



Summary Minutes

**Special Board Meeting
August 5, 2021**

Call to order

The meeting was called to order at 1:07 p.m. by Board Chair Kent Keel in a Virtual Meeting via telephone and video conference.

Roll call of members

Chair	Vice Chairs
(P) Kent Keel, City of University Place Councilmember	(P) Dow Constantine, King County Executive (P) Paul Roberts, Everett Councilmember

Board members	
(P) Nancy Backus, City of Auburn Mayor	(P) Ed Prince, City of Renton Councilmember
(P) David Baker, City of Kenmore Mayor	(P) Kim Roscoe, City of Fife Mayor
(P) Claudia Balducci, King County Council Chair	(P) Nicola Smith, Lynnwood Mayor
(P) Bruce Dammeier, Pierce County Executive	(P) Dave Somers, Snohomish County Executive
(P) Jenny Durkan, Seattle Mayor	(P) Dave Upthegrove, King County Councilmember
(P) Debora Juarez, Seattle Councilmember	(P) Peter von Reichbauer, King County Councilmember
(P) Joe McDermott, King County Council Vice Chair	(P) Victoria Woodards, City of Tacoma Mayor
(P) Roger Millar, Washington State Secretary of Transportation	

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

Report of the Chair

Program Realignment

Chair Keel observed on the action taking place during this meeting was the culmination of over 17 months of work, including over 20 realignment presentations at 8 Executive Committee meetings and 4 System Expansion Committee meetings, 3 Board workshops and 2 special meetings of the Board. He announced that the meeting would begin with public comment on realignment followed by proposed amendments.

CEO Report

CEO Rogoff provided the report.

Federal Update – The Senate was considering a bipartisan infrastructure plan, which is known as the Infrastructure Investment and Jobs Act. The bill would invest \$550 billion of new federal money in a broad array of infrastructure programs. The bill would benefit public transit in a way that would appropriate funds over the next five years and it would reauthorize the underlying transit programs over the same period.

In the appropriations section, the bill would make \$8 billion available over the next five years for the Capital Investment Grant program, which was the funding source supporting the ST3 Capital program. This would come to \$1.6 billion per year. The current year funding for that program is \$2 billion.

In the authorization section, the bill would authorize increases for transit overall by 75% over the previous five years. For the CIG program, the authorization increase was 30%. Because Congress authorized these increases, they would still need to appropriate the funding. Subsequent Congresses could decide that the funding already approved in the appropriations section of this bill was sufficient to support the program.

As the Senate had taken up the Infrastructure bill, Senators Murray and Cantwell had been working with several of their colleagues to advance an amendment to the appropriations section of the bill that would direct the Department of Transportation to increase federal funds committed to existing Full Funding Grant Agreements. If passed, this amendment would allocate an additional \$1.45 billion to the Lynnwood and Federal Way FFGA's, thereby freeing up significant regional funds to be used on other projects in ST3. It was expected for the Senate to complete work on that amendment and bill throughout the next few days. The next stages would turn to the House, where progressive members were threatening to defeat or delay the bill until solid assurances that the follow-on American Family Plan bill, which would contain social and environmental spending and tax increases, would pass the Senate. The Senate was planning to take up a budget resolution over the following week that would kick-off the reconciliation process that would advance that American Family Plan package. In reconciliation, only 50 votes are required for passage in the Senate, which would allow for Democrats to pass it without Republican support.

Concrete Supply Disruption – During the week, CEO Rogoff informed the Board of potential for a serious concrete supply disruption to Sound Transit's construction projects in King County. Within the county, much of the concrete was produced by four major companies: Cadman, Stoneway, Lehigh Cement, Cal-Portland and Salmon Bay. Drivers who work for these companies and deliver the concrete to project sites were represented by Teamsters Local 174 and together they had an industry-specific Collective Bargained Agreement, referred to as the Sand and Gravel Agreement. The agreement expired Saturday, July 31, 2021. As of August 5, 2021, the parties had been unable to reach agreement. On Saturday, July 21, 2021, Teamsters Local 174 leadership asked for, and received, an affirmative strike authorization vote from its members. The potential for serious disruptions to the supply of concrete to the construction projects in King County was recognized. Sound Transit utilized a Project Labor Agreement that would help insulate the agency from labor disruptions. The agreement included a No Strike, No Lock-out provision. However, in this situation, if a strike was called, the picket line would be established at each company's batch plant, not at Sound Transit project sites. It was not expected that this would have an impact on the opening of the Northgate Link extension, but staff would continue to monitor the situation carefully and encourage the agency's Labor and supplier partners to continue to work toward an amicable and rapid settlement to their dispute.

Federal Way Link Extension Road Closure – Lanes would be closing on South 272nd Street between Interstate 5 and South Star Lake Road starting as early as August 6, 2021. Traffic would be reduced to one lane in both directions between 7 a.m. to 4 p.m. Monday through Friday and these closures would last approximately four weeks. The closure was necessary to complete some utility work needed to extend light rail to Federal Way.

Point Defiance – Over the July 31, 2021 weekend, crew qualification and simulated service runs on the Point Defiance Bypass concluded. Training began in June 2021 and 23 engineers, 34 conductors and 9 managers were trained in the corridor conducting end-to-end territory familiarization runs. In the coming weeks, the Sound Transit project team would be reviewing Amtrak training documentation, verifying and the acceptance of safety certification documents and ensuring completeness of overall project requirements.

Public Comment

Chair Keel announced that the Board was accepting public comment via email and verbally through the virtual meeting platform.

The following people provided written public comment to the Board:

Craig Batson, Reid Branson, Jamie Johns, Brian Zumeta, Josh Rosenau, Wendy Roullier, Greg Smith, Matt Smith, Rachel Ludwig, Kimberly Kinchen, Andrew Hu, Christopher Moran, Jacob Wolf, John Parsons, and Bill Cruikshank

Chris Karnes, Ed Miller

Transportation Choices Coalition, Cascade Bicycle Club, Sierra Club, Downtown: On the Go!, Disability Mobility Initiative, and Move Redmond; Mercer Stakeholders, the City of Bellevue, Andy Schwartzmeyer, Sean Hakala, Ivy Roth

The Urbanist

Justin Fogle

Kris Tine

Connect Casino Road, Economic Alliance Snohomish County, and Everett Station District Alliance

Curtis Brown

Joyce Hengesbach

Ross Bleakney, The City of Tukwila, Seattle Southside Chamber, Dale Durran, Jan Peterson, John Webber, Shane Meek, Chris Seifert, Donna and Adam Porter, Yingying Huang, Shawn Fernandes, Kelly Dole, Velma Veloria, Puget Sound Sage

Jamie Johns, Tina Guzinski, Jeffrey Cornish, Kelly Fox

Keith Hubrath, Mikel Hansen of Sabey Corporation, Matt Hayes President & CEO of the Museum of Flight, Sean Albert, David Shumate

Zack Van Brunt, Mich Gitman

Jan Jarvis, Bryan Yuan, Carol Cummings, Brent McFarlane, Stefan Udziela, Joshua Levenson, Day Frostenson, Erin Meek, Mark Hammarlund, Alex Potter, Sarah Egger

The following people provided verbal public comment to the Board:

Devin Reynolds, Ballard Alliance

Joyce Hengesbach

Joe Kunzler

Mayor Mary Lou Pauly, City of Issaquah

Deputy Mayor Jay Arnold, City of Kirkland

Joe Reilly

Councilmember Janice Zahn, City of Bellevue

Laura Loe

Alex Hudson, Transportation Choices Coalition

Velma Veloria

Jonathan Hopkins, Seattle Subway

The following people signed up to give public comment but were unavailable or had technical challenges when called upon:

Michael Greenberg, Daron Walker, Galen Levy, Joshua Stromberg, John Neumann, David Perlmutter

Business Items

Chair Keel reflected on the importance of the regional transit system that the Board is charged by the voters to deliver. Sound Move was approved by the people in 1996, Sound Transit 2 in 2008, and Sound Transit 3 in 2016. Chair Keel noted this special Board meeting would help deliver that vision while facing the challenges of rising costs and a looming affordability gap.

Chair Keel provided an overview of the process for the meeting. First, the original resolution would be taken up as the basis for the substitute hybrid resolution that Chair Keel and Boardmember Balducci had crafted based on a duration of weeks of conversation and effort. Don Billen, Executive Director of Planning, Environment and Project Development, would provide the staff presentation then be followed by the amendments that had been proposed by Board members.

Mr. Billen reviewed the two approaches to realignment – schedule based and cost and revenue based. Schedule based developed affordable schedules under the current financial plan that utilized project tiers to reflect Board priorities. It would work to improve those schedules by identifying cost savings and seek additional financial capacity to fill agency funding gaps. The cost and revenue based approach would define target schedules as close to the ST3 Plan schedules as possible. It would work to meet those timelines by identifying and filling project funding gaps through cost savings and by seeking additional financial capacity.

The hybrid approach to realignment would combine merits of both approaches. It would work toward the initial target schedule with the affordable schedule as a safety net, engage stakeholders to tackle project level funding gaps through cost savings and seek additional financial capacity, prepare environmental documents to support the target schedule, identify project milestones by which decisions are made as to whether to continue on the target schedule, and would prioritize reaching the target schedule on Tier 1 and Tier 2 projects first.

Mr. Billen briefly reviewed the affordable schedule of the \$6.5 billion gap and the initial target schedule. Calculating project affordability gaps would be applied to projects where target schedule is sooner than affordable schedule. Budget estimates would account for system financial capacity, subarea affordability, and system requirements. The difference between the two budgets was how much in project offsets, cost savings, and/or revenue would enable projects to be delivered on the target schedule. He went through the Tier 1 and 2 projects that would still need offsets to reach the target schedule based on the substitute resolution and proposed schedule.

The three schedule assessment milestones would determine whether to continue on target schedule or if affordable schedule was needed. The assessment would include the start of preliminary engineering, project to be build decision, and project baselining.

Resolution No. R2021-05: Establishing a flexible framework to implement the ST2 and ST3 plans that (1) allows project work to proceed right away within the confines of an affordable financial plan; (2) creates opportunities for improved program schedules through project cost reviews, scope changes, additional revenue, and improved economics; and (3) adds an annual Board program review of updated revenue and costs projects to allow the Board to revisit the realigned capital plan assumptions based on shifts in financial capacity and opportunities to advance projects.

Resolution No. R2021-05 was moved by Chair Keel and seconded by Boardmember Backus.

Amendment 1 – offered by Chair Keel and Boardmember Balducci

Amend Resolution No. R2021-05 by substitution with the following documents:

- Substitute Resolution
- Substitute Exhibit A – Affordable Schedule
- Substitute Exhibit B – Initial Target Schedule
- Substitute Exhibit C – Sources and Uses
- Substitute Exhibit D – ST2 & ST3 Project Benefits

And, offer Exhibit E – Financial Policies as a new exhibit.

Amendment 1 was moved by Boardmember Balducci and seconded by Chair Keel.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 17 Board members present that Amendment 1 be accepted as an amendment to Resolution No. R2021-05.

Chair Keel noted he would call on Board members to speak to their amendments, starting with Amendment 4, 2, 5 and 3, then following numeric order after that. Each amendment would need a simple majority vote to pass. The Board would begin with amendments to the text of the resolution then turn to the amendments to the exhibits. He asked that Board members speak to their amendment's transportation benefits and consistency with the voter-approved plan.

Amendment 4 – offered by Board members Baker and Prince

Amend Section 4 of Resolution No. R2021-05 by inserting the following as the last bullet:

- As part of the annual program review, identify opportunities and make recommendations to deliver flexible, innovative and affordable methods to get people to transit stations, if structured parking facilities have to be delayed.

Amendment 4 was moved by Boardmember Baker and seconded by Boardmember Prince.

Boardmember Baker noted the importance of giving people the opportunity to access rapid transit by means of parking their vehicles and riding, otherwise people would continue to commute by car. Boardmember Prince added the concerns of not having reliable transit would equate to using your car and noted this amendment would allow parking to be available where possible.

Boardmember Constantine expressed interest in partnering with Board members Baker and Prince's jurisdictions, and others, to determine how Metro could support in finding solutions to get more riders to the systems.

Boardmember Baker clarified the term, parking structures, should be interpreted broadly as in parking, not garages.

Boardmember Millar shared his support and noted that the amendment would show on record the commitments to look for parking solutions as the systems are put in place.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 18 Board members present that Amendment 4 be accepted as an amendment to Resolution No. R2021-05.

Amendment 2 – offered by Board members Roberts, Smith, and Somers

Amend Section 2 of Resolution No. R2021-05 as follows:

Section 2: To ensure that funding remains available to complete all voter approved projects, the Board also establishes a program schedule that is affordable utilizing current financial projections and cost estimates to serve as the general order in which projects will advance. The affordable schedule establishes tiers of projects to prioritize, fund and manage program work over time based upon the Board’s review of project evaluations using the criteria established in the Ballot Measure (Resolution No. R2016-17). ~~and~~ Motion No. M2020-36, and the five core principles identified in both Motion No. M2020-36 and Motion No. M2020-37. The tiers and currently affordable completion date for each project are depicted in Exhibit A (Affordable Schedule).

And amending Resolution No. R2021-05 to add the following as Section 3:

Section 3: The criteria set forth in Motion No. M2020-36 and Motion No. M2020-37 expanding regional transit to the Central Puget Sound region are essential to address climate change, reduce greenhouse gas emissions, and build a sustainable future for the Puget Sound region.

Amendment 2 was moved by Boardmember Roberts and seconded by Boardmember Somers.

Boardmember Roberts stated that the amendment would bring forth previously adopted priorities. These core priorities would help draw Federal funding and other funding sources, and would also be the surrogates for addressing climate change. The amendment would be consistent with the adopted motions and motions that were being prepared by the Puget Sound Regional Council, Vision 2050. He had discussions with Craig Kenworthy, Executive Director of the Clean Air Agency, and noted the agency’s willingness to work with Sound Transit to assist with the analysis and evaluation of greenhouse gas (GHG) emission profiles and that would strengthen the ability to address Federal funds.

Boardmember McDermott asked about the purpose or what change would occur by adding the text, “to serve as the general order in which projects will advance.” Boardmember Roberts responded that it would affirm that building the spine, connecting the centers, having ridership as priorities, was consistent with what was adopted in Motions No. M2020-36 and 37 and the efforts to seeking additional funds, which was focused in Motion No. M2020-37 and would address climate change, which would need to be addressed going forward. Chair Keel noted the amendments to the text portions would be fine tuning the language based on previous discussions.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete Von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 18 Board members present that Amendment 2 be accepted as an amendment to Resolution No. R2021-05.

Amendment 5 – offered by Board members Somers and Dammeier

Amend Section 5 of Resolution No. R2021-05 as follows:

Section 5: Schedule assessments based on available agency projected financial capacity and subarea affordability as well as project readiness will occur during project development to determine if projects can continue to progress on the Initial Target Schedule or if the Affordable Schedule is needed. If the affordability gap is partially reduced, staff will assess whether a completion date between the Initial Target and Affordable Schedules is affordable and achievable.

These schedule assessments will occur before the following milestones:

- the start of preliminary engineering (which for large projects occurs after the Draft Environmental Impact Statement and preferred alternative update); and
- the project to be built decision (which occurs after environmental review is complete); and
- project baselining (which occurs before construction)

The funding likely to be available will inform preliminary engineering design, including contract packaging and phasing options. At the project to be built milestone, a full funding plan must be in place to determine a timeline for final design, rights-of-way (ROW) acquisition, and planned construction that will not impact the ability to deliver other system expansion projects on the Affordable Schedule. At project baselining, all funding must be secured before a project enters full construction. The Board will not authorize final design, ROW, or construction expenditures on any individual project which would cause delay to the Affordable Schedule for other projects unless the project's funding gap has been offset.

And, amend Section 6 of Resolution No. R2021-06 as follows:

Section 6: The chief executive officer is further directed to prepare a 2021 TIP and financial plan. The new TIP will replace the five-year delay assumed in the 2020 TIP. Project development and environmental reviews will be adequately funded so as to ensure the opportunity to deliver projects based on the Initial Target Schedule without impacting the Affordable Schedule. The Schedule assessments described in Section 5 will ~~determine-inform~~ the schedules for final design, ROW acquisition, and construction.

Amendment 5 was moved by Boardmember Somers and seconded by Boardmember Dammeier.

Boardmember Somers described that the amendment was intended to clarify and show precision on the intent of what the hybrid approach was. He noted the oncoming pressures with delivering projects on time, or earlier, but there was still an affordability issue that needed addressing.

Boardmember Millar asked about clarity on the Right-of-way (ROW) portion of the amendment. He asked if further refinement could be considered to have it be read as ROW acquisition because ROW has a broad involvement. Boardmember Somers asked CEO Rogoff or Sound Transit staff to answer the question. CEO Rogoff noted that earlier ROW investigation planning activities were not brought to the Board individually. Mr. Billen responded that the clarification was not essential because the operative language was, "which would cause delay to the Affordable Schedule." Expenditures could move forward so long as they do not impact the Affordable Schedule of other projects.

Boardmember Millar noted specialty items that could delay projects because of the inability of the purchase. He asked Mr. Billen if the Board could authorize staff to procure a special track piece provided it would not cause a delay. Mr. Billen confirmed that would be correct.

Boardmember Durkan voiced concern on unintended consequences on what constitutes delays on other projects and what would the Board do with cost control in other projects. She asked that the Board consider an additional amendment to Amendment 5 that the specific implementation would be referred to the System Expansion Committee and to report back to the Board within the next two Board meetings. Boardmember Somers responded that moving forward with the amendment as drafted and continuing discussion would be appropriate but would not agree or accept amending Amendment 5 as it would appear unclear to what the Board would be voting on. Boardmember Dammeier agreed with both Boardmember Somers and Durkan's comments. CEO Rogoff noted that staff would continue to provide updates to the Board on how these procedures would come to action.

Boardmember Balducci noted her support of Amendment 5 because it would underscore a critical point as to why the Board is considering Realignment and how would it ensure the integrity of the program as it proceeds.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 18 Board members present that Amendment 5 be accepted as an amendment to Resolution No. R2021-05.

Boardmember Durkan announced she would withdraw Amendment 3.

Amendment 6 – offered by Boardmember Durkan

Amend Section 7 of Resolution No. R2021-05 as follows:

Section 7: To support continued Board oversight and accountability, the CEO is directed to:

- Report biannually to the System Expansion Committee the status of current and anticipated cost drivers; and
- Expand the scope of the independent cost consultant contract to include development of recommended project management practices to enhance scope, change, and cost control and to review the potential cost saving options; and
- Hire an independent consultant to report directly to and assist the Board in reviewing the cost savings work plan and the structure of the new annual program review; and

- Separate from the regular reporting cycle, notify the Board in a timely manner of any information that may materially impact the cost or schedule of projects so that the System Expansion Committee can review that information as part of the committee’s ongoing oversight of projects; and
- In concert with the chief financial officer, report to the Board before each baselining action on the affordability of the project to be baselined and whether such baselining action influences the affordability and delivery timeline for all other projects in the capital program; and

Routinely inform the Board of Directors on the agency’s adherence to schedule milestones during the planning and design process for all projects and identify where any delays in ~~these~~ pre-construction ~~activities are processes is~~ likely to trigger a delay in the final delivery date of any project and establish new milestones to monitor during the construction and testing phases for the same monitoring and report any construction and testing delays that will trigger a delay in final project delivery.

Amendment 6 was moved by Boardmember Durkan and seconded by Boardmember Dammeier.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Nays

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

It was carried by unanimous vote of 18 Board members present that Amendment 6 be accepted as an amendment to Resolution No. R2021-05.

Amendment 7 – offered by Chair Keel

Amend Exhibit A of Resolution No. R2021-05 to:

Move the NE 130th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2025, and

Move the Graham St. Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2031, and

Move the Boeing Access Road Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2031, and

Delay Smith Cove-Ballard by one year to 2040, and

Amend Exhibit B of Resolution No. R2021-05 to:

Move the NE 130th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2025, and

Move the Graham St. Infill Station from Tier 2 to Tier 1, and

Move the Boeing Access Road Infill Station from Tier 2 to Tier 1.

Amendment 7 was moved by Chair Keel and seconded by Boardmember Roscoe.

Chair Keel then offered a second degree substitute amendment to his original Amendment 7.

Substitute Amendment 7 – offered by Chair Keel

Amend Amendment No. 7 by substitution with the following:

Amend Exhibit A of Resolution No. R2021-05 to:

Move the NE 130th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2025, and

Move the Graham St. Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2031, and

Move the Boeing Access Road Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2031, and

Delay South King access improvements to 2041 by adding the following text to Tier 3:

Sounder platforms & access (2036) South King access improvements (2041)

And, delay Lake Forest Park Parking to 2044 and eliminate the South King portion of the Bus-on-Shoulder project by adding the following text to Tier 4:

SR-522/145th Stride Parking (2034) Lake Forest Park Parking (2044)

Bus-on-Shoulder (with South King portion eliminated) (2045)

Amend Exhibit B of Resolution No. R2021-05 to:

Move the NE 130th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2036 to 2025, and

Move the Graham St. Infill Station from Tier 2 to Tier 1, and

Move the Boeing Access Road Infill Station from Tier 2 to Tier 1, and delay South King access improvements to 2041 by adding the following text to Tier 3:

Sounder platforms & access (2036) South King access improvements (2041)

And, delay Lake Forest Park Parking to 2044 and eliminate the South King portion of the Bus-on-Shoulder project by adding the following text to Tier 4:

SR-522/145th Stride Parking (2034) Lake Forest Park Parking (2044)

Bus-on-Shoulder (with South King portion eliminated) (2045)

Substitute Amendment 7 was moved by Chair Keel and seconded by Boardmember Juarez.

Boardmember Uptegrove asked whether the off-sets included delay in Sounder Platform extensions and the ability to reduce overcrowding in Sounder South or would it delay the increased trip frequency. In response, CEO Rogoff and Mr. Billen clarified that it would delay the access elements that would accompany the platform extensions as the extensions would occur.

Boardmember Juarez shared the reasons behind her support with moving the 130th Infill Station from Tier 2 to Tier 1. She expressed how moving this project, and Graham St. Infill Station project, would be the most affordable and least disruptive option. She noted that the Seattle Office of Planning and Community Development had worked on the 130th project for seven years around the focus of transit oriented housing and transit oriented development. She recognized the growth of the North region with North Seattle College, Northgate Commons, and the Kraken Community Iceplex and pointed out that the Iceplex would anticipate 2,200 employees with an estimated amount of 800,000 people cycling through the North end. She listed several North end neighborhoods had been experiencing the density.

Chair Keel noted both his amendment and substitute amendment relate to the three in-fill stations in the ST3 plan and builds on amendments sponsored by Board members Durkan and Juarez. He wanted to

incorporate the delivery of Boeing Access Road to coincide with Graham Street to ensure that the service disruptions caused by adding stations on an operating line would only happen once.

Boardmember Durkan showed support of Chair Keel’s substitute Amendment. She noted how critical it would be for the Board to accelerate the in-fill station projects and that the collection of amendments show the commitment of delivering the system in the most equitable manner.

Chair Keel called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Ed Prince
David Baker	Paul Roberts
Claudia Balducci	Kim Roscoe
Dow Constantine	Nicola Smith
Bruce Dammeier	Dave Somers
Jenny Durkan	Dave Upthegrove
Debora Juarez	Pete von Reichbauer
Joe McDermott	Victoria Woodards
Roger Millar	Kent Keel

It was carried by unanimous vote of 18 Board members present that the amendment to Amendment 7 be accepted as presented.

It was carried by unanimous voice vote that Amendment 7 as amended be accepted as an amendment to Resolution No. R2021-05.

Chair Keel states that with the prior amendment passing, amendments 8, 11, and 12 would not be necessary because the Graham Street and NE 130th Infill Stations are already expedited under amendment 7.

Amendment 9 – offered by Board members Dammeier, Roscoe, and Woodards

Amend Exhibit A and B of Resolution No. R2021-05 to:

Move Tacoma Dome Link parking from Tier 4 to Tier 3, change the estimated completion dates from 2040 to 2038, and delay Sounder Additional Trips to 2046.

Amendment 9 was moved by Boardmember Roscoe and seconded by Boardmember Woodards.

Boardmember Roscoe expressed that the Pierce County bus network, particularly in Fife, was not as robust and having dedicated station parking would be an integral factor in station accessibility. Reducing delays would work towards addressing the county and tribe’s concern regarding a station without parking and the impact to the Puyallup tribe’s economic enterprises and surrounding neighborhoods.

Chair Keel called for a roll call vote.

<u>Ayes</u>	<u>Nays</u>
Nancy Backus	Ed Prince
David Baker	Paul Roberts
Claudia Balducci	Kim Roscoe
Dow Constantine	Nicola Smith
Bruce Dammeier	Dave Somers
Jenny Durkan	Dave Upthegrove
Debora Juarez	Pete von Reichbauer
Joe McDermott	Victoria Woodards
Roger Millar	Kent Keel

It was carried by unanimous vote of 18 Board members present that Amendment 9 be accepted as an amendment to Resolution No. R2021-05.

Amendment 10 – offered by Boardmember Balducci

Advance the I-405/NE 85th Street Interchange and Inline BRT Station element of 405 Stride North from Tier 2 to Tier 1 by:

Amending Exhibit A of Resolution No. R2021-05 to add the following to Tier 1:

NE 85th Street Interchange and Inline BRT Station portion of I-405 Stride North (2026)

And the following to Tier 4:

I-405 Stride Parking except Kingsgate (2034) Kingsgate Parking (2035)

And amending Exhibit B of Resolution No. R2021-05 to add the following to Tier 1:

NE 85th Street Interchange and Inline BRT Station portion of I-405 Stride North (2026) / (\$0)

And the following to Tier 4:

I-405 Stride N Parking except Kingsgate (2034) Kingsgate Parking (2035)

Amendment 10 was moved by Boardmember Balducci and seconded by Boardmember Millar.

Boardmember Balducci noted that all the amendments made to the underlying schedule would create a baseline and balance the affordable schedule. The adoption of Resolution No. R2021-05 would show commitment to moving projects along faster.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

Nays

It was carried by unanimous vote of 18 Board members present that Amendment 10 be accepted as an amendment to Resolution No. R2021-05.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Dow Constantine
Bruce Dammeier
Jenny Durkan
Debora Juarez
Joe McDermott
Roger Millar

Ed Prince
Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete von Reichbauer
Victoria Woodards
Kent Keel

Nays

It was carried by unanimous vote of 18 Board members present that Resolution No. R2021-05 as amended be adopted.

Chair Keel shared his appreciation to the Board, public, and staff. He noted that transparency was at the top of the citizens of the region's list and the Board should be clear about the challenges facing the

agency. Over the last year, the Board has embraced those challenges and spent time working through the impacts of the pandemic on revenues, the cost increases on some of the larger projects, received advice from third party consultants on how the agency can refine cost-estimating work, and support from staff. The Board had learned a lot about revenue forecasts, cost projections, and the uncertainties that were presented by a historic pandemic. The framework would keep trust with the voter-approved plan, set target dates that keep promises in the forefront of work, call out the need for collective efforts to secure more financial support from DC and Olympia, and challenge staff and partners to dig deep for creative approaches to reducing costs. The realignment resolution that was passed at this meeting calls on the Board to work aggressively to close the affordability gap for each project by lobbying for additional resources and having tough conversations with communities on finding solutions to reduce project costs.

Chair Keel concluded with a reminder that Northgate Link would open in October, Hilltop Tacoma Link in 2022, East Link in 2023, and Federal Way, Lynnwood, and Downtown Redmond in 2024.

Reports to the Board

None.

Executive session

None.

Other business

None.

Next meeting

The next regular Board meeting would be held on Thursday, August 26, 2021, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 3:52 p.m.

ATTEST:

Kent Keel
Board Chair

Kathryn Flores
Board Administrator

APPROVED on _____, JG.