



Summary Minutes

System Expansion Committee Meeting August 12, 2021

Call to order

The meeting was called to order at 1:33 p.m. by Committee Vice Chair, Kim Roscoe virtually on WebEx. Committee Chair Claudia Balducci was unable to attend the meeting.

Roll call of members

Chair	Vice Chair
(A) Claudia Balducci, King County Councilmember	(P) Kim Roscoe, Fife Mayor

Board Members	
(A) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Mayor	(P) Nicola Smith, Lynnwood Mayor
(A) 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.

Boardmember Joe McDermott joined the meeting as a non-voting member.

Report of the Chair

Monthly Contract Report and Agency Progress Report – The meeting packet included the monthly contract report.

June Agency Progress Report – The meeting packet included the monthly agency progress report.

CEO Report

CEO Peter Rogoff thanked Vice Chair Roscoe and noted staff was happy to host her at Sound Transit offices for the meeting. Mr. Rogoff stated that after the business items, Deputy CEO Kimberly Farley would be giving an update about committee workplans for each of the committees of the Board following the conclusion of the realignment process at the special Board meeting on August 5, 2021.

Concrete Update

Mr. Rogoff reported further updates regarding the four companies that deliver concrete to the agency's King County projects, drivers for which are represented by Teamsters Local 174 and have an industry-specific Collective Bargained Agreement, referred to as the "Sand and Gravel Agreement", which expired on July 31. Teamsters Local 174 leadership asked for, and received, an affirmative strike authorization vote from its members. Staff does not currently expect this to have an impact on the opening of the Northgate Link extension, but will continue to monitor this situation and encourage Labor and supplier partners to continue to work toward an amicable and rapid settlement to their dispute.

The U.S. Senate Infrastructure Bill

Mr. Rogoff continued his report with an update regarding the agency reaction to the "Infrastructure Investment and Jobs Act" that the U.S. Senate passed this week with a strong bipartisan vote. The bill did not include previous provisions introduced by Senator Murray and co-sponsored by Senator Cantwell and others to boost targeted funding for existing federal grant agreements, including Lynnwood Link and Federal Way Link. This previously included provision would have increased the federal shares of our Full Funding Grant Agreements for Lynnwood and Federal Way, thereby freeing up financial capacity for other projects. Differing versions of the legislation have now passed the House of Representatives twice in the last two years.

During Senate consideration of the infrastructure bill, Senator Murray introduced a stand-alone amendment encompassing the provision, along with a bipartisan group of cosponsors from California, Illinois, and Indiana. Sadly, the amendment was not considered during Senate debate due to the stiff resistance to almost all proposed amendments from the bipartisan group of senators who negotiated the package with the Administration.

In better news, the bill does invest \$550 billion of new federal money in a broad array of infrastructure areas, including \$106.9 billion for public transit programs--a 63 percent increase. \$15.8 billion of that amount will need to be appropriated over several years through the annual appropriations process. Sizeable funding increases are included for the formula programs serving all the transit providers in the Seattle urbanized area from Olympia to Everett. The Capital Investment Grant (CIG) program, which is the primary federal funding source supporting Sound Transit's capital program, would rise roughly 30 percent.

In summary, the bill will provide increased formula assistance for Sound Transit and also leaves the agency well situated to continue to compete for a growing pot of CIG funds – a program where we have continually competed well with the help of our congressional allies. The bill now goes over to the House. Leadership there has not announced a schedule for considering it, or whether they will entertain amendments. Staff will continue to advocate for the agency and keep the Board informed of further legislative activity.

Public comment

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

The following people provided written public comment:

Martin Westerman

The following people provided verbal public comment:

Martin Westerman

Business items

For Committee Final Action

Minutes: July 8, 2021 System Expansion Committee meetings

It was moved by Boardmember Baker, seconded by Boardmember Smith. Vice Chair Roscoe called for a roll call vote.

Ayes

David Baker
Kent Keel
Nicola Smith
Dave Upthegrove
Kim Roscoe

Nays

It was carried by unanimous vote of the five Board members present that the minutes of the July 8, 2021 meeting be approved as presented.

For Recommendation to the Board

Bus Rapid Transit Program Briefing

Bernard van de Kamp, Director of High Capacity Transit Corridor Development, outlined the Bus Rapid Transit lines and explained that they would be serviced by a unique fleet requiring a maintenance facility referred to as the Bus Base North.

Environmental Review for the Bus Base North and SR522 had been completed in 2020 and 2021, and property acquisitions took place for the Bus Base North and Renton Transit Center ahead of time. The Board completed its realignment work on August 5, 2021, and Mr. van de Kamp noted that all of the actions presented at this meeting and upcoming actions regarding Bus Rapid Transit (BRT) project decisions fit within the realignment framework.

Mr. van de Kamp reviewed the cost estimate comparisons between 2019 and 2020. The table also displayed updated 2021 estimates following recommendations and results of the third party cost estimating consultant, TriUnity's work. Due to the project's aggressive schedule, cost savings measures were difficult to plan, however value engineering could discover some cost reductions.

Mr. van de Kamp reported that some BRT projects, including the South Renton Transit center have benefitted from early property acquisitions, however there have been some unintended costs incurred in managing the sites approaching construction such as extensive vandalism at some properties in South Renton which have required the agency to move forward with demolition.

Potential cost reductions for the I-405 Stride project included elimination of pedestrian bridges at the Tukwila and Brickyard in-line stations. Delays of the parking structures due to realignment decisions will save the project approximately \$125-150 million.

SR 522 Stride project refinements reduced project costs by \$100 million and program realignment decisions reduced costs by an additional \$150-175 million.

The Bus Rapid Transit Maintenance Base, or Bus Base North, is currently sized to house the STRIDE bus fleet of 60-80 coaches as well as the Snohomish County portion of the ST Express bus fleet. The facility could be reduced in size to only accommodate Stride coaches, however operating partners had expressed concerns of bus base limitations in their own programs in order to maintain their service levels.

Due to delays and limited resources, completion of the Stride program was trending toward 2027, despite an aggressive schedule for the project. In that interest, the Committee would be taking up two actions at the meeting: selecting a project to be built for the Bus Base North and to modify the General Engineering Consultant contract. In the following months, the Board would be selecting projects to be built for the I-405 and SR522 Bus Rapid Transit projects, in addition to supporting project actions.

Resolution No. R2021-06: Selecting the project to be built for the Bus Rapid Transit Maintenance Base project supporting the I-405 and SR522/145th Bus Rapid Transit projects.

Bernard van de Kamp, Director of High Capacity Transit Corridor Development, and Paul Cornish, High Capacity Transit Project Director, provided the staff report on the action. The Bus Rapid Transit Maintenance Base, or Bus Base North, is an ST3 voter-approved project and the timely completion of this facility is critical for the completion of future BRT service lines. The selected property site is in the City of Bothell, in the Canyon Park area. Over 30 cities throughout Bothell, Kirkland, and Woodinville were evaluated on various criteria and this site was eventually selected as ideal for the project.

Facility would provide maintenance for buses, parking for employee vehicles, above-ground fuel facilities, a bus wash building, fencing and landscaping, a security booth, lighting, and stormwater management.

Mr. Cornish covered the project cost estimates between 2019 and 2021, and spoke to the independent cost estimate review which was significantly higher than the current project cost estimate.

Resolution No. R2021-06 was moved by Boardmember Baker and seconded by Boardmember Keel.

Boardmember Baker asked if there were any “road blocks” to the bus base. Mr. Cornish responded that there are a series of complex permits and technical elements that are being worked through with local jurisdictions, but these are being worked through with cooperation between staff and the partners, and aside from these there are not currently any fundamental roadblocks to completion of the project.

Boardmember Baker asked if the plan for the BRT lines was for the fleets to be 100 percent electric. Mr. Cornish responded that Sound Transit is planning for the initial fleet to be 50 percent electric and battery powered and to work to a 100 percent electric and battery powered fleet in the future.

Boardmember Keel asked if there was anything the Board should be working on now to ensure that the program wasn't slowed down by jurisdictional negotiations. Mr. Cornish explained that so far, jurisdictional and partner agency communications and negotiations were advancing smoothly, however staff would alert the Committee to any challenges. Chair Keel explained that he and Chair Balducci agreed that the Boardmembers needed to communicate to all jurisdictional partners that the Board wanted to move quickly on these projects and their assistance was needed.

CEO Rogoff advised that not all work with jurisdictions has been easy, and often times it comes down to city residents when it comes to property acquisition. He committed to bringing transparency to the Committee in a timeline of projects and where negotiations with each jurisdiction existed.

Vice Chair Roscoe called for a roll call vote.

Ayes

David Baker
Kent Keel
Nicola Smith
Dave Upthegrove
Kim Roscoe

Nays

It was carried by unanimous vote of the five Board members present that Resolution No. R2021-06 be forwarded to the Board with a do-pass recommendation.

Motion No. M2021-45: Authorizing the chief executive officer to execute a modification to the five-year contract with three one-year options to extend with Jacobs Project Management Co. to expand the initial capacity for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$102,000,000, for a new total authorized contract amount not to exceed \$104,000,000.

Bernard van de Kamp, Director of High Capacity Transit Corridor Development, and Mark Johnson, Project Bus Rapid Transit and Sounder Line Director, provided the staff report on the action.

Mr. van de Kamp reported that this contract was initially awarded at two million dollars due to the timing of the award being at the beginning of the realignment process, however the total contract amount remains the same as anticipated to complete the work. Mr. Johnson stated that this action will allow the contractor to continue work and complete the requested work in the initial solicitation. There are no changes to the initial general engineering consultant (GEC) contract scope. This procurement was completed through a GEC structure to allow for combining many of the scope elements necessary for initial construction, project delivery, and final design which allows many efficiencies and additional flexibility to the agency.

Board Chair Keel asked how this action would help the Board stay ahead of increasing project costs. Mr. Johnson explained that constructing a cost model during project baselining and following major actions will assist staff in being able to report to the Board if contract expenses or costs were surpassing expectations so action could be taken. Staff also has robust internal controls in place for the management of this contract and task order completion.

Motion No. M2021-45 was moved by Boardmember Baker and seconded by Boardmember Keel. Vice Chair Roscoe called for a roll call vote.

Ayes

David Baker
Kent Keel
Nicola Smith
Dave Upthegrove
Kim Roscoe

Nays

It was carried by unanimous vote of the five Board members present that Motion No. M2021-45 be forwarded to the Board with a do-pass recommendation.

Motion No. M2021-43: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to increase the contract contingency for the West Seattle and Ballard Link Extensions in the amount of \$4,206,000 for the identification of capital cost savings opportunities and to provide additional project contingency for a new total authorized contract amount not to exceed \$91,951,971.

Cathal Ridge, Executive Corridor Director, provided the staff report on the action. Mr. Ridge reported that this contract modification would support efforts to identify capital cost savings opportunities and would also increase project contingency on the current contract. This action would have no impacts to the project schedule. The action would commit a further \$4.2 million dollars from uncommitted contract dollars to the preliminary engineering phase.

Motion No. M2021-43 was moved by Boardmember Smith and seconded by Boardmember Baker.

Boardmember McDermott advised that he spoke with Boardmember Durkan, and she expressed her thanks for holding this action until after the program realignment decision. Boardmember McDermott thanked the Committee for taking this up and for their consideration.

Vice Chair Roscoe called for a roll call vote.

Ayes

David Baker
Kent Keel
Nicola Smith
Dave Upthegrove
Kim Roscoe

Nays

It was carried by unanimous vote of the five Board members present that Motion No. M2021-43 be forwarded to the Board with a do-pass recommendation.

Motion No. M2021-46: Authorizing the chief executive officer to grant two permanent easements to the City of Bellevue to construct, operate, and maintain sewer facilities on Sound Transit owned property as part of the East Link Extension at no cost to the City.

Ron Lewis, Executive Director of Design, Engineering, and Construction Management, introduced Faith Roland as the agency's new Director of Real Property. Boardmember Smith advised that she served the City of Lynnwood well and welcomed her to Sound Transit. CEO Rogoff explained that any challenges to property acquisitions would be headed up by Ms. Roland and the Legal team, which is such a critical and important function to project delivery.

Rhonda Thomsen, Real Property Project Manager, provided the staff report on the action. Ms. Thomsen reported that this item will grant permanent easements to the City of Bellevue which are being provided at no cost to the city as the East Link project interfered with existing utility lines which have been relocated. The easements will not interfere with Sound Transit's delivery of East Link.

Motion No. M2021-46 was moved by Boardmember Keel and seconded by Boardmember Smith.

Board Chair Keel thanked staff and the City of Bellevue for working through this challenge, noting that this was the type of action that needed to happen as projects were expediently delivered to the region.

Vice Chair Roscoe called for a roll call vote.

Ayes

David Baker
Kent Keel
Nicola Smith
Dave Upthegrove
Kim Roscoe

Nays

It was carried by unanimous vote of the five Board members present that Motion No. M2021-46 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Discussion on realignment project prioritization and annual program review

CEO Rogoff declared that following the previous week's capital program realignment action, staff stood ready to meet the goal of delivering service and expansions as rapidly as possible. He felt it was important to maintain momentum in delivering on the commitments to the region and advised that he would offer a more robust overall agency status and look-ahead to the full Board at its August 26 meeting.

Kimberly Farley, Deputy Chief Executive Officer, outlined the upcoming work ahead of the Committee to wrap up 2021. In the Central Corridor, the draft Environmental Impact Statement for the West Seattle Ballard Link Extension project will be reviewed.

In the East corridor, in addition to the Bus Rapid Transit actions outlined earlier by Mr. van de Kamp, a station naming action for the Downtown Redmond Link Extension would come to the Committee.

In the North corridor, the Committee would consider contract modifications for the 130th street Infill Station and would also be hearing about ongoing work for the Everett Link Extension and Operations and Maintenance Facility North early scoping and public engagement.

In the South corridor the committee will be hearing actions for station naming for the Federal Way Link Extension, identifying the site for the Operations and Maintenance Facility South, and to consider a funding agreement with the Bonneville Power Administration for the Tacoma Dome Link Extension.

In the fourth quarter, the committee would receive a series of presentations on cost containment work, including an overview of cost estimating practices, a summary of the agency's implementation of TriUnity recommendations, and an overview of how staff would be implementing program realignment decisions. TriUnity would also be presenting its Task 3 report to the Board in August and September. Finally, Ms. Farley advised that the November and December would see work on the 2022 System Expansion Budget.

CEO Rogoff explained that the fourth quarter was typically busy for the Board, but the program realignment decisions and program review would add even more to the Board's agendas.

Executive session - None.

Other business - None.

Next meeting

Thursday, September 9, 2021
1:30 to 4:00 p.m.
WebEx Virtual Meeting

Adjourn

It was moved by Boardmember Baker, seconded by Board Chair Keel, and carried with no objection that the meeting adjourned at 2:57 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on 9/9/2021. AM.