



Summary Minutes

System Expansion Committee Meeting September 10, 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	
(A) Steffanie Fain, King County Councilmember	(A) Dave Somers, Snohomish County Executive
(P) 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

There was no Report of the Chair.

CEO Report

Chief Executive Officer Dow Constantine provided the report.

UW Train Stall – Following the Apple Cup, a northbound 2 Line train experienced a mechanical issue and was stranded between U District and Roosevelt stations. Rescue trains were deployed, and staff were able to direct passengers to alternate bus service. A full root-cause investigation is underway, but early observations are focused on the misaligned pantograph which likely caused a voltage spike. The pantograph has since been repaired.

Pinehurst Opening – The Pinehurst station, Sound Transit's first infill station, will open for revenue services on September 30, 2026. The Board, in 2022, approved accelerated delivery of the project and it is now opening five years ahead of the original ST3 schedule. Lessons learned will be applied to both the Graham Street and Boeing Access Road infill station projects.

The opening celebrations for Pinehurst will be held from 2-6pm.

Everett Link Extension Draft Environmental Impact Statement – The Draft Environmental Impact Statement for the Everett Link Extension has been signed by the Federal Transit Administration and is scheduled for publication on September 18. The publication opens up a public comment and engagement period. Staff will incorporate public feedback and report back to the Board in advance of selecting the preferred alternative for the Final EIS.

Request for Information Release – As a result of the Updated System Plan approved in May, the agency has published a Request for Information to interested parties to identify cost-savings or delivery-accelerating strategies for ST3 projects in planning. Staff will return to the Board with the results.

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:

Paula Goode
Brien Chow
Betty Lau

In-person Verbal Public Comments:

Betty Lau
Brien Chow
Paul Sweum

Virtual Verbal Public Comments:

Will Knedlik

Business items

For Committee Final Action

Minutes: August 13, 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 August 13, 2026 System Expansion Committee meeting be approved as presented.

For Recommendation to the Board

Resolution No. R2026-20: Amending the Adopted 2026 Budget to create the Renton Transit Center Garage project by (a) establishing an Authorized Project Allocation through the completion of the Conceptual Engineering/Design Validation Phase in the amount of \$10,000,000 and (b) establishing a 2026 Annual Project Budget of \$1,425,000.

Manan Garg, Capital Delivery Executive Director, and Paul Cornish, BRT Strategic Projects Director, gave the staff presentation.

Board member Strauss thanked the team for the progress and noted his excitement to support today's action.

Board member Zahilay stated his support for the action and thanked the staff for their work. On behalf of Board member Fain, who was unable to attend, he added thanks to the staff for their quick work to pick up the project following the May System Plan update. He also thanked Board member Ed Prince for his advocacy for the project.

It was moved by Vice Chair Roscoe, seconded by Board member Strauss, and carried by unanimous voice vote that Resolution No. R2026-20 be forwarded with a do-pass recommendation.

Resolution No. R2026-21: Amending the Adopted 2026 Budget to advance the ST Express South Bus Base Expansion project through the completion of the Preliminary Engineering/Design Validation phase by increasing the authorized project allocation by \$10,000,000 from \$5,808,000 to \$15,808,000.

Manan Garg, Capital Delivery Executive Director, and Lucien Bruno, Bus Operations Director, gave the staff presentation.

Vice Chair Roscoe noted that the project is an example of successful regional partnership between Sound Transit and Pierce Transit (PT). The funding in today's action will support much of the early work needed to keep a project on schedule and refine the project to better understand final cost. As ST Express needs to replace the buses operated by PT with high-capacity models, working to ensure the maintenance facility can service the larger vehicles is top priority to meet the needs of South end riders. She added her excitement to see this project moving forward.

Board member Mello echoed Vice Chair Roscoe's enthusiasm for the project and stressed that it makes sense to collaborate and co-locate facilities, even if it is not the norm. He asked what flexibility is there in the project for the expansion of the overall facility to be able to support larger ST Express buses, as well as improvements to PT's fleet. Mr. Bruno responded that there is an official request, in addition to conversations in coordination meetings, to consider adding additional functions to the facility and the possibility for PT buses to cycle through the facility as well. Those discussions will continue and will be supported through analysis planned for a Preliminary Engineering MATOC Task Order. Board member Mello thanked staff for taking the next steps to evaluate the request, given that having to purchase and build two sets of maintenance facilities seems excessive in the long run.

It was moved by Board member Wilson, seconded by Vice Chair Roscoe, and carried by unanimous voice vote that Resolution No. R2026-21 be forwarded with a do-pass recommendation.

Reports to the Committee

Report on Everett Link Extension (EVLE) Draft Environmental Impact Statement

Manan Garg, Capital Delivery Executive Director, began the presentation and introduced Eric Widstrand, EVLE Planning Director, and Galeeb Kachra, Corridor Environmental Manager. Mr. Garg began by recognizing the team's effort to reach the DEIS milestone and thanking partners at Federal Transit Administration Region 10 for their collaboration. Today's presentation will cover the alternatives evaluated and key findings from each segment of the project; there is no action requested today. Following the conclusion of the public comment period on November 2, 2026, staff will incorporate the feedback and return to the Committee in December to share the comments and present the staff recommended FEIS preferred alternative before expected action early next year.

Mr. Widstrand briefly summarized the project, noting the provisional station at SR99/Airport Road, and explained that EVLE is anticipated to be delivered in two segments: the first from Lynnwood to Everett Industrial Center by 2037 and the second from Everett Industrial Center to Downtown Everett by 2041. The DEIS evaluates all of the stations in the project and does not weigh in on project delivery methodology. The updated System Plan also deferred final design and construction of parking facilities until additional resources are identified. The project also includes the Operations and Maintenance Facility North, needed to support system-wide operations. The facility will require 80-100 acres near the light rail line, support more than 150 light rail vehicles, and provide more than 450 high-skilled, living wage jobs. He briefly laid out the expected project timeline for the remainder of the Planning phase through selecting the project to be built.

Before going into each segment, Mr. Widstrand summarized what information is included in an Environmental Impact Statement, focusing on three main categories: Transportation, Natural environment, and Built environment impacts. Additionally, the EVLE DEIS includes potential design

refinements that may reduce project impacts or overall costs, such as lowering elevated guideways or changing to at-grade alignments (still avoiding at-grade crossings), maximizing the use of existing transportation Right of Way, and relocation or removing maintenance access points and special trackwork. The largest cost-saving refinement to date was to move the 2 Line turnback from Mariner to Ash Way. He turned the presentation over to Mr. Kachra to run through each segment's findings.

The West Alderwood segment station area is near historically underserved communities and growing residential areas. Three stations alternatives (ALD-B, D, and F) were evaluated in the DEIS, with ALD-D being the preferred alternative. The station alternatives have similar environmental and displacement impacts, as well as probably cost. ALD-D has the strongest potential for integration with existing transit, and ALD-D and ADL-F provide more direct access to existing and future development.

The Ash Way segment has two alternatives (ASH-A and ASH-D), with no preferred alternative. The station area serves historically underserved communities and is near affordable housing developments. ASH-A would provide direct access to the existing Ash Way Park-and-Ride, while ASH-D displaces fewer residents, would be closer to future potential areas of development east of I-5, and has lower probable cost. The project is also exploring potential design refinements that would evaluate an open trench station for ASH-D and crossing I-5 further south for potential cost-savings.

The Mariner segment has two alternatives (MAR-1B and MAR-2D) with no preferred alternative. The station area is near community destinations (schools, grocery stores, and the Mariner Park-and-Ride) and includes a 500-stall parking garage (deferred until additional resources are identified); the project is currently studying a design option with a surface parking facility. The two alternatives have similar residential displacements and impacts on historic and cultural resources, as well as ecosystems. Both station alternatives would result in displacement on either the north or south side of 128th Street but would offer different opportunities for station access and transit integration. Alternative MAR-1B has more business displacements while MAR-2D has a lower probable cost.

The SR99/Airport Road segment is a provisional station that is funded through environmental review but not final design and construction. The segment has two alternatives (AIR-1 and AIR-2) and no preferred alternative. Under both alternatives, the station is a challenging area for pedestrian movement due to wide street crossings. The main difference is whether the impacts are concentrated on the west or east side of Airport Road. Alternative AIR-B would have fewer residential and business displacements.

The Southwest Industrial Center segment has three station alternatives (SWI-A, SWI-B, and SWI-C) all along one alignment alternative. SWI-A is the preferred alternative. Alternative A is closest to the Boeing Everett Production facility and residential development. Alternative B is closer to businesses on Kasch Park Road and the Snow Isle Tech Skills Center. Alternative C is closer to Paine Field's passenger terminal and the BOMARC business park. The alternatives report similar probable costs and impacts, and the DEIS contemplates a design option for SWI-A that would lower the guideway and station height which would result in additional residential displacements and ecosystem impacts.

The SR526/Evergreen segment has three alignment alternatives: EGN-1 with station option A, EGN-2 with station option B, and EGN-3 with station option E (including a potential design refinement shifting the station west of Evergreen Road). EGN-1 runs along the north side of SR526 and has fewer residential displacements and stream impacts compared to EGN-2 on the south side of the road; however, EGN-1 also has a higher probable cost. The alternatives have the potential to impact Casino Square, which staff have been engaging with since early in the project. Alternative A would have the least impact on the shopping center; however, access to the station would be constrained and require a new pedestrian bridge over SR526 that would impact Casino Square. Alternative B would require relocation of businesses in Casino Square.

The Broadway/I-5 segment has no stations and two alignment alternatives. BI-1 is the preferred alternative, follows the west side I-5, has fewer ecosystem impacts and lower probable cost. BI-2 runs

along Broadway and would have fewer residential impacts but convert more land to transportation use. Alternative BI-2 would also require realigning several roads, potentially reducing neighborhood cohesion.

The Everett Station segment has three station options: A, C, and D, with C and D on the same alignment. The station environmental work also includes a 1,000-vehicle parking structure. Alternatives EVT-C/D were identified as the preferred alternative, prior to the plans for the City of Everett's Outdoor Event Center. Coordination with the City is ongoing. The three alternatives have similar impacts to ecosystems as well as probable cost. EVT-A would be located closer to the existing transportation hub, Everett Station, and have fewer business displacements and impacts to historic resources. EVT-C/D are located closer to downtown Everett.

The project also includes siting the Operations and Maintenance Facility North as it requires a connection to the mainline track. Three sites were evaluated in the DEIS. Site B is located north of SR526, site E is located off Airport Road, and site F is off Evergreen Way. There is no preferred alternative and each option has trade-offs. Site B does not affect historic properties but has impacts to specialty manufacturing businesses and public facilities. Site B has the highest probable cost. Site E also does not affect historic properties but has permitting difficulties related to wetlands and streams. Site E has the lowest probable cost. Site F would have the most residential and business displacements and would result in adverse effects to 11 historic properties; coordination required until the National Historic Preservation Act has been ongoing during Environmental Review.

Mr. Kachra concluded by highlighting upcoming engagement opportunities. The 45-day comment period will be September 18 – November 2, 2026. Information is being mailed to all addresses within a half-mile of any alternative. An online public meeting will be held on October 6, 2026, and in-person events throughout October are in the process of finalizing locations and times. Following the end of the public comment period, the team will return to the Committee to summarize the feedback and share a staff recommendation for the Final Environmental Impact Statement preferred alternative.

Board member Franklin asked if staff could help explain the timing of the impact to Casino Square under EGN station option B. Mr. Widstrand responded that this part of the alignment is in the phase slated to open in 2041. Should the Board decide to identify the station as the segment's preferred alternative, that could allow the agency to purchase the property from the two owners and more directly work with and support the minority-owned business in Casino Square. Board member Franklin noted the area's immigrant population, likening it to the International District for Everett. The extension of light rail brings both significant investment and risk of displacement, and Board member Franklin encouraged the team to continue coordination with local partners to ensure the potentially impacted are supported. She yielded to other Board members seeking recognition.

Board member Wilson acknowledged that there will be some tough decisions for the Board in the future but also congratulated the project for reaching the DEIS milestone.

Board member Strauss added his excitement to see progress on extending light rail to Everett.

Board member Franklin added that Everett is excited to welcome the region via light rail and called out the new planned Outdoor Event Center as a key investment for the entire community. She also spoke to the current work on potentially merging Everett Transit and Community Transit that would allow for a significant increase in bus service, especially in preparations for light rail service.

Chair Birney thanked Mayor Franklin and project staff for support during a tour of the alignment. She shared her personal experience in seeing how quickly a space can change due to the arrival of light rail.

System Expansion Monthly Status Report update

Brad Owen, Acting Chief Capital Delivery Officer, began the report by noting that the information covered is from July 2026. He also addressed a question from Board member Mello during last month's

presentation about the inclusion of pre-planning projects in the report, explaining that an update to the report's structure accidentally saw the section on those projects removed; it was re-included. The presentation will cover Program-level updates, as well as updates on Projects in Planning & Design and Projects in Construction.

Mr. Morgan reported that the capital delivery department has continued its efforts to issue prompt payment, with an average of 28 days to pay applicable invoices, exceeding the 30-day benchmark. There were zero OSHA recordable injuries.

Moving to Projects in Planning and Design, Mr. Owen celebrated the upcoming publication of the Everett Link Extension DEIS. He also noted that preliminary engineering work continues on the Graham Street and Boeing Access Road Infill Stations, and the Operations and Maintenance Facility South continued final design work. Design is nearing 100% on improvements in Lynnwood on 196th/Poplar Way for the S2 line, with procurement for the construction contract expected by the end of the year.

Shifting to Projects in Construction, Mr. Owen re-iterated CEO Constantine's announcement of the Pinehurst station's September 30 opening date. He noted that the Sounder Garages in Auburn and Kent are on track to come in on schedule, but the Sumner garage is seeing schedule pressure and coordination with the contractor is ongoing. As noted earlier, the Stride Renton Transit Center is conducting utility work and will be preparing to incorporate the Parking Garage. The Washington State Department of Transportation is expected to release a Request for Qualifications for the Tukwila International Boulevard Stride station to commence the design-build process.

Board member Wilson asked for an explanation on the cost metric for the Pinehurst station adjusting from June to July, noting an interest in ensuring project savings could be used to support Graham Street Station development. Mr. Owen explained that some of the more recent change orders on the project were to ensure the station would be opened by the September 30 date. He added that he could follow-up with more specifics, and the project team is intent on finding savings where possible.

Executive session - None.

Other business - None.

Next meeting

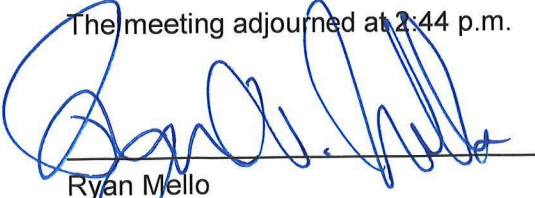
Thursday, October 8, 2026

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

Ruth Fisher Board Room & Virtually via Zoom

Adjourn

The meeting adjourned at 2:44 p.m.



Ryan Mello
Chair Pro Tem

APPROVED on October 8, 2026, AJM.

ATTEST:



Kathryn Flores
Board Administrator