



Resolution No. R2026-11

Updating the ST3 System Plan

| Meeting: | Date: | Type of action: |
|---------------------|------------|--------------------|
| Executive Committee | 05/07/2026 | Discussion Only |
| Executive Committee | 05/14/2026 | Recommend to Board |
| Board | 05/28/2026 | Final Action |

| Staff name: | Staff title: |
|-----------------|---|
| Dow Constantine | Chief Executive Officer |
| Alex Krieg | Deputy Executive Director – Enterprise Planning |

Proposed action

Updates the Sound Transit 3 System Plan to be affordable within available and projected financial capacity.

Key features summary

- Modifies and updates the voter-approved ST3 System Plan consistent with the financial policies identified in Appendix B to use available resources to fund the most necessary projects and services that best achieve the objectives of ST3.
- Directs the CEO to establish an adaptive program management plan and approach to ensure program affordability challenges are more actively and transparently managed in the future with direction to present how this plan will be implemented by Q4 2026.
- Identifies a capital program (Attachment A) that is balanced and affordable at the system level and complies with financial policies related to subarea equity.
- As permitted by ST3 financial policies, regionalizes costs associated with debt interest in 2027 using the systemwide allocation, which is based on the share of local tax revenues generated by each of the Sound Transit district's five subareas.
- Establishes an Enterprise workplan (Attachment B) to continue identification, assessment, and implementation of opportunities that will save cost, speed project delivery, and increase agency financial capacity.
- Modifies the anticipated Board adoption of an updated Regional Transit Long-Range Plan to 2028 to ensure sufficient time to identify further costs savings and increased financial capacity, to complete additional analysis and environmental review, to conduct robust and equitable public engagement, and to be informed by high-capacity transit corridor studies.

Background

The Sound Transit Board of Directors established the Enterprise Initiative at the May 29, 2025 Board retreat in recognition of program affordability challenges that jeopardized the agency's ability to deliver the full voter-approved ST3 System Plan. The agency identified cost growth on the West Seattle Link Extension project in late 2024, which led to the Board adopting Motion No. M2024-59 that established a capital delivery cost savings workplan and precipitated efforts to update cost estimates on seven additional light rail investments identified in ST3. In addition, service reliability and resiliency challenges that emerged following the rapid expansion of the light rail system beginning with the Northgate Link Extension in 2021 also indicated potential risks to the program. Finally, uncertainty related to the broader regional, national, and global economies as well as travel behavior following the COVID-19 pandemic contributed to lower-than-expected revenue projections and a need to ensure that agency investments matched regional travel demand.

In August 2025, Sound Transit staff presented information that identified program affordability challenges at the scale of approximately \$30 billion to \$40 billion in a year-of-expenditure dollars (YOES). Of this total, approximately \$22 billion to \$30 billion (YOES) was identified within the capital program, with these increases primarily driven by extraordinary COVID-era construction inflation, right-of-way cost escalation, and the added complexity of project design and delivery. Approximately \$5 billion (YOES) was associated with transit operations, specifically related to updated costs for light rail vehicles, improvements to system resiliency, and higher costs for operations and maintenance. Reduced sales tax projections, lower projected fare revenue, and higher financing costs due to market factors and the effect of increased capital and service delivery costs informed an estimated \$4 billion to \$5 billion (YOES) in lower than previously projected revenues. The total was further refined to \$34.5 billion (YOES) in cost savings or added revenue to deliver the full ST3 program through the fall 2025 update of the agency's Long-Range Financial Plan.

Also in August 2025, the Board of Directors adopted Motion No. M2025-36, which established principles and a process to help guide the Board on how best to achieve the planned outcomes of the Enterprise Initiative, including an update to the ST3 System Plan by the end of Q2 2026 and an update to the Long-Range Financial Plan by Q4 2026. The process elements included in Motion No. M2025-36 include engaging communities through inclusive collaboration, building trust through transparent governance, and driving decisions through data and insight. The principles include advancing regional connectivity, supporting future growth, prioritizing the passenger experience, and protecting public investments with fiscal integrity.

Throughout the summer and fall of 2025, staff engaged the Board on the various Enterprise Initiative workstreams of Policy & Planning, Transit Operations, Capital Delivery, and Finance. Information presented focused on the specific cost pressures in each workstream as well as the opportunities to address and resolve them. This Board engagement also informed the development of Enterprise Initiative work plan that was required by Motion No. M2025-36 and was presented and reviewed at the November 13, 2025 Board retreat. At that Board retreat, the Board directed staff to develop plausible, affordable approaches for an updated capital program and to summarize opportunities to save cost and increase financial capacity across each Enterprise Initiative workstream.

On March 18, 2026, the Board of Directors held their third retreat on the Enterprise Initiative. At that retreat, staff presented three plausible, affordable capital program approaches to generate Board discussion around policy trade-offs and performance characteristics relative to the Board's adopted principles guiding the Enterprise Initiative. The Board also participated in a series of small group breakouts focused on each Enterprise Initiative workstream to review and discuss potential opportunities for the Board to pursue that would save costs or expand agency financial capacity to preserve as much of the ST3 capital program as possible. At the April 2 Executive Committee, staff summarized key

themes and the most promising opportunities to pursue and received direction from the Executive Committee to develop an updated ST3 System Plan for Board consideration.

Resolution No. R2026-11 will update the ST3 System Plan to ensure proposed investments and services align with agency financial capacity. The following sections summarize the key elements of an updated ST3 System Plan.

Adaptive program management plan

Resolution No. R2026-11 directs the CEO to develop an adaptive program management plan that will help the agency avoid the kinds of program affordability challenges like the 2021 Realignment process and the current Enterprise Initiative in the future.

An adaptive program management plan will help achieve the following goals:

- Institutionalize lifecycle cost savings by building on the identification and implementation of cost-saving opportunities consistently throughout the full project lifecycle.
- Ensure transparency and rigor in reporting by providing clear, timely, and easily understandable information on risks, schedules, and costs.
- Enable effective issue and opportunity management by establishing a system in which project-level challenges and opportunities are vetted, verified, and addressed at the appropriate project and subarea levels, while allowing overall program progress to continue while minimizing delays.
- Apply active program-level financial management by using tools that align revenues and costs and support timely responses to both opportunities and risks.
- Apply equal scrutiny to all cost-saving efforts by ensuring that agency administration and operational policies and expenses are reviewed with the same rigor as project delivery costs.

While more work will be done to formally present and operationalize an adaptive program management plan, staff anticipate the following key elements to be part of the overall framework:

- A programmatic agency plan that outlines how the agency manages projects and operates the system, coordinates input at key milestones, aligns reporting, and supports Board oversight and direction.
- Adaptive decision-making that establishes a process for Board review of costs, risks, and schedule at major milestones of project development and provides the Board with opportunities to reassess and potentially pause projects facing affordability challenges without impacting the entire program.
- Improved program-level oversight through frequent, transparent, and concise enterprise-wide reporting that aligns with project-level management, and institutionalizes opportunity registers across planning, policy, capital delivery, transit operations, and finance to identify cost savings and increase financial capacity to deliver ST3.

Affordable ST3 capital program

Attachment A of Resolution No. R2026-11 and the table below identify the projects and investments that are affordable within the agency's Long-Range Financial Plan and are consistent with the voter-approved financial policies and subarea equity.

| Affordable within existing resources | Construction not currently affordable within existing resources | Deferred |
|--|--|---|
| <p>Fully funded projects Tacoma Dome Access Improvements Graham Street Infill Station West Seattle Link (no Avalon Station) Renton Transit Center Parking Garage Tacoma Dome Link Everett Link, phase 1 Ballard Link initial segment (Seattle Center) Everett Link, phase 2 T Line to Tacoma Community College (<i>now 2043</i>)* South Kirkland to Issaquah Link (<i>now 2050</i>)* Link Operations and Maintenance Facility South Link Operations and Maintenance Facility North Sunder Maintenance Base</p> | <p>Ballard Link (Seattle Center to Market Street) Boeing Access Road Infill Station Sunder Additional Trips (remainder) Sunder Extension to DuPont (final design and construction) ST4 Planning/High-Capacity Transit Corridor Studies (remainder)</p> | <p>Tacoma Dome Link Parking Everett Link Parking Stride Parking North Sammamish Park & Ride Edmonds & Mukilteo Parking and Access Bus on Shoulder Project SR 162 Corridor Improvements Sunder South Platform Extensions Sunder South Access Improvements ST Express Bus Base (remainder)</p> |
| <p>Partially funded projects or projects funded through planning and design Ballard Link (through final design) Boeing Access Road Infill Station (through final design) Sunder South Additional Trips (partially funded) Sunder Extension to DuPont (planning phase only) Regional Parking Fund ST Express Bus Base (partially funded) ST4 Planning/High-Capacity Transit Corridor Studies (partially funded)</p> | | |

**Funded at the 2024 Long-Range Financial Plan level; future planning will confirm whether scope reductions or additional funding is required to deliver the full investment*

Before identifying the affordable ST3 capital program described above, the Board of Directors reviewed and provided feedback on three illustrative capital program approaches at their March 2026 Board retreat. Information presented on these approaches at the March Board retreat included updated data related to project benefits, costs, capacity, reliability, ridership, and other performance characteristics associated with the ST3 System Plan (as described in Appendix C of ST3) and the Board’s adopted

principles guiding the Enterprise Initiative. Additional information related to the performance of the affordable ST3 capital program described above will be presented as part of the Board's deliberation on Resolution No. R2026-11 and summarized in a forthcoming associated Enterprise Initiative Evaluation report.

To ensure compliance with subarea equity, and as permitted by ST3 financial policies, debt interest associated with repayment of bond issues will be allocated as a regional, systemwide expense using the systemwide allocation, which is based on the share of local tax revenues generated by each of the Sound Transit district's five subareas. Because Sound Transit issues debt at the agency-level to bridge the gap between the timing of expenditures and the receipt of revenues, the Board assesses that it is in the best interest of Sound Transit to allocate debt interest as a regional expense.

Enterprise workplan

In recognition of the Board's intent to fully deliver the voter-approved ST3 program, Resolution No. R2026-11 directs the CEO to implement an Enterprise workplan to continue to identify and implement opportunities to save costs, accelerate project delivery, and increase agency financial capacity to ensure full delivery of the voter-approved ST3 system plan.

The Enterprise workplan is incorporated as Attachment B of Resolution No. R2026-11 and is organized according to the Enterprise Initiative workstreams that staff have used to support Board decision-making to update the ST3 system plan to align with currently available financial capacity. The specific activities identified reflect the need for additional analysis and Board engagement as well as the fact that many of the opportunities identified require engagement with and potentially action on the part of different levels of government (e.g., local, state, or federal).

Fiscal information

Since the Fall 2024 Long-Range Financial Plan projections, the total estimated capital and operating costs to deliver the full ST3 program on the existing schedule have risen significantly. The Fall 2025 Long-Range Financial Plan projections estimate the identification of \$34.5 billion in cost savings or new funding required to fully fund the ST3 program.

The agency uses debt to bridge the gap between the timing of expenditures and the receipt of revenues. By state law Sound Transit cannot issue debt in excess of 1.5% of the assessed valuation of real property located within the regional transit authority district. The increased project costs lead to the agency not being able to meet legal debt capacity and issue sufficient debt to finance the program, which means that the full voter-approved ST3 plan is not currently affordable.

In addition to incorporating cost savings identified by capital delivery project teams and phasing and deferring projects as identified above and in Attachment A of Resolution No. R2026-11, the agency incorporated multiple assumptions to save costs or increase financial capacity within the remaining Enterprise Initiative workstreams. Those assumptions are summarized below.

Policy & Planning

- Updated Link service assumptions per the affordable ST3 capital program defined in Attachment A of Resolution No. R2026-11
- Updated ST Express service assumptions
- Updated parking revenue assumptions
- Assumes the discontinuation of Sounder N Line beginning in 2033

Transit Operations

- Updated resiliency and state of good repair assumptions
- Updated light rail vehicle costs reflecting needs per the affordable ST3 capital program defined in Attachment A of Resolution No. R2026-11
- Updated future staffing assumptions

Finance

- Use of remaining rental-car tax authority
- Updated federal grant assumptions
- Incorporated anticipated savings from underspend on ST2 projects nearing project closeout

The proposed update of the ST3 System Plan fully utilizes agency financial capacity to deliver as much of the ST3 program as possible within available resources. Any loss of revenue or increase in costs is likely to require additional Board action to bring projected expenditures and projected revenues back into alignment. It is the intent of the agency to utilize the adaptive program management framework and approach to ensure that the Board is continuously aware of these risks and can also proactively engage on opportunities to maximize agency resources to enable full delivery of the voter-approved ST3 program.

Public involvement

Sound Transit implemented a multifaceted engagement approach to reach communities across the region, including digital communications through agency platforms, in-person outreach at community events, and shared materials and/or briefed community-based organizations, jurisdictions, agency partners, tribal governments, and elected officials at the local, state, federal, and Tribal level. The agency launched a regionwide survey that received more than 16,000 responses and partnered with community-based organizations to engage more broadly, including staff and Board member participation in town halls hosted by Transportation Choices Coalition in each subarea and attendance at over 30 in-person community events and gatherings to share information about how to engage. Materials and opportunities for participation were intentionally designed to be accessible, including offering the survey in seven languages and providing multiple ways for the public to submit feedback.

Time constraints

A one-month delay would still comply with Board direction in Motion No. M2025-36 to update the ST3 System Plan by the end of Q2 2026 but would create further delay in advancing certain capital projects that are unable to move forward until ST3 is updated.

Prior Board/Committee actions

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

Motion No. M2024-59: Directed the chief executive officer to develop a workplan on measures the agency will pursue to address rising project costs and inform future baselining decisions on the West Seattle Link Extension project.

Resolution No. R2021-05: Established a flexible and accountable framework to implement ST2 and ST3 projects not yet in construction as close as possible to the dates promised to the voters that (1) allows project work to proceed right away within the confines of an affordable financial plan; (2) prioritizes maintaining project schedules through an accountable and transparent process to update the agency's revenue assumptions and financing approach and address cost increases at the project and program level; and (3) positions the agency to react quickly as new information becomes available, particularly on the revenue side, and provides greater oversight for the Board and transparency to the public through oversight mechanisms, including an annual Board program review of updated revenue and cost projections to allow the Board to revisit the realigned capital plan assumptions based on shifts in projected financial capacity and opportunities to expedite projects.

Resolution No. R2016-17: Called an election to approve certain local taxes to implement Sound Transit 3: The Regional Transit System Plan for Central Puget Sound; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election.

Resolution No. R2016-16: Adopted the Sound Transit 3 Regional Transit System Plan.

Environmental Compliance

As part of the update to the ST3 System Plan, a State Environmental Policy Act (SEPA) addendum to the Final Supplemental Environmental Impact Statement on the Regional Transit Long-Range Plan, was prepared pursuant to RCW 43.21C, WAC 197-11-625, and Sound Transit Resolution No. R2016-17. The addendum provides additional information and analysis regarding the changes to implementing the ST3 plan, including project phasing, project deferral, and project modification. The addendum concludes that the potential changes to the ST3 Plan do not substantially change the analysis of significant impacts and alternatives evaluated in the existing environmental documents. No new, probable significant adverse environmental impacts would arise, and no additional mitigation measures would be warranted. The principal differences resulting from the proposed changes to the plan are that some impacts would be delayed, deferred, or eliminated, while some environmental benefits would not be realized or would be delayed.

Environmental review – KH 5/6/26

Legal review – DB 5/6/26



Resolution No. R2026-11

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority approving a plan to implement the ST3 Plan.

WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit), is the regional transit authority for Pierce, King, and Snohomish counties pursuant to chapters 81.104 and 81.112 RCW; and

WHEREAS, in a general election held on November 8, 2016, voters approved local funding for the ST3 Plan to provide bus rapid transit service on I-405/SR518 and SR522/NE145th, expand commuter-rail facilities and service to DuPont, and extend light-rail service to West Seattle, Tacoma Dome, Everett, Ballard, Tacoma Community College, South Kirkland, and Issaquah; and

WHEREAS, the Board finds that the rationale and purpose of the voter-approved plans of 1996, 2008 (ST2), and 2016 (ST3) for mobility, sustainability, equity, and community development have only grown in importance since the voters adopted them; and

WHEREAS, the need to decarbonize our transportation system in order to address climate change has only accelerated since the adoption of the voter-approved plans and Sound Transit's voter-approved projects continue to be the most climate-friendly transportation investments in the state; and

WHEREAS, mobility is a key to the continued economic growth of the region and the ST3 plan is a major driver of economic growth and workforce development in the region, creating thousands of good union trades careers, training the next generation of skilled trades apprentices and generating billions of dollars in revenue for women and minority business enterprises; and

WHEREAS, the forecasted cost to plan, design, construct, operate, and maintain the ST3 Plan improvements as planned is estimated to exceed available agency and subarea revenue by \$34.5 billion through 2046. The revised financial projections reflect increased knowledge of the time and work required to build and operate the system and the extraordinary increases in materials, labor, and administration costs; and

WHEREAS, when the plan improvements and services become unaffordable, the ST3 voter-approved Ballot Measure provides that the Board must use the available revenue to fund the most necessary projects and services that best achieve the ST3 Plan goal to connect the identified urban centers. To identify the projects, or portions thereof, to fund, the Board considered extensive comment at board and community meetings and considered comprehensive briefings from planning, financial, and engineering staff about each project's local and systemwide ridership benefits, cost, and available subarea and grant revenue to determine which projects, or portions thereof, are most necessary, practical, feasible, and affordable after consideration of the Financial Policies; and

WHEREAS, the ST3 Ballot Measure also provides that when forecasted costs exceed available subarea revenue and funding sources by more than five percent, the Board must exercise the authority granted by the voter-approved Financial Policies to match project cost with each subarea's available resources. To balance project cost with subarea revenue and funding sources, the Board may: (1) extend the time to complete projects and/or reduce project scope, (2) allocate funding from one subarea to construct projects in another subarea when the project substantially benefits the funding subarea's residents, and (3) designate bond interest a systemwide expense; and

WHEREAS, the Board is committed to finding agency efficiencies and additional resources to deliver the entire ST3 Plan as revenue becomes available, while maintaining the stability and reliability

of Sound Transit service that riders depend on, protecting riders from service degradation as the system expands, and ensuring that as financial and operational capacity improves, the agency prioritizes expanding frequency and service span to maximize ridership and system utilization; and

WHEREAS, the environmental consequences of implementing the proposed changes to the ST3 Plan are addressed in the May 2026 Addendum to the Final Supplemental Environmental Impact Statement for the Regional Transit Long-Range Plan Update (November 2014) issued in compliance with the State Environmental Policy Act and considered by the Board; and

WHEREAS, notwithstanding the funding constraints described herein, the Board reaffirms its commitment to deliver all projects approved by voters in the ST3 Ballot Measure. The actions taken in this resolution reflect the Board's determination to manage the ST3 program responsibly within current financial realities while actively pursuing cost reductions, additional financial capacity, and innovative delivery strategies to advance the full ST3 program. The Board recognizes its obligation to the voters who approved ST3 and intends to honor that commitment to the fullest extent that available resources allow and pursue additional financial tools.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1: The Board affirms its commitment to deliver the full voter-approved ST3 Plan to the fullest extent that available resources allow. The funding constraints identified herein represent the current state of available resources and do not reflect a decision to permanently defer or eliminate any voter-approved project. The chief executive officer is directed to actively pursue all available means to advance the full ST3 program, including but not limited to, reducing project costs, pursuing federal, state, and local grant opportunities, identifying opportunities to increase financial capacity, and pursuing operational and administrative efficiencies.

Section 2: Because insufficient funding exists to plan, design, construct, operate, and maintain the ST3 Plan improvements, the projects and services described in Attachment A are determined to be the most necessary to best achieve the ST3 Plan goals after consideration of each project's benefits, costs, revenues, capacity, reliability, and performance characteristics identified in ST3 Plan—Appendix C, and after consideration of the ST3 Plan Financial Policies—Appendix B.

Section 3: Consistent with the updated subarea sources and uses projections in Attachment A, the chief executive officer is directed to take all appropriate actions to plan, design, or construct the projects identified in Attachment A-Table 1 if sufficient subarea revenue and other funding sources for each project are available.

Section 4: The chief executive officer is directed to develop and implement an adaptive program management plan that establishes a continuous cycle of monitoring, assessment, and adjustment to ensure the ST3 Plan remains on track to deliver all voter-approved projects within available resources. The program management plan will approach program delivery as an iterative process in which new information – including changes to project costs, schedules, grant availability, and subarea revenues – is systematically incorporated into agency decision-making and reported to the Board. The plan will include:

- (a) *Monitoring and risk identification* – A formal agency-wide risk register at the project and program level, updated no less than quarterly, that identifies material risks to project cost, schedule, and scope together with mitigation measures in place or planned for each identified risk. The register will reflect current conditions and be updated as new information becomes available, not solely on a fixed schedule.
- (b) *Escalation thresholds* – Definitions for the conditions under which emerging risks must be escalated to the Board, including thresholds for cost growth, schedule delay, and material

changes to grant assumptions. Each escalation will include a staff assessment of available response options and a recommendation for Board action.

- (c) *Regular Board reporting* – A quarterly report to the Board for each active project that includes: current budget and schedule status, an assessment of emerging risks and opportunities, grant application status and any materials changes to grant assumptions, subarea finances, a summary of active risks and the status of mitigation efforts, and a forward-looking assessment of any emerging risks or opportunities anticipated.
- (d) *Independent oversight* – By December 2026, the CEO will work with the Board to establish an Independent Oversight Program to provide technical support expertise to the Board and peer review consultations to strengthen oversight of project development and construction, provide expert perspective on ST3 program delivery, and identify opportunities to improve cost, schedule, and financial outcomes for the full ST3 program. Industry experts with substantial demonstrated management and technical experience will provide technical support in the following areas: major capital transit program delivery; project risk assessment, cost estimating, alternative delivery methods; transit operations, state of good repair and maintenance programs; and transit program finance and financial capacity analysis. The Board will select and retain the technical experts and work with the agency to establish the scope of work. Technical experts will have no other concurrent financial relationship with Sound Transit. The technical support will be an independent and direct resource to the Board and will have access to staff and agency materials. Peer review assessments, recommendations, and the agency's response will be provided to the Board at least bi-annually.
- (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.

The chief executive officer will present the draft adaptive program management plan and the long-range finance plan update to the Board before the adoption of the 2027 budget. Together, these plans must provide an integrated framework for collectively managing the agency's transit operations, capital delivery, policy and planning, and administrative and financial work. The final adaptive program management plan will be presented for Board consideration and approval in December 2026. The Board will review and approve updates to the adaptive program management plan no less than annually thereafter.

Section 5: The chief executive officer is directed to develop a project delivery framework for Board approval. The framework will be designed to ensure that each project remains affordable and that the Board retains clear visibility and decision-making authority at key project milestones. At a minimum, the framework will:

- (a) Establish primary Board decision points for confirming project affordability, including prior to advancing a project to be built, prior to project baselining, and, when applicable, prior to signing of a Full Funding Grant Agreement (FFGA). Prior to baselining a project or signing an FFGA, the CEO will provide an assessment to the Board detailing the levels of revenue loss and/or project cost increases that would affect the availability of remaining agency resources necessary to complete projects identified in Attachment A;
- (b) Define the conditions and criteria under which projects in Attachment A that are partially funded or lack an affordable construction phase may be advanced as new funding becomes available, including but not limited to the Board's adopted guiding principles from Motion No. M2025-36, available agency capacity, and subarea finances, reflecting the Board's commitment to delivering the full ST3 program. The framework will establish a clear and transparent process for prioritizing and advancing these projects consistent with subarea equity and the objectives of the ST3 program; and provide an annual report to the Board for each ST3 project not currently affordable within existing resources that includes:
 - Potential construction and delivery timelines consistent with the voter-approved ST3 program;
 - Updated cost estimates reflecting design progression and cost savings measures;
 - Updated subarea revenue forecasts and any new funding capacity that could affect project affordability;
 - Opportunities to support potential acceleration through innovative project delivery methods, partnerships, and financing strategies;
 - Indicators of project readiness and considerations related to rider benefit and system connectivity; and
 - The projected pathway and specific actions needed to advance each project into the fully funded program reflected in Attachment A; and
- (c) Define the options available to the Board when a project can no longer be advanced consistent with subarea equity as defined in the Financial Policies—Appendix B.

The chief executive officer must present the draft project delivery framework to the Board for approval no later than fourth quarter 2026 before the adoption of the 2027 budget. The final project delivery framework will be presented for Board consideration in December 2026.

Section 6: The chief executive officer is further directed to implement the Enterprise workplan described in Attachment B to identify cost-saving and revenue enhancement opportunities that can accelerate

projects and support full delivery of the ST3 Plan. Workplan progress will be regularly reported to the Board as part of the adaptive program management plan.

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.

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.

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.

Section 10: The Chief Executive Officer is further directed to present to the Board a plan for lifecycle maintenance and capital replacement of agency assets for state of good repair resources prior to the adoption of the 2027 budget.

Section 11: As permitted by the ST3 Financial Policies, the Board deems it is in the best interest of Sound Transit to allocate debt interest as a systemwide expense.

Section 12: At the time the annual budget and six-year Transit Improvement Plan are proposed, the chief financial officer is directed to

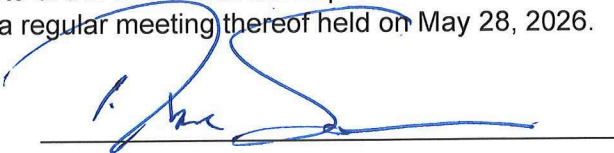
- (a) Certify that the proposed annual expenditures for operations and maintenance, state-of-good repair, and agency administration conform to the projections in the long-range financial plan. This certificate will be supported by a report submitted to the Board with the proposed annual budget and Transit Improvement Plan.
- (b) Report specific deviations, risks, or opportunities to the long-range financial plan that are in the proposed annual budget or six-year Transit Improvement Plan and quantify the expected impact on the long-range financial plan that passage of the annual budget or six-year Transit Improvement Plan will have upon adoption

Section 13: The third-quarter 2026 update to the agency's Regional Transit Long-Range Plan will occur in 2028 to provide time to identify further cost savings and increased financial capacity, complete additional analysis and environmental review, conduct robust equitable public engagement, and incorporate findings from the high-capacity transit studies identified in Attachment B. The chief executive officer is directed to begin work on an updated Regional Transit Long-Range Plan for Board adoption in 2028.

Section 14: Subject to compliance to the requirements to remain eligible to receive federal funding, the chief executive officer is directed to implement Board motions and resolutions authorizing property acquisitions, contracts or any other actions to plan, design, construct, operate, or maintain the projects and services identified in Attachment A.

Section 15: Resolution No. R2021-05 is superseded.

ADOPTED by no less than two-thirds affirmative vote of the entire membership of the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 28, 2026.



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator



Resolution No. R2026-11 Attachment A

Table 1

The following projects and investments are affordable within the agency’s long-range financial plan and consistent with the Financial Policies and subarea equity. The fully funded projects listed below are in the order the agency plans to sequence them to open, except for the maintenance facilities, which will be phased as required to support system operations and maintenance. All previously baselined projects (e.g., Stride Bus Rapid Transit and Stride Operations Maintenance Facility, Pinehurst Station, Sounder South Station Parking and Access Improvements, and Series 2 Light Rail Vehicle Fleet Expansion), are proceeding on their adopted schedules.

| Affordable within Existing Resources* | |
|---|--|
| <u>Fully Funded Projects</u> (opening order) | <u>Partially Funded Projects and Projects Funded through Planning and Design</u> |
| Tacoma Dome Access Improvements (\$23M) | Ballard Link (through final design) (\$300M) |
| Graham St. Infill Station (\$214M) | Boeing Access Rd. Link Infill Station (through final design) (\$52M) |
| West Seattle Link (no Avalon Station) (\$6.8B) | Sounder South Additional trips (partially funded) (\$1.1B) |
| Renton Transit Center Parking Garage (\$100M) | Sounder Extension to DuPont (planning phase only) (\$17M) |
| Tacoma Dome Link (\$6.6B) | Regional Parking Fund (\$100M) |
| Everett Link, phase 1 (\$6.1B) | ST Express Bus Base (partially funded) (\$100M) |
| Ballard Link initial segment (Seattle Center) (\$17.8B) | ST4 Planning/High-Capacity Transit Corridor Studies (partially funded) (\$106M) |
| Everett Link, phase 2 (\$3.4B) | |
| T Line to Tacoma Community College (now 2043)+ (\$1.7B) | |
| S Kirkland to Issaquah Link (now 2050) + (\$8.3B) | |
| <u>Maintenance Facilities</u> | |
| Link Operations Maintenance Facility South (\$2.5B) | |
| Link Operations Maintenance Facility North (\$2.1B) | |
| Sounder Maintenance Base (\$315M) | |

* Amounts currently assumed in the Long Range Financial Plan in year of expenditure dollars (YOE\$) as of May 2026.

+These projects are funded using cost projections levels from the 2024 long-range financial plan, plus inflation based on updated delivery dates.

Table 2

Construction of the following projects is not currently funded in the agency's long-range financial plan, but as costs and agency revenue uncertainties are resolved, the Board will evaluate options for restoring additional funding for these projects. Projects in this category will be given funding based on available agency capacity and subarea finances at the time resources become available. Pursuant to Sec. 5(c), the agency will develop a framework defining the conditions and criteria by which these projects may be advanced when new funding becomes available, and beginning in Q2 2027, will provide annual reports to the Board on potential delivery timelines, updated cost estimates, subarea revenue forecasts, and the projected financial pathway needed to advance each project into the fully funded program.

| Construction Not Currently Affordable within Existing Resources |
|--|
| Ballard Link (Seattle Center to Market St.) (construction) |
| Boeing Access Rd. Link Infill Station (construction) |
| Souder Additional Trips (remainder) |
| Souder Extension to DuPont (remainder) (final design and construction) |
| ST4 Planning/High-Capacity Transit Corridor Studies (remainder) |

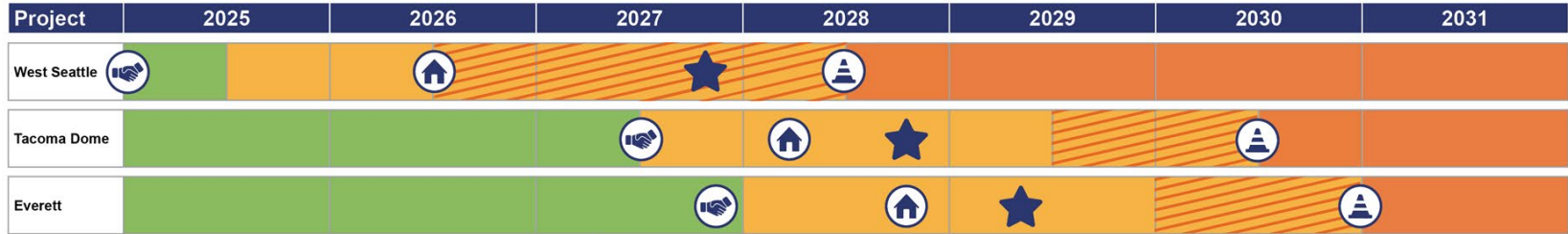
Table 3

The following projects are not funded in the agency's long-range financial plan. If funding from other parties becomes available for these projects, the Board will consider allocating agency resources to advance delivery.

| Defer Until Resources Identified |
|---|
| Tacoma Dome Link Parking |
| Everett Link Parking |
| Stride Parking |
| North Sammamish Park & Ride |
| Edmonds & Mukilteo Parking and Access |
| Bus on Shoulder Project |
| SR 162 Corridor Improvements |
| Souder South Platform Extensions |
| Souder South Access Improvements |
| ST Express Bus Base (remainder) |

Active Light Rail Projects

Key project milestones for active light rail projects in development as of May 14, 2026.



↑ Projects affordable through construction

↓ Projects with construction not fully affordable



Project Phases



Timeframes and durations shown are estimates based on current assumptions.

Unfunded

Milestones

- 🤝 Project to be built
- 🏠 Start of major ROW acquisitions
- ★ Approve project baseline
- 🏗️ Start of construction
- 🚆 Start of service

Updated Sources and Uses



Financial Plan - Sources & Uses Summary

R2026-11 as amended

2017 through 2052; YOE Dollars in Millions

| | Snohomish | North King | South King | East King | Pierce | System-wide | Total |
|--|---------------|---------------|---------------|---------------|---------------|--------------|----------------|
| Sources of Funds | | | | | | | |
| Tax Revenues | | | | | | | |
| Sales and Use | 12,120 | 31,982 | 12,771 | 27,134 | 18,679 | - | 102,685 |
| Motor Vehicle Excise Tax | 1,791 | 2,629 | 1,510 | 3,445 | 2,356 | - | 11,730 |
| Property Tax | 860 | 2,776 | 868 | 2,435 | 1,102 | - | 8,040 |
| Rental Car Tax | 25 | 57 | 374 | 41 | 35 | - | 532 |
| Total Tax Revenues | 14,795 | 37,444 | 15,523 | 33,055 | 22,172 | - | 122,988 |
| Other Revenue | | | | | | | |
| Grant Revenue | 4,334 | 9,201 | 3,524 | 3,285 | 3,335 | 4,164 | 27,842 |
| Fare Revenue | 521 | 3,769 | 931 | 1,033 | 606 | - | 6,860 |
| Other Revenue | 21 | 190 | 132 | 90 | 83 | 472 | 989 |
| Interest Earnings | - | - | - | - | - | 2,282 | 2,282 |
| Total Other Revenue | 4,876 | 13,160 | 4,587 | 4,408 | 4,024 | 6,918 | 37,973 |
| Bond Proceeds (with DSRF) | 5,938 | 12,584 | 6,250 | 3,503 | 672 | - | 28,948 |
| TIFIA / RRIF Proceeds | 479 | 1,259 | 1,014 | 1,398 | 174 | - | 4,325 |
| Changes in Cash (addtl funding to offset deficits) | 293 | 1,030 | 1,004 | 539 | (1,714) | (2) | 1,149 |
| Total Sources | 26,381 | 65,477 | 28,378 | 42,902 | 25,328 | 6,915 | 195,382 |
| Uses of Funds | | | | | | | |
| System Expansion Expenditures | | | | | | | |
| Light Rail Transit | 13,308 | 22,374 | 7,425 | 15,890 | 5,366 | 9,365 | 73,727 |
| Tacoma Link | - | - | - | - | 1,944 | - | 1,944 |
| Commuter Rail | 60 | - | 1,284 | - | 2,000 | - | 3,343 |
| Regional Express Bus | 44 | 66 | 34 | 175 | 247 | - | 566 |
| Bus Rapid Transit | 60 | 405 | 398 | 1,884 | (117) | - | 2,630 |
| System-wide | 105 | 102 | 57 | 106 | 92 | 382 | 843 |
| Total System Expansion Expenditures | 13,576 | 22,947 | 9,197 | 18,055 | 9,532 | 9,747 | 83,054 |
| O&M Expenditures | | | | | | | |
| Light Rail Transit | 3,691 | 18,509 | 5,651 | 5,563 | 1,219 | - | 34,634 |
| Tacoma Link | - | - | - | - | 1,384 | - | 1,384 |
| Commuter Rail | 181 | - | 1,977 | - | 2,381 | - | 4,539 |
| Regional Express Bus | 889 | - | 637 | 2,983 | 1,902 | - | 6,412 |
| Bus Rapid Transit | 265 | 493 | 348 | 1,380 | - | - | 2,486 |
| System-wide | 0 | 0 | 0 | 0 | 0 | 3,177 | 3,177 |
| Total O&M Expenditures | 5,027 | 19,002 | 8,613 | 9,927 | 6,886 | 3,177 | 52,632 |
| Service Delivery Projects | | | | | | | |
| Service Delivery Projects - Capital | 1,337 | 5,833 | 2,556 | 2,941 | 1,848 | 4,840 | 19,355 |
| Service Delivery Projects - Operations | 390 | 1,694 | 748 | 862 | 550 | 931 | 5,175 |
| Total Service Delivery Project Expenditures | 1,727 | 7,527 | 3,304 | 3,802 | 2,398 | 5,771 | 24,530 |
| Other Expenditures | | | | | | | |
| Debt Service | 4,356 | 11,822 | 5,416 | 7,712 | 4,267 | - | 33,573 |
| Reserve Contributions* | 268 | 584 | 303 | 230 | 105 | 103 | 1,593 |
| System-Wide Activities | 1,426 | 3,595 | 1,544 | 3,176 | 2,141 | (11,882) | - |
| Changes in Cash (cumulative surplus) | - | - | - | - | - | - | - |
| Total Uses | 26,381 | 65,477 | 28,378 | 42,902 | 25,328 | 6,915 | 195,382 |

*Includes Capital Replacement, Debt Service Reserve Fund, Affordable Housing, Emergency Loss, and O&M Reserves.

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Attachment B

This Enterprise workplan defines activities for the agency to continue to identify and implement opportunities to save costs, accelerate project delivery, and increase agency financial capacity to ensure full delivery of the voter-approved ST3 system plan.

The workplan is organized according to the Enterprise Initiative workstreams that staff have used to support Board decision-making to update the ST3 system plan.

Equitable Decision-Making Framework: The agency is developing an Equitable Decision-Making Framework to guide investment and program decisions through inclusive collaboration, transparent governance, and evidence-based analysis. The CEO is directed to brief the Board on the framework and present a proposal for incorporating it into the adaptive management and project delivery frameworks when the Board considers adoption of those frameworks later this year.

Policy & planning

- Perform various high-capacity transit studies and update the Regional Transit Long-Range Plan, including appropriate environmental review. Studies should include, but are not limited to, the following:
 - High-capacity transit (HCT) studies currently identified in ST3, such as West Seattle-Burien-Tukwila-Renton and Northern Lake Washington (including the addition of Totem Lake to Downtown Redmond)
 - Additional high-capacity transit studies based on new growth patterns or other emerging issues, such as Ballard-Crown Hill-Northgate
 - Additional high-capacity transit studies based on significant scope reductions or system delays impacting ridership, mobility, or user experience to ST3 system plan
- In 2027, begin early planning and design work for projects that are delayed or partially funded per Attachment A, including the South Kirkland to Issaquah extension, the T Line extension to Tacoma Community College, and the Sounder S Line extension to DuPont to assess potential alternatives to the representative investments identified and to support potential acceleration through innovative project delivery methods, approaches, and financing strategies.
- Consistent with updates to the Sounder South Strategic Plan shared in 2024, initiate engagement and negotiations with BNSF on additional Sounder trips with a specific focus on midday trips and the potential for a pilot to determine rider demand.
- Conduct policy analysis to assess potential cost savings, accelerate project delivery, and increase agency financial capacity to support the advancement of partially funded or unfunded projects identified in Attachment A. Where applicable, relevant analyses will be prepared in advance of the Q4 2026 update to the long-range finance plan, including, but not limited to, the following:
 - Permitting reform
 - Value capture/value generation from ST property, station and station area investments
 - Financing tools such as extended bond terms, expanding debt capacity, and other instruments that improve agency financial capacity
 - Public-private partnerships
- Assess and propose policy changes associated with fare and parking policies to enable additional financial capacity from those revenue sources
- Propose updated service standards and develop a network plan and service guidelines
- Advance the fare gates pilot and make a recommendation about whether, how, and when to implement fare gates on the Link light rail system

- 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.

Transit operations

- Analyze and assess changes to existing operating models related to Link, Sounder, Stride, and ST Express for potential cost savings and greater cost certainty while maintaining high-quality passenger service and supporting a thriving workforce
- Identify and pursue strategies for serving transit areas impacted by changes in the updated ST3 System Plan in coordination with partner transit agencies and local jurisdictions
- Develop a conditions-based maintenance program
- Refine approach, costs, and scope for system resiliency and core capacity investments and develop a System Investment Master Plan
- Develop a communications-based train control implementation plan

Capital delivery

- Partner with permitting authorities across all projects in active planning and design to streamline regulatory processes and accelerate project delivery
- Assess delivery methods and procurement strategies to ensure efficient project development and delivery of the ST3 capital program
- 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.

- 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 will identify opportunities with the City of Tukwila to streamline permitting and identify strategic property acquisition, partnerships, and value capture programs. The plan 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. 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.
- 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.

Finance

- Actively pursue creative funding and financing partnerships with city, county, regional, and state governments to identify potential funding opportunities, to leverage partner government debt capacity, and to otherwise assess opportunities for increasing financial capacity to deliver more of the ST3 program
- Bring forward changes to the agency's debt service coverage ratio and associated financial policies in conjunction with the Q4 2026 update to the long-range finance plan
- Continue to identify and pursue additional funding opportunities with local, state, and federal partners
- As part of the Q4 2026 update to the Long-Range Financial Plan, provide information demonstrating impacts to agency financial capacity from 1) 75-year bond terms, 2) increasing agency debt capacity to 5%, and 3) both combined, and share how these changes impact delivery dates for projects in Table 2 of Attachment A
- Convene a Sound Transit and Board staff working group to conduct a comprehensive review of system costs to ensure the agency remains financially sustainable as the system grows

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Attachment C

The Ballard Link Extension (BLE) will deliver major benefits to the Puget Sound region. It will create fast, reliable light-rail service connecting key residential and job centers between the Chinatown-International District and Ballard. It will also add a new light rail-only tunnel in downtown Seattle, increasing capacity and improving efficiency for the entire regional transit system. The Ballard Link Extension is expected to draw three times more riders than any other ST3 project, making it a very impactful investment. Its strong ridership demand shows how essential this line is for supporting growth, reducing congestion, and delivering the highest return on our regional transit dollars.

During the Sound Transit Enterprise Initiative, it was determined that building the full Ballard Link Extension – from the Seattle Center to Market Street in Ballard – was not affordable with current resources. It was found to be financially feasible to build the portion from the Chinatown-International District to the Seattle Center Station, and to continue planning and final design work for the segment up to Market Street.

To ensure the Ballard Link Extension continues moving forward – and that construction to Market Street can happen as soon as possible – Attachment C outlines a series of required steps to guide progress in a transparent and accountable way. These actions are complementary to the direction for Sound Transit to develop an adaptive program management plan for all projects in the ST3 plan.

Actions

Section 1 – Accelerate Cost Savings and Project Delivery Work

Sound Transit will actively identify and pursue every feasible opportunity to reduce the overall cost and accelerate project delivery of the Ballard Link Extension. This work will build upon and be incorporated into the Enterprise Workplan described in Attachment B and the adaptive program management plan and project delivery framework required under Sections 4 and 5 of Resolution No. R2026-11. This effort will be comprehensive, drawing on detailed staff work, independent technical review and third-party evaluations, and rigorous comparisons to industry best practices. By using multiple sources of expertise and data, the agency can pursue more efficient decisions that protect taxpayer dollars while keeping the project on track. This work will be incorporated into project analysis as well as programmatic and financial plan updates. The analysis will include whether each measure is BLE-specific or can also be applied program-wide.

Sound Transit will expand project analysis to technology, procurement, delivery, and operational options capable of improving affordability or accelerating delivery while considering the environmental review process and without additional disruption or delay to that process.

Before December 2026, Sound Transit will initiate a Request for Information to identify strategies that reduce cost or speed delivery through innovative technologies. This expanded analysis should include evaluations comparing not only cost but also ridership capacity, service frequency, passenger experience, operational and long-term maintenance implications, and labor considerations. This expanded project analysis should complement the existing environmental review process and avoid additional disruption or delay. The RFI can be specific to BLE or expanded to other ST3 projects.



Section 2 – Pursue Additional Financial Capacity

Sound Transit will aggressively pursue every financial opportunity available to support and accelerate the Ballard Link Extension. This work will be coordinated with the Enterprise Workplan and other actions required under Resolution No. R2026-11. This will include, but not be limited to, seeking ways to speed up federal grant revenues, securing additional and lower-cost federal loans, identifying new and sustainable revenue sources tailored to the project's needs, and pursuing authorization for bond terms up to 75 years in the state legislature.

The agency will also explore project-specific strategic property acquisitions, build strong partnerships with public and private sector organizations, and pursue value-capture programs that allow the growth around Ballard Link stations to support project delivery.

This analysis will be in addition to programmatic cost-saving and other work outlined in Attachment B of Resolution R2026-11. Taken together, these actions are intended to strengthen the project's financial foundation and help deliver the Ballard Link Extension as efficiently and responsibly as possible.

Section 3 – Community Accountability

Sound Transit will hold forums at key project and design milestones with civic and business leaders, local jurisdictions, and the communities served by the Ballard Link Extension to provide updates on the analysis described above and to continue to collect ideas for quicker and most effective delivery that delivers the project benefits, including regional mitigation for delaying transit service to this community. These forums will supplement, and not replace, existing project-level public engagement and environmental review processes required by law or agency policy and will be conducted in conjunction with ongoing public engagement for the project.

Section 4 – Reporting to the Board

Sound Transit will provide an annual update to the Board on progress made on work outlined in Sections 1 and 2 of this Attachment. These updates will occur in System Expansion Committee meetings and with the full Board, and they will include any changes to the project's schedule, costs, and next steps. Each report will also highlight any actions the Board can take to help deliver the Ballard Link Extension as quickly and responsibly as possible. The reporting required under this section may be incorporated into or satisfied through Board reporting required under Sections 4, 5, and 6 of Resolution No. R2026-11.