



Summary Minutes

System Expansion Committee Meeting October 10, 2019

Call to order

The meeting was called to order at 1:34 p.m. by Committee Chair, Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(P) Victoria Woodards, Tacoma Mayor

Board Members	
(A) Nancy Backus, Auburn Mayor	(P) Dave Earling, Edmonds Mayor
(A) David Baker, Kenmore Mayor	(P) Kent Keel, University Place Mayor
(A) Jenny Durkan, Seattle 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.

Report of the Chair

Committee Chair Balducci announced that the committee was working from a revised agenda. The Eastlink Extension presentation was removed from the agenda to allow for more discussion of the Proposed 2020 Budget and West Seattle and Ballard Link Extensions.

CEO Report

Downtown Redmond Link Extension Groundbreaking

Chief Executive Officer Peter Rogoff provided the report. He informed the committee that on October 23, 2019, Sound Transit would hold a groundbreaking ceremony for the Downtown Redmond Link Extension at the site of the future Downtown Redmond Blue Line Station. The extension will open in 2024, adding two new light rail stations near Marymoor Park and at Redmond Town Center. With these two stations added, Eastlink as a whole is expected to serve 43,000 to 52,000 daily riders by 2026.

Connect 2020 Closures in October and November

Link service will not run between SODO Station and Capitol Hill Station beginning Friday, October 11 at 11:00pm through the end of Sunday, October 13. Trains will continue to operate between UW and Capitol Hill Stations and between Angle Lake and SODO Stations. King County Metro will be operating free shuttle buses to all stations between Capitol Hill Station and SODO Station, running in groups of two, every seven minutes. This will be the first of 3 such service reductions this fall. Sound Transit along with its partners at King County Metro, Seattle Department of Transportation, and elsewhere have been working hard to communicate the closures to riders ahead of time and the Board will receive a report on the closures in November.

Crews are using the closures to build a temporary center platform at Pioneer Square Station. The work includes pouring concrete, laying tactile strips along the platform and upgrading lighting. The closure extends beyond just Pioneer Square Station, as power to the overhead wires must be shut off, affecting the older stations in the tunnel.

During the 10 weeks of construction beginning in January 2020, tracks south of the International District/Chinatown Station will be rebuilt so that future Blue Line trains can branch off and head to the Eastside. The central platform which is being built during the fall weekend closures will be instrumental in keeping riders moving, as trains from both will terminate at Pioneer Square Station, transferring riders at the central platform to move on to their location.

Communications on Connect 2020 work in Early 2020

Chief executive officer Rogoff explained that the 10 weeks of construction to build new tracks south of the International District/Chinatown Station is to allow future Blue Line trains from Northgate to branch off and serve ten new Eastside stations in 2023. During construction. Trains will run at full capacity but at a reduced frequency of every 12 minutes.

To prepare riders for Connect 2020, the agency developed a mobile-friendly website which will help riders navigate this period. The site launched on October at soundtransit.org/connect2020 and will stay active for the duration of the project, with updates and rider alerts. The website will also be included in multilingual media toolkits which are being distributed to more than 100 stakeholder groups.

The agency will launch a comprehensive public communications campaign in early November, which will include advertising in stations and onboard trains. Riders and other interested groups will also receive alerts in November, December, and early January. A social media campaign will launch in mid-November and a digital advertising campaign will launch in mid-December. Media relations staff will begin engaging media in November and will host a media availability just before the service interruption begins.

Sound Transit Ambassadors will be present at affected Link Stations before and throughout the Connect 2020 project. Nearly 1,000 Sound Transit staff will serve five half-day shifts each, dedicated to providing information and assistance to customers, resulting in the agency's largest such effort ever. The Board will receive updates as the project approaches.

Public comment

Alex Tsimmerman
Rick Krochalis;
John Steedman
Dennis Noland
Geri Williams
Chris Coulter
Bob Gillespie
Kathy Johnson
Robb Stack
Marc Bridner
Brian Baker
Ivan Stroh
Melinda Jankford-Steedman
Mark Weed
Ted Lehman
Mike Stewart

Business items

For Committee final action

Motion No. M2019-103: Authorizes the chief executive officer to execute a Betterment Agreement with Microsoft Corporation for the Downtown Redmond Link Extension in the amount of \$2,935,800.

Tony Raben, Executive Project Director, and Becca Aue, Light Rail Development Manager, explained that in an effort to facilitate improved pedestrian access to the Redmond Technology Station, Microsoft has asked Sound Transit to construct a grade-separated, shared-use, pedestrian and bicycle underpass beneath NE 40th Street. The underpass would be delivered as part of the Downtown Redmond Link Extension project and would connect Redmond Technology Station to the public sidewalk and the Microsoft campus on the North side of NE 40th Street. Microsoft would reimburse Sound Transit for all costs for the design, construction, Administration, oversight, and all changes which might be associated with construction of the underpass. Operations and maintenance responsibilities for the underpass will be determined and memorialized in a separate agreement between Sound Transit, Microsoft, and the city of Redmond before construction begins.

It was moved by Boardmember Keel, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-103 be approved as presented.

Motion No. M2019-102: Authorizes the chief executive officer to execute Task Order 2 under the City Services Agreement between the City of Federal Way and Sound Transit for services to be provided by the City for the Federal Way Link Extension in the amount of \$4,940,000 for a total authorized agreement amount not to exceed \$5,544,705.

Dan Abernathy, Executive Project Director, and Zach Eskenazi, High Capacity Transit Project Manager, explained that the scope of Task Order 2 encompass city services needed to support the project schedule through project close-out in 2024. Key activities include providing a dedicated city project liaison, participating in ongoing over-the-shoulder design review, expediting reviews, approvals, inspections, and accepting punch-list items at closeout. The budget is based on a fixed fee which covers all staffing and permit costs through the project completion and is the same approach used with three other cities involved in the Federal Way Link Extension project. Payment will be made based on performance.

It was moved by Boardmember Upthegrove, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-102 be approved as presented.

For recommendation to the Board

Resolution No. R2019-25: Authorizing the chief executive officer to acquire certain real property interest, 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 Federal Way Link Extension.

Dan Abernathy, Executive Project Director, and Mike Bulzomi, Deputy Director of Real Property, detailed the acquisition, explaining that the property in question is a small strip along the frontage of a property along 272nd Street in Federal Way to accommodate road widening work in conjunction with the Star Lake Station Improvement. In addition, the property has a temporary construction easement which requires work to reconnect a driveway to the new surface. Staff has engaged with the owner of the property, who is aware of the action taking place. Ron Lewis, Executive Director of Design Engineering and Construction Management, added that this action was approved by the Board of Directors in 2017, however staff could not locate proof of notice to the property owner, and therefore is requesting approval again to confirm that the action is properly documented.

Staff responded to Boardmember questions about this action.

It was moved by Boardmember Woodards, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2019-25 be forwarded to the Board with a do pass recommendation.

Potential action to identify additional alternatives for the Board to consider for study in the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement.

Cathal Ridge, Executive Corridor Director, and Sandra Fann, Project Director of High Capacity Transit Development, provided the report. Mr. Ridge explained that this report would focus on the feedback received during public outreach following the publishing of the additional alternative initial assessments discussed at the September System Expansion Committee and Board of Directors meeting.

Community engagement efforts included email updates to the project listserv, emails to community organizations, community briefings and meetings, media briefings, presence at fairs festivals and farmers markets, door-to-door flyers, and an online open house. 3,717 total users logged into the online open house, eliciting nearly 600 comments.

The Yancy/Andover Elevated alternative comments included some concerns about a less accessible Delridge Station location, support for minimizing effects in the Youngstown neighborhood, and concerns about increased residential and business effects along the Andover/Avalon area.

The Pigeon Point Tunnel alternative comments included support for minimizing business and residential effects in the Youngstown neighborhood and Pigeon Point, concerns about construction and property impacts associated with tunneling through Pigeon Point, support for a more southern Delridge Station location, and concerns about additional cost and scheduling concerns.

The SODO Double Elevated alternative comments included interest in grade separated alignment without overpasses minimize traffic freight and business effects, retaining the SODO busway, some concerns about long-term service disruptions of existing Link service during construction, and concerns about additional cost. The SODO Partial elevated alternative comments included support for lack of overpass at South Lander Street, support for retaining the SODO busway, and concerns about additional cost and limited improvement to transit reliability compared to the at-grade alternative.

The 20th Avenue Tunnel Ballard – BNSF Portal alternative comments included some support for a shorter tunnel route to Ballard and some concerns about the additional cost. The 20th Avenue Tunnel Ballard – Thorndyke Portal comments included support for the 20th Avenue NW tunnel station for better access to downtown Ballard and density of businesses and residences, but also some concerns about additional cost, technical risks and potential business and residence disruption.

The agency shared the initial assessment with the Federal Transit Administration (FTA). The FTA responded, expressing concern with large number of the alternatives considered for the Draft Environmental Impact Study. It noted that increased alternatives will lead to higher costs for technical analyses and the Environmental Impact Study and add schedule to complete the Environmental Impact Study. It also voiced concern that many of the alternatives require third party funding.

The FTA response also included feedback on the specific alternatives. It expressed concern that some West Seattle alternatives introduce schedule risk, but also responded positively that some alternatives avoided Section 4(f) and historic properties. With respect to the SODO alternatives, it expressed concern about the service disruption required by the SODO Double Elevated alternative and any alternative which would have a substantial impact on the US Postal Service facility. It provided positive feedback on SODO alternatives which maintained the use of the E3 busway. Finally, it provided feedback on the Ballard alternatives, expressing concern with alternatives requiring substantial BNSF property and praising alternatives which avoid permanent in-water structures.

Chair Balducci welcomed Boardmember McDermott to the Committee meetings as a non-voting participant.

Discussion followed the presentations and staff responded to Boardmember questions. Boardmember Upthegrove asked how much Draft Environmental Impact Study schedule and costs would be affected by adding additional alternatives at this time. Mr. Ridge informed the Committee that the exact amount had not been negotiated with the agency's consultants, but he estimated approximately \$500,000 per alternative would be added. Mr. Ridge added that the current Draft Environmental Impact Study was scheduled to be complete by the end of quarter four in 2020. Additional alternatives would likely push that to quarter one of 2021. Boardmember Earling noted that he would be comfortable moving forward with Yancy/Andover Elevated today.

Chair Balducci asked that Motion No. M2019-104 be read into the record.

Motion No. M2019-104: Recommending an additional alternative for study in the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement.

Chair Balducci noted that the motion would add the Yancy/Andover Elevated alternative.

Motion No. M2019-104 was moved by Boardmember Woodards and seconded by Boardmember Earling.

Committee members spoke in favor of adding the Yancy/Andover Elevated alternative as an additional option for study in the West Seattle and Ballard Link Extensions Draft Environmental Impact Statement. Chair Balducci clarified that this action would add an alternative to the list of alternatives that were already identified by the Board for study in May 2019. Don Billen, Executive Director of Planning, Environmental and Project Development, noted that it would be a challenging public process for the Board to consider removing alternatives already identified by the Board in May.

It was carried by unanimous vote that Motion No. M2019-104 be forwarded to the Board with a do pass recommendation.

At 3:24 pm, Chair Balducci asked for a brief recess to allow people leaving the room to exit. The meeting resumed at 3:24 pm.

Reports to the committee

Review of the Proposed 2020 System Expansion Budget

Ann Sheridan, Budget Director, Ron Lewis Executive Director of Design Engineering and Construction Management, and Don Billen, Executive Director of Planning, Environmental and Project Development provided the Report. Ms. Sheridan began, with an overview of the full budget. She explained that the proposed 2020 budget is \$3.1 billion. Proposed revenue and funding sources total approximately \$2.5 billion. The difference will be covered by cash-on-hand totaling approximately \$590 million. Staff forecast an increase in tax revenue of 4% over the 2019 forecast. Sales tax represents 58 percent of the expected 2020 funding sources. Proposed 2020 funding sources come to a lower total than the projected 2019 totals due to a drawdown of TIFIA loans in 2019 which are not planned for 2020. Ms. Sheridan summarized components of the proposed transit operations expenses, which total \$370 million; an increase of \$25 million over forecasted 2019 expenses.

Boardmember Dammeier asked whether the recently approved vertical conveyances agreement would allow for an increase if the agency determined it was necessary. Deputy chief executive officer Farley responded, explaining that the agreement allows for an increase in service if needed, however the base contract includes increased maintenance and service over current levels. Chief executive officer Rogoff added that the contract is also with a new vendor, so the agency will be closely monitoring whether the

quality of the service is improved and will report frequently to the Rider Experience and Operations Committee. Chair Balducci requested that staff prepare a list of options for vertical conveyance maintenance expenses when the proposal is brought to the Committees and full Board in December.

Ms. Sheridan continued, summarizing the proposed 2020 debt service and other expenses, totaling approximately \$177 million. In addition to debt service expenses, this category represents tax collection expenses and fees, contributions to Seattle for maintenance and operation of the streetcar, and agency contingency. Ms. Sheridan summarized the non-system expansion expenses, totaling approximately \$234 million.

Mr. Lewis began by reviewing the Link 2020 expansion expenses, totaling \$2.284 billion. He explained that he would be highlighting major projects to give the committee an idea of what is occurring during 2020. The agency is proposing expenses of \$68 million in 2020 for the Link Operations and Maintenance Facility-East. The facility will reach substantial completion in mid-2020, at which point it will transition to the agency's Operations Department and put into service in 2021. The Light Rail Vehicle Expansion proposed expenses total \$137 million. This will support continued production of light rail vehicles, delivery to the Operations and Maintenance Facility for commissioning and testing. Upon completion of the detailed commissioning process, the vehicles will enter service in 2020. There are currently ten of the 152 new vehicles onsite. \$126 million is projected for the Northgate Link Extension, which will facilitate substantial completion of the elevated guideway and station. The expenses will also facilitate post-substantial completion activities at the two underground stations, which are expected to reach substantial completion in 2019. Systems installation and start-up activities will also take place. Hilltop Tacoma Link Extension is allocated \$62 million. The project is approximately 40 percent complete. In 2020, continued progress on civil construction and systems work will take place. Five vehicles required to support the extension will be produced, delivered, and commissioned.

East Link construction is approximately 60 percent complete, with \$606 million allocated in 2020. A variety of heavy civil construction are still required. Out of the six civil contracts involved in this project, all but one will reach substantial completion in 2020. Systems contracts will begin ramping up at this time. The Downtown Redmond Link Extension is allocated \$150 million. The project is primarily in the design phase, however the contractor is able to get into the field earlier than planned to do some preliminary work in preparation for the heavy civil work which will follow. \$314 million is allocated to the Federal Way Link Extension, which is in the design phase. The contractor will continue design work through 2020, with utility relocation and property acquisition taking place as well. Lynnwood Link Extension is ramping up, with an allocation of \$505 million. Clearing, grading, and erosion control is taking place. Heavy civil construction will increase in 2020 along the entire 8.5 mile alignment. Utility reallocation and property acquisitions will also be major features of next year's activities.

Mr. Lewis highlighted the agency's keys to successful Link construction. The agency is currently "in the ground" with 3 extensions simultaneously, so the agency will focus on managing the risks associated with those projects. Optimal partnerships with the 12 cities, Washington State Department of Transportation, and public and private utilities will be essential in supporting civil construction. Availability of skilled labor is an ongoing challenge, as the agency competes with other entities and even itself. Between 700 and 800 active acquisitions are in process, so successful implementation of an expanded right-of-way acquisition program is a focus in 2020.

Mr. Billen highlighted work underway across all modes on project development and environmental review. He began with the Tacoma Dome Link Extension and the Operations and Maintenance Facility-South, which is allocated \$26 million. In 2020, the agency will work on the Draft Environmental Impact Statement for this alignment, advancing conceptual engineering, and partnering with local jurisdictions on station area planning.

West Seattle to Ballard Link Extensions are allocated \$52 million. Conceptual engineering and Draft Environmental Impact Statements, station area planning, and risk and value engineering will advance in 2020. Formal project development for the Everett Link Extension will begin in 2020, with \$14.6 million allocated. In order to keep up with increased demand on Sounder, \$3 million is allocated for 2020. Investments to the Sounder Maintenance Base, Sounder South Capacity Expansion will advance.

Parking and access improvements are underway as well. The Puyallup Station design-build activities will begin in 2020. The Sumner station is anticipated to baseline and begin design-build procurement. The Auburn and Kent Station environmental review phase will wrap up and preparations for design-build procurements will begin. \$45 million is allocated to these projects. Potential improvements are begin identified for the Mukilteo and Edmonds parking and access improvements, which are allocated \$1 million. Staff will bring a shortlist of recommended improvements to the Board in 2020 for approval.

Bus system expansion is allocated \$43 million, with a number of partnership projects underway. The agency is working with Washington State Department of Transportation and local transit agencies to advance Bus on Shoulder capabilities. Partnerships have been created with the city of Seattle and King County Metro to improve RapidRide C and D service prior to light rail service. Improvements to the Pacific Avenue SR 7 corridor are being made through a partnership with Pierce Transit. Additional bus purchases for the ST Express fleet will be facilitated by Sound Transit's Operations staff in conjunction with partner agencies.

I-405 Bus Rapid Transit and Bus Base North are allocated \$65 million. Environmental documentation and preliminary engineering will take place. Washington State Department of Transportation is progressing work on Bus rapid Transit Station locations at NE 44th Street in Renton, NE 85th Street in Kirkland, and Brickyard. Property acquisition and relocation associated with those projects will occur leading up to project baselining.

SR 522/NE 145th Street Bus Rapid Transit project is proceeding, with environmental documentation and preliminary engineering advancing in 2020. Construction by the City of Bothell for additional business access lanes will take place. Property acquisitions and project baselining will also occur. The project is allocated \$27 million.

Ms. Sheridan reviewed the timeline for the next steps, including additional committee meetings in November and recommendations to the Board in December. Boardmembers will receive the full proposed 2020 budget document at the October Board meeting.

Boardmember Uptegrove asked whether the 2020 budget would be affected if a ballot measure on the November 2019 statewide ballot passed and was upheld by the courts. Chief executive officer Rogoff informed the Committee that if the measure passed and if it were upheld, the Board would likely need to review its capital plan within calendar year 2020. The agency would keep the Board apprised of any developments of that nature.

Executive session

None.

Other business

None.

Next meeting

Thursday, November 14, 2019
1:30 to 5:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 3:56 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on December 12, 2019, AM