

Summary Minutes

Executive Committee Meeting August 7, 2025

Call to order

The meeting was called to order at 10:30 a.m. by Committee Chair Somers and was available for viewing in person and online.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/meeting-videos>.

Roll call of members

Chair	Vice Chair
(P) Dave Somers, Snohomish County Executive	(P) Claudia Balducci, King County Councilmember (P) Ryan Mello, Pierce County Executive

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Bruce Harrell, Seattle Mayor
(P) Shannon Braddock, King County Executive	(P) Julie Meredith, Washington State Secretary of Transportation
(A) Cassie Franklin, Everett Mayor	(A) Kristina Walker, Tacoma City Councilmember

Hunter Rancipher, Board Relations Specialist, announced that a quorum of the Committee was present at roll call.

Report of the Chair

None.

CEO Report

Chief executive officer Dow Constantine provided information on a recent service disruption at Beacon Hill Station, as well as updates on a shooting that occurred near Northgate Station.

Public comment

Chair Somers announced that public comment would be accepted via email to meetingcomments@soundtransit.org and would also be accepted in-person and virtually.

The following people provided written public comments:

Candace Shattuck
Nathan Bryant

The following person provided in-person public comment:

Derek Liu

The following person provided virtual public comment:

Joe Kunzler

Business items

Final Committee Action

July 3, 2025, Executive Committee meeting minutes

It was moved by Board member Backus, seconded by Committee Vice Chair Balducci, and carried by the unanimous vote of all Board members present that the minutes of the July 3, 2025, Executive Committee meetings be approved as presented.

For Recommendation to the Board

Motion No. M2025-36: Adopting principles and a process to help guide the Board on how to best achieve the planned outcomes of the Enterprise Initiative work, including an update to the current system plan (Sound Transit 3) and long-range finance plan.

Chair Somers provided remarks on the action. He noted that the principles in the motion stem from the discussion on principles at the Board retreat in May, and that he worked with the Vice Chairs to ensure the principles will be able to guide Board decision making.

It was moved by Committee Vice Chair Balducci, seconded by Board member Backus, and carried by the unanimous vote of all Board members present that Motion No. M2025-36 be forwarded to the Board with a do-pass recommendation.

Motion No. M2025-37: Reappointing Lorenzo Frazier, Charlotte Murry, Tom Norcott, and Tina Pierce to the Community Oversight Panel to serve a second three-year term beginning September 1, 2025, and expiring August 31, 2028.

Adam Montee, Board Support Services Senior Program Manager, provided remarks on the action.

It was moved by Board member Backus, seconded by Board member Braddock, and carried by the unanimous vote of all Board members present that Motion No. M2025-37 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Enterprise Initiative: System Performance and ST3 Policy Review

Alex Krieg, Enterprise Planning Director, provided the report.

Mr. Krieg noted that the presentation would cover an overview of sound transits system characteristics and ridership performance since the COVID-19 pandemic, a discussion on how those changes will affect future policy and planning assumptions for ST3, and provide understanding of the policy and planning tools that are available to the board as the enterprise initiative moves forward.

Mr. Krieg explained that the 2016 ST3 system plan was built around planning assumptions based on commuter travel patterns, with an emphasis on weekday rush hour peak demand. He noted that there has been an uneven recovery since the end of the COVID-19 pandemic, with light rail recovering at a significantly faster rate compared to commuter rail and bus ridership. Mr. Krieg noted that on the light rail, there is less demand for weekday peak hour ridership and an increase in ridership during the evenings and weekends. He also noted that performance efficiency degrades as light rail lines increase in length due to less writer density, reduced peak hour demand, and a decrease in system resilience.

Mr. Krieg provided an overview of how Link light rail has changed since the pandemic, with an increase in track mileage from 22 to 63 miles, an increase in the number of Link stations from 22 to 51, and an increase in revenue service hours, causing Link light rail to overtake ST Express bus service as the most operated service for the agency.

Mr. Krieg overviewed future considerations for system planning. He noted that pandemic changes to ridership have been durable and should be factored into future ridership projections, that financial discussions should be inclusive of capital expansion, operations, and other service costs, and that the 2016 ST3 System Plan was developed based on a variety of trends that have changed in the ensuing years.

Mr. Krieg described the three primary levers the Board has to address future constraints: amending financial policies such as subarea equity and debt service coverage ratio, adapting Link service design through spine segmentation and other means, and exploring other programmatic policies like transit-oriented development, multimodal access, and sustainability.

Expanding on financial policies, Mr. Krieg noted that subarea equity is currently defined as utilizing local tax revenues for projects proportionally to the level of revenue generated by each subarea, which can be modified by the Board. He also noted that the debt service coverage ratio is mandated at 2.0x average ratio with a floor of 1.5x for any single year by Board policy, which could also be modified to increase the agency's debt capacity.

Mr. Krieg gave an overview of the current spine segmentation model, which will have three lines upon completion: the 1 Line from Tacoma to Ballard, the 2 Line from Redmond to Mariner, and the 3 Line from West Seattle to Everett. He noted that the enterprise initiative is exploring whether this operating model will continue to align with ridership and travel patterns. Mr. Krieg also noted that staff will explore opportunities to design for forward compatibility with future services and expansion.

Mr. Krieg noted that ST3 provides clear policy guidance on TOD, multimodal access, and sustainability. He described that the enterprise initiative will explore various opportunities in each area to maximize value and cost savings.

Board member Backus asked whether ridership losses on Sounder can be partially attributed to Link expansion. Mr. Krieg responded that he believes that some level of loss can be attributed to Link, but that staff continues to research how travel patterns differ across different areas of the region. He also noted that as the Link system continues to expand southward, that there will be further exploration into how the agency's different modes will interface and provide service to riders.

Vice Chair Balducci noted that the report gave an overview of the general trends that the agency is seeing, but asked what metrics, such as ridership, connectivity, etc., are being used to prioritize investments. Mr. Krieg responded that the principles forwarded by the committee earlier in the meeting would help provide the Board and staff with those needed metrics to determine how to balance the differing needs of the system: completion of the spine of the Link system, ridership, connectivity, and reliability. He also noted that the affordability challenges the agency faces are not novel, but that the primary difference from prior realignments is that service has extended into communities, causing there to be a higher expectation on current service, rather than the promise of future service in various subareas.

Board member Braddock shared her desire for the Board to have a principle of system-wide benefit based analysis for major decisions, recognizing that while the Board currently thinks in this way, that it should be clear to the public that system-wide benefits are being considered in decision-making processes.

Executive Session – None

Other business – None

Next meeting

Thursday, September 4, 2025
10:30 a.m. to 12:00 p.m.
Ruth Fisher Boardroom and virtually via Zoom

Adjourn

The meeting was adjourned at 11:13 a.m.

ATTEST:

Dave Somers
Executive Committee Chair

Kathryn Flores
Board Administrator

APPROVED on _____, HRR