



Summary Minutes

System Expansion Committee Meeting September 11, 2025

Call to order

The meeting was called to order at 1:37 p.m. by Committee Vice Chair Roscoe 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
(A) 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	(P) 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

Chair Pro Tem selection

Vice Chair Roscoe noted that she may not be able to preside over the entirety of today's meeting and has coordinated with Board member Backus to ensure she is prepared to step in. Per the Board rules, in the absence of the Chair and Vice Chair, an affirmative vote among the members present is required to select a Chair Pro Tem to preside.

It was moved by Board member Birney, seconded by Board member Harrell, and carried by the unanimous vote of the committee members present that Board member Backus be selected Chair Pro Tem for today's meeting.

CEO Report

Chief Executive Officer Dow Constantine provided the report.

Activation Update – Late on Monday night, Sound Transit and WSDOT successfully ran an electric light rail vehicle across a floating bridge, under its own power, for the first time in world history. Successive tests ran at different speeds from 10 to 55 miles per hour. This single-car test will be repeated in several different scenarios across the alignment. CEO Constantine thanked the crew members who stayed out overnight to ensure the tests were safe and effective, and acknowledged the media and transit fans who came out to witness the testing. After these initial rounds of livewire testing, drivers and passengers on I-90 will see a pause in testing to accommodate more planned track and plinth work.

Pre-revenue operations are active on the Federal Way Link Extension and good progress is being made toward the planned December 6, 2025 opening. Simulated service, which will see all trains continue from Angle Lake station to Federal Way, will begin in a few weeks.

Public comment

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

Written public comments:

Bill Hirt
Betty Lau
Brien Chow

In-person Verbal Public Comments:

Betty Lau
Brien Chow
Alex Tsimerman
Paul Sweum
MaryKate Ryan

During Alex Tsimerman's comments, Chair Backus noted that public comment rules do not allow for derogatory remarks not germane to an agenda item, that Alex Tsimerman was in violation of those rules, and requested that the microphone be turned off.

Virtual Verbal Public Comments:

David Scott
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 July 2025. The presentation will cover Program-level updates, as well as updates on Projects in Planning & Design and Projects in Construction.

Ms. Mestas reported that the capital delivery department has continued its effort to issue prompt payment, with an average of 28 days to pay applicable invoices. There was one OSHA recordable injury incident in July along the Downtown Redmond Link Extension.

Moving to Projects in Planning and Design, Ms. Mestas noted that there are no significant changes this month from last month's report. She flagged that some of the Stride projects would be found in the Projects in Construction section next month.

Shifting to Projects in Construction, Ms. Mestas noted that the opening date for the Federal Way Link Extension has been set. She asked Michael Morgan, a Capital Delivery Executive Director, to speak about the changes for the East Link Extension.

Mr. Morgan explained that late last week, Sound Transit received WSDOT approval to conduct livewire testing across the I-90 Bridge on both Monday and Tuesday night, with the system performing well. Preliminary results of the system and cathodic protection system are promising, but the team continues to review the data to inform next steps as active construction takes places. A four-car test is expected to occur next week. He added that this kick-offs System Integration Testing.

Board member Birney expressed her excitement for the progress on the East Link Extension, noting that there has been increased public desire to see progress on the project.

Business items

For Committee Final Action

Minutes: August 14, 2025 System Expansion Committee meeting

It was moved by Board member Birney, seconded by Board member Strauss, and carried by unanimous voice vote that the minutes of the August 14, 2025 System Expansion Committee meeting be approved as presented.

Motion No. M2025-45: Authorizing the chief executive officer to execute nine individual contracts for five years, each with two one-year options to extend, with ABS Valuation, CIC Valuation, CBRE, Cushman & Wakefield, Integra Realty Resources, McKee Appraisal, National R/W Review Appraisal, R.P. Herman & Associates, and SOVA Consulting to provide Sound Transit with appraisal services such that the aggregate total amount of the nine contracts does not exceed \$27,000,000 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.

Bernadette McDermott, Capital Delivery Center of Excellence Executive Director, gave the staff presentation. She was joined by Clint Dameron, Acting Real Property Director, and Bob Hartner, Appraisals Manager.

Board member Strauss thanked staff for the in-depth briefings.

It was moved by Board member Birney, seconded by Board member Strauss, and carried by unanimous voice vote that Motion No. M2025-45 be approved as presented.

For Recommendation to the Board

Motion No. M2025-46: Authorizing the chief executive officer to execute 18 individual Multiple Award Task Order Contracts for five years, each with two one-year options to extend, with AECOM Technical Services Inc; Chudgar Engineering Company, Inc.; David Evans and Associates, Inc.; D'Leon Consulting Engineers Corporation; DOWL, LLC; Gall Zeidler Consultants, LLC; Hewitt Architects Inc.; Huitt-Zollars, Inc.; M. Arthur Gensler Jr. & Associates, Inc.; O'Bunco Engineering International Inc.; Pacific Railway Enterprises, Inc.; PacRim Engineering, Inc; Parametrix, Inc.; Parsons Transportation Group Inc.; RailPros, Inc.; Signal Architecture & Research, PLLC; Toltz, King, Duvall, Anderson and Associates, Inc.; and WSP USA Inc. to provide Sound Transit with design and engineering services such that the aggregate total amount of the 18 contracts does not exceed \$1,000,000,000 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 CEO, gave the staff presentation. She was joined by Hughey Newsome, Chief Financial Officer, and Kevin Kelly, Design & Construction Procurement Deputy Director.

Board member Birney asked what qualitative report will support the Board's oversight of the work under each task order. Ms. Mestas responded that the monthly reporting would include information on the progress under each task order and stated that they could work to incorporate work under the MATOCs in the Monthly Status Report update.

Board member Strauss noted that he found it helpful to have gone through the Environmental Services MATOC earlier this year and supports the action today.

It was moved by Board member Birney, seconded by Board member Strauss, and carried by unanimous voice vote that Motion No. M2025-46 be forwarded with a do-pass recommendation.

Resolution No. R2025-26: Amending the Adopted 2025 Budget to adjust the I-405 Bus Rapid Transit project baseline budget for accounting treatment of King County Metro Funding Agreements at Renton

Transit Center and Bellevue Transit Center by increasing the authorized project allocation by \$52,000,000 from \$1,269,000,000 to \$1,321,000,000.

Rick Capka, Stride BRT Executive Project Director, gave the staff presentation. He was joined by Manan Garg, Executive Director in the Capital Delivery Department, and Calvin Nutt, BRT Construction Director.

Board member Birney thanked staff for their work in the East King Subarea and remarked on the excitement present in East King County cities for the Stride system.

It was moved by Board member Birney, seconded by Board member Strauss, and carried by unanimous voice vote that Resolution No. R2025-26 be forwarded with a do-pass recommendation.

Motion No. M2025-47: Authorizing the chief executive officer to execute a contract with Guy F. Atkinson Construction LLC for construction services for the Stride Kenmore/Bothell SR 522 Roadwork and Stations, components of the Stride Bus Rapid Transit SR522/NE 145th Street project, in the amount of \$44,579,472 with a 15 percent contingency of \$6,686,921 for a total authorized contract amount not to exceed \$51,266,393.

Information on this action was included in the previous presentation.

It was moved by Board member Birney, seconded by Board member Strauss, and carried by unanimous voice vote that Motion No. M2025-47 be forwarded with a do-pass recommendation.

Motion No. M2025-48: Authorizing the chief executive officer to execute a contract modification with Kimley-Horn and Associates, Inc. for additional Everett Link Extension and Operations and Maintenance Facility North Phase 2 work for project development services including advancement of Conceptual Engineering and preparation of the Draft EIS and partial exercise of a contract option to advance specific geotechnical scopes from Phase 3 of the contract in the amount of \$73,000,000 with a 10 percent contingency of \$7,300,000 totaling \$80,300,000 for a new total authorized contract amount not to exceed \$173,512,897, contingent upon adoption of Resolution No. R2025-27.

Manan Garg, Executive Director in the Capital Delivery Department, began the staff presentation. He was joined by Josh Pategas, Everett Link Extension Executive Project Director, Eric Widstrand, Planning Director, and Hughey Newsome, Chief Financial Officer.

It was moved by Board member Somers, seconded by Board member Birney, and carried by unanimous voice vote that Motion No. M2025-48 be forwarded with a do-pass recommendation.

Resolution No. R2025-27: Amending the Adopted 2025 Budget for the Everett Link Extension and Operations and Maintenance Facility North project Phase 2 work for additional project development services, including advancement of Conceptual Engineering, preparation of the Draft EIS, and staff augmentation utilizing MATOC project management services by a) increasing the authorized project allocation by \$120,300,000 from \$196,942,000 to \$317,242,000; and b) increasing the adopted 2025 annual project budget by \$8,000,000 from \$44,115,000 to \$52,115,000.

Information on this action was included in the previous presentation.

Board member Somers asked if the allocation to the Construction Services phase is in line with what is expected. Mr. Garg responded that the intent is to provide access earlier funding to support getting the project shovel ready as it advances through Environmental Review. The allocation is still within the agency's expectations.

It was moved by Board member Somers, seconded by Board member Birney, and carried by unanimous voice vote that Resolution No. R2025-27 be forwarded with a do-pass recommendation.

Reports to the Committee

West Seattle and Everett Link Extensions cost savings workplan update

Terri Mestas, Capital Delivery Deputy CEO, provided opening remarks on the workplan update. Ms. Mestas reviewed the different opportunities identified in the workplan: Programmatic opportunities that apply to all projects in the ST3 portfolio, and Project opportunities that apply to a specific capital project. She also provided a review of the different levels of savings that could be expected through each type of cost savings, as well as the level of cost estimate accuracy at different stages of project design. CEO Constantine added that as projects advance into a bottoms-up estimation of cost, overall project cost estimates become more accurate, which also increases the contingency costs.

Brad Owen, Capital Delivery Executive Director, provided information on West Seattle Link Extension (WSLE) cost savings. Mr. Owen provided a brief recap of project details and the recent cost growth on the WSLE. Based on the various levers available to the Board, cost reductions range from five-to-eight percent at the lowest level, to a 53-54 percent cost reduction if the project was reduced in scope to a phased, minimal operating segment design. Mr. Owen noted that the final Lever Four phasing approach would be required to reduce the cost of the WSLE to within affordability of the Long Range Financial Plan.

Mr. Owen provided additional details on Lever One cost savings for station design, highlighting the cost savings of approximately \$125-160 million at SODO station by reducing the number of escalators and elevators from the station design, reducing the depth and diameter of drilled shafts, and reducing the overall concourse area by up to two-thirds of the original preliminary engineering design. Mr. Owen noted that all of these changes would maintain passenger experience and would not produce a noticeable impact on ridership or TOD opportunities.

Mr. Owen provided information on Lever One aerial guideway and foundation optimization, highlighting the cost savings of approximately \$130-160 million across the WSLE by replacing longer 400ft spans with typical 160ft spans, reducing the pile cap size and diameter of drilled shafts across the Duwamish River, reconfiguring the Delridge station, and combining aerial guideway construction near Avalon station into one package to maximize precast segmentation opportunities.

Mr. Owen described potential Lever Two cost savings from the SODO Station West shoofly, which could include approximately \$115-140 million from reconfiguring the original preliminary engineering east shoofly temporary track to a west alignment, which would allow for more of the track to be reused for full 3 Line operations and reduce the overall track mileage by approximately one-third of a mile.

Mr. Owen described potential Lever Two cost savings from Alaska Junction Station Optimization, which could result in approximately \$190-235 million from adjusting the alignment of tunnels from Avalon station, relocating crossovers to optimize operations flexibility, relocating the station concourse and platform south, removing tail tracks from the station, and relocating traction power substations to an at-grade configuration.

Mr. Owen discussed potential Lever Three changes in scope to the WSLE project and associated cost savings. By eliminating the Avalon station, approximately \$375-470 million in savings could be realized as it would simplify the tunnel alignment, reducing the number of property acquisitions required for the WSLE, and optimizing the tunnel portal location to further reduce property acquisitions.

Mr. Owen described the Lever Four idea of phasing the WSLE project, with an initial starting segment of SODO to Delridge station. The new alignment would still have transit integration to the south at White Center and Burien but would result in a loss of pocket tracks and hi-rail access. The new alignment would have an estimated 17k daily trips, compared to the estimated 24-27k for the full WSLE.

Manan Garg, Capital Delivery Executive Director, provided information on Everett Link Extension (EVLE) Cost Savings. Mr. Garg gave a brief recap of project details and recent cost growth on the EVLE project. Based on the various levers available to the Board, cost reductions range from four-to-five percent at the lowest level, to a 45-47 percent cost reduction if the project was reduced in scope to a phased, first segment operating design. Mr. Garg noted that affordability within the Long Range Financial Plan could be achieved through adoption of Lever One and Two cost savings optimizations. He further noted that Levers 3A and 3B offer additional savings with the trade-off of more challenging implementations.

Mr. Garg described Lever One savings through Ash Way station optimization by changing the station configuration from an elevated to at-grade trench design, which could result in approximately \$25-30 million in savings. He noted that this change would reduce station cost, reduce the number of property acquisitions, and eliminate potential interactions with WSDOT right-of-way.

Mr. Garg described potential Lever 2 savings at the West Alderwood Pocket Track by relocating the track away from current retailers, which could result in approximately \$70-85 million in savings. He noted that this would reduce Right-of-way acquisition costs, reduce the cost of the aerial guideway by moving the pocket track to an at-grade portion of the alignment, and reduce visual impacts from the guideway. Mr. Garg caveated this consideration by noting that it would require a change to design requirements, which currently dictate that pocket tracks cannot be further than 10 miles apart, as this change would necessitate a minimum of 11.3 miles between pocket tracks.

Mr. Garg detailed potential Lever Three cost savings by optimizing property acquisitions near the SR526 / Evergreen station, which could result in approximately \$80-100 million in savings. He noted that this opportunity requires moving currently planned right of way into WSDOT owned areas, which would complicate the construction process for the EVLE.

Mr. Garg detailed potential Lever Three cost savings at the SW Everett industrial center guideway through reconfiguration from an aerial to at-grade guideway, which could result in approximately \$65-80 million in savings. He noted that this plan would result in increased impacts to Community Transit vehicle storage facilities and would result in the closure of a street connection to airport road and necessitate the construction of a new public roadway.

Mr. Garg discussed potential Lever Four phasing of the EVLE into two segments. He highlighted that the Draft Environmental Impact Statement included a minimum operable segment of Lynnwood City Center to SW Everett Industrial Center station. This plan would include a connection to the Operations and Maintenance Facility North site and two parking facilities at Mariner and Everett.

Board Chair Somers asked that future presentations include a clear descriptor of what each Lever would include on the slides detailing specific cost savings. Board Chair Somers also asked what schedule was being used to analyze current cost estimates for each project. Mr. Garg responded that each current estimate is based on the most current Board directed schedules for the project. Board Chair Somers noted that the EVLE was pushed out a few years from the agency's previous realignment in 2021, highlighting that there may be additional cost savings by moving the project back to its pre-2021 realignment schedule.

Board member Harrell asked if the cost savings described in the report were all encompassing or if additional savings were still being worked on, and that if work is still in progress, when can the next update be anticipated. Mr. Owen responded that many cost savings found by staff have been validated through phase one design contracts. He noted that additional savings have been identified, but that additional Board action would be needed to authorize funding to validate those additional cost savings measures.

Board member Harrell asked for additional clarification on removing tail tracks and other work relating to the terminus station on the WSLE. Mr. Owen responded that at Alaska Junction, computer simulations of service found that there would be no negative impact by removing the tail track. The other work referred to was additional study and design work that would be needed if the Board were to adopt a phased approach with Delridge becoming the new terminus station, reviewing what would be required to convert Delridge to terminus operations.

Board member Birney provided feedback on different visual elements of the report, noting that changes in visual aids and varying representations of figures may create confusion when attempting to cross reference different parts of the report. She also noted that since contingency for the project is based on the overall costs, and that it may be confusing when including contingency in certain portions of the presentation. Ms. Mestas responded that the feedback would be incorporated into future versions of the presentation, and that staff can meet with Board members if there are additional concerns or questions.

Board member Strauss noted that he disagrees with the idea that utilizing Lever Four for the EVLE would be in the spirit of 'completing the spine' and only just takes light rail into the city of Everett. He asked for clarification on what a reduced aerial guideway would mean near SW Everett Industrial Center. Mr. Garg responded it would involve taking the entire section of the guideway from being elevated to being at-grade, or street level.

Board member Strauss asked if the alignments shown in the report for West Alderwood would move the track away from a church that has been engaged in discussions with Board members about the project. Mr. Garg responded that those conversations are ongoing, but that the project is in the preliminary design stage, and specific mitigations cannot be confirmed until after the DEIS process.

Board member Strauss asked for confirmation that the current alignment under consideration for the SW Everett Industrial Center does not include both stations for the Boeing Plant and Paine Field. Mr. Garg responded in the affirmative.

Board member Strauss asked for clarification on whether the changes shown for the Lever One opportunity of Ash Way station improvements were the only change needed to bring the project into affordability under the Long Range Finance Plan. Mr. Garg responded that the Ash Way station optimizations were just one example of the Lever One options that could be incorporated, and that all Lever One and Two cost savings measures would be needed to move EVLE back into affordability under the Long Range Financial Plan.

Board member Strauss asked for clarification on the level of contingency across the different projects and whether the more accurate 'bottoms-up' cost estimation reduces the agency's contingency needs. Ms. Mestas responded that all projects have about 30 percent contingency, which is dictated by FTA policy and is not changed based on any cost savings identified as part of the workplan. Board member Strauss asked if that contingency has the potential to be reduced as projects move forward. Ms. Mestas responded in the affirmative.

Board Chair Somers asked when the Board could expect to see the contingency figures change as projects progress. Mr. Owen responded that the FTA has set guidelines for what level of contingency is required at different stages of a project, and that contingency is locked in at a certain amount once an agency enters a funding agreement with the FTA. He noted that as cost savings are identified and validated for different projects that would result in a reduced contingency amount in line with the overall project cost reduction.

Board member Strauss noted that he does not agree with the idea of utilizing Lever Four for the WSLE, truncating the alignment at Delridge, but does appreciate the savings identified for the Alaska Junction station optimization and tunnel optimizations. Board member Strauss shared his appreciation for savings found as part of the SODO station and foundation optimizations, but expressed concern about soil

conditions in the area and potential problems changes to drilled shafts may present in earthquake conditions.

Board member Strauss asked for clarification on what stations would be removed under Lever Two and Three cost savings measures. Mr. Owen responded that Lever Two savings would not include the removal of any stations, Lever Three would include the removal of Avalon station with service still continuing to Alaska Junction, and Lever Four savings would remove Alaska Junction and Avalon stations leaving a minimum operable segment to Delridge station.

Board member Strauss asked if adopting Lever Four would involve the potential of increased costs when taking into account the later construction of the Avalon and Alaska Junction stations due to associated inflationary pressures, increased material costs, and additional design work to reconfigure Delridge into a terminus station. Ms. Mestas responded in the affirmative.

Board member Strauss asked for clarification on whether the Lever Four total cost is representative of just the cost to build to Delridge. Mr. Owen and Ms. Mestas responded in the affirmative.

Board member Strauss asked what the projected ridership is for each of the four WSLE stations. Mr. Owen responded that SODO is projected at 7,300 daily riders, 5,400 at Delridge, 2,300 at Avalon, and 5,300 at Alaska Junction. Board member Strauss asked what the estimated origination point would be for those riders. Mr. Owen responded that he would follow up with additional information on specifics but noted that Delridge and SODO are heavy transfer-based stations. Board member Strauss asked whether this would mean that most riders at Alaska Junction and Avalon would be originating riders from local communities. Ms. Mestas responded that staff would follow up with additional information, citing a desire to ensure due diligence before presenting figures and specifics on that topic. Calli Knight, Agency Chief of Staff, added that the Draft EIS included heat maps that included information on that topic, and that staff would provide that information for convenience.

2025 Budget Amendment to Align with Agency Reorganization

Hughey Newsome, Chief Financial Officer, and Ryan Fisher, Finance Executive Director, provided the report. The presentation covered a net neutral amendment to the 2025 adopted budget that would reorganize certain budget categories to better align with the recently enacted agency reorganization, called Project Mobilizing One Sound Transit (MOST), which will be considered at the September Finance and Audit Committee. The amendment would shift \$67 million from the 'Agency Support Indirect Costs' line item into two categories: 'System Expansion Projects' and 'Transit Modes Operations and Maintenance'. The changes would also be made to the 2025 Transit Improvement Plan (TIP), resulting in a new 'System Expansion Indirect Costs' line item, recategorizing \$1.3 billion from the previous 'Agency Administrative Support' section of the TIP.

Executive session

None.

Other business

None.

Next meeting

Thursday, October 9, 2025

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

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 4:11 p.m.



Claudia Balducci

System Expansion Committee Chair

APPROVED on November 13, 2025, AJM and HRR.

ATTEST:



Kathryn Flores

Board Administrator