



## Summary Minutes

### System Expansion Committee Meeting January 12, 2023

#### Call to order

The meeting was called to order at 1:35 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	(P) Joe McDermott, King County Council Vice President
(A) Cassie Franklin, Everett Mayor	(P) Dave Somers, Snohomish County Executive
(A) Bruce Harrell, Seattle Mayor	

Alejandro Monzon, Board Relations Specialist, 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 November agency progress report.

##### Continued Work on Light Rail Opening

Chair Balducci noted that later in the meeting, the committee would be hearing a report related to additional scope and funds needed to pursue a possible East Link Starter Line, and that she was hopeful for a robust discussion and consideration of the concept. She mentioned additional areas with delayed Link Extensions, and that Boardmembers have generated good ideas regarding an overarching policy for advancing projects to service opening as soon as possible even if delays occur.

##### West Seattle and Ballard Link Extensions Update

Chair Balducci highlighted the presentation on today's agenda and iterated the plan for reports and actions related to the West Seattle and Ballard Link Extensions over the next few months. After today's presentation, the Board will hear a similar presentation at its January 26<sup>th</sup> Meeting. A deeper dive presentation is scheduled for February's System Expansion Committee meeting, and Chair Balducci announced that the meeting would be extended from 1pm to 5pm on February 9<sup>th</sup> to allow time for the presentation. Action on identifying the Preferred Alternatives for the Ballard Link Extension is currently scheduled to take place in March at both the System Expansion Committee and Board of Directors meeting.

#### CEO Report

CEO Timm provided the report.

## Hilltop Tacoma Link Extension

CEO Timm reported that the testing and construction progress continues to move along. Following-up on the reported track geometry problem identified in December, she updated the committee that the non-conforming track gauge along a segment of the alignment does not present a hazard for testing or operational purposes. This allowed for powered train test runs to begin in December and continue to occur. She shared that the team has been in conversations and will have an updated timeline in the coming weeks for an opening date later this year.

## **Public comment**

Chair Balducci announced that public comment would be accepted via email to [meetingcomments@soundtransit.org](mailto:meetingcomments@soundtransit.org) and would also be accepted verbally.

### Written public comments:

Lake Forest Park Councilmember Lorri Bodi

Bothell Mayor Mason Thompson

Sumner Mayor Kathy Hayden

Kent Mayor Dana Ralph

Transit Equity for All

Chong Wa Benevolent Association

Historic South Downtown, and the Alliance for Pioneer Square

Susie Moore, Terry Smith, Andrew Knapp, Paula Goode, Maggie Jiang, Martin Rood, Steve McGee and

Rosalie O'Leary, Hillary Bendiksen, Frank Liu, Gary and Barbara Campbell, John and Judy Slattery,

Lucy Doyle and Ali N'Simbo, John Drew, Margaret and Albert Lirhus, Cassie Hansen, Scott and Krista

Fisher, Amy Bohutinsky, Scott Mesic, Jon Peters, Sharon Anderson, Dina and Steve Clagg, Mark

Anacker, Julie Wheatly, Aran Dahl, Matthew Warburg, Adam Silberfein, Michael Osterfield, and the Lake Forest Park Stewardship Foundation

Jim Liming

Dr. Mark Silver, Fredrik Andreasson

Elizabeth Krzyminski

Jan Silver

Jessica Kasilometes

Paula Goode

Vicki Scurri on behalf of CORE

Gregory Banks, and Stephen Crane as representative for the Banks

Ashley Shwark Ulrich

### In-person Verbal Public Comments:

Alex Tsimmerman – *Mr. Tsimmerman was not allowed to continue commenting after being ruled out of order by Committee Chair Balducci for violating the rules regarding campaigning*

Amy Bohutinsky

Scott Mesic

Marykate Ryan

Jeff Snedden

Vicki Scurri

Robert Bernstein

Paula Goode

Betty Lau

Brien Chow

Amy Chen Lozano

Tanya Wu

Virtual Verbal Public Comments:

Eric Murray  
Barbara Sharkey  
Janet Quinn  
Angela Kugler  
Jared Jonson  
Lisa Howard  
Scott Fisher  
Joe Kunzler

## **Business items**

### **For Committee Final Action**

Minutes: December 8, 2022 System Expansion Committee meeting

**It was moved by Boardmember Baker, seconded by Boardmember Keel, and carried by unanimous voice vote that the minutes of the December 8, 2022 System Expansion Committee meeting be approved as presented.**

Motion No. M2023-01: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to exercise contract options for design-build project management services during construction for the Sumner Parking and Access Improvement portion of the Auburn, Kent, Puyallup and Sumner Station Parking and Access Improvement project in the amount of \$6,710,000 for a new total authorized contract amount not to exceed \$16,215,552; contingent upon Board adoption of Resolution No. R2023-02, the Sumner, Kent, and Auburn Stations Parking and Access Improvements project baseline budget and schedule.

Chair Balducci asked Jon Mihkels, Director of Building and Infrastructure, to begin the staff presentation. Mr. Mihkels introduced Victoria Morris, Project Director, as co-presenter.

Boardmember Keel inquired into leveraging efficiencies related to the decision to bundle the several Sounder Stations into one project. Mr. Mihkels noted that the contracts related to the Sumner Station were on the verge of procurement when the COVID-19 Pandemic brought most work on advancing projects to halt. At that time, the team was preparing to issue a procurement request for a bundled Kent and Auburn contract to realize some of those coordinating efficiencies. While the RRIF Loan that was identified to help fund the project wouldn't allow the full integration of construction contracts, the project will benefit from having a single agency project team and a single construction management contractor across the three stations.

Boardmember Keel noted that in the past the Board asked whether it would be possible to construct these garages in ways that would allow future convertibility. Ron Lewis, Design, Engineering, and Construction Management Executive Director, answered that the analysis on that question concluded that since building requirement for garages are different from many other structures, it would be more financially feasible to demolish the garage and reconstruct it for another purpose than to attempt to force future convertibility on the current project. He offered to send the report to Boardmember Keel and other Board members.

Boardmember Balducci thanked the team for the history of the projects and the current trends regarding Sounder South Line usage. She inquired into the number of stalls that would be included in each of the garages. Mr. Mihkels answered that they range from 400-675 stalls, totaling around 1,500 new parking stalls.

Boardmember Baker asked whether the stations themselves would be able to accommodate the increased level of ridership that would come from a full garage. Don Billen, Planning, Environmental, and Project Development Executive Director, answered that should be the case given the current levels of ridership.

**Motion No. M2023-01 was moved by Boardmember Keel and seconded by Boardmember Baker.**

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Dave Somers  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the six members present that Motion No. M2023-01 be approved as presented.**

**For Recommendation to the Board**

Resolution No. R2023-02: Adopting the Sumner, Kent, and Auburn Stations Parking and Access Improvements project baseline schedule and budget by (a) combining the three project budgets into one project budget (b) increasing the authorized project allocation to date by \$299,119,865 from \$60,530,135 to \$359,650,000, (c) increasing the annual allocated budget by \$34,989,000 from \$16,516,000 to \$51,505,000, and (d) establishing project open for service dates of Q1 2026 for Sumner, Q2 2027 for Kent and Q1 2027 Auburn.

Chair Balducci noted that the previous presentation included information for this action.

**Resolution No. R2023-02 was moved by Boardmember Baker and seconded by Boardmember Roscoe with a do-pass recommendation.**

Chair Balducci noted that the action was a big vote with a large budgetary allocation.

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Dave Somers  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the six members present that Resolution No. R2023-02 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2023-02: 1) Authorizing the chief executive officer to execute a design-build contract with Harbor Pacific Contractors, Inc. for the Sumner Station Parking and Access Improvements Project in the amount of \$49,000,000, with a 12 percent base contingency of \$5,880,000, and 2) authorizes an alternative concept allowance not to exceed \$5,000,000 to fund maximum cost of added value improvements for the Sumner Station Parking and Access Improvements Project for a total authorized contract amount not to exceed \$59,880,000; all contingent upon Board approval of Resolution No. R2023-02.

Chair Balducci noted that the previous presentation included information for this action, as well. She opened the floor for questions from committee members.

**Motion No. M2023-02 was moved by Boardmember Roscoe and seconded by Boardmember Baker with a do-pass recommendation.**

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Dave Somers  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the six members present that Motion No. M2023-02 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2023-03: 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 Bus Rapid Transit SR 522 Project.

Chair Balducci asked Bernard van de Kamp, Bus Rapid Transit Program Executive, to begin the staff presentation. Mr. van de Kamp presented the BRT SR522 update and introduced Faith Roland, Real Property Director, to present on the Property Acquisition action item.

Boardmember Keel asked about the point raised during public comment that the project would only provide a 1-2 minute improvement to the route through Lake Forest Park. Mr. van de Kamp answered that while the planned route through Lake Forest Park would contribute to a reduction of roughly 2 minutes per vehicle during peak hours, that translated in potentially thousands of hours saved by riders. Boardmember Keel asked for staff to return with a figure for Board members to review.

Chair Balducci asked Faith Roland to continue the presentation related to the Property Acquisition Resolution.

Boardmember Keel asked, with the pictures included in the presentation as reference, if the properties identified for acquisition are for the planned retaining wall. Mr. van de Kamp responded that they mostly will be for the retaining wall, but some are also for sites for planned stations. Boardmember Keel noted there are no full acquisitions as a part of this package and asked for an amount in square feet of property that would be acquired in this action. Ms. Roland noted that the first property acquisition for this project was a single square foot but would have to do some research into the largest parcel. She further clarified that most of the improvement work would be occurring in the existing Right-of-Way, so many acquisitions would be temporary construction easements.

Boardmember Keel inquired as to whether any of the acquisitions would significantly harm or alter an owners use of their property. Ms. Roland responded that, in more cases, there is encroachment on the public Right-of-Way which would result in structures, such as fences, being removed. She also shared that in addition to the valuation of the property being acquired, property owners receive compensation for any damages to their remaining property. Boardmember Keel reiterated his dislike of using eminent domain, and said he appreciated the team's answers.

Boardmember Baker inquired as to how much property is potentially in the public Right-of-Way. Mr. van de Kamp clarified that this action does not relate to those potential encroachments.

**Resolution No. R2023-03 was moved by Boardmember Baker and seconded by Boardmember Roscoe with a do-pass recommendation.**

Boardmember Baker noted the years of work that have brought the project to this point, and pointed out that the cities involved have been working together to complete this project.

Boardmember Balducci reflected on her experience with residential property acquisition actions during the East Link alignment discussion. Moreover, she noted that this is not the end of the discussion regarding project design and encouraged staff to continue working with impacted owners and communities. She also highlighted a point from the briefing that the current plans are the alternative that avoided a number of full acquisitions.

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the five members present that Resolution No. R2023-03 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2023-03: Authorizing the chief executive officer to (1) execute an agreement with the City of Bellevue to share costs for the installation of a firefighter access door in the Bellevue Downtown Tunnel, and (2) accept City of Bellevue's payment as a credit against a payment authorized under Motion No. M2023-04.

Chair Balducci asked Chad Brown, Deputy Executive Director for East Link, to begin the staff presentation. The presentation also covered the following action.

Boardmember Balducci thanked staff for the very factual presentation, and she took a moment to reflect on the partnership between Sound Transit and the Bellevue Fire Department needed to make these agreements come to fruition.

**Motion No. M2023-03 was moved by Boardmember Keel and seconded by Boardmember Baker with a do-pass recommendation.**

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the five members present that Motion No. M2023-03 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2023-04: Authorizing the chief executive officer to (1) execute an agreement with the cities of Bellevue, Mercer Island, and Redmond for Sound Transit to pay an agreed amount of \$1,527,303 for emergency responder training and equipment needed for the startup of the East Link and Downtown Redmond Link Extensions, and (2) transfer previously purchased emergency responder preparedness equipment.

Chair Balducci noted that the previous presentation included information for this action. She opened the floor for questions from committee members.

**Motion No. M2023-04 was moved by Boardmember Roscoe and seconded by Boardmember Baker with a do-pass recommendation.**

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Kent Keel  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the five members present that Motion No. M2023-04 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### Update on Link Projects in Construction and Programmatic Quantitative Risk Assessment Process

Chair Balducci asked Deputy CEO Kimberly Farley to bring the Presentation. Ms. Farley introduced Eric Beckman, Executive Director of the Portfolio Services Office, as a co-presenter.

Deputy CEO Farley first noted that this is a continuation of presentations at the December System Expansion Committee and Board of Directors meetings. This presentation will address the many of the questions raised by Board members regarding the potential of an East Link Starter Line and project resequencing.

While most of the previously posed questions will be answered in the presentation, Ms. Farley stated that regular quarterly reporting on updates to the affected projects would also help to answer some broader questions from Board members. She outlined that the responses in today's presentation would fall into four themes: project sequencing and openings, operational questions, future starter lines, and next steps for a potential East Link Starter Line.

Beginning with project sequencing, Deputy CEO Farley reminded the committee that opening the Lynnwood Link Extension before the completion of the full East Link Extension will result in limited frequency of trains due to lack of connection to the Operations and Maintenance Facility East (OMF-E). This will be case regardless of whether a potential East Link Starter Line is pursued. Based on current estimates, Ms. Farley stated that the service levels would be at about half of the planned trips when the Lynnwood Link Extension is opened. These complications, in addition to WSDOT Revive I-5 work, will create transportation constraints for those in the North I-5 corridor, and Sound Transit is engaging with partners to work through some mitigation efforts.

In turning toward questions on project openings, Deputy CEO Farley highlighted the importance of the six-month activation period needed for each extension opening. She clarified that this is the result of lessons learned from previous openings, including the most recent Northgate Extension. She added that the first two months are dedicated to monitoring the project that was just opened, dialing-in performance, and responding to passenger feedback. The next four months are set aside to launching pre-revenue service on the next project opening. This includes testing and training required to prepare the next opening for the public.

Addressing questions pertaining to a potential delay to opening Lynnwood Link from the resequencing should an East Link Starter Line be approved, Deputy CEO Farley shared that currently there could be a possible 3-month delay to that opening. Staff are working to narrow down toward more precise opening

timeframes for both projects. She added that if the Board approves the East Link Starter Line, staff will explore additional mitigation measures to potential shorten the timeframe between the two openings. Ms. Farley also committed to returning to the Board in Q2 2023 on overall progress, including any opportunities to shorten the overall timeline.

Turning toward operations-based questions, Ms. Farley presented a small table showing planned service levels for the 1 Line from Angle Lake to Lynnwood before and after the opening of the full East Link Extension and access to the OMF-E. Prior to access across Lake Washington, the 1 Line would see headways of 8-minutes during peak hours, and 10-minutes midday. Following the full East Link opening, this would result in peak headways of 8-minutes and midday headways of 10-minutes from Angle Lake to Chinatown-International District (CID) and from Downtown Redmond to CID. Headways from CID to Lynnwood would then be 4-minutes during peak hours, and 5-minutes midday. At this time, service along an East Link Starter Line is planned for 10-minutes headways at all times, before eventually transitioning to the schedule above.

During the previous Board meeting, a Boardmember asked if it would be possible to prioritize work along the I-90 segment of the East Link Extension to just one side of the tracks, as to allow for trains to move across the lake and access the OMF-E while work continues on the other side. Deputy CEO Farley noted that while this is not recommended due to increased risks to workers and further delay, this did spur staff to investigate ways to move trains from the Eastside to increase the number of trains available at the time of the Lynnwood opening. Staff will be returning with updates on those ideas. Additionally, she noted that a Starter Line would not impact the construction and delivery of the Stride BRT openings and staff are looking at opportunities to partially restructure ST Express Service if the Starter Line progresses. These changes would be up for consideration with the Annual Service Plan in October.

In response to questions regarding crafting a policy to handle future phased openings or starter lines, Deputy CEO Farley said that is a possibility and listed several factors that could be useful in drafting such a policy. Ms. Farley also mentioned that staff is reviewing the potential for opening service to the Kent/Des Moines Station while work continues to address the soil liquification issue along the Federal Way Link Extension. She stressed that the project team is focused on working with the design-build contractor to incorporate the necessary long-span bridge design and evaluate the impact to the project schedule. When more specifics about the potential full opening of the Federal Way Link Extension are available, staff can then evaluate the benefits of earlier opening for a portion of the alignment. She then turned the presentation over to Eric Beckman.

Mr. Beckman then explained the next steps that the Board would have to consider in order to approve an East Link Starter Line. He shared that staff are preparing an action for the January Board meeting that would authorize up to \$6 million dollars, coming from the East King Subarea and already within the project budget, to complete necessary reviews and activities to maintain the option of a Starter Line. If approved, staff would return in October 2023 following the completion of analysis required for the 2024 Service Plan, including Title VI and Fare Equity analysis, and bring an action for the Board to consider authorizing opening passenger service on the East Link Starter Line.

Mr. Beckman then walked through a timeline listing the milestone actions required to open the East Link Starter Line, if approved by the Board. He covered the work necessary related to Construction, Service Planning & Analysis, Partner Coordination, Operations Related Activities, as well as actions and reports that would be brought to the Board to potentially open a Starter Line in Q2 of 2024.

Boardmember Keel inquired into possible other solutions for having trains available for the Lynnwood Link opening given that staff have recommended against prioritizing and completing one side of the track along the I-90 segment. Deputy CEO Farley made sure to clarify that the decision regarding the Starter Line is separate from the issues that will impact Lynnwood service at opening. She also noted that these creative solutions for finding storage along the 1 Line for revenue vehicles is still taking place, but staff would report to Boardmembers as these ideas are further vetted. Don Billen, Executive Director



of Planning, Environmental, and Project Development, added that the core concern is maximizing service between Lynnwood and CID along the 1 Line. He stated that staff are looking into potentially finding areas along the alignment to store trains so that they are available to use, even if space is limited at the Operations and Maintenance Facility Central in SODO.

Vice Chair Roscoe voiced support for activating a majority of the East Link Extension via the Starter Line concept even though the full alignment would be unavailable due to construction issues and the prior concrete strike. She did ask that the agency commit to ensure that there would be no impacts to projects in Pierce County with the opening of a Starter Line.

Chair Balducci clarified that the action planned for the January Board meeting is not a final decision on opening the East Link Starter Line, but rather a budget modification to fund necessary work to shape a potential final decision later this year. She also asked that the agency identify potential actions or decisions needed to ensure service is as frequent as possible for Lynnwood Link when it does open. Chair Balducci also highlighted the slide in the presentation relating to a potential policy for starter lines or phased opening in the future.

#### West Seattle & Ballard Link Extensions Update

Chair Balducci asked Cathal Ridge, Executive Corridor Director, to provide the presentation.

In the interest of time, Mr. Ridge did note that he would be focusing on the Further Study process portion of his planned PowerPoint and encouraged Boardmembers and the audience to refer to the slides included in the meeting materials for specifics on each area.

Mr. Ridge referenced Motion No. M2022-57, passed by the Board in July 2022, which identified the preferred alternative for the West Seattle Link Extension and directed further study into alternatives for the Ballard Link Extension. He also highlighted the previous updates received in September, October, and November of 2022, which will culminate in a final status report in February. He then went through the remaining updates that would occur at the January Board meeting, and those that would happen at the February System Expansion Committee and Board meetings before an action to identify the preferred alternative is brought for consideration in March.

Boardmember McDermott expressed his support for the work staff have been performing to further advance projects in West Seattle, as well as in East King County.

Boardmember Keel inquired into the timeline for the Board's decision, indicating he believed the presentation mentioned approving further studies in March. CEO Timm noted that she does not believe this is the case. Don Billen also answered that after receiving the results of the Further Studies and Community Feedback in February, he hopes the Board would be in position to identify the preferred alternative for the Ballard project in March. CEO Timm mentioned that since the information that is scheduled to be presented in February is quite voluminous, she believes Boardmembers would benefit from time between receiving the information and making a decision. Ms. Timm also highlighted that the February System Expansion Committee meeting will be extended at the request of the Chair to provide time to go through all the information.

#### Discussion on 2023 System Expansion Work Plan

Chair Balducci briefly walked through the process that goes into the Work Plan and highlighted the Special Topics of Interest to the Committee portion. She noted that a briefing on contingency management was carried over from the 2022 Work Plan. She asked fellow committee members to provide feedback on additional topics either to her or to agency staff.

#### Battery Electric buses for the Bus Rapid Transit program

Chair Balducci asked Bernard van de Kamp, BRT Program Executive, to give a brief presentation.

Mr. van de Kamp reminded the committee that 60-foot battery-electric buses are planned for service use along the SR522 BRT S3 line. He shared that as a vehicle order will be coming this year, he felt it timely to update the Board on the plan for vehicles along the I-405 S1 & S2 lines. He shared that double-decker buses appear to present the best return for service along I-405 and that battery-electric propulsion is planned for those vehicles. He also highlighted that induction charging infrastructure would be needed at the layover facilities to power the vehicles.

Chair Balducci noted that a presentation is included in the packet and inquired as to whether coordination has begun with local road-maintaining jurisdictions as battery-electric vehicles tend to be heavier and have greater impact on roadways.

CEO Timm added that while the initial investments into the charging infrastructure does come with additional costs, there are also cost mitigations to be gained from credits and subsidies. These considerations will be included in the project baseline budget when it is brought forth to the Board.

**Executive session** - None.

**Other business** - None.

CEO Timm noted that Boardmembers are invited to take tours along the West Seattle and Ballard Link Extensions.

### **Next meeting**

Thursday, February 9, 2023

1:00 p.m. to 5:00 p.m. **\*\*NOTE EXTENDED TIME\*\***

Ruth Fisher Board Room &

Virtually via WebEx

### **Adjourn**

The meeting adjourned at 4:28 p.m.



Claudia Balducci  
System Expansion Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on February 9, 2023, AJM.