



## Summary Minutes

### Executive Committee Meeting May 7, 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 (P) Girmay Zahilay, King County Executive

Board Members	
(P) 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.

Board members Hunter George, David Parshall, Ed Prince, and Kim Roscoe attended to participate in committee discussion as non-voting members.

#### Report of the Chair

Chair Somers provided the report, noting that the Q1 2026 Transit Oriented Development Report was provided in Committee members' packets. He also noted that the meeting would be largely focused on the Enterprise Initiative, and thanked Board members, specifically Vice Chairs Mello and Zahilay, for their work in developing a draft proposal for an updated Sound Transit 3 System Plan.

#### CEO Report

Chief executive officer Dow Constantine provided the report, echoing Chair Somers' remarks on the Enterprise Initiative. He also thanked staff for their work in supporting the development of Chair Somers' proposal.

#### 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:

Kathy and Jack Forbes	Esbeidi Ramirez
Jenean Desmarais	Katie Vaal
City of Fife Councilmembers	Charles Foldyna-Hawly
Michael Catsi	Matt Brickell
Tyrell Family	Jackson Haffley
Bobbi Kotula	Micah Dupie
Carol and Tal Godding	Lynn Aune
Julia	Leigh Bangs
Kari Magill with Rowley Properties	Caryn Vainio
Issaquah Councilmember Russell Joe	Scott Dickey
Rene Dickey	Elinor Serumgard
Nicholas Harang	Tacoma Rainiers Professional Baseball
David and Marie Davies	Stehen Hagberg
Derek Dexheimer	Joe Kunzler
Allison Quinn	Kit Burns
John Steward	Paul Byron Crane
Erik Nordheim	Paul Malmsten
Julie Mack	Leo Berk
Mitch Forhan	Nick
Everett City Council	Sean Albert
Kyle Sullivan	Tukwila Councilmember Verna Seal
Build the Damn Trains Coalition	Washington State 11th Legislative District
Bonney Lake Mayor Terry Carter on Behalf of City Council and constituents	DuPont Mayor Ronald Frederick on behalf of City Council and constituents
Snohomish County Committee for Improved Transportation	Bill McSherry with Boeing

The following people provided in-person public comment:

Mo Malakovtian	Dave Hamilton
Anna Ziuarts	Paula Rhyne
Brock Howell	Bryan Partington
Sam Jain	Carl Aslund
David Scott	Day-Z Gould Wong
Dennis Hacker	Jay Arnold
Jason Weill	Mark Mullet
Joe Kunzler	Jonatan Gonzalez
Robin Kelly	Charles Burgess
Holden Ringer	Timothy Hardis
Lamer Magus	Billy Hetherington
David Hill	Jacob Tukel
Kelli Refer	Kit Burns
Pauline Van Senus	Toshiko Hasegawa

The following people provided virtual public comment:

Renton Mayor Armondo Pavone	Corina Yballa
Mike Stewart	Alex Brassel
Andrew Davis	Robert Cruickshank
Lisandro Vela	Harper Nalley

## **Business items**

### **Final Committee Action**

April 2, 2026, Executive Committee meeting minutes

**It was moved by Committee Vice Chair Mello, seconded by Board member Walker, and carried by the unanimous vote of all Board members present that the minutes of the April 2, 2026, Executive Committee meetings be approved as presented.**

### **Discussion on Resolution No. R2026-11, Updating the ST 3 System Plan**

Alex Krieg, Enterprise Planning Deputy Executive Director, provided a presentation on Chair Somers' proposal.

Mr. Krieg reiterated the background and key themes surfaced by the Board during its retreats between May 2025 and now. He noted that the Board established principles centered on advancing regional connectivity, prioritizing the passenger experience, supporting future growth, and protecting public investments with fiscal integrity via Motion No. M2025-36, which has guided staff's work.

Mr. Krieg summarized the results of ongoing public engagement on the Enterprise Initiative. He noted that a variety of outreach activities had taken place, including an online survey, communications to email subscribers, website and social media promotion, town halls in partnership with Transportation Choices Coalition, and other community events. The online survey, which was open for responses between March 30 and May 1, 2026, resulted in more than 17,600 responses, and 27,000 open-ended comments. Mr. Krieg noted that there were strong responses from each subarea in the district, and that a full report would be provided to the Board in advance of the May 28, 2026, Board meeting.

Mr. Krieg detailed the responses to the online survey, noting that advancing regional mobility was the highest ranked principle by most respondents, followed by prioritizing the passenger experience. He noted that survey respondents also ranked securing new state or federal funding as their top choice when determining how to address the budget gap, with delay or cancellation of projects being ranked lowest. A majority of respondents ranked expansion of light rail as their top investment priority, followed by investments in service reliability, with increased parking investments being ranked lowest.

Mr. Krieg outlined the key features of Resolution No. R2026-11, and introduced Brooke Belman, Agency Deputy CEO, to discuss the Adaptive Program Management Plan (APMP) and project delivery framework.

Ms. Belman outlined that the APMP is focused on institutionalizing lifecycle cost savings, ensuring transparent and rigorous reporting, enabling effective issue, risk, and opportunity management, applying active program-level financial management, and applying equal scrutiny to agency-wide cost savings efforts. She elaborated that the APMP will establish a continuous cycle of monitoring, assessment, and adjustment to ensure the Sound Transit 3 program remains affordable, with greater definition around monitoring and risk identification, escalation thresholds, regular bond reporting, and independent oversight. Ms. Belman reported that through the second and third quarters of 2026, an adaptive program management plan framework would be developed, with the Board adopting the plan by Q4 of 2026, with ongoing reporting included as part of the agency's biannual financial plan updates.

Ms. Belman summarized the key decision-making points during a project's lifecycle, including the Draft and Final Environmental Impact Statements, Project to be Built decision, and the Record of Decision. She elaborated that the Board would also have additional off-ramps as the project advances through the milestones of 30 and 60 percent design, as well as through project budget baselining.

Mr. Krieg showcased the three scenarios presented at the March Board retreat, reiterating that they were developed to highlight key policy tradeoffs and spur Board member discussion.

Mr. Krieg summarized Chair Somers' proposal, noting that projects were separated into three categories: affordable projects, split between fully and partially funded, projects with unfunded construction phases, and deferred projects.

Mr. Krieg noted that the following projects were fully funded, with anticipated opening dates in order: Tacoma Dome Access Improvements, West Seattle Link Extension (no Avalon Station), Tacoma Dome Link Extension, Everett Link Extension Phase 1, Ballard Link Extension Initial Segment (to Seattle Center), Everett Link Extension Phase 2, T Line Extension to Tacoma Community College (opening 2043), 4 Line from South Kirkland to Issaquah (opening 2050), with the Operations and Maintenance Facilities North and South and Sounder Maintenance Base being funded with openings dependent on their construction timelines. He noted that partially funded projects, including those funded through planning and design include: Full Ballard Link Extension, and the Boeing Access Road and Graham Street Infill Stations through final design, additional Sounder South trips (partially funded), Sounder DuPont Extension (planning only), a Regional Parking Fund, ST Express Bus Base, and ST4/High-Capacity Transit corridor studies.

Mr. Krieg explained that, under the proposal, Ballard Link Extension between Seattle Center and Market Street, Boeing Access Road and Graham Street Infill Stations, further Sounder South trips, the DuPont Sounder Extension, and the remainder of ST4/High-Capacity Transit Corridor studies remain unfunded. Deferred projects include Tacoma Dome and Everett Link Extensions parking, Stride BRT parking, North Sammamish Park and Ride, Edmonds and Mukilteo Sounder Station Parking and Access Improvements, Bus on Shoulder Improvements, SR 162 Corridor Improvements, Sounder South Platform Extensions, Sounder South Access Improvements, and the remainder of the ST Express Bus Base.

Mr. Krieg described how Chair Somers' proposal compared to key metrics identified in the base ST3 plan. He reported that in the proposal, the regional rail spine of Everett to Tacoma would be complete, five regional centers would be connected compared to six in the initial plan, 92 percent of projected boardings would be achieved compared to baseline, 84 percent of the projected population connected to their jobs would be maintained compared to baseline, 77 percent of the projected zero-vehicle households with access to rail would be maintained, and the regional reduction in travel times would be reduced in affect from 'high' to 'medium' based on staff estimates.

Mr. Krieg reiterated the key areas of work under each workstream within the Enterprise Initiative. The Policy and Planning workstream developed revised assumptions on ST Express service and an updated capital program, as well as the discontinuation of Sounder N Line service in 2033 as cost savings measures, with updated assumptions on parking fees reflecting an increase in projected financial capacity. The Transit Operations workstream identified cost savings through updated resiliency and state-of-good-repair assumptions, as well as updates to future light rail vehicle and staffing costs. The Finance workstream identified a variety of new revenues and financing opportunities such as additional rental car tax authority, updated federal grant assumptions, and anticipated savings on ST2 project closeouts. Mr. Krieg then introduced Hughey Newsome, Chief Financial Officer, to provide additional details on the agency's financial capacity and program risk management.

Mr. Newsome reported that the proposed update to the system plan fully utilizes the agency's financial capacity and that future Board action may be required should future unanticipated changes in costs and revenues occur. He further noted that the agency currently has a margin of 15 percent remaining debt capacity, with the proposed update reducing that to 12.5 percent, which would leave the agency with approximately two billion dollars in remaining debt capacity should revenues or costs change through 2052.

Mr. Newsome detailed the changes to the Long-Range Financial Plan (LRFP) as part of the proposed system plan update. He noted that the end date of the LRFP would be extended from 2046 to 2052. Approximately \$11-13 billion in savings would be incorporated from the affordable capital program, along with a further \$6-8 billion in other cost savings and additional financial capacity. Additionally, debt interest would be turned into a systemwide expense, with principal payments still being allocated by subarea.

Mr. Krieg discussed Attachment B of the proposal, the Enterprise Workplan. He explained that the workplan outlines key areas of work for staff to continue finding cost savings, as well as to accelerate project delivery and add additional financial capacity across the workstreams identified in the Enterprise Initiative.

Mr. Krieg outlined the amendments process for Resolution No. R2026-11. He noted that initial amendments would need to be submitted to Sound Transit staff by noon on May 13th, with final versions needing to be submitted by the conclusion of business on May 20th. He noted that these deadlines are needed to ensure there is adequate time for legal and financial review of the amendments, and that amendments would then be distributed to Board members in the Board mailing on May 22nd.

Chair Somers asked for clarification if refined cost estimates during advancing design stages would also incorporate cost savings identified through the process. Mr. Krieg responded in the affirmative.

Chair Somers noted that the West Seattle Link Extension is the furthest along in its development and asked where the project was specifically on the delivery timeline. Ms. Belman responded that the Record of Decision has been issued for the project, and following Board decision on the Enterprise Initiative, staff was ready to continue design work and right-of-way acquisition. Chair Somers noted that the West Seattle Link Extension is the driving force behind the decision-making timeline for the Enterprise Initiative, so that staff can continue work.

Chair Somers asked when the final decision to build the West Seattle Link Extension would come before the Board. Ms. Belman responded that the build decision would come somewhere between 60 to 90 percent design, which would come in the form of the Board's approval of the baseline budget for the project.

Chair Somers shared his agreement with public commenters who emphasized the importance of exploring alternative funding solutions and new revenues, but that pursuing those solutions before the updated System Plan is adopted would continue to effectively keep Sound Transit 3 projects paused until that is complete.

Board member Franklin asked for clarification on the project delivery framework, noting that potential offramps are synonymous with points noted as 'Board Direction/Validation.' Ms. Belman responded that the 'Board Direction/Validation' represent key points at which staff would bring back major project milestones for Board consideration, such as the Draft Environmental Impact Statement.

Board member Franklin asked whether the 60 percent design and baseline budgeting decision would essentially be the final potential off-ramp for a project. Ms. Belman responded in the affirmative. Board member Franklin further asked for confirmation that West Seattle is prioritized due to it already having a completed EIS process and Record of Decision. Ms. Belman responded in the affirmative.

Board member McLeod asked whether the Racial Equity Toolkit was used to analyze proposal. Mr. Krieg responded in the negative. Board member McLeod further asked if the RET would be used. Mr. Krieg said that staff do not anticipate using the RET prior to Board final decision on the resolution, noting that the RET is most commonly used to guide capital projects, whereas the Enterprise Initiative was guided by the Board's established principles from Motion No. M2025-36.

Board member McLeod expressed his concern that the RET was not used to analyze the proposal, noting that various members of majority minority communities have made their voices heard and that formal engagement from the Board is occurring in South King County until after the meeting.

Board member McLeod noted that the Board's 2021 realignment process identified various projects by tiers, and that previously identified Tier 1 projects are now being deferred, whereas other Tier 2 and Tier 3 projects have been prioritized under the proposal. He expressed frustration at how the agency would be able to confidently address concerns from communities when the agency changes priorities over time.

Board member McLeod asked what the typical contingency amount for a project is. Mr. Krieg noted that typical contingency is approximately 40 percent, with the infill stations at Graham Street and Boeing Access Road being at approximately 67 percent due to larger anticipated disruptions due to their construction and delivery.

Board member McLeod shared his concern and dissatisfaction with the dueling priorities being shown to South King County and how that makes it difficult to establish trust with communities, while stating his support for building the light rail spine from Everett to Tacoma with infill stations along with the West Seattle Link Extension.

Board member Zahilay thanked Chair Somers, CEO Constantine, and staff for their work in developing the proposal for an updated system plan, while affirming Chair Somers' earlier remarks that the proposal was developed in close collaboration with his office.

Board member Zahilay further shared the key priorities that he noted in his work with Chair Somers: advance all shovel-ready projects, including the West Seattle Link Extension, aggressively advance the Ballard Link Extension to find the cost savings needed to complete full construction, maintain the South Kirkland to Issaquah light rail extension, build the Graham Street and Boeing Access Road infill stations, and complete the light rail spine from Everett to Tacoma. He noted this proposal delivered on many of those priorities, although more work was needed to address all of King County's concerns.

Board member Zahilay noted three areas of improvement that he would like to see implemented in the final version of the proposal: Additional clarity on process, particularly how projects will be re-added into affordable delivery if and when new resources are identified, further commitments for the Graham Street and Boeing Access Road infill stations, and additional information on short-term transportation planning for communities that will not see light rail for a significant period.

Vice Chair Mello thanked Chair Somers and his staff for their collaboration on developing the proposal. He shared his appreciation for the difficulty of balancing the various priorities across the region and noted that while no subarea was untouched by the proposal, that it still brings nearly the same level of commitment to the region compared to the original Sound Transit 3 plan. Vice Chair Mello shared his excitement and commitment to pursue new revenues and resources to help move projects that are partially funded or deferred back into affordability as the agency moves forward over the next year.

Board member Meredith thanked staff for their work and requested that public comments remain front of mind as the proposal continues to develop. She noted her support for the agency's continued commitment to state of good repair, as it represents the lowest cost means of maintaining the system. She further noted that the project delivery framework highlighted in the presentation did not showcase project on-ramps once new resources are identified and requested that they be included in future developments along with modified approaches for alternative delivery methods.

Board member Birney thanked agency staff and CEO Constantine for the work throughout the Enterprise Initiative, while also noting her appreciation for Chair Somers' work on developing this proposal. She detailed the public engagement that had occurred in East King County and noted that while supportive that the proposal includes a path forward for the South Kirkland to Issaquah light rail extension, that further work needs to be done for the project. Board member Birney shared her commitment to work proactively as the System Expansion Committee Chair to strategize on how to deliver projects efficiently and better.

Board member Wilson thanked the public for their continued engagement throughout the Enterprise Initiative and shared her priority of advancing the West Seattle Link Extension and other projects as they become shovel ready. She shared her commitment to continue working to find new resources and work with other Board members to identify new revenues to assist in delivering the Sound Transit 3 program. She further noted that the City of Seattle is committed to working closely with Sound Transit to expedite project delivery, thanking Board member Strauss for his work at the City of Seattle to streamline permitting.

Board member Franklin shared her appreciation for Chair Somers' work throughout the process. She noted her disagreement with staff on the characterization of the spine as 'support for local projects,' noting that there is no regional system without light rail connections between Snohomish and Pierce Counties. She shared her agreement with additional oversight noted in the proposal, particularly the APMP, while expressing some concern with the overall proposal, especially regarding underserved communities.

Board member Walker thanked Chair Somers for his work on the proposal. She asked whether there were additional materials that further elaborated on the financial enhancements identified throughout the Enterprise Initiative. CFO Newsome noted that the slide covers the full accounting of cost savings and additional financial capacity identified through the process. Board member Walker asked whether these would be further detailed and explained in the next LRFP update. CFO Newsome responded in the affirmative.

Board member Walker noted that only the T Line extension and South Kirkland to Issaquah light rail extension included opening dates and asked if specific dates or ranges could be provided for other projects. Mr. Krieg responded that those dates were included because they represented deviations from the original Sound Transit 3 plan, but those dates could be added for other projects in advance of the May 28th Board meeting.

Board member Strauss shared his dissatisfaction with the approaches presented at the March Board Retreat and appreciation that the proposal brings greater clarity to the Ballard Link Extension. He noted that a date for the full Ballard Link Extension is not included, highlighting that Ballard is the only regional center that won't be connected by light rail under the proposal. He shared his disagreement with characterizing the new Downtown Seattle Transit Tunnel as being partial construction of the Ballard Link Extension. Board member Strauss noted the improvements of the Enterprise Initiative over the 2021 realignment but shared his perspective that other levers within the Initiative were not being sufficiently explored and that he is troubled over the full proposal.

Board member Mosqueda asked whether it was the Chair's preference, regarding amendments, to consider all amendments separately or have some combined into a striker. Chair Somers replied that the timeline for amendments was based on the needs of staff for legal and financial review, but that he was open to either considering all amendments individually or drafting a striker.

Board member Mosqueda thanked Chair Somers and staff for their work in drafting the proposal. She shared her agreement with Chair Somers' priorities, including regional connectivity, not deferring projects indefinitely, not abandoning projects, and committing to completing all light rail projects. She noted that this is an important vision to bring to the State Legislature as the agency looks to identify and secure new resources, sharing a graphic given at one of the town halls that highlights the potential avenues for securing new resources.

Vice Chair Mello noted Board member Strauss' concerns regarding the level of exploration of the various workstreams within the Enterprise Initiative and asked staff if dollar amounts could be added to showcase what work has been done in addressing the budget gap across all areas of work. Mr. Krieg responded in the affirmative. Mr. Krieg also noted that a different slide in the presentation showcased that \$6-8 billion were identified across workstreams outside of capital costs, but that a majority of the cost growth was due to the capital program.

Board member Strauss noted that cost savings work in the West Seattle Link Extension identified significant cost savings and shared his view that work has not yet advanced enough on the Ballard Link Extension to properly showcase potential cost savings, which should occur before taking the full project off the table.

Chair Somers responded that the proposal does not take the Ballard Link Extension off the table but rather would continue to explore cost-savings opportunities and other resources as design work progresses, with the intent to institutionalize the Enterprise Initiative into the agency's daily work.

Chair Somers inquired as to whether there was interest from other Board members in having an additional meeting in advance of the full May 28th Board meeting. Board members Franklin and McLeod responded in the affirmative.

Chair Somers noted that a notice would be distributed to the public regarding the special meeting.

**Executive Session** – None

**Other business** – None

**Next meeting**

Thursday, June 4, 2026  
10:30 a.m. to 12:00 p.m.  
Ruth Fisher Boardroom and virtually via Zoom

**Adjourn**

The meeting was adjourned at 12:50 p.m.

ATTEST:

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Dave Somers  
Executive Committee Chair

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Kathryn Flores  
Board Administrator

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