



## Summary Minutes

### Executive Committee Meeting April 2, 2026

#### Call to order

The meeting was called to order at 10:31 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) Ryan Mello, Pierce County Executive<br>(P) Girmay Zahilay, King County Executive |

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

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

Board member Roscoe attended to participate in committee discussions as a non-voting member.

#### Report of the Chair

Chair Somers provided the report, congratulating staff and the agency on the successful opening of the Crosslake Connection on Saturday, March 28th. He also congratulated CEO Constantine on his first anniversary as Sound Transit CEO.

#### CEO Report

Chief executive officer Dow Constantine provided the report.

Crosslake Connection Opening – CEO Constantine thanked members of the Committee and the public for a successful opening of the Crosslake Connection. He noted that thousands of community members participated in opening festivities, and that early ridership figures indicated that nearly 205 thousand riders boarded Link on opening day.

Enterprise Initiative Forums – CEO Constantine highlighted various upcoming Enterprise Initiative community forums to inform and gain feedback from the public about the Enterprise Initiative process. He encouraged community members to get involved across the variety of groups that are coordinating and hosting those forums.

World Cup Preparations – CEO Constantine noted that staff continue to work hard to prepare the agency to support the region during the World Cup, highlighting several improvements in wayfinding and signage that are being implemented to ensure riders can easily make their way to the games. He

directed those who would like additional information on the agency’s work to prepare, to visit the Sound Transit website.

## Public comment

Chair Somers announced that public comment would be accepted via email to [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org) and would also be accepted in-person and virtually.

The following people provided written public comment:

|                         |                    |
|-------------------------|--------------------|
| Liz Briesemeister       | Betty Lau          |
| Robin Shapiro           | Greg Vaughn        |
| Katie Wood              | Martin Westerman   |
| Stephanie E. Hutchinson | Sean Albert        |
| Jaxon                   | Robert Cruickshank |

The following people provided in-person public comment:

|                |                  |
|----------------|------------------|
| Lynne Robinson | Eugene Wasserman |
|----------------|------------------|

The following people provided virtual public comment:

|             |                 |
|-------------|-----------------|
| Scott Kubly | Michael Stewart |
| Roby Snow   | Joe Kunzler     |

## Business items

### Final Committee Action

March 5, 2026, Executive Committee meeting minutes

**It was moved by Board member McLeod, seconded by Committee Vice Chair Mello, and carried by the unanimous vote of all Board members present that the minutes of the March 5, 2026, Executive Committee meetings be approved as presented.**

## Reports to the Committee

Enterprise Initiative: Retreat Debrief and Discussion on Updated ST3 System Plan Development

Alex Krieg, Enterprise Planning Deputy Executive Director, provided the report.

Mr. Krieg summarized the purpose and outcomes of the March Board Retreat, highlighting the intent to present Board members with plausible, affordable approaches to deliver the ST3 program, as well as to engage Board members in small groups to explore additional cost savings and revenue opportunities.

Mr. Krieg outlined the three approaches presented by staff at the Retreat. Approach 1 involves completion of the West Seattle, Everett, and Tacoma Dome Link Extensions, with partial completion of the Ballard Link Extension to Seattle Center, and deferment of the Graham Street and Boeing Access Road Infill Stations, T Line, 4 Line Link Extensions, and DuPont Sounder Extension. Approach 2 involves the completion of the Everett, Tacoma Dome, and 4 Line Link Extensions, partial completion of the Ballard Link Extension to Smith Cove, and deferment of the Graham Street and Boeing Access Road Infill Stations, West Seattle Link Extension, and DuPont Sounder Extension. Approach 3 would involve completing all projects planning and partial design work, with phased openings of all Link Extensions, leading to construction to Delridge for the West Seattle Link Extension, Seattle Center for the Ballard Link Extension, SW Everett Industrial Center for the Everett Link Extension, Fife for the Tacoma Dome Link Extension, and the initial phases of the T Line and 4 Line Link Extensions.

Mr. Krieg noted the key themes from the Board’s discussion at the retreat, which included a shared commitment to delivering regional mobility benefits, support for advancing Light Rail investments over

other projects in the ST3 program, maintaining momentum for projects in planning and design, interest in advancing initial project development, and a need for clearer paths forward for projects that may be deferred. He further noted that small group discussions recognized that some cost savings opportunities require additional time beyond the timeline for adopting an updated ST3 system plan.

Board member McLeod asked whether there would be an available analysis on Long-Range Financial Plan and Subarea impacts if the Board were to move forward with adopting a rental car tax. Mr. Krieg responded in the affirmative.

Board member McLeod noted that the first approach was represented as keeping active light rail projects moving and asked for clarification on the term 'active' in this context. Mr. Krieg responded that 'active' meant any project that is already in planning and design.

Mr. Krieg highlighted potential modifications to staff's work on an updated system plan based on Board member feedback, which involves a greater emphasis on advancing active projects, development of plans and milestones for fully delivering projects if deferred, exploring partnerships to deliver smaller projects, and establishing a process and priority list for moving deferred projects into an affordable finance plan.

Mr. Krieg outlined the projects that were anticipated to be maintained in a revised system plan. They include the Operations and Maintenance Facilities North and South, Sounder Maintenance Base, ST Express Maintenance Base, ST Express Fleet, Tacoma Dome Access Improvements, and ST4 and High-Capacity Transit Planning and Environmental Studies. He then outlined projects that would be deferred, which include Sounder S Line Platform Extensions, Sounder S Line South King and Pierce County Access Improvement, Stride Bus Rapid Transit, Tacoma Dome and Everett Link Extensions Parking Investments, Edmonds and Mukilteo Sounder Station Parking and Access Improvements, and SR 162 Corridor improvements.

Vice Chair Mello asked whether a process has been developed for how projects that will be deferred are moved back into an affordable schedule as new resources arise. Mr. Krieg responded that staff are working on that process and will be able to provide additional information in the future.

Vice Chair Mello asked that as staff continue to develop approaches, that two alternatives be included: One that includes 30 percent design for the entire T Line Extension to Tacoma Community College, and another that includes a minimum operating segment. He also requested that the DuPont Sounder Extension be included in maintained projects, noting that a potential federal grant may be able to cover most of the costs of the project. Mr. Krieg responded that staff will work to include those requests. Vice Chair Mello also asked for clarification on whether additional trips on Sounder were included in the revised approach. Mr. Krieg responded in the affirmative.

Board member Birney asked for additional information on subarea equity, what impacts deferring parking investments would have on the ability for local partners to develop facilities, and additional information on potential future revenue sources.

Board member Zahilay highlighted the various principles he requested be included in the plan, noted that they were included in the revised system plan, and asked that staff explore whether constructing the Ballard Link Extension to Smith Cove under all approaches would be possible.

Board member Wilson expressed her concern with terminating the Ballard Link Extension at Seattle Center and requested that staff explore whether constructing to Smith Cove or Interbay is possible. She also shared her commitment to completing the West Seattle Link Extension, as well as the Graham Street and Boeing Access Road Infill Stations.

Board member McLeod noted that the agency's 2021 realignment included different tiers of projects and asked whether this framework was used to prioritize and orient projects in the Enterprise Initiative. Mr. Krieg responded that the agency is taking lessons from previous realignments, that the 2021

realignment was focused on using schedule delay as a means of maintaining affordability, and that the primary lesson learned from that process was that schedule delay is not a preferred approach.

Board member McLeod noted that the infill stations are low cost and quick to implement and asked whether that has played into any analysis of prioritization in this process. Mr. Krieg responded that affordability and debt capacity is the primary driver of the Enterprise Initiative and that Board member feedback on what projects hold greater value to the region is what drives project prioritization throughout the process.

Agency Chief of Staff Calli Knight also noted that the scale of the affordability challenge facing the agency in 2021 allowed for schedule delay to be used as a tool to maintain affordability within the Long-Range Financial Plan through 2046, whereas the current magnitude of the problem and timeline until 2046 does not allow that tool to be used.

Board member Walker shared her enthusiasm with Board members' commitment on how the agency delivers projects rather than if they do and asked for further conversation about how additional Sounder Trips can be prioritized in the Enterprise Initiative while echoing Vice Chair Mello's point about the T Line Extension.

Chair Somers noted that if projects were partially completed, citing the example of Ballard Link only being constructed to Seattle Center, that planning and design work would continue, allowing the agency to move projects forward again in the future should financial conditions or additional funding become available. He also shared his desire for the agency to explore public-private partnership opportunities to help deliver projects, noting various other projects completed in the Puget Sound using this method.

Mr. Krieg outlined key takeaways from the four workstreams of the Enterprise Initiative: Planning and Policy, Transit Operations, Capital Delivery, and Finance. He noted that feedback from the Board Retreat saw direction to identify the most promising and impactful opportunities across the workstreams for further discussion, and that staff are continuing work to precisely assess the impacts that could be incorporated into the updated ST3 system plan.

Mr. Krieg noted that the key items to be incorporated into the ST3 system plan update from the policy and planning workstream include reconciling Link service assumptions based on an affordable capital program, confirming future ST Express service assumptions, and updating parking fee assumptions and related Board policies. Future work in this area includes completing long-range plan updates and the initiation of High-Capacity Transit planning studies, updating service standards and developing a new network plan, developing a robust state legislative program that includes increased bond terms, permitting reform, and value capture, the development of a fare gates pilot program and its implications on fare revenue, and the drafting of a report on public-private partnership opportunities.

Board member Birney noted a recent conversation she had with Senator Cantwell regarding the Surface Transportation Reauthorization bill in Congress and asked that staff add work on that legislation as a key opportunity to pursue in the short term. CEO Constantine responded that staff is actively engaged with the agency's federal delegation on that bill as well as other permitting reform bills that would have positive impacts for the agency.

Board member Walker asked for additional clarity on how the Board will be engaged on confirming service assumptions for ST Express and other modes. Mr. Krieg responded that feedback from the Board Retreat saw that different Board members had diverging views on how ST Express plays a role in the system, noting that it currently has differing roles across the district. He further noted that next steps will be covered later in the presentation, but that staff would be happy to bring back their work to the Executive and REO Committees.

Board member Walker how the agency is engaging its external partners regarding future transit planning work. Mr. Krieg responded that depending on the results of the updated ST3 system plan, staff will work with partners on how that will impact the regional transit network. He further noted that other transit

agencies are engaged in updates to their own long-range plans, and that Sound Transit will engage those partners in ensuring the delivery of a cohesive transit network to the region.

Board member Walker noted the importance of the legislative agenda as part of the agency's advocacy and how impactful Board member engagement with state legislators is, asking Chair Somers whether it would be possible to accelerate the state legislative agenda to earlier in the year so that the Board can be more engaged in assisting staff in advocating and advancing key legislation in the next term. Chair Somers agreed that accelerating the state legislative program would be prudent, and Board member Wilson shared her agreement with Board member Walker's perspective.

Mr. Krieg noted that the Transit Operation workstream could deliver confirmations of the cost assumptions of the resiliency effort and state of good repair program, update light rail vehicle cost planning, and modify agency staffing levels in accordance with an updated ST3 system plan. Ongoing work would include completion of a strategic workforce study, an assessment of operating models for Link, ST Express, Stride, and Sounder vehicle maintenance, and development of an implementation plan for remaining state of good repair and resiliency effort investments.

Board member Walker noted that the REO Committee would be receiving a briefing later in the day on Communication Based Train Control, which was identified as a potential long-term savings opportunity in the Transit Operations workstream. She further asked how the Board would receive information on the scale of savings and upfront investment needed for identified workstream opportunities going forward. Mr. Krieg responded that work in determining full cost savings and upfront investment is ongoing and will be largely driven by the changes made in the Board's update to the ST3 system plan.

Board member Roscoe noted that she will be working with the City of Fife on a redevelopment plan to best integrate future transit investments from the agency into her community and asked that other Board members and agency staff engage with her in delivering this work.

Mr. Krieg highlighted key opportunities from the finance workstream and noted that the most impactful changes have already been incorporated into the Spring 2026 Long-Range Financial Plan update. Other opportunities upcoming include the implementation of a rental car tax, updates to federal grant assumptions based on a modified capital program, and alignment of the agency's debt service coverage ratio and other policies with national peers. Further work continues into exploring partnerships for third-party funding and debt capacity, as well as actively developing new funding options to deliver as many ST3 investments as possible.

Board member Walker noted that some of these opportunities seem straightforward and asked whether these could be accelerated to Board action sooner or if they needed to be presented in a larger package with other opportunities. Mr. Krieg responded that the primary purpose of the presentation was to highlight possibilities and potential risks but noted that some work may be able to be implemented sooner than others. CEO Constantine added staff are looking for Board direction and feedback in advance of putting forward any particular action, as the Board determines areas such as planning assumptions, debt capacity ratios, and others. Chair Somers also noted the desire to move straightforward actions through subareas for feedback so that an action may be presented sooner.

Mr. Krieg noted that the Capital Delivery workstream is focused on bringing forward a modified capital program with Board-level cost savings incorporated, as well as considering targeted schedule delays to moderate debt capacity constraints in the future. Further work is ongoing into other capital delivery cost savings and permitting to streamline regulatory processes to increase project delivery timelines.

Board member Birney thanked CEO Constantine for his note on federal work on permitting reform and noted that the same types of work can be pursued at a local level, highlighting work done in the City of Redmond to speed project delivery through streamlining.

Chair Somers noted that there was some confusion at the Board Retreat as to which cost savings levers had been utilized and encouraged staff to communicate with Board members on what specific cost savings levers have been accounted for in their proposals for an updated capital program.

Mr. Krieg discussed that staff will engage with the public throughout April via town halls, an online survey, and other methods, with the intention to seek feedback prior to a May presentation on the draft version of the updated ST3 system plan.

Board member Walker asked for clarification on when the first decision-making point would be. CEO Constantine responded that staff are actively engaging with the public and Board members with the intent of providing an updated system plan for potential action at the May Board meeting. Agency Chief of Staff Calli Knight added that the Board's Enterprise Initiative principles motion from last year directed staff to present an updated system plan by no later than Q2 of 2026, meaning that the Board would likely need to take action in May or June.

#### Discussion on Participation in the City of Bellevue's Tax Increment Area

Marshall Foster, Chief Planning and Development Officer, Kristin Maidt, Finance Manager, and Mattelyn Tharpe, Senior Legal Counsel, provided the report.

Mr. Foster described what a Tax Increment Area (TIA) is, noting that it is a public financing tool that captures increases in property values to fund public improvements. He further noted that the TIA could exist for 25 years or until the improvements are paid for, whichever is sooner.

Mr. Foster explained that the City Of Bellevue intends to use the TIA to fund the creation of the Grand Connection, a project to add a major bicycle and pedestrian crossing across I-405, which would connect Bellevue Transit Center and the Eastrail. Ms. Maidt detailed the financial impact to joining the TIA, which would result in Sound Transit forgoing between six to nine million dollars from 2028 to 2052, or a 0.1-0.4 percent loss in property tax revenue. Mr. Foster said that staff are working to bring an action to the April Board meeting for the Board to decide whether it would like to participate in the TIA.

Chair Somers asked for clarification on why this action is timely. Ms. Tharpe responded that the TIA would go into effect by the end of June, with the Bellevue City Council taking their action in early June. If Sound Transit would like to participate, it must pass an action declaring so prior to the City of Bellevue's action. Chair Somers also asked how the loss in revenue would be distributed amongst subareas. Mr. Foster responded that staff would need to follow up with him on the answer to the question.

Board member Wilson asked if it was accurate that it would be voluntary for Sound Transit to join, and that the TIA could move forward without the agency if needed. Ms. Tharpe responded in the affirmative.

Chair Somers requested that a representative from the City of Bellevue be present at the Board meeting to answer any potential questions on the negative impacts of the agency not joining the TIA.

#### **Executive Session – None**

#### **Other business – None**

#### **Next meeting**

Thursday, May 7, 2026

10:30 a.m. to 12:30 p.m. **\*\*NOTE EXTENDED TIME\*\***

Ruth Fisher Boardroom and virtually via Zoom

## Adjourn

The meeting was adjourned at 12:21 p.m.

ATTEST:

---

Dave Somers  
Executive Committee Chair

---

Kathryn Flores  
Board Administrator

APPROVED on \_\_\_\_\_, 2026, HRR