



Summary Minutes

System Expansion Committee Meeting January 13, 2022

Call to order

The meeting was called to order at 1:31 p.m. by Committee Chair Balducci virtually on WebEx.

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) David Baker, Kenmore Councilmember	(P) Kent Keel, University Place Mayor (P) Dave Upthegrove, King County Councilmember

Katie Flores, Board Administrator, announced that a quorum of the System Expansion Committee was present at roll call. Boardmembers Joe McDermott and Dave Somers were in attendance as non-voting Boardmembers.

Report of the Chair

Revised Agenda

The agenda had been revised to remove Resolution No. R2022-01 which would be brought to the committee at a future meeting.

Monthly Contract Report and Agency Progress Report

The meeting packet included the monthly contract report and the November agency progress report.

CEO Report

Deputy Chief Executive Officer Kimberly Farley provided the CEO Report.

Federal Update – Before the holidays, Boardmember Walker and CEO Rogoff hosted Congressman Kilmer on a tour of Tacoma’s Hilltop Link Extension. Congresswoman DeBene’s staff also toured East Link, Downtown Redmond Link Extension, and the Operations and Maintenance Facility East the week prior. The tours were great opportunities to demonstrate to the Congressional delegation that the agency was putting federal support to good use.

State Update – The state legislature began its short 60-day session on Monday of that week. A hearing on Senate Bill 5528, sponsored by Senator Jamie Pedersen and co-sponsored by Senate Transportation Chair Marko Liias, was taking place that day. The bill would authorize creation of “Enhanced Service Zones” within the Sound Transit district with supplemental taxing authority, subject to a of the public located inside any potentially formed zone. Sound Transit would testify in favor of the bill. The agency also testified in favor of House Bill 1643 and Senate Bill 5600.

COVID Effects on Tribal Operations – Sound Transit’s Director of Tribal Relations, Dezeræ Hayes, reported that some Tribes were closed due to the devastating impact of COVID on their members. During that time, the agency would be respectful and responsive to Tribal needs. Review of agency materials and time to attend coordination meetings might not take place, potentially affecting project schedules.

Updates on the Concrete Driver Strike – Talks between the Teamsters Local 174 and the Washington Aggregates & Concrete Association stalled, and the parties currently had no scheduled negotiation sessions toward a new Collective Bargaining Agreement. Staff would keep the Board updated with any developments.

Public comment

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

No written public comments were submitted for the meeting. The following people provided verbal public comment:

Jon Pascal

Business items

For Committee Final Action

Minutes: December 9, 2021 System Expansion Committee meetings

It was moved by Boardmember Roscoe, seconded by Boardmember Baker, and carried by unanimous voice vote that the minutes of the December 9, 2021 meeting be approved as presented.

For Recommendation to the Board

Boardmember Upthegrove arrived at this time

Motion No. M2022-01: Authorizing the chief executive officer to execute a betterment agreement with Community Transit to reimburse Sound Transit for its actual costs, currently estimated at \$21,858, to modify the design and construction of concrete pads at Swift stops at the Shoreline North/185th Station as part of the Lynnwood Link Extension.

Barbara Hinkle, Project Manager for the Lynnwood Link Extension, provided the report for the action. This action would authorize an agreement with Community Transit to reimburse Sound Transit for work to modify the design and construction of conduit and stubs for vending machines and real time signage at the Community Transit Swift stop concrete pads at Shoreline North/185th Station.

Community Transit requested a redesign as they changed their branding for the Swift Blue Line. The redesign occurred after the final design had already been agreed to by all transit partners involved. In accordance with the System Expansion Implementation Plan (SEIP) identifying new methods of working with project partners, stakeholders, and local jurisdictions, this agreement represents a creative and collaborative approach to assist Community Transit with its development of Swift Stops for the Blue Line BRT in the Lynnwood Link alignment.

Motion No. M2022-01 was moved by Boardmember Backus and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kent Keel
Kim Roscoe
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote that Motion No. M2022-01 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-02: Authorizing the chief executive officer to grant a permanent easement to the owners of Tax Parcel Number 0921049214 in Federal Way, Washington, also known as FL345, for the purpose of constructing, operating, maintaining, repairing, and replacing a sanitary sewer line and all necessary appurtenances thereto.

Mike Bulzomi, Deputy Director Real Property, provided the report for the action.

He explained that the action would grant a permanent easement to a private property owner who needed access to agency owned property to maintain their septic system. Resolution No. R2018-40, the Board's Procurement and Delegated Authority Policy, requires all permanent easements on Sound Transit owned property (excluding standard utility easements that service Sound Transit) to be approved by the Board.

This action will grant a permanent easement, shown in Exhibit A, to the owners of FL345 comprising of air, surface, and subsurface rights on a portion of Sound Transit owned property located in Federal Way, WA, in order to connect to the Lakehaven Water and Sewer District service line. The light rail guideway passes through or near this parcel, and the easement is necessary to replace a drainfield system impacted by the Federal Way Link Extension project and allow the owners to connect to the Lakehaven Water and Sewer District sanitary sewer system.

Motion No. M2022-02 was moved by Boardmember Backus and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kent Keel
Kim Roscoe
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote of the committee that Motion No. M2022-02 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-03: Authorizing the chief executive officer to grant permanent easements to Puget Sound Energy to construct, operate, maintain, repair, replace, improve, remove, upgrade and extend one or more utility systems for purposes of transmission, distribution and sale of electricity.

Mike Bulzomi, Deputy Director Real Property, provided the report for the action.

He explained that the action would grant easements to Puget Sound Energy which needed to move them due to construction of the Kent Des Moines Station for the Federal Way Link Extension. The light rail guideway passes through or near the parcels, and these property conveyances are necessary to relocate or create PSE infrastructure that was displaced by or required for construction of the Federal Way Link Extension. PSE requires these permanent easements to construct, operate, and maintain their

electrical facilities. No monetary consideration is to be exchanged because Sound Transit is required to mitigate the impacts by relocating the facilities. This action satisfies the mitigation requirement.

Boardmember Baker asked if the easements were above or below ground. Mr. Bulzomi advised that they were below ground.

Motion No. M2022-03 was moved by Boardmember Baker and seconded by Boardmember Roscoe. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kent Keel
Kim Roscoe
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote of the committee that Motion No. M2022-03 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-04: Authorizing the chief executive officer to grant permanent easements to the owners in King County tax parcel 250060TRCT, a private road in Des Moines, Washington, also known as FL183.1, so that grantees and their licensees, tenants, and invitees may use the easement for the purpose of vehicle and pedestrian access.

Mike Bulzomi, Deputy Director Real Property, provided the report for the action.

He explained that the motion would grant access easements over Sound Transit property. This action will grant permanent easements, shown in Exhibit A, to the owners in a private road that terminates at the Sound Transit guideway.

The light rail guideway passes near the parcel, and these easements are necessary to mitigate for Sound Transit acquisition which altered the cul de sac for construction of the Federal Way Link Extension. Sound Transit created an alternate hammerhead configuration at the terminus of the road, as required by code for fire safety and vehicle access. This action satisfies this mitigation.

No monetary consideration is to be exchanged because the permanent access easement is necessary for the owners in the private road tract to use the ends of the “hammerhead” on Sound Transit property for the purpose of vehicle and pedestrian access.

Motion No. M2022-04 was moved by Boardmember Backus and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kent Keel
Kim Roscoe
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote of the committee that Motion No. M2022-04 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Discussion on the agreement with WSDOT for the Bus Rapid Transit I-405/NE 85th Street Interchange

Bernard van de Kamp, Program Executive, Bus Rapid Transit, provided the presentation. He reviewed the Bus Rapid Transit Program schedule. In March 2021, the Committee was informed that the project schedules were trending toward a 2026/2027 completion due to COVID, delays and limited resources. In August 2021, the program was determined to trend toward a 2027 completion.

Mr. Van de Kamp reviewed actions taken since the August 2021 Program Realignment action. Staff and the Board acted quickly and aggressively to advance the program. He advised that the 2022 Approved Budget provided sufficient funds to aggressively advance the program through the year.

The current program schedule projected late delivery on all projects in the program. He cautioned that the current schedule was not yet baselined, and staff would work to identify strategies to accelerate the schedule, balanced with risks. Moving forward, timely action on matters in front of the Board would be critical to remain on schedule.

Paul Cornish, Strategic project Director, reviewed the NE 85th Street Interchange and Stride Station agreement with WSDOT. He explained that currently, the 85th Street interchange was a cloverleaf with 85th Street passing under I-405. Expanding I-405 to allow for shoulder stations would require reconstructing the interchange.

The station and interchange were reimagined in partnership with WSDOT, to improve various project elements including pedestrian access, bus routing and BRT reliability, and the local traffic routing. Inline stations will allow for increased pedestrian and bicycle access, as well as eliminate the need for vertical transfer for passengers.

The agreement with WSDOT to construct this new interchange and station, which would be considered by the Board in January, totaled \$287,260,000, and was affordable within the Agency's financial plan. Within the agreement, WSDOT would offer the Request for Proposals, and manage the construction of the interchange. Any change orders that would impact transit operations, budget, or the schedule would be coordinated between WSDOT and Sound Transit. Project costs would be reimbursed to Sound Transit as land bank credits amounting to approximately \$260 million including fish passage corrections.

Mr. Cornish reviewed the various cost management efforts dating back to November, 2018.

Boardmember Balducci noted that the presentation was what the committee would typically see prior to taking action to approve the agreement, she asked what was next. Mr. Cornish advised that some technical details were still being finalized, so it was not ready to be approved by the Committee. Boardmember Balducci confirmed that the action would be taken to the full Board at its January 27 meeting for approval, which Mr. Cornish affirmed.

Boardmember Baker noted that the SR522 Bus Rapid Transit portion of the program was the only portion under budget, but delivery slipped to 2027. Mr. Van de Kamp advised that the 85th Street Interchange was part of the S2 line, which was targeted to open in 2026. Current schedule projection placed S2 line completion in 2027.

He explained that the project schedule was not driven by project funding, but also by negotiations with WSDOT and other factors.

Boardmember Balducci asked executive leadership to consider the tradeoffs between taking the action to the Board and the concerns from Boardmembers. DCEO Farley advised that the timing for this action was critical. Staff would follow-up with Boardmembers individually before the Board meeting to clear up any questions or concerns.

Boardmember Keel advised that his questions were not out of concern for moving forward with the action, but that he wanted staff to be clear, specifically surrounding management of scope creep.

Boardmember Backus agreed with Boardmember Keel that she wasn't concerned but wanted to ensure that the answers were included in the presentation to the full Board to assuage concerns in that meeting.

Boardmember Roscoe asked clarifying questions regarding the budget slides for the project, and was given clarification that the total is not yet present as the BRT program has not yet been baselined.

Deputy CEO Farley explained that there was a strategy to the timing of the project actions and she would ensure that was covered in the presentation to the Board.

Overview of Project Performance

Ron Lewis, Executive Director of Design, Engineering and Construction Management, provided the presentation. He advised that the project would outline some significant challenges faced by the agency which were affecting project delivery.

The day of the meeting marked the 40th day of the concrete delivery strike in King County, Four Major projects were impacted, the Lynnwood Link, Federal Way Link, East Link, and Downtown Redmond Link Extensions. To date, approximately 9,900 cubic yards of concrete were missed as of January 8 across the project portfolio. Nearly 100 workers were laid off from Sound Transit projects in December due to the delays. A joint letter to both parties was sent in January to encourage a solution to the conflict.

The Lynnwood Link Extension's largest impacts were to guideway work south of King County, and guideway at 145th in Lynnwood. To date there were 39 workers laid off, with anticipation of 50 more in January.

East Link was 94 percent complete so it was less impacted than other projects, however the Redmond Technology Station garage rebuild and the I-90 plinth work were affected.

The Downtown Redmond Link Extension is primarily effected by work to retaining walls and garage work. To date there were six workers laid off, with anticipation of 40 more in January.

In the Federal Way Link Extension, the largest impact was to construction of the Kent/Des Moines garage. To date 33 workers had been laid off, and there is anticipation of 33 further lay-offs.

Beyond Sound Transit Projects, the concrete strike affected real estate development of affordable housing projects being constructed on Sound Transit property. When the strike ends, it is expected that high demand for concrete in King County will cause some further delay.

Mr. Lewis reviewed impacts of COVID-19 on construction workers and the agency's projects, noting that field offices were experiencing a spike of cases consistent with the rest of the region. He outlined the COVID protocols in agency field offices.

Between December 26, 2021 and January 3, 2022, a snow event caused construction sites to either close down or slow significantly, with limited staff onsite to ensure safety, security, and environmental compliance. While the event was a minor delay, it would likely have a cumulative effect on projects. Similarly, the heat wave experienced in the summer of 2021 led to project delays.

Boardmember Keel asked if concrete suppliers from Pierce and Snohomish Counties could make it further into King County. Mr. Lewis advised that the contractors were trying to be as creative as possible.

Boardmember Balducci asked if there was a way to measure the impacts on the project schedule and budget. Mr. Lewis advised that staff was tracking the impacts closely, and would report the cumulative impacts of these events to the program and project schedules.

Boardmember Backus thanked staff for keeping the Board updated on these difficult to discuss delays to the capital program.

Discussion on 2022 System Expansion Committee Work Plan

Chair Balducci advised that the work plan which was shared with committee members in advance of the meeting was very much a draft, however she wanted to talk about the structure of the plan and to solicit feedback from the committee. There were three main categories: Transactional matters were actions that would advance the capital program; Capital program review, which was follow-up to the realignment action; and topics of interest to the Committee. Some topics were not addressed in 2021 and would be extended into 2022. Additionally, staff compiled a list of actions or reports planned by quarter. Chair Balducci asked for input from the Committee members.

Boardmember Keel advised that he would review the workplan in more depth, but at first glance, he supported the workplan. He was especially concerned about the committee's work to implement the realignment requirements and commitments.

Boardmember Backus asked if there was an opportunity to discuss effects of weather and climate impacts on the capital program.

Executive session - None.

Other business - None.


Next meeting

Thursday, February 10, 2022
1:30 p.m. to 4:00 p.m.
Virtually via WebEx

Adjourn

The meeting adjourned at 3:12 p.m.

ATTEST:



Claudia Balducci
System Expansion Committee Chair



Kathryn Flores
Board Administrator

APPROVED on February 10, 2022, AM.