



Summary Minutes

System Expansion Committee Meeting April 10, 2025

Call to order

The meeting was called to order at 1:38 p.m. by Committee Chair Balducci and was available for viewing in person and online.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/meeting-videos>.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(P) Kim Roscoe, Fife Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Bruce Harrell, Seattle Mayor
(P) Angela Birney, Redmond Mayor	(A) Ryan Mello, Pierce County Executive
(P) Cassie Franklin, Everett Mayor	(P) Dave Somers, Snohomish County Executive
	(A) Dan Strauss, Seattle Councilmember

Alejandro Monzon, Board Relations Specialist, announced that a quorum of the System Expansion Committee was present at roll call.

Report of the Chair

Revised Agenda

Chair Balducci noted that the Committee will be working from a Revised Agenda for today's meeting. Motion No. M2025-16 was added to the agenda, while Motion No. M2025-17 was removed. Both will be addressed later in the meeting.

Farewell Goran

Chair Balducci recognized outgoing Interim CEO Goran Sparrman. While there will be an opportunity to fully recognize his leadership at the April Board meeting, Chair Balducci thanked him for his support of the system expansion program and wished him the best in his retirement.

CEO Report

Interim Chief Executive Officer Goran Sparrman provided the report.

Downtown Redmond Link Extension Opening Day – Interim CEO Sparrman reminded the Board about the May 10, 2025 opening date for the Downtown Redmond Link Extension. The ribbon-cutting ceremony will begin at 10:30am at Downtown Redmond Station, with the first trains anticipated to leave at Noon. The festivities will continue at both Downtown Remond and Marymoor Village stations until 4pm. Sound Transit is partnering with local non-profits to help amplify the activities which will be open to the public. Invitations have also been sent to the Congressional Delegation, state leaders, and regional stakeholders.

Lynnwood Link Extension Industry Awards – Interim CEO Sparrman reported that the Lynnwood Link Extension team has won the International Partnering Institute’s 2025 John L. Martin Partnering Project of the Year for work completed on the northern part of the alignment.

NEPA Re-evaluation of Sumner Station Parking & Access Improvement project – Interim CEO Sparrman shared that the Federal Transit Administration (FTA) has approved a NEPA re-evaluation for the Sumner Station Parking and Access Improvement project. Since the completion of initial environmental review in 2016, the project’s design has advanced through coordination with local partners – City of Sumner, Pierce Transit, and Burlington Northern Santa Fe – and refinements were added to provide additional surface parking spaces and further enhance station access. Construction is expected to begin this summer.

Monthly Status Report Improvements – Interim CEO Sparrman concluded by noting that the Capital Delivery Department is returning with their System Expansion Monthly Report to receive additional feedback. He added an Executive Summary was added in response to the Committee’s concerns with wanting a digestible update, in addition to the in-depth information for reference.

Public comment

Chair Balducci announced that public comment would be accepted via email to meetingcomments@soundtransit.org and would also be accepted verbally.

Written public comments:

Fernando Roble Munoz
Jake Larson
Donna Popich
Terry Scidmore
Marilyn Kennell
Kirsten Whitemore
Martin Westerman
Candace Shattuck
Jan Roberts
Jack Whisner
William Terrance
Betty Lau
Katrina Hoch
Brien Chow
Robert M. Williams, on behalf of Rainier Valley Community Development Fund
MaryKate Ryan

In-person Verbal Public Comments:

Robert Williams
Brien Chow
Betty Lau
Day-Z Gould-Wong

Virtual Verbal Public Comments:

No individuals signed up to provide virtual verbal public comment.

System Expansion Monthly Status Report update

Chair Balducci noted for the committee that the Monthly Status Reports for January and February 2025 were included in the meeting materials and posted online.

Capital Delivery Deputy CEO Terri Mestas reminded the committee that the new System Expansion Monthly Status Report is intended to combine and streamline information previously contained in the Agency Progress Reports and Project Performance Tracker. The report includes information on project statuses, key-performance indicators, and monthly successes. Ms. Mestas noted that the report will aim to continuously improve and will be bolstered by the Project Management Information System, when it is stood up.

Chair Balducci asked that these reports be brought verbally to the committee each month, so as to support the committee with applicable information. She also highlighted the previous cadence of quarterly updates on Projects in Construction or Projects in Planning as other avenues of transparency that she would like to see re-instated.

Interim CEO Sparrman responded that he will continue to work with Deputy CEO Mestas and her team to meet the request. He noted that the robust agenda limited what staff wanted to bring today.

Business items

For Committee Final Action

Minutes: March 13, 2025 System Expansion Committee meeting

It was moved by Board member Backus, seconded by Board member Birney, and carried by unanimous voice vote that the minutes of the March 13, 2025 System Expansion Committee meeting be approved as presented.

Resolution No. R2025-07: Approving the chief executive officer's declaration that mobile homes on the property acquired for the Operations and Maintenance Facility South project in Federal Way, Washington are surplus and are no longer needed for a transit purpose.

Michael Morgan, Executive Director, and Clint Dameron, Acting Real Property Director, gave the staff presentation for the three Real Property actions related to the Operations and Maintenance Facility South project. They were joined by Bernadette McDermott, Executive Director.

Vice Chair Roscoe reported that there were no public comments related to this action received at the March 27, 2025 Public Hearing. Chair Balducci thanked Vice Chair Roscoe for presiding over the Public Hearing.

Board member Backus asked if it is possible that these mobile homes could be utilized in support of affordable housing. Mr. Dameron responded that staff are looking into those possibilities.

Chair Balducci inquired into the communications with the mobile homeowners and whether there are any tensions to be aware of. Mr. Dameron answered that there have been many communications with the owners over the years, and that 19 of the mobile homes have been acquired by Sound Transit via agreements with the owners. He added that the owners do have a very cordial relationship with the relocation agents.

Chair Balducci asked for clarification on the 19 already-purchased mobile homes. Mr. Dameron responded that Resolution No. R2023-26 authorized staff to acquire the mobile homes, but there was a grey area specifically around the use of condemnation, which is why Resolution No. R2025-08 is necessary.

Mr. Morgan added that in addition to one-on-one support for the mobile homeowners, Sound Transit has a relationship with Belmor Mobile Home Park to upkeep the general status of the site so as to not impact those still occupying the land. He noted that he is not aware of any difficult cases at this time.

Chair Balducci asked if the mobile homes being declared surplus are only those already fully purchased and owned by Sound Transit. Mr. Morgan responded that any mobile home appraised over \$200,000 is included in the request. Chair Balducci asked if that was legally sound. Paul Moomaw, Legal Counsel, responded that he believes the actions are in proper order, given that the Board has already authorized staff to acquire the mobile homes via agreement. He noted that a piecemeal approach is not recommended.

Board member Backus asked for a report back, when possible, on the status of relocation of the mobile homes, specifically about the sale of the assets to affordable housing purposes.

It was moved by Vice Chair Roscoe, seconded by Board member Backus, and carried by unanimous voice vote that Resolution No. R2025-07 be approved as presented.

For Recommendation to the Board

Resolution No. R2025-08: (1) Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for construction, operation, and maintenance of the Operations and Maintenance Facility South project and (2) ratifying and confirming the authority granted under Resolution No. R2023-26 to acquire mobile homes and cell tower infrastructure situated on the Belmor Mobile Home Park, one of the subjects of that resolution.

Information on this action was included in the previous presentation.

It was moved by Board member Franklin, seconded by Board member Backus, and carried by unanimous voice vote that Resolution No. R2025-08 be forwarded with a do-pass recommendation.

Resolution No. R2025-09: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for construction, operation, and maintenance of the Operations and Maintenance Facility South project.

Information on this action was included in the previous presentation.

It was moved by Board member Birney, seconded by Vice Chair Roscoe, and carried by unanimous voice vote that Resolution No. R2025-09 be forwarded with a do-pass recommendation.

Resolution No. R2025-10: (1) Amending the Adopted 2025 Budget to advance the West Seattle Link Extension project through the completion of the Preliminary Engineering phase into the Final Design phase by a) increasing the authorized project allocation by \$61,400,000 from \$270,340,863 to \$331,740,863 and b) increasing the adopted 2025 annual project budget by \$44,350,000 from \$94,926,236 to \$139,276,236; and (2) amending the Adopted 2025 Budget to advance the Ballard Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$7,400,000 from \$806,619,999 to \$814,019,999 and b) increasing the adopted 2025 annual project budget by \$3,700,000 from \$96,298,561 to \$99,998,561.

Brad Owen, Executive Director, gave the staff presentation for the actions related to the West Seattle Link Extension and Ballard Link Extension projects.

Chair Balducci noted that she has many questions about the three actions, specifically on the range and type of work being authorized. She expressed reservations about advancing additional funding into a

project that the Board is still actively weighing whether the agency can afford to build, likening the current moment to right before realignment where addressing cost pressures warranted a decision by the Board. Mr. Owen explained the breakdown of the budget amendment figures, noting the allocations from each project earmarked between the two contracts. Chair Balducci asked if a visual representation could be provided for her aid, which Mr. Owen was able to display.

Chair Balducci inquired into the services being provided. Starting with the Ballard Link Extension (BLE), Mr. Owen responded that much of the work is going into advancing constructability analysis on the range of alternatives which will feed into a clearer vision of cost and schedule for the project's alternatives. Additionally, the work will include modeling that will support analysis and value engineering exercises. For the West Seattle Link Extension (WSLE), Mr. Owen responded the work is similar but more robust due to the where the project is in it's timeline. The work for WSLE is in support of the cost-savings work plan directed by the Board. He referenced two examples of cost-savings assessments (Foundations and SODO Optimization) that were included in the Q1 Cost Savings update presentation. That work is intensive and specialized, to the point that Sound Transit contracts those services when needed as opposed to hiring full-time staff.

Chair Balducci asked if requesting these funds at this time is in the normal course of project development or if these are newly needed funds not yet accounted for. Mr. Owen stated that he would need to work with a member of the finance team to provide an answer.

Chair Balducci stated that she was not ready to recommend these items to the Board but could support a motion to forward without recommendation should delaying the actions present significant schedule or cost implications.

Board member Franklin noted that she would be comfortable moving forward the Budget Amendment and Contract work necessary for BLE, as she has more concerns about advancing WSLE at this point. Chair Balducci noted that could a potential direction to staff should the conversation land there.

Board member Backus noted that she was going to raise a similar point to Board member Franklin and added that she would be comfortable advancing the items without recommendation so that additional conversations can be had about the direction to pursue.

Chair Balducci recommended moving the items forward without recommendation so that additional work can be done to inform Board members in advance of and at the Board meeting. She added a concern around digging into the costs and justifications for contract amounts.

Board member Franklin thanked staff for their time and recognized that work on WSLE at this point is aligned toward the goal of determining cost-savings measures. She expressed support for, when possible, to split actions related to WSLE and BLE as the two are in different categories of thinking for her.

Board member Somers added that he has been having conversations around content for a potential Board retreat and stated that he thinks these larger discussions would be beneficial. Chair Balducci expressed support for that inclusion.

Interim CEO Sparrman noted that the confusion in the actions was understood, and he will work with staff to better unpack the three actions for the Board meeting. Chair Balducci thanked CEO Sparrman and staff for their efforts to inform the committee.

It was moved by Board member Backus, seconded by Board member Franklin, and carried by unanimous voice vote that Resolution No. R2025-10 be forwarded without recommendation.

Chair Balducci noted that Motion No. M2025-16 related to modifying the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, was removed from the agenda.

Mr. Owen noted that the materials for the Committee to consider Motion No. M2025-16 were not yet complete, and staff were working to prepare the action for consideration at the Board meeting, alongside Resolution No. R2025-10 and Motion No. M2025-17.

Motion No. M2025-17: Authorizing the chief executive officer to execute a contract with Jacobs Engineering Group, Inc for Phase 1 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$24,791,877, with a 10 percent contingency of \$2,479,188 for a total authorized amount not to exceed \$27,271,065, contingent upon adoption of Resolution No. R2025-10.

Information on this action was included in the previous presentation.

Chair Balducci re-iterated her appreciation for staff's efforts to be information and responsive to challenging questions and requests. She highlighted the larger dynamics around the WSLE and the heightened scrutiny around the project.

It was moved by Board member Backus, seconded by Board member Franklin, and carried by unanimous voice vote that Motion No. M2025-17 be forwarded without recommendation.

The clerk added that if Motion No. M2025-16 cannot be completed in time for consideration at the April 24 Board meeting, staff would work with a Board member to sponsor substitute materials to address cross-references between the actions.

Motion No. M2025-18: Authorizing the chief executive officer to increase certain NE 130th Street Infill Station project contract and/or agreement amounts as necessary, for a total authorized cumulative increase not to exceed \$12,000,000, all within the NE 130th Street Infill Station project approved baseline budget.

Taylor Carroll, NE 130th St. Infill Station Deputy Executive Project Director, gave the staff presentation.

Chair Balducci asked if current projects show the project reaching completion within the baseline budget. Mr. Carroll confirmed the project is trending toward being completed within the budget.

Board member Birney asked if there were any operating conditions that may affect riders during the 2026 World Cup. Mr. Carroll responded that while the station is not active, trains are running through it now. When the World Cup arrives, major construction will be completed, and pre-revenue service activities are anticipated to be ongoing.

It was moved by Board member Backus, seconded by Board member Birney, and carried by unanimous voice vote that Motion No. M2025-18 be forwarded with a do-pass recommendation.

Motion No. M2025-19: Authorizing the chief executive officer to increase the cumulative contingency amount authorized to increase certain Lynnwood Link Extension contract and/or agreement amounts as necessary, by an amount of \$15,000,000 for a new total authorized cumulative contingency expenditure not to exceed \$30,000,000, all within the Lynnwood Link Extension approved baseline budget.

Josh Pategas, Lynnwood Link Extension Executive Project Director, gave the staff presentation.

Chair Balducci congratulated staff on the success opening and the many industry awards won by the project. She asked if a separate briefing related to project close-out could be brought to the committee.

It was moved by Board member Birney, seconded by Board member Somers, and carried by unanimous voice vote that Motion No. M2025-19 be forwarded with a do-pass recommendation.

Motion No. M2025-20: Authorizing the chief executive officer to execute a contract modification to the construction contract with Hoffman Construction Company to provide General Contractor/Construction Manager services for Stride Bus Rapid Transit station shelters, furnishings, and systems in the amount of \$77,386,451, with a 12 percent contingency of \$9,286,374 totaling \$86,672,825, for a new total authorized contract amount not to exceed \$87,892,729.

Cynthia Padilla, Acting Stride BRT Deputy Program Executive, and Manan Garg, Executive Director, gave the staff presentation.

Chair Balducci asked for a comparison about how the cost of these station shelters and furnishings compare to similar work for light rail projects. Rick Capka, Acting Stride BRT Program Executive, responded that while the work is intended to emulate a similar rider experience to Link, the work under this contract is less costly as there is less infrastructure needed for Stride BRT stations.

It was moved by Board member Birney, seconded by Board member Somers, and carried by unanimous voice vote that Motion No. M2025-20 be forwarded with a do-pass recommendation.

Motion No. M2025-21: Authorizing the chief executive officer to execute a Project Administration Agreement with the City of Tacoma for the Tacoma Dome Link Extension project.

Diane Wiatr, High-Capacity Transit Development Manager, and Lauryn Douglass, Tacoma Dome Link Extension Planning Director, gave the staff presentation.

It was moved by Board member Backus, seconded by Board member Birney, and carried by unanimous voice vote that Motion No. M2025-21 be forwarded with a do-pass recommendation.

Reports to the Committee

Joint Development update

Kristin Hoffman, Joint Development Deputy Director, provided the presentation.

Ms. Hoffman described the three types of TOD project the agency pursues: adjacent, where TOD is built next to stations; air rights, where TOD is developed above a station without being structurally integrated; and integrated, where TOD development is structurally built into the station design. Only the latter two are considered joint development.

Ms. Hoffman further elaborated on the rationale for pursuing joint development, noting that it can drive ridership increases, increase density, build additional housing, enhance the urban environment near stations, contribute to city growth targets, and provide an opportunity for value capture.

Ms. Hoffman provided a timeline of how TOD projects develop. In phase 1, a development propensity analysis is conducted to determine what areas are most likely to grow. In the latter part of phase 1 and early part of phase 2, initial station planning is undertaken, developing an urban design concept for the station area and determining the station footprint. In the latter part of phase 2 and early part of phase 3, the station and its footprint are fully designed, which defines where potential TOD opportunity sites are. When those sites are identified, a feasibility analysis and test fit is conducted to see whether potential TOD opportunities can be reasonably accommodated.

Ms. Hoffman outlined the recent steps taken to explore joint development. She noted that advanced conceptual design for overbuild sites is ongoing, planning is underway to further develop the program, a partnership with the Urban Land Institute (ULI) was executed, and a fully developed business plan is in progress.

Ms. Hoffman highlighted specific challenges that were noted through the ULI's partnership and other engagement efforts: additional capital funding is required to facilitate the design and construction of supporting infrastructure for integrated joint development, competing agency policy goals hinder further progress on joint development efforts, and ST construction timelines of somewhere near ten years is not aligned with typical TOD development cycles of around three to five years.

Ms. Hoffman further elaborated on other engagement efforts undertaken. She noted that in partnership with ULI, five technical assistance panels were held, which allowed an opportunity for the agency to directly engage and brainstorm with local, national, and international real estate developers, as well as

other experts and stakeholders. She also noted that a real estate developer forum is planned to allow for engagement with a broader audience.

Ms. Hoffman provided additional details on the outcomes of the technical assistance panels. She noted the opportunities to partner exist, and that consideration should be given to hiring a development consultant during final design. She encouraged the agency to reduce risk and complexity for development partners to maximize value. She also stressed the importance of working with city governments to clarify expectations, as well as pursue zoning and code changes to increase predictability in permitting. She concluded by stressing that there are upfront costs to accommodate the necessary overbuild of stations for joint development, engagement with designers during Preliminary Engineering and Final Design is appropriate to include necessary structural features, and future decisions would be influential in the implementation of joint development opportunities.

Chair Balducci thanked staff for the information and noted that the joint development program has the potential to accomplish a lot of good for the region. She also highlighted the financial constraints that the Board would have to juggle to do so.

Board member Birney thanked staff for their presentation and asked if future presentations could include information on non-housing uses in our TOD projects.

Executive session

None.

Other business

Chair Balducci shared that the regional WTS (Women's Transportation Seminar) chapter hosted their annual gala last week and awarded the inaugural scholarship memorializing former Sound Transit employee Jamae Hoffman.

Next meeting

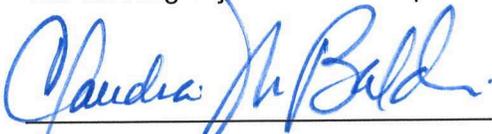
Thursday, May 8, 2025

1:30 p.m. to 4:00 p.m.

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 3:54 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on May 8, 2025, AJM.