



Summary Minutes

System Expansion Committee Meeting June 11, 2026

Call to order

The meeting was called to order at 1:32 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	(A) Dave Somers, Snohomish County Executive
(A) Cassie Franklin, Everett Mayor	(P) Dan Strauss, Seattle Councilmember
(P) Ryan Mello, Pierce County Executive	(P) 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

Moving Forward with an updated System Plan

Chair Birney reflected on the adoption of an updated System Plan at the May 28 Board Meeting and expressed eagerness to continue advancing projects, noting that the Committee is considering actions to authorize the next stage work on the West Seattle Link Extension project.

Chair Birney also recognized departing Deputy CEO Terri Mestas for her contributions to Sound Transit's capital program. She thanked Ms. Mestas for her reforms and leadership during the Enterprise Initiative.

CEO Report

Chief Executive Officer Dow Constantine provided the report.

Terri Mestas appreciation – CEO Constantine thanked Ms. Mestas for her work in implementing MATOC construction, emphasizing partnership with historically underutilized businesses, and elevating the agency's standing as an Owner of Choice. He also thanked her for attracting a deep bench of talented leaders to deliver the next phase of Sound Transit's expansion.

Brad Owen, Executive Director for the West Seattle Link Extension and Ballard Link Extension, will lead the Capital Delivery Department as Interim Chief Capital Delivery Officer.

Adopted System Plan and West Seattle progress – CEO Constantine thanked the Board members for their work in approving an updated System Plan for the agency. He noted that the updated plans keep

all light rail projects moving forward and pointed to actions on today's agenda for the West Seattle Link Extension as tangible progress in delivering projects following a year of deliberation and engagement on the Enterprise Initiative. He expressed hope that other projects will unlock cost savings as they advance through planning and design.

Record light rail ridership – CEO Constantine celebrated recent reporting that shows Link, following the opening of the Crosslake Connection, has risen to the highest light rail ridership in the nation, when compared to peer systems, such as Los Angeles, Boston, and San Diego.

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:

David Hsaio
Karen Richter
Jennifer Whip
Paul Muldoon
Andrew Katz
Chris Mackay of the West Seattle Junction BIA
Lynn Haney and family
Scott Semrau
Brien Chow
Betty Lau
Pasqual Contreras

In-person Verbal Public Comments:

Betty Lau
Marykate Ryan
Jack Whisner

Virtual Verbal Public Comments:

David Hsaio
Lynn Haney
Joe Kunzler

Business items

For Committee Final Action

Minutes: April 9, 2026 System Expansion Committee meeting

It was moved by Board member Wilson, seconded by Vice Chair Roscoe, and carried by unanimous voice vote that the minutes of the April 9, 2026 System Expansion Committee meeting be approved as presented.

For Recommendation to the Board

Resolution No. R2026-13: Ratifying and confirming the authority granted in Resolution No. R2024-26 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 the Operations and Maintenance Facility South project.

Wells Lawson, Real Estate Deputy Executive Director, began the staff presentation. He was joined by Eza Agoes, Operations and Maintenance Facility South (OMFS) Executive Project Director.

Vice Chair Roscoe asked if the two public comments heard from property owners were relevant to this action. Mr. Lawson confirmed they are. Vice Chair asked for information on the reasoning behind the depth of the Temporary Construction Easements (TCE) and whether any of the properties in the row would not be impacted. Ms. Agoes answered that a traction power substation is planned near the properties' roadway, and the City of Federal Way has required the construction of a new sidewalk while reconstructing the roadway. She added that the affected driveways would also be restored. Vice Chair Roscoe asked if there was a possibility, even if limited to the family with medical needs, for the city to waive its requirements. Ms. Agoes committed to reach out to her contacts at the city. Vice Chair Roscoe inquired into the project's current design status. Ms. Agoes responded that the OMFS is at about 30% design. Vice Chair Roscoe asked if there was a possibility for the parcels to be less affected as design progresses. Ms. Agoes responded it could be possible with additional coordination with the city.

Regarding the other property owner, Vice Chair Roscoe expressed concern over the potential miscommunications or lack of communication with staff. She asked if a report could be compiled detailing communications with the particular property owner. Mr. Lawson noted that staff keep detailed logs of communication with property owners, so a summary could be provided. Vice Chair Roscoe asked if the summary could also be provided to the owner. Mr. Lawson responded that further clarification from legal counsel would be needed. Vice Chair Roscoe noted that she is undecided on whether to fully support this action and stated that additional information and assurances from staff would be required before the full Board meeting.

Board member Fain thanked Vice Chair Roscoe for her line of questions and inquired into whether action is required at this time. Mr. Lawson responded that postponing final approval of the action by a month should not hurt the project's schedule. Board member Fain signaled her support for considering the action at next month's meeting, once additional information was brought in response to questions.

It was moved by Board member Fain, and seconded by Vice Chair Roscoe, that consideration of Resolution No. R2026-13 be postponed until the next System Expansion Committee meeting.

Board member Fain noted having additional questions with which she would like to follow up with staff.

Chair Birney noted that the initial planned action was to recommend the action to the Board, which would give staff some time to respond to the questions posed today. Chair Birney asked staff if that would be enough time. Mr. Lawson responded that the communications log could be provided within the next day while staff could also begin conversations with the City of Federal Way.

Deputy CEO Mestas added that staff could also look into minimizing impacts and maintaining access to individual properties and bring back information in the same time frame. She stated that she believes staff can meet the committee's requests in time for the June Board meeting.

Board member Fain inquired into whether the action could be considered by the Board without official action by the System Expansion Committee. Mr. Monzon responded that the action could be considered by the Board at the June meeting without System Expansion Committee action, with the approval of Board Chair Somers.

Vice Chair Roscoe asked staff if work could be shifted to occur in Cedar Grove Park, as it is within public right-of-way. Staff noted the request and would contact the city.

Vice Chair Roscoe asked for clarification that the current motion is to delay consideration until next month's System Expansion Committee meeting.

Board member Fain expressed openness to withdrawing the motion in favor of requesting the action be added to the Board agenda with System Expansion Committee action. Agency Chief of Staff Calli Knight restated staff's commitment to meeting the requests for information by the June Board meeting.

Chair Birney noted the motion to delay is still on the floor. Board member Fain noted she would be happy to either withdraw or amend the motion as needed. Mr. Monzon responded that withdrawing the motion is best and the Committee could forward the item with or without a do-pass recommendation, and the later would require an additional presentation at the Board meeting.

Board member Fain withdrew the motion to postpone consideration. There were no objections.

Noting the conversation and open questions, Chair Birney recommended that the committee consider forwarding the action without recommendation.

It was moved by Vice Chair Roscoe, seconded by Board member Fain, and carried by unanimous voice vote that Resolution No. R2026-13 be forwarded to the Board without recommendation.

Motion No. M2026-21: Authorizing the chief executive officer to execute a contract modification to the Program Management Support Services contract with Connect Seattle Partners, a Mott MacDonald/WSP Joint Venture, to extend the term of the Phase 2 work for one year in the amount of \$44,346,891, with a 10 percent contingency of \$4,434,689, totaling \$48,781,580, for a new total authorized contract amount not to exceed \$131,991,296, contingent upon adoption of Resolution No. R2026-14.

Brad Owen, Capital Delivery Executive Director, gave the staff presentation for this and the following two actions. He was joined by Ryan Fisher, Finance Executive Director

Chair Birney noted that these actions were what has been referenced since the March Board retreat as upcoming critical work and begin to implement the updated System Plan.

Board member Mello inquired into the rationale around the 20 percent contingency in Motion No. M2022-22. Mr. Owen responded that while great progress was made through the Enterprise Initiative on cost-savings measures, additional refinements require further work that may not be fully known at this time. Board member Mello asked if there's an example of such work. Mr. Owen responded with an example regarding partnerships on utilities near the planned SODO station. He explained that the cost-savings work could not account for potential requirements and rework needed by utility partners, so design work would have to be done to incorporate those needs.

Chair Birney noted that Board member Zahilay has joined the meeting.

Board member Strauss noted that the Ballard community does not share the appreciative sentiment regarding the Enterprise Initiative and invited CEO Constantine to hold a community meeting. He added that City of Seattle levy votes this year may be at risk as well, due to a general sense of distrust. Ms. Knight noted that CEO Constantine had to depart the meeting but added that she would convey the message and also be present at the meeting.

Board member Strauss asked if the Ballard Link Extension funds for the Contract modification covered work on the full Ballard Link Extension, from SODO to Market Street. Mr. Owen confirmed that environmental review is being continued throughout the entire alignment. Board member Strauss inquired into the services provided the City of Seattle's staff. Mr. Owen answered that the staff conduct permitting and design review and include the Designated Representative to support the ST3 program. Board member Strauss asked if the actions today would be modifying the Construction Services Agreement with the city. Mr. Owen clarified that a future Board action would be brought in the near future. Board member Strauss, noting that the cost of staffing was separate from the cost of permitting, asked for the difference between the funding provided by Sound Transit and the funding coming from permit-generated fees. Mr. Owen answered that, due to the nature of Sound Transit's work, permit-

generated fees do not cover the level of effort needed to review documents for the agency. Mr. Owen clarified that some of the funding goes into providing full time staff and some is paid as permitting fees. Board member Strauss asked if the staff are in addition to or the same staff funded by the city through its general fund and transit levy. Mr. Owen responded that he is not familiar enough with the City of Seattle Budget process to answer at this time but noted he could follow up. Board member Strauss stated his concern, as the Seattle City Council's Budget chair, that staff are being paid from overlapping sources.

Chair Birney added that the same process was carried out in Redmond for the Downtown Redmond Link Extension; the agency and city came to staffing agreement, Sound Transit provided the funding, and the city hired staff to meet the project's needs. She added that the City of Redmond had it as a specific budget line-item.

Board member Wilson noted that she believes that is the case with the required staff and offered a meeting with relevant City of Seattle staff.

Board member Strauss asked how much of the funding for the Ballard Link Extension is regional and how much is from the North King County. Mr. Fisher responded that the spending is in line with sub-area rules for the Ballard Link Extension full-build alignment. He explained that it is currently a weighted average as the downtown tunnel is a share investment while the alignment toward Market Street is fully funded by the North King County subarea. He committed to additional follow-up with the specific percentage.

Vice Chair Roscoe wondered if staff could signal, with a new naming convention, whether an action relates to the construction-funded portions of the Ballard Link Extension. She asked if the West Seattle Link Extension project is still waiting for action by the Federal Transit Administration (FTA). Mr. Owen responded that the Record of Decision is what is enabling the agency to move forward with this advanced work. He added that there will be a time to separate out the portions of the Ballard Link Extension. Agency Chief of Staff Calli Knight concurred, stating that work for the next several years will be on the full Ballard Link Extension alignment.

Vice Chair Roscoe asked if there are any projects in the System Expansion program that the agency is waiting for action by the FTA. Ms. Knight responded that the agency is waiting for federal action on Tacoma Dome Link Extension and Everett Link Extension.

Chair Birney added that it would be helpful to be informed of each project's funding status and place in federal processes.

It was moved by Vice Chair Roscoe, seconded by Board member Wilson, and carried by unanimous voice vote that Motion No. M2026-21 be forwarded with a do-pass recommendation.

Motion No. M2026-22: Authorizing the chief executive officer to execute a contract modification with Jacobs Engineering Group, Inc. to exercise an option for Phase 2 Civil Engineering Design Services for the West Seattle Link Extension in the amount of \$238,740,159, with a 20 percent contingency of \$47,748,032, totaling \$286,488,191, for a total authorized amount not to exceed \$341,359,256, contingent upon adoption of Resolution No. R2026-14.

Chair Birney noted that 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 Motion No. M2026-22 be forwarded with a do-pass recommendation.

Resolution No. R2026-14: (1) Amending the Adopted 2026 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 \$406,872,063 from \$331,740,863 to \$738,612,926 and b) increasing the adopted 2026 annual project budget by \$51,654,900 from

\$135,243,175 to \$186,898,075; and (2) amending the Adopted 2026 Budget to advance the Ballard Link Extension project through the completion of the Preliminary Engineering phase by a) increasing the authorized project allocation by \$16,397,708 from \$814,019,999 to \$830,417,707 and b) increasing the adopted 2026 annual project budget by \$6,000,000 from \$192,448,359 to \$198,448,359.

Chair Birney noted that 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. R2026-14 be forwarded with a do-pass recommendation.

Resolution No. R2026-15: Transferring \$17,503,000 from six System Expansion projects to the Environmental Mitigation Monitoring Expense Project to continue non-capitalizable monitoring and maintenance activities of ecological restoration and mitigation sites associated with system expansion projects now in revenue service.

Marti Louthier, Ecosystems Manager, began the staff presentation. She was joined by Ellie Ziegler, Environmental Deputy Executive Director, and Ryan Fisher, Finance Executive Director.

Vice Chair Roscoe inquired into the funds coming from the Downtown Redmond Link Extension's Administration phase, noting the other contributing projects are all drawing from only the Construction phase. Mr. Fisher responded that some costs incurred by Environmental Mitigation and Monitoring are carried out through third-party coordination while others are directly tied to construction work. When the teams were looking at funding to transfer, Downtown Redmond Link Extension identified funds in the Administration phase. He added that clean-up is planned over the summer before returning to the System Expansion Committee and Board regarding defunding and reallocation dollars from System Expansion projects now in Revenue Service.

It was moved by Vice Chair Roscoe, seconded by Board member Wilson, and carried by unanimous voice vote that Resolution No. R2026-15 be forwarded with a do-pass recommendation.

Reports to the Committee

System Expansion Project Scope and Betterment Policy Implementation update

Michael Padilla-Ocampo, Chief External and Municipal Affairs Strategist, and Michael Morgan, Capital Delivery Executive Director, began the presentation. Mr. Padilla-Ocampo noted that today's update is information, and no action is required at this time.

Mr. Morgan explained that today's presentation is meant to raise awareness and level-set with the Committee on the topic. He presented the Committee with two definitions of betterments: one from Sound Transit's System Expansion Project Scope and Betterments Policy (adopted via Resolution No. R2024-11) and one from Federal Transit Administration. He flagged that the work for Betterments is not eligible for federal funding. Sound Transit's policy states that betterment need to be fully-funded by the requesting party, and Mr. Morgan noted that working on jurisdictions on betterments can lead to less impact to residents and travelers. He listed examples from the Cities of Federal Way and Shoreline.

Mr. Morgan explained that the Board moved to adopt a Scope Control and Betterments policy after receiving the final report from the Technical Advisory Group. The report stated a need to strengthen the agency's approach to betterment, bring consistency on reviews of betterments, provide greater transparency, and create a protocol for dispute resolution.

The policy adopted in 2024 provided a function definition for betterments and identified key project milestones for defining project scope, most of which coincide with standard milestones in the project

development life cycle. Mr. Morgan added that early engagement on potential betterments is key to ensuring the requests do not delay the project.

Mr. Morgan acknowledged that there is a gap in being able to report on previous betterments. Current historical data is limited, and a significant level of effort by staff would be needed to review past documents and summarize cases of potential betterments. Going forward, Capital Delivery staff intend to track requests for betterments in the Project Management Information System (PIMS) so that reporting can be performed more easily.

Mr. Morgan reiterated the importance of early engagement on possible betterments and noted that betterments can be a tool to support project timelines.

Adjacent to betterments, Mr. Morgan flagged that SB 6309, enacted during the last state legislative session, allows for permit applications to proceed in tandem with land acquisition, removing some delay in the permitting process. The City of Seattle has introduced legislation in this area, alongside a joint project office, to help advance Sound Transit's projects as quickly as possible.

Mr. Morgan added that next steps include further building out the PIMS software, clarifying Board decision points, and establishing a dispute resolution process.

Board member Mello noted that the report by the Technical Advisory Group flagged that betterment have, at the time, added to project costs and delayed schedules. He asked what is being done differently for the next phase of projects. He added that there seems to have been unequal application regarding betterment in the past. Mr. Morgan responded that part of the reasoning for this update is to raise awareness of the policy and show that the agency is actively engaging. He reiterated that staff still have work to do to stand up the key dispute resolution process that may involve the Board when a jurisdiction seeks to impose betterments. He added that Sound Transit's focus on Partnering and Project Administration agreements with relevant jurisdictions has been a key step in early identification or providing an outlet for collaboration.

Chair Birney added that this is just the start of this conversation and she wanted staff to come and give context to the idea of betterments as ST3 work escalates.

Vice Chair Roscoe added that she shares the perception that betterments earlier on in Sound Transit's history were folded into project costs, without the full funding by jurisdictions. She noted that as these discussions continue, she would appreciate an opportunity to look back at previous projects, perhaps with statements about which scope increases would be rejected, and which would be accepted as betterments under the current policy.

System Expansion Monthly Status Report update

Capital Delivery Deputy CEO Terri Mestas first thanked the Committee for its important work and collaboration over her tenure at Sound Transit. She extended thanks to Agency Leadership, her staff in the Capital Delivery Department, and industry partners. She noted that she leaves the agency with confidence in the successful delivery of ST3 for the region.

Ms. Mestas began the report by noting that the information covered is from April 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 no OSHA recordable injury incidents in April.

Moving to Projects in Planning and Design, Ms. Mestas noted that Sound Transit has submitted the Draft Environmental Impact Statements for the Everett Link Extension and Ballard Link Extension to the FTA and publication is expected in the fall. A draft of the Final Environmental Impact Statement for the

Tacoma Dome Link Extension has been submitted to FTA, with final publication expected in the spring. She also flagged that the Operations and Maintenance Facility South project has issued its notice to proceed on the Progressive Design-Build contract approved by the Board, so final design work is progressing.

Shifting to Projects in Construction, Ms. Mestas noted that the slide now charts Pinehurst station as the next project to open, followed by Station Parking and Access Improvement projects in Sumner, Kent, and Auburn for Sounder by Q2 2027.

Vice Chair Roscoe noted that she recently received communications from the Mayor of Sumner related to an agreement pertaining to the Sumner Station Parking and Access Improvement projects. She asked if there were specific Sound Transit staff to which she could forward the email for additional information. Ms. Knight requested that the email be forwarded to her, Brad Owen, and the Board Administration team.

Chair Birney again thanked Ms. Mestas for her work at the agency, particularly with developing Sound Transit into an Owner of Choice.

Executive session

None.

Other business

None.

Next meeting

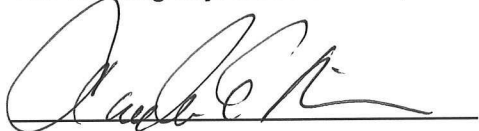
Friday, July 9, 2026

1:00 p.m. to 3:00 p.m.

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 3:14 p.m.



Angela Birney

System Expansion Committee Chair

ATTEST:



Kathryn Flores

Board Administrator

APPROVED on July 9, 2026, AJM.