Proposed Amendments to Resolution No. R2026-30

Amendment No. 1 - Offered by Board members Zahilay, Wilson, Strauss, Mosqueda, and McLeod

Amend Resolution No. R2026-30 Section 1c and the 2027 Annual Budget and Transit Improvement Plan by increasing the authorized expenditure for system expansion project outlays in the 2027 Budget from $2,337,826,328 to $2,338,326,328 to reflect an increase for the RapidRide C and D project of $500,000 to accelerate identification of transit speed and reliability improvements in coordination with King County Metro and the City of Seattle with a focus on the RapidRide D Line serving Ballard beginning in 2027 with no change to the authorized allocation for the project.

> Section 1c – System Expansion Project Budget. Sound Transit is authorized to incur a total of $2,338,326,328~~2,337,826,328~~ for system expansion project outlays, and/or such amounts as are contained in revisions to the Proposed 2027 Budget as adopted by the Board. $(28,888,425) in system expansion expense projects and indirect expense projects is budgeted to be charged to transit operating, capital projects, general and administrative, and/or fare and regional planning.

Background Information:

The Board's action to update the System Plan in May 2026 via Resolution No. R2026-11 resulted in the segment of the Ballard Link Extension (BLE) between Seattle Center and Market Street being unfunded for its Right-of-Way and Construction phases. While the agency remains committed to finding necessary funding to build and open the full BLE project by 2042, identifying near-term opportunities to improve transit speed and reliability between Ballard and downtown Seattle will increase transit performance and affirm Sound Transit's commitment to delivering interim benefits to passengers in this future light rail corridor.

The RapidRide C and D project is part of the System Plan, is intended to design and implement transit priority improvements along King County Metro's RapidRide C and D lines, and has an authorized allocation of $65,000,000 of which $40,433,779 has been committed to date. The project has $24,566,221 remaining to design and construct transit priority improvements along King County Metro's RapidRide C and D lines that provide service to Ballard and West Seattle to improve speed and reliability in advance of light rail operations.

Because this amendment does not change the authorized allocation and only advances amounts already approved by the Board, it does not materially impact the Long-Range Finance Plan or any other projects.

Amendment No. 2 - Offered by Board member Strauss

Amend the High Capacity Transit Study and Regional Parking Fund project pages of the 2027 Proposed Budget and Transit Improvement Plan (Resolution No. R2026-30 Attachment A) to make technical corrections as follows:

Delete the "Allocation by Subarea" table from the High Capacity Transit Studies page (Page 147 of 244 in Attachment A – Proposed 2027 Budget and Transit Improvement Plan) and replace it with the following:

Allocation by Subarea									
Subarea	**Life to Date**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Future**	**Total**
Systemwide	0	13,000	10,000	5,500	0	0	0	0	28,500
Total	**0**	**$ 13,000**	**$ 10,000**	**$ 5,500**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 28,500**

And

Delete the "Allocation by Subarea" table from the Regional Parking Fund page (Page 150 of 244 in Attachment A – Proposed 2027 Budget and Transit Improvement Plan) and replace it with the following:

Allocation by Subarea									
Subarea	**Life to Date**	**2027**	**2028**	**2029**	**2030**	**2031**	**2032**	**Future**	**Total**
Snohomish	0	11,000	0	0	0	0	0	0	$11,000
East King	0	11,000	0	0	0	0	0	0	$11,000
Pierce	0	11,000	0	0	0	0	0	0	$11,000
Total	**$ 0**	**$ 33,000**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 0**	**$ 33,000**

Background Information:

The purpose of this amendment is to address technical errors in Attachment A – Proposed Budget and Transit Improvement Plan related to how the High Capacity Transit Studies and Regional Parking Fund projects are funded to ensure clear and correct information is provided to the Board and public before the Board's adoption of the 2027 Annual Budget and Transit Improvement Plan.

Because this amendment only corrects an error in the subarea allocations rather than the authorized allocations in the Proposed 2027 Budget and Transit Improvement Plan, it does not materially impact the Long-Range Finance Plan or any other projects.