



Summary Minutes

System Expansion Committee Meeting March 10, 2022

Call to order

The meeting was called to order at 1:33 p.m. by Committee Chair Balducci virtually on WebEx.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(A) Kim Roscoe, Fife Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Councilmember	(P) Joe McDermott, King County Council Vice President
(P) Cassie Franklin, Everett Mayor	(P) Dave Somers, Snohomish County Executive
(P) Bruce Harrell, Seattle Mayor	

Katie Flores, Board Administrator, announced that a quorum of the System Expansion Committee was present at roll call.

Report of the Chair

Tacoma Dome Link Extension Update at Board

The report on the Tacoma Dome Link Extension scheduled for the meeting would be postponed to the March 24, 2022 Board meeting.

Monthly Contract Report and Agency Progress Report

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

CEO Report

Chair Balducci advised that CEO Rogoff was attending a conference in Washington DC and would not be present at the meeting. Brooke Belman, Chief of Staff and Interim CEO, would stand in for him. Ms. Belman provided the report.

Update on concrete driver strike – The regional concrete strike is now on day 98. The strike has affected each of the projects currently in construction in King County including Lynnwood Link Extension, East Link Extension, Downtown Redmond Extension and Federal Way Extension. Since the strike began, the agency has missed delivery of more than 36,045 cubic yards of concrete. Because of the delay in work caused by the lack of concrete, Sound Transit contractors have had to lay off 259 workers so far. More than another 142 workers are expected to be laid off in the coming weeks if the strike isn't settled.

Unfortunately, there are no talks scheduled between the parties at this time. Sound Transit continues to emphasize the critical importance of reaching a negotiated resolution to this strike rapidly.

Federal Way Link Extension milestone – A positive milestone has been reached in the South Corridor on the Federal Way Link Extension. Sound Transit contractor Kiewit, as well as agency and Washington

State Department of Transportation (WSDOT) staff have been working hard to achieve this turnover milestone on a northern portion of the FWLE alignment that will provide access for the WSDOT SR-509 completion project to commence their work.

The on-time completion of this milestone is a direct result of the agency's continuing partnership with WSDOT, the dedication of the respective project teams, and the hard work of the craft labor that carry the heavy burden of getting the work done. The fact that the region has two projects of this size working adjacent to each other at the same time is a reminder of the continuing growth in the region and the necessity of working with all of Sound Transit's jurisdictional partners to efficiently deliver these challenging large-scale projects.

Ms. Belman conveyed thanks and congratulations to the FWLE team and WSDOT on this successful collaboration.

State update – Today marks the final day of the 2022 legislative session. Ms. Belman turned the floor to Alex Soldano, Director of State Relations to provide an overview.

Mr. Soldano began by reporting that on the last day of session, March 10, 2022, the final agreement on both a supplemental transportation budget and a 16-year transportation package was reached.

Mr. Soldano continued to summarize the results of this year's sessions for Sound Transit:

First, the supplemental budget agreement removed a provision that required WSDOT to charge 100% fair market rent on any lease to Sound Transit. Removing this provision recognizes that federal funds often account for more than 90% of state right of way and, since the federal government does not require repayment when using the right of way for a transportation purpose, there is no reason to mandate that Sound Transit refund the full state and federal share.

Another provision included in the final package is one from last year's transportation budget that included language requiring Sound Transit to pay the Department of Licensing a minimum of \$3.3 million per year for the collection of MVET.

A study commissioned by the Legislature and released shortly before this session began documented that this amount was approximately five times the actual cost to collect this revenue. The final agreement in this year's supplemental budget reduced the minimum amount required to be paid to the Department of Licensing down from \$3.3 million per year to \$668,000 per year, reflecting the actual costs of collection and consistent with the findings of the state's report.

Turning to the transportation revenue package, Sound Transit requested that the agency once again be made eligible for state transportation grant funding. Neither the House nor the Senate's initial proposals included grant eligibility for Sound Transit. However, the final transportation package agreement allows Sound Transit to compete for Regional Mobility Grants if the Board adopts a policy of free fares for riders under the age of 18 by October 1st, 2022. Mr. Soldano continued that that will be a conversation the Board can take up as part of the ongoing discussion related to fares. The Regional Mobility grant program will fund approximately \$115 million worth of projects in the 2021-2023 biennium. Despite our attempts, Sound Transit is still not eligible for other transit grant programs that were created or significantly boosted in the revenue package.

The revenue package does provide Sound Transit with two \$20 million direct appropriations for Tacoma Dome Link light rail access, one in South Federal Way and one in Fife/Tacoma. There is a third direct contribution of \$20 million to WSDOT for light rail access in Lynnwood at 164th, as well. Exact timing and details of these appropriations will be worked out over the course of the next several months in collaboration with legislators. Mr. Soldano remarked that he will keep the Board informed as staff learn more about how those conversations will unfold.

Sound Transit proposed legislation this session to allow the agency to contact tow companies directly when a vehicle is obstructing the agency's right-of-way. Although the bill was not brought to the House

floor for a final vote last week, the authority was granted to Sound Transit as a pilot project within the supplemental transportation budget.

Additionally, the Legislature passed Senate Bill 5528, authorizing the creation of “enhanced service zones” for supplemental funding for Sound Transit. This legislation authorizes the formation of an “enhanced service zone” comprising one or more cities or unincorporated areas within the RTA, with the board members who represent the zone’s subarea as an advisory group who could then recommend proposed system improvements and supplemental funding. The full Board then has the authority to approve the recommendation and submit it to the voters of the enhanced service zone for their approval. Funding raised within an enhanced service zone could either be used for previously voter-approved projects or new enhancements.

Mr. Soldano expressed thanks to the Board Members who engaged directly with legislators in support of Sound Transit’s legislative priorities this session.

Ms. Belman echoed thank you to Board members who engaged with legislators over the course of the session, and thanked Mr. Soldano for his work in advancing agency priorities.

I-5 incident response by Stacey & Witbeck – Kiewit Hoffman employees – Lastly, Ms. Belman reported on a safety incident that occurred on a Sound Transit worksite. Last week, at approximately 9:00 am, a van driving northbound on I-5 at NE 117th Street near Northgate, lost a wheel and collided with the traffic control barrier next to the work zone for the Lynnwood Link Extension. The van flipped over the barrier into the Stacy and Witbeck – Kiewit Hoffman, a Joint Venture (SKH) work zone and caught fire.

SKH crews were in the area installing the new noise wall and did not initially see or hear the accident. Jeff Mohoric, the crane operator, saw the smoke and honked his horn to notify the crews. Thanks to the rapid response from three workers: Matt Tannahill, a Construction Manager, Jeffrey Mikeska, a Carpenter Foreman, and Colton Ward, a Field Engineer, who saw the smoke and the van on fire, the driver and passenger of the van were able to escape the accident.

The agency would like to commend the crew for their actions to assist with this accident and limit any further injury to the driver and passenger of the van.

Chair Balducci voiced her appreciation for the quick actions of the SKH workers. She also thanked Mr. Soldano for his work on the legislative agenda.

Public comment

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

Written public comments:

City of Tacoma Bicycle and Pedestrian Technical Advisory Group
City of Lakewood

Verbal Public Comments:

Joe Kunzler

Business items

For Committee Final Action

Minutes: February 10, 2022 System Expansion Committee meetings

It was moved by Boardmember Backus, seconded by Boardmember Somers, and carried by unanimous voice vote that the minutes of the February 10, 2022 meeting be approved as presented.

Alternative Analysis for South Tacoma and Lakewood Sounder Access Improvements projects

Melissa Flores Saxe, Project Director for High Capacity Transit Development and Zac Eskenazi, Development Manager, provided the presentation. Ms. Flores Saxe reviewed the presentation. Mr. Eskenazi reviewed the two project overviews, noting that they were approved in ST2. The target schedule for these projects was 2030 and affordable schedule was 2032.

Potential improvements and possible alternatives for both projects included curb ramps and sidewalk improvements, wayfinding, public address systems and expanded tactile pavers at the station, bicycle and sidewalk improvements around the station, and additional non-motorized improvements.

Specific improvements would be further defined in the next phase of the projects, and the Board would select the improvements following environmental work.

The action before the committee would authorize the CEO to execute a contract modification with David Evans and Associates to conduct conceptual engineering and environmental work for the projects.

Boardmember Keel supported the staff's work communicating with the communities and supported the action.

Boardmember Balducci asked whether the groups who provided written public comment would be engaged as part of this work. Mr. Eskenazi confirmed that they would. Boardmember Balducci confirmed that following this work, the Committee would make a recommendation for station improvements to the Board.

Motion No. M2022-19: Authorizing the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the South Tacoma Access Improvements Project and Lakewood Access Improvements Project in the amount of \$4,759,995 with a 10 percent contingency, for a new total authorized contract amount not to exceed \$9,389,853.

Chair Balducci advised that the committee had already been briefed on the action.

Motion No. M2022-19 was moved by Boardmember Keel and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-19 be approved as presented.

Motion No. M2022-20: Authorizing the chief executive officer to amend an agreement with the City of Bothell to provide construction and construction management services for City of Bothell's Business and Transit Lanes component of the SR-522/NE 145th BRT project to increase the time allowed to complete the project from 36 months to 52 months, with no change to the agreement amount.

Bernard van de Kamp, Program Executive, Stride Bus Rapid Transit (BRT), began the presentation. He advised that the agreement in question was a funding agreement with the city of Bothell. It was the first part of the SR522/NE145th Street BRT project and was nearly complete, but the proposed action would

extend the agreement. Rick Capka, Deputy Program Executive for Bus Rapid Transit Delivery, outlined the project, which was part of the S3 line.

A 2019 agreement between Sound Transit and the City of Bothell funds construction and construction management services for the City of Bothell to deliver a section of Business and Transit (BAT) lanes between 96th Avenue NE and 83rd Place NE that is included in the SR-522/NE 145th BRT Project. The agreement assumed an 18-month construction duration, 12-month plant establishment period, and a 6-month closeout effort, totaling 36 months. An extension to the agreement is required due to the pandemic, weather, and other delays. The only work remaining was striping which required warmer weather and a 12-month landscaping establishment period.

Boardmember Baker commented that he was under the impression that the construction was all but complete. Mr. Capka confirmed that it is near completion and the striping, and some final landscaping was the only work needed.

Chair Balducci confirmed that this extension would not delay the Bus Rapid Transit program.

Motion No. M2022-20 was moved by Boardmember Baker and seconded by Boardmember Harrell. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-20 be approved as presented.

For Recommendation to the Board

Chair Balducci reminded the committee that the Tacoma Dome Link Extension presentation would be brought to the March 24, 2022, Board of Directors meeting.

Motion No. M2022-21: Authorizing the chief executive officer to execute funding agreement with Bonneville Power Administration to perform work related to relocation and replacement of four transmissions structures in support of the Tacoma Dome Link Extension project in the amount of \$385,450 with a ten percent contingency of \$38,545 for a total authorized agreement amount not to exceed \$423,995.

Curvie Hawkins, Project Director for the Tacoma Dome Link Extension and Operations and Maintenance Facility South, and Valerie Valero, Senior Civil Engineer for the Tacoma Dome Link Extension and Operations and Maintenance Facility South, provided the staff report.

The proposed action would authorize an eighteen-month agreement with the Bonneville Power Administration (BPA) to perform engineering design, environmental work, and real property activities related to relocations and replacement of four transmission structures along existing utility lines.

As a part of the Sound Transit 3 plan, the Tacoma Dome Link Extension (TDLE) project will extend light rail from the Federal Way Transit Center to Tacoma Dome Station. For all TDLE alternatives being studied in the EIS, the light rail guideway must pass under the existing Bonneville Power Administration (BPA) lines. This section of guideway would also connect to the Operations and Maintenance Facility South, should the Board select one of the sites in Federal Way currently being evaluated. Under this

agreement, BPA will perform engineering and design work to increase the height of each transmission structure by 56 feet to meet vertical clearance needs for Sound Transit.

Motion No. M2022-21 was moved by Boardmember Keel and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-21 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-22: Authorizing the chief executive officer to increase the contract contingency for the Lynnwood Link Extension project with PGH Wong Engineering, Inc. to provide construction management services for the construction phase in the amount of \$19,934,226, for a new total authorized contract amount not to exceed \$104,755,361, all within the previously-approved baseline budget of \$2,771,622,000 for the Lynnwood Link Extension.

Randy Harlow, Executive Project Director, provided the staff presentation on the action and Motion No. M2022-23. He reviewed the Lynnwood Link Extension progress, noting that it was approximately 60 percent complete. The ongoing concrete strike continues to threaten the project's schedule, although crews were continuing with non-concrete related work. Mr. Harlow noted that the plans to open parking garage facilities earlier than the alignment is also threatened by the ongoing concrete strike. PGH Wong Engineering, Inc. currently provides construction management support to the Lynnwood Link Extension project in managing the two Heavy Civil General Contractor/Construction Manager (GC/CM) contracts.

The proposed action authorizes additional contracting capacity to support ongoing construction management services including support for testing, commissioning, and integration activities through the planned Revenue Service date for the Lynnwood Link Extension.

Mr. Harlow reviewed the reasons why additional capacity is needed including: time impacts arising from the COVID-19 pandemic, labor disputes impacting delivery of ready-mix concrete in King and Snohomish Counties to date, and severe weather delays since commencement of construction; additional levels of service due to increased special inspections as required by local jurisdictions as part of permitting requirements, and additional schedule management personnel; and a higher expenditure rate than initially planned due to schedule changes made during the pre-construction phase, driving the need to organize CMC staffing into two independent teams.

Finally, Mr. Harlow reviewed Motions No. M2022-22 and M2022-23 and the budget impacts of each. Motion No. M2022-23 would authorize additional contracting capacity for HNTB Jacobs Trusted Design Partners to provide DSDC services through completion of the Lynnwood Link Extension civil construction contracts.

Additional contracting capacity is necessary to accommodate jurisdictional requirements for Engineer of Record review and approval of additional documents to demonstrate compliance with permit conditions. Additional capacity is also required within this agreement to accommodate support for the construction of additional construction packages, the acquisition of municipal construction and utility permits, additional support for Right-of-Way and Real Properties to assist with the acquisition of entry rights; and

sustainability support to pursue Leadership in Energy and Environmental Design certification for the Lynnwood City Center Station, consistent with Agency sustainability objectives.

Motion No. M2022-22 was moved by Boardmember Somers and seconded by Boardmember Franklin.

Boardmember Franklin asked if future actions would threaten the project's budget. Mr. Harlow advised that staff reviewed the commitments and did not anticipate anything driving the project over-budget. Boardmember Franklin asked if there were any other factors that were affecting the project delivery schedule. Mr. Harlow advised that the ongoing concrete strike was the only factor delaying the project delivery, however the project was still within the schedule to open for revenue service.

Ron Lewis, Executive Director of Design, Engineering, and Construction Management advised that the Covid-19 pandemic did not affect the project schedule, but had effects related to the supply chain. Weather events and some criminal activities around project sites were also factors affecting projects portfolio-wide.

Chair Balducci asked whether this action was eating into the project contingency. Mr. Harlow advised that project budget allowed for these actions, but the actions provided more funds for the contracts themselves. Boardmember Balducci asked if project float was being expended. Mr. Harlow explained that officially, project float was not being used, but it was functionally, and adequate project float remains at this time.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-22 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-23: Authorizing the chief executive officer to increase the contract contingency for the Lynnwood Link Extension project with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., for civil design services during construction in the amount of \$13,374,239, for a new total authorized contract amount not to exceed \$154,243,967, all within the previously-approved baseline budget of \$2,771,622,000 for the Lynnwood Link Extension.

Chair Balducci advised that the committee had already received the presentation on this action.

Motion No. M2022-23 was moved by Boardmember Franklin and seconded by Boardmember Backus. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-23 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-24: Authorizing the chief executive officer to: 1) execute a Project Administration Agreement with the Northwest Seaport Alliance for the West Seattle and Ballard Link Extensions Project; and 2) execute task orders that are consistent with the agreement and do not exceed a combined total of \$5,000,000.

Jason Hampton, High Capacity Transit Project Development Manager, provided the presentation for the action. He outlined the action and the following action, Motion No. M2022-25. He reviewed the various West Seattle Link Extension alternatives which crossed the Port of Seattle and the Northwest Seaport Alliance (NWSA) licensed property. This action would authorize a Project Administration Agreement to address the commitment in the Partnering Agreement for the parties to negotiate a funding agreement to provide reimbursement to the NWSA for the costs of certain services and products related to the project.

In 2020, the Board approved Motion No. M2020-44 authorizing a Partnering Agreement with NWSA, Port of Seattle and Sound Transit to document and confirm a mutual understanding of general terms and conditions to advance the implementation of the project. The Northwest Seaport Alliance Managing Members are expected to approve the execution of this agreement on Tuesday, April 5, 2022.

Boardmember Keel highlighted the importance of the partnerships these actions represented. The agency's expansion would not be possible without working with jurisdictions like the Port of Seattle and Northwest Seaport Alliance.

Motion No. M2022-24 was moved by Boardmember Backus and seconded by Boardmember Harrell.

Chair Balducci echoed Boardmember Keel's comments and thanked staff and the third parties for advancing the agreements.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-24 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-25: Authorizing the chief executive officer to: 1) execute a Project Administration Agreement with the Port of Seattle for the West Seattle and Ballard Link Extensions Project; and 2) execute task orders that are consistent with the agreement and do not exceed a combined total of \$5,000,000.

Chair Balducci advised that the committee had already received the presentation on this action.

Motion No. M2022-25 was moved by Boardmember Franklin and seconded by Boardmember Harrell. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-25 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Presentation on streamlined internal project control and oversight framework

Kimberly Farley, Deputy CEO, began the presentation. She explained that the work staff would be presenting was envisioned in the Board's Realignment resolution. Clair Khouri, Deputy Executive Director for Portfolio Management and Integrity, reminded the Committee that the Board's realignment implementation consisted of three key elements: Board oversight, financial capacity, and performance reporting.

Matthew Gaviorno, Director of Portfolio Integrity, reviewed the key themes from the independent cost estimate assessment team at Triunity, including project management policies, procedures, guidelines, and refining reporting and internal governance. Mr. Gaviorno then outlined Sound Transit's robust existing policy framework in these areas. These policies and programs include a capital program control board that, in part, manages project changes under the delegation of authority provided by the Board; a project management oversight program that is a structured process over the life of a project; and current oversight processes that cover work throughout the life of the infrastructure while the agency operates and maintains the system, including procedures and controls for modifications to facilities once in operational service.

With this outline provided, Mr. Gaviorno expanded that the Portfolio Services Office is tasked with improving these programs and policies by making them more transparent, efficient, and forward-looking. The focus for improvements will be clarifying roles and responsibilities, proactively identifying concerns and mitigations, and improvements to the timing and process of daylighting emerging issues to agency leadership and the Board.

In the second quarter of 2022 staff plans to launch a performance dashboard which will be reviewed monthly as a part of staff's capital program control functions. The dashboard will assist in evaluating trends for projects and in identifying concerns to address. Mr. Gaviorno reminded the committee that Resolution No. R2021-05, the realignment resolution, included a requirement to notify the Board in a timely manner of any information that may materially impact the cost or schedule of projects to aid the System Expansion committee in the oversight of projects. He added that staff will be using the program performance dashboard just reviewed to serve as the tool for enhanced reporting to the Board. Staff will

monitor the dashboard indicators for variance and signs of trends that indicate performance is slipping and will notify the Board when it is apparent that a trend is not recovering. Essentially, when a project goes from “green” to “yellow” and continues a downward trend.

Ms. Khouri reviewed the next steps and the timeline for staff to provide further updates to the Board, likely in the third quarter of 2022.

Boardmember Balducci commented that the committee functioned to keep system expansion moving along, but not to review program progress, and that the proposed dashboard would be an excellent tool to do just that.

Boardmember Harrell asked what the criteria was for a project to move to the “red” category, and whether there was indication of a project trending to the “red” category. Ms. Farley advised that staff would be advising Boardmembers of trends that would be moving a project from “yellow” to “red” and even from “Green” to “Yellow”. Boardmember Harrell asked for some clarity on the performance dashboard. Ms. Farley explained that each of the dashboard columns was its own measure and added that staff could provide further detail.

Boardmember Balducci asked that staff include definitions and explanations for the various metrics and performance statuses in the final product.

Boardmember Backus suggested breaking each cell in the dashboard in half to display trends over time. Ms. Farley advised that staff intended to create a trend-line function in the final product.

Station experience design guidelines

Russ Arnold, Chief Passenger Experience and Innovation Officer, began the presentation. Mr. Arnold was joined by Julie Montgomery, Director of Architecture and Art. The Station Experience Design Guidelines are a document which will be used in the development of Link projects currently in planning phases. This includes the Tacoma Dome, West Seattle and Ballard, and Everett Link Extensions. The document defines standards for passenger experience which inform Link Station Design Principles and station environment guidelines. It also leverages lessons learned from current and past projects.

The guidelines have been developed with passenger experience in the forefront. Sound Transit’s value of passenger focus states: ‘We always start with our passengers’ needs and work back from there. They are the focus of everything we do.’ The guidelines contain requirements and expectations for passenger experience which can be used for developing all Sound Transit modes of transportation although the design guidelines and station environment chapters focus on Link light rail.

This document is an illustrated primer on Link design from the passenger perspective to include the station and station area. Key staff from PEPD, DECM and Operations including Link Extension team members have been closely involved with its development and review with the work performed by consultants. Other agencies such as BART and TransLink provided inspiration through some of their documents.

The Station Experience Design Guidelines focus on three key areas: first, defining the passenger experience, passenger attributes, pedestrian flow, transit integration, etc. Second, setting expectations for Link station design and standardization in support of the passenger experiences. Third, the station environment section to provide guidelines for station access, urban design, and TOD implementation to create a station area which supports the passengers. Ms. Montgomery then outlined each of the three focus areas and the metrics used to complete the guidelines.

In developing this document and in all agency work, staff bring a cost-conscious mindset to everything the agency does. These guidelines contribute to controlling costs through standardizing and streamlining the passenger experience, establishing clear design expectations for early, durable decisions, identifying realms of responsibility and guidance for stations areas and describing the investment framework for station access. The guidelines also include guidance for station environment, maintenance, and Transit

Oriented Development which will further assist in cost containment and agency efficiency in project development.

Boardmember Keel thanked staff and commented that he appreciated the work and noted it was an example of one of the recommendations offered by Triunity. Striking the balance between standardizing stations but allowing jurisdictions to decide a unique feel was key. He asked if similar documents would be produced for Bus Rapid Transit and Sounder. Ms. Montgomery advised that there are not currently plans for guidelines of this detail for BRT and Sounder, however, there are station guidelines similar in nature to this already in existence for those services.

Boardmember Balducci warned that standards should not dictate policy, it should be the other way around. An example she used was walking, biking, and rolling. She hoped that the station typography would not limit pedestrian and bike access. Ms. Montgomery explained that the document outlined the standards for current design, but also future states. Boardmember Balducci asked what informed those future states. Ms. Montgomery advised that Puget Sound Regional Council work laid the groundwork for some. Boardmember Balducci highlighted work being done around the Bel-Red station on the East Link Extension that was bringing in multiple jurisdictions to build the area around the station. She hoped that the focus would not be saving funds at the expense of larger access ability. Ms. Belman advised that the agency focused on station area plans with jurisdictions to for the reasons Boardmember Balducci was highlighting, and that these guidelines will not affect that collaborate effort.

Boardmember Harrell hoped for a degree of flexibility in the guidelines to allow for the stations to meet the needs of the communities.

Executive session - None.

Other business - None.

Next meeting


Thursday, April 14, 2022

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

Virtually via WebEx

Adjourn

The meeting adjourned at 3:31 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on April 14, 2022, AM.