



Summary Minutes

System Expansion Committee Meeting August 18, 2022

Call to order

The meeting was called to order at 3:03 p.m. by Committee Chair Balducci.

Roll call of members

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

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

Monthly Contract Report and Agency Progress Report

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

CEO Report

Interim CEO Brooke Belman provided the report.

Hilltop Tacoma Link Cross Over

Brooke Belman reminded the Board that the Agency is continuing its work during the 45-day service suspension on Tacoma Link to complete the 9th and Commerce Cutover, which will connect Tacoma Link to the new Hilltop Tacoma Link extension. Aside from quickly working around a set-back when contractors damaged a Tacoma Public Utility vault, work is on track for opening the T-line extension in the first quarter of 2023.

Announcing Eric Beckman as the Executive Director for the Portfolio Services Office

Ms. Belman announced that Eric Beckman was chosen to permanently fill the vacant Executive Director position for the Agency's Portfolio Services Office, after having served as the acting Executive Director.

Mr. Beckman joined Sound Transit in 2003, supporting ST Express and Sounder services. Most recently, Eric had served as the Deputy Executive Director in the Agency's Department of Design, Engineering, and Construction Management.

Federal Update – BRT Program Grant

The Federal Transit Administration awarded a \$9.2 million grant to the Agency to support the purchase of 3 battery electric buses and electric charging infrastructure for the SR 522 BRT project. The Grant will also be used to support workforce training.

Additionally, the NE 130th Street Infill Station received \$7.3 million in federal funding through the PSRC process.

Agency partners were also awarded federal funding through the US Department of Transportation RAISE grant program, which will benefit Sound Transit's regional investments. Ms. Belman offered congratulations to the Cities of Lynnwood and Bothell, as well as to Washington State Department of Transportation.

Columbia City Single Tracking

Interim CEO Brooke Belman reminded the Board that service on the Link 1-Line would be disrupted for up to two weeks for the second round of Future Ready repairs. The work includes removing the existing platform tiles and replacing them after establishing a new surface they will reliably adhere to, eliminating tripping hazards and safety risks from cracking tiles. During this period, trains will run approximately every ten minutes between Northgate and Stadium Stations and every 20 minutes between Stadium and Angle Lake Stations.

Mt. Baker Station Incident

Ms. Belman updated the Board regarding a fatal accident that took place on Sunday, September 14th at the Mt. Baker Light Rail Station. The victim appeared to stumble and fall into the path of the light rail vehicle as it was slowing to stop at the station. While the cause of the initial fall is unknown, Sound Transit is supporting the Seattle Police Department in their investigation.

Public comment

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

No written or verbal public comments were submitted.

Business items

For Committee Final Action

Board Member Baker announced his presence via phone.

Minutes: July 14, 2022 System Expansion Committee meeting

It was moved by Committee Vice Chair Roscoe, seconded by Board Chair Keel, and carried by unanimous voice vote that the minutes of the July 14, 2022 System Expansion Committee meeting be approved as presented.

Motion No. M2022-68: Authorizing the chief executive officer to execute a two-year contract, plus a one-year option to extend, with FORMA Construction Company to perform Job Order Contracting (JOC) for construction work for a total authorized contract amount not to exceed \$12,000,000 plus applicable taxes.

Chair Balducci invited Kevin Kelly, Design and Construction Contracts Manager, to present on both Motions M2022-68 and M2022-69.

Chair Balducci asked Mr. Kelley about the contract procurement process, specifically the "Best value selection process." Mr. Kelly explained more went into the "best value selection process" than lowest

price. Four firms submitted bids, and three were selected for interviews. Following interviews for other selection criteria, pricing is compared.

Chair Balducci inquired about the number of bids received and whether the team was satisfied with the number of bids. Mr. Kelly responded that the team was happy with receiving four bids, stating that since each work order is small, the largest contracting firms tend to pass on these types of contracts.

Chair Keel inquired about the subcontracting components of the Job Order Contracts. Mr. Kelly noted that 90% of the work under the contract must be subcontracted according to the Agency's Small Business and Disadvantaged Business enterprise (DBE) goals. Keel had asked whether the distribution of subcontracting will be tracked. Mr. Kelly stated that there is an agency team set-up to track and report the subcontracting work.

Motion No. M2022-68 was moved by Committee Vice Chair Roscoe and seconded by Boardmember Harrell.

Board Chair Keel noted that he would like to see further discussion on raising the Agency's Small Business and Disadvantaged Business enterprise (DBE) goals.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried unanimous vote of the seven members present that Motion No. M2022-68 be approved as presented.

Motion No. M2022-69: Authorizing the chief executive officer to execute a two-year contract, plus a one-year option to extend, with Saybr Contractors, Inc. to perform Job Order Contracting (JOC) for construction work for a total authorized contract amount not to exceed \$12,000,000 plus applicable taxes.

Chair Balducci asked if there are any additional comments or questions, as information for M2022-69 was included in the prior presentation.

Motion No. M2022-69 was moved by Committee Vice Chair Roscoe and seconded by Boardmember Harrell.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Claudia Balducci

Nays

It was carried by unanimous vote of the six members that Motion No. M2022-69 be approved as presented.

Motion No. M2022-70: Authorizing the chief executive officer to execute an amendment to the SR 520 Maintenance Spoil Processing Site mitigation agreement with the Washington State Department of Transportation (WSDOT) to provide an additional mitigation payment to WSDOT in the amount of \$1,750,393 for a total amount not to exceed \$3,131,498.

Chair Balducci asked Jon Lebo, East Link Executive Project Director, to present the Staff Report. Mr. Lebo also introduced John Arnesen, Senior Project Manager, and Faith Roland, Real Property Director. John Arnesen presented on the motion.

Vice Chair Roscoe asked who will own the MSPS site after the agreement. Jon Arnesen answered that WSDOT will own the site, but the Agency is compensating them for the term WSDOT had limited access to use the site.

Chair Balducci thanked both Vice Chair Roscoe and Mr. Arnesen for the clarification.

Motion No. M2022-70 was moved by Committee Vice Chair Roscoe and seconded by Boardmember Baker.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the seven members present that Motion No. M2022-70 be approved as presented.

For Recommendation to the Board

Motion No. M2022-71: Authorizing the chief executive officer to execute a 15-year lease agreement with two 15-year options to extend with Microsoft Corporation under which Sound Transit will lease to Microsoft Corporation a building located at the Redmond Technology Station, at 3849 156th Avenue NE, Redmond, Washington.

Chair Balducci called on John Arnesen, Senior Project Director, to present on the motion.

Chair Balducci asked how much of the cost to construct and maintain is being covered by Microsoft. Mr. Arnesen answered that Microsoft had paid for the construction and will be responsible for ongoing operations, including utilities. Chair Balducci expressed excitement in the possibility to construct more amenity-forward stations with help from third-party partners.

Boardmember Baker noted that bathrooms are an important station amenity. Jon Arnesen mentioned that currently bathrooms in the Redmond Technology Station will be under Microsoft's jurisdiction.

Motion No. M2022-71 was moved by Committee Vice Chair Roscoe and seconded by Boardmember Baker.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the seven members present that Motion No. M2022-71 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-72: Authorizing the chief executive officer to execute a Memorandum of Agreement between Sound Transit and the Washington State Department of Transportation (WSDOT) for the exchange of the Lynnwood Transit Center park and ride facility and Sound Transit-owned property interests needed for WSDOT's Overlake Access Improvement Project, with any difference in the fair market value of the properties to be reflected in the balance sheet established under the parties' Land Bank Agreement.

Chair Balducci called on Faith Roland, Real Property Director, to present the motion.

Chair Balducci thanked Ms. Roland for her wholistic explanation of the Land Bank Agreement.

Motion No. M2022-72 was moved by Boardmember Franklin and seconded by Boardmember Keel.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the seven members present that Motion No. M2022-72 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-73: Authorizes the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions project in the amount of \$71,858,568, including contingency, for a new total authorized contract amount not to exceed \$172,252,971.

Chair Balducci called on Sandra Fann, Project Director, to present on the motion.

Chair Balducci asked whether the contract will pay for HNTB to provide the service listed in the staff report in conjunction with future actions taken by agency staff. Sandra Fann answered that this action funds the contracting services that will support agency staff work.

Boardmember Keel asked if the additional funding would coincide with the dates established by the Board to review alternative for the WSBLE. Sandra Fann stated that the contract is to fund the consultant/contracting that supports Sound Transit Staff in their preparation for Board Decisions regarding WSBLE expected to be made in February 2023.

Motion No. M2022-73 was moved by Committee Vice Chair Roscoe and seconded by Boardmember Keel.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the seven members present that Motion No. M2022-73 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Construction Projects Update

Interim CEO Brooke Belman gave a few words at the beginning of the presentation, prefacing that the following information would cover challenges and next steps regarding four of the Agency's Light Rail Link extensions: East Link, Lynnwood, Federal Way, and Redmond. Belman touched on numerous issues that have contributed to the delays, including the COVID-19 Pandemic and accompanying Supply Chain issues, as well as the local concrete delivery strike and construction problems.

Deputy CEO Kimberly Farley introduced additional staff members to help with questions: Tracy Reed, acting Executive Director of the Agency's Design, Engineering, and Construction Management Department; Jon Lebo for East Link, Linneth Riley-Hall for Federal Way, Joe Gildner for Downtown Redmond, and Randy Harlow for Lynnwood.

Continuing, Ms. Farley informed the Committee that the Agency had begun a process to identify any delay in opening dates as contractors resumed concrete placement amid backlogged regional demand back in April 2022. The initial step in this process was a thorough analysis of risks to each project in construction, which will be shared through this presentation. Ms. Farley stressed that the major concern posed by these risks is meeting the Agency's delivery goals, but they do not affect the general safety of riders.

Deputy CEO Farley began with East Link, the project with the greatest number of challenges. The length of the extension and the level of complexity needed to cross the floating I-90 bridge has generated more construction quality challenges than encountered in previous projects. Specifically, Ms. Farley talked about recurring issues with the concrete plinths to which the rail ties are attached. On both the East and West sides of the floating bridge, problematic concrete was found, and the Agency continued to implement various solutions throughout 2021. By early 2022, the repair work had progressed to a point where the existing rebar in the plinths could be seen. Upon survey and inspection, several different additional quality issues were identified. These deficiencies raised concern for long term durability of the plinths for light rail operations for the many years to come.

To help evaluate the repairs initiated last year, Sound Transit hired a nationally recognized forensic engineering firm. In addition to consulting on the repair procedures, the firm has been testing various products, performing site survey and in-field testing. The construction contractor has been working collaboratively with Sound Transit and the consultant engineers to develop solutions. This month, the team has developed plans for plinth replacement as well as a concept that would strengthen plinths with rebar issues. The teams will be working on these plans over the next month. They will also have to determine how much time it will take to implement the solutions.

Another major risk relates to the pre-cast blocks on the I-90 floating bridge. These blocks weigh less than typical plinths and are attached to the bridge with epoxy to protect bridge deck integrity and prevent stray current issues. In March of this year, inspectors noticed spalling in three of these blocks, and Sound Transit sent a representative sample to a testing facility in Illinois for examination. Preliminary results suggest that the blocks are sound. More testing will be performed to confirm those preliminary results. Only nine spalling blocks have been identified to date, which is about 1% of the 900 blocks that have been examined in the field. There are about 7,500 total blocks, and all will be inspected in the coming months.

The work ahead also includes replacing all the nylon inserts in the blocks that are used for attaching the rails. As part of the electrical stray current protection system for the floating bridge, nylon rail fastener bolts were used instead of typical metal ones. This was an innovative design solution to protect the bridge from corrosion that might occur from stray electrical current. However, the nylon inserts were becoming stripped during rail installation. The contractor began replacing some of the stripped inserts in March, and to ensure long-term durability, all of them will be replaced.

Deputy CEO Farley turned toward emerging issues affecting the Federal Way Link Extension. The Agency is responding to an unforeseen geological issue encountered during construction along the alignment just south of the Midway Landfill. This is an area where the route passes through a very narrow area between a wetland and southbound I-5. Analysis from the contractor, Kiewit, revealed difficult site conditions, with a liquefiable layer of soil deep in the ground. To address these complicated soil conditions, Sound Transit took extra time to collaborate with the contractor and develop a solution.

On July 19, about 200 feet of embankment slid approximately nine feet, requiring a precautionary closure of a lane on I-5 for nearly three days until the embankment, which is downslope from the freeway, could be stabilized. At this moment, Sound Transit is working closely with Washington State Department of Transportation and the contractor to evaluate possible permanent design solutions. Until a solution is determined, a new time frame cannot be projected. The opening is now expected some months into 2025.

In pivoting to updates regarding the Lynnwood and Downtown Redmond Link Extensions, Deputy CEO Farley noted that these projects are delayed by general challenges posed by the COVID-19 Pandemic and the concrete strike as opposed to unique critical risks. Currently, the projects are expected to be delayed by four to six months.

The Lynnwood extension was primarily hindered by the concrete strike. The strike came at a critical time for construction on the Lynnwood extension, when concrete needs were especially important. The strike primarily affected the southern segment of the project, which runs north from the existing Northgate Station to just south of the Snohomish County line. Due to lack of work, the contractor had to temporarily lay off some of its craftspeople. This resulted in a lag time for returning to work once the strike ended. Fortunately, known risks specific to the project are relatively limited. They include general risks such as challenges that can arise from staffing and supply chain issues, as well as completing fiber-optic connectivity. Work is already underway to mitigate the conductivity risk.

As with all the other projects addressed here, anticipated delays for Downtown Redmond Link construction completion were driven primarily by the concrete delivery strike and COVID-19. Construction schedule impacts due to the concrete strike and COVID-19 have been quantified and negotiated with the contractor to be four and a half months, which is mitigated in part by the owner-controlled float in the project schedule. Fortunately, known schedule risks specific to the project are relatively limited.

With all the project risks laid out, Deputy CEO Farley shifted to discuss the ongoing Programmatic Risk Assessment which is essential as each project is connected. Individual project readiness is not the only factor in determining an opening date. By opening many extensions in a short amount of time, Sound Transit must overlay projects on top of each other to see what impacts they might have on one another.

Examples of this interdependency that must be examined include access to maintenance and storage capacity, as well as how delays to East Link impact other projects, particularly Downtown Redmond.

Sound Transit's focus is on solving the identified risks and, if possible, opening the projects without changing the order in which they enter operations (East Link followed by Lynnwood, Federal Way and then Redmond). However, staff is analyzing a scenario in which East Link, and by extension the Operations and Maintenance Facility East (OMFE), does not open first. The OMFE provides expanded maintenance base capacity for serving all the coming projects and is needed to ensure enough clean, safe vehicles to support expanded service. Therefore, Sound Transit is working on a precautionary basis to identify areas of the system where vehicles can be stored to maximize available fleet for that scenario, and other potential operational strategies.

The current estimate is that by the fourth quarter 2022, Sound Transit will have completed the programmatic analysis and will be in a good position to provide further updates to the Board and public. The Agency's commitment as it embarks on the programmatic review is to prioritize high confidence in revised timelines.

Chair Balducci thanked Kimberly Farley for the in-depth presentation and invited other committee members to ask questions.

Vice Chair Roscoe asked for the original service dates of the several extensions. Randy Harlow said the original service date for the Lynnwood Extension was July 2024 and that continues to be the goal. Joe Gildner stated the original date for the Redmond Extension was December 2024. Linneth Riley-Hall told the Board that December 2024 was also the anticipated service date for the Federal Way Link Extension.

Boardmember Keel thanked Ms. Farley for the presentation. Mr. Keel found the findings and update disappointing but understood the need to be direct with all stakeholders. He recognized the systemic challenges of construction and emphasized the not if, but when these projects are completed. Mr. Keel further committed to continue working with all to keep eyes on the projects and their future success.

Chair Balducci mentioned that she had been working to spearhead East Link over the past 15 years. She highlighted and appreciated the transparency provided by the presentation. In calling for a thorough after-action review, she asked for a look into what has happened and what the best path is to go forward. Chair Balducci also mentioned that Sound Transit commonly contracts with a select few business and suggested perhaps it is time to review those partnerships prior to next round of large projects.

Chair Balducci asked about whether any other potential other issues are known. Ms. Farley said she would need to re-group with the team before giving a definite answer to the Board.

Chair Balducci commented that East King County continued to grow throughout the pandemic. Local jurisdictions passed land-use plans in preparation for light rail arrival. She asked if there are ways to provide transit on the original schedule, even with construction delays, specifically mentioning an option of a Mercer Island-Redmond line in the interim.

Kimberly Farley mentioned that the team still has a great deal of confidence following completion of the Quantitative Risk assessment. Adding the caveat of surprises such as the liquifying soil, Deputy CEO Farley said that issues can always pop-up but will be addressed.

Boardmember Harrell mentioned that while the news was sobering, potential delays were rather expected. Harrell asked for a greater frequency of reporting issues to the Board. Boardmember Harrell asked Ms. Farley about hiring to overcome the mentioned complacency. Ms. Farley mentioned that additional staff are being hired to investigate these issues, and the Agency is adopting rotational reviews to aid the inspection crew. Boardmember Harrell affirmed the need for accountability and transparency, given that he was unsure if the delays were truly unavoidable.

Boardmember Somers echoed the need for review and greater board involvement in the oversight process, including better knowledge education for Board members.

Chair Balducci mentioned wanting to add the oversight mechanisms to the eventual review and project look back.

In closing, Brooke Belman committed to working with the Board to resolve the issues and continue expanding the Light Rail system as quickly and safely as possible.

Executive session

None.

Other business

None.

Next meeting

Thursday, September 8, 2022

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

Ruth Fisher Board Room &

Virtually via WebEx

Adjourn

The meeting adjourned at 4:53 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on September 8, 2022, AJM.