



## Summary Minutes

**Board Meeting**  
**June 3, 2021**

### Call to order

The meeting was called to order at 10:31 a.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
(A) 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	(A) 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

#### Overview of today's agenda

Chair Keel discussed the upcoming presentations for this meeting. He noted that the Board would hear a staff presentation on realignment scenarios that are balanced in terms of subarea and agency finances, followed by Board member discussion and the executive session that was delayed from the May Board meeting.

### CEO Report

CEO Rogoff provided the report.

TIFIA Loans – CEO Rogoff announced that the Build America Bureau of US DOT invited Sound Transit to submit the TIFIA loan application that includes a new loan for Downtown Redmond Link Extension and the refinancing of the five current loans. These actions will be brought forward at the June 24, 2021 Board meeting. The additional federal support will help Sound Transit to reduce the affordability gap and project schedule delays.

Federal Update – Mr. Rogoff also reported that Congressman Adam Smith will introduce “the Promoting Affordable Housing Near Transit Act” to establish a process for non-profit organizations or other third party entities to receive a land transfer from a federal transit grant recipient at zero cost. This would have a positive impact on TOD projects and is supported by many national and local advocates.

## 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:

Tukwila City Council President Kate Kruller, Sean Albert, Sally Blake, Georgina Kerr, Kelly Garrett, Song O., Mary Fertakis, Verna Seal, David Shumate, Heidi Watters, Lisa Krober

Marci Burden

Joe Kunzler

Joyce Hengesbach

Douglas Trumm, Executive Director of The Urbanist

The following people provided verbal public comment to the Board:

Joyce Hengesbach

Alex Hudson, Transportation Choices Coalition

Joe Kunzler

## Reports to the Board

### Realignment Presentation and Discussion

Chair Keel opened by asking for Board member comments on the draft realignment resolution that was circulated last week. He noted that the draft resolution is the starting place for the Board's July action and sets the table for the list of projects that will come in Exhibit A. The resolution outlines a flexible framework so Sound Transit can deliver the system the region wants and needs.

Boardmember Roberts spoke about the imperative of reducing greenhouse gasses and the role that light rail has in helping the region meet reduction goals. He spoke in favor of connecting centers and building the light rail spine and noted that the impacts of climate change are accelerating and can't be ignored. He asked that the document more clearly state those priorities and said he would work with staff on that language.

Boardmember Constantine thanked staff for looking at alternative approaches proposed by Board members. He shared his opinion that an annual review is not frequent enough for ongoing realignment review in future years. He also noted that there are near term actions that the agency should move forward on and wanted the Board to deliver the program faster and sooner by looking for innovations and creative solutions, and keeping energy focused on delivering projects as quickly as possible.

Boardmember Somers was supportive of the approach and a realignment package that focuses on the five principles that served as the foundation for the ST3 plan and the criteria established by the Board in Motion No. M2020-36.

Boardmember Smith was in favor of completing the realignment process this year and felt the proposed approach would be agile.

Chair Keel asked Don Billen, Executive Director for Planning, Environment and Project Development, to present different scenarios that could be considered for Exhibit A where project priorities will be outlined.

Mr. Billen noted that the scenarios include predicted delivery dates and calls out system-wide projects needed for overall operations of the system like bus bases, Operations and Maintenance Facilities and the second downtown tunnel. Scenario 1: Hybrid-Integrated Network-Subarea Equity was presented at

the May Executive Committee meeting. In the North corridor, the Everett Link investment would be phased by using Mariner as an interim terminus. In the East Corridor the BRT program is funded by four subareas. In the Central Corridor, the largest driver of affordability is the West Seattle and Ballard Link Extensions, so the timing and phasing of that project impacts the timing of other projects. In the South Corridor, there are trade-offs between investments in Sounder and the Link Extension, the scenario prioritizes ST2 Sounder investments and the Tacoma Dome Link Extension. Mr. Billen reviewed the years of delay associated with each year and the work plan for each tier. Tier 1 would focus on keeping projects shovel ready, and would include environmental, full design and right of way acquisition to be ready for construction. Tier 2 would proceed with environmental, full design and right of way because construction would proceed in the near term. Projects in Tier 3 would complete environmental, preliminary design and only strategic right of way. Projects in Tier 4 would receive only limited planning work at this time.

Scenario 2: West Seattle and Ballard Link Extension, Stride and Access Variations was presented. It aligns BRT investments with WSDOT work in the corridor, the I-405 North Stride would be delayed because tolling impacts will delay WSDOT investments in that corridor. The West Seattle and Ballard Link Extensions project would be phased differently to allow a one seat ride from West Seattle. In the South Corridor, some ST2 Sounder investments would be completed earlier, but ST3 Sounder investments would be completed later. The work program would be the same as Scenario 1.

Scenario 3: West Seattle and Ballard Link Extensions, Stride and Infill Variations was presented last. It has a different approach in the Central corridor compared to Scenario 1 and 2, it would construct from Alaska Junction to SODO by 2032 and would phase in SODO-Smith Cove in 2038 and Smith Cove-Ballard in 2040. In the South corridor, the ST3 South Sounder investments would move to Tier 3, and Dupont Sounder would move from Tier 2 to Tier 3.

Mr. Billen noted that some projects have already incurred planning delays, and further delay may occur if there aren't timely decisions on projects to be built. Next steps include continued development of realignment action in June to prepare for a Board action on realignment in July.

Next Mr. Billen reviewed a sample Exhibit A using Scenario 3 as an example. Boardmember Baker asked that the Board receive the document for further review. CEO Rogoff committed to providing the document, possibly with more generic projects filled in so that Board members are aware that staff isn't suggesting any particular scenario.

Boardmember McDermott asked for clarification on how the scenarios presented by staff fulfill the criteria adopted by the Board and how Exhibit A will be created. Chair Keel noted that the scenarios were built by using the Board-adopted criteria, financial constraints and constructability considerations. He asked for information after the meeting on how the criteria informed each specific scenario.

Boardmember Durkan felt the approach is the wrong path, and didn't think decisions could be made responsibly before more is known on costs, she advocated for the approach identified by Boardmember Balducci to take a more methodical approach and wanted to be able to look at both approaches and consider the merits of both. She also noted the importance of the Graham Street infill station, and taking the time to make this important decision in a thoughtful way.

## **Executive session**

Chair Keel announced that the Board would enter an executive session to obtain legal advice from legal counsel regarding the legal risks of potential board realignment actions.

General Counsel Desmond Brown read RCW 42.32.110(1)(i) which authorized the executive session.

Chair Keel explained that the executive session would be expected to last for 35 minutes and would be held in a separate WebEx meeting available only to Board members.

The executive session began at 11:50 a.m. The meeting resumed at 12:25 p.m.

## **Reports to the Board (Continued)**

### Realignment Presentation and Discussion (Continued)

Chair Keel called for any additional discussion on realignment.

Boardmember Dammeier thanked Board members and staff for their hard work. He indicated support for moving forward with a plan that is based on available funds. He felt that the approach proposed by Chair Keel would allow the agency to deliver projects faster and sooner if additional money is available, and that failing to make a decision would have significant impacts.

Boardmember Somers also felt that the urgency to deliver projects is still present and was supportive of completing projects quicker if possible in the future.

Chair Keel reviewed next steps noting that he planned to present a proposal for the resolution and Exhibit A at the June 24, 2021 Board meeting to serve as the starting point for discussions leading up to the Board action in July. The proposal will try to meet the priorities and concerns expressed by all Board members over the last several months, both in the proposed resolution and the proposed tiering of projects in Exhibit A. The proposed resolution and Exhibit A will be a starting point that Board members can consider, and Board members will be free to offer amendment and alternatives, both to the resolution and Exhibit A.

Chair Keel also noted that Board member Balducci has been working on an alternative concept that Board members should review and consider. He asked Board members to submit amendments to the resolution and Exhibit A presented at the June 24, 2021 Board meeting no later than July 8, 2021 to allow time for Board members to review, and for staff to ensure that they are financially feasible at the regional and subarea level and meet legal requirements around realignment. He thanked Board members for their hard work throughout this process.

Finally, Chair Keel noted that the Deputy CEO's presentation on reducing project costs and the Triunity presentation on the Task 2 report outlining "why" the agency underestimated some ST3 project costs will be presented at the June 10, 2021 System Expansion Committee meeting. He encouraged all Board members to attend the meeting to hear those presentations.

### **Other business – None**

### **Next meeting**

The next regular Board meeting would be held on Thursday, June 24, 2021, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

### **Adjourn**

The meeting adjourned at 12:41 p.m.



---

Kent Keel  
Board Chair

ATTEST:



---

Kathryn Flores  
Board Administrator

APPROVED on July 22, 2021, TW.