



Summary Minutes

System Expansion Committee Meeting September 12, 2019

Call to order

The meeting was called to order at 1:42 p.m. by Committee Chair, Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(P) Victoria Woodards, Tacoma Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Dave Earling, Edmonds Mayor
(P) David Baker, Kenmore Mayor	(A) Kent Keel, University Place Mayor
(P) Jenny Durkan, Seattle Mayor	(P) Dave Upthegrove, King County Councilmember

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

Report of the Chair

Committee Chair Balducci approved Boardmember Woodard's request to participate in the meeting via teleconference.

Committee Chair Balducci welcomed Board Relations Specialist Taylor Wilkinson back to the Board Administration team.

CEO Report

Lynnwood Link Groundbreaking

Chief Executive Officer Peter Rogoff provided the report. He reported that on September 3, 2019 he participated in the Lynnwood Link Extension ground breaking ceremony. In attendance were U.S. Senators Patty Murray and Maria Cantwell, Governor Jay Inslee, Representatives Rick Larson, Suzan DelBene, and Jake Fey, and Boardmembers Somers, Roberts, Constantine, and Balducci. Speakers at the event spoke to the importance of expanding the existing light rail system and the positive impacts it will have on the regions commuters and environmental health. The extension is scheduled to open in 2024 and will provide fast, frequent, reliable service between Snohomish County and the University of Washington, downtown Seattle, the Eastside, Sea-Tac Airport and more. By 2026, Lynnwood Link is projected to serve between 47,000 and 55,000 daily riders.

I-90 Bridge Tour

In late August, Sound Transit staff, including Design Engineering and Construction Management (DECM) Director Ron Lewis, Eastlink Project Director Mike Bell, and Chief Executive Officer Rogoff met with a visiting contingent from the Federal Transit Administration (FTA) including Acting FTA Director K. Jane Williams and Region 10 Director Linda Gehrke. The group toured Eastlink worksites on the I-90

floating bridge, providing Director Williams details on the successful partnership between Sound Transit and WSDOT and on the engineering feats involved in this first-of-its-kind project.

FTA Workshop

The FTA construction site visit was part of a weeklong FTA construction workshop which Sound Transit co-hosted at the agency's headquarters for approximately 130 attendees. Participants in the workshop represented FTA headquarters, FTA regions one through ten, and peers in the public transit industry who which receive federal funding for current projects. The workshop provided opportunities for Sound Transit Staff to network and establish points-of-contact with peers throughout the country. That the FTA selected Sound Transit to co-host this workshop is a testament to the agency's record of outstanding construction accomplishments.

Testimony before U.S. House Transportation and Infrastructure Subcommittee

Chief Executive Officer Rogoff was asked to testify before the House of Representatives Transportation and Infrastructure Subcommittee on Railroads, Pipelines, and Hazardous Materials at the end of October. The hearing will focus primarily on commuter rail issues, which will give CEO Rogoff the opportunity to speak to Congress about Sound Transit's Sounder service. He will keep the Board apprised of the results of that testimony.

Public comment

Bob Gillespie
Kathy Johnson
Robb Stack
Dennis Noland
Alex Tsimmerman
Marguerite Richard
Erin Goodman
Hon. Michael Fuller
Ted Lehman
Case Creal
Mark Weed

Business items

Items for Committee final action

August 8, 2019, System Expansion Committee minutes

It was moved by Boardmember Backus, seconded by Boardmember Earling and carried by unanimous vote that the minutes of August 8, 2019, System Expansion Committee Meeting be approved as presented.

Motion No. M2019-100: Authorizes the chief executive officer to execute a two-year contract, with three additional one-year options to extend, with Armand Consulting, Inc. to provide on-call safety certification consultant services for a total authorized contract amount not to exceed \$9,500,000.

Robert Taaffe, Director of Construction and System Safety presented the staff reports for Motion No. M2019-100. This contract will provide technical expertise and support services for on-call safety certification services to supplement current staff, helping to ensure that safety certification documents and reports are concurrent with critical project schedule milestones and to meet the Capital Projects revenue services dates in 2024. Safety certification would be provided under this contract for system expansion of all transit modes operated by Sound Transit.

It was moved by Boardmember Backus, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-100 be approved as presented.

Items for recommendation to the Board

Motion No. M2019-101: Authorizes the chief executive officer to increase the contract contingency for the U District Station Finishes contract with Hoffman Construction for the Northgate Link Extension in the amount of \$7,500,000, for a new total authorized contract amount not to exceed \$175,328,522.

Rick Capka, Deputy Project Director, Isaac Greenfelder, Corridor Operations Director, and Aaron Salinas, Rail Activation Manager, presented the staff report. Northgate Link is a 4.3 mile extension proceeding from the University of Washington Station to Northgate. The extension includes three stations, serving communities in the U-District, Roosevelt, and Northgate neighborhoods of Seattle. Transit Oriented Development projects are underway surrounding each of the three stations.

Through July, 2019, \$1.663 billion, or 88 percent, of the project budget has been committed and \$1.485 billion, or 78 percent, has been spent. To-date the project is forecasted to finish with a \$52 million surplus. Construction of the project is 85 percent complete, with a majority of construction at all remaining stations sites to wrap up in early 2020. The project is proceeding on schedule to begin revenue service by September 2021. A Project-wide schedule float of approximately 5 months is currently maintained as well. As revenue service approaches, rail activation is ramping up, coordinating with the project team and creating rail activation sub-committees for a smooth transition.

At Northgate Station, work has progressed well over the summer months. Focus is now on the station's mechanical, electrical, and architectural finishes. Installation of hardscape and landscape finishes is also beginning. The City of Seattle awarded the Northgate Pedestrian and bicycle Bridge project contract which will cross I-5. Construction is expected to begin at the end of 2019 and will be completed to align with the 2021 fare service target.

Roosevelt Station is expected to reach substantial completion around the end of 2019. Mechanical and electrical commissioning work is well underway and a majority of the architectural finishes have been installed. The operations team has been working closely with the project team as completion approaches, conducting frequent site visits for familiarization of the station and to identify operations and maintenance areas of concern. Transit oriented development around the station is planned to begin in early 2020.

U-District Station progress is proceeding according to plan as well. The contractor, Hoffman Construction, has allowed access to key rooms to the systems contractor to begin work and is actively procuring and fabricating the necessary materials for the additional public staircase which has been added by change order. Hoffman Construction has also provided support to the upcoming Connect 2020 project by making necessary modifications to the emergency ventilation system which connects Northgate to University Link. Sound Transit has been coordinating with the University of Washington to develop a high-rise office tower directly above the underground U-District station. The University of Washington is currently in the process of selecting a developer for that project.

The trackwork contract is nearing completion. The tunnel alignment ownership was successfully handed over to the systems contractor on September 1, 2019. Completion of the remaining contracted work is expected by the end of 2019. With a successful handoff of the tunnel alignment, the systems contractor will begin work on the overhead catenary, communications, and signal systems.

Mr. Capka detailed the motion in front of the Committee, which approves additional contingency N140 U-District station finishes contract with Hoffman Construction. The contract was originally awarded to Hoffman Construction in March 2019 with a five percent contingency. Since then, construction has progressed according to schedule, however numerous changes have required the use of approximately 90 percent of that allocated contingency. Most notable among the changes is the addition of a public staircase from the mezzanine to the platform level. Other changes were due to numerous additional third

party requirements, added contract interface requirements, and other agency initiated changes to improve future station operations. Estimates by staff indicate that an increase in the amount in front of the committee is necessary to cover remaining project changes through the end of the contract.

Chief executive officer Rogoff added that the appointment of Mr. Salinas as rail activation manager is affirmation that the project is nearing completion. With the rollout of service activation at Northgate Link in 2021, Tacoma Link in 2022, Eastlink in 2023, and Redmond Link in 2024, rail activation service, which were once one-off activities, will become an annual occurrence. With that in mind, the agency's Project Transition Office has been prioritized.

It was moved by Boardmember Earling, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-101 be forwarded to the Board with a do pass recommendation.

Reports to the committee

West Seattle and Ballard Link Extensions: Initial Assessment of Additional Alternatives

Cathal Ridge, Executive Corridor Director, and Sandra Fann, Project Director of HCT Development, provided the results of the West Seattle and Ballard Link Extensions additional alternatives initial assessment. Mr. Ridge reminded the committee that in May 2019, the Board identified preferred alternatives, preferred alternatives with third-party funding, and other draft environmental impact study alternatives. The Board asked staff to produce an initial assessment on additional alternatives, which were to be discussed at this committee meeting.

There were four areas which were identified for assessment, a 20th Avenue tunnel in Ballard alternative, a SODO elevated alternative, a Pigeon Point tunnel alternative, and a Yancy/Andover elevated alternative. Following the report to the committee, an online open house will be active until October 4, 2019, in conjunction with various forms of outreach. The committee will consider recommendation of additional alternatives to add to the environmental impact study to the Board and the Board will possibly consider a final decision in October.

Ms. Fann briefly displayed the evaluation criteria used in the Level 3 analysis and throughout the alternatives development process. She explained that the same criteria were used to analyze the initial assessment alternatives identified by the Board in May 2019. During the course of the presentation, a description of each alternative will be given, followed by key considerations found in the agency's evaluation.

The Yancy/Andover elevated alternative connects to the South Duwamish crossing south of the West Seattle Bridge. It connects to Delridge Station north of Andover and continues to the West along an elevated guideway along Andover Street and along Avalon Way, connecting to an elevated Avalon Station. Key considerations for this alternative include: A less accessible Delridge Station location, which is further north than other alternatives in the draft environmental impact study; increased potential for business and freight impacts due to the proximity to Nucor Steel; Lowered potential residential effects overall, but increases residential effects along Avalon Way; Introduction of additional curves on a high guideway with steep grades, which leads to potential slow-down of light rail vehicles along this portion; Avoiding the West Seattle Golf Course; and it has a similar comparative estimate as the ST3 representative project. Don Billen, Executive Director of Planning Environment and Project Development, added that staff was previously asked whether an elevated Avalon station could be connected to an underground station in the Alaskan Junction area. Staff is continuing to assess the viability of this situation and will have results to report to the Board during the September Board of Directors meeting.

The Pigeon Point Tunnel alternative crosses the Duwamish River south of the West Seattle Bridge and continues diagonally, entering a tunnel at Pigeon Point, exiting. Near Delridge Way with a more southern Delridge Station location in comparison to locations identified in other alternatives. It continues west on an elevated guideway and connects to a tunnel alternative into the Alaska Junction station location. Key considerations for this alternative include: A more direct route that avoids steep grades in comparison to other alternatives; a more southern route that avoids the West Seattle Bridge and BNSF railroad bridge; fewer potential business and freight impacts; reduced visual effects to residents; less Duwamish Greenbelt area affected, but bisects a habitat area and is closer to a known archeological site; has similar residential effects to other alternatives but at different locations; Easier Delridge Station access; Requires third party funding, as two tunnels are required for this alternative. The West Seattle Junction tunnel is projected to cost \$700 million and the Pigeon Point tunnel is projected to cost \$200 million.

The SODO Double Elevated Alternative elevates the new and existing SODO Station and light rail lines and maintains South Lander Street and South Holgate Street at grade. Key considerations for the SODO Double Elevated alternative include: Pre-existing Lander Street at-grade status maintained; Facilitation of Transit integration with E3 busway maintained and a platform located closer to South Lander Street; required lowering of South Holgate Street to provide for guideway clearance; construction of elevated guideways in poor soils, increasing potential for business impacts; Two required service shut-downs of existing Central Link during construction lasting several months each, which may disproportionately impact minority and low-income populations south of this area; required 3rd party funding, as alternative is \$300 million above the ST3 representative project and more than \$500 million above the preferred alternative.

During analysis of the SODO Double Elevated alternative, staff researched options in which the intent of the scoping comments received to date and developed a refined alternative: the SODO Partial Elevated alternative.

The SODO Partial Elevated alternative elevates the new light rail line and SODO Station and maintains the current existing line at grade. South Lander Street would remain at grade and includes a South Holgate Street overpass. Key considerations for this alternative include: facilitation of transit integration with E3 busway and a platform closer to South Lander Street; South Lander Street remaining at-grade, with crossing of preexisting at-grade light rail line, construction of elevated guideway in poor soils, increasing potential for business effects; elimination of traffic South Holgate Street traffic conflicts with construction of overpass; a similar comparative estimate as ST3 representative project.

The 20th Avenue Tunnel Ballard alternative contains two alternatives: The 20th Avenue Tunnel Ballard – BNSF Portal alternative and the 20th Avenue Tunnel Ballard – Thorndyke Portal alternative. The 20th Avenue Tunnel Ballard – BNSF Portal alternative includes a tunnel station at 20th Avenue NW continuing through a tunnel under Salmon Bay, exiting from a portal within BNSF property and continuing along elevated tracks over BNSF railway to an elevated Interbay Station at West Dravus Street. Key considerations for this alternative include: closer proximity to the core of the Ballard Hub Urban Village; greater potential residential effects; greater potential construction effects, property constraints, and constructability challenges in the Ballard core; a shorter tunnel under Salmon Bay; potential relocation of BNSF operations; a long span of track over BNSF owned railroad tracks; required reallocation of very large underground utilities, leading to potential constructability challenges; required third party funding, with a projected cost of more than \$750 million above the ST3 representative project.

The 20th Avenue Tunnel Ballard – Thorndyke Portal alternative includes a tunnel station at 20th Avenue NW, continuing in a tunnel under Salmon Bay and exiting a tunnel portal north of the Interbay station and east of the BNSF rail tracks and an Interbay Station in a trench at West Dravus Street. Key considerations for this alternative include: closer proximity to the core of the Ballard Hub Urban Village;

greater potential construction effects, property constraints, and constructability challenges in Ballard core; a longer tunnel under Salmon Bay; a potentially required retrofit or reconstruction of the West Dravus Street and West Emmerson Street Bridges; required relocation of large underground utilities, adding potential constructability challenges; required third party funding with a projected cost of more than \$450 million above the ST3 Representative Project.

Mr. Ridge detailed the comparative cost and schedule estimates of all initial assessment alternatives, summarizing the increased cost information discussed earlier in the presentation in comparison to impacts on the extension project schedules. All initial assessment alternatives maintained a similar schedule impact but the Pigeon Point Tunnel alternative, which was identified as a schedule risk.

He outlined the environmental review schedule and explained that the agency is now in the process of creating the draft environmental impact statement and conceptual engineering. It will begin station planning activities near the end of 2019. The agency plans to publish the draft environmental impact statement and conduct a public comment period in quarter four of 2020. He warned that adding additional alternatives introduces risk to the schedule outlined.

Following the presentation, staff responded to questions posed by the Boardmembers. Boardmember Durkan asked that initial assessment alternative projected costs be compared to the costs of other alternatives. Boardmember Balducci requested that a more detailed list of risks for alternatives is provided. Boardmember McDermott requested that project costs for the Pigeon Point Tunnel alternative be represented more clearly.

Executive session

None.

Other business

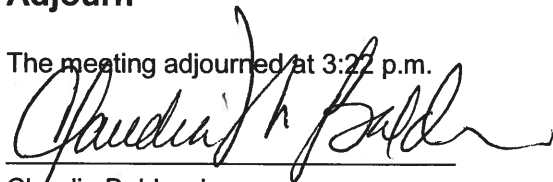
None.

Next meeting

Thursday, October 10, 2019
1:30 to 5:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 3:22 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator