



# Summary Minutes

## System Expansion Committee Meeting May 9, 2024

### Call to order

The meeting was called to order at 1:35 p.m. by Committee Chair Balducci.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video>.

### 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) Bruce Harrell, Seattle Mayor
(P) Angela Birney, Redmond Mayor	(P) Jim Kastama, Puyallup Mayor
(P) Cassie Franklin, Everett Mayor	(P) Dave Somers, Snohomish County Executive
	(P) Dan Strauss, Seattle Councilmember

Alejandro Monzon, Board Relations Specialist, announced that a quorum of the System Expansion Committee was present at roll call.

### Report of the Chair

#### Agency Progress Report

In addition to the materials in the meeting packet, Board members received links to the March agency progress report and the Project Performance Tracker.

### CEO Report

Chief executive officer Goran Sparrman provided the report.

#### Welcome Terri Mestas

CEO Sparrman noted that Terri Mestas joined Sound Transit on April 29<sup>th</sup> as the new Deputy chief executive officer for Megaproject Delivery. As announced at the March Board of Directors, Ms. Mestas recently served as the Chief Development Officer for Los Angeles World Airports, managing their \$30 billion capital program. He welcomed her to her first System Expansion Committee meeting.

#### Report out on 2 Line Opening

CEO Sparrman celebrated the April 27<sup>th</sup> opening of the 2 Line on the eastside of Lake Washington. Sound Transit partners with more than 100 local organizations to activate the eight new stations. On opening day, most trains were filled to standing room only, with 35,000 boardings.

US Senators Murray and Cantwell and Governor Inslee spoke at the ribbon-cutting ceremony, along with Board Chair Constantine, Board member Birney, and Master of Ceremonies Chair Balducci.

CEO Sparrman thanked agency staff for their volunteer efforts on opening day and celebrated the 19 years' worth of staff work that went into the project.

#### Lynnwood Link Extension preparations

The Lynnwood Link Extension is quickly progressing toward activation, with pre-revenue service activities planned to begin by the end of the month. Operators will begin to familiarize themselves with the new alignment and remaining work for safety certification will be completed. More details will be shared as the agency nears the August 30<sup>th</sup> opening date.

#### Downtown Link Extension update

The Downtown Redmond Link Extension is now in the early stages of testing. Testing precedes pre-revenue service activities, and this good news reinforces the progress toward a spring 2025 opening.

#### Federal Way Link Extension tie-in work

As noted at the Executive Committee week, the Federal Way Link Extension will be performing tie-in work to the existing 1 Line south of Angle Lake Station. Trains will be single tracking between SeaTac/Airport and Angle Lake station May 12-June 22. Service between the two stations will be suspended on May 12, June 1-2, and June 22; passengers will be directed to transfer to the King County Metro A Line to complete their journey.

#### Preliminary words on Ballard Link Extension presentation

Noting that there is a report planned for later in the meeting, Mr. Sparrman stated that collaborative work with the City of Seattle is still ongoing on potential mitigation steps to address the impacts of adding alternatives to study at this time.

Board member Kastama welcomed Ms. Mestas and asked for her to speak to her project management background, referencing aspects of the Technical Advisory Groups recommendations. Ms. Mestas responded that she has implemented several project management frameworks in her previous work and hopes to bring that experience to Sound Transit.

CEO Sparrman added that similar frameworks would be implemented throughout the agency, not just in the system expansion program.

Chair Balducci shared her experiences of the 2 Line opening day and its impact to the East King County community. She noted that this kicks-off a series of ST2 opening over the next few years and that the committee is the period of decision making for ST3.

## **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:

Matt Wittman, Nisha Nariya, Abby Yawitz, Naeem Nuwala, Micky Singh, Chris, Zahra Megji, Lisa Hall, Juergen Oswald, Jeff Chu, Neha Nariya, Julie Holland for the South Lake Union Community Council, Christina Quinn, Vrajlal, Craig Schafer, Rob Brandenburg, Sandeep Reddy, Kyran Hynes for Continental Properties LLC, and 5 unnamed commenters

Ethan Raup for KEXP, Jeff Herrmann for Seattle Rep, Holly Jacobson for Path with Art, Ellen Walker for Pacific Northwest Ballet, Brenda Barnes for Classical King, Julia Curns-Welch for Seattle Opera, Lisa Chiarelli, and Kristin Ramer Liang

Carrlee Kligenbeck

Bill Hirt

Matt Larson and Andrew Cronholm

Martin Westerman

In-person Verbal Public Comments:

Ada Healey  
Dan McGrady  
Lilly Hayward  
Kathleen Barry Johnson  
Betty Lau  
Brien Chow  
Reza Marashi  
Jared Axelrod  
Julie Holland  
Michele Salas  
Carrlee Klingenbeck  
Ben Byers  
Tai Nguyen

Virtual Verbal Public Comments:

Rob Brandenburg

## **Project Performance Tracker Update**

Moises Gutierrez, Chief System Quality Officer, shared that the information for the most recent update to the online Project Performance Tracker is from the end of March 2024 and was updated on May 3, 2024.

Beginning with Projects in Planning, Mr. Gutierrez reported that there were two similar changes. The schedule risk to the next milestone metrics for the Lakewood and South Tacoma Station Access Improvement projects have shifted from yellow-triangle to green-circle. As the Board selected the projects to be built at its March meeting, the next milestone is Baselineing, which is expected to occur in Q3 2024.

For Projects in Construction, Mr. Gutierrez noted that there were two status changes. For the I-405 Stride BRT project, the contingency cost risk has shifted from yellow-triangle to green-circle. As reported last month, the project team expected this metric to shift back to green since there was a temporary dip below the reporting threshold. For the Sumner, Kent, and Auburn Station Parking and Access Improvements project, the schedule risk status has shifted from yellow-triangle to green-circle. Similar to the I-405 BRT project's change, the schedule contingency balance remained unchanged but is now above the planned balance for this point.

Mr. Gutierrez noted that there could be potential budget and schedule status changes as updated opinions of probable cost are reviewed. Staff are also evaluating an updated schedule from the design for the Boeing Access Road and Graham Street Infill Station projects. Mr. Gutierrez flagged that the schedule contingency continues to decrease on the SR522/NE145th Street Stride BRT project. Currently yellow, the metric is at risk of turning red if the delays cannot be mitigated.

Staff are also preparing to present the 2024 Board Annual Program Review next month and will continue to address challenges.

Noting the red metrics in the Project in Construction slide, Chair Balducci stated that an update on those projects is planned for later in the meeting.

## **Business items**

### **For Committee Final Action**

Minutes: April 11, 2024 System Expansion Committee meeting

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by unanimous voice vote that the minutes of the April 11, 2024, System Expansion Committee meeting be approved as presented.**

Motion No. M2024-22: Authorizing the chief executive officer to execute a 3.5-year lease agreement, with one two-year option to extend, with ARE Seattle No. 42 for Stride's Canyon Park construction field office located at 1725 220th Street SE, Bothell, WA in a total amount not to exceed \$1,640,015, plus applicable taxes.

Faith Roland, Real Property Director, gave the staff presentation for this action.

Chair Balducci, referencing property actions in other jurisdictions, noted that lease rates have been complicated recently. She asked Ms. Roland if Sound Transit has a similar experience and if the lease in question is a good value. Ms. Roland responded that internal and external reviews have identified this lease as the best value. She affirmed the dynamics in the leasing marketing.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-22 be approved as presented.**

### **For Recommendation to the Board**

Motion No. M2024-24: Authorizing the chief executive officer to increase the contingency for the design service contract with WSP USA, Inc (formerly Parsons Brinkerhoff, Inc.) for design services during construction for the International District Station to South Bellevue segment of the East Link Extension, in the amount of \$4,000,000 for a new total authorized contract amount not to exceed \$73,039,782, contingent upon approval of Resolution No. R2024-13.

Tracy Reed, Deputy Executive Director for Project Management and Program Strategy, and Jon Lebo, East Link Executive Project Director, gave the staff presentation for this and the remaining actions, all pertaining to the East Link Extension project.

Chair Balducci noted that each item would be taken up individually, so she opened the floor to more general comments and questions first.

Vice Chair Roscoe expressed appreciation for staff bringing all of the actions together, instead of over several months so the Committee has a fuller picture when considering the contract changes.

Chair Balducci shared that there is concern from external sources about the re-work on the I-90 bridge and who will ultimately pay for it. She added that it is her belief that the agency and taxpayers should not bear the burden. She asked if the performance of the re-work is on track under the current contractors to meet the currently assumed schedule. Ms. Reed noted that without any remaining float, delays will impact the schedule. She added that the work is still on track for fourth quarter delivery, and teams are working to identify any opportunities to advance the schedule.

Ron Lewis, Executive Director for Design, Engineering, and Construction Management, added to Ms. Reed's response by elaborating on his own concerns about having a project with no schedule float. He stated that there are conversations related to making the transition from civil construction to systems work as quick and expeditious as possible, even by looking for ways that systems work could begin prior to the full completion of the civil construction. There is urgency to accomplish weather dependent work during the summer.

Chair Balducci asked about the expected resolution of outstanding claims. Mr. Lewis noted that the construction contracts include a two-step provision for the handling of claims. The first step is mediation, and mediation sessions are planned to begin this fall. He added that these changes were negotiated so that Sound Transit reserves its right to recover costs.

Board member Birney asked for confirmation that the remaining uncommitted funds are not expected to be surplus when the project is complete. Mr. Lebo confirmed that they do not expect to finish the project with a surplus. He added that opening day event costs are included in those funds, as an example.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-24 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2024-13: Amending the adopted 2024 Budget to transfer \$3,600,000 from the project administration phase to the final design phase for the East Link Extension project, while maintaining the baseline budget of \$3,677,150,000.

Chair Balducci asked for a clarification on whether this budget shift is needed to support a particular contract change or just the suite of work. Mr. Lebo responded it is specifically for the WSP USA Inc. contract.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Resolution No. R2024-13 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2024-25: Authorizing the chief executive officer to increase the contract contingency with Mass Electric Construction Company for the East Link Systems Construction contract in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$438,450,000, with \$326,556,534 allocated from the East Link Extension project, all within the Board approved project budget.

Vice Chair Roscoe asked for clarification on the mentioning of the Northgate Link Extension project in the Key Features Summary. Mr. Lebo answered that the contract with Mass Electric is for system work on both the Northgate Link Extension and East Link Extension projects. The full not to exceed amount includes funds from both.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-25 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2024-26: Authorizing the chief executive officer to increase the contract contingency for the East Link Systems Construction Management Consultant Services contract with Northwest Transit Systems Partners in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$77,661,124, with \$41,721,160 allocated from the East Link Extension project, all within the Board approved project budget.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-26 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2024-27: Authorizing the chief executive officer to increase the contract contingency with Kiewit-Hoffman, East Link Constructors, for the construction of the Seattle to South Bellevue segment of the East Link Extension project in the amount of \$15,000,000, for a new total authorized contract amount not to exceed \$750,660,541, all within the Board approved project budget.

Chair Balducci asked for more information on the specifics for what the additional contingency is planned to address. Mr. Lebo responded that as a result of lessons learned with recent extension openings, there are last minutes changes that are assumed to be identified by Sound Transit or partners

as the final touches are being put together. He specifically mentioning safety enhancement, such as additional fencing along the I-90 segment, as one example of already identified work. He briefly touched on the process of projecting out costs based on the expenditures of funds, which the team is using to estimate contract modifications through the end of the project. These actions are primarily committing contingency funds, which grants staff the authority to spend funds without having to directly commit those changes to the contract.

Vice Chair Roscoe asked if there could be additional information on a few of the examples, specifically those related to fire-safety infrastructure. Mr. Lebo responded that while WSDOT has their own fire system in the Mount Baker tunnel, there is additional components that Sound Transit needs to include that builds-off of those systems. As the systems were being completed, it was noted that additional infrastructure would be needed to complete the integration. He compared the process similar to a home remodeling project where there are final details that have to be accounted for.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-27 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2024-28: Authorizing the chief executive officer to execute a contract modification with Jacobs Project Management Company to provide ongoing construction management consultant services for the Seattle to South Bellevue segment of the East Link Extension project in the amount of \$10,909,000, with a 10% contingency of \$1,091,000, for a new total authorized contract amount not to exceed \$92,919,350, all within the Board approved project budget.

Chair Balducci inquired into why this action is a full contract modification and not just a contingency increase. Mr. Lebo responded that there are negotiations with other contracts that require additional work from Jacobs, so this contract reflections the level of additional effort required.

**It was moved by Board member Roscoe, seconded by Board member Birney, and carried by the unanimous voice vote of all committee members present that Motion No. M2024-28 be forwarded to the Board with a do-pass recommendation.**

## Reports to the Committee

### Status of Implementing the Technical Advisory Group recommendations

Moises Gutierrez, Chief System Quality Officer, began the presentation and noted an updated version of the tracking table was included in the member's packets. He mentioned that Alex Krieg, Director of Access, Integration, and Station Area Planning, was joining him to speak to Recommendation 5 and the agency's work on a Betterments Policy.

For Recommendation 1, Mr. Gutierrez highlighted that staff have been developing staff report templates to support the inclusion of staff opinions and recommendations for the Board. This framework would include cost and schedule impacts of opinions, recommendations, and delays. That template is complete, and the Board can expect to see that approach going forward.

For Recommendation 2, Mr. Gutierrez noted the onboarding of Terri Mestas. He introduced her to speak to her initial insights. Ms. Mestas stated she has dived into the work on implementing the TAG recommendations and is excited to help lead lasting, systemic change for the agency. She is currently working to build out her leadership team, and that work will coincide with the broader agency functional analysis being carried out by Executive Leaders.

For Recommendations 3 and 4 (related to internal improvements), Mr. Gutierrez explained that much of the work on these recommendations is on track to be completed over the next month or two. Work will then transition to ensuring project teams, inclusive of resident engineers, are empowered under updated

policies and procedures. Now that Ms. Mestas has joined the Agency, it is expected that she will have additional insights and updates.

For Recommendation 5, noting that Mr. Krieg is present to speak to this in a few minutes, Mr. Gutierrez stated that the Executive Committee recently forwarded an action to the full Board meeting related to establishing a Betterment Policy.

For Recommendation 6, Mr. Gutierrez reported that he is working closely with FTA Regional leadership to strengthen and remap Sound Transit's partnership. More updates are expected in the coming months.

In concluding, Mr. Gutierrez noted that the revamped approach to implementing the TAG Recommendation launched in January has been driving the results seen over the last four months. With the arrival of DCEO Mestas and her leadership, the agency will take opportunities to further refine and update the work.

Mr. Krieg briefly summarized the key points of the Scope Control and Betterments policy that was forwarded by the Executive Committee to the full Board. He noted key discussion points at the Executive Committee focused on collaborative efforts with local jurisdiction. Additionally, he flagged that there are expected to be amendment offered by Board members for consideration at the Board meeting.

Chair Balducci thanked staff for their presentation and noted that it seems like work is steadily progressing.

Board member Backus asked to whom draft amendments should be sent. Mr. Monzon responded that draft amendments can be sent to the Board Administration team, while included Mr. Gutierrez and Mr. Krieg for their awareness.

#### Presentation on Ballard Link Extension South Lake Union area feasibility assessment and public engagement

Cathal Ridge, Executive Corridor Director, and Leda Chahim, Deputy Executive Director of Government and Community Relations, began the presentation. He explained that the first part of the presentation would be a summary of the technical aspects of the station locations, and the second part is focused on community feedback and engagement activities.

Mr. Ridge reminded the Committee that work on this feasibility study was authorized in December 2023. Today's presentation would focus community feedback in advance of a potential action at the May 23, 2024 Board meeting. He briefly summarized the potential alignments and the key points of the study's scope.

Mr. Ridge summarized that the current preferred alternative for the Denny station, Denny Shifted North, would impact Westlake Ave. and Denny Way, while also impacting the Streetcar during construction. He walked through the rolling impacts to both Westlake Avenue, showing when construction activities would restrict the number of lanes for general traffic.

Mr. Ridge then pivoted to the potential new alternative for the South Lake Union station, 5<sup>th</sup>/Harrison. He noted that key streets that would be impacted under this station location are 5<sup>th</sup> Avenue and Harrison Street. He reported that construction activities would see 5<sup>th</sup> Avenue be reduced to two general purpose lanes during the full 8.5 years of construction. He then displayed a graphic summarizing the difference in road closures between the two station couplets.

Looking at ridership modeling results, Mr. Ridge stated that moving the South Lake Union station to 5<sup>th</sup> Avenue would maintain overall transit ridership but would result in Link ridership slightly decreasing due to lower volumes of transit transfers, notable from the King County Metro RapidRide E Line.

Mr. Ridge walked through a technical comparison of the two concepts. The current preferred alternative (Denny Shifted North and SLU 7<sup>th</sup>/Harrison) would see 2% higher Link ridership, more convenient access to the SLU core, the closure of transit lanes on Westlake Avenue for ~3 years, the streetcar

closed for ~8 years, and reduce lanes on Denny Way for ~3 years. The potential new alternative (Denny Shifted West and SLY 5<sup>th</sup>/Harrison) would see more convenient access to Seattle Center, no closures on Westlake Avenue, lane reductions on 5<sup>th</sup> Avenue for ~8.5 years, reduced lanes on Denny way for ~1 year, less intensive electrical utilities on Harrison Street and no impact to utilities on Westlake Ave, an increase in cost due to delays in environmental review to develop a new alternative. While Denny station construction is less complex under the Denny Shifted West location, the schedule for the overall project does not benefit as the schedule is primarily driven by the tunnel excavation work from Queen Anne to SODO.

Board member Kastama asked why the Denny Shifted West station location also requires a shift away from the 7<sup>th</sup>/Harrison station site. Mr. Ridge responded that it has to do with the geometry of the track alignment, noting the graphic is illustrative and doesn't fully articulate that.

Board member Somers asked for clarification on the closures for Westlake Avenue under the current preferred alternative. Mr. Ridge explained that under the Denny Shifted North preferred alternative, Westlake Avenue will never be fully closed, but would see lane reduction in the first 2 years and last year of construction.

Board member Somers also sought clarification on the cost neutrality when it comes to the construction of the two South Lake Union stations. Mr. Ridge confirmed the two station locations are roughly equivalent. Board member Somers also sought confirmation on the 10-month to 2-year delay being dependent on how the Board opts to add the new alternatives into the Environmental Impact Statement. Mr. Ridge confirmed that if the Board were to immediately designate the new alternatives as preferred, the delay would be more aligned with the shorter delay estimate. Should the Board opt to add the alternative to study, but wait to designate it as preferred, then the 2-year delay would be more likely.

Ms. Chahim summarized the engagement work that has taken place since December 2023, including 40+ briefings, an online survey with over 1,400 responses, 2 community webinars, 6 email updates, social media campaigns, and 320 posters in the South Lake Union and Denny communities.

Feedback on the current preferred alternative included interest in better transfers, higher ridership, shallower stations, more convenient access to South Lake Union, avoidance of regional system effects, concerns about traffic and pedestrian impacts during construction, concerns with construction impacting the vitality of the South Lake Union commercial core, and interest in limiting delays and cost increases.

Feedback on the potential new alternative included interest in more convenient access to Seattle Center, avoidance of impacts to traffic and pedestrian patterns during construction along Westlake Avenue, and concerns about traffic (particularly during events), pedestrian access, and noise and vibration effects to Seattle Center during construction.

Mr. Ridge briefly covered next steps, regardless of the decision on the alternatives for study. This included advancing the project development lifecycle, using innovative and best industry practices to support project delivery and performance, developing a robust risk management plan, and working with partners to streamline processes where possible. He concluded with the previously shown table showing the potential impacts to schedule and cost associated with the potential decision on the alternatives for study.

Board member Harrell thanked staff and all involved with developing the 5<sup>th</sup>/Harrison station alternative for consideration. He noted that he expects future investments in the Seattle Center area to help bolster some of those ridership numbers.

Board member Backus asked if there were conversations surrounding third-party funding to help bridge the cost associated with project delay, should a new alternative be added to the environmental review process. Mr. Ridge responded that conversations with the City of Seattle are ongoing and noted previous commitments related to funding for the Ballard Link Extension project.



Board member Franklin expressed concern with the cost of delays and the schedule impact. She felt that the potential new alternative shifts the traffic impacts without truly resolving them, and that the traffic impacts under the current preferred alternative seem more manageable.

Board member Somers echoed the sentiments from Board member Franklin on the concerns related to cost and schedule impacts. He had hope that the feasibility assessment would find one alternative as clearly superior but that is not the case.

Board member Backus asked if her assumption that cost and schedule impacts to the Ballard Link Extension would have cascading impacts on the costs and schedules of other ST3 projects. Mr. Ridge noted that other projects are not expected to be impacted at this time in terms of cost and schedule, but there would be system impacts in terms of how some extensions operate without the completion of the second downtown tunnel.

Board member Birney asked for additional information related to pedestrian impacts, citing community feedback shared seems to indicate a high degree of transit reliance in the area. Mr. Ridge confirmed that there would be pedestrian impacts and, while studied, would also be refined through any additional environmental review.

Board member Birney clarified her question to center it around the difference in pedestrian access between the two South Lake Union station locations. Mr. Ridge stated that there is no meaningful difference to those numbers, noting that it is supported by data from Puget Sound Regional Council projection, which could change with future investments in the area.

Board member Birney also spoke to the City of Redmond's successful partnership with Microsoft on the Redmond Technology Station Pedestrian Bridge as a potential model to develop complementary infrastructure with third-party financial support.

Board member Strauss responded that the John Lewis Memorial bridge across I-5 at the Northgate Station costed more than the bridge in Redmond, and stated that at this time, he could not commit to providing third-party funding on behalf of Seattle. He noted his commitment to make a decision quickly, noting that the cost increases projected by staff are related to planning. He asked Mr. Ridge to confirm that fact. Mr. Ridge confirmed that the large cost increases are driven by delays to planning, and that the two stations are relatively similar when it comes to construction costs.

Board member Strauss asked about a specific property impact for Banya 5, as attested to during public comments. Mr. Ridge explained that while the illustrations today have focused on the physical platform siting, additional construction related to the station and cross-over tracks would require construction and construction staging from the north of the 5<sup>th</sup>/Harrison new alignment concept. Board member Strauss stated that he would follow-up on the necessity of placing crossover tracks in that area. Mr. Ridge explained that the design for the new alternative inherently includes the cross-over tracks, and the Board would accept that for further environmental study should it opt to add the new concept to the Environmental Impact Statement.

Board member Strauss inquired about the differences in the closures for Denny Way and 5<sup>th</sup> Avenue under the two alignments. Mr. Ridge noted that decking could be used on Denny Way to restore lane access in the middle of construction while the station is excavated below. Under the 5<sup>th</sup>/Harrison alternative, 5<sup>th</sup> Avenue would be needed for construction access and staging, while the platforms are under the Harrison Street right-of-way. Board member Strauss asked if the staging could be refined at a later date. Mr. Ridge said it could be impacted through additional review and design, but he could not commit to that outcome.

Board member Strauss asked for confirmation that the total transit ridership is not projected to change significantly between the two alignments. Mr. Ridge confirmed that fact. Board member Strauss inquired into whether walkshed analysis was also conducted. Mr. Ridge confirmed that multimodal access was looked into and there is currently no major difference between the alignment options. Riders will walk to

stations, even if it is a further walk. Board member Strauss asked about the difference in estimated and actual ridership trends associated with Northgate Station.

Citing concerns with utility work associated with the South Lake Union station, Board member Strauss asked if it is possible that complicated work for utility relocation could delay construction by at least 10 months. Mr. Ridge noted that this was a question that was asked even at the beginning of this process, so the team has looked into it. While the current preferred alternative (7<sup>th</sup>/Harrison) does have more expensive utility work, it is believed it can be accommodated in the current schedule. He acknowledged that there is more risk. Board member Strauss stated that he has concerns that utility work in that area would impact the entire region.

Board member Kastama stated that he feels as if the narrative around the South Lake Union station has largely transformed its placement into better serving Seattle Center. He added that he believes workers would be better served by having the station placed in South Lake Union, closer to the economic activity. He is further influenced by the projected reduction in Link ridership with shifting the preferred alternative.

Chair Balducci thanked the staff for the side-by-side comparisons tables, and asked if Transit Oriented Development information could be added for the Board meeting presentation, if it has been studied.

CEO Sparrman reiterated the ongoing conversations to reduce risk across the project.

Vice Chair Roscoe asked when more explicit information on the Chinatown/International District station options would be available, elevating concerns heard during Public Comment. Mr. Ridge noted that the additional studies work that was completed last year for the Board's discussions and decision-making. He added that there is work ongoing to advance the environmental work on all alternatives selected by board for inclusion in the Environmental Impact Statement.

#### Presentation on Projects in Construction

Ron Lewis, Executive Director for Design, Engineering, and Construction Management, began the quarterly presentation on project in construction.

Beginning with the East Link Starter Line, Mr. Lewis again celebrated the successful opening of the 2 Line between Bellevue and Redmond. He noted that this is ongoing punch list and warranty work that are not critical for revenue service, and that enhancements to pedestrian crossing continues. Given the earlier presentation on the I-90 segment of the East Link Extension, he omitted additional updates on that work at this time.

For the Lynnwood Link Extension, the project is 98% complete and maintaining the schedule for an August 30<sup>th</sup> opening. System Integration Testing is ongoing and expected to be complete in May 2024. The team is frequently meeting with local jurisdictions to secure Certificates of Occupancy to minimize potential delays and is closely monitoring the progress of testing. The NE 130<sup>th</sup> Street Infill Station is tracking to open on schedule in mid-2026. Platform level barricades will separate work from the active 1 Line to protect workers on the Infill Station project.

The Downtown Redmond Link Extension is 88% complete and tracking to a Spring 2025 opening. The project is in the early stages of System Integration Testing. Mr. Lewis highlighted the splitting of activation resources across the extensions poses a slight risk to testing and pre-revenue service for the project.

The Federal Way Link Extension is 87% complete and tracking to a 2026 opening. The north end of the alignment has reached the milestone to be able to support the storage of up to 16 train cars to support service levels until the East Link Extension is fully connected. Mr. Lewis elevated the overhead catenary tie-in work that CEO Sparrman spoke to in his CEO Report. Momentum is continuing on the work on the Structure C guideway, and close coordination with WSDOT on a nearby project will hopefully mitigate any risk to the complex interfacing.

For the Series 2 light rail vehicle fleet expansion, manufacturing is 88% complete for the initial 152-vehicle order. 128 vehicles have been received, and 113 of those have been conditionally accepted for revenue service, including 10 vehicles on the 2 Line. The retrofit for the Series 1 vehicles is about halfway complete, and the full project is expected to be complete by the end of this year.

For Stations Parking and Access Improvements along Sounder South, the Sumner station improvements is progressing to 100% final design, while the improvements at Kent and Auburn stations are progressing to 30% design. He highlighted that a difficult property acquisition delayed the notice to proceed to the contractor, which has since been given.

Mr. Lewis briefly mentioned that design is advancing on the BRT program and several packages are expected to be out for procurement later this year. He noted that the fleet had been ordered after the Board approved contracts last year. Mr. Lewis highlighted permitting conditions and property acquisitions are putting risk on the schedule.

**Executive session** - None.

**Other business**

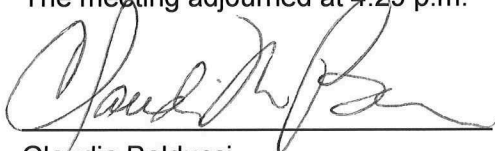
None.

**Next meeting**

Thursday, June 13, 2024  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Board Room &  
Virtually via WebEx

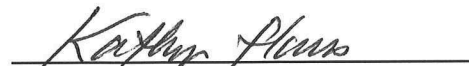
**Adjourn**

The meeting adjourned at 4:29 p.m.



Claudia Balducci  
System Expansion Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on June 13, 2024, AJM.