



Summary Minutes

Executive Committee Meeting February 5, 2026

Call to order

The meeting was called to order at 10:33 a.m. by Committee Vice Chair Mello 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
(A) Dave Somers, Snohomish County Executive	(P) Ryan Mello, Pierce County Executive (P) Girmay Zahilay, King County Executive

Board Members	
(A) Angela Birney, Redmond Mayor (P) Cassie Franklin, Everett Mayor (P) Thomas McLeod, Tukwila Mayor	(P) Julie Meredith, Washington State Secretary of Transportation (P) Kristina Walker, Tacoma City Councilmember (P) Katie Wilson, Seattle Mayor

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

Report of the Chair

Vice Chair Mello provided the report, welcoming Board members Angela Birney, Thomas McLeod, Katie Wilson, and Girmay Zahilay to the Executive Committee.

CEO Report

Chief executive officer Dow Constantine provided updates on the installation of new Automated Train Protection systems in the Downtown Seattle Transit Tunnel, ongoing engagement prior to the opening of the Cross Lake Connection on March 28, a groundbreaking ceremony for the new Renton Transit Center, and on the State legislative session.

Public comment

Vice Chair Mello 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 comment:

Marilyn Kennell
Martin Westerman
Jan Roberts

The following person provided in-person public comment:

Alex Tsimerman

The following person provided virtual public comment:

Joe Kunzler

Business items

Final Committee Action

December 11, 2025, Executive Committee meeting minutes

It was moved by Board member Walker, seconded by Board member Franklin, and carried by the unanimous vote of all Board members present that the minutes of the December 11, 2025, Executive Committee meetings be approved as presented.

For Recommendation to the Board

Motion No. M2026-06: Adopting the 2026-2030 Sustainability Plan, directing the CEO to implement the commitments contained in the plan, and pledging specific goals for the agency to strengthen its decarbonization efforts.

Margaret Cederoth, Deputy Chief Planning Officer, and Amy Shatzkin, Sustainability Director, provided a presentation on the action.

Board member Wilson asked if there would be any difficulty in procuring new vehicles due to the Sustainability Plan's provision that would sunset all fossil fuel vehicle procurement by 2030. Ms. Shatzkin responded that the 2030 target date was developed taking into account potential changes that may occur in the Enterprise Initiative along with other planning to ensure vehicle availability and procurement.

Board member Zahilay asked for additional context on how the Sustainability Plan would interact with the Enterprise Initiative, and whether any commitments in the Plan would constrain the agency's ability to meet its financial commitments. Ms. Shatzkin responded that staff had strategically made goals based on the sunset of fossil fuel vehicle purchases rather than fleet transition to better accommodate the work being undertaken in the Enterprise Initiative, while also noting that specific provisions in the ST3 voter initiative give a robust ability to pursue sustainability in a fiscally conservative way.

Board member Zahilay asked whether adopting this plan would place any constraints on the Board's ability to consider scenarios under the Enterprise Initiative. Ms. Shatzkin responded in the negative, further noting that the only element of the Sustainability Plan that contains a notable financial component would be the zero-emissions fleet transition, which does not have a specific implementation date mandated within the plan.

Board member McLeod noted that the presentation indicated a 16 percent reduction in greenhouse gas emissions and asked how that figure is benchmarked by other peers. Ms. Shatzkin responded that the 16 percent does represent a significant drop, especially considering that this is a raw data figure, and represents a continued decline in greenhouse gas emissions despite the system growing significantly in recent years.

Board member McLeod asked for clarification on the requirements and transition date for clean power generation. Ms. Shatzkin responded that the current goal is to attain 100 percent clean power generation by 2030. Board member McLeod asked whether the agency is on track to attain the goal. Ms. Shatzkin responded that more data is needed, particularly around future service assumptions, which may be heavily impacted by the Enterprise Initiative.

It was moved by Committee Vice Chair Zahilay, seconded by Board member Franklin, and carried by the unanimous vote of all Board members present that Motion No. M2026-06 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Enterprise Initiative: Scenario Development and Policy/Planning Building Blocks

Alex Krieg, Enterprise Planning Deputy Executive Director, and Margaret Cederoth, Deputy Chief Planning Officer, provided the report, giving an overview of the guiding principles and design of differing policy scenarios that the Board may pursue to increase agency affordability.

Mr. Krieg provided an overview of the key considerations of how various scenarios would be developed and gave a timeline for scenario development, which will culminate in the presentation of plausible, affordable scenarios for the Board at their March retreat.

Ms. Cederoth summarized staff work on the development of a Policy and Planning Opportunity Register, which organizes specific areas that the Board can pursue to create an affordable long-range plan. She noted that the opportunities identified have broadly fallen into two categories: Policy opportunities that can reduce capital delivery project costs and increase agency financial capacity, and Policy-making authority decisions that can be taken by the Board or other levels of government.

Ms. Cederoth gave examples of policies that can be taken to reduce costs and increase project delivery speed, including: permitting changes from local jurisdictions to enhance schedule certainty during planning, station optimization that could reduce station construction costs, clarifying passenger restroom requirements at agency facilities to more accurately describe facility costs, public-private partnerships that could allow for cost-sharing of certain project elements, and construction MATOCs that could streamline procurement for construction activities.

Ms. Cederoth then gave examples of policies that could enhance agency financial capacity, including: Changes to current fare, parking, and advertising policies to increase respective revenues from each category, implementation of an increase of the agency's rental car tax authority, the adjustment of financial policies such as subarea equity and debt service coverage ratio, the pursuit of joint development opportunities to increase revenue and cost share with partners, and the exploration of longer bond terms to increase the agency's debt capacity.

Ms. Cederoth requested the Committee's input on staff's current approach, whether there were any specific policies that Board members have questions on or would like further exploration on, and what other information is needed to support Board members' understanding of policy opportunities.

Board member Wilson asked for additional information on what clarifying passenger restrooms policy would entail. Mr. Krieg responded that the agency has an outdated passenger restroom policy that has caused conflicts with certain permitting processes, and that updating that policy would create greater cost certainty in the planning for stations and other agency facilities.

Board member Zahilay noted that certain policy opportunities require action by external jurisdictions, legislatures, and other bodies, and asked what engagement has been undertaken thus far. Mr. Krieg responded that staff are actively engaged with multiple jurisdictions on the Enterprise Initiative and will continue to engage with partners at other agencies, local governments, and industry.

Vice Chair Mello noted that there is a bill in the state legislature that would streamline permitting and asked if staff could provide additional detail on what that bill would mean for the agency. Mr. Krieg responded that the bill would give specific permitting powers to the agency that would allow the agency to move forward with certain processes when it has not yet acquired all requisite parcels as part of a system expansion project. There are also other provisions within the bill that would allow the agency to have better cost estimating ability going forward.

Vice Chair Mello noted that increasing the agency's rental car tax is a potential revenue stream that could be enhanced and asked what level of income could be expected from that stream. Mr. Krieg responded that he doesn't have specific figures on the potential revenues gained from that particular taxing authority but noted that it was not an extreme revenue generator.

Mr. Krieg continued the report, detailing the service design and planning assumptions of the ST3 plan. He discussed the intention to revisit these assumptions through the Enterprise Initiative to validate rider needs and create new assumptions based on travel patterns, while exploring opportunities to design for future compatibility with potential future service.

Mr. Krieg detailed the current service expansion assumptions under the ST3 plan. In 2032, the West Seattle Link Extension would open, operating between West Seattle and SODO. This would be followed by the Tacoma Dome Link Extension in 2035, which would operate from Lynnwood to Tacoma. In 2037, Phase 1 of the Everett Link Extension would open, extending 1 Line service to Southwest Everett Industrial Station and 2 Line service to Mariner Station. 2039 would see the opening of the Ballard Link Extension and the segmentation of 'the spine,' splitting the 1 and 3 Lines into Ballard to Tacoma and Everett to West Seattle, respectively. Under this system, the 1 Line would run in a new tunnel through downtown Seattle, with the 2 and 3 Lines running through the existing Downtown Seattle Transit Tunnel. The full Everett Link Extension would open in 2041, as well as the Tacoma Link extension to Tacoma Community College. The 4 Line, between South Kirkland and Issaquah, would open in 2044.

Mr. Krieg explained that for all Link light rail lines, service would run at 6 minutes during peak hours, and at 10 minutes off-peak. He noted that these service standards were adopted as part of the ST3 plan and have not been updated since 2015. Mr. Krieg further explained that as Capital Delivery scenarios explore changes to project scope and schedule, service assumptions would correspondingly be updated. He also stated that the Board can also consider additional changes that would impact service levels and the termini of each line.

Mr. Krieg discussed the various Sounder projects that have been pre-baselined and delayed through prior realignment work in 2021, totaling \$3.6 billion. He then detailed the changes in Sounder ridership trends since the pandemic, noting that Sounder ridership has stabilized at about 50 percent of pre-pandemic ridership. While commuter patterns have changed since the pandemic, there has been strong ridership on special event service trains, as well as continued public feedback desiring increased service periods for Sounder. Mr. Krieg noted that the Enterprise Initiative would focus on Sounder's maintenance and operating model, a potential shift from commuter-based to all-day service, as well as cost-benefit analysis of current N Line service levels.

Mr. Krieg noted that the Enterprise Initiative's focus on ST Express would be tied to potential changes in the capital program, which would affect service assumptions. This would affect various elements, including fleet size, maintenance base needs, and other ST Express support services.

Vice Chair Mello shared his desire for the Board to formalize a decision to move Sounder South service away from Commuter rail to a Regional rail model.

Economic Development Program Update

Daphne Cross, Chief Economic Development and Civil Rights Officer, and Edson Zavala, Economic Development Deputy Executive Director, provided the report detailing the work of the Civil Rights, Equity, and Inclusion’s (CREI) work on economic development.

Mr. Zavala highlighted the Economic Development program’s function, which is to champion the agency’s commitment to business access and opportunity through the administration of Disadvantaged Business Enterprise (DBE), Small Business Program, Business Outreach and Engagement, as well as other capacity building initiatives. In 2025, the program has been focused on responding to the changing legal and policy landscape, while maintaining agency partnerships and community.

Mr. Zavala detailed data for DBE work through the first half of 2025, which included \$20.3 million paid to DBE firms and a DBE work attainment rate of 12.5 percent. He noted that the agency has various controls in place to monitor DBE attainment and performance, with reporting to the Committee and public as needed based on findings.

Mr. Zavala detailed priorities for the Economic Development program in 2026, which include further connecting with communities through open houses, office hours, and the Diversity Oversight Committee, as well as intentional programming through technical assistance, the Sound Transit Economic Empowerment Loan, capacity building of the Mentor-Protégé program, and Right Sized Opportunities work. He also noted continued work the program is engaging in with the state on the recertification of DBEs.

Discussion on the Draft 2026 Executive Committee Work Plan

Vice Chair Mello reviewed the draft Work Plan, highlighting the areas of special interest and anticipated items that will come before the committee in 2026. He encouraged other committee members to review the document and provide any feedback or additional topics of interest in advance of the committee’s next meeting in March.

Executive Session – None

Other business – None

Next meeting

Thursday, March 5, 2026
10:30 a.m. to 12:00 p.m.
Ruth Fisher Boardroom and virtually via Zoom

Adjourn

The meeting was adjourned at 11:53 p.m.

ATTEST:

Dave Somers
Executive Committee Chair

Kathryn Flores
Board Administrator

APPROVED on _____, HRR