



Potential Boardmember Amendments to the ST3 Program Realignment Resolution and Exhibit A presented at the June 24, 2021 Board meeting.

Proposed Amendments received as of July 16, 2021

No.	Page No.	ST3 Realignment Amendment	Board Sponsor	Financial Impact
1	Page 2	<p>Amend Section 3 of Resolution No. R2021-05 as follows:</p> <p><u>Section 3.</u> Tiers of projects are hereby established <u>as the general order in which projects will advance as to manage program work</u> within the confines of an affordable plan over time based upon the Board’s review of project evaluations using the criteria established in the Ballot Measure (Resolution No. R2016-17), <u>the five core principles identified in both Motion No. M2020-36 and Motion No. M2020-37, and consideration of the additional criteria in -and</u> Motion No. M2020-36. Project tiers establish Board priorities for scheduling, managing, and funding system expansion program work. The tiers, work plans, and currently estimated completion date for each project are depicted in Exhibit A. Shifts in financial capacity and project readiness will be addressed following the annual program review by allocating available funding in following year’s TIP based on the priorities set forth in the project tiers and after consideration of system and project affordability at the regional and subarea level.</p> <p>And amending Resolution No. R2021-05 to add the following as Section 4:</p> <p><u>Section 4. 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.</u></p>	Boardmember Roberts, Smith and Somers	N/A

No.	Page No.	ST3 Realignment Amendment	Board Sponsor	Financial Impact
2	Appendix A, Page 1 and 2	Amend Exhibit A of Resolution No. R2021-05 to: Move the NE 130 th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2037 to 2025, and Move the Graham St. Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2037 to 2031.	Boardmember Juarez	These changes would reduce agency debt capacity by \$117M and would reduce the North King subarea's ending balance by \$159M. These changes may be affordable on their own, but may not be when combined with other potential amendments.
3	Appendix A, Page 1 and 2	Amend Exhibit A 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.	Boardmember Dammeier, Keel, Roscoe, and Woodards	No substantive impact to agency or subarea finances because the changes offset each other.
4	Appendix A, Page 1 and 2	Amend Exhibit A of Resolution No. R2021-05 to: Move the Remaining Rapid Ride C/D Improvements from Tier 4 to Tier 1, and change the estimated completion date from 2045 to 2026	Boardmember Durkan	This change would reduce agency debt capacity by \$59M but would not have a substantive impact on subarea finances. This change may be affordable on its own, but may not be when combined with other potential amendments.
5	Appendix A, Page 1 and 2	Amend Exhibit A of Resolution No. R2021-05 to: Move the Remaining Rapid Ride C/D Improvements from Tier 4 to Tier 1, and change the estimated completion date from 2045 to 2026, and Move the NE 130 th Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2037 to 2025, and Move the Graham St. Infill Station from Tier 2 to Tier 1, and change the estimated completion date from 2037 to 2031.	Boardmember Durkan	These changes would reduce agency debt capacity by \$176M and would reduce the North King subarea's ending balance by \$135M. These changes may be affordable on their own, but may not be when combined with other potential amendments.