



Summary Minutes

Board Meeting
May 28, 2026

Call to order

The meeting was called to order at 1:31 p.m. by Chair Dave Somers and was available for viewing in person in the Sound Transit Board Room of Union Station, 401 South Jackson, Seattle, Washington 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 Chairs
(P) Dave Somers, Snohomish County Executive	(P) Claudia Balducci, King County Councilmember (P) Ryan Mello, Pierce County Executive

Board members	
(P) Angela Birney, City of Redmond Mayor	(P) Ed Prince, City of Renton Councilmember
(P) Steffanie Fain, King County Councilmember	(P) Kim Roscoe, City of Fife Mayor
(P) Cassie Franklin, City of Everett Mayor	(P) Dan Strauss, City of Seattle Councilmember
(P) Hunter George, City of Fircrest Councilmember	(P) Peter von Reichbauer, King County Councilmember
(P) Thomas McLeod, City of Tukwila Mayor	(P) Kristina Walker, City of Tacoma Councilmember
(P) Julie Meredith, WSDOT Secretary	(P) Katie Wilson, City of Seattle Mayor
(P) Teresa Mosqueda, King County Councilmember	(P) Girmay Zahilay, King County Executive
(P) David Parshall, City of Lynnwood Councilmember	

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

Report of the Chair

Re-ordering the Agenda – Chair Somers announced that he would be reordering the agenda to hold an Executive Session after Public Comment and before consideration of the Consent Agenda.

Monthly Contract Report - The meeting packet included the monthly CEO contract report for April 2026, as well as the monthly Multiple Award Task Order Contract (MATOC) report.

Enterprise Initiative – Chair Somers summarized the goal of the Enterprise Initiative and the financial pressures and constraints the Agency has projected to occur over the ST3 program voted upon in 2016. He reminded the public of the principals and goals the Board adopted in August 2025 and how the updated system plan flows from that guidance. He noted the updated plan before the Board today completes the regional light rail spine, the West Seattle Link Extension, and advances light rail in East King County.

He added that while the full Ballard Link Extension is not currently affordable, the Board is committed to ensuring final design is completed on the full alignment while the agency continues to look into cost-saving and revenue-maximizing measures.

He thanked Board members Zahilay and Mello for their close partnership as the three County Executives, as well as all the Board members who worked to represent and communicated the concerns and needs from their communities. He also thanked Sound Transit staff, in particular Alex Krieg, for their work on the Enterprise Initiative over the last year.

Chair Somers reinforced that nothing in the plan is a permanent decision to eliminate the voter-approved ST3 plan. The updated plan preserves what is currently affordable within ST3 and creates a framework to continue advancing projects as financial conditions improve and new opportunities emerge.

CEO Report

CEO Constantine provided the report.

Enterprise Initiative – CEO Constantine added that, when he took on the role of CEO, the funding gap that appears in the 2030s had just been identified and work began, and is not ending today, to close the gap and deliver the benefits of the 2016 ST3 plan. In the immediate term, he noted that there are legal constraints that require the agency to adopt a system plan that matches the long-term financial projects as they exist today for both the entire region and each subarea of the Sound Transit district. Until an affordable plan is in place, projects cannot move forward, and delay costs money. Over the last year, the Board has been engaged on the work through Board Retreats and presentations across Committee and Board meetings. More than 20 community meetings, hours of public comments, and more than 17,000 responses to a region-wide survey helped to inform today’s proposal.

CEO Constantine reflected on the change in the general attitude toward transit projects over the last several decades. While the region was previously questioning whether high-capacity transit was needed, today the region is asking for more transit, to more places, more quickly.

Public Comment

Chair Somers announced that the Board was accepting public comment via email and verbally through the virtual meeting platform.

The following people provided written public comment to the Board:

The Lynnwood City Council	MaryKate Ryan
Jeff Ryan	Alex Ramuglia
City of Sammamish	Jacob Clere
Shoreline Councilmember Chris Roberts	Tai Nguyen
Tukwila City Councilmember Hannah Hedrik	Michael Gillenwater
US Representative Rick Larsen	Suzette McClintock
Renton Councilmember Carmen Rivera	Corey Lindgren
Zsofia Pasztor	Jeremy
Cecily Jansen	Alice Friedman
Donna Popich	Susan Hamm
Lori Tyler	Aaron Kahn
Marilyn Kennel	Olga
Jan Roberts	Rachel
Kirsten Whitemore	Jefferey and Louise Davis
Stuart	Dana
Bill Hirt	Lafcadio Darling
Trevor	Erin O'Brien
Emily Derickson	Destinee Evers
Cindy Krueger	Washington Nightlife and Music Association
Rahim S. Rajan	Alex Miner

Nick Burlingame
Claire Farrington
Evan McLaughlin
Colleen Webb
Hannah Stockwell
Laura Finkelstein
Katrina Hoch
Zack Kearnan
Erica Piazza
Nancy Silberg
Lisa Dimaina
Christy Beckley
M. Wood
Kristin Beaulieu
Cailyn
Stephanie Bertges
Steven Behling
Vlad
Dave Boyd
Emily McComb
Michelle Pogotskin
Eric Salinger
Heather Lisagor
Pierce Papke
Janelle Norman
David Folweiler
Katy Corella
Jason
Paige Lowe
Dylan Mullin
Stephanie Van Dyk
Kevin M.
kiki Erickson
Jacqui Metzger
Mary Ellen L. Engman
Katie Machado
Rick Hooper
Thomas Ackels
David
Greta Gunning
Marshall
VKB
Susan Feeney
John Arzuaga
Annette de Soto
Kim
Barbara Kiley
Theresa LaRue
Alissa Rose
Sharon Muza

Masayo Bennion
Jennifer V.
Shane Dombrowski
Wes Payne
Phillipe
Dorothy Gesick
Gary Johnson
Chris Karnes
Kaytlin Carlson
Brien Chow
Betty Lau
Jack Miller
Amir Kazi
Ian Higgins
Lisa Yeager
Ben Adams
Chris McMuldloch
Joe Kunzler
Joseph Cortese
Jani Traven
Brian Kaku
Evan Lester
Colleen Horn
Mary Engel
Kay Warhol
Matthew Horn
Jaxon
Frances Merenda
Sam Wempe
Bill Fay
Jerry and Irene Chihara
Rachel Butler
Danielle Gahl
Andy Gundel
Lisa Barnes
Heather Borro
Amitava Bhattacharyya
Peter Bryan
Craig Carney
Elli Armantrout
Steve Zielke
Eunice
Nathan Antonio
Patty Mills
John Heiderich
Lester Thompson
RM Addison
Chris Gantt
Diane Berger
May Gantt

Sunandan Barman
Joseph Krenetsky
Mary Ethel Schmidt
Jorge Lucangeli
Linda Hilliard
Catherine Conolly
Judy
Jennifer Baugh
Brett Kraabel
Maggie Fimia
Will Knedlik
Luke Benoy
Jake London
Logan Jacobson
Geraldine Chambers

Brian Zumeta
Bonnie
Jonathan Kizer
Quinn Kelly
Anna
Jameson
Tim Hams
Kyle Sullivan
Matt Westerman
Kit Burns
Thomas Helleboi
Oliver Chen
Jeff Snedden
Christiano Martinez
Daniel Sparler

Chair Somers noted that the period for verbal public comment would conclude at 3:00 p.m.

The following people provided in-person verbal public comment to the Board:

Kelli Curtis	Armando Pavone
Jorge Baron	Eddie Lin
Sid Logan	Alexis Mercedes Rinck
Violet Lavatai	Kirk Hovenkotter
Jan Edrozo	David Hamilton
Whit Makamsa	Alissa Rose
Sameth Nue	Laura Svancarek
Ra-tah	Ben Broesamle
Lei Xingyao	Robert Cruickshank
Huang Huilan	Day-Z Gould
Chen Caijuan	David Scott
Feng Ming	Pauline van Senus
Zhu Zhiyu	John Lyon
Diane Weng	Tim Eyman
Josh	Patrick White
David Haines	Kit Burns
Chili	Clinton Allaway

The following people provided virtual verbal public comment to the Board:

Kevin Haag
Scott Kubly
Joe Kunzler
Will Knedlik
Nick Thulin
Joshua Sera
Amber Hu
Chris Mackay
Fallon
Betty Jean Williamson

At 3:00 p.m., Chair Somers closed public comment. Board member Mosqueda asked if the time for public comment could be extended. Board member McLeod stated his support for additional time. Chair Somers asked Ms. Flores how many remaining commenters have signed-up. Ms. Flores answered that there were 43 in-person and at least 15 virtual public commenters left. Chair Somers opted not to extend the time for public comment.

Executive Session to discuss litigation to which the Agency is, or is likely to become, a party as authorized under RCW 42.30.110(1)(i)

Chair Somers advised that the Board was going into executive session to discuss litigation in which the agency is, or is likely, to become a party. He introduced Desmond Brown, Sound Transit General Counsel, who explained that the Board was allowed to enter into executive session under RCW 42.30.110(1)(i) to discuss the risks of a proposed action in which a public discussion would have adverse legal or financial consequence to the agency.

Chair Somers explained that the Board would be in executive session for 20 minutes. The executive session began at 3:02 p.m. and was scheduled to end at 3:22 p.m.

At 3:22 p.m., the executive session was extended by 10 minutes to end at 3:32 p.m.

At 3:32 p.m., the executive session was extended by 10 minutes to end at 3:42 p.m.

At 3:42 p.m., the executive session was extended by 5 minutes to end at 3:47 p.m.

The executive session ended at 3:47 p.m. At 3:54 p.m. the meeting was called back to order.

Consent Agenda

Voucher Certification: April 2026

Minutes of the April 23, 2026, Board of Directors Meeting

Motion No. M2026-18: Authorizing the chief executive officer to execute a Master Research Agreement with the University of Washington on behalf of its Mobility Innovation Center to perform research across a wide variety of areas and topics to support Sound Transit's planning, design, construction, operation, and maintenance.

The consent agenda was moved by Board member Birney and seconded by Board member Walker.

It was carried by a unanimous vote of all Board members present that the Consent Agenda be approved as presented.

Business items

Resolution No. R2026-11: Updating the Sound Transit 3 System Plan to be affordable within available and projected financial capacity.

Alex Krieg, Enterprise Planning Deputy Executive Director, Brooke Belman, Agency Deputy CEO, and Hughey Newsome, Chief Financial Officer, provided the staff presentation.

Board member Mosqueda asked for Mr. Krieg to restate his comments related to the last line on slide 10 of the presentation. Mr. Kireg reiterated that the proposal does not cancel or eliminate any project and allows the agency time to identify additional resources.

Board member Birney inquired into whether the Board intends to vote on approval of the Adaptive Program Management plan in December. Mr. Krieg answered that he believes that is the case.

Board member Wilson asked if the thresholds for escalating information and potential issues to the Board would put undue burden on staff to advance work to keep projects on schedule. Ms. Belman answered that the thresholds are yet to be officially drafted so there is room to find balance.

Board member Wilson, noting the potential decision on a station near Aurora and Harrison during the Ballard Link Extension environmental review process, asked if the planned high-capacity studies outlined in Attachment B could cover the corridor should the station be removed as a cost-saving measure. Mr. Krieg responded that the resolution could potentially cover a study based on the removal of that station.

Resolution No. R2026-11 was moved by Board member Birney and seconded by Vice Chair Mello.

Amendment 1 to Resolution No. R2026-11 was moved by Chair Somers and seconded by Vice Chair Mello.

Amendment 1 – offered by Board Chair Somers

Amend Resolution No. R2026-11 by substitution with the following documents:

- Substitute Resolution No. R2026-11
- Substitute Attachment A
- Substitute Attachment B

Board member Birney offered a friendly amendment to include “[and approval](#)” between “presented to the Board for consideration” and “in December 2026” in the final paragraph of Section 4 of the Resolution. Chair Somers accepted the amendment as friendly.

Board member Walker thanked Chair Somers for the incorporation of the specific project allocations listed in the materials via the Substitute documents.

Chair Somers called for a voice vote on Amendment 1, as amended.

Amendment 1, as amended, to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 2 to Resolution No. R2026-11 was moved by Vice Chair Balducci and seconded by Boardmember Birney.

Amendment 2 – offered by Board Vice Chair Balducci

Amending Resolution No. R2026-11 to insert the following as a new Section 8 of the Resolution to identify and institutionalize innovative approaches to project delivery, financing, and technology that can reduce costs, accelerate schedules, and expand Sound Transit's financial capacity to deliver the ST3 program:

[Section 8: The Board directs the CEO to assess and recommend how Sound Transit can systematically explore and deploy extraordinary and innovative approaches that could improve project delivery, reduce lifecycle costs, and expand financial capacity for the ST3 program.](#)

[The CEO will synthesize information developed through related activities identified in Attachment B and described below and will conduct a study and produce a report on:](#)

- [Project Delivery Models – Assessment of alternative delivery and procurement methods \(including but not limited to design-build, design-build-finance, public-private partnerships, and other innovative procurement strategies\) including comparative lifecycle cost analysis and risk allocation](#)

- [Permitting and Regulatory Reform – Identification of barriers in permitting processes across jurisdictions and recommended reforms to accelerate environmental review and local approval timelines](#)
- [Right-of-Way Access Partnerships – Innovative approaches to access, lease, or partner on public and private rights-of-way to reduce acquisition costs and complexity](#)
- [Financing Innovation – Exploration of expanded financing tools including value capture mechanisms, tax increment financing, debt-capacity changes, local jurisdiction partnerships to leverage debt capacity, private financing partnerships, and third-party co-funding arrangements](#)
- [Technology Integration – Assessment of emerging technologies \(automation, CBTC expansion, etc.\) that could reduce operating costs, capital costs, and/or improve system efficiency](#)

[The CEO will present recommendations by Q4 2026 identifying:](#)

- [Where within the agency this innovation and delivery acceleration work should be permanently housed, including resource requirements and staffing needs to operationalize this work](#)
- [The most promising opportunities across these domains with quantified potential impact on cost, schedule, and rider experience](#)

[As part of the recommendations, the CEO will identify a new organizational section reporting to the CEO with authority and resources to carry out the identified tasks for the system expansion program \(including prioritizing support projects listed in Attachment A, tables 1 and 2\), so that those recommendations are not only actionable but are staffed and underway without further delay.](#)

Vice Chair Balducci noted that there is a cycle of realignment votes that have taken place over Sound Transit's history and that much of policy work in the current Resolution is developed to break out of that cycle. Amendment 2 would direct the CEO to return back with a proposal on how to staff a team that institutionalizes the desire to continue to pursue innovative solutions across the agency.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the amendment would build upon and continue many of the activities from the Enterprise Initiative. He noted that a full financial impact could only be known once a proposal was developed.

Board member Mosqueda thanked Vice Chair Balducci for the list of areas for the proposed team to look into and stated her support for the amendment.

Chair Somers stated his support for the Amendment.

Chair Somers called for a voice vote on Amendment 2.

Amendment 2 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 3 to Resolution No. R2026-11 was moved by Vice Chair Balducci and seconded by Boardmember Birney.

Amendment 3 – offered by Board Vice Chair Balducci

Amend Resolution No. R2026-11 to add the following as Section 4(e):

(e) Financial governance standards – The Board recognizes that repeated program realignments undermine public trust and agency credibility, while also interrupting and potential delaying critical agency work. To break this cycle and establish sustainable financial governance, Sound Transit must adopt structured, transparent standards for when and how financial rebalancing occurs, subject to the limitations in the ST3 Ballot Measure (Resolution No. R2016-17). The Board directs the CEO to:

- Develop a set of early-warning financial distress indicators, including quantitative and qualitative metrics, that could signal potential need for program or budget realignment. These indicators will be reported regularly to the Board and made publicly available, ensuring transparent, proactive notice well in advance of any necessary agency realignment.
- Assess industry best practices for how transit agencies conduct periodic financial rebalancing (e.g., the 5% imbalance rule), including comparing Sound Transit's approach to peer agencies.
- Develop recommended financial governance standards that address frequency and triggers for realignment reviews, advance planning cycles that provide predictability for stakeholders, and transparent metrics for project prioritization, including highlighting the existing limitations in the ST3 Ballot Measure (Resolution No. R2016-17).
- Present recommendations at a time recommended by staff for Board consideration and adoption into updated Financial Policies.

These standards will be codified in Sound Transit's Financial Policies to ensure they persist and guide future Board decision-making, regardless of changes in leadership or Board composition.

Vice Chair Balducci stated that Amendment 3 directs the agency to implement additional financial governance standards to flag early-warning stress indicators through consistent monitoring and potential shift the criteria that trigger realignments.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that staff would be able to provide recommendations on potential financial policy updates and cautioned that they could be limited due to external requirements.

Board member Roscoe stated her support for the amendment and asked the Board to evaluate all the reporting that has been directed over the years to see if there is potential for consolidation.

Chair Somers and Vice Chair Balducci stated their support for that effort.

Chair Somers called for a voice vote on Amendment 3.

Amendment 3 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 4 to Resolution No. R2026-11 was moved by Vice Chair Balducci and seconded by Boardmember Birney.

Amendment 4 – offered by Board Vice Chair Balducci

Amending Resolution No. R2026-11 to insert the following as a new Section 9 of the Resolution:

Section 9: While working to deliver the entire ST3 plan as revenue becomes available, it will be the agency's top priority to maintain stability and reliability of Sound Transit service that riders depend on. The CEO will report quarterly to the Board on existing service performance metrics and notify the Board immediately of any circumstances that could require changes to established service patterns.

Vice Chair Balducci noted that while the statement was present in the recitals, she felt it was appropriate to bring into the actionable language of the Resolution. She noted she is not firm on the language about quarterly reporting, given the previous discussion on consolidating reporting.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the Rider Experience and Operations Committee receives quarterly reporting that could meet the amendment's language. Additional interaction with the Board takes place during the annual Service Plan adoption.

Board member Walker thanked Vice Chair Balducci for remembering the riders while the discussion today is largely focused on financial pressures.

Chair Somers called for a voice vote on Amendment 4.

Amendment 4 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 5 to Resolution No. R2026-11 was moved by Board member Roscoe and seconded by Boardmember Prince.

Amendment 5 – offered by Boardmember Roscoe, and Vice Chairs Balducci and Mello

Amending Resolution No. R2026-11 to add the following as Section 7:

Section 7: (a) *Innovative Access Planning.* The chief executive officer is directed to identify opportunities and make recommendations to deliver flexible, innovative, and affordable methods, including but not limited to first/last-mile connectivity, parking management, interim parking solutions, local transit connections, and accessible design, to get people to transit stations for stations with deferred parking facilities.

(b) *Regional Parking Fund.* The Board hereby establishes a Regional Parking Fund to support cost-effective and innovative investments in station access and parking. The Fund will be funded equally by the Pierce County, Snohomish County, and East King County subareas and uses will be allocated equally to improvements in those subareas. The chief executive officer is directed to administer the Fund to incentivize public-private and public-public partnerships, shared parking arrangements, and other innovative access solutions.

(c) *Fund Evaluation and Replenishment.* The chief executive officer is directed to evaluate the effectiveness of the Regional Parking Fund annually, with findings reported to the Board as part of the annual adaptive program management plan review. This review will also identify any policy, programmatic, or regulatory barriers preventing local jurisdictions and Sound Transit from implementing the Fund. The evaluation will assess whether delivered investments have improved station access in a cost-effective manner. The Board will consider replenishment of the Fund based on the findings of the evaluations and the availability of financial resources at the time of each review.

Board member Roscoe explained that the amendment would add clarity to the Regional Parking Fund included in the Substitute Resolution adopted in Amendment 1. Amendment 5 would further define its goals, funding sources, and potential replenishment. She noted the importance of a varied approach to access Sound Transit's high-capacity system.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the amendment would carry forward policy language from Resolution No. R2021-05, and the annual reporting under the Adaptive Program Management plan would satisfy the reporting requirement.

Boardmember Birney noted her support for pursuing innovative partnerships.

Vice Chair Mello thanked Vice Chair Balducci and Board member Roscoe for their work on this amendment. He noted that each community around the light rail system is unique and how various parts of the region will access the system is different. He highlighted the upholding of subarea equity in the amendment and was optimistic about the potential for public-private partnerships to spur growth and vitality around the stations.

Board member Walker, stating her record of approaching parking with skepticism, appreciated the framework built in the amendment and stated her support for the amendment.

Chair Somers called for a voice vote on Amendment 5.

Amendment 5 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 6 to Resolution No. R2026-11 was moved by Boardmember Prince and seconded by Boardmember Birney.

Amendment 6 – offered by Boardmembers Prince, Zahilay, Birney, Fain, and McLeod

Advance the Renton Transit Center Parking Garage by amending the Staff Report and Attachment A of Resolution No. R2026-11 as follows:

- Add 'Renton Transit Center Parking Garage (\$100M)' in the Fully Funded Projects portion of Table 1 below West Seattle Link (no Avalon Station)
- Reduce the 'S Kirkland to Issaquah Link (now 2050)' total from '(\$8.4B)' to '(\$8.3B)' in the Fully Funded Projects portion of Table 1

Board member Prince explained that the amendment would move the Renton Transit Center Parking Garage to the Fully Funded project list, while identifying a funding offset in the total for the S Kirkland to Issaquah Link project to maintain a systemwide and subarea balanced plan. He noted that the investment would support Renton and South King County riders as they connect into the system.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the current cost estimate for the Renton Transit Center Parking Garage is \$98 million in Year-of-Expenditure dollars (YOES). He noted that a variance due to the difference in the assumed year of expenditure has been assumed by staff. Additional planning work on the S Kirkland to Issaquah Link project will help to validate costs. The assumed date of delivery for the Renton Transit Center will be 2034, based on Resolution No. R2021-05.

Board member Birney stated her support for the amendment as the garage provides important access to the Sound Transit system.

Board member Zahilay, echoing Vice Chair Mello's previous comments, noted that the Renton community has communicated that the garage is a critical access project.

Board member Zahilay offered a friendly amendment to add "[, by assuming a reduction in parking investments in the project](#)" after "Reduce 'S Kirkland to Issaquah Link (now 2050)' total from '(\$8.4) to '(\$8.3)'" in the Fully Funded Projects portion of Table 1. Board member Prince accepted the amendment as friendly.

Chair Somers asked if there is a sufficient level of funding for parking investments assumed in the S Kirkland to Issaquah Link project. Mr. Krieg confirmed there is.

Board member Mosqueda thanked her fellow Board member who proposed the amendment and expressed appreciation for local unions who expressed their support.

Vice Chair Balducci stated her support for the intent of the project but could not support the amendment as it diverts funding from a light rail project to a parking project. She noted that she spent time after seeing the amendment to develop an alternative amendment which would provide additional funding resources for the Renton Transit Center Parking Garage. She noted that parking is frequently deferred from projects, so it could be possible that there will be no parking funding at all for the S Kirkland to Issaquah Link project when the project is further developed. She noted that committing to shift funding from a light rail project at this time is something she cannot support. Primarily a transit agency, she felt Sound Transit could deliver parking as an ancillary service but not at the expense of other projects.

Board member Fain thanked Board member Prince for the amendment and thanked Board member Zahilay for the language to clarify that the offset is assumed to come from other parking investments. She also flagged that the Board adopted Resolution No. R2026-10, authorizing participation in the City of Bellevue's Tax Increment Financing, that would help raise additional funds for the East King County sub-area. She noted the parking garage will provide meaningful transit access to the South King County area. She stated her support for the amendment.

Board member Wilson noted the importance of investing in Renton but stated that she could not support the amendment as it diverts funds to a parking project.

Vice Chair Balducci asked if the resources included in the Region Parking Fund could be used to support this project. Mr. Krieg responded that the Renton Transit Center Parking Garage would be solely funded by the offset to the S Kirkland to Issaquah Link project.

Board member Mosqueda also thanked Board Labor Liaison Bogardus.

Chair Somers echoed the sentiment that transit access is unique around the region and state his support for the amendment.

Vice Chair Balducci restated her support for increasing transit access via the parking garage, and her opposition to the specific funding source included in the amendment.

Board member Zahilay stated that his understanding of the alternative proposal would find the funds through bonding which would put pressure on future costs by counting against Sound Transit's debt capacity.

Chair Somers took a moment to note that this is the first amendment in the agenda to potentially have significant financial implications. He thanked the Board members for finding ways to stick within the affordability frameworks.

Vice Chair Balducci requested a Roll Call vote on the amendment.

Chair Somers called for a roll call vote on Amendment 6, as amended, to Resolution No. R2026-11.

Ayes

Angela Birney
Steffanie Fain
Cassie Franklin
Hunter George
Thomas McLeod
Ryan Mello
Julie Meredith
Teresa Mosqueda

David Parshall
Ed Prince
Kim Roscoe
Dan Strauss
Peter von Reichbauer
Girmay Zahilay
Dave Somers

Nays

Claudia Balducci
Kristina Walker
Katie Wilson

Amendment 6, as amended, to Resolution No. R2026-11 was carried by a majority vote of the Board members present, with Boardmembers Balducci, Walker, and Wilson voting in the negative.

Vice Chair Balducci declined to offer Amendment 7, as it would conflict with Amendment 6.

Amendment 8 to Resolution No. R2026-11 was moved by Boardmember Wilson and seconded by Vice Chair Mello.

Amendment 8 – offered by Boardmembers Wilson, Zahilay, and Mosqueda

Advance the Graham Street Infill Station by,

Amending the Staff Report and Attachment A of Resolution No. R2026-11 as follows:

- Add 'Graham St. Link Infill Station (\$214M) in the Fully Funded Projects portion of Table 1 below Tacoma Dome Access Improvements
- Remove 'Graham St. Infill Station (through final design)' from the Partially Funded Projects and Projects Funded through Planning and Design portion of Table 1
- Remove 'Graham St. Link Infill Station (construction)' from the Construction Not Currently Affordable within Existing Resources table (Table 2), and

And, amend Attachment B of Resolution No. R2026-11 to add the following in the Capital Delivery section of the Enterprise Workplan:

- To support affordable delivery of the Graham Street Station, Sound Transit will incorporate \$25M in secured federal grant funds for project construction, apply identified cost savings opportunities, and pursue additional local and federal grant opportunities. Sound Transit will also incorporate any realized cost savings from the Pinehurst Station project to the extent they are confirmed and available. The City of Seattle, as owner of the right-of-way, will work with Sound Transit to expedite permitting, resolve ROW-related risks, and support cost reduction efforts. Sound Transit will also work with project partners to identify opportunities to reduce risk, with contingency adjustments made consistent with Sound Transit's standard risk management practices.

By June 1, 2027, Sound Transit will present a plan that includes confirmed cost savings opportunities, identification of alternative financing and funding to support project delivery. The City of Seattle and King County will participate in the development of this plan. In the event that Sound Transit determines, following full consideration of all available options and in consultation with the City of Seattle and King County, that a funding gap exists, Sound Transit will enter into good-faith negotiations with the City of Seattle and King County regarding a third-party funding contribution. The third-party funding would be "last funding in," negotiated between the City of Seattle and Sound Transit, and would not exceed \$30M in 2026 dollars.

Board member Wilson explained that the amendment would move the Graham Street Infill Station project to the fully funded project list. She noted that the station was originally part of Sound Move and has been repeatedly deferred during previous system plan updates. The amendment would create a funding pathway to the project, including a last-in option for up to \$30 million in third-party funding.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that while the additional funding is not fully offset, the ability to assume a \$25 million federal grant and up to \$30 million in local funding bring the amount remaining to fund to approximately \$130 million. The further amendment also identifies potential additional offsets. The amendment would marginally impact the agency's debt capacity, but the overall plan remains in the medium-risk band.

Board member Strauss noted that he intended to add his name as a co-sponsor of the amendment and asked that it be reflected in the record. He stated his support for the amendment.

Board member Zahilay stated that this amendment is an opportunity to fulfill a promise to the Rainier Valley community. He thanked his fellow co-sponsors for their collaboration on the amendment.

Board member Prince stated his support for the amendment.

Board member Mello inquired into the potential financial support from King County, noting the up to \$30 million in third-party funding is listed as coming from the City of Seattle. Mr. Krieg noted that he cannot speak on behalf of King County and added that the direction is for Sound Transit to work with partner jurisdictions to develop a plan on additional cost-savings and financing measures by June 1, 2027. At that time, more clarity could potentially help define a need for further contributions.

Board member Wilson noted that the City's contribution is a firm commitment.

Board member Meredith appreciated the sponsoring Board members' commitment to pursuing efficient and effective implementation of permitting and right-of-way processes to support cost-effective project delivery.

Board member McLeod noted that this amendment would separate the two infill stations projects from a shared timeline and stated his support for the amendment.

Board member Mosqueda thanked her fellow co-sponsors and the community for their support in bring forward the amendment. She also highlighted Board member McLeod's points about pursuing equity through the infill station projects.

Board member Wilson thanked her colleagues for their support and stated her commitment to keep pushing for the Boeing Access Road infill station.

Chair Somers called for a voice vote on Amendment 8.

Amendment 8 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 9 to Resolution No. R2026-11 was moved by Boardmember McLeod and seconded by Boardmember Mosqueda.

Amendment 9 – offered by Boardmember McLeod, Fain, Zahilay, and Mosqueda

Amend Resolution No. R2026-11 Attachment B to add the following under the section on Capital Delivery:

- [Develop a plan for identifying cost savings and alternative financing and delivery options for the Boeing Access Road Infill Station in collaboration with the City of Tukwila and King County. The plan should identify opportunities with the City of Tukwila to streamline permitting and identify strategic property acquisition, partnerships, and value capture programs. The plan should also examine Sound Transit debt capacity, subarea equity, federal grant opportunities \(including the Federal Transit Administration's Core Capacity Capital Investment Grant program\) and creative financing opportunities. Sound Transit will also work with project partners to identify opportunities to reduce risk, with contingency adjustments made consistent with Sound Transit's standard risk management practices. The plan will be submitted to the Board by February 2027, and prior to submission to the full Board, both the System Expansion and Finance and Audit Committees will receive a briefing.](#)
- [Sound Transit will work collaboratively with King County Metro, the City of Tukwila, King County International Airport, the Museum of Flight, and other partners in South King County on the development of innovative, alternative transit options for first and last mile partnerships and programs for North Tukwila. By March 30, 2027, staff will provide the Board](#)

[with multiple options and recommendations for how to best serve transit riders in north Tukwila by using up to \\$10 million from the Innovation and Technology Fund to further develop and implement innovative, alternative transit options and recommendations identified.](#)

[Sound Transit may continue to support the alternative transit service developed through this effort until the Boeing Access Road Infill Station becomes operational, subject to periodic evaluation of performance, financial sustainability, and consistency with Sound Transit's adopted plans and policies.](#)

Board member McLeod explained that the amendment would build upon the shared sentiment of maintaining a project that has been previously deferred. The language directs staff to develop a plan for additional cost-savings measures, alternative financing, and delivery options for the Boeing Access Road Infill Station project and deliver the plan to the Board by February 2027. The amendment would also repurpose \$10 million from the Innovation and Technology fund to develop and implement alternative transit options and recommendations for North Tukwila. He noted that this is just a step toward keeping Boeing Access Road fully in the plan and hopes the additional information will help to identify next steps.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the amendment has a minimal impact on the development of the work plan as the project team is already pursuing many of the project-specific cost-savings measures as the project advances through environmental review and preliminary engineering. He added that some of the recommendations regarding innovative and alternative transit options will likely be outside of the Innovation and Technology fund's scope or Sound Transit's statutory authority, namely that the agency could not directly fund local transit service in North Tukwila.

Board member Zahilay stated his support for the Boeing Access Road Infill Station and expected that Sound Transit will continue to pursue paths to deliver the project. He stated his support for the amendment.

Board member Roscoe offered a friendly amendment to replace "should" with "will" in the first bullet of Amendment 8, to read as "The plan ~~should~~will identify opportunities with the City of Tukwila to streamline permitting and identify strategic property acquisition, partnerships, and value capture programs. The plan ~~should~~will also examine Sound Transit debt capacity, subarea equity, federal grant opportunities (including the Federal Transit Administration's Core Capacity Capital Investment Grant program) and creative financing opportunities." Board member McLeod accepted the amendment as friendly.

Board member Zahilay added that King County Metro is also ready to partner on this work.

Board member Mosqueda thanked Board member McLeod for his due diligence and drive to keep options on the table for the project. She noted the lack of transit services to the area for both workers and visitors. She cited that the agency authorized a dip in tax revenue to support the City of Bellevue's TIF last month, so \$10 million for this work seems appropriate.

Board member McLeod thanked his fellow co-sponsors for their support.

Board member Fain thanked Board member McLeod for his consistent advocacy for the Boeing Access Road Infill station and reflected on the amendment's reflection of great partnerships and problem-solving. She looks forward to continued discussions, including from her leadership positions in King County.

Chair Somers called for a voice vote on Amendment 9, as amended.

Amendment 9, as amended, to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 10 to Resolution No. R2026-11 was moved by Boardmember Wilson and seconded by Boardmember Mosqueda.

Amendment 10 – offered by Boardmember Wilson

Amend Resolution No. R2026-11 Attachment B to add the following as the final bullet under the section on Policy & Planning:

- Develop a range of options for Board consideration at the time of the adoption of the updated Regional Transit Long-Range Plan or by Q3 2027, whichever is sooner, for a future revenue package at regional or subarea levels to fill remaining gaps to the ST3 program and fund additional expansion investments from the high-capacity transit studies. These options should include, but are not limited to, a new voter-approved revenue package, levy lid lift, or enhanced service zones.

Board member Wilson explained that the amendment looks ahead to a potential additional revenue package. The amendment would direct staff to specifically study the potential for a future revenue package, to be submitted to voters, either at the system or subarea level, should all other work to find additional revenue and cost-savings fail. The options would be presented after the update to the Regional Transit Long-Range Plan or by Q3 2027, following the next state legislative session.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the amendment aligns with other work envisioned as part of the work staff intend to continue.

Vice Chair Balducci noted that before a ballot measure is sent to voters, the agency does typically update the long-range plan. She noted that the original order for the Enterprise Initiative was to update the Long-Range plans before, but the order is being reversed to allow for corridor plan updates to take place with enough time to support a full Long-Range Plan update, now scheduled for 2028. She suggested that any voter measure also consider additional expansion and not just fill gaps from ST3. She stated her support for the amendment as it helps to begin planning work on those questions.

Board member George stated that he believes the amendment is premature, while appreciating its intent. He noted his intent to vote is more of a “not yet” statement. Coming from Pierce County, talk of an additional tax measure, even if restricted to a specific subarea, will cause a stir. He noted there are still plenty of levers for the agency to work through before coming back with a suggestion for an additional tax measure. He also highlighted that he believes the Resolution already includes language that would give the CEO and staff authority to look into these potential options. Building from Vice Chair Balducci’s comment, voters at the end of the regional spine need to see progress on Sound Transit projects in their area before such a ballot measure is requested.

Board member Franklin echoed the points made by Board member George but added that the proposed language does allow for subarea specific measures. She stated her support for the amendment.

Board member Mello concurred with Board member George on the pressure in Pierce County to complete the spine within the already authorized revenues and agreed with Board member Franklin’s position that specific subareas should be encouraged to pursue additional revenues. He stated his support for the amendment but argued against a new regional measure until additional work is completed in delivering the light rail spine.

Board member Strauss noted that conversations on future expansion are limited due to the agency’s lack of progress toward the ends of the district and added that the best way to rekindle trust in the agency is for tangible work to be underway as soon as possible. He stated that he begun work on a

similar amendment but could support this amendment as there are financial tweaks that can be made to make the full ST3 program much more feasible, such as 75-year bonds, updating the agency's debt ceiling, and pursuing additional efficiencies.

Board member Roscoe asked if any subarea or the City of Seattle would be precluded from pursuing additional revenue tools without the amendment. Mr. Krieg responded with a provisional answer due to recent statutory changes regarding enhanced service zones. He noted that the Sound Transit Board would probably need to vote on the specifics of any measure when sending it to voters. Board member Roscoe signaled that she is aligned with Board member George on the amendment, mentioning the need for Pierce County to put a measure to its voters in support of Pierce Transit that can hopefully begin a series of trust building in Pierce County for public transit.

Board member Mosqueda expressed her appreciation for the amendment and that the amendments so far by the Board have reflected a "Yes, and" mentality. Noting that there is language in the underlying Resolution that already directs additional study in financing tolls, she stated her support for the amendment.

Chair Somers stated his agreement that the language added by Amendment 10 would build-off of language in the underlying Resolution and strengthen the commitment by the agency to pursue all opportunities. He stated his support for the amendment.

Chair Somers called for a voice vote on Amendment 10.

Amendment 10 to Resolution No. R2026-11 was carried by a majority vote of the Board members present, with Board members George and Roscoe voting in the negative.

Amendment 11 to Resolution No. R2026-11 was moved by Boardmember Zahilay and seconded by Boardmember Wilson.

Amendment 11 – offered by Boardmembers Zahilay, Wilson, Strauss, and Mosqueda

Amend Resolution No. R2026-11 by adding Attachment C.

Board member Zahilay noted that additional direction is needed to continue work on delivering the full Ballard Link Extension to Market Street and explained that the amendment would codify commitments to prioritize finding resources for the Ballard Link Extension, including acceleration of cost-savings work, additional financing capacity, community engagement, and Board reporting. Noting that the full Ballard Link Extension has the highest projected ridership in ST3, Board member Zahilay recognized that the Board is at a specific decision point today while many opportunities remain, both in the agency and from the community, to make this project viable.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that the amendment is aligned with existing work from the Ballard Link Extension project team, particularly related to cost-savings measures and the broader financial capacity direction under the Enterprise Initiative. Staff also anticipate additional board engagement associated with the amendment to further define and refine the scope.

Board member Strauss thanked Board member Zahilay for his support and leadership throughout the Enterprise Initiative process. He noted his dissatisfaction with the initial scenarios presented during the March 18 Board Retreat and his appreciation that today's action does improve upon the previous assumptions, especially in including design dollars for the full Ballard Link Extension. He noted the inclusion of interim measures to bolster local service from Ballard to Downtown Seattle and reiterated that he believes there are tools to eliminate the currently modeled funding gap preventing the construction of the full Ballard Link Extension.

Board member Wilson noted the Ballard community’s deep support for the ST3 measure and stated her support for the amendment.

Vice Chair Balducci asked what staff envision as a possible scenario where the Request for Information (RFI) directed in the proposed Attachment C, Section 1, paragraph 3 would cause disruption of delay to the environmental review process. Mr. Kireg responded that he believes the language is out of caution, given that the Ballard Link Extension is preparing to publish its Draft Environmental Impact Statement (DEIS) and would not want to open up the potential for further re-evaluation based on ideas vetted through the RFI. Ms. Belman added that expanded project analysis could include project sequencing, construction methodology, and that other ideas not already included in the environmental analysis may trigger additional review once those concepts are vetted and potentially incorporated. Vice Chair Balducci suggested that any of the ideas screened in the RFI should fit within the constraints of the DEIS and offered that a friendly amendment may be in order to ensure the work progresses in line with the current assumptions.

Board member Zahilay agreed with the point raised by Vice Chair Balducci and signaled openness to a friendly amendment.

Chair Somers added his concern about adding new ideas, given the constrained process imposed by the National Environmental Policy Act (NEPA).

Vice Chair Balducci recognized the concern and stressed the importance of staying within the DEIS constraints while still searching for new ideas through the RFI. She noted it may be satisfactory for the Board to make its direction understood via this discussion instead of through a formal amendment. She also highlighted the importance of language that extends the RFI to potentially all ST3 projects.

Board member George noted that the direction in the motion builds upon hope that he has experienced from seeing the dramatic work completed on the West Seattle Link Extension, which he thought was going to be shelved after the initial cost escalation, and the reassurances and support from other Board members on completing the regional light rail spine. He reiterated that funding design for the full Ballard projects is a key step in finding the potential to build to Ballard. He stated his support for the amendment.

Board member Strauss requested that a roll call vote be ordered when voting begins.

Board member Mosqueda thanked Board member Strauss for his advocacy for creative and innovative solutions to continue the work to get to Ballard. She noted that this amendment is a key commitment to the Ballard community.

Ms. Flores, Board Administrator, offered the following language as a potential amendment for Vice Chair Balducci to offer: “This expanded project analysis ~~will only advance if it should~~ complements the existing environmental review process ~~without and avoid~~ additional disruption or delay.” Vice Chair Balducci offered the language as a friendly amendment. Board member Zahilay accepted the amendment as friendly.

Chair Somers called for a roll call vote on Amendment 11, as amended, to Resolution No. R2026-11, as amended.

Ayes

Claudia Balducci
Angela Birney
Steffanie Fain
Cassie Franklin
Hunter George
Thomas McLeod
Ryan Mello

Nays

David Parshall
Ed Prince
Kim Roscoe
Dan Strauss
Peter von Reichbauer
Kristina Walker
Katie Wilson

Julie Meredith Girmay Zahilay
Teresa Mosqueda Dave Somers

Amendment 11 to Resolution No. R2026-11 was carried by a unanimous vote of the Board members present.

Amendment 12 to Resolution No. R2026-11 was moved by Boardmember Strauss and seconded by Boardmember Mosqueda.

Amendment 12 – offered by Boardmember Strauss

Amend Resolution No. R2026-11 Attachment B to add the following under the section on Capital Delivery:

[Provide the public with a fixed date, or date range, for commencing revenue service to Smith Cove, Interbay, and Ballard stations by August 1, 2026.](#)

Board member Strauss explained that he has lost trust in the agency over the last several months of the Enterprise Initiative, particularly around project certainty. He noted that the request for a roll call vote on the previous amendment was to confirm every Board member's commitment to Ballard. He noted that he recognizes the current trouble to have a clear date defined for when light rail may reach Ballard and defended the need for the agency to share a date to fill the information gap. He added that as the agency implements the work he believes will reduce the current funding gap, the agency would be able to update the date as progress is made on the project.

Chair Somers noted that over his time on the Board he has had deep admiration of, respect for, and trust in the agency and its staff. He acknowledged that there are times when a question is posed and additional time is needed to follow-up, but there has not been an encounter he felt was misleading. He opined on the complex nature of financial and legal rules from state, federal, and local authorities that have contributed to staff needing to solve complex issues.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that staff could provide a date or date range in accordance with the amendment, but it would be contingent on information available in late July and would not include the identification of additional cost-savings measures or added financial capacity. He noted more concrete information would be available ahead of establishing the baseline schedule for the project, assumed in early 2029. He also flagged that defining a specific date could introduce risk related to the environmental review process given the implications for ridership projections and assumed land-use planning and population/employment growth.

Board member Wilson stated her support for the amendment and signaled her preparedness to receive bad news but also work to improve the timeline and scope of the project as much as possible.

Board member Zahilay noted that transparency is important to consider for the Ballard community and asked Board member Strauss on his opinion on the trade-off of providing a date in the next few months vs seeing that date move around as work advances.

Board member Strauss stated his opinion is that bad news will be delivered either in the short or long term. He believes the best strategy is to have a bad story now and see the Ballard Link Extension date move forward as work advances.

Board member Zahilay deferred to Board member Strauss's judgement on what the Ballard community would like to see in terms of transparency around a service date. He stated his support for the amendment.

Board member Birney questioned whether the August 1, 2026 deadline provides staff time to produce a well-substantiated date for the Ballard Link Extension. She asked if staff felt like more time would be

helpful or warranted. Mr. Krieg noted that there is already language in Attachment A that would mandate reporting with information on the projected service dates of projects not fully funded beginning in Q2 of 2027. He noted that more time would allow for a more developed projection. Board member Briney noted unease with moving forward without fully developed information around the projected opening date.

Vice Chair Mello stated his opposition to the amendment, given his experience in Pierce County seeing changing dates related to transit projects. He noted that he would be supportive of putting a date out once the funds for environmental review and final design are utilized on the full alignment.

Board member Strauss appreciated the comments from Vice Chair Mello and explained that was why he included the potential for a date range in the amendment. Board member Strauss also added that one of his conditions for voting in favor of the full Resolution today was to get a date for Ballard on the books. He reiterated his belief that any bit of information will help to rebuild trust in Ballard, and added that having a date prior to the state legislative session may be helpful in the agency's advocacy.

Chair Somers called for a roll call vote on Amendment 12 to Resolution No. R2026-11.

Ayes

Claudia Balducci
Steffanie Fain
Cassie Franklin
Thomas McLeod
Julie Meredith
Teresa Mosqueda

David Parshall
Ed Prince
Dan Strauss
Peter von Reichbauer
Kristina Walker
Katie Wilson
Girmay Zahilay

Nays

Angela Birney
Hunter George
Ryan Mello
Kim Roscoe
Dave Somers

Amendment 12 to Resolution No. R2026-11 was carried by a majority vote of the Board members present, with Boardmembers Birney, George, Mello, Roscoe, and Somers voting in the negative.

Amendment 13 to Resolution No. R2026-11 was moved by Boardmember Strauss and seconded by Boardmember Wilson.

Amendment 13 – offered by Boardmember Strauss

Deliver the Ballard Link Extension between 15th Ave NW and NW Market St and extending to Westlake and as far south as possible using the North King subarea's share of allocated funding currently contained in the finance plan, and reserving the regional share for eventual delivery of the new Downtown Seattle Transit Tunnel; remaining North King contributions will be added to the Downtown Tunnel construction budget as funding becomes available, or as efficiencies are discovered through the continued Enterprise Initiative.

Amending the Staff Report, Attachment A, and Attachment B of Resolution No. R2026-11 as follows:

- In the Fully Funded Projects portion of Table 1, replace 'Ballard Link initial segment (Seattle Center)' with 'Ballard Link initial segment (Market Street south to Westlake)'
- In the Construction Not Currently Affordable Within Existing Resources Table (Table 2), replace 'Ballard Link (Seattle Center to Market St.)' with 'Ballard Link (Westlake)'
- In the Capital Delivery section of the Enterprise Workplan, add the following:

[Develop relevant information to enable the delivery of the Ballard Link Extension from its planned northern terminus including, but not limited to, the amount of the project that can be delivered with available funding and schedule and process and scope considerations for this revised delivery approach](#)

Board member Strauss thanked his colleagues for their support on the last two amendments. Noting his continued support for the regional spine and supporting Downtown Tunnel, he explained that the amendment shifts funding with the North King-funded portion of the Ballard Link Extension, without impacting the contributions to the regional Downtown Tunnel nor directing the agency to build from North to South for the currently unfunded portions of the Ballard Link Extension. He noted that he believes the Board is committed to continuing work to get to Ballard and recognized that there are still some questions that cannot be answered at this time.

He stated that the agency has a few years to demonstrate the capacity to fund the project when applying for Federal grants. While the current plan puts the \$7-9 billion hole in the Ballard (Seattle Center to Market Street) portion, he believes that the hole really belongs in the downtown tunnel's financing. Should the project only make it to Seattle Center, Board member Strauss stated the name needs to be changed. He acknowledged that questions from other Board members about the possible impacts to the regional spine project are still potentially unanswerable, even as staff and he disagree on the purpose and impact of the amendment.

Chair Somers asked Mr. Krieg to offer a brief explanation of the financial and operational impacts of the Amendment. Mr. Krieg stated that he does believe that there is a difference in the interpretation of the amendment between staff and Board member Strauss. Mr. Krieg noted that staff's interpretation would create the potential need for a Ballard Link Extension-specific Operations and Maintenance Facility and have implications on the Downtown Tunnel which may impact or delay the current projects in environmental review (Tacoma Dome Link Extension, Everett Link Extension, and Ballard Link Extension).

Board member Franklin noted her support for continuing work to further develop, and hopefully, deliver the full Ballard Link Extension.

Board member Franklin moved, and Chair Somers seconded, to table discussion on Amendment 13 to Resolution No. R2026-11.

Chair Somers called for a roll call vote on the motion to table discussion on Amendment 13.

Ayes

Cassie Franklin
Thomas McLeod
Kristina Walker
Dave Somers

Nays

Claudia Balducci
Angela Birney
Steffanie Fain
Hunter George
Ryan Mello
Julie Meredith
Teresa Mosqueda

David Parshall
Ed Prince
Kim Roscoe
Dan Strauss
Peter von Reichbauer
Katie Wilson
Girmay Zahilay

The motion to table discussion on Amendment 13 to R2026-11 was not carried.

Board member Franklin stated her previous ties to Ballard and understands the importance of delivering light rail to the community. She noted that she believes the amendment as drafted would risk the entire system expansion program.

Chair Somer concurred with Board member Franklin and noted his experience with environmental projects over his entire career. He understands the current amendment would endanger the entire ST3 package as it is a major change to the project alignment operation. The environmental process on every project would need to stop and be reassessed. He urged his colleagues not to support the amendment.

Board member McLeod stated he also believes the risk to the entire system is too great to be considered at this time.

Vice Chair Mello stated he voted against the motion to table so that the public could hear this discussion play out. He echoed the concerns about risking progress on the ST3 program. He reiterated hope that the work directed in the Resolution, as amended, in addition to the funding for final design, will help chart a path to Ballard.

Board member Walker concurred with her fellow Board members and stated that she believes at least the last 2 amendments do help to advance work on getting to Ballard without jeopardizing the rest of the system.

Vice Chair Balducci noted that she does not believe she has enough information to say whether or not the proposed amendment would endanger the whole ST3 package. She noted that she believes direction included in Amendment 11 from Board member Zahilay would produce the necessary information for better consideration of the amendment before the Board.

Board member Franklin noted that this was the reason why she moved to table discussion.

Chair Somers noted that the plan developed for today was to not only give staff direction on additional work related to expanding financial capacity but also to get the system rebalanced so that work can continue. He noted that design work on the West Seattle Link Extension is stuck at 30% until the plan is balanced. He added that significant time would be necessary to get all the answers needed to make a determination on what ends up being affordable for the Ballard Link Extension.

Vice Chair Balducci stated she would more comfortable voting no on the amendment if there was a clear path and timing for the additional information. Mr. Krieg stated that the work under the Enterprise Initiative is not stopping today and will continue. The Ballard Link Extension team is eager to get the DEIS published and out for consideration, and Amendment 11 set a date for the RFI to be publicized before the end of the year. He expressed faith in the project team to be ready to support Board with information. Ms. Belman supported the statements from Mr. Krieg, adding that the teams are wanting to deliver as much as possible for the region.

Board member Zahilay, following up on Vice Chair Balducci's question, asked how long it would take to fully assess the concepts included in the amendment. Brad Owen, Executive Director over the West Seattle and Ballard Link Extensions, answered that the cost-savings work related to the West Seattle Link Extension took a large team about 12 months to complete. Mr. Krieg added that the work on West Seattle only occurred after having a Record of Decision, so that staff only had to focus on one alignment.

Board member Roscoe stated her opposition to the amendment and expressed appreciation for the public who came and attended today's meeting to advocate for the Ballard Link Extension. She also highlighted language in a previous amendment that commits the agency to conduct forums at key project and design milestones, in addition to routine public engagement. She stated her belief that the amendment would spend money out of order.

Board member Parshall stated his thanks for the unity shown today by the Board and thanked Board member Strauss for his thoughtful amendments. He echoed the recent comments and stated his opposition to the amendment today.

Board member Wilson recognized the difference in interpretation and the concerns raised by staff and her fellow Board members. She stated her support for the amendment's stated intent and plans to support it.

Board member Fain thanked Board member Strauss for his advocacy for Ballard and stated her opposition to the amendment, while reiterating the need for continued work on the project.

Vice Chair Balducci clarified that she will not support the amendment as more information is needed, and there may be a point in the future in which she could support it.

Chair Somers added that he believes a vote in support of this amendment would directly endanger the Ballard Link Extension DEIS process so a vote against it at this time would preserve the project's current timeline. He also flagged that the West Seattle Link Extension and Ballard Link Extension used to be on the same project path until the Board opened-up discussions on stations placements which added time to the Ballard Link project.

Board member Strauss disagreed with the assessment of risk from the Federal Transit Administration under NEPA and acknowledged the important work of ensure design funding is available for the Ballard Link Extension. He added that the Seattle Center to Market Street portion of the Ballard Link Extension would incentivize new riders while stations in the planned Downtown Tunnel would overlap with current station walksheds. He pushed for staff to potentially evaluate whether a starter line is feasible.

Chair Somers called for a roll call vote on Amendment 13 to Resolution No. R2026-11.

Ayes

Teresa Mosqueda
Ed Prince
Dan Strauss
Katie Wilson

Nays

Claudia Balducci
Angela Birney
Steffanie Fain
Cassie Franklin
Hunter George
Thomas McLeod
Ryan Mello

Julie Meredith
David Parshall
Kim Roscoe
Peter von Reichbauer
Kristina Walker
Girmay Zahilay
Dave Somers

Amendment 13 to Resolution No. R2026-11 was not carried.

Chair Somers noted that the Board has concluded with the prepared amendments and discussion is back to the underlying Resolution, as amended.

Vice Chair Mello thanked Chair Somers for his leadership and the work of his staff to deliver a plan for the entire district. He also thanked Mr. Krieg and all Sound Transit who worked on this effort, as well as his other Board colleagues. He reiterated the amount of work still ahead for the agency.

Board member Birney concurred with the thanks expressed by Vice Chair Mello and expressed her intent to lead the System Expansion Committee in the successful implementation of the tools contained in the Resolution. She stated her support for final adoption.

Board member Zahilay thanked his fellow Board members, agency staff, and Chair Somers for their partnership and collaboration throughout the process. He recognized that closing the affordable gap was always going to involve difficult decisions and creative problem-solving and highlighted the success in keeping much of King County's projects moving forward. He added that today's action would prevent further delays on projects in and preparing for final design. He noted the disappoint some parts of the region, especially Ballard, may feel at this time but encouraged continued advocacy as work progresses. He also highlighted the importance of the accountability amendments offered by Vice Chair Balducci as key to ensuring the Board exercises effective oversight, as well as the importance of the upcoming state legislative session.

Board member Mosqueda expressed her appreciation for the work performed by Chair Somers and the other County Executives, as well as all Board members, to craft a path forward for the ST3 program. She added her thanks to all staff completing work behind the scenes to support the Board and Enterprise Initiative. She highlighted that the cost-escalations observed are not unique to Sound Transit and are being felt across the country, and expressed hope that the tools laid out in the Resolution will help to find additional financial capacity to deliver the System Expansion program, including the Ballard Link Extension. She also highlighted the importance of advancing early works that will prepare the West Seattle Link Extension to enter construction.

Board member Wilson thanked City of Seattle and Sound Transit staff for their combined work over the last year. She also reiterated the importance of having a balanced plan to allow for work to progress on as many projects as possible in the hope that additional financial capacity will be created.

Board member Franklin thanked Chair Somers for his leadership through this process and thanked her fellow Board members for their advocacy and work within their communities and across the region. She noted the importance of delivering light rail to Everett from a racial and economic equity standpoint. She stated her support for final adoption.

Vice Chair Balducci joined in thanking Chair Somers and the staff for their work. She noted her personal work in advancing regional transit and experience over at least 3 major updates to the System Plan. She noted that innovative solutions, such as the East Link Starter Line, will be needed to deliver the system to the region, and she highlighted the increased oversight and accountability controls included in the proposal. She thanked new leaders in the Capital Delivery Department for their work in leaning out aspects of the projects to help pare down the affordability gap. She noted a sense of disappointment with having to conduct another realignment of the System Plan but expressed hope in directing the agency to break out of the cycle. She thanked the Board for the adoption of several of her proposed amendments, and state her intent to vote no on final adoption as a challenge to continue to do everything included in the Resolution and hopefully she can vote in favor of some of the follow-up votes on identified deliverables.

Board member Strauss noted that while he was very close to becoming a vote in favor today, the three conditions he mentioned at the March 18th Retreat were not fully realized, so he intends to vote no on final adoption. He noted the importance of including design funding for the full Ballard Link Extension and the completion of the light rail spine.

Chair Somers added his thanks to all Board members and their staffs for their engagement and work over the Enterprise Initiative. While the Board is leaving with a few points of disagreement, the points of agreement outweigh those instances. He extends thanks to Sound Transit staff, including CEO Constantine, and his own staff. He stated his excitement to see projects continue to advance. He urged fellow Board members to support final adoption.

Chair Somers called for a roll call vote on Resolution No. R2026-11, as amended.

Ayes

Angela Birney	David Parshall
Steffanie Fain	Ed Prince
Cassie Franklin	Kim Roscoe
Hunter George	Peter von Reichbauer
Thomas McLeod	Kristina Walker
Ryan Mello	Katie Wilson
Julie Meredith	Girmay Zahilay
Teresa Mosqueda	Dave Somers

Nays

Claudia Balducci
Dan Strauss

It was carried by the majority vote of all the Board members present that Resolution No. R2026-11 be approved as amended, with Board members Balducci and Strauss voting in the negative.

CEO Constantine thanked the Board for their difficult task in putting together the updated System Plan, and expressed his thanks to Sound Transit staff for completing work on the Enterprise Initiative while aiming to keep the project moving through their respective work. Staff will continue to work to deliver the ST3 System Plan.

Resolution No. R2026-12: Fixing and imposing an additional 1.372 percent sales and use tax upon retail car rentals; and authorizing the chief executive officer to contract with the State of Washington for tax collection and administration.

Chair Somers noted that information on the action was included in the previous presentation.

Resolution No. R2026-12 was moved by Board member Prince and seconded by Board member Franklin.

Chair Somers called for a roll call vote on Resolution No. R2026-12.

Ayes

Angela Birney
Steffanie Fain
Cassie Franklin
Hunter George
Thomas McLeod
Ryan Mello
Julie Meredith
Teresa Mosqueda

Nays

David Parshall
Ed Prince
Kim Roscoe
Dan Strauss
Peter von Reichbauer
Kristina Walker
Katie Wilson
Girmay Zahilay
Dave Somers

It was carried by the unanimous vote of all the Board members present that Resolution No. R2026-12 be approved as presented.

Reports to the Board – None

Other business – None

Next meeting

The next Board meeting would be held on June 25, 2026, from 1:30 p.m. to 4:00 p.m. in the Ruth Fisher Board Room and as a virtual meeting via Zoom.

Adjourn

The meeting adjourned at 7:23 p.m.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on June 25, 2026, AJM.