



Summary Minutes

System Expansion Committee Meeting March 12, 2020

Call to order

The meeting was called to order at 1:39p.m. by Committee Chair, Claudia Balducci, via virtual teleconference and in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

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

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

Katie Flores, Board Administrator, announced that a quorum of the System Expansion Committee was present at roll call.

Report of the Chair

Meeting via teleconference due to COVID-19 – Committee Chair Balducci announced that due to the impact of COVID-19 and in the interest of public health, she determined that the emergency provision of the Board’s rules allowing a meeting to be held by phone was appropriate for the committee meeting. The Board’s rules allow meetings to be held by phone or video conference if the chair determines that it is infeasible to meet in person due to an emergency. The rules require that meetings held via phone or video conference take place at the regularly scheduled location and time and that provisions be made to allow members of the public to hear all discussion and actions. In compliance with the Board’s rules, the Board room was open for public to attend with a different room arrangement to comply with social distancing requirements.

Revised Agenda – Committee Chair Balducci reminded the Committee that there is a revised agenda. Motion No. M2020-21 has been removed from the agenda and will not be considered at this meeting.

CEO Report

Chief Executive Officer Peter M. Rogoff provided the report.

COVID-19 Update – As the coronavirus situation continues to evolve, Sound Transit is closely following the guidance and expertise of our partners at King County Health, at the State, and at federal agencies such as the CDC. CEO Rogoff stated that he is particularly thankful for the informed and professional response to this crisis from our regional leaders, including several members of this board. Sound Transit is committed to doing everything we can to prevent possible virus transmission on transit in particular.

Transit is an essential public service, and must continue to operate. Sound Transit is committed to keeping our customers and employees informed through staff communications, rider alerts, and social

media. Sound Transit has a detailed blog post at the top our site that we regularly update with the latest information, and where we continue to emphasize the central role rider’s play in protecting themselves and others. The most important actions riders can take are common sense measures such as staying at home when experiencing flu-like symptoms, washing hands frequently and thoroughly, covering coughs and sneezes and avoiding touching one’s face. The Board will be updated with any new developments, and we will continue proactively updating our customer communications.

Operationally, Sound Transit is working with partners on expanding efforts to disinfect transit vehicles and facilities. He encouraged people to report any concerns about unsanitary conditions on trains or buses 24 hours a day by calling or texting our security office at (206) 398-5268. To help avoid potential transmission of the disease, CEO Rogoff has directed all staff whose jobs allow them to work remotely, to do so. Additionally, anyone who experiences any potential or confirmed symptom whatsoever, or anyone whose family member might be affected, has been directed to stay home.

Connect 2020 Weekend Closure – This week marks the final stretch of our massive construction project and agency wide effort. The final phase of the project begins this Friday night with one more weekend closure of downtown Seattle Link stations. Once again, during this planned closure, Sound Transit will run free shuttle bus service for customers between the Capitol Hill and SODO stations and agency ambassadors will be out in full force helping customers.

CEO Rogoff recognized staff for stepping up during this 10-week service disruption and putting in thousands of ambassador shift to assist riders. Also thanking the riders for their patience during these past 10 weeks. Connect 2020 has been a critical piece of keeping Sound Transit on track to open East Link on time in 2023.

Weekend Interstate 5 Closure – Starting Saturday, March 14, 2020 a portion of the Northbound Interstate 5 general purpose lanes will be closed while Sound Transit’s contractor delivers the traction power substation to Northgate Station. The substation units provide electricity to the overhead wires which power light rail vehicles. To safely complete this work, a portion of the Northbound Interstate 5 lanes will be closed overnight as crews stage a crane on I-5 to lift the unit into place at the elevated station. Northgate Mall and Northgate Transfer Center will be accessible using the detour route from 5th Avenue North East.

Construction Fatality – On October 24, 2019, John Parker, a construction team member with our East Link Extension contractor Shimmick/Parsons Joint Venture received serious injuries while disassembling a temporary support structure. Sadly, John passed away on February 26, 2020. The whole agency was shaken by this news, as John worked on Sound Transit projects for many years. The entire agency’s hearts go out to his family, friends, and peers.

Public comment

On March 11, 2020, following the expansion of public health measures on COVID-19 limiting large gatherings, the Board allowed members of the public to submit comments electronically by sending them to emailtheboard@soundtransit.org. The Boardroom was also open for members of the public to attend the meeting and provide public comment in person. The Board heard in person public comment from the following individuals:

Peter Barbin

Marguerite Richard

Hon. Michael B. Fuller

Alex Tsimerman

Susan Honda

Arnold DeWalt

Business items

For Committee Final Action

Motion No. M2020-18: Authorizing the chief executive officer to execute a contract modification with David Evans and Associates, Inc. to exercise a contract option for preliminary engineering services for the SR 522/NE 145th Bus Rapid Transit project in the amount of \$6,271,586 with a 10 percent contingency of \$627,159 totaling \$6,898,745, for a new total authorized contract amount not to exceed \$14,905,671.

Paul Cornish, Project Director-HCT Development and Kathy Leotta, HCT Project Manager, provided the presentation.

In response to a question from Boardmember Keel, Mr. Cornish confirmed that the contract is within the project budget. Committee Chair Balducci stated for clarity that Sound Transit is exercising a contact option for more work and this would pay for that work.

It was moved by Boardmember Baker, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2020-18 be approved as presented.

Motion No. M2020-19: Authorizing contingency for the East Link Systems Final Design contract with LTK Engineering Services to provide increased design support during construction services for the East Link Extension in the amount of \$3,000,000, for a new total authorized contract amount not to exceed \$27,361,805.

Mike Bell, Senior Executive Project Director, provided the East Link Extension Update first to provide more context for the presentation on Motion No. M2020-19, which was provided by Shaw Lynds, South Corridor Design Manager.

Mike Bell reported that there is a lot of work to still be completed before opening. Civil work will largely be completed in 2020, but systems work will begin in 2021. Assuming there are no setbacks in that work or testing, Sound Transit should be in a pre-revenue period by 2022. Safety testing and Coordination with other services will need to take place after that.

Committee Chair Balducci asked if we have an opportunity to open South Bellevue Park and Ride early. Executive Director, Ron Lewis stated that there is an opportunity to look at some of the “sub facilities” and to do an assessment with partners and contractors and see if there are changes to do so.

Boardmember Keel and Boardmember Balducci were both excited about seeing this project grow and take shape and thanked the entire East Link Extension team.

It was moved by Boardmember Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2020-19 be approved as presented.

For Recommendation to the Board

Motion No. M2020-20: Authorizing the chief executive officer to execute a development agreement with the City of Puyallup for the Puyallup Station Parking and Access Improvements project for a total authorized agreement amount of \$5,447,170.

Jon Mihkels, New Facilities Project Director, and Ken Lee, Senior Project Manager gave the staff presentation.

CEO Rogoff formally thanked the project staff and the staff of the City of Puyallup. Mentioning that this was not an easy agreement to reach due to competing interests, but with focus and cooperation between the project team and the City of Puyallup, they were able to work out an agreement. Boardmember Keel also thanked the Sound Transit project staff and City of Puyallup on their collaboration to help us move forward.

It was moved by Boardmember Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2020-20 be forwarded to the Board with a do pass recommendation.

Reports to the committee

Operations & Maintenance Facility South (OMFS) Update

Curvie Hawkins, PEPD Project Director for OMFS and TDLE, Allison Dobbins, South Corridor Operations Director, and Paul Bennett, DECM Project Director for OMFS and TDLE, provided the update.

The OMFS must be strategically located in the south corridor to support light rail throughout the region as the system triples in size, requiring additional maintenance facilities. The OMF South will be used to store and maintain over 140 light rail vehicles and equipment. The facility will employ approximately 470 skilled staff with living wage jobs (average wage of \$40 per hour). This is an increase of approximately 100-150 additional jobs above our previous employment estimates that the future host city will benefit from while OMFS will ultimately support ST's regional needs. In the short term, OMF South must be ready by the end of 2026 or early 2027 at the latest to provide a location for light rail vehicles to be delivered, tested and ready for the openings of the West Seattle and Tacoma Dome Link Extensions.

Since the Sound Transit Board identified the three sites for evaluation in the Environmental Impact Statement (EIS), a lot of technical work has occurred. As Sound Transit advanced planning and design efforts, staff also advanced their understanding of how the sites are best laid out. Staff evaluated the programmatic needs and adjusted the site boundaries to accommodate essential program elements and the unique conditions of each site. Sound Transit hosted a series of workshops with agency partners including the cities and regulatory agencies focused on ways to address the ongoing settlement of soils at the Midway Landfill site. Staff also conducted public outreach last fall to keep the public well informed and updated on project activities during this EIS evaluation period.

The size of the three sites range between 59 and 66 acres. Program and site plans have been refined to include a building sized to maintain over 140 of the next generation of higher-capacity light rail vehicles, and room for system-wide spare parts storage. The maintenance buildings will be consolidated for efficiency and to reduce traffic across the tracks. The advancement of the OMFS programming has resulted in increasing the number of onsite employees and the parking for them.

Additionally, staff updated some physical elements at each of the sites including visual and noise buffers for neighbors adjacent the site, expanding buffers to protect wetlands and streams, refining the design of the on/off ramps to the rail mainline, and revisions to internal road circulation and other internal site elements.

Since scoping, the OMF South team worked to keep the community aware of the project. Last fall extensive outreach took place via online and in-person drop-in sessions, email updates to the subscriber list of over 4,000 participants, five community briefings with community groups and property owners. Staff also visited over 360 properties to distribute flyers and conduct in-person conversations to update potentially affected properties on the OMF South project. Key themes heard this outreach effort included questions about property acquisition and project timelines, as well as concerns about potential impacts of Federal Way sites to the community, especially the 344th site. Current outreach efforts are focused on expanding communications reach to stakeholders and communicating with property owners to allow for field work including archeological and geotechnical surveys, continuing ecosystems assessments and photography for project visual simulations.

Upcoming milestones for the project include an outreach event with contractors to have a discussion on the contract delivery approach and receive real time feedback to inform Sound Transit's process. The Draft EIS will be published for public comment this fall and around that time the project will reach about 10 percent design. In winter of 2020, the Board will be able to identify a Preferred Alternative for the project. The SEPA Final Environmental Impact Statement issuance will be in fall 2021 and the Board can select the project to be built in the winter 2021.

System Access Briefing

Alex Krieg, Deputy Director of Planning and Innovation, provided the briefing. This is an informational briefing, no action will be required.

Beginning with an overview of the state of system access. The current system includes 21 Link light rail and Tacoma Link stations, 12 Sounder commuter rail stations, more than 40 transit centers and park and rides that are served by ST Express bus service, and approximately 13,000 parking spaces.

Looking further ahead in time, staff can see significant expansion over today's system. In 2025, Sound Transit will have 50 Link light rail and Tacoma Link stations with Northgate, Hilltop, East, Lynnwood, Federal Way, and Downtown Redmond Link Extensions opening. We'll have a bus rapid transit system up and running with 26 station pairs. We'll still have 12 Sounder stations, but we'll see parking capacity expand at Kent, Auburn, Sumner, and Puyallup Stations, and almost twice as many parking spaces system wide, with additional capacity at Link and BRT stations.

This expansion will bring many new riders to the system, and this period will see major changes to local transit and ST Express service to facilitate what is known as bus-rail integration. Sound Transit has already begun this as part of the Northgate Link Extension. As the Sound Transit system expands, this activity will continue as we and our partner transit agencies restructure current networks to feed light rail and reallocate service hours to increase frequency and span of service. As a result, the transfer experience will increase in importance to sustaining this growth in ridership.

Sound Transit's riders get to these places in a lot of different ways. Whether by walking or biking on facilities built and maintained by local jurisdictions, transferring from local transit service operated by our transit agency partners, by a private vehicle at curbs pace that Sound Transit may or may not control, or by parking in a parking space Sound Transit may or may not own and manage.

It's also important to note that Sound Transit's system is growing and changing, and with that growth, access issues will change as well. For example, when Sound Transit opens the Northgate Link Extension, that terminus station will move further north likely leading to changes in how riders get to the University of Washington Station.

Looking even further ahead to 2041 and when the ST3 system has been built out, there will be 83 light rail and Tacoma Link stations, two additional Sounder stations, and approximately 30,000 parking spaces. While access issues in a built-out and more mature system will be different than those we face today, the fact that we are in early or haven't yet started project development in many of these projects gives Sound Transit a great opportunity to address and get ahead of many of these issues.

Mr. Krieg reviewed ridership trends and information about how riders access each type of service. Overall, approximately 60 percent of riders access the system on foot or by bike, 20 percent arrive via transit, and another 20 percent arrive in a private vehicle.

The System Access Policy was adopted by the Board in 2013 to establish a framework for Sound Transit's infrastructure and facilities that provide customer access to our service. It also identified policy goals, which are to increase transit ridership and to encourage safe and convenient connections through all access modes.

The System Access Policy also gives direction to manage the agency's parking assets and ensure that our parking is being used by transit riders. It directs Sound Transit to use parking management tools, including parking permits and fees. Staff has been carrying out this Board direction through the implementation of the permit parking program, which includes options for riders arriving in both high occupancy and single occupant vehicles. The policy also identified the various parking enforcement mechanisms the agency should employ to ensure that Sound Transit's parking is being used by transit riders and in compliance with the tools being implemented to increase access via parking management.

ST3 System Plan adopted by the voters in November 2016 also provides both direction and resources to create high quality access to the Sound Transit system. ST3 acknowledged that a built-out system would rely on people transferring to and from local transit options and that the transfer environment would increase in importance as the system expands. ST3 also recommitted the agency to our need to manage parking, including by charging reasonable fees, to increase the availability and reliability of access to the system.

The ST3 plan included a system access program, the largest component of which is the System Access Fund. In September 2019, the Board acted to program the first round of the System Access Fund. The system access program also includes resources for data collection and performance reporting to better understand issues, needs, challenges, and opportunities for access throughout the system. Finally, ST3 included project-specific components in the form of allowances and funding for specific modes of access. These allowances are intended to support both non-motorized access for safe, direct walking and bicycle routes to surrounding neighborhoods and bus-rail integration for facilitating convenient passenger transfers between modes and to build off-street facilities at key stations for buses to lay over and maintain consistent schedules.

ST3 also assumes funds for additional parking for transit riders, and provides direction that, in locations where parking is identified, Sound Transit will analyze demand and understand how parking investments will complement local jurisdiction land use plans, determine whether it is possible to deliver new transit parking supply via leased or shared parking, and pursue opportunities to provide parking through joint development, including through new transit-oriented development projects.

Mr. Krieg provided more detail on the project timeline of a Sound Transit capital project and how access planning is incorporated. Staff have been hard at work on a variety of activities to develop the system access program and support the implementation of the System Access Policy and the ST3 System Plan through our various lines of business. Staff anticipates engaging the Executive Committee on key topics where additional Board direction and discussion will be required, including criteria by which Sound Transit will deploy ST3 access resources, and next steps for parking management.

Committee Chair Balducci noted that the Executive Committee received this presentation, but she thought the presentation was also important for the System Expansion Committee.

Executive session – None.

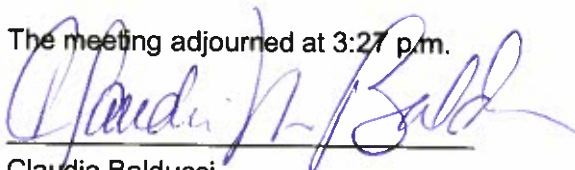
Other business – None.

Next meeting

Thursday, April 9, 2020
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting adjourned at 3:27 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

Approved on June 11, 2020, TW