



Summary Minutes

System Expansion Committee Meeting April 8, 2021

Call to order

The meeting was called to order at 1:37 p.m. by Committee Chair, Claudia Balducci virtually on WebEx.

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	(A) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Mayor	(P) Nicola Smith, Lynnwood Mayor
(P) Jenny Durkan, Seattle Mayor	(P) Dave Upthegrove, King County Councilmember

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

Report of the Chair

Monthly Contract Report – The monthly contract report is included in the materials. The report includes contracts within the CEO’s authority including competitive, proprietary or sole source contracts. The February agency progress report was also provided in the materials.

CEO Report

Chief Executive Officer Peter M. Rogoff provided the CEO Report.

Federal Update - On Monday, Transportation Secretary Pete Buttigieg announced \$187 million for four Bus Rapid Transit Projects, including two in our region. Community Transit will receive a \$37 million for the Swift Orange Line BRT project, an 11.3-mile BRT corridor with 13 stations. The Swift Orange Line service is scheduled to begin operating by March 2024. The City of Seattle will receive a \$59.9 million for the Madison Street BRT project, a 2.3-mile east-west BRT line operating diesel-electric buses. Sound Transit made a contribution to this project as part of the “near term” actions in advance of realignment. That commitment was for an amount not to exceed \$35,800,000. First among the requests to the senate will be to ask them to support the \$100 million federal commitment in each of our two Full Funding Grant Agreements. In addition, the House is getting started on the reauthorization of the surface transportation bill, and that process will also allow for earmarks.

State Update

There are currently just over 2 weeks remaining in this year’s regular legislative session which is scheduled to adjourn on April 25, 2021. On Monday, Steve Hobbs, Senate Transportation Chair introduced a revised proposal for a transportation revenue package. There is no direct appropriation for Sound Transit in the Chair’s package, just as there isn’t one in Chair Fey’s package released last week. Similar to the Fey proposal, the Hobbs package also has some direct appropriations for our partners for

activities that support our regional system, including \$20 million for the City of Federal Way to improve access to our Federal Way Link extension. Overall, Senator Hobbs' proposal directs 12 percent of the funding to multi-modal investments, compared to the 18 percent investment included in the House proposal.

Service Disruptions for East Link Tie-in

The weekend of April 3-4, 2021 was the first planned closure of Link Light rail stations from SODO Station to the University of Washington Station due to construction work for the East Link project. Sound Transit will provide shuttle bus service between the closed stations. Fares will be provide for Link, but not for the Link Shuttle buses.

Public comment

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

No public comment submissions were received.

Business items

For Committee Final Action

Minutes: March 11, 2021 System Expansion Committee meeting

It was moved by Boardmember Roscoe, seconded by Boardmember Durkan and carried by unanimous vote of the six Boardmembers present that the March 11, 2021 System Expansion Committee minutes be approved as presented.

For Recommendation to the Board

Motion No. M2021-24: Authorizing the chief executive officer to increase the contract contingency for contributions and betterment work for the Federal Way Link Extension design-build contract with Kiewit Infrastructure West Company in the amount of \$19,777,519, for a new total authorized contract amount not to exceed \$1,533,497,519.

Linneth Riley-Hall, Executive Project Director for the Federal Way Link Extension, and Sepehr Sobhani, Deputy Project Director for the Federal Way Link Extension provided the staff report for Motion Nos. M2021-24 and M2021-25 and an overview of the Federal Way Link Extension.

Boardmember Durkan noted that the Board should be cognizant of funding decisions as it progresses through its Capital Program Realignment considerations. CEO Rogoff advised that the Federal Way Link Extension project was not under consideration for realignment, as it was already under construction and the budget was established. The project was trending under-budget.

Boardmember Backus arrived at this time.

Boardmember Roscoe asked to what capacity the City of Federal Way was involved. Mr. Sobhani advised that the city council unanimously approved the action.

CEO Rogoff added that the alternate layout significantly reduced the number of street crossings as well.

Chair Balducci noted that this action highlighted the value of the Alternative Technical Concept approach to the project, however she was not comfortable recommending it for approval until she understood the action better. She asked for a motion to forward to the Board without a recommendation to approve.

Boardmember Smith noted that these actions were a prime example of the agency working together with jurisdictions, and finding a solution which best suited the riders.

Motion No. M2021-24 was moved by Boardmember Smith and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kim Roscoe
Nicola Smith
Dave Upthegrove
Victoria Woodards
Claudia Balducci

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-24 be forwarded to the Board without a do-pass recommendation.

Motion No. M2021-25: Authorizing use of contingency identified for Alternative Technical Concept / Notices to Designer for the Federal Way Link Extension in the amount of \$48,500,000 for an optimized design for the Federal Way Transit Center.

Chair Balducci advised that the Committee received a presentation on this action earlier in the meeting.

Mr. Lewis, Executive Director of Design, Engineering and Construction Management, advised that this action was not directly related to Motion No. M2021-24.

Motion No. M2021-25 was moved by Boardmember Roscoe and seconded by Boardmember Backus. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kim Roscoe
Nicola Smith
Dave Upthegrove
Victoria Woodards
Claudia Balducci

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-25 be forwarded to the Board without a do-pass recommendation.

Motion No M2021-26: Authorizing the chief executive officer to execute a betterment agreement with the City of Tacoma to reimburse Sound Transit in the amount of \$1,858,106 to construct curb and gutter, roadway restoration, and utility related and streetscape enhancements as part of the Hilltop Tacoma Link Extension.

Madeleine Greathouse, Executive Project Director for the Hilltop Tacoma Link Extension, provided the staff presentation for this item and for Motion No. M2021-27.

Boardmember Roscoe asked if there was a plan to restore Stadium Way roadway with different materials. Ms. Greathouse advised that the design called for varying material use for roadway restoration.

Motion No. M2021-26 was moved by Boardmember Baker and seconded by Boardmember Roscoe. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kim Roscoe
Nicola Smith
Dave Upthegrove
Victoria Woodards
Claudia Balducci

Nays

It was carried by unanimous vote of the seven Boardmembers present that Motion No. M2021-26 be forwarded to the Board with a do-pass recommendation.

Motion No M2021-27: Authorizing the chief executive officer to increase contract contingency for the Hilltop Tacoma Link Extension construction contract with Walsh Construction Company II LLC for construction of roadway improvements as a betterment for the City of Tacoma in the amount of \$1,601,300 for a new total authorized contract amount not to exceed \$147,011,050.

Motion No. M2021-27 was moved by Boardmember Baker and seconded by Boardmember Backus. Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Kim Roscoe
Nicola Smith
Dave Upthegrove
Claudia Balducci

Nays

It was carried by unanimous vote of the six Boardmembers present that Motion No. M2021-27 be forwarded to the Board with a do-pass recommendation.

Reports to the committee

Workforce participation, including apprentice utilization goals

Leslie Jones, Chief Business and Labor Compliance Officer, provided the report. She reviewed the various project goals, noting that she would highlight the performance of Mass Electric, which worked on the Northgate Link Extension and East Link Extension, and Walsh Construction, working on the Hilltop Tacoma Link Extension (HTLE).

Mass Electric's performance for people of color, apprenticeship, and women utilization were all below the agency's goals in May 2020. By February 2021, they were able to increase participation of people of color by 19.5 percent apprenticeship by 29.7 percent, and female participation by 5.7 percent.

Walsh Construction, working on the HTLE construction contract increased its goals. By February 2021, they were able to increase participation of people of color by 19.4 percent apprenticeship by 26.2 percent, and female participation by 11 percent.

Over 20,500 workers have worked on Sound Transit current projects. Nearly 4,000 were apprentices working 12.7 million hours earning \$584 million dollars in wages. Looking at all 20 open job sites, including six in East Link, over 11,000 workers were paid \$318 million in wages for working over 7 million hours.

Currently the HTLE project is approximately 75 percent complete. At the beginning of the project, staff spoke to Mayor Woodards and the Tacoma City Council about Tacoma residents working on Sound Transit construction projects. Sound Transit committed to provide opportunities for construction careers to the residents of Tacoma and the region. A dashboard was reviewed to see the worker data from the city of Tacoma. Ms. Jones advised that the dashboard reviewed could be produced for any zip-code in the region. Lastly, Ms. Jones shared a graphical depiction of the impact that Covid-19 has had on the workforce of our projects.

Boardmember Smith noted that the Edmonds Community College and Everett Community College both were starting an effort to recruit and train BIPOC, tribes, refugees, women, and unhoused people in various trades to address the oncoming labor needs as the Link expansion program progressed northward.

Boardmember Roscoe asked whether the total number of workers on a given project dashboard were unique or if they could be counted more than once if they were working on different contracts. Chris Elwell, Deputy Director-Project Labor Compliance, advised that the number represented unique workers.

Chair Balducci observed that the apprentice group was more diverse than the broader work force, and that King County's workforce followed the same trend. King County was having trouble retaining the diverse workforce and elevating them professionally, and hoped that would not be the same case.

Kent, Auburn, Sumner Sounder Parking and Access project update

Jon Mihkels, Director of New Facilities provided the presentation. He advised that each of the three projects were approved by voters in ST2 in 2008, but delayed. All three projects were on hold due to the COVID-19 pandemic. A design Build project management contract for all of the projects was approved in early 2020.

The Kent Station improvements included a parking garage, site improvements, and associated non-motorized improvements, and a new bus layover facility. Property acquisitions began for the project.

The Auburn Station improvements included a parking garage, pedestrian connections and bus shelters. The project team has recently completed conceptual engineering and the environmental analysis. Improvements to be completed via a contribution to the City's project that is building the project.

The Sumner station the garage is being constructed over the existing station surface parking which will replace about 110 existing spaces within the new garage.

Mr. Mihkels reviewed passenger access trends for Sounder comparing 2015 through 2016 and 2018 through 2019, pedestrian, transit, driving, and drop-off access all increased. He noted that at the station level, vehicle access was the most widely used for each station, with Sumner being a notable difference, as the Bonney Lake park and ride ST Express route increased transit access.

He reviewed the net parking increases for each project and the utilization of existing parking, which was over 90 percent at all stations in 2019. COVID-19 greatly reduced the utilization numbers in 2020.

The three projects combined represented an investment of \$311 million. All projects were above the Transit Improvement Plan by a total of nearly \$100 million. The Design-Built contract value was approximately \$206 million. He outlined the garage portion of that contract value as well, noting that the remaining portions represented other improvements to the station areas.

In an effort to reduce costs, an effort to package the three projects as a single procurement was considered. Up to 15 percent of savings could be realized by taking this approach. Additionally, the schedule of these improvements was not tied to an expansion project, but were adding to existing service. The delivery of these projects was then more fluid, and could be sequenced, which could reduce costs. This would introduce its own coordination challenges, though. Flexibility in the design of the projects themselves could be taken advantage of as well.

Due to the difference between each project estimates versus the Transit Improvement Plan, the packaging and design modifications will not align the budgets enough to make up the difference. An overall discussion needs to be had regarding the current project scope whether or not the scope needs to be reconsidered. Jurisdictional cooperation could be an additional benefit of packaging the projects, narrowing understanding and expectations of design.

Boardmember Backus applauded the creativity and problem solving, noting that these projects were needed.

Boardmember Roscoe asked why the individual station level access data was not shared more publicly. Mr. Mihkels offered to follow up with access staff.

Boardmember Balducci asked when the various decisions would be brought to the Board. Mr. Mihkels advised that the projects were subject to realignment. Once that was complete, it would inform the actions to be brought to the Board.

Executive session

None.

Other business

None.

Next meeting

Thursday, May 13, 2021

1:30 to 4:00 p.m.

WebEx Virtual Meeting

Committee Chair Balducci noted that if the committee is not able to have an in-person meeting, a virtual meeting will be held. Information will be provided on the Sound Transit website.

Adjourn

The meeting adjourned at 3:53 p.m.

ATTEST:

Claudia Balducci
System Expansion Committee Chair

Kathryn Flores
Board Administrator

APPROVED on _____, TW