



Summary Minutes

System Expansion Committee Meeting September 8, 2022

Call to order

The meeting was called to order at 1:33 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	
(P) Nancy Backus, Auburn Mayor	(A) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Councilmember	(P) 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 July agency progress report.

Update on WSBLE SODO Station Preferred Alternative

Chair Balducci reminded the committee that in July the Board had requested an update regarding the West Seattle-Ballard Link Extension SODO station to come before the Committee and Board in September. Additional updates regarding the Chinatown International District station and further study efforts are planned for October and November, respectively. She then asked Boardmember Harrell to update the committee as to the City of Seattle's work regarding the SODO 1B preferred alternative.

Boardmember Harrell stated that City of Seattle staff have been working with Agency and Postal Service staff over the past 5 weeks. The team has made progress and is in communications with members of the congressional delegation to help further discussions regarding the USPS property in question, and Boardmember Harrell is confident of solidifying a final decision with the Postal Service soon.

Boardmember McDermott stated his thanks for the work being done in the King County district.

Chair Balducci asked if there was going to be a larger discussion at the Board. Boardmember Harrell noted he could provide a further update at the Board meeting later in the month.

CEO Report

Deputy CEO Kimberly Farley provided the report.

Project Tracker Launch

Deputy CEO Farley announced that the Project Performance Tracker will be published on the Sound Transit website by the end of the following week. At the recommendation of independent cost estimate consultants, Triunity, staff have developed a dashboard for all ST3 system expansion projects. The Tracker will be on the Agency's public-facing website, and information will be updated monthly.

Rainier Valley Service Disruption

Ms. Farley updated the committee on a weekend disruption to Link service. A car struck a utility pole near the Rainier Beach station, and at the request of the Seattle Fire Department, Link service has suspended between Rainier Beach and Tukwila Blvd. stations to accommodate repairs.

As repairs were made, a bus bridge supported by King County Metro was established to move passengers.

Public comment

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

Written public comments:

Tom McGovern

In-person Verbal Public Comments:

Ryan Glant

Virtual Verbal Public Comments:

None were submitted

Business items

For Committee Final Action

Minutes: August 18, 2022 System Expansion Committee meeting

It was moved by Boardmember McDermott, seconded by Boardmember Backus, and carried by unanimous voice vote that the minutes of the August 18, 2022 System Expansion Committee meeting be approved as presented.

Motion No. M2022-76: Authorizing the chief executive officer to execute a contract modification with David Evans & Associates to exercise a contract option for consultant services for the King Street Station Platform Area Improvements Project within the Sounder South Capacity Expansion Program in the amount of \$2,850,970 with a 10 percent contingency of \$285,097, for a new total authorized contract amount not to exceed \$12,525,919.

Melissa Saxe, Project Director-HCT Development, and Zac Eskenazi, Manager-HCT Development-Sounder South, provided the staff presentation.

Boardmember Baker arrived at this time.

Mr. Eskenazi stated that access improvements are already needed, especially on days affected by game day traffic. The Agency has evaluated 10 options to improve passenger flow, and three have been advanced for further study and environmental review.

Chair Balducci asked whether the proposed baseline alternative would connect to 4th Avenue. Mr. Eskenazi clarified that it is at level with 4th avenue, but not intersecting nor crossing it. He further clarified that all modifications within the baseline alternative would be within the station's current footprint.

Balducci asked what deliverables would come from this contract modification. Mr. Eskenazi said that the Agency can expect a 10% design plan of the proposed options and a completed NEPA evaluation.

Motion No. M2022-76 was moved by Boardmember Harrell and seconded by Boardmember Backus.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried unanimous vote of the eight members present that Motion No. M2022-76 be approved as presented.

Motion No. M2022-77: Authorizing the chief executive officer to execute an amendment to Task Order B-13 under Agreement GCA 3361 with the Washington State Department of Transportation to provide construction administration and construction oversight services for the Lynnwood Link Extension in the amount of \$2,260,120, with a contingency of \$226,012 totaling \$2,486,132, for a new total authorized amount not to exceed \$5,440,352.

Randy Harlow, Executive Project Director-Lynnwood Link, provided the staff presentation.

Chair Balducci mentioned that this action is a continuation of the Agency's partnership with the Washington State Department of Transportation.

Motion No. M2022-77 was moved by Boardmember McDermott and seconded by Boardmember Franklin.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the eight members present that Motion No. M2022-77 be approved as presented.

For Recommendation to the Board

Motion No. M2022-75: Authorizing the chief executive officer to increase the contingency for the East Link Extension Construction Contract with Shimmick-Parsons, Joint Venture in the amount of \$7,000,000, for a full and final total authorized contract amount not to exceed \$366,630,000 which includes \$960,027 in contingency for potential future costs.

Jon Lebo, Executive Project Director, provided the staff presentation.

Chair Balducci stated that as part of her pre-meeting briefing, she had asked Agency staff questions and is continuing those discussions. She noted that she has further questions to resolve with staff prior to committing support, and recommended forwarding Motion No. M2022-75 to the Board without committee recommendation.

Motion No. M2022-75 was moved by Boardmember Backus and seconded by Vice Chair Roscoe without a do-pass recommendation.

Boardmember Backus asked that Chair Balducci keep the other committee members updated on her continued communications with Agency staff.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the eight members present that Motion No. M2022-75 be forwarded to the Board without recommendation.

Motion No. M2022-78: Authorizing the chief executive officer to 1) execute a Project Administration Agreement with the City of Bothell for the Stride BRT project, and 2) execute task orders that are consistent with the agreement and do not exceed a combined total of \$5,000,000.

Paul Cornish, Strategic Projects Director-Bus Rapid Transit, Bernard van de Kamp, Program Executive-Bus Rapid Transit, and Nazanin Samimi, Project Manager-Bus Rapid Transit, provided the staff presentation.

Motion No. M2022-78 was moved by Boardmember Baker and seconded by Boardmember Backus.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the eight members present that Motion No. M2022-78 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2022-25: Authorizing the chief executive officer to acquire certain real property interests, 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 SR 522 Bus Rapid Transit Project.

Faith Roland, Director-Real Property, provided the staff presentation.

Ms. Roland stated that this action is the third property acquisition package for the BRT program, and a fourth package is expected soon. The current action would authorize acquisition of property rights for 43 properties, of which four may result in re-location; three are residential properties and one is a business property.

Resolution No. R2022-25 was moved by Boardmember Baker and seconded by Committee Vice Chair Roscoe.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the eight members present that Resolution No. R2022-25 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Sound Transit Climate Resiliency Report

Chair Balducci invited Amy Shatzkin to begin the presentation.

Ms. Shatzkin began by stating that the effects of climate change can already be felt in the region, but that proactive planning is already underway in the Agency to address and improve the system's current resiliency. To do so, the Agency will need to advance both mitigation and adaptation methods to contribute to the systems' overall long-term climate resilience.

The major of climate impacts to the Sound Transit are currently understood as "mild" to "moderate", such as heat stress and localized flooding. Beginning with ST3 projects, all major capital projects will be required to complete a Climate Vulnerability Analysis. Moreover, the Agency is developing resources to aid in the resiliency planning, including a collaborative overview on Puget Sound Climate Change with the University of Washington, GIS layers mapping local flooding and sea level rise, and guidance for Adaptation Vulnerability Assessments.

Next steps include further integrating the Vulnerability Analyses into the Agency's engineering and planning standards. Additionally, the Agency is working to update the Climate Adaptation Strategy and is partnering with regional collaboratives to look at more local climate impacts.

East Link Ecosystem Mitigation Highlights

Chair Balducci invited Ellie Ziegler to begin the presentation. Jon Lebo began the presentation with an introduction for Ms. Ziegler, who also introduced Marti Louter.

The East Link Extension project temporarily impacts 7 acres of natural ecosystem and will permanently impact 6.5 acres. Following project completion, the temporary impacts will be removed, and the surrounding ecosystem should see minimal effect. Where permanent impacts are found, mitigation efforts are undertaken away from the site to restore the ecosystem.

Working with the City of Bellevue, state and federal regulators, and local Tribal partners, 4 separate mitigations were identified along the East Link Extension, totaling 14 acres of ecosystem restoration.

The Coal Creek site is located south of I-90 and east of I-405. Supporting several different salmon species, Coal Creek is an urban watershed that feeds into Lake Washington. Teams removed invasive plant species and planted over 3500 native trees and shrubs to better protect the stream. Salmon could be observed spawning in the mitigation area during the first autumn after the restorative work.

The Sweyolocken site is located north of I-90 and east of Bellevue Way. The site's wetlands were originally drained to make way for a blueberry farm which ceased operating 10 years ago. Agency teams were able to remove invasive plant species while preserving the peat soil and relocating trees removed due to the East Link alignment.

The 112th Street mitigation site was historically part of the Mercer Slough Nature Park. Mitigation efforts included installing wildlife habitat structures and planting of native plant species.

The West Tributary site is located on a branch of Kelsey Creek, directly south of the East Link alignment. Mitigation strategies included removing 9 feet of fill material to reach the natural creek ground water, installing wood habitats, and planting of native plants. Additionally, non-planted native species began to grow at the site following the mitigation efforts.

Chair Balducci asked if similar projects are being planned along the other Sound Transit Extension projects. Ms. Zeigler responded that as these projects are identified and completed, Board members will receive updates.

Executive session

None.

Other business

None.

Next meeting

Thursday, October 13, 2022
1:30 p.m. to 4:00 p.m.
Ruth Fisher Board Room &
Virtually via WebEx

Adjourn

The meeting adjourned at 2:56 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on October 13, 2022, AJM.