



Summary Minutes

System Expansion Committee Meeting March 12, 2026

Call to order

The meeting was called to order at 1:33 p.m. by Committee Chair Birney 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) Angela Birney, Redmond Mayor	(P) Kim Roscoe, Fife Mayor

Board Members	
(P) Steffanie Fain, King County Councilmember	(P) Dave Somers, Snohomish County Executive
(A) Cassie Franklin, Everett Mayor	(P) Dan Strauss, Seattle Councilmember
(P) Ryan Mello, Pierce County Executive	(A) Katie Wilson, Seattle Mayor
	(P) Girmay Zahilay, King County Executive

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

Report of the Chair

MATOC Report

Chair Birney noted that the monthly MATOC Task Order report was included in today's meeting materials.

CEO Report

Chief Executive Officer Dow Constantine provided the report.

2 Line Opening Details – CEO Constantine informed the committee that the speaking program on March 28, 2026 will begin at 9 a.m. at Sam Smith Par near Judkins Park station. Starting at 7 a.m., shuttles will run every 15 minutes from Mount Baker and South Bellevue stations, and the first trains are expected to start around 10 a.m. Food, live performances, and station events are planned throughout the 2 Line alignment from Lynnwood to Redmond.

Legislative Update – CEO Constantine reported out that SB 6309, a permitting reform bill advocated for by Sound Transit, is currently on the Governor's desk awaiting signing. Other Sound Transit-priority legislation did not pass during the short session, so additional engagement is underway in the interim.

Public comment

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

Written public comments:

Lisa Bogardus, on behalf of the Seattle Building Trades Council
Maya Widyasari, Tiffany Malich, Elizabeth Grant, Cristina Stempson, Ken Brunell, Karthik Kashinath, Kit McCormick, Master Builders Association of King and Snohomish Counties, Lora Morn, Shannon Rebersak, Steve Raymond, Robin Beuker, Peter Rojas, and an unnamed commenter
Ron Worman and an unnamed commenter
Heather Phil
Brien Chow
Betty Lau
Brian Aske
John Niles

In-person Verbal Public Comments:

Billy Hetherington
Katie Garrow
Andrea Ornelus
Jack Whismer
Betty Lau
Marykate Ryan

Virtual Verbal Public Comments:

Jeremy Fontaine
Ben Smith

Business items

For Committee Final Action

Minutes: February 12, 2026 System Expansion Committee meeting

It was moved by Vice Chair Roscoe, seconded by Board member Wilson, and carried by unanimous voice vote that the minutes of the February 12, 2026 System Expansion Committee meeting be approved as presented.

For Recommendation to the Board

Motion No. M2026-11: Authorizing the chief executive officer to (1) execute a progressive design-build contract with Hoffman Construction Company of Washington for all phases of design and construction of the Operations and Maintenance Facility South Buildings and Yard and to exercise the option to include all phases of the OMF South Main Line and Test Track, and to advance certain individual early work construction packages as needed and (2) to authorize funding for Phase 1 and Phase 2 of OMF-South Buildings and Yard and the Main Line and Test Track and for amounts for early works packages under of the Contract, for a total authority to contract in the amount not to exceed \$318,205,477, with an approximate 10% contingency of \$31,794,523, totaling \$350,000,000, contingent upon adoption of Resolution No. R2026-05.

Michael Morgan, Capital Delivery Executive Director, began the staff presentation. He was joined by Eza Agoes, Executive Project Director, and Hughey Newsome, Chief Financial Officer.

Vice Chair Roscoe expressed her excitement at seeing the Operations and Maintenance Facility South (OMFS) project continue to advance, noting a handful of key decisions along the way. She sees the project not just as essential for the ST3 system, but also as a key step toward bringing light rail to Pierce County.

Board member Fain expressed excitement over the jobs that will be brought to the south Sound area. She also thanked Board member von Reichbauer for his advocacy in keeping the project moving.

It was moved by Vice Chair Roscoe, seconded by Board member Wilson, and carried by unanimous voice vote that Motion No. M2026-11 be forwarded with a do-pass recommendation.

Resolution No. R2026-05: Amending the Adopted 2026 Budget to progress the Operations and Maintenance Facility South project by a) increasing the authorized project allocation by \$350,000,000 from \$524,729,393 to \$874,729,393 and b) increasing the adopted 2026 annual project budget by \$32,000,000 from \$175,471,265 to \$207,471,265.

Information on this action was included in the previous presentation.

It was moved by Vice Chair Roscoe, seconded by Board member Wilson, and carried by unanimous voice vote that Resolution No. R2026-05 be forwarded with a do-pass recommendation.

System Expansion Monthly Status Report update

Capital Delivery Deputy CEO Terri Mestas began the report by noting that the information covered is from January 2026. 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 27 days to pay applicable invoices, exceeding the 30-day benchmark. There were zero OSHA recordable injury incidents in January.

Moving to Projects in Planning and Design, Ms. Mestas noted the extensive work with industry partners in support of the Progressive Design-Build contract for OMFS and that the final component of the Stride BRT Program still in design is likely to enter construction shortly.

Shifting to Projects in Construction, Ms. Mestas noted that the agency is gearing up for the March 28 opening of the Crosslake Connection and that the Committee can expect to see the completion percentage begin to increase for ST-managed Stride BRT components.

Reports to the Committee

West Seattle Link Extension Cost Workplan update

Brad Owen, Capital Delivery Executive Director, began the presentation and noted he was joined by Jason Hampton, West Seattle Link Extension (WSLE) Commercial Director. The report is informational and no action is expected today. Mr. Owen summarized the WSLE project as approved in the ST3 plan and explained how the cost-savings work presented today fits into the Enterprise Initiative's Capital Delivery workstream. He also reviewed the Board's direction to pursue cost-savings opportunities across ST3 projects and the four levers into which staff have been categorizing different opportunities.

Mr. Owen explained that the WSLE project cost estimate has decreased since the Fall 2024 Final Environmental Impact Statement's \$7.1B – 7.9B. In Fall 2025, the estimate was \$6.2B – 6.5B, and the current estimate (as of March 2026) is \$4.9B – 5.3B. The Long-Range Financial Plan project allocation is \$4.2B. An independent cost verification was conducted under the Program Management Support Services (PMSS) contract and validated staff's estimate.

Mr. Hampton began by noting today's cost savings report would focus on opportunities in Levers 1-3 and include the elimination of Avalon station to support a less impactful alignment. Lever 1 opportunities for the WSLE project include Guideway and Duwamish crossing and Alaska Junction Station optimizations, which cumulatively reflect \$375-470M in savings. Lever 2 opportunities include trackwork optimization, crossover configurations, and tail track removal, bringing the cumulative savings to \$560-

700M. Lever 3 opportunities include shifting the guideway at Delridge and removing the Avalon station, which would bring the cumulative savings across levers 1, 2, and 3 to \$2.1-2.6B.

Looking at specific opportunities, Mr. Hampton explained that shifting the guideway through Delridge northward would allow for a tunnel alignment where the previous elevated guideway would have impacted Longfellow Creek and displaced the West Seattle Heath Club. The tunnel portal would be placed on the east side of SW Avalon Way, avoiding critical social service providers.

Looking at reconfiguring the Alaska Junction station, Mr. Hampton displayed a graphic showing the differences between the station footprint under the Board-adopted project to be built and the cost-savings alternative. The removal of the Avalon station allows for the tunnel to the Alaska Junction station to be shifted slightly north, such that costly roadway utility relocation work could be avoided. Additionally, the reconfiguration would allow the project to consolidate the headhouses and eliminate crossovers and tail tracks south of the station, which can result in a better operational model.

Mr. Owen noted that his staff are working to support the work conducted under the Enterprise Initiative and his team will continue to leverage the remaining contracted resources to advance design and engagement work. He reminded the Committee that the Board would need to take actions to eliminate the Avalon station, as well as to authorize future work after the updated System Plan is adopted.

Board member Zahilay thanked staff for the work to identify and to implement potential cost-savings opportunities.

Board member Franklin echoed the excitement to see the cost-savings work and asked when the Board can expect to see a similar level of work completed on other ST3 projects. She also inquired into the project's current grant assumptions. Mr. Owen noted that since the WSLE project has a Record of Decision, the work is being conducted on just the one alignment selected by the Board, while the other projects see cost-savings work being conducted across several alignments still in the environmental review process. Regarding grants, Mr. Owen answered that the WSLE project is undergoing the same grants process as previous extensions, beginning with a rating exercise to see how competitive the project is for several grant programs. He noted that recent changes to federal guidance have actually improved the competitiveness of the project for Capital Investment Grant funding. Board member Franklin lauded the opportunity to remove the tail tracks for WSLE and suggested applying the same opportunity to all ST3 extensions.

Board member Wilson commended the staff for the work to identify cost-savings opportunities without compromising on the rider experience. She inquired into what work has been conducted on identifying the impacts of removing the Avalon station. Mr. Hampton responded that the ridership expected from the Avalon station was one of the lowest in the project, with roughly half of the expected riders to arrive by bus which allows for bus route restructuring to take riders to either the Alaska Junction or Delridge stations. He noted that the key trade-off is the development opportunities that come with the project. So far, public engagement has received comments both in favor of and against removing the station. Mr. Hampton also added that the Avalon station had overlapping walksheds with both the Alaska Junction and Delridge stations, so some of the expected riders may opt for a slightly longer walk or switch to local bus routes.

Board member Strauss thanked staff for avoiding the use of Minimum Operable Segments in today's report. He also asked how much of the current 2026 cost estimate is required contingency under federal guidance and the average percentage of contingency for ST2 projects and how the contingency tracked during project development and construction. Mr. Owen explained that federal guidance for projects seeking grant funding is to, at this point in project development, plan for a contingency of 30% of total project cost, noting that the guidance is different for projects still in environmental review. The FTA also has guidance regarding the drawdown and use of contingency as construction advances, which is expected to pick up around the 50% completion mark, unless the grantee demonstrates the reduction of significant amounts of project risk. ST2 projects carried about 25% contingency across the portfolio.

Board member Strauss, noting an earlier alignment tour was helpful, asked for an explainer on how increasing the length of tunnel in the WSLE alignment ends up with cost-savings. Mr. Hampton answered that the value of property in West Seattle is high both in terms of what it takes to acquire property and what needs to be done to prepare property for construction work. The tunnel also allows for a more direct alignment between the Delridge and Alaska Junction stations.

Board member Fain inquired into the potential impacts to the Record of Decision and federal partnerships from a Board decision to eliminate the Avalon station. Mr. Hampton noted that staff have frequent meetings and coordination with the Federal Transit Administration, as recently as yesterday, including covering the cost-savings work. Initial discussions indicate that removal of the Avalon station would still fall within the alignment selected by the Board, but additional review would be necessary to confirm the determination.

Vice Chair Roscoe inquired whether the long-term impacts, both operationally and financially, are known from removing the tail tracks, both in West Seattle and at other terminus stations. Mr. Owen noted that there are plenty of impacts that could result from implementing the change, and that the agency is currently running the cost-savings opportunities through modeling software to identify any fatal flaws. Vice Chair Roscoe asked if the Alaska Junction station ever had parking associated with the project. Mr. Hampton responded that no station in the City of Seattle was contemplated to include parking. Vice Chair Roscoe asked whether parking is available in the surrounding area, or if the station is envisioned to be reached primarily via bus and pedestrian connections. Mr. Hampton confirmed there are commercial parking and a few non-profit/organizational parking areas around the station.

Vice Chair Roscoe inquired into whether there are any current stations that have an integrated headhouse, traction power substation, and vent such as the cost-saving alternative design for the Alaska Junction station. Mr. Hampton responded that he would need to return with that information. Mr. Owen added that the integration of the three components is common around the world.

Board member Wilson inquired into the project's expected job's impact as it shifts from final design to construction, as it is nearly shovel-ready. She also asked what the next project to be shovel-ready would be if the Board opts to delay advance the WSLE project. Mr. Owen responded that he doesn't have firm numbers on hand for the WSLE project's job creation, and that future link extensions would reach a similar point to WSLE by the late 2020s.

Chair Birney noted that the Downtown Redmond station is similar to the Alaska Junction station in the context of parking. She asked if there are currently any clear opportunities to accelerate the WSLE project to avoid additional cost escalation. Mr. Owen noted that the project is on a fairly optimized schedule and the best thing to support timely delivery would be to advance the project.

Board member Mosqueda thanked staff and the Board for their work and leadership to bring forward these cost-saving opportunities. She noted that while many more conversations are warranted, many of the comments submitted to her office are in support for delivering the project as quickly as possible. She asked what next steps members of the community can expect over the next several months. Mr. Hampton responded that additional informational meetings, town halls, and property owner engagements are planned.

Vice Chair Roscoe added that she was just reminded that Seattle restricts the inclusion of parking in transit stations. She noted her earlier question about parking was to ensure that a cost-savings opportunity wasn't missed.

CEO Constantine added his thanks to the Capital Delivery staff and noted how the work to date will be applied across the ST3 program.

Executive session

None.

Other business

None.

Next meeting

Thursday, April 9, 2026

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

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 3:04 p.m.



Angela Birrney

System Expansion Committee Chair

APPROVED on April 9, 2026, AJM.

ATTEST:



Kathryn Flores

Board Administrator