



Summary Minutes

System Expansion Committee Meeting December 9, 2021

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	(P) Kim Roscoe, Fife Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Mayor	(A) Nicola Smith, Lynnwood 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

Revised Agenda

The agenda had been revised to add a briefing on the Sounder South Station Parking and Access Improvements and removed Motion No. M2021-80, related to a Better Agreement with Community Transit. The agreement would be brought to a future meeting.

Monthly Contract Report and Agency Progress Report

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

CEO Report

Chief Executive Officer Peter Rogoff provided the CEO Report.

Federal Update

Congress reached an agreement to fund the government through February 18, 2022 ahead of the expiration of existing appropriations. The Continuing Resolution was clean and featured almost no changes to existing spending aside from an extra \$7 billion to cover the cost of resettling Afghan refugees who were evacuated after the U.S. withdrawal last September. Democrats in the Senate continued to negotiate provisions of the Build Back Better Act, also known as the human infrastructure bill. The Majority Leader was committed to bringing the bill to the Senate floor prior to the Christmas recess, but the political and procedure paths needed to meet that schedule were significant. As a reminder, there was \$10 billion for the Affordable Housing Access Program, which was a joint initiative of the Department of Transportation and Department of Housing and Urban Development to improve access to affordable housing and mobility for low-income riders. The agency's Equitable Transit

Oriented Development program would be well positioned to benefit from this legislation.

Update on Youth Achievement Center

Sound Transit staff had been working over the last months to advance the transfer of two surplus properties near the Columbia City Link light rail station to a community-led coalition who was seeking to create a Youth Achievement Center and affordable housing project on those properties. In partnership with Sound Transit, the Youth Achievement Center coalition, and the Federal Transit Administration, King County had agreed to act as an intermediary for the property transfer in order to make a no-cost disposition possible. In the month of December 2021, a major milestone was reached with Sound Transit and King County signing a Letter of Concurrence that laid out the process the two agencies would use to complete the transfer. Staff would now work on the Property Transfer Agreements, which would govern the transfer of the properties from Sound Transit to King County and from King County to Africatown Community Land Trust on behalf of the Youth Achievement Coalition. Staff expected to bring the action the Board to consider the key terms of the transfer in 2022.

Construction Update

CEO Rogoff provided updates on the parking garage work for Lynnwood Link Extension. On November 10, 2021, concrete placement for the north half of the second level elevated deck at the Shoreline North/185th Garage was halted due to a delay in getting concrete to the site. There had been an equipment breakdown at the original supply plant, so concrete needed to come from an alternate plant. The delay in delivery caused the placed concrete to harden and it must now be completely removed. Demolition was underway. It was expected to cause approximately two months delay to the parking garage schedule, but no delay to the critical path for the project.

On November 4, 2021, concrete placement for a portion of the second level elevated deck for the Lynnwood City Center Garage was interrupted by intense rain which resulted in concerns regarding the strength of the finished concrete due to excessive water intrusion. A majority of the placement could be salvaged. Additional analysis was underway by staff and consultant engineers to ensure the adequacy of the concrete that would remain. It was anticipated to have a delay of roughly two to five weeks to the garage schedule. The Lynnwood Garage was expected to open ahead of Revenue Service for Lynnwood Link.

The designs of the facilities did not need to be modified. CEO Rogoff reminded the Committee of the concrete delivery issues due to striking concrete delivery drivers. Gary Merlino Construction (GMC) withdrew from the negotiations between the Association of General Contractors (AGC) and the Teamsters. GMC was unable to reach an agreement in their separate discussion with the Teamsters and in November 2021, 34 dump truck drivers went on strike against GMC. On December 3, 2021, they were joined on the striking line by concrete drivers from Stoneway Concrete, which GMC also owns. Several of the agency's construction projects were notified by their concrete supplies that they would be unable to provide concrete due to the lack of drivers. The Federal Way Link Extension, Downtown Redmond Link Extension and Lynnwood Link Extension projects were the most heavily affected, cancelling the delivery of 675 cubic yards of concrete scheduled for placement on December 3, 2021, alone. The agency began to receive cancellation notices of future deliveries, which was currently scheduled for 1,440 cubic yards for the week and 1,800 cubic yards for the following week. Most of the missed concrete placements would result in delays to contract milestones. Alternative concrete supplies were not available within the project areas, so these project impacts would continue until the labor issue was resolved. An additional impact of the strike was the possible lay-off of other craft workers from the projects. Workers such as Cement Masons, Iron Workers, Carpenters and Laborers who were all involved in the forming and placement of concrete could be laid off if there was no concrete delivered to the projects. The parties did not have any scheduled negotiations as of December 9, 2021.

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 submitted written public comment:

Stephen Fesler
Paul Feldman
Brian Lawler, on behalf of the Christian Faith Center
Ken Broyles

The following people provided verbal public comment:

Brian Nash
Scott Carson
Brian Lawler, on behalf of the Christian Faith Center
Brad Thorson
Mia Franklin
Daron and Cyndi Walker
Susan Honda, Federal Way Council President
Peter Barbin

(Boardmember Backus and Boardmember Upthegrove joined at this time.)

Business items

For Committee Final Action

Minutes: November 10, 2021 System Expansion Committee meetings

It was moved by Boardmember Backus, seconded by Boardmember Upthegrove, and carried by unanimous voice vote that the minutes of the November 10, 2021 meeting be approved as presented.

Motion No. M2021-77: Recommending that the Finance and Audit Committee forward the System Expansion portions of the Proposed 2022 Budget and Transit Improvement Plan to the Board with a do-pass recommendation, including the revision to the Proposed 2022 Budget and Transit Improvement Plan in Attachment A.

Jenny Stephens, Director of Financial Planning, Analysis, and Budget, provided the staff presentation. Ms. Stephens introduced this action as forwarding of the relevant budgets within the committee's purview to the full Board for final budget adoption.

Total proposed system expansion funding for 2022 is \$2.2 billion. There is one revision proposed, to support NE 130th Infill Station, which is a Link project. In October, the Board adopted a resolution to increase this project's authorized project allocation by \$7.5M and this revision requests that we increase the 2022 annual spend by \$6.8M while keeping the current authorized project allocation. This revision will allow the project to procure structural steel and pre-cast girders in 2022, which are critical to support the planned schedule to open this station in 2025.

Ms. Stephens then summarized the project spending forecasted for each project underway, which were presented in November to the committee.

Motion No. M2021-77 was moved by Boardmember Backus and seconded by Boardmember Baker.

Chair Balducci explained that unlike many municipalities, the agency performed an annual budget in addition to updating its Long Range Financial Plan.

Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by vote of six of the Boardmembers present that Motion No. M2021-77 be approved as presented.

Motion No. M2021-78: Authorizing the chief executive officer to execute a five-year lease agreement with L&R Linden, LLC for the North Maintenance of Way Facility, in an amount not to exceed \$4,856,466.

Faith Roland, Real Property Director, and Taylor Carroll, Senior Project Manager for the North Corridor, provided the staff report. Mr. Carroll outlined the agency need for the North Maintenance of Way (MOW) Facility, siting it's necessity to maintain a response time of fifteen minutes which is the agency standard. Further, at the planned location the facility would provide support for the Lynnwood, Northgate, and future Ballard Link extensions. Existing MOW facilities are already accounted for in support capacity.

Mr. Carroll continued that the siting opportunity being presented today is one that meets all the response time goals, and is currently on the market which supports being able to acquire the property in the required timeline to open the facility by the required timeline in 2023. The action being presented today is a lease agreement, and staff plans to complete further analysis and due diligence before in the future bringing a separate consideration of purchasing the property.

Motion No. M2021-78 was moved by Boardmember Backus and seconded by Boardmember Roscoe.

Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by vote of six of the Boardmembers present that Motion No. M2021-78 be approved as presented.

Motion No. M2021-79: Authorizing the chief executive officer to assign a contract previously executed with Acoustics Strategies, Inc. dba ATS Consulting to Spy Pond Partners, LLC., for a track condition and wayside noise diagnostic system and database for the Noise and Vibration Program for a total contract amount not to exceed \$4,043,308.

Shankar Rajaram, Manager of Engineering and Rail Vehicles, provided the staff report. Mr. Rajaram provided context that this contract was initially executed with Acoustic Strategies, Inc. dba ATS Consulting in November 2016, through Motion No. M2016-114, and included twelve one-year contract options. In September 2020, through Motion No. M2020-53, the Sound Transit Board authorized the

execution of three consecutive one-year extension options and extended the contract to December 14, 2023 for a not to exceed amount of \$4,043,308.

Acoustics Strategies, Inc. has informed Sound Transit that they are closing their business as the owner is retiring and requested the contract be assigned to Spy Pond Partners, LLC. Spy Pond Partners is currently a sub-contractor to Acoustics Strategies, Inc. on this contract and is a women-owned small business firm based out of Massachusetts. There is no risk of losing the knowledge base as most of the key people who worked on this contract for the past 5 years will continue to work on the contract after its assignment to Spy Pond Partners, LLC.

All contract terms including pricing, payment and option years as authorized in Motion Nos. M2016-114 and M2020-53 will remain unaffected by this change.

Motion No. M2021-79 was moved by Boardmember Keel and seconded by Boardmember Backus.

Chair Keel advised that he was enamored by the technology behind the rail vibration mitigation.

Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by vote of six of the Boardmembers present that Motion No. M2021-79 be approved as presented.

For Recommendation to the Board

Committee Chair Balducci noted that Motion No. M2021-80 was removed from the agenda and would be considered at a future time.

Motion No. M2021-81: Identifying a preferred alternative and other alternatives for study in the Final Environmental Impact Statement for the Operations and Maintenance Facility South.

Chelsea Levy, Director of High Capacity Transit Corridor Development, provided the staff presentation. She reminded the Committee that detailed presentations were provided at the previous month's System Expansion Committee and Board of Directors Meeting.

Curvie Hawkins, Project Director for the Operations and Maintenance Facility South, reviewed the three alternatives for consideration and uses of the facility. He outlined the project schedule, noting that the Final Environmental Impact Statement was due in mid-to-late 2022 and the Board was anticipated to select the project to be built in late 2022. The schedule was tight and any delay could affect opening of the Tacoma Dome Link Extension (TDLE) and West Seattle Link Extension (WSLE) by 2032.

He reviewed the key points of the Draft Environmental Impact Statement process, noting that most comments supported the Midway Landfill Alternative. The Federal Way Alternatives would require street vacation and code deviation. The facility Equity Analysis did not identify a disparate impact to communities of color for any alternative site. In terms of the project and realignment, the Target and Affordable schedules were the same, 2029, as in the Realignment plan. Federal Way Alternatives were consistent with cost estimate and timeline in the Realigned Financial Plan. Midway Landfill cost exceeds Realigned Financial Plan cost estimate by approximately \$0.6 billion to \$1.1 billion in 2019, depending

on design option. Midway Landfill construction schedule could postpone TDLE and WSLE openings by 2.5 to 5 years and could impact Federal Way Link Extension (FWLE) opening date.

Chair Balducci advised that the decision before the Board was difficult. None of the sites were located in the Transit Oriented Development watershed of any stations, therefore maintaining full availability for TOD at the future stations. Furthermore, the facility would generate approximately 470 living wage, union supported jobs, in addition to the jobs provided during construction. Ms. Balducci reminded the committee that these decisions were always difficult but that the project timeline necessitated action.

Chair Balducci recommended that the committee forward the South 336th Street site to the Board for selection as the Preferred Alternative. The site balanced the agency's aggressive system expansion needs while minimizing business and residential displacement.

The Board heard from many residents and business owners within the South 344th Street Site that the area was unique in Federal way. Chair Balducci met many of the property owners and residents in the neighborhood and heard their concerns.

Regarding the Midway Landfill Alternative, Chair Balducci thanked the staff for work on the Midway Landfill site, noting that it was a viable option from a technical and engineering perspective. During the Draft Environmental Impact Statement comment period, there was strong sentiment to select the site due to its limited impact on natural resources, businesses, and residences. From those perspectives the site was attractive. However, from a cost, timeline, and operational perspective, it was far less attractive.

It was important that the facility was built on stable land, which would require one of three expensive and lengthy solutions to mitigate settlement from degrading municipal solid waste within the site. In addition, construction on the site would involve unique regulatory considerations due to its status as a Superfund site.

Ultimately, selection of that site would exceed the financial plan allocation by \$600 million and \$1.1 billion, impacting the agency's ability to provide transit service to the region. Selection of the site could also delay the Tacoma Dome Link Extension and West Seattle Link Extension by between two and five years. In addition to the impacts on future projects, the landfill site would jeopardize the Federal Way Link Extension completion date.

The South 336th Street alternative had its own challenges, requiring difficult conversations and negotiations with property owners and the city of Federal Way. However, the site was affordable within the agency's financial plan and had approximately half as many displacements as the South 344th Street site.

Motion No. M2021-81 was moved by Boardmember Keel and seconded by Boardmember Uptegrove, with the South 336th Street Alternative filled in as the preferred alternative, and all other alternatives filled in as the Other Final Environmental Impact Statement Alternatives.

Chair Balducci asked what it meant to advance the other alternatives forward for study in the Final Environmental Impact Statement. Ms. Levy advised that selecting a preferred alternative gave staff direction with which they could focus their analysis.

Boardmember Uptegrove noted that he independently came to the same conclusion as Chair Balducci. He deeply reviewed the materials, and he wished the Midway Landfill site would work, but the cost, delay potential, and risks were too great. He approached the decision with the public's best interest in mind, and the South 336th Street site was the best option of the three. He voiced concern over ecological impacts of the facility, and noted that he would ensure that any impacts were mitigated. He also asked that the agency be proactive in engaging the Christian Faith Center with its relocation, since it was a vital resource to South King County.

Boardmember Backus advised that she did extensive research into this decision. There were no easy answers to this site, but it was necessary for the expansion of the system. She thanked all involved for their work and feedback in helping the Board make the decision that had the least impact.

Boardmember Keel advised that he had many friends who were part of the Christian Faith Center and he was very familiar with the work it did. He agreed with those who spoke before that given the options available, the South 336th Street site was the best. He also voiced concerns about the ecological impacts of the site and wanted them mitigated if the site was eventually chosen.

Boardmember Roscoe appreciated all of the members of the public who contacted her offering tours. She took a tour in November 2021 and saw some construction along the landfill site which highlighted the problems associated with that alternative. She advised that she would be supporting the motion.

Chair Balducci hoped that the public was assured that the Board did its work in touring the properties, reviewing their comments, and considering all options when it came to decisions such as this.

Chair Balducci called for a roll call vote.

Ayes

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

Nays

It was carried by unanimous vote of the seven Board members present that Motion No. M2021-81 be forwarded to the Board with a do-pass recommendation with the South 336th Street Alternative filled in as the preferred alternative, and all other alternatives filled in as the Other Final Environmental Impact Statement Alternatives.

Reports to the Committee

Briefing on Sounder South Station Parking & Access Improvements

Jon Mihkels, Project Director for New Facilities, provided the presentation. Mr. Mihkels noted that pre-pandemic parking utilization at each facility to be discussed was at or above capacity, and that the service is currently recovering it's ridership at approximately six percent increase per month.

There are four capital projects related to Sounder South Parking Improvements, which were placed on hold in 2008 due to the recession and are therefore long overdue to jurisdictions. The Kent, Auburn, and Sumner stations have been restarted recently through the realignment process, and have a target affordable delivery date of 2025. Mr. Mihkels outlined the current status of property transactions and procurement preparation at each of these three locations, and the timeline of each project issuing a request for qualifications.

Mr. Mihkels reviewed the progress of the Puyallup Parking and Access Improvements project. He outlined the scope of the project, and construction to date. The project is currently at 61 percent complete, and the notice to proceed was issued in March 2020. The project is projected to be completed in May of 2022, and some of the local jurisdictions other access improvement projects will be completed in the second or third quarter of that year.

Executive session - None.

Other business - None.

Next meeting

Thursday, January 13, 2022
1:30 p.m. to 4:00 p.m.
Virtually via WebEx

Adjourn

The meeting adjourned at 3:40 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on 1/13/2022, AM.