

Sound Transit Enterprise Initiative

Update

Lacey Jane Wolfe
City Manager's Office

May 19, 2026



Direction

Consider directing staff to prepare a letter to Sound Transit Board members based on *Bellevue's Guiding Principles for the Enterprise Initiative* (Attachment A).



Agenda

1. Enterprise Initiative
2. South Kirkland to Issaquah Link
3. Chair Somers' Proposal
4. Staff Recommendation



Enterprise Initiative



Enterprise Initiative

- Sound Transit facing \$35 billion revenue gap
- March 18 – Sound Transit Board Retreat
- By May 28, Sound Transit Board will determine which projects will be:
 - Delayed
 - Reduced in scope
- For Bellevue, this will only impact the South Kirkland to Issaquah Link (4 Line) project



Enterprise Initiative

- Sound Transit 3 (ST3) Plan must be revised in every subarea



South Kirkland to Issaquah Link



South Kirkland to Issaquah Link

- Two new stations in Bellevue
- Provisional Lakemont station (unfunded)
- Parking at Kirkland and Issaquah Stations only



South Kirkland to Issaquah Link

- Current plan to deliver by 2044
- Original ST3 cost estimate: \$1.7-1.9 billion in 2014 dollars
- Current cost estimate: \$9.8 billion in year of expenditure dollars



Chair Somers' Proposal

For Sound Transit's Enterprise Initiative



Impacts to Other Subareas

- West Seattle Link – no Avalon station
- T-Line to Tacoma Community College - delayed
- North Sounder discontinued in 2033
- Construction not currently affordable within existing resources:
 - Ballard Link – Smith Cove, Interbay, and Ballard stations
 - Graham Street, Boeing Access Road infill stations
 - South Sounder additional trips, platform extensions
 - South Sounder Extension to DuPont

Bellevue's Guiding Principles

- Maintain subarea equity
- Connect Eastside cities with high-capacity transit
- Minimize delay and avoid deferment
- Retain Bellevue's 4 Line stations
- Preserve access to transit
- Conserve regional bus service



Subarea Equity

- Debt interest is regionalized



Guiding Principles

- Light rail is maintained
- Budget cap of \$8.4 billion
- Richards Road, Eastgate, and Lakemont Stations are maintained



Guiding Principles

- Delivery date extended to 2050
- Near-term design funding
- Access to transit
- Regional bus service



Decision Timeline

- March 18 – Sound Transit Board retreat
- May 7 – Chair’s proposal released
- May 28 – Sound Transit Board decision



Advocacy to Date

- March 13 Eastside mayors meeting with Sound Transit Board members
- March 25 letter to Sound Transit Board
- Elected-to-elected conversations
- Five Bellevue elected officials testified at Sound Transit Board meetings
- Bellevue staff collaborated weekly with Board member staff and other Eastside staff



Staff Recommendation

- Letter to Sound Transit Board
- Communications with East King Board members
- Include in the letter:
 - Acknowledge 4 Line kept whole
 - Define alternatives analysis timeline
 - Provide greater certainty around acceleration
 - Ensure high-quality service
 - Maintain multimodal access to transit service

Direction

Consider directing staff to prepare a letter to Sound Transit Board members based on *Bellevue Guiding Principles for the Enterprise Initiative* (Attachment A).

