



Summary Minutes

System Expansion Committee Meeting November 14, 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	
(P) Nancy Backus, Auburn Mayor	(P) Dave Earling, Edmonds Mayor
(P) David Baker, Kenmore Mayor	(A) Kent Keel, University Place Mayor
(P) Jenny Durkan, Seattle Mayor	(A) 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 Board Member Woodards is on the phone and she has approved that. She also noted that discussion about the passage of I-976 will be addressed at the full board meeting.

CEO Report

Downtown Redmond Link Extension Groundbreaking

Chief Executive Officer Peter Rogoff noted that Sound Transit will be holding two open houses this month on the construction of Link extensions from Angle Lake to the Federal Way Transit Center. The first was held last night at Highline College. The next will be held November 20, 2019 at the Federal Way Performing Arts Center. Members of the public are invited to attend to discuss design progress of the new light rail station. Sound Transit is also hosting an online open house which will run from November 13, 2019 through December 13, 2019.

Sound Transit will be holding 5 neighborhood forums on the West Seattle Ballard Link extension in collaboration with the City of Seattle. The events will be held between November 20, 2019 and December 7, 2019.

Name Change for Link Light Rail Line

A couple of months ago Sound Transit started referring to the existing light rail route as the Red Line. This was in keeping with a policy set about 5 years ago. But it wasn't until the near term arrival of a second system line that the agency needed to start building ridership understanding of the current line. Members of the community have drawn attention to the negative associations of the term. This has caused Sound Transit to reconsider the line color conventions. Mr. Rogoff noted that he has directed

staff to develop a new naming convention. Staff is working to retire this term from rider communications and digital applications immediately. Sound Transit's target for a new naming convention is March 2020.

Connect 2020

Mr. Rogoff provided an update that Sound Transit completed work on the center platform at the Pioneer Square Station. This work required that 5 downtown stations be closed for 2 weekends. He reported that shuttle services between Capitol Hill and SODO went very well. Over 54,000 riders utilized the shuttle service over the two weekends.

Public comment

Joe Kunzler
Alex Tsimmerman

Business items

For Committee final action

September 12, 2019, System Expansion Committee minutes

It was moved by Boardmember Earling, seconded by Boardmember Baker and carried by unanimous vote that the minutes of September 12, 2019, System Expansion Committee Meeting be approved as presented.

Chair Balducci invited staff to provide the Signage Program Update listed on the agenda under Reports to the Committee and the presentation on Motion No. M2019-109 as a joint presentation.

Signage Program Update

Russ Arnold, Chief Customer Experience Officer, Julie Montgomery, Director of Architecture and Art, and Candace Toth, Program Manager-Capital Signage, provided an update on the signage program.

Ms. Montgomery reviewed the capital signage program scope, including standardizing signage across stations and modes. She reviewed how Sound Transit has improved its signage program over time. The Customer Signage Design Manual was updated in 2013, and is currently being reviewed for another update. Ms. Toth reviewed how the program leverages system expansions to improve systemwide signage. She provided examples of improvements made to signage when University Link was opened in 2016. During that time, Sound Transit also improved its tactile raised letters and braille signage based on input from the Citizens Accessibility Advisory Committee and Sound Transit's Accessibility Manager.

Ms. Toth reviewed completed signage improvements. The signage improvement project was created in 2016 with management from people across multiple departments. The management of signage across the agency was formalized as the Signage Governance Team in 2017. The team integrates signage updates into facility upgrade projects whenever possible. Ms. Toth reviewed some of the work completed by the team, including mode graphics at King Street Station and Westlake, improved signage in downtown Seattle and destination signage on Link platforms. In late 2019, Sound Transit will have an updated exit strategy that will be piloted at the four downtown Link stations. Exits will be numbered and paired with directories. Usability testing in August found the improvements will make it easier to navigate the system.

Another project focuses on transit line maps. Currently they show the full line and note "You are here." In the future the agency wants these to show the current station location and relevant line maps. So that at a glance riders can tell where they are in the system. This will be implemented in 2021 on the existing line map panels for the North Link opening. At that time all of Sound Transit's line maps will need to be updated due to system expansion.

Sound Transit is also establishing standards for dynamic signs, defined as electric and digital signs that have changing content. The dynamic signage standards will provide a consistent customer experience across all touch points. Standards for this content will be integrated through the Passenger Information Management System (PIMS) project as well as the updated signage manual.

Ms. Toth also talked about the planned retirement of the Regional T graphic. Studies on the effectiveness of that graphic showed that it is not serving its purpose. Research done by Sound Transit found that simple recognizable shapes are more effective. This new approach has been incorporated into signage installed at the Westlake Station and will be incorporated systemwide.

Motion No. M2019-109: Authorizes the chief executive officer to execute a six year contract with Tube Art Displays, Inc. to provide fabrication and installation services for the capital signage program in the amount of \$12,524,807, with a 10 percent contingency of \$1,252,481, for a total authorized contract amount not to exceed \$13,777,288.

This action would authorize a contract with Tube Art Displays for fabrication and installation of customer signage to support the capital signage program. This is a six year contract, and work would be authorized by individual task order to ensure work is tracked to the proper capital project. This contract would be funded by six upcoming projects—the Northgate Link, Hilltop Tacoma Link, East Link, Lynnwood Link, Federal Way Link and Downtown Redmond Link Extensions.

It was moved by Boardmember Durkan, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-109 be approved as presented.

For Recommendation to the Board

Chair Balducci invited staff to present the presentation on the Sounder capital program in conjunction with the presentation on Motion No. M2019-110.

Presentation on the Sounder Capital Program

John Mihkels, Project Director, Isaac Greenfelder, Corridor Operations Director for Commuter Rail and Chelsea Levy, High Capacity Transit Development South Corridor Director, gave the briefing on the Sounder Capital Program.

Mr. Greenfelder provided a high level overview of Sound Transit's current service. Sounder Service is divided into two lines. The North Sounder line serves stops between Seattle and Everett with 4 round trips each weekday with 2 or 3 trainsets. The South Sounder line serves stops between Seattle and Lakewood and has 13 round trips daily with 7 car trainsets. BNSF operates & dispatches Sounder trains and owns and operates the Seattle and Scenic Subdivisions that Sounder trains travel upon. Sound Transit contracts with Amtrak to maintain Sounder equipment. Sounder ridership has increased over time as additional service and mid-day service have been added.

Ms. Levy provided a summary of the Sounder projects in the planning stage. The first is the Sounder South Capacity Expansion Program and that has three categories. 1) Longer platforms to accommodate 10 car train sets, 2) new trips which requires BNSF negotiations and 3) investments to improve access. Sound Transit is developing a Strategic Development and Implementation Plan (SDIP) for Sounder service, similar to the System Plan for Light rail. The SDIP will identify a list of specific capital projects and an implementation schedule. Early next year, staff will return to the Board to provide a project update and seek Board approval of the SDIP.

Chelsea went on to describe a series of access improvement projects for Edmonds and Mukilteo. Staff will continue to work with local councils to develop proposed system access investments and will return to seek Board authorization for a consultant contract to continue work on the best projects for each location. For Sounder South, staff is working to finalize the environmental documentation for a parking garage and other non-motorized improvements in Kent and Auburn. These two projects are facing cost and schedule pressures. Staff will provide a project update in early 2020. For Tacoma, South Tacoma

and Lakewood, work has not yet begun to determine parking and access improvements under the ST2 program. This work will be initiated in 2020 and Sound Transit will work closely with cities and communities to identify improvements. Work already planned for the Tacoma Dome Link Extension will be leveraged to also inform access improvements around the Tacoma Dome.

Mr. Mihkels then reviewed plans that are in design and headed for construction. The first of those is the Sounder Maintenance Base plan. This is the first heavy rail maintenance facility the agency has constructed and will be located at the current Lakewood yard. In Q1 2020 staff will bring an action to establish a baseline budget for the Sounder Maintenance Base. The Sumner Parking and Access Improvements project is also scheduled to come to the Board in Q1 2020 to establish a project baseline and authorize a design-build contract. Currently there are cost pressures with the draft baseline budget.

Motion No. M2019-110: Authorizes the chief executive officer to execute a contract with Hensel Phelps Construction Co. to provide design-build services for the Puyallup Station Parking and Access improvement project in the amount of \$45,994,000, with at 10 percent contingency of \$4,606,000, for a total authorized contract amount not to exceed \$50,600,000.

Staff provided an update on the Puyallup Parking and Access Project. This project will improve the parking area and add 510 new spaces without disrupting current parking. The project also includes a pedestrian bridge over 5th Avenue to provide access to the station. The baseline budget for the project is \$79.1 million (YOE). It is scheduled for completion in Q1 2022.

Melissa Jordan went over the procurement information. A request for proposal was issued to three teams in May 2019. In June, meetings were held with each team. Technical and price proposals were received in August. Hensel Phelps Construction Co. was selected as the highest ranked proposer in September 2019.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-110 be forwarded to the Board with a do pass recommendation.

Reports to the committee

Vertical Conveyance - Design Standards and Guidelines

Moises Gutierrez, Deputy Executive Director, Design and Engineering, Julie Montgomery, Director of Architecture and Art, and Rob Taft, Director of Facilities, provided an update about the current design standards for elevators, escalators and stairs in future Link stations. She noted that this is a collaborative cross-departmental process with staff for planning, design, customer experience, construction and operations. Sound Transit has a Design Criteria Manual, Standard Specifications, and Directive and Standard Drawings documents that have all been updated over the last two years.

Following serious escalator problems at the University of Washington, Sound Transit conducted a review of the designs for Northgate Link Extension, East Link and other future projects. The design standards were updated to include public stairs if a station has escalators. This same standard is used where there are elevators. Sound Transit recently issued a change order to add a public stair at the U District Station. Efforts are also underway to replace the escalators at the University of Washington Station, including converting two of the escalators to stairs. Escalator standards have been updated to use heavy duty escalators which will provide increased durability for critical components. The loading capacity rating has also been increased by over 50 percent. New escalators will also have a sleep mode to run at reduced speed when not in use. These new standards will be used for replacement escalators as much as possible based on site constraints.

Elevator standards have also been updated, including providing redundant elevators or alternative

routes (like a ramp) at all future link stations. The load capacity is also being increased to support a wider range of mobility devices.

Mr. Taft talked about updated maintenance standards. The new standard requires the installer to provide maintenance for 5 years. New escalators will be regularly tested and the reverse function will be used to prevent uneven wear on the escalators and ensure that function works if needed. The updated design standards and maintenance standards should provide a better experience for customers.

Executive session

None.

Other business

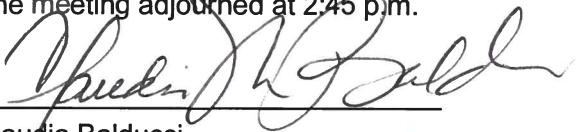
None.

Next meeting

Thursday, December 12, 2019
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 2:45 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on December 12, 2019, KF