption; and providing for other matters properly relating thereto, contingent upon Board approval of a budget amendment through Resolution No. R2023-22.

Jeff Clark, Deputy Executive Director of Financial Operations, gave the staff presentation for the two Bond Financing Resolutions.

It was moved by Boardmember Keel and seconded by Boardmember Backus that Resolution No. R2023-21 be approved as presented.

Boardmember Backus noted that the Finance and Audit Committee considered these actions at its meeting earlier this month and forwarded them to the Board with a do-pass recommendation. She added that the effect of these action would result in savings for Sound Transit.

Chair Constantine called for a roll call vote on Resolution No. R2023-21.

Ayes

Nays

Nancy Backus	Joe McDermott
David Baker	Roger Millar
Claudia Balducci	Ed Prince
Bruce Dammeier	Kim Roscoe
Cassie Franklin	Dave Somers
Christine Frizzell	Peter von Reichbauer
Debora Juarez	Kristina Walker
Kent Keel	Dow Constantine

It was carried by a unanimous vote of the 16 Boardmembers that Resolution No. R2023-21 be approved as presented.

Resolution No. R2023-22: Increasing the 2023 annual debt budget by \$84.3 million to \$229.4 million total budget amount.

It was moved by Boardmember Backus and seconded by Boardmember Keel that Resolution No. R2023-22 be approved as presented.

Chair Constantine called for a roll call vote on Resolution No. R2023-22.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Joe McDermott
David Baker	Roger Millar
Claudia Balducci	Ed Prince
Bruce Dammeier	Kim Roscoe
Cassie Franklin	Dave Somers
Christine Frizzell	Peter von Reichbauer
Debora Juarez	Kristina Walker
Kent Keel	Dow Constantine

It was carried by a unanimous vote of the 16 Boardmembers that Resolution No. R2023-22 be approved as presented.

Motion No. M2023-58: Authorizing the chief executive officer to execute a contract with Absher Construction Company to construct the finishes for the NE 130th Street Infill Station project in the amount of \$98,270,000, plus a 15 percent contingency of \$14,740,500, for a total authorized contract amount not to exceed \$113,010,500.

Randy Harlow, Lynnwood Link Extension Executive Project Director, gave the staff presentation.

It was moved by Boardmember Somers and seconded by Boardmember Frizzell that Motion No. M2023-58 be approved as presented.

Boardmember Baker inquired into the estimated ridership at the station compared to other station along the Lynnwood Link Extension. Mr. Harlow noted that boardings from this station are currently estimated to about 20% of other stations, but there is some expectation that some boarding would shift to this station from adjacent ones.

Chair Constantine called for a roll call vote on Motion No. M2023-58.

<u>Ayes</u>	<u>Nays</u>
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Nancy Backus	Joe McDermott
David Baker	Roger Millar
Claudia Balducci	Ed Prince
Bruce Dammeier	Kim Roscoe
Cassie Franklin	Dave Somers
Christine Frizzell	Peter von Reichbauer
Debora Juarez	Kristina Walker
Kent Keel	Dow Constantine

It was carried by a unanimous vote of the 16 Boardmembers that Motion No. M2023-58 be approved as presented.

Reports to the Board

Due to time constraints, Chair Constantine asked that Reports on Early Property Acquisitions and 2024 Openings be postponed to a later meeting to addressed in individual or group briefings before next month's actions.

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) and to review the performance of a public employee as authorized under RCW 42.30.110(1)(g)

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 and to review the performance of a public employee. 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 litigation to which the Agency is, or is likely to become, a party and under RCW 42.30.110(1)(g) to review the performance of a public employee.

Chair Constantine explained that the Board would be in executive session for 15 minutes. The executive session began at 5:18 p.m. and was scheduled to end at 5:33 p.m.

At 5:33 p.m., the executive session was extended by 10 minutes to end at 5:43 p.m.

At 5:43 p.m., the executive session was extended by 10 minutes to end at 5:53 p.m.

The executive session ended at 5:53 p.m. At 5:53 p.m., Vice Chair Keel called the meeting back to order.

Other business - None.

Next meeting

The next regular Board meeting would be held on August 24, 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 5:53 p.m.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on August 24, 2023, AJM.