



## Summary Minutes

**Board Meeting**  
**February 25, 2021**

### Call to order

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

### Roll call of members

Chair	Vice Chairs
(A) 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	(A) Ed Prince, City of Renton Councilmember
(A) 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	(A) 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 – Patty Rubstello	

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

### Report of the Chair

#### Property Transfer Public Hearing

Vice Chair Roberts noted that earlier in February he presided over a virtual public hearing to receive public comment on a proposed Transfer of Real Property to the City of Seattle. He asked that the names of the commenters and a summary of their comments be read into the record:

- Ab Juaner, from Puget Sound Sage – Supported the transfer of properties to the Seattle Office of Housing at no cost to be used for permanent affordable homeownership.
- Tony Pickett, from Grounded Solutions Network – Supported the transfer of property to the City of Seattle, and supported further use of the Community Land Trust model because of the opportunities it can provide.
- Darryl Smith, Executive Director of Homesite – Supported the no cost transfer of real property to the City of Seattle to support home ownership opportunities that provide financial stability and build community.
- Patience Malaba, Director of Government Relations and Policy for the Housing Development Consortium of Seattle-King County – Supported the transfer of Real Property to the City of Seattle because it benefits affordable housing and anti-displacement strategies to create wealth for historically excluded communities.

- Charlie Roberts, a Beacon Hill Councilmember – Supported the transfer of Real Property to the City of Seattle and expressed hope that designs include parking.

Vice Chair Roberts noted that the Executive Committee recommended the related action for approval earlier this month and the Board will consider the item later on the agenda.

## **CEO Report**

CEO Rogoff provided the report.

Federal Update – CEO Rogoff reported that he had the opportunity to meet with the Acting Administrator of the Federal Transit Administration and the senior staff in the Office of the Secretary of Transportation. These were early opportunities to provide an update on the agency and ask for the Biden Administration’s help in dealing with the affordability gap. Sound Transit’s request of the Biden Administration and the Congressional delegation is to include a provision passed by the House last year in H.R. 2 that would increase the federal share of Sound Transit’s existing Full Funding Grant Agreements by 30 percent. This would have a significant impact on agency finances, providing additional capacity to help address the affordability gap. The third COVID 19 relief package, the American Rescue Plan, now includes transit formula funding along with a set aside for projects with Full Funding Grant Agreements.

State Update – CEO Rogoff also shared that Mark Riker, the Labor Liaison to the Sound Transit Board, was invited to speak at a work session of the Washington State House Transportation Committee last week to talk about emerging issues in transportation. Mr. Riker spoke to Sound Transit’s affordability gap, the need for a strong investment in public transit by the state, and the need for the state to include Sound Transit in a transportation revenue package. At the work session, this same message was echoed by the Washington State Transit Association and the Transportation Choices Coalition.

Late last week Senator Curtis King unveiled his transportation proposal which includes imposition of a 20 cent surcharge on all bus and light rail riders that he estimates to generate \$334 million over 8 years. In terms of spending, the King proposal provides roughly between \$250 and \$300 million toward transit grant programs, meaning that transit would have a net loss of funding between \$50 and \$100 million.

CEO Rogoff also thanked Board members who are calling members of the legislature to reinforce the message in a letter sent February 9, 2021 asking that Sound Transit be included in any transportation revenue package as well as supporting various policy changes that could save costs for the agency.

Tiny Houses – Sound Transit received requests in Tacoma and Seattle to use excess agency property as locations that would provide temporary tiny house villages for people experiencing homelessness. In Tacoma, the agency is moving forward to allow the Tacoma Rescue Mission to continue using existing Sound Transit excess property that they recently used for parking and storage to now also be used for tiny houses so they can address capacity issues caused by COVID-19. In Seattle, the Sound Transit Board of Directors received a short-term use request from the City of Seattle and the Low Income Housing Institute to allow a tiny house village on property the agency owns in the U District. Sound Transit’s TOD team is currently working with the city towards the goal of negotiating a lease for this purpose.

External Engagement Highlights – An external engagement report was sent to the Board outlining the work underway in the region to advance Sound Transit projects.

East Link Tie-In Construction Update – Due to important work on the East Link project, there will be a series of weekend service closures on Link in April and early May. During the closures, beginning on the weekend of April 2-4, crews will start connecting the current line to the Overhead Catenary System that will power East Link trains when we open East Link in 2023. During this time, crews will remove the temporary center platform at Pioneer Square, which was installed for Connect 2020. Civil construction is

now underway on all three parking structures and all four light rail stations on Lynnwood Link extension. The rapid progress is a testament to the dedication of our construction teams. Overall, civil construction is currently about one-third complete on the 8.5-mile extension that will extend Link into Snohomish County in 2024 as we nearly triple our light rail system over the next four years.

Black History Month – Sound Transit celebrated Black History Month all February, kicking it off with the first-ever Pan-African flag raising over Union Station and a celebration of Transit Equity Day, a day to reflect on the essential role transit plays in building a more just society. Other events included a panel of Black Sound Transit employees titled “We Matter,” to talk about the Black experience in the workplace, an “Ideafest” on the prevalent media myth of “the Black Superwoman,” and how it’s hurting Black women, and a four-part lunch & learn series called the “Pilgrimage Workshops” that helped educate staffers about systemic racism in the United States. The personal reflections from staff were particularly powerful.

Juneteenth – CEO Rogoff reported Sound Transit’s commitment to becoming an anti-racist organization. A key element to becoming anti-racist is acknowledging past harm. Sound Transit acknowledges the past harm of slavery to Black Americans. To this end, Sound Transit will formally recognize Juneteenth as a paid holiday. Juneteenth commemorates June 19, 1865, when slavery ended in the former confederate state of Texas after the news came to Galveston more than two years after Lincoln’s 1862 Emancipation Proclamation.

COP Retreat & Vacancies – CEO Rogoff noted that he and Chair Keel met with the Citizen Oversight Panel at their annual retreat last week and reviewed the Board’s process around realignment and some of the opportunities for additional revenue. The panel remains engaged in reviewing the agency’s work in a number of areas and will be presenting its 2020 annual report to the Board in the coming months. The panel currently has open positions in Snohomish County, Pierce County and in North and South King County and Sound Transit is seeking to fill those positions to allow the panel to more effectively fulfill its important role. People who are interested in applying for an open position can go to the Citizen Oversight Panel page on Soundtransit.org to get more information.

Snow Report Update – CEO Rogoff reported on the snow on February 12, 2021 and the efforts to provide services. There were some minor issues with Link including frozen switches and clearing platforms and walkways immediately before and after dawn on Saturday morning. ST Express buses also ran without major disruptions, with many of them on snow routes. Sound Transit also participated in City of Seattle virtual news conferences that were convened by Mayor Durkan. He thanked operations staff and those at our partner agencies for their dedication and ability to adjust and pivot as needs arose.

## **Public Comment**

Chair Keel announced that due to the Governor’s order and Motion No. M2020-23 approved in March, the Board would only be accepting public comment via email.

The following people provided written public comment to the Board:

Joint Letter from Disability Mobility Initiative/Disability Rights WA, Downtown on the Go, Transportation Choices Coalition, Cascade Bicycle Club, Seattle Subway, Transit Riders Union, Greater Redmond Transportation Management Association, OneAmerica, and Futurewise

Joyce Hengesbach

Ab Juaner

The following people provided verbal public comment to the Board:

Joyce Hengesbach

Joe Kunzler

Abdi Yussuf  
Warasame Roble  
Will Knedlik

## Consent Agenda

Voucher Certification: January 2021

Minutes: Corrected minutes for the December 17, 2020 Board of Directors Meeting

Minutes: January 21, 2021 Board of Directors Workshop

Minutes: January 28, 2021 Board of Directors Meeting

Motion No. M2021-12: Authorizing the chief executive officer to (1) execute Construction and Maintenance Agreement with BNSF Railway Company and the City of Puyallup; and (2) obtain real property rights at the 5th Street NW grade crossing in the City of Puyallup for the Puyallup Station Parking and Access Improvements project for an amount not to exceed \$774,380 with a 10 percent contingency of \$77,438 for a total authorized amount not to exceed \$851,818.

Motion No. M2021-13: Authorizing the chief executive to (1) execute Construction and Maintenance Agreement with the BNSF Railway Company and the City of Puyallup; and (2) to obtain real property rights at the 7th Street NW grade crossing in the City of Puyallup for the Puyallup Station Parking and Access Improvements project for an amount not to exceed \$743,691 with a 10 percent contingency of \$74,369 for a total authorized amount not to exceed \$818,060.

**The Consent Agenda was moved by Boardmember Baker and seconded by Boardmember Backus.**

Vice Chair Roberts called for a roll call vote.

### Ayes

Nancy Backus	Roger Millar
David Baker	Kim Roscoe
Claudia Balducci	Nicola Smith
Dow Constantine	Dave Somers
Bruce Dammeier	Dave Upthegrove
Jenny Durkan	Pete von Reichbauer
Debra Juarez	Victoria Woodards
Joe McDermott	Paul Roberts

### Nays

**It was carried by the unanimous vote of 16 Boardmembers that the consent agenda be approved as presented.**

## Business items

Motion No. M2021-08: (1) Approving the key business terms of a Property Transfer Agreement with the City of Seattle for the transfer of 10 Transit Oriented Development sites in the Rainier Valley at no cost for the creation of affordable housing; and (2) delegating to the Chief Executive Officer the authority to execute and subsequently amend as necessary the Property Transfer Agreement, deed, and associated documents, all subject to the Board-approved key business terms.

**Motion No. M2021-08 was moved by Boardmember Balducci and seconded by Boardmember Durkan.**

Thatcher Imboden, Director of Transit Oriented Development, and Mara D'Angelo, Senior Project Manager for Transit Oriented Development, provided the staff report.

Boardmember Durkan thanked the staff and office of housing for facilitating the transfer, noting that affordable housing was badly needed.

Vice Chair Roberts called for a roll call vote.

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Jenny Durkan  
Debra Juarez  
Joe McDermott

**Nays**

Roger Millar  
Kim Roscoe  
Nicola Smith  
Dave Somers  
Dave Upthegrove  
Victoria Woodards  
Paul Roberts

**It was carried by the unanimous vote of 15 Boardmembers that Motion No. M2021-08 be approved as presented.**

Motion No. M2021-09: Delegating authority to the chief executive officer to execute and amend new and existing Long Term Carbon-Free Energy Service Agreements with Sound Transit's utility service providers. These agreements include, but are not limited to, power purchase agreements or similar utility agreements, so long as they require no up-front capital investment by the agency, offer cost-effective financial and other terms that are in the agency's best interest, are within the agency's legal authority, demonstrate achievement towards the agency's adopted sustainability goals, and can be accommodated within adopted agency budgets and financial plans.

**Motion No. M2021-09 was moved by Boardmember Backus and seconded by Boardmember Baker.**

Amy Shatzkin, Deputy Director of Sustainability, and Jessica Rose, Utilities and Resource Conservation Manager, provided the staff report.

Vice Chair Roberts called for a roll call vote.

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Bruce Dammeier  
Jenny Durkan  
Debra Juarez  
Joe McDermott

**Nays**

Roger Millar  
Kim Roscoe  
Nicola Smith  
Dave Somers  
Dave Upthegrove  
Victoria Woodards  
Paul Roberts

**It was carried by the unanimous vote of 14 Boardmembers that Motion No. M2021-09 be approved as presented.**

Motion No. M2021-10: Adopting performance goals and objectives for Peter M. Rogoff, Sound Transit chief executive officer.

Vice Chair Roberts reported that at the Executive Committee meeting earlier this month, the committee reviewed the performance goals and objectives that were prepared by Chair Keel and CEO Rogoff for

2021. The Executive Committee's discussion on the goals included requests for additions and changes that should be incorporated into this year's goals. Chair Keel has developed a substitute Attachment A that provides additions to address Executive Committee member concerns. That substitute attachment was sent to Board members on Friday for review.

**Motion No. M2021-10 with Substitute Attachment A was moved by Boardmember Baker and seconded by Boardmember Backus.**

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Debra Juarez  
Joe McDermott

Roger Millar  
Kim Roscoe  
Nicola Smith  
Dave Somers  
Dave Upthegrove  
Victoria Woodards  
Paul Roberts

**Nays**

**It was carried by unanimous vote of 14 Boardmembers that Motion No. M2021-10 with Substitute Attachment A be approved as presented.**

Motion No. M2021-07: Appointing committee chairs and members for 2021.

This one year appointment will allow the next chair of the Board to recommend committee appointments for 2022. Vice Chair Roberts noted that Chair Keel proposed some changes to the committee chairs and members for 2021 including moving Victoria Woodards from the System Expansion Committee to the Rider Experience & Operations Committee, and moving Kim Roscoe from the Rider Experience & Operations Committee to serve as Vice Chair of the System Expansion Committee.

The work of the Committees has been and will continue to be significant in our decision making.

Chair Keel's recommendations are in Motion No. M2021-07.

**Motion No. M2021-07 was moved by Boardmember Backus and seconded by Boardmember Woodards.**

**Ayes**

Nancy Backus  
David Baker  
Claudia Balducci  
Dow Constantine  
Bruce Dammeier  
Debra Juarez  
Joe McDermott  
Roger Millar

Kim Roscoe  
Nicola Smith  
Dave Somers  
Dave Upthegrove  
Victoria Woodards  
Pete von Reichbauer  
Paul Roberts

**Nays**

**It was carried by unanimous vote of 15 Boardmembers that Motion No. M2021-07 be approved as presented.**

## **Report to the Board**

Realignment financial update and scenario discussion

CEO Rogoff outlined the report and introduced Tracy Butler, Chief Financial Officer. Ms. Butler reviewed the financial status, noting that the agency would have insufficient funds to pay for the program beginning in 2029. Over the course of the financial plan, a funding gap of \$11.5 billion existed. She advised that future updates would include an initial report from the independent coast review in March

and a revenue update, final cost estimate review, and affordability gap update in April. CEO Rogoff added that the third party reviewers would update the Executive Committee on their status.

Mr. Rogoff reminded the Board that it passed two actions, one of which was to expand the agency's financial capacity. The presentation includes an extensive list of all the options available to the Board. He began by reviewing possible new federal sources to address the affordability gap. Among those sources were those in the American Rescue Package, which staff was closely following. Sound Transit was the largest TIFIA borrower in the nation, and refinancing those loans may be possible, given discussions with the Department of Transportation.

State funding included direct appropriations, which ranged greatly depending upon the outcomes of discussions, authorization to receive state grants, and a reduction of fees to the Department of Revenues for tax collection.

Ms. Butler discussed local sources of revenue to address the affordability gap. She explained that the current debt limit was 1.5 percent, however a regional vote could increase that limit up to five percent. Additionally, the initiation of an employer head count tax, and an increase to the rental car tax were possible. Boardmember Dammeier asked for clarification on the employer head count tax. Ms. Butler explained that with a 50 percent-plus-one vote of the RTA, other taxes could be issued.

Ms. Butler reviewed the range of all possible funding options from the federal state, and local levels, and found that it represented an impact of between \$2.3 and \$11.1 billion on the affordability gap.

Boardmember Dammeier clarified that other considerations, such as revenue forecasts, and third party cost estimates would impact the total financial picture. CEO Rogoff advised that like jurisdictions, staff was seeing better than previously estimated revenue forecasts for 2021, however the financial plan forecasted out through 2041, and those improved forecasts for 2021 did not necessarily project out that far. Mr. Rogoff stated that more information would be available at the April Board meeting.

Boardmember Balducci advised that she didn't feel comfortable making painful realignment decisions with the current information considering the number of unknowns.

Boardmember Backus acknowledged that while the outcomes were not known yet, she appreciated the information provided for potential actions.

CEO Rogoff explained that the illustrative scenarios which were to be presented were just that. They were not suggestions or ideal scenarios, but they prioritized some of the criteria identified by the Board in 2020 to show how the various criteria affected outcomes. Don Billen, Executive Director of Planning, Environment, and Project Development, explained the process for developing the four scenarios, which took different criteria and split them into four funding gap tiers. The four scenarios were daily ridership, equity, completion of the spine, and tenure/phasing.

Each scenario grouped projects into one of four tiers. In the Daily Ridership scenario the OMF-North, Ballard Link Extension and a second downtown Seattle tunnel were listed as Tier 1, Everett Link Extension, West Seattle Link Extension, Tacoma Dome Link Extension, OMF-South and ST3 Sounder were all listed as Tier 2, I-405 and SR 522 BRT, the Bus Base North, South Kirkland to Issaquah and the Tacoma Link extension to Tacoma Community College were listed as Tier 3 and remaining projects were listed as Tier 4. Each tier could be delayed a number of years depending on the amount of revenue or cost reductions that could be achieved, these ranged from a 1 year delay to 11 years delay.

Boardmember Dammeier clarified that the funding gap tiers could take into account any combination of financial factors. Mr. Billen advised that it could be looked at as funding capacity.

In the Equity scenario, Tier 1 projects included Graham Street and Boeing Access Road Infill stations, Kent and Lakewood Sounder Station Access Improvements projects and ST3 Sounder. Tier 4 projects included the Edmonds & Mukilteo Sounder Access Improvements projects, the northern segment of I-405 Bus Rapid Transit, the Ballard Link Extension and Sumner SR 162.

Boardmember McDermott clarified that the equity metric was based on people who lived within a one mile radius of the given project. Mr. Billen advised that Office of Civil Rights Equity and Inclusion determined that was the best method to provide a consistent metric across all of the diverse projects.

The Spine scenario was broken into two tiers, as it only focused on limited projects. Tier 1 included the Everett Link Extension, OMF-North, the second downtown Seattle tunnel, Tacoma Dome Link Extension and OMF-South. The delay would range between one or two years to up to 9 years if there was no additional funding capacity.

Mr. Billen outlined project phasing, noting that Sound Transit had employed this tactic before, notably with Sounder. The Bus Rapid Transit program were best suited for phasing, as there were three segments. The Everett Link Extension could be phased to Mariner and then to Everett later, Tacoma Link could be phased to Fife, and then on to the Tacoma Dome. West Seattle and Ballard would include the second downtown tunnel, and would cease at Smith Cove and Delridge. The Kirkland to Issaquah could extend to Kirkland through Eastgate, and then on to Issaquah. Tiers were created for the initial phasing and tenure considerations, and delays for the third and fourth tiers without any new revenue would extend to 12 and 14 years, due to the investments in the first two tiers.

Boardmember McDermott asked if the delays in question were based on only financial information or known delays. Mr. Billen advised that the delays were based upon the ST3 planned date and took into account existing delays due to COVID-19.

Boardmember Balducci asked for additional scenarios to round out the remaining criteria identified by the Board. She also advised that scenarios should be constructed to simulate real world preferences measured against the criteria identified. She asked for a scenario in which a decision was delayed for as long as possible to determine whether making a decision in 2021 was truly necessary. Finally she asked for more detailed outlines of the decision making process so that Boardmembers could have more input on possible scenarios before they are presented to the Board.

Boardmember Backus reminded the Board the Boardmembers from the South King County subarea sent a letter outlining their preferences for realignment decisions. She asked if something similar from other subareas could take place.

Boardmember Dammeier said he found the exercise helpful because it showed the Board how the projects affected each other. It highlighted that some projects with high ridership were close in and not really helpful in expanding equity or completing the spine, and would also take up a great deal of capacity. He was encouraged that a solution was possible.

Mr. Billen outlined the next steps, culminating in final action in July 2021.

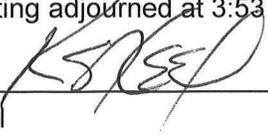
Vice Chair Roberts asked staff to bring a refresher on the 2010 realignment process and a presentation on the public involvement plan to the Executive Committee.

## **Next meeting**

The next regular Board meeting would be held on Thursday, March 25, 2020, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

## Adjourn

The meeting adjourned at 3:53 p.m.

  
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Kent Keel  
Board Chair

ATTEST:   
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Kathryn Flores  
Board Administrator

APPROVED on April 22, 2021, TW.