



## Summary Minutes

**Board Meeting**  
**February 23, 2023**

### Call to order

The meeting was called to order at 12:01 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
(P) 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
(A) Debora Juarez, City of Seattle Council President	

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

### Public Comment

Chair Constantine announced that the Board was accepting public comment via email and verbally through the virtual meeting platform. He directed staff to leave the sign-up instruments for both in-person and virtual verbal public comment available until 1:30pm.

The following people provided written public comment to the Board:

Seattle Chamber on behalf of 10 organizations

Richard Wilson for Development Services of America, Inc.

Robby Tonkin for Taco Time Northwest

Johannes Heine

Blue Lantern Corps

Kathleen Barry-Johnson for Historic South Downtown, Monisha Singh for Chinatown International District BIA, Eugena Woo for Historic Seattle, Huy Pham for Washington Trust for Historic Preservation, Seattle Subway, Rebecca Chan, Sally K.M., Chris Royer, Paul Murakami, Mike Ruby, Ian Strader, Curtis Walton, Ryan Wilson, Braeden Van Deynze, Matthew Smith, Dani Tran, Jacob Tukel, Carolyn Kulb, Paul Feldman, John Lestina, Susan Reimers, Alec Georgoff, Paul Wu, Lynn Xiaoling, Sean Butterfield, Jeremy Swirsley, Jason Rock, Matthew Trecha, James Nelson, Jeremy Swirlsey, Keith Kyle, Robbie Cunningham Adams, Adam St. Denis, Jeff Meyer, Jon Cracolici, and unnamed commenters

Jonathan Newberg for Crescent Heights, Gui Chan, and Meilani Mandery

Derek Lum for Interim Community Development Association

Denise and Miye Moriguchi

Tara Tamaribuchi

Kimberly Sweatt for Lumen, Martha Barkman for MUI Terry LLC, and Mary Kay McCaw for KWP Inc First Hill Improvement Association, Richard Voget, Jeffrey Conor, Jacob Margolis, Stan Silverman, Sean Huberth, Nick Sattelle, Ross Peizer, Jacob Struikma, Joseph Anderson, Alex Semaca, Lee Roberts, Andres Artze, Laura, Brendan Mesick, Miles Takahashi, Dr. Ziadee Cambier, Tom Smith, Loren Isaac, Victor Couto, R.J. Novelli, Elvin Young, Matt Evans, Ash Parasa, Mark Kiser, Arash Akbar, Reed Hampton, Zoe Hoster, Nicholas Wagner, Aaron Lichtner, Derek Dexheimer, Dirk Bokeloh, Ben Ferlo, Mary Jo Burns, John Rumpeltes, Ellen Kissman, Trygve Bakken, Daniel Sheldon, Beth Slattery, Darren Hochstedler, Wendy David, Linda and Ed Marcuse, Kathy Rode, Annemarie Godston, Candace Wilkinson-Davis, Doris Koo, Michael Hlas, Gary Riley, Karen Eckert, Carolyn Haas, Jim Sanders, Frank Conlon, Ingrid Langston, CR Baugh, Mary Jane Francis, Paul Feldman, Koby Jagsdorf, Suren Shrestha, Catherine Hovell, and 20 other unnamed commenters

John Schoettler for Amazon, Steve McConnell for NBBJ, Paul Evasick for the Westin Hotel, Rebecca Kaplan for Glazer's Cameras, Dentist Downtown Seattle, Seattle's Downtown Dentist, Pete and Shirley Symon, Barbara Anderson, Shari Jaymes, Michael Gardiner, Mary Steiner, Chris and Jade Simonson, Ruth Benfield, Glen and Julie Kohl, Claire He Cai, Jim Goldberg, Boyd Anderson, Jared Curtis, Laura Bailey, Retired Senator Lois North, Georgi Tonev, Pete Symon, Elton Lee for GID Multifamily, Jean Hall, Jacqueline Gruber for Denny Triangle, South Lake Union, and Mercer Corridor stakeholders, Earl Sedlik, Sandy Sullivan, Vicki Michael, Susan Strosky, Ronald Holden, Tom Michael, Sue Strosky, Carolyn Ferrell, Mary Rogers, Ann LeVeque, Peter Kim, Ron Butler, and Donald Mackay Jane Zalutsky for the Seattle Center Foundation, Sara Rathbone, Megan Jasper for Sup Pop Records and KEXP, and Erik Nordstrom

Shannon West, Lisa Kraft, Brian Aucott, Alexandra Varriano, Patrick Seaman for Mercer Apartments, Sam Wolk, Harvey Grad, Austin White, Sebastian Varriano, Jessica Hurst for Mercer Street Books, Amelia Turner, Shannon West, Kimberlee della Luce, and David Meinert

Erika Nelsen, Max Schmeiser, Bruce Cross, Don Schlosser Dave Blank, Janis Traven, John Davis, Rex McDowell, Erle Cohen, Stephen Deforest, and the Magnolia Community Council

Seattle Subway

Ryan Bosa for Bosa Development

Evin Fairchild, Matthew Bailey, Terry Forsyth, Jonathan, Austin Skondre, Bill Hirt, Conrad Cipoletti, and

Martin Pagel

Stephen Fesler

Cole Gleason

Martin Nix

Bill Hirt

Cory Hutton

Jeff Snedden and Vicki Scuri

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

Doug Holton

Betty Lau

Brien Chow

Kathleen Johnson

Davin Reynolds

Geoff Labbe

Amy Chen Lozano

Rob Bradenberg

Nora Chan

Colton Chan

Julie Holland

Huiying Zhen

Robert Lackman

Jared Axelrod

Greg Inglin

Timothy Lee

Anna Hau

Chris Woodward

Austen Chan

Erica Bush

Jonathan Dubman

Jessica Hurst

Steve Van Til  
Ron Butler  
Reza Marashi  
James Ly  
Huy Pham  
Paul Evasick  
Kaileah Baldwin  
Auriza Ugalino  
Max Chan  
Ab Juaner  
Joe Reilly

Liz Agi  
Michael Gelber  
Bettie Luke  
Nina Wauace  
Tom Mara  
Anthony Casiello  
Ben Byers  
Joel B. Tan  
Howard Anderson  
Eunice How  
Lisa Power

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

Deborah Frausto  
Robby Tonkin  
Mary Bingham  
Christina Shimizu  
Joe Kunzler  
Eugene Kramer  
Sabrina Villanueva  
Johannes  
Isaac Gloor  
Ash Parasa  
Jessie Perez  
Austin Fite

Lisa Power  
Monisha Singh  
Gary Bender  
Henry Watson  
Ashwin Bhumbra  
Melanie Clemenz  
Samuel Hanson  
Zach Thomas  
David Cornfield  
Mike Vu  
Carole Sherry Anderson

## **Report of the Chair**

### Technical Advisory Group presentation at 3/2 Executive Committee meeting

Chair Constantine announced that the Technical Advisory Group would present a report out on their 2<sup>nd</sup> and 3<sup>rd</sup> Tasks at the March 2<sup>nd</sup> Executive Committee meeting and invited all Boardmembers to attend. He noted the first task was reported at the October 2022 System Expansion Committee meeting.

## **CEO Report**

### State Government Update

CEO Timm shared that the first major cut-off deadline for the 2023 Washington Legislative Session is February 24<sup>th</sup> and that bills must pass out of their respective committees to continue in the legislative process this year. Of note to Sound Transit is legislation to permanently authorize the agency to tow vehicles obstructing right-of-way. The state Senate had unanimously passed the bill, and it now moves to the House.

March 8<sup>th</sup> is the next major deadline, by which bills must be passed by their chamber of origin.

## External Engagement Report

CEO Timm noted that Boardmembers received an External Engagement Report in their meeting packets. She also highlighted a public meeting for the scoping of the Everett Link Extension attended by 1,600 people, which set a record for the Agency.

## Hilltop Tacoma Link Extension Update

Ms. Timm reported that the contractor is continuing the remaining civil construction, including punch list work. Agency staff are also working on safety certification and asset documentation, as well as with the City of Tacoma on traffic signal systems.

The first of the new T Line vehicles has completed about half of the required 620 miles of burn-in tests. The four additional new vehicles are undergoing modifications and testing. As this testing progresses, staff will continue systems integration testing, which is on schedule to run from mid-March to mid-April. Following systems integration testing, the Agency will continue with activation protocols, including pre-revenue simulated service.

The Agency is commencing engagement on fares, ORCA LIFT, and safety around the new tracks. This includes working with Pierce Transit to cross promote their recently adopted ORCA LIFT program in conjunction with out ORCA LIFT fare and a safety poster contest for Tacoma public school students.

CEO Timm reported that current projects show that the Agency will be able to open the Hilltop Tacoma Link Extension to passengers between the end of July and the beginning of September, with a stronger emphasis on the later end of that timeframe.

## Tacoma Dome Link Extension Update

As was mentioned in December 2022, CEO Timm reported that the Agency began reviewing an expanded study area to consider added alternatives south of Federal Way and in Fife. After engaging with Federal and local partners, the Agency identified a need to include additional station and guideways alternatives in Fife and South Federal Way, respectively, in the Draft Environmental Impact Statement.

She noted that staff will bring an action to the March System Expansion Committee and Board meetings to identify those alternatives. With the proposed Board action, the publication of the DEIS for the Tacoma Dome Link Extension would be anticipated in mid-2024. This delay would impact the revenue service date for the project, and the Agency would anticipate opening in early 2035, rather than the December 2032 date identified in Realignment.

## Progress on East Link Starter Line

CEO Timm shared an update on the East Link Starter Line work prompted by the action taken by the Board in January. She reported that staff continue to advance final construction activity and system integrated testing. The activation team has been stood up in support of the potential launch of service and the initial work of Title VI equity analysis begins in March.

She also highlighted key risks that staff are continuing to work on mitigating, including hiring adequate resources for rail activation, operations, and maintenance. Sound Transit Operations and King County Rail have a hiring and retention plan in place and are actively monitoring the progress to provide sufficient staffing for all light rail extensions. Staff are also actively working to mitigate schedule risks associated with implementing the Passenger Information Management System (PIMS) and relocating the Link Control Center.

Ms. Timm concluded by noting that all construction is moving as swiftly as possible without compromising quality and safety. This work also includes minimizing any potential schedule risks to the opening of the Lynnwood Link Extension in summer 2024.

## Consent Agenda

Voucher Certification: January 2022

Minutes of the January 26, 2023 Board Meeting

Motion No. M2023-14: Authorizing the chief executive officer to execute a Multi-Jurisdictional Partnering Agreement with the cities of Everett and Lynnwood, Snohomish County and Community Transit for the Everett Link Extension and Operations & Maintenance Facility North project.

Motion No. M2023-15: Authorizing the chief executive officer to execute contract modifications with Kimley-Horn and Associates, Inc. to a) provide additional project development services for Phase 1 of the Everett Link Extension and Operations and Maintenance Facility North project in the amount of \$1,175,600 and b) exercise the option for Phase 2 services in the amount \$68,401,479, with a 10 percent contingency of \$6,828,971 totaling \$75,230,450, for a new total authorized contract amount not to exceed \$93,212,897.

Boardmember Roscoe briefly noted that the System Expansion Committee had considered these items at its meeting earlier this month and forwarded them to the Board with do-pass recommendations.

**It was moved by Boardmember Backus, seconded by Boardmember Baker, and approved by a majority of the 14 Boardmembers present that the Consent Agenda be approved as presented.**

## Reports to the Board

West Seattle and Ballard Link Extensions – Further Study Results

Chair Constantine reminded everyone that the Board asked staff to conduct further studies before action to confirm or modify the preferred alternative for the Ballard Link Extension. The Board asked for further studies and additional engagement to look at recognizing past harms, minimizing displacements, providing a positive passenger experience, and minimizing and mitigating construction impacts and risks. Additionally, these further studies are to be used to inform conversations with public and private partners regarding funding needs and strategy.

Additionally, at the February 9<sup>th</sup> System Expansion Committee, staff presented the results of the Further Studies in a deep dive presentation. Today's presentation will include a Community Feedback Summary and a review of an Example Modified Preferred Alternative. All of this information is to inform the Board's decision on the Ballard Link Extension Preferred Alternative at the March 23, 2023 Board of Directors meeting.

Chair Constantine asked Cathal Ridge, Executive Corridor Director, and Leda Chahim, Government & Community Relations Director, to begin the presentation.

Mr. Ridge kicked-off the presentation by highlighting the cost and schedule concerns for the project known at this time, as well as reminding everyone of the Board's direction to conduct additional engagement work on the project. He then asked Leda Chahim to begin the Community Feedback portion of the presentation.

Ms. Chahim shared that staff has engaged in corridor-wide engagement since the July Board action directing further studies. From July 28, 2022 to February 27, 2023, the team conducted 12 open houses/workshops, four online surveys with over 2,000 responses, 100+ community briefings, tours, and property owners meetings, 17 emails updates to 11,000+ subscribers, and 8 social media posts with 783,000+ impressions.

Shifting to a snapshot of the engagement specifically related to the Chinatown-International District segment of the alignment, Ms. Chahim stated that Sound Transit staff conducted 35+ community briefings and meetings, six workshops and open houses, 3 online surveys with 650+ responses, door-to-

door outreach to 100+ businesses, and 5 in-language residential and business forums. These were conducted over the same July 2022 to February 2023 timeline.

Ms. Chahim then walkthrough feedback associated with the station options and Union Station activation concepts.

Relating to the 4<sup>th</sup> Ave Shallow (CID-1a) station option, the community was interested in the shallower option for quick transfers, while some were concerned about additional potential impacts. There was interest in finding construction efficiencies across public projects, with the goal of minimizing disruption to the CID and Pioneer Square neighborhoods. The community continues to hold concerns about construction duration and traffic effects, including spill-over effects to local residents, businesses, and services. Strong interest for the centralized transit hub, including activation of Union Station, was heard.

Regarding the Station North of CID option, the team heard interest in opportunities for community-driven equitable Transit-oriented Development (eTOD), activation of City Hall Park, and improvements to pedestrian connections to the existing CID station and surrounding neighborhoods. Moreover, interest in the potential shorter construction duration and avoiding direct impact to the CID was noted. The community expressed some concerns about reduced access to the stadiums along the 1 Line and Sounder. The potential for direct, underground transfers between Link lines at the existing Pioneer Square Station and opportunities to improve existing entrances piqued interest, while some concern was noted about the consolidation of the Midtown and North of CID stations.

For the Station South of CID option, the team heard similar interest in avoiding direct construction disruption to the CID. Unlike the previous options, the South of CID option would not accommodate direct transfers between Link lines, and community concern was noted. The community also expressed interest in opportunities for eTOD, having an entrance to the station closer to the CID with public space, and improvement to pedestrian connections to the existing CID station, stadiums, and Sounder. Without inclusion of the North of CID station option, the community demonstrated limited interest in just the South of the CID station option.

In the Stations North and South of CID concept, the community expressed many of the same interests that pertained to either option individually. Overall, the community demonstrated interest in community-driven eTOD opportunities and improving pedestrian connections between the stations. Moreover, the combination of these station options would accomplish direct Link Line transfers at the Station North of CID.

Across all the options, some elements of community feedback stayed consistent. Ms. Chahim noted strong community interest in supporting economic health for the cultural hub, avoiding business and residential displacements, improving safety and pedestrian connection throughout south downtown, creating additional parks and green space, and activating Union Station and the surrounding plaza.

Moving to the Downtown segment, Ms. Chahim shared that the Agency had completed 25+ community briefings and meetings, 5 workshops and open houses, one online survey with 265 responses, and door-to-door outreach to 85+ businesses. These were conducted over the same July 2022 to February 2023 timeline.

In response to the South Lake Union: Mix-and-Match option, the team gauged community interest in avoiding construction impacts to the Westlake area, including other transit options and utilities. Additionally, the community conveyed interest in the Denny Westlake (DT-1) station option for access and transit integration and raised concerns about the additional cost, risk, and project delay associated with the Denny Terry option. Interest was noted regarding station access from both sides of Denny Way.

For the Seattle Center: Mix-and-Match option, the community held some concerns regarding noise and vibration effects to Seattle Opera and McGaw Hall during construction. Interest was shown in the location of the Republican Street station to avoid construction effects near NW Rooms while allowing

access to Seattle Center and opportunities for eTOD. In the same area, the community expressed concerns about traffic and displacement effects with a station on Mercer Street.

An additional option further west on Republican Street (Republican West station) shared similar concerns about noise and vibration effects along Republican Street. The community also signaled interest in retaining close proximity of the station to Climate Pledge Arena and Seattle Center while avoiding traffic impacts to Mercer Street.

Providing a snapshot of the engagement efforts in the Interbay and Ballard segments, Ms. Chahim shared that the Agency had completed more than eight community briefings and meetings, three workshops and open houses, and 2 online surveys with 700+ responses. These were conducted over the same July 2022 to February 2023 timeline.

For the Modified SIB-1 option, the team heard community interest in the shifted location for the Interbay station for improved connections, the reduction of impacts to businesses and the Seattle Storm practice facility, the maintaining of two stations in the Smith Cove/Interbay segment, and the Galer Street location for the Smith Cove station for improved connections. The community also expressed concerns regarding the guideway crossings of Elliott Ave W and associated traffic and pedestrian impacts, as well as traffic effects near the Interbay station location.

Regarding the Modified SIB-3 option, the team noted that feedback about the Interbay station in this option was the same as the Modified SIB-1 option. For the Smith Cove station, the team heard community concern about difficult access to the cruise terminals and key destinations along Elliott Ave caused by the shifted station location. The community feedback indicated interest in the development potential of the Armory site in the area.

On the consolidated station option, the community was interested in the fewer impacts to properties and traffic in the area, the extended tunnel alignment, and the potential redevelopment opportunities. Concerns that the consolidated station would reduce access to the surrounding neighborhood and reduce potential for TOD were noted.

For the Ballard Tunnel 15<sup>th</sup> Ave Cost Savings: Draft EIS Station Entrance Refinements, the team heard general interest in support of siting the station at 15<sup>th</sup> Ave NW with access from both sides of 15<sup>th</sup> Ave. Some concerns were raised about the potential for reduced capacity due to the smaller entrances and the reduced potential for eTOD opportunities.

For the Tunnel 15<sup>th</sup> Ave Cost Savings: Station in Right-of-Way concept, the team heard community concerns about road closures, traffic impacts, and reduced eTOD opportunities.

For the Tunnel 15<sup>th</sup> Ave Entrance North of Market concept, community feedback indicated interest in a station entrance north of Market Street to expand station access but also raised concerns regarding potential traffic effects.

On the Tunnel 14<sup>th</sup> Ave Station Access option, community feedback showed interest in grade-separated improvements to reduce passenger-vehicle interactions, as well as at-grade improvements to bolster safety.

For the Shifted Tunnel 14<sup>th</sup> Ave Station option, the community showed interest for the station's access to future service growth to the east and north, as well as the avoiding of impacts to traffic along 15<sup>th</sup> Avenue NW. Concerns related to reduced eTOD opportunities and about crossing 14<sup>th</sup> Avenue NW to access the station from the west.

Ms. Chahim shifted over to community feedback along the West Seattle Link Extension alignment previously selected by the Board.

For the Alaska Junction Station Access Refinement concepts, the community feedback indicated interest in providing a station entrance on 42<sup>nd</sup> Avenue SW to enhance access to the Junction and for potential eTOD opportunities. Support was also shown for maintaining the entrance on 41<sup>st</sup> Avenue SW to minimize business displacements.

Staff also gauged community support on the option to eliminate the Avalon Station from the alignment, with the assumption to shift the alignment south toward SW Yancy Street. Some showed interest in eliminating the station due to cost-saving potential and to minimize displacements, given the proximity of the station to the planned Alaska Junction and Delridge Stations. Others indicated support of maintaining the Avalon Station, highlighting easy access for nearby residents and for communities of color and lower income populations connecting from the south. Support for a longer tunnel to further minimized displacement was also indicated but some.

In regard to the Delridge Access, Integration, and Alignment Refinement concepts, the team heard interest in the reduced impacts to Transitional Resources and improved pedestrian access. The community also raised questions and concerns about the environmental impact, potential displacements, and future transit integration potential.

For the SODO Access to S Lander Street concepts, there continues to be interest in refinements to minimize the impacts to local businesses west of the planned SODO station and to enhance accessibility and support transfers. Questions and concerns about potential construction impacts and accessibility during construction were also noted.

Chair Constantine opened the floor for questions and comments from Boardmembers on the Community Feedback section.

Boardmember McDermott asked how much information has been provided to local communities regarding the North of CID and South of CID station options. Ms. Chahim noted that the North and South of CID station options were developed out of the direct further engagement process with the community. She noted that the iterative nature of the engagement, and that outreach conducted outside of open houses and workshops also included distributing those materials and information, translated when necessary.

Boardmember Baker inquired about accessibility and disability considerations when it came to the North of CID station option and the underground transfer to the existing Pioneer Square station. Mr. Ridge noted that he didn't have the exact transfer time on hand, but would be able to provide that information as it was included in the System Expansion Committee's deep dive presentation.

Vice Chair Keel inquired into the time penalty that would be incurred by south-to-east and east-to-south riders if the North of CID station was chosen. Mr. Ridge stated that there are slides later in the presentation that answer this question.

Mr. Ridge walked through several alignment scenarios for the Ballard Link Extension.

Scenario B included the following station options: CID 4<sup>th</sup> Ave Shallow, Midtown 5<sup>th</sup>, Westlake Station: Entrance Consolidation, Denny Westlake, SLU Harrison, Seattle Center: Republican West, Smith Cove Galer, Shifted Interbay Dravus, and Ballard 15<sup>th</sup>: Cost Savings. Mr. Ridge noted the CID 4<sup>th</sup> Shallow station would present a schedule risk, the Midtown station (~200' deep) would be accessible only by elevator, and the Westlake Station's entrance consolidation could better accommodate future ridership growth. This scenario would see traffic impacts on 4<sup>th</sup> Ave S, Westlake Ave, Elliott Ave Dravus St. and 15<sup>th</sup> Ave W, while avoiding park effect in Seattle Center. Scenario B would provide centralized access to Chinatown-International District, Pioneer Square, and surrounding transit modes, but traffic effects would be felt in the CID. Mr. Ridge ended by stating the cost of this scenario is \$900 million over the realigned financial plan.



Scenario D included the following station options: CID South, CID North, Westlake Station: Entrance Consolidation, Denny Westlake, SLU Harrison, Seattle Center: Republican West, Smith Cove Galer, Shifted Interbay Dravus, and Ballard 15<sup>th</sup>: Cost Savings. In this scenario, the CID North station would be shallower than the Midtown station. The shift to a CID North station would add transfers between the Sounder and Link 1-Line, but also give all three Link lines a connection to the Rapid Ride G Line. Mr. Ridge ended by stating the cost of this scenario is \$200 million over the realigned financial plan.

Scenario E included the following station options: CID South, CID North, Westlake Station: Entrance Consolidation, Denny Westlake, SLU Harrison, Seattle Center Mercer, Interbay-Smith Cove Consolidated, and Ballard 15<sup>th</sup>: Cost Savings. Mr. Ridge noted the key differences in this scenario are the inclusion of the Seattle Center Mercer and Interbay-Smith Cove Consolidated station options. While maintaining many of the same effects as previous scenarios, Scenario E would also help to avoid park impacts in Seattle Center and Interbay. Mr. Ridge ended by stating the cost of this scenario is \$600 million over the realigned financial plan.

Scenario F included the following station options: CID South, CID North, Westlake Station: Entrance Consolidation, Denny Terry, SLU Harrison, Seattle Center: Republican West, Smith Cove Galer, Shifted Interbay Dravus, and Ballard 15<sup>th</sup>: Cost Savings. Mr. Ridge noted the key differences in this scenario is the inclusion of the Denny Terry station option. This would avoid disruption to streetcar service along Westlake but also pose a potential schedule risk due to fiber relocation at the Denny Terry station option. Mr. Ridge ended by stating the cost of this scenario is \$400 million over the realigned financial plan.

Prior to jumping into the comparison of station options by segment, Mr. Ridge took time to address questions raised at the System Expansion Committee.

Regarding station depths for the station options in the CID and Midtown areas, Mr. Ridge showed the difference between the 4<sup>th</sup> Ave Shallow and 4<sup>th</sup> Ave Shallower options to be about 30-35 feet. The 4<sup>th</sup> Ave Shallow option would require the new tunnel to pass under the existing Downtown Seattle Transit Tunnel (DSTT) and place the Midtown station around 200' deep. The 4<sup>th</sup> Ave Shallower would allow the new tunnel to be built above the existing DSTT and allow the Midtown station to be constructed at 150' deep. The stations North and South of CID would be able to be constructed about 100' deep, regardless of what other stations were adjacent in the alignment. In the event of a Midtown station and South of CID alignment, the Midtown station would have a similar depth as in the scenario with 4<sup>th</sup> Ave Shallower station.

Mr. Ridge moved to address the questions regarding transfer scenarios along the alignment. In all scenarios, direct transfers across the 3 Link Lines are planned to occur at the Westlake station, with the 1 and 3 Lines would have a transfer point in SODO. Both of the CID 4<sup>th</sup> Ave options would present the opportunity for direct transfers across the 3 Link Lines with the existing International District-Chinatown station. The CID North station would allow direct transfers across the 3 Link Lines with the existing Pioneer Square station. In a South of CID and Midtown station alignment, only the Westlake station would provide the direct transfer across the 3 Link Lines. In a North and South of CID option, the connection experience is the same as the only North of CID option.

Boardmember Roscoe asked which stations would accommodate transfers to the Sounder station. Mr. Ridge stated that the 4<sup>th</sup> Avenue station alternatives would offer the best option for transfers to the Sounder, but that a station North of CID would also provide a transfer option with a longer walk along local streets.

Mr. Ridge presented slides highlighting travel times to the nearest 1-Line station from local points of interest, as well as travel times between regional destinations. Mr. Ridge noted the difference in travel time for travel from the Bellevue Transit Center and SeaTac Airport between the planned Stride BRT line and the Link 1-Line.

Mr. Ridge then presented some station comparisons, beginning in the CID segment. Starting with comparing the 4<sup>th</sup> Ave Shallow station to the Stations North and South of CID, he highlighted the potential for construction and schedule risk associated with either 4<sup>th</sup> Ave station option. When comparing passenger experience, Mr. Ridge noted that the 4<sup>th</sup> Ave Shallow station option would lead to a deep Midtown station, and that the North and South of CID stations could be shallower. While the transfer between Links Line would only differ by 0.1 minutes, the North and South of CID station options would add transfer time to the Sounder. The stations North and South of CID would result in a small reduction in projected ridership and provide greater opportunities for eTOD adjacent to the CID, while the 4<sup>th</sup> Ave Shallow option would have the higher projected ridership but also require the closure of Link light rail service for six to seven weeks during construction. The 4<sup>th</sup> Ave Shallow station option would see a construction duration of 10-12 years, with a full closure of 4<sup>th</sup> Avenue S for four years plus partial closures for five years. Mitigations and refinements would reduce the displacement of ICON apartments to two 2-month periods. The stations North and South of CID would see construction for 6-7 years, with a full closure of James Street for four years and closure of 6<sup>th</sup> Avenue S (south of Seattle Blvd) for 5-6 years. Moreover, this option would displace the King County Admin Building and social service providers.

Boardmember Harrell asked for clarification on the construction and schedule risk noted in the 4<sup>th</sup> Ave Shallow option that does not appear on the North and South of CID station options. Mr. Ridge answered that similar risks were not identified for the North and South of CID station options.

Boardmember Balducci arrived at this time.

Vice Chair Keel added an editorial comment regarding the shaded out North of CID station only option, stating that he would prefer it be shown as not gray as the financial savings presented by the option are substantial. He further added that he did understand why it was done for the presentation in this case.

Boardmember Roscoe asked a question stemming from stakeholder comment regarding the impact the North of CID station would have on the existing transit infrastructure in the area. Mr. Ridge noted that some more information was upcoming in later slides and elaborated that he believes the comment was speaking to the elimination of the direct transfer to the Rapid Ride G Line from the Midtown station if the North of CID option were selected. He added that the team has looked into re-routing the G Line to the North of CID station, which would allow transfers from all three Link Lines to the G Line. Boardmember Roscoe said she would also engage with the stakeholder to get further information to assist the team.

Mr. Ridge began his comparison of the 4<sup>th</sup> Ave Shallow and 4<sup>th</sup> Ave Shallower station options. He noted that in comments from the DEIS, the community raised concerns about the station depth on 4<sup>th</sup> Avenue. The 4<sup>th</sup> Ave Shallower option maintains the construction and schedule risk of the Shallow option, while adding some risk associated with construction adjacent to the DSTT and BNSF railway. He noted the Shallower option would also allow the Midtown station to be built shallower, and there would be a reduction of transfer time to 2.5 minutes between the Link stations if the Shallower station option was constructed. The Shallower station also provided some additional eTOD potential north of CID. In addition to the environmental impacts of the 4<sup>th</sup> Ave Shallow station option, the 4<sup>th</sup> Ave Shallower station would extend the closure of 4<sup>th</sup> Avenue further north, add closures of Yesler Way and Washington Street for two years, require reconstruction of Yesler Bridge, and include displacement of the King County Admin Building and social service providers in the area. He noted that the cost difference of \$100 million dollars between the options.

Boardmember McDermott inquired as to why the 4<sup>th</sup> Ave Shallower option would displace the King County Admin building. Mr. Ridge answered, referring to the earlier slide comparing station depths, that since the Shallower option would allow for the new Tunnel to be bored above the DSTT and provide a shallower Midtown station which would require the additional staging area for the tunnel boring machine.

Boardmember Balducci asked for the best possible direct transfer experience to be developed for the CID North station to keep it as an option for her support, requested additional information regarding the realigned financial plan and what directly fed into its development, and inquired if information could be acquired from local partners about the projected reconstruction or maintenance of potentially affected bridges and infrastructure to see if projects could be performed in-time with Sound Transit's construction. Mr. Ridge committed to working to provide and acquire the information requested.

Mr. Ridge shifted to the South Lake Union segment. He compared the Denny Station at Westlake Avenue to the Denny Station at Terry Avenue with Mix-and-Match and Entrance Refinements. He highlighted the potential construction and schedule risk associated with the long-haul fiber relocation for the Denny Terry option. Both options provide access to transfer options along Westlake Avenue, while the Denny Terry option would be a slightly longer walk. The Denny Westlake station option would see the full closure of Westlake Avenue between 7<sup>th</sup> Avenue and Denny Way for 4 years and impact the streetcar service. The Denny Terry station would see the full closure of Terry Avenue between Denny Way and Thomas Street for 4 years while avoiding impacts to the streetcar.

Boardmember Harrell asked what mitigations are under consideration to avoid the impacts that a full closure of Westlake would have on the downtown revitalization effort by the City of Seattle. Mr. Ridge noted that some mitigations were presented in the DEIS and are continuing to be developed through the further studies. He added that the team knows to continue these efforts through the FEIS.

Boardmember Harrell stated that for him, the full closure of Westlake Avenue is a serious concern.

The Seattle Center comparison featured the Seattle Center Republican West and Seattle Center Mercer station options. The Republican West station would see the full closure of Republican Street between 3<sup>rd</sup> Avenue W and Queen Anne Avenue N for up to five years and would avoid effects to Seattle Center but affect Uptown Cinema during construction. The Mercer station option would require the partial closure of Mercer Street between Warren Avenue N and 1<sup>st</sup> Avenue W for 3.5 years. It would also avoid effects to Seattle Center and displace fewer residents and businesses than the Seattle Center: Republican option.

Boardmember Harrell again iterated hesitancy with the full closure of major roadway in downtown, this time along Republican Street.

Boardmember Millar asked for more information regarding the construction duration and the differences among the different segments of the alignment. Mr. Ridge responded that the information will be coming up in the presentation and will work to provide further information if needed.

Mr. Ridge compared the Modified SIB-1 Alignment (which would include the Smith Cove Galer station and Shifted Interbay Dravus station options) to the Consolidated Alignment (which would see one station for Interbay and Smith Cove). He noted the Consolidated Alignment was developed to help address the unstable slope risk associated with the Queen Anne hillside. The Modified SIB-1 alignment would add entrances to both sides of Dravus Street at the Interbay station. The Consolidated alignment would reduce access due to the single station for the segment.

For the Ballard segment, Mr. Ridge compared the Tunnel 14<sup>th</sup> Ave and the Tunnel 15<sup>th</sup> Ave: Cost Savings station options. He noted that the 15<sup>th</sup> Ave option would offer a less convenient bus transfer and the entrance refinements to effect cost saving could limit vertical circulation capacity. The 14<sup>th</sup> Ave option would provide a 15-min walk to the Ballard core and eTOD potential associated with the acquisition of the current Safeway property. The 15<sup>th</sup> Ave option would present a 10-minute walk to the Ballard core but limit the eTOD potential as the refinements would eliminate the need to acquire the Safeway property. The Tunnel 14<sup>th</sup> Ave option would displace the Safeway store, see the full closure of 14<sup>th</sup> Ave NW between 52<sup>nd</sup> and 58<sup>th</sup> Ave for two years, and partial closure of NW Market Street at 14<sup>th</sup> Ave NW for nine months.

At this time, Mr. Ridge focused on the project's schedule implications. Regardless of the chosen Preferred Alternative, staff are expecting additional environmental review to be needed, which would potentially add another year of delay on top of the current 10-month delay taken to undergo the further studies. Mr. Ridge stated that for the design phase, the South Lake Union mix-and-match, the CID 4<sup>th</sup> Ave Shallow, and 4<sup>th</sup> Ave Shallower station options would require additional time for coordination with third parties. Looping back to the previous question from Boardmember Millar, Mr. Ridge clarified that either of the station options on 4<sup>th</sup> Ave would require additional time for construction (expected at an additional 2 years) to reconstruct the 4<sup>th</sup> Ave viaduct and handle traffic detour phasing. He also noted areas of potential risk for delay arising from poor ground conditions on 4<sup>th</sup> Ave, the depth of the Midtown station, proximity of construction to BNSF railway and the existing DSTT, and the phasing of Link closures.

Chair Constantine opened the floor for questions and comments from Boardmembers on the Scenario comparison section.

Boardmember McDermott inquired if the potential schedule risks associated with the 4<sup>th</sup> Ave options also translate to a question of the station option's feasibility. Mr. Ridge replied that the team believes the station options and designs presented are feasibility, but that additional time for the design or construction would be needed. He further noted that at any point throughout the project, additional risks may be discovered.

Boardmember Harrell thanked the team for their efforts on community feedback. He requested additional information on the ideas for the activation of Union Station and the Jackson Hub area and that staff bring a motion to the System Expansion Committee that confirms or modifies the Preferred Alternative for the Ballard Link Extension.

Boardmember Millar thanked Mr. Ridge for providing some answers to his initial question, but asked for additional discussion regarding the overall timeline for construction. Mr. Ridge noted that from the feedback to the DEIS, the team had already begun to look at way to mitigate the duration of construction, and that throughout the further studies and the preparation of the FEIS, the team has and will continue to look for ways to reduce construction timelines. He also committed to following-up with Boardmember Millar.

Vice Chair Keel first inquired into whether comments or suggestions from the Technical Advisory Group or the Board's independent Consultant Dave Peters were incorporated into the team's work. He followed-up by inquiring into the traffic impacts, using an anecdote from Pierce County where a road may not be closed everyday while construction is occurring in the area.

Mr. Ridge responded that Dave Peters did review the work of the further studies and provided recommendations. The team incorporated some of his feedback and offered responses to others. Regarding the road closure phasing, Mr. Ridge clarified that the demolition and reconstruction of the 4<sup>th</sup> Ave viaduct would be occurring on one half of the viaduct at a time. He elaborated on the impacts by saying that Jackson Street would be the division between the two halves, with the portion north being used as a staging point for the tunnel boring machine.

Boardmember Millar asked for confirmation that the tunnel boring machine would staged north of Jackson Street. Mr. Ridge confirmed that the machine would start north of Jackson Street and progress northward through Downtown. He also clarified that there would be two staging areas as two tunnels are required along the alignment. Mr. Ridge also stated that it would be cut and cover construction along 4<sup>th</sup> Ave.

Mr. Ridge walked the Board through an Example Modified Preferred Alternative for the Ballard Link Extension, begin in the CID and moving north along the alignment.

In the CID segment, he included the North and South of CID station options. This alignment would avoid direct station construction and traffic detours in the CID, but also provide less centralized access to the CID, Pioneer Square, and other transit modes. This would allow for the North of CID station to be constructed shallower than the Midtown station. The North of CID station could also provide a connection to the Rapid Ride G Line and all three Link Lines. The construction duration would last 6-7 years instead of 10-12 years and would avoid disruption of the 4<sup>th</sup> Ave traffic spine. On top of the direct transfer potential with the existing Pioneer Square station, the North and South of CID stations would be less than a 10-minute walk to CID, Pioneer Square, the stadiums, the south end of Downtown and Midtown, and Colman Dock. One further concept being looked into is the inclusion of an entrance for the South of CID station north of Seattle Blvd to provide increased pedestrian access to the CID.

In the Denny segment, Mr. Ridge highlighted the Denny Westlake station. He noted the option offers convenient access and transfers to other transit modes, but there would be traffic impacts and disruption along Westlake Ave. Moreover, this station option minimizes the construction duration and avoid overall schedule risks.

Mr. Ridge offered the Republican West station option for the Seattle Center area. This option would provide close proximity to Seattle Center while limiting the direct effects of construction. This station would also avoid traffic impacts to Mercer Avenue during construction. While requiring fewer business displacements, the Republican West option would see additional residential displacements.

In the Interbay-Smith Cove segment, Mr. Ridge included the Modified SIB-1 alignment, which would include two stations. While maximizing access, this alignment would require an elevated guideway along Elliott Avenue. These options would avoid the unstable slope risks along the Queen Anne hillside and business displacements in the area.

In Ballard, Mr. Ridge provided the Tunnel 15<sup>th</sup> Ave: Cost Savings station option as an example. This would provide improved access to the Ballard core with an entrance west of 15<sup>th</sup> Avenue, while also presenting minimal closures of 15<sup>th</sup> Ave. Additionally, this alternative would avoid the displacement of the Safeway store, but also reduce the potential for eTOD.

Boardmember Harrell reiterated his earlier requests regarding the inclusion of language on the activation of Union Station and the Jackson Hub, as well as the potential mitigation approaches for Westlake Avenue, be brought to the March System Expansion Committee meeting for consideration.

Chair Constantine echoed the requests from Boardmember Harrell regarding the ideas for Union Station Activation and Westlake impact mitigation strategies. He also asked for further research into providing an entrance to the South of CID station as close as possible to the CID.

Boardmember Balducci noted that the System Expansion Committee will attempt to identify as many segments as possible along the alignment in the action they forward to the Board but added that some stations may best be decided through discussion at the full Board meeting.

Boardmember Harrell added that the committee would channel the desire of Vice Chair Keel to expeditiously come to a decision but would also reserve the right to pass some decisions to the Board.

Mr. Ridge briefly presented a slide highlighting the further studies and refinements to the alignment selected for the West Seattle Link Extension.

Regarding funding and project financials, Mr. Ridge noted that the Example Modified Preferred Alternative for the Ballard Link Extension comes out to \$150 million over the realigned financial plan, and the West Seattle Link Extension Preferred Alternative Refinements total \$130 million over the financial plan. This results in a total \$280 million cost over the realigned financial plan. He added that all the options in the CID would benefit from Union Station and Jackson Hub activation which would require additional funding and partnerships. Mr. Ridge shared that there is up to \$400 million in potential funding

through coordination with the City of Seattle and King County, and that the Agency expects to receive Letters of Intent before the March Board meeting. Sound Transit will work with the City and County to further analyze cost and funding sources over the next year and develop a funding agreement in advance of the Board action to select the Project to be Built.

Vice Chair Keel asked for further conversation to be held regarding the funding needs and asked for additional time with the team to go through the segments of the Example Modified Preferred Alternative.

### **Other business**

None.

### **Next meeting**

The next regular Board meeting would be held on March 23, 2023, 1:30 to 5:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via WebEx.

### **Adjourn**

The meeting adjourned at 3:29 p.m.



Dow Constantine  
Board Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on March 23, 2023, AJM.