



Summary Minutes

System Expansion Committee Meeting June 12, 2025

Call to order

The meeting was called to order at 1:35 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	(P) Ryan Mello, Pierce County Executive
(A) Cassie Franklin, Everett Mayor	(A) Dave Somers, Snohomish County Executive
	(P) 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

System Expansion Monthly Status Report

Chair Balducci noted that the April System Expansion Monthly Status report was included in the meeting materials and is posted on the Sound Transit website.

CEO Report

Chief Executive Officer Dow Constantine provided the report.

2 Line Service Disruption – CEO Constantine reported that the 2 Line experienced two failures related to the overhead catenary system that necessitated a service reduction and bus bridge. Teams are working around the clock to safely restore full service. He stated that the agency is conducting a full investigation and will keep the Board and riders informed as progress is made toward service restoration.

East Link/I-90 Update – On May 21, 2025, the East Link Extension project completed a critical milestone and towed the first light rail vehicle across the I-90 floating bridge, from South Bellevue station to Judkins Park station and back. The unpowered vehicle was towed to check for vehicle clearance and track alignment. The test went well, and the project team will continue to inspect and adjust the track and test supporting electrical systems.

He noted that there are several remaining project risks that must be monitored before the agency can proceed with further systems integration testing.

Testing 4-minute headway – On June 13, 2025, the agency will be testing 4-minute headways between Lynnwood City Center and Stadium stations, in preparation for future interlining between the 1 and 2 Lines between International District and Lynnwood City Center stations. The test trains will be out-of-service single-car trains and run from 5 to 9 am. Another test is planned for August, during which the agency hopes to allow passengers to board the extra trains.

Farewell Randy Harlow – Last week Randy Harlow, acting Executive Project Director for the East Link Extension, announced his departure from Sound Transit. Over the last 16 years, Randy has been an integral member of the agency, wearing multiple hats including Lynnwood Link Extension Executive Project Director. He will be moving abroad for family reasons but plans to stay at the agency until September.

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:

Brien Chow	Bill Hirt
Betty Lau	Ali Altaha
Olivia Ross	

In-person Verbal Public Comments:

Randall Martinez	Chris Wright
Marykate Ryan	Rata Dan
Methqal Abu-Najem	Ken Valder
Danica Mason	Trina Cesnik
Betty Lau	Sam Obunike
Julie Erickson	Kirk Hovenkotter

Virtual Verbal Public Comments:

Ali Altaha
Joe Kunzler

System Expansion Monthly Status Report update

Capital Delivery Deputy CEO Terri Mestas began the report by noting that the information covered is from April 2025. The presentation would cover Program-level updates, as well as updates on Projects in Planning & Design. Projects in Construction will be covered in a separate report planned at the end of the agenda.

Ms. Mestas noted that a new page was added to System Expansion Monthly Status Report that reports on Notable Updates, so that readers are able to quickly find key information. She reported that the Downtown Redmond Link Extension opened for Service on May 10, the West Seattle Link Extension Record of Decision was issued on April 29, 2025, and the Ballard Link Extension Draft Environmental Impact Statement was delayed until at least Q3 2025. She highlighted that the report will also include active procurements and recap of recent applicable Board actions.

Shifting to Program-level accomplishments, Ms. Mestas shared that in addition to building out a two-year procurement schedule for industry partners, the Capital Delivery Department added a new webpage with quick access to design standards and agency criteria for partners. Updates to the Construction Management Mutual Manual and the Project Controls Policies and Procedures are underway. Department leadership has also been at work leading or participating in industry engagement events.

Ms. Mestas reported that the agency has improved on issuing prompt payments to contractors, improving by six days (31 to 25 days) since March 2025. In regard to safety, she noted that an injury at Pinehurst station occurred and that informative measures are underway to prevent future injuries.

Moving to Projects in Planning and Design, Ms. Mestas noted that there are no significant changes this month from last month's report. She added that the Stride Bus Base North project will soon shift to the Construction tracker due to last month's approval of the construction contract, and that staff have separated out the full Link Extensions from the Infill Stations for reporting purposes.

Chair Balducci thanked Ms. Mestas and stated that she is happy the committee is receiving these monthly reports again.

Business items

For Committee Final Action

Minutes: May 8, 2025 System Expansion Committee meeting

It was moved by Board member Birney, seconded by Vice Chair Roscoe, and carried by unanimous voice vote that the minutes of the May 8, 2025 System Expansion Committee meeting be approved as presented.

Motion No. M2025-29: Authorizing the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the King Street Station Platform Area Improvements project Phase 3 Preliminary Engineering within the Sounder South Capacity Expansion Program in the amount of \$6,199,326 with a 10 percent contingency of \$619,933, totaling \$6,819,259, for a new total authorized contract amount not to exceed \$26,812,897.

William Chow, Acting Sounder South Project Development Director, and Zac Eskenazi, Development Manager, gave the staff presentation.

Chair Balducci noted the need to deliver on these projects to better the rider experience and increase transit capacity.

Board member Strauss, noting that the Sounder platform will be extended southward, explained his concern regarding the station access to the West. Based on the diagram of proposed improvements, he believes riders would have to either walk up the platform to either the Weller Street Bridge, the north end of the platform, or exit eastward on the south end and walk around. He pondered offering an amendment to add in a full east-west connection on the south end of the platform, but respected that an amendment could introduce unnecessary delay. He asked if members of the Committee would be willing pushing the vote on this action to next month.

Chair Balducci thanked Board member Strauss for his idea, and asked staff 1) if there was a way to pursue Board member Strauss's idea without delaying today's action, 2) whether a one-month delay would impact the deliverability of the project, and 3) if would there be a cost impact and how much.

Mr. Chow responded that there is a plan to accelerate delivery by pursuing grant opportunities, so a one-month delay at this point would not impact the full project schedule. He stated that a change in scope could warrant redoing aspects of the environmental work completed to date. Mr. Eskenazi concurred that simply delaying the action this month would not have a real cost impact, but a change in scope would require re-negotiating the contract terms with the contractor to include the new concept.

Board member Birney asked if one-month would be enough time to secure some of the clarity around the cost-impacts of incorporating the connection raised by Board member Strauss. Mr. Eskenazi responded that he believes one-month would not be enough to potentially re-negotiate the contract terms. Board member Birney asked that teams perhaps evaluate, in parallel, potential public-private partnerships to deliver some out-of-scope improvements to the project. Mr. Eskenazi responded that the

South Downtown Hub planning effort does include initial concepts to complete a connection such as the one proposed by Board member Strauss. He cautioned that the effort is still in its early days, but the current King Street Stations Platform Area Improvements projects would not preclude building a future westward connection from the south end of the platform.

Board member Mello agreed that building a full east-west connection at the south end of the platform would be beneficial, and wondered if the Committee could informally ask staff to take the concept into account and perhaps return when appropriate with an update on the concept. Mr. Eskenazi noted that a future action could be brought forward to modify the contract to incorporate the additional scope, if desired.

Chair Balducci asked if a partner came later down the line with a desire to help build the westward connection, would the agency be able to work with them to potentially augment the station's infrastructure. Mr. Eskenazi responded that from a design perspective, Sound Transit could work with others at a later date to potentially add in the additional connection.

Board member Strauss noted that he believes the best thing for riders is to have a full east-west connection but also recognizes the potential budget implications of incorporating additional scope into the project. Mr. Eskenazi also clarified that the project includes additional connections to King Street Station Plaza and 2nd Ave. Extension, as well as to 4th Avenue South. He added that the northern connection is more direct to Pioneer Square.

Board member Backus asked if a contract change order would be within the contingency amount requested in today's action. Mr. Chow responded that remains unclear as no discussions have taken place yet on this concept. A future Board or Committee action may be necessary to provide the contract funding.

Chair Balducci summarized that there seems like no long-term implication to a one-month delay. Board member Birney noted that staff wouldn't be able to complete the necessary cost and schedule work within a month. Chair Balducci responded that if the Committee opted to delay the action by a month, staff could potentially chart out the potential paths forward, possibly with rudimentary figures, to better inform the discussion.

Vice Chair Roscoe argued against delaying the action and felt the proposed additional westward connection didn't fully meet the need of facilitating access to Pioneer Square from the King Street Sounder platform. She also cautioned that a decision that potentially impacts the project scope is best reserved for the full Board.

Chair Balducci reminded the Committee that the action today is within the Committee's authority to approve.

It was moved by Vice Chair Roscoe and seconded by Board member Birney that Motion No. M2025-29 be approved as presented.

Board member Strauss stated that he will forgo offering an amendment or a motion to delay at this time but will work offline with agency staff to continue developing this idea. Chair Balducci noted that the South Downtown Hub planning effort may be a fruitful space for this concept. She also noted that any improvements from that effort would need to have funding identified.

Board member Strauss stated that he believes staff should take every opportunity possible to not construct dead-end connections.

Chair Balducci called for a voice vote, and it was carried by unanimous voice vote that Motion No. M2025-29 be approved as presented.

For Recommendation to the Board

Chair Balducci noted that today is an important day for the Tacoma Dome Link Extension (TDLE) project, as the Committee will vote to recommend a Preferred Alternative for the Board to consider. The Preferred Alternative will be included in the Final Environmental Impact Statement (FEIS) and developed up to about 30 percent design at the end of Preliminary Engineering.

She added that identifying a Preferred Alternative is not a final decision but is an indication of where the Committee is currently leaning. Once the Board identifies the Preferred Alternative, staff will continue to advance design and environmental planning in preparation for the Final Environmental Impact Statement. Additional information will be gleaned and will inform continued close collaboration with jurisdictional partners, Tribal Nations, impacted property owners, and the broader public.

Board member Mello added his excitement for the first Pierce County project decision during his time on the Board. He noted that rigorous analysis and community engagement have developed the current alignment and station options. He spoke to the critical relationship with the Puyallup Tribe of Indians, which is essential to delivering the first light rail project on a Tribal Reservation. He reported that Board, agency, and project leaders recently met with the Tribal Council and heard that the project may advance into the FEIS phase; however, mitigation will be monumental and time-consuming. Ongoing discussions and collaboration are planned to ensure the agency is meeting the expectation of the Tribe.

Motion No. M2025-30: Confirming, modifying, or identifying the preferred light rail route and stations for the Tacoma Dome Link Extension Final Environmental Impact Statement.

Lauryn Douglas, Tacoma Dome Link Extension Planning Director, along with Diane Wiatr and Kathy Leotta, High-Capacity Transit Development Managers, gave the staff presentation.

Board member Mello thanked staff for all their work on advancing the TDLE project. He also thanked Board member Roscoe and Walker, as well as other previous Pierce County board members, for their efforts on the Board and in their communities. He noted the importance of mitigation and avoiding long-term detrimental impacts, such as those highlighted by the Puyallup Tribe. He asked about the preferred alternatives impacts to Milton, which is one community where the agency has been working to reduce impacts and displacements. Ms. Douglas responded that the design refinement in Milton has removed all 14 impacts to mobile home properties and removed 2 tribal trust-land impacts. Board member Mello noted that, as the project continues to advance, informing interested members of the public of the reduction in impacts will be useful narrative.

Vice Chair Roscoe thanked staff for their work, especially with the Puyallup Tribe of Indians. She also reported that the Fife City Council recently took action to formally concur with Sound Transit's staff-recommended Preferred Alternative. She noted that personal engagement on potentially impact property-owners has not resulted in pushback or strong opposition to the recommended alignment. She stated that she is in favor of today's actions.

Chair Balducci noted that alignment discussions tend to focus on mitigating the negative impacts, largely due to many of the stations in a particular area are grouped close together and there are no major positive impacts between any given station options. She asked staff to highlight a few positives from each recommended segment. Ms. Douglas responded that the South Federal Way 352nd Street Station offers the most opportunities for nonmotorized access, improved multimodal transit connections, and transit-oriented development (TOD). Ms. Wiatr noted that the Fife Station most fully integrates with the Fife City Center subarea plan and allows for transit connections and TOD opportunities. The Portland Ave Station currently minimizes impact to the freight corridor and there are ongoing discussions with Pierce Transit to maximize transit connections. The Close-to-Sounder Station offers the best potential connections for multimodal transit hub. Ms. Wiatr added that more collaboration is expected with the Puyallup Tribe on the Portland Ave Station, as well as with the City of Tacoma.

Chair Balducci thanked staff for their work and congratulated the team on their efforts.

It was moved by Vice Chair Roscoe, seconded by Board member Mello, and carried by unanimous voice vote that Motion No. M2025-30 be forwarded with a do-pass recommendation.

Motion No. M2025-31: Authorizing the chief executive officer to execute a contract modification with HDR Engineering, Inc. to exercise a contract option for Phase 3 project development services for the Tacoma Dome Link Extension project, in the amount of \$79,911,267 with a 10 percent contingency of \$7,991,127 totaling \$87,902,394, for a new total authorized contract amount not to exceed \$181,555,740, contingent upon adoption of Resolution No. R2025-14.

Manan Garg, Executive Director, Lauryn Douglas, TDLE Planning Director, and Hughey Newsome, Chief Financial Officer, gave the staff presentation.

Chair Balducci asked about whether staff felt they received a wide-enough array of bids, given only three statements of qualification were submitted. Ms. Douglas responded that the initial procurement was conducted in 2018, and this action is simply building upon the current contract for project development services.

It was moved by Vice Chair Roscoe, seconded by Board member Mello, and carried by unanimous voice vote that Motion No. M2025-31 be forwarded with a do-pass recommendation.

Resolution No. R2025-14: Amending the Adopted 2025 Budget to advance the Tacoma Dome Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$144,950,939 from \$112,388,021 to \$257,388,960 and b) increasing the adopted 2025 annual project budget by \$27,486,000 from \$15,198,000 to \$42,684,000.

Information on this action was included in the previous presentation.

It was moved by Vice Chair Roscoe, seconded by Board member Mello, and carried by unanimous voice vote that Resolution No. R2025-14 be forwarded with a do-pass recommendation.

Motion No. M2025-32: Authorizing the chief executive officer to execute 15 individual Multiple Award Task Order Contracts for five years, each with two one-year options to extend, with Akana, Atlas, CDM Smith, Confluence Environmental Company, Cordoba Corporation, ESA, Haley & Aldrich, HNTB Corporation, Jacobs Engineering Group, Inc., Kimley-Horn and Associates, Inc., Parametrix, RSI Remediation, LLC, Stell Environmental Enterprises, Inc., TRC Environmental Corporation, and WSP USA Inc. to provide Sound Transit with environmental services such that the aggregate total amount of the 15 contracts does not exceed \$500,000,000 over the potential seven-year period, and that task orders exceeding \$10,000,000 or are restricted by Resolution No. R2021-05 are subject to Committee or Board approval.

Terri Mestas, Capital Delivery Deputy Chief Executive Officer, Hughey Newsome, Chief Financial Officer, and Amanda Lanier, Design & Construction Procurement and Contracts Director, gave the staff presentation.

Chair Balducci noted that utilizing this MATOC methodology is a large change to how the agency does business and she had a lot of questions that have been answered. She thanked staff for providing a list of potential negatives in the presentation. She briefly tested her understanding of the methodology by laying out the current, traditional procurement process and comparing it to the task order processes that will be used under the MATOCs. Ms. Mestas confirmed Chair Balducci's understanding and added that there are some pricing clauses in the MATOCs that allows Sound Transit to better standardize costs across the awardees. Chair Balducci also highlighted the focus on SBE/DBE contractors in developing the MATOCs.

Chair Balducci thanked staff for their work to shore up both reporting to the Board and internal agency checks-and-balances as they developed this action.

It was moved by Board member Backus, seconded by Board member Birney, and carried by unanimous voice vote that Motion No. M2025-32 be forwarded with a do-pass recommendation.

Reports to the Committee

Capital Delivery Projects in Construction update

Noting that the meeting is quickly drawing to a close, Chair Balducci asked for the highlights of the planned presentation and asked Committee members to review the slides.

Michael Morgan, Executive Director in the Capital Delivery Department, noted the presentation was planned for cover the Federal Way Link Extension, East Link Extension, and Pinehurst Infill Station projects.

The East Link Extension is close to finishing a couple, key electrical systems that will enable the start of testing trains on the bridge, which is the next big hurdle on completing the I-90 connection.

He noted that generally, projects are moving along within budget. He flagged that East Link is pushing the budget, but more will be known as testing continues. He reminded the Committee that East Link is trending toward an early 2026 opening, as is the Federal Way Link Extension.

Mr. Morgan, noting the earlier report from Deputy CEO Mestas, added that safely constructing and delivering the projects is a key priority.

John Martin, Executive Director over Sounder and State of Good Repairs projects, noted that the current State of Good Repair portfolio comprises 130 active projects, with 14 being cleaned up and incorporated into the portfolio. He added that approval of the Environmental Service MATOCs will help to push forward some of the early design work on these projects.

Executive session

None.

Other business

None.

Next meeting

Thursday, July 10, 2025

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

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 4:06 p.m.



Claudia Balducci

System Expansion Committee Chair

ATTEST:



Kathryn Flores

Board Administrator

APPROVED on July 10, 2025, AJM.