



Summary Minutes

System Expansion Committee Meeting March 11, 2021

Call to order

The meeting was called to order at 1:34 p.m. by Committee Chair, Claudia 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) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Mayor	(P) Nicola Smith, Lynnwood Mayor
(P) 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

Welcome to Vice Chair Roscoe - Chair Balducci welcomed the new Vice Chair Kim Roscoe. Boardmember Roscoe stated that she's excited for this new role and looks forward to her new position.

American Rescue Plan – Chair Balducci noted that congress has passed the American Rescue Plan and noted that more details will be provided in the CEO report.

Monthly Contract Report – The monthly contract report is included in the materials. The report includes contracts within the CEO's authority including competitive, proprietary or sole source contracts.

CEO Report

Chief Executive Officer Peter M. Rogoff provided the CEO Report.

Women's Month - Sound Transit's Employee Resource Group, Women Empowering Sound Transit, WEST, hosted a series of special online events all month, including viewing an interview with Madeleine Albright, the first female secretary of state, who talked about her journey as a woman in politics and about the importance of woman supporting woman. A guest panel on women mentoring women, and a Leadership and Culture forum, which WEST is co-hosting with Sound Transit's Pacific Islander and Asian American employee resource group, the highlighting the work and experiences of Sound Transit Asian and Pacific Islander woman.

Federal and State Update – CEO Rogoff reported that the House approved the \$1.9 trillion American Rescue Plan, a third COVID relief package, and the bill is now on its way to President Biden's desk. The legislation moved through the House and Senate along party lines using the budget reconciliation process. Nationwide, the plan provides \$30 billion for public transit, with much of the funding distributed

by formula. The Seattle Urbanized Area is expected to receive about \$800 million of these formula funds, which are then allocated over at the Puget Sound Regional Council. Based on the “earned share” distribution model used in the past, Sound Transit could receive approximately 32% of the regional funding, or \$260 million.

For this second round of relief, it appears that a hybrid option might be used, based in large part on the “earned share” distribution model that the region has relied on in the past. In addition to these formula funds, the American Rescue Plan also includes a \$1.25 billion set aside for projects with Full Funding Grant Agreements who received federal payments in the last two fiscal years, including Lynnwood Link and Federal Way Link. The delegation and Sound Transit allies supported a change in the distribution to reward projects with low federal shares like Sound Transit projects. Under this provision, Sound Transit can expect to receive about \$200 million.

On the state front, earlier this week marked an important milestone in this year’s legislative session: the cutoff for bills to have passed out of their chamber of origin. Several bills of interest to Sound Transit made it through the cutoff, including carbon pricing that could help fund any potential transportation revenue package, legislation to provide additional flexibility for Sound Transit’s fare enforcement program, and reauthorization of alternative public works contracting procedures.

Other legislation that did not make it through the cutoff deadline included the bill that would have allowed the City of Seattle to use the monorail authority in a way that could benefit Sound Transit’s program. Sound Transit is actively working on is legislation that would affect bonding of toll revenue on I-405. BRT would be significantly impacted by this legislation. Sound Transit is working in concert with a coalition to mitigate any harm the bill could have on 405 projects and the BRT program. There is an amendment strongly supported by the coalition that would improve the bill. The amendment appears to be in a good position to be adopted before the legislation is passed out of the Senate. The broad coalition consists of WSDOT, cities on the Eastside, and King County. Although the bill did not receive a vote in the Senate prior to this week’s cutoff deadline, the bill is expected to be a topic of budget negotiations and alive for the remainder of session.

OMFS DEIS

On March 5, 2021 Sound Transit issued its Draft Environment Impact Statement for building and operating Link light rail’s Operations and Maintenance Facility South in the South Sound. The DEIS details information about the alternatives and environmental consequences of the OMF South. There will be a 45-day comment period, which ends on April 19. The public can submit formal responses in a variety of ways online, via email, by voicemail, by regular mail or during one of two online public meetings scheduled. The Board is scheduled to identify a preferred alternative for the OMF South later this year. Sound Transit will then prepare a Final EIS. The Board will make a final decision on the project after publication of the Final EIS.

Public comment

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

The following people provided written public comment to the Committee:

Steve Evans

There was no verbal public comment to the Committee.

Business items

For Committee Final Action

Minutes: February 11, 2021 System Expansion Committee meeting

It was moved by Boardmember Keel, seconded by Boardmember Backus and carried by unanimous vote of the seven Boardmembers present that the February 11, 2021 System Expansion Committee minutes be approved as presented.

Motion No. M2021-14: Authorizing the chief executive officer to execute a two-year contract, plus a one-year option to extend, with Centennial Contractors Enterprises, Inc. to perform Job Order Contracting for construction work subject to federal funding requirements for a total authorized contract amount not to exceed \$12,000,000 plus applicable taxes.

Amanda Lanier, Director of Design and Construction Contracts, and Nathaniel Tillman, Contract Specialist, provided the staff report and presentation.

Motion No. M2021-14 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
Nicola Smith
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-14 be approved as presented.

Motion No. M2021-15: Authorizing the chief executive officer to execute a contract with C.A. Carey Corporation for construction of the Mercer Island Transit Integration project as part of the East Link Extension in the amount of \$6,132,082, with a 15 percent contingency of \$920,000 for a total authorized contract amount not to exceed \$7,052,082.

Mike Bell, Senior Executive Project Director, Jemae Hoffman, Light Rail Development Manager, and Lori Lillenthal Crow, Design and Construction Contracts Specialist, provided the staff presentation. Committee Chair Balducci asked staff to provide her with an update on issues raised by the historical society regarding the Mercer Island Transit Integration project.

Motion No. M2021-15 was moved by Boardmember Baker and seconded by Boardmember Backus. Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-15 be approved as presented.

For Recommendation to the Board

Motion No. M2021-16: Authorizing the chief executive officer to execute a betterment agreement with the City of Shoreline to reimburse Sound Transit in the amount of \$703,640 to construct a retaining wall as part of the Lynnwood Link Extension.

Barbara Hinkle, Project Manager, provided the staff presentation for this item and for Motion No. M2021-17.

Motion No. M2021-16 was moved by Boardmember Smith and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-16 be forwarded to the Board with a do-pass recommendation.

Motion No. M2021-17: Authorizing the chief executive officer to increase the contract contingency for the Northgate Station to NE 200th Street construction contract with Stacy and Witbeck, Inc. / Kiewit Infrastructure West Co. / Hoffman Construction Company of Washington, a Joint Venture to allow for the implementation of a betterment with the City of Shoreline, in the amount of \$649,000, for a new total authorized contract amount not to exceed \$890,200,003.

Chair Balducci advised that the Committee received a presentation.

Motion No. M2021-17 was moved by Boardmember Bakcus and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-17 be forwarded to the Board with a do-pass recommendation.

Northgate Link Extension Update

Rick Capka, Deputy Executive Project Director, provided the Committee with a project update. Mr. Capka reviewed the project and advised that many safety protocols were employed to mitigate the spread of COVID-19. The Overhead Catenary System was powered up and safety protocols needed to be taken around that. The project coordinated with the East Link team and Lynwood Link team to perform a systems safety audit. Mr. Capka outlined the project timeline, noting that it was 98 percent complete with construction. Two critical steps needed to be taken, a systems test and a noise and vibration test under the University of Washington. Those would be followed by a 60 non-revenue service period. Mr. Capka outlined the construction and contract progress for the Northgate, Roosevelt, and University District Station.

Boardmember Baker asked if the Roosevelt station had restroom facilities, and Mr. Capka advised that it did not.

The vibration and electromagnetic interference mitigation testing under the University of Washington campus completed its initial testing. Dynamic testing was underway and would take place throughout the second quarter of 2021. Remaining risks included the effects of COVID-19. Many tests remained for systems integration, and vibration and Electromagnetic Interference.

Kristin Hoffman, Light Rail Development Manager, provided the staff report for Motion No. M2021-18.

Motion No M2021-18: Authorizing the chief executive officer to execute an easement benefiting the City of Seattle for the City of Seattle's Northgate pedestrian bridge as part of the Northgate Link Extension at no cost to the City.

Chair Balducci advised that the Committee received a presentation.

Boardmember Keel expressed satisfaction that the no-cost deal was able to be reached with Seattle for this project.

Motion No. M2021-18 was moved by Boardmember Keel and seconded by Boardmember Smith. Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-18 be forwarded to the Board with a do-pass recommendation.

Motion No M2021-19: Authorizing the chief executive officer to execute a funding agreement with the Seattle Department of Transportation and King County Metro in support of access and transit improvements in the vicinity of Roosevelt Station and Northgate Station for the Northgate Link Extension in an amount not to exceed \$1,690,000.

Alex Krieg, Deputy Director of Access and Integration, provided the staff presentation.

Motion No. M2021-19 was moved by Boardmember Smith and seconded by Boardmember Backus. Chair Balducci called for a roll call vote.

Chair Keel expressed support for the motion.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-19 be forwarded to the Board with a do-pass recommendation.

Motion No M2021-20: Authorizing the chief executive officer to execute ancillary agreements and task orders within the authority delegated under the Board's Procurement, Agreements and Delegated Authority Policy that are necessary to implement the near-term actions approved by the Board in Motion

No. M2020-55 so long as they are included in the Board-adopted budget and the total cost of the work does not limit the Board's ability to realign the capital program.

Karen Kitsis, Deputy Executive Director-Capital Project Development, to provide the staff presentation.

Motion No. M2021-20 was moved by Boardmember Roscoe and seconded by Boardmember Keel. Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-20 be forwarded to the Board with a do-pass recommendation.

Reports to the committee

Operations and Maintenance Facility South Draft Environmental Impact Statement - Chelsea Levy, South Corridor Development Director and Curvie Hawkins, Project Director, provided the presentation.

Ms. Levy noted that the public comment period for the Draft Environmental Impact Statement would run until April 19, 2021. She outlined the project, noting that it would support 144 light rail vehicles and approximately 470 living way jobs. There were three alternatives for the facility, and due to existing conditions at the Midway Landfill site, three below ground support design options were studied.

Mr. Hawkins reviewed the key findings of the DEIS. The S 344th Street site had the largest estimated residential and business impacts as well as the largest community and social impacts and estimated employee displacements. The S 336 and 344th street sites had the largest wetland, forest, and stream impacts, the Midway Landfill site had the lowest. The Midway Landfill alternative would take the longest to build, with the hybrid option taking the longest. The Hybrid and full excavation options for the Midway Landfill site would have the most daily truck trips by far above the other alternatives due to the nature of the construction methods. Conceptual cost estimates did not include the mainline extension to the Federal Way sites. The conceptual cost estimate for the Midway Landfill alternative was higher than the Federal Way site alternatives.

Mr. Hawkins compared the needed mainline track impacts of the S 336th Street and S344th Street, noting that the costs would be incurred by the Tacoma Dome Link Extension project.

Ms. Levy reviewed the comment process and methods the public could utilize to comment, which included online open houses on March 24 and 30, 2021. A variety of communication tools were used to notify the public about the Draft Environmental Impact Statement.

(Boardmember Durkan joined at this time)

Bus Rapid Transit Program Update

Bernard VandeKamp, High Capacity Transit Corridor Development Director, provided the presentation. Mr. VandeKamp reviewed the recent actions for the project.

Last fall, design resources were authorized to advance I-405 BRT preliminary engineering and to prepare for final design of the broader Stride program. The scope of general engineering consultant activities has been limited during the realignment process. The Board asked to be informed if actions

were needed to stay the course. Additionally, the 2021 budget accounts for anticipated actions needed to continue program progress. However, these actions will require Board authorization.

The Bus Base North environmental review was completed in the summer of 2020, and the Canyon Park Business owners Association appealed the SEPA finding of non-significance and the agency was working to address the appeal.

Stride South Line S1 is the I-405 South BRT line that will serve Burien, Bellevue, and communities in between. Environmental review was completed last fall and design is progressing towards 30% for project components that will be delivered by Sound Transit using a design-bid-build method. In parallel, Sound Transit is working towards transitioning the Tukwila International Boulevard Station to WSDOT for completion of project development and to prepare for design-build delivery. The NE 44th Street and Tukwila International Boulevard Station will be designed and constructed by WSDOT through design-build delivery. The early acquisition for the South Renton Transit Center site is complete, however there are some challenges in north Renton. Sound Transit worked closely with the property owner and City of Renton to explore joint development and Transit Oriented Development opportunities. Unfortunately, these efforts did not yield a promising outcome. The City of Renton wants to move the park and ride to a different site nearby. Sound Transit is working with the City on a solution.

Stride North Line, known as S2 was evaluated under the same SEPA process that was completed last fall and the team is working towards 30% percent design. Some components of the Stride system will be delivered using the design-bid-build approach. In parallel, Sound Transit has partnered with WSDOT on number of BRT components. Those components are well defined and are approaching a point where Sound Transit will be able to begin a procurement for a design-build contractor. However, events of the past year have created uncertainty for S2. It is reliant on WSDOT moving forward with its express toll lane expansion on the north end of I-405. Stride S2 will locate its Bothell and its Canyon Park stations on a planned WSDOT direct access ramps that are part of this Express Toll Lane expansion project. WSDOT's project would be funded with toll revenue. Due to COVID impacts, it is currently on-hold, with an expected two year delay.

SR522/NE 145th Street, known as S3, corridor, the S3 project. Environmental review and 30% design is nearly complete with strong support from partner jurisdictions. Reaching these milestones determines right of way needs and positions the project for the beginning of final design. Construction on the Bothell business access and transit lane project is progressing well and will be complete in late summer 2021.

During a past Stride program action, the Board directed the team to return with periodic updates on the progression of station design and access improvements.

Mr. VandeKamp reviewed the NE 44th Street Station progress. The north Renton NE 44th in-line station illustrates an application of the station design and efforts to ensure quality access. This joint WSDOT-ST project requires complete reconstruction of the interchange. Over the past year, the design-build contractor brought forward a proposed concept that would "flip" of the interchange so that the Stride station will now be at ground level, rather than above the I-405 lanes. This allows for a level approach from the adjacent park and ride, rather than climbing grade, a benefit to ADA passengers and others.

Mr. VandeKamp reviewed the Station Access Allowances. \$8.5 M for I-405 BRT, \$5.05 M for SR 522/145th BRT. Allowance is intended to support safe, direct walking and biking connections to surrounding neighborhoods from BRT stations. The allowance also intended to support improvements outside project footprint connectivity. The project team is currently managing a collaborative process to identify, evaluate, and prioritize potential improvements.

Mr. VandeKamp explained that the program experienced delays, trending toward 2026, with S2 trending toward 2027 due to the WSDOT toll lane project. Further delays would likely occur due to the realignment process.

Mr. VandeKamp reviewed the timeline for Board actions for the Bus Base North that would be needed to avoid further project delay including a project to be built decision in April, land use permitting funding agreement in May and a Design-Build Project Management consultant award in June.

The S1 I-405 BRT is also ready for a project to be built decision in April. The Board could consider delaying a decision regarding the NE 44th park and ride to allow for ongoing problem solving with Renton. The project is also ready to begin its transition to final design, which requires access to budgeted resources that are currently restricted, per the Board's Fall 2020 direction. Staff would also seek Board approval to execute an agreement to transfer completion of project development of the Tukwila International Boulevard Station to WSDOT.

S2 is also ready for a project to be built decision. Similar to S1, the Board could phase the project by delaying the Kingsgate park and ride. These decisions are not as time critical as for other Stride components due to the 2027 WSDOT schedule for the express toll lanes. However, formalizing the project to be built is a precursor to acquiring required property rights. For S2, the needs are limited to a temporary construction easement associated with the Brickyard station. Staff plans to return to the Board after realignment to request consideration of an agreement with Kirkland for delivery of transit and non-motorized access improvements on the NE 85th Street corridor.

CEO Rogoff advised that a bill was introduced in the State Senate Transportation Committee which is remaining actively engaged.

S3 pending actions needed to avoid further delay were shoreline interchange project funding agreements in May, the project to be built in May, property acquisitions in May, and an authorized budgeted 2021 consultant resources for final design.

If the Board chooses to proceed with actions in the coming months, a complete financial analysis will be needed to ensure that the actions do not prejudice realignment decisions.

Boardmember Durkan advised that she defaulted to moving forward with as many actions as possible in order to avoid further delays.

Chair Balducci asked for follow-up in a future subarea briefing regarding pedestrian access to the NE 44th Street Station, noting concerns for safe access near the roundabouts. She expressed concern about the bill which was introduced in the State Senate and hoped that compromise would not include a delay. She also shared an inclination to move forward with actions that would allow for the project to proceed without impacting other projects due to realignment.

Boardmember Keel advised that this program was a prime example of how the realignment construct was intended to inform the Boardmembers.

Executive session

None.

Other business

None.

Next meeting

Thursday, March 11, 2021
1:30 to 4:00 p.m.
WebEx Virtual Meeting

Committee Chair Balducci noted that if the committee is not able to have an in-person meeting, a virtual meeting will be held. Information will be provided on the Sound Transit website.

Adjourn

The meeting adjourned at 3:15 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on 4/8/2021. TW