



Summary Minutes

Board Meeting
May 27, 2021

Call to order

The meeting was called to order at 1:31p.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
(A) 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 receive the Safety presentation that was delayed at the April Board meeting. He also announced that the Board will have an executive session at the end of the meeting.

Citizen Oversight Panel Letter

The meeting packet included a letter from the Citizen Oversight Panel on Program Realignment. The panel asked that the letter be provided at this meeting to share the panel's thoughts on the potential deferral of park-and-ride facilities at future transit stations, and its support for collaboration with jurisdictions and other stakeholders on potential strategies and mitigation to improve station access.

LRV Media Event

On May 14, 2021, Chair Keel was able to join Peter and Vice Chair Roberts at Sound Transit's Seattle Operations and Maintenance Facility to celebrate launching the first of our new Series 2 light rail vehicles into service. The agency has ordered 152 new cars from Siemens Mobility which would more than triple the existing fleet by 2024. The upgrades include larger windows, a wider center-car aisle, more space to stow luggage, and four bicycle hooks. Each car also comes equipped with dynamic passenger information displays and LED lighting improvements.

CEO Report

CEO Rogoff provided the report.

San Jose Tragedy – CEO Rogoff began by sending condolences to colleagues in San Jose. He reported that American gun violence struck the transit industry when a gunman open fired at a light rail operations facility and killed eight of his co-workers and himself at one of Sound Transit's sister agencies, the Santa Clara Valley Transportation Authority. Glenn Hendricks, the chairman of the Valley Transit Authority's board, said, the VTA workforce had been risking their health and safety to provide transit service to the Silicon Valley region during the Coronavirus pandemic. This tragedy is heightened for Sound Transit staff, some of whom previously worked at the VTA and/or know colleagues there. Many are also fellow Amalgamated Transit Union members. CEO Rogoff noted he sent an email to staff, specifically thanking Link and Tacoma Link operations staff who have come to work every day during 15 months of the pandemic, putting themselves at higher risk than those who can work from home.

Federal Update – CEO Rogoff called attention to a letter in the Board packet addressed to the Congressional delegation. The letter from Chair Keel outlines the agency's priorities for the reauthorization of the surface transportation programs and highlights the agency's strong interest in a provision that would increase federal funding for projects Sound Transit currently has under Full Funding Grant Agreements (FFGA) by 30% based on total project costs. A similar provision passed the House last year, and Senators Murray and Cantwell have introduced legislation in the Senate (S. 837) along with cosponsors from California, Minnesota, and Illinois that closely align with that House provision. With this provision, Sound Transit will be able to reallocate to funds now committed to the existing FFGA projects and significantly help address the agency's affordability gap. Chair Keel's letter also advocates for a change to the federal formula to authorize bus service operated in Express Toll Lanes to be credited for federal funding distribution. Our region has a robust HOV system and all of the Puget Sound transit agencies would benefit from this formula change. The letter also suggests a change related to surplus property. The letter urges Congress to allow the removal of the federal interest at no cost as long as property being sold or leased is being used for affordable housing. Removing the requirement to repay the federal interest would allow transit agencies in partnership with third parties to accelerate the development of critical units of affordable housing.

State Update - The regular legislative session adjourned on April 25th. Sound Transit requested vetoes of two provisions in the state transportation budget. The Governor did not veto any provisions in that budget including the two provisions related to Sound Transit. One provision precludes Sound Transit's ability to negotiate on land leases for property in WSDOT right-of-way and another that adds significant cost to Sound Transit's contract for collection of MVET with the Department of Licensing. Although the requests for a veto was denied, the agency is able to secure studies of both issues in the budget which we believe will make a strong case that the approach taken by the Legislature on both issues should be reevaluated.

Defiance Bypass Update - Sound Transit's Chief Safety Officer, David Wright, has given the go ahead to start crew qualification runs in the Point Defiance Bypass this week. City leaders in the corridors and Joint Base Lewis McChord have been notified that this milestone has been approved and these activities will run numerous weeks to ensure Amtrak engineers are fully trained on the alignment. There is no resumption of service date at this time.

Operations and Maintenance Facility East Event - There was also an event at the other Operations and Maintenance Facility, this time to mark the completion of our new Bellevue facility. Just like the light rail vehicle event, this event also got good coverage from a wide variety of media. This new facility will allow Sound Transit to have a 214-vehicle fleet serving the system from Redmond to Federal Way to Lynnwood. Boardmembers Balducci and Constantine and Ron Lewis, Executive Director of Design, Engineering and Construction Management attended the event to mark this milestone. The facility was

partially funded with a U.S. Department of Transportation loan and with a portion of the Lynnwood FFGA. He thanked the contractor Hensel Phelps, and the trade unions who worked nearly 600,000 hours to complete the project, which will now employ 260 people. He also thanked the Transit Oriented Development team. The site includes 928,000 square feet of new commercial and residential development, including affordable housing that integrates into the Spring District housing, shopping, and business hub.

All-Hands Meeting - Last week, Sound Transit held the second all-hands meeting of the year. The meeting focused on options for staff returning to on-site work, but acknowledged that many employees have been on-site including the essential staff who kept the trains and buses running and the public safety professionals who keep our customers safe. For those who have been working from home, the agency has been focused on keeping pace with new expectations for flexibility while getting the best from in-person collaboration. Several options were introduced that will allow staff to select a balance of in-person and remote work. Staff who wish to do so can return to the office beginning in July. In September, staff can select their longer term mix of in-person and remote work. Safety will remain the focus as staff start to come back into the office.

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:

Mayors Lynne Robinson of Bellevue; Liam Olsen of Bothell; Amy Ockerlander of Duvall; David Baker of Kenmore; Penny Sweet of Kirkland; Jeff Johnson of Lake Forest Park; Nicola Smith of Lynnwood; Angela Birney of Redmond; Armondo Pavone of Renton; Erin Sitterley of SeaTac; Will Hall of Shoreline; Allan Ekberg of Tukwila; Gary Harris of Woodinville; Brian J. Wilson City Manager of Burien; and George Hurst, Lynnwood Council President

Joyce Hengesbach

Tukwila Mayor Allan Ekberg

The following people provided verbal public comment to the Board:

Joyce Hengesbach

Phil Williams

Joe Kunzler

Consent Agenda

Voucher Certification: April 2021

Minutes of the April 22, 2021 Board Meetings

Motion No. M2021-32: Authorizing the chief executive officer to execute an Operations and Maintenance Services Agreement with the City of Everett for operations and maintenance services at Everett Station for the period through December 31, 2025 with one option to extend for a three-year period.

Motion No. M2021-33: Approving the Northgate Service and Fare Equity report for inclusion in Sound Transit's 2022 Title VI Program.

Motion No. M2021-34: Authorizing the chief executive officer to execute a Transfer of Development Rights Program agreement with the City of Bothell for Sound Transit to reimburse the City for services provided for the Bus Base North in the amount of \$105,000, with a 10 percent contingency of \$10,500, for a total authorized agreement amount not to exceed \$115,500.

It was moved by Boardmember Roberts, seconded by Boardmember Roscoe and approved by the unanimous consent of 14 Boardmembers present that the Consent Agenda be approved as presented.

Business items

Motion No. M2021-28: Authorizes the chief executive officer to execute three one-year options to extend the Commuter Rail Rolling Stock Maintenance Agreement with the National Railroad Passenger Corporation and amend the agreement to add one two-year and two one-year options for the continued maintenance of Sounder locomotives and cars, including the cost of fuel, in an amount not to exceed \$67,903,176 for a new total authorized agreement amount not to exceed \$357,143,687.

Motion No. M2021-28 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this motion earlier this month and recommends its approval. Boardmember Roberts asked Martin Young, Commuter Rail Operations Manager to provide a brief overview. Mr. Young noted that this action would authorize CEO Rogoff to exercise three one-year options to extend the existing agreement with Amtrak through 2024 and adds two more one-year options to extend afterward. The amendment to the agreement reflects cost adjustments, fuel for the Sounder locomotives, and an updated supplies billing procedure.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Jenny Durkan
Joe McDermott
Roger Millar
Ed Prince

Nays

Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete Von Reichbauer
Kent Keel

It was carried by the unanimous vote of 14 Boardmembers that Motion No. M2021-28 be approved as presented.

Motion No. M2021-29: Authorizing the chief executive officer to execute a regional service provider agreement, and subsequent service level agreements, with ORCA for Sound Transit to perform administrative host services to support ORCA and receive compensation from ORCA for the cost of the services, contingent upon approval by the ORCA Joint Board.

Motion No. M2021-29 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this motion earlier this month and recommends its approval. He introduced Brittany Esdaile, Director of Regional Fare Systems, who provided a brief update on the ORCA program.

Ms. Esdaile explained that part of the future of ORCA would be the ability to load cards via smart phone, which would satisfy some of those needs. CEO Rogoff added that parking could potentially be paid for through an ORCA card in the future as well.

Boardmember Roscoe asked if a vending machine would be available within SeaTac airport. Chief Information Officer Jason Weiss promised to follow-up with an answer. CEO Rogoff advised that staff had discussions with the Port Commissioners to promote transit use, and this could be discussed with them.

Boardmember Balducci advised that earlier in the day a Port commissioner expressed a desire to have busses stop closer to the terminal. This was a good opportunity meet all needs.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Jenny Durkan
Joe McDermott
Roger Millar
Ed Prince

Nays

Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete Von Reichbauer
Kent Keel

It was carried by the unanimous vote of 14 Boardmembers that Motion No. M2021-29 be approved as presented.

Motion No. M2021-30: Authorizing the chief executive officer to execute an agreement with Community Transit for the operation of ST Express Service Operations and Maintenance through December 31, 2025, with three one-year options to extend.

Motion No. M2021-30 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this motion earlier this month and recommends its approval. This agreement is similar to the existing agreement expiring with Community Transit on June 30, 2021, with some new provisions introduced to allow flexibility to adjust service levels in response to COVID-19 and development of long-term service plans.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Jenny Durkan
Joe McDermott
Roger Millar
Ed Prince

Nays

Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete Von Reichbauer
Kent Keel

It was carried by the unanimous vote of 16 Boardmembers that Motion No. M2021-30 be approved as presented.

Motion No. M2021-31: Authorizing the chief executive officer to execute an agreement with Pierce Transit for the operation of ST Express Service Operations and Maintenance through December 31, 2025, with an option to extend for two additional one-year periods and authorizes a one-time payment of \$9,135,888 to Pierce Transit for depreciation on assets used to provider ST Express services.

Motion No. M2021-31 was moved by Boardmember Roberts and seconded by Boardmember Baker.

Boardmember Roberts noted that the Rider Experience and Operations Committee reviewed this motion earlier this month and recommends its approval.

Chair Keel called for a roll call vote.

Ayes

Nancy Backus
David Baker
Claudia Balducci
Jenny Durkan
Joe McDermott
Roger Millar
Ed Prince

Nays

Paul Roberts
Kim Roscoe
Nicola Smith
Dave Somers
Dave Upthegrove
Pete Von Reichbauer
Kent Keel

It was carried by the unanimous vote of 14 Boardmembers that Motion No. M2021-31 be approved as presented.

Report to the Board

Safety Performance Presentation - Chief Safety Officer, David Wright, provided the presentation. He gave a short safety message and outlined the new structure of the Safety department. He introduced Safety Office Chief of Staff Andrea Stuart-Lehalle.

Ms. Stuart-Lehalle reviewed results of the Passenger Experience Survey conducted in late 2020 with respect to passenger safety. Areas of concern were actions or behaviors of other passengers, actions of non-passengers, conditions of transit facilities and vehicles, the presence of security staff, and COVID-19.

Ken Cummins, Director of Public Safety, explained the collection and monitoring of data for over 80 different types of security activities and events. Not all security activities tracked are crimes, but all crimes are security activities. He examined the five types of incidents: Assaults, Vandalism, Biohazards, Medical events, and Non-destination riders/loiterers. These five areas reflect key areas of concerns for passengers, as reported in the Passenger Safety survey that gives an overall sense of "How safe our system is."

Just over 25,000 security incidents were recorded by Sound Transit in 2020. The most common crime against a person in the system is assault. However, the total number of assaults are low, and assaults are the least common among these key security indicators. The most common property crime is graffiti and vandalism. There are significantly more crimes against property than persons. Mr. Cummins noted that there has been an uptick in Biohazards calls over the past year due to COVID, and a decrease in the availability of public restroom spaces due to COVID-19 closures.

Mr. Cummins reported that contract security is often the first person to respond to a passenger undergoing medical distress. All contract security are trained in first aid, trauma first aid, CPR and the use of AEDs, and are expected to render medical assistance while emergency medical personal arrive. In 2020, the agency averaged just under two medical emergencies a day, and there were three instances where Security officers provided CPR and live-saving medical care to a passenger and the passengers were revived before Emergency Medical Responders arrived.

Passengers have voiced a significant amount of concern over their feeling of personal safety when they identify someone in the system that appears to be a non-destination rider or loiterer. This is often a person experiencing housing instability. A workgroup has been established with staff from across the agency to address this. Sound Transit does not consider or treat these as crimes, but does track incidents in order to ensure there is adequate data to provide an appropriate response.

In April, the Safety Team presented some of the COVID-19 mitigations related to the current Federal Mask Mandate. Mr. Cummins reviewed some of the mitigations Sound Transit put in place to respond to the Coronavirus pandemic. He noted that while the agency had a number of tactics in place prior to the start of the Federal mandate, efforts were increased to communicate this requirement to passengers, including updating signage and in-station announcements to specify that mask-wearing is now federally

mandated and is still required currently through September 13, 2021. Mask compliance was tracked in August of 2020, and Sound Transit had been in the low 90 percent range prior to the Federal Mandate, currently there is now an average compliance rate of around 98 percent.

Mr. Wright reviewed the safety certification process for the Point Defiance Bypass. For this project, Sound Transit will re-certify all physical infrastructure with rigor similar to that exercised for new, major light rail service extensions. In addition, during the verification portion of safety certification, documentation received by Amtrak is reviewed for approval, but in some instances additional documentation or clarification is required. This makes the verification process an iterative process within the umbrella of safety certification.

Another step Sound Transit is taking to ensure compliance through verification is to conduct an independent, internal audit on the content accuracy and process. This will ensure that they agency is following all the best practices to ensure informed decision making about the resumption of service. Once this step is completed and there are no outstanding items related to the internal processes, the certificates of conformance will be signed and the project will advance to the next step.

Following verification, and in order to approve the closure of all requirements, it must be accepted by the Committee chaired by the Director of Construction and System Safety. Once that is approved, then the Chief Safety Officer makes a recommendation and the CEO approves the resumption of service: this process reflects the most current guidance per Safety Management System (SMS) guidelines and requirements.

Branden Porter, Director of Transportation Safety & Security, reviewed 2020 collision data, which was down from 2019. In 2020, Sound Transit saw a reduction in total collisions across all modes but there were also service reductions; for example Link mileage was down 44 percent and Sounder mileage was down 32 percent from 2019. Last year, Sound Transit had a total of 15 collisions involving vehicles and 11 involving pedestrians. In 2019, there were 31 collisions involving vehicles and 11 involving pedestrians. To get a better comparison year of over year the agency evaluates the collision rate per 100k vehicle revenue miles. There was a slight decrease in collisions involving vehicles on the Link from .22 to .10. For Tacoma Link there was a decrease in collisions involving vehicles from 2.6 to 0 which equates to us having 2 incidents in 2019 and 0 in 2020.

Robert Taaffe, Director of Employee and Construction Safety, stated that Safety Department changes have combined Construction and Employee Safety into a unified resourced division focusing on safe work practices, regulatory compliance, and continuous improvement of the construction, facility maintenance, and employee safety programs. The COVID epidemic brought a new dynamic to employee Health and Safety. Since March 2020, less than 10 percent of the Sound Transit workforce have been working on-site or reporting to project field offices. The Work from Home program restricted work site access to essential workers only and required safety training and a formal approval process for any employees who intended to work on campus or at field work sites. As of April 2021, a small number of essential workers continue to report to campus or field office sites.

Safety has partnered with Link Contractors, Labor Representatives, and Sound Transit departments in developing Worksite COVID 19 Safety Plans. The plans and the implementation of those requirements have allowed Sound Transit projects to continue in a safe and productive manner. Despite these efforts, there have been reported positive cases. The 100+ cases, reported within the 3200 contractors trades and crafts (approx. 3.4 percent) personnel align with the percent positive cases for the general population. As Covid-19 requirements have evolved, Safety has deployed an employee self-screening process using a web-based questionnaire to assess COVID-19 symptoms before entering any agency building or field office site. Working with Human Resources and Executive Leadership, Safety is currently in process of drafting "Back to Work Safely" messaging for all employees. These procedures will supplement the employee COVID-19 training and awareness.

The COVID-19 plans are continuously monitored with field observations and assessments. The emphasis being alignment with safety protocols and State requirements. Vaccine availability and eligibility will also help with prevention as construction trades and craft persons were eligible beginning March 31, 2021.

The Recordable Injury (RIR) for Sound Transit employees and Contractor employees were below both State and National averages in 2020. Recordable injuries are those requiring treatment beyond first aid, including prescriptions. Lost Time Injuries for Sound Transit and Contractors were also well below both state and national averages. Sound Transit had 1 employee recordable injury in 2020. The Lost Time Injuries were 0.20 or 4 Lost Time Injuries in 2020, a Lost Time Injury prohibits the employee from returning to the job site due to physicians' orders or recovery time. The goal each year is Zero Lost Time injuries. The 2020 trend analysis indicated the majority of LTIs were related to hand injuries and strains and sprains to backs and lower extremities.

Boardmember McDermott asked how a person's destination is determined in the data. Mr. Cummins explained that the definition was determined by the riders calling into security.

Vice Chair Roberts asked how an active shooter situation was handled by the safety and operations team. Mr. Wright explained that staff trainings were conducted to ensure readiness.

Boardmember McDermott and Chair Keel voiced concerns about the "non-destination rider" definition, which could allow for mis-categorization. They asked staff to consider that classification in the future. CEO Rogoff advised that staff would take that into consideration and would report back to the Rider Experience and Operations Committee with more information.

Realignment Update and Public Engagement

Chair Keel announced that the Board would receive a presentation on the public engagement and stakeholder outreach that has been underway for more than a year.

Carrie Avila Mooney, Regional Director, Government and Community Relations, presented the public engagement report. She reviewed the jurisdictional and stakeholder briefings and community listening sessions conducted. These included an online town hall in May 2002, over 50 briefings with city councils, city staff commissions and regional elected officials and over 50 stakeholder briefings with chambers of commerce and other groups. She reviewed the feedback received which included a continued commitment to completing projects as soon as possible and willingness to support work to close the affordability gap, feedback to prioritize projects with the highest affordable housing potential, and in transit-reliant communities, and consider project accessibility, expected regional job growth and potential for more revenue, as well as support for ensuring ST2 projects are completed.

Community listening sessions were held with 28 representatives of organizations working with communities most affected by institutional and systemic racism and other forms of oppression and those potentially impacted by program realignment decisions. Insights received through the listening sessions included feedback that delaying projects that serve communities of color erodes trust and doesn't consider systemic racism borne by communities and that community input can expire if planning/service timeline is extended. There were also requests to use any extra time to ensure future stations/services reflect community values and needs, and minimize construction impact timeframes, including coordinating with other capital projects in the area. Further requests included making light rail more welcoming with accessible how-to-ride resources for aging, low-income, unsheltered populations, non-English speakers and communities of color and considering community representation on the Board.

Next Ms. Avila Mooney reviewed specific feedback from different parts of the Sound Transit district. Snohomish County feedback included that the North corridor communities have waited a long time for light rail. Many government and human services at Everett Station have the desire to connect as soon as possible. If Everett Link must be delivered in phases, plan entire alignment holistically with

communities. Extended project timelines may allow communities to build resiliency to prevent gentrification in the Casino Road area.

East Side insights were that the East Link opening is highly anticipated for expanding access between Eastside communities and Chinatown/ International District. There was hope that there could be work to connect Snoqualmie Valley and other surrounding communities to East Link stations, which will expand accessibility to many with enhanced mobility needs.

Seattle area insights were that the Delridge corridor anticipates more than 200 additional affordable housing units. Station has many destinations, incl. Youngstown Cultural Arts Center, library, South Seattle Community College and multiple human services agencies. Graham Street is key hub for community services, cultural centers, housing projects, childcare, ethnic groceries and small businesses, incl. for Filipino, Somali, Cham and other international communities. Graham St. Action Coalition has community-driven plan and for the station area. Graham Street Action Coalition has worked for years to prepare for development around this station and a plan to develop with community priorities. Chinatown/International District is cultural connection of the diaspora, and new station will be major destination. Community needs time to recover from the pandemic before more construction impacts and to ensure Jackson Hub is driven by community priorities and vision. Pioneer Square has been under high pressure construction since 2008, delays make pressure feel endless. WSBLE will reduce buses on Alaskan Way, realizing the full potential of the waterfront revitalization.

South King County insights were that many communities perception that transit is Seattle-centric there is a desire to prioritize South Sound destinations for communities of color, those living with disabilities and elderly groups. Many communities don't currently use Sound Transit services. Now could be a time to rethink the system plan and give faster service to communities in South King. Parking should be free in Federal Way.

Pierce County insights included concerns about broken promises by government entities and requests for more service around schools and institutions serving underserved communities, a feeling that Pierce County is last served despite pressing need, and more access and housing for youth and aging population. Hilltop-Tacoma Community College connection is a top priority for people pushed out of Hilltop in search of more affordable living. There are 650 units of affordable housing planned at end of Hilltop-TCC line and 200 units of multi-family housing near the Tacoma Dome. These are catalysts for redevelopment and affordable housing projects that will improve access.

Geoff Patrick, Deputy Executive Director of Communications reviewed the results of the public engagement in April 2021. The engagement took place in the form of an online open house and survey. Other comments could be sent into a dedicated realignment email inbox, or physically to Sound Transit.

The agency progress report was mailed to all 1.3 million Sound Transit district households. Participation was driven by digital ads, emails, and text messages. Over 31,000 people visited the open house and over 9,000 surveys were completed. He clarified that the results of the survey were non-scientific, as people self-selected when taking the survey. Respondents tended to be whiter, wealthier, and more Seattle-based members of the population. To account for that, responses in certain subareas would be reported on the projects in their corridors.

Within the survey, respondents would be presented with project priorities, and an open-ended question. Consistent themes across all subareas were that expanding light rail was the highest priority, that cost estimates should have been planned for more effectively, and concern that costs would only increase. thoughts on parking were split.

He reviewed the residents' Corridor project priorities. Pierce Counties' top priority was the Tacoma Dome Link Extension with the second being the Sounder Capacity Project. South King County residents' top two priorities were the same. North King County's top three projects were the West Seattle Link

Extension, the Ballard Link Extension, and the downtown tunnel that would allow for both. East King prioritized the Kirkland-Issaquah Link Extension with the Northern BRT projects following. Snohomish County prioritized Everett Link extension.

The reasons why people prioritized projects were quite personal, related to how they would use them. Additionally, people said that transit options in their communities were insufficient and that they had waited enough. Some respondents explained that congestion would only get worse. Mr. Patrick explained that public engagement would continue on all projects as they progressed.

Boardmember Backus noticed that no outreach events took place in Auburn. She asked why that was the case. Ms. Avila-Mooney explained that it was not an intention omission in the report. She explained that some jurisdictional briefings included Auburn officials and that not all were included in the report. She also explained that many of the engagement events were prompted by invitations from the jurisdictions. She committed to getting information about Auburn participation to Boardmember Backus.

Boardmember McDermott noted that the West Seattle Link Extension was the highest priority for North King County residents.

Chair Keel brought the draft realignment resolution he distributed to the Board's attention. This intensive work will continue, particularly as the cost savings work begins for all the individual projects we are working to design and deliver. He explained that the draft is the starting place for the action he wants the Board to take in July and sets the table for the list of projects that will come in Exhibit A.

He request feedback on the draft resolution, which attempts to capture ideas and policy direction that he's heard from the fellow Board over the course of the last year. He reviewed the resolution noting that after the "whereas" clauses, there is specific language on a new annual budget review where the Board will revisit the agencies financial capacity and the project timeframes based on an updated read on financial capacity. There is also specific language on the efforts to review and contain costs, delivering all the major projects in the voter approved plans, and working in Washington D.C., Olympia, and locally to improve the financial capacity.

Boardmember Balducci asked that the Board explore an alternative idea. The framework accepts the financial status and delays project by tiers. She would like to explore an idea to prioritize schedule, keeping all projects on their current schedule and adjust the financial side of the projects. She asked for an action that would prioritize schedule and formally directed staff to work with the System Expansion Committee to try to create a new proposal. The alternative would select near term actions in 2021, accelerate design and engineering work to realize cost savings, eliminate or minimize delays to projects and programs because of realignment, and analyze the probability of impact of obtaining federal and state funds and financing tools, update financial assumptions based on current economic data and projections establish new processes to monitor project development and cost estimating, analyze debt financing options that could accelerate project delivery and avoid delaying paused projects and explore finance opportunities that will extend the financial plan time horizon.

Boardmember Roscoe asked if staff could expedite this proposal so as not to delay the Board's decision making.

Boardmember Somers asked that all Boardmembers be included in discussions about the next steps.

Boardmember Durkan asked that the executive session planned for this meeting be postponed. Chair Keel advised that it could be held at the following Executive Committee meeting on June 3, 2021. She also supported Boardmember Balducci's request, nothing that she and Boardmember Balducci had been requesting this information for months.

Boardmember McDermott clarified that all Boardmembers were invited to the Executive Committee Executive Session.

Boardmember Roberts noted that it was very difficult to work through this virtually, and that he had a hard stop at 12:00pm during the Executive Committee.

Boardmember Balducci noted that she would try to attend the Executive Committee meeting as well.

Boardmember Millar implored Chair Keel to allow for more dedicated time for the Board to have discussion on realignment in future meetings. Chair Keel noted that the remaining presentations on the agenda would be delayed to future meetings and said that more time would be provided for future realignment discussions.

CEO Rogoff explained that staff may not have understood requests received from Board members and in the letter from Boardmembers Balducci, Durkan, and Constantine. He committed to continue working with Board members to meet their requests for information.

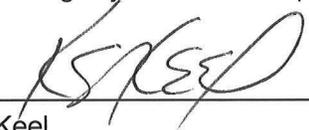
The Executive Committee discussion is next Thursday, June 3, 2021 at 10:30 am.

Next meeting

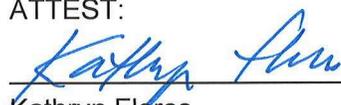
The next regular Board meeting would be held on Thursday, June 24, 2021, 1:30 to 4:00 p.m. as a virtual meeting via WebEx.

Adjourn

The meeting adjourned at 4:18 p.m.



Kent Keel
Board Chair

ATTEST:


Kathryn Flores
Board Administrator

APPROVED on June 24, 2021. TW.