



## Summary Minutes

### System Expansion Committee Meeting May 12, 2022

#### Call to order

The meeting was called to order at 1:33 p.m. by Committee Chair Balducci virtually on WebEx.

#### Roll call of members

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

Board Members	
(A) Nancy Backus, Auburn Mayor	(A) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Councilmember	(P) Joe McDermott, King County Council Vice President
(P) Cassie Franklin, Everett Mayor	(A) Dave Somers, Snohomish County Executive
(P) Bruce Harrell, Seattle Mayor	

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

#### Report of the Chair

##### West Seattle and Ballard Link Extensions System Expansion Committee Workshop

Committee Chair Balducci announced that a date has been set for a System Expansion Committee Workshop focused on the West Seattle and Ballard Link Extensions. The workshop will be held on May 20 at 1:00pm and will be an opportunity to gain a deeper understanding of the project that will be helpful to Board members in preparation for the Board action in July to confirm or modify the preferred alternative for the project. Public comment will not be taken at the workshop, but there will be more opportunities for public comment when this topic comes to the Committee and Board for discussion and action.

##### Monthly Contract Report and Agency Progress Report

The meeting packet included the monthly contract report and the February agency progress report.

#### CEO Report

Interim CEO Brooke Belman provided the report.

ORCA Transition over the weekend – The ORCA Program will be taken offline the weekend following the meeting for transition to the new system. There will not be fare collection from May 13 to May 16, while vending machines and card readers are being swapped out.

At start of service May 16, the new ORCA system will be up and running and fare collection resumes. Hundreds of thousands of ORCA transit customers across the Puget Sound region will have access to a new website, smartphone app, and real-time value loading for their ORCA cards. Customers will also

begin to see new card readers and vending machines as technology is updated and rolled out at transit locations throughout the region.

## **Public comment**

Chair Balducci announced that public comment would be accepted via email to [emailtheboard@soundtransit.org](mailto:emailtheboard@soundtransit.org) and would also be accepted verbally.

### Written public comments:

None.

### Verbal Public Comments:

Jay Arnold – City of Kirkland Deputy Mayor

## **Business items**

### **For Committee Final Action**

Minutes: April 14, 2022 System Expansion Committee meetings

**It was moved by Boardmember Franklin, seconded by Boardmember Roscoe, and carried by unanimous voice vote that the minutes of the April 14, 2022 meeting be approved as presented.**

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

Resolution No. R2022-12: Amending the Adopted 2022 Budget to create the Series 3 Light Rail Vehicle project by (a) establishing an authorized project allocation in the amount of \$33,000,000 and (b) establishing a 2022 annual project budget of \$1,263,000.

Tracy Reed, Deputy Executive Director of Project Management, Buildings, Infrastructure, and Light Rail Vehicles (LRV), provided the report on the action. She explained that light rail service was delivered using two different types of vehicles, known as Series 1 and Series 2. Series 1 vehicles supported the initial segment of the 1 line, while Series 2 vehicle delivery was in progress and would support the ST2 light rail expansion projects. This action would establish the Series 3 Light Rail Vehicle project in the Adopted 2022 Budget to complete the procurement and delivery of Series 3 LRVs in support of the ST3 light rail expansion program.

The project's initial budget of \$33,000,000 will provide for project management support in developing the project baseline by 2025 and vehicle engineering services to support procurement of approximately 100 low floor light rail vehicles. The key activities of this project development phase, accomplished through two primary contracts are 1) technical consultancy services support in specifying, procuring, inspecting, commissioning, and accepting the LRVs; and 2) a goods and services contract with a car-builder will be advertised for LRV design, fabrication and delivery, and notice to proceed coordinated with timing of the future project baseline budget action.

The amount requested in the action was sufficient to fund project development. Staff would return later in the year to recommend a contract for this work. Ms. Reed reviewed the project budget and schedule milestones, noting that Project baselining would likely occur in the first quarter of 2025, with delivery of vehicles likely occurring between 2029 and 2032.

**Resolution No. R2022-12 was moved by Boardmember Harrell and seconded by Boardmember Roscoe. Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the members present that Resolution No. R2022-12 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2022-33: Authorizing the chief executive officer to execute a funding agreement with the City of Kirkland for the City of Kirkland to provide project development, environmental review, design, and construction of the NE 85th Street Arterial Improvements in the amount of \$14,480,000 with a 10 percent contingency in the amount of \$1,448,000 for a total authorized agreement amount not to exceed \$15,928,000.

Bernard van de Kamp, Program Executive for Bus Rapid Transit, provided the staff presentation for the action. This action would authorize execution of an agreement with the City of Kirkland to fund professional services and construction of Stride Bus Rapid Transit Program NE 85th Street Arterial Improvements. Professional services include project development, environmental review, stakeholder and community engagement, permitting, and final design.

The Stride Bus Rapid Transit Program NE 85th Street Arterial Improvements consist of three projects that are scheduled for delivery before planned revenue service of the Stride I-405 BRT S2 Project and 2026 completion of the NE 85th Street Interchange and In-line Bus Rapid Transit (BRT) Station).

An additional eastbound general purpose traffic lane on NE 85th Street between 120th Avenue NE and 122nd Avenue NE that must be complete before operation of the WSDOT I-405/NE 85th Street Interchange, that will be delivered by WSDOT under a separate Sound Transit agreement, a pedestrian and bicycle trail connection between the NE 85th Street BRT station and 6th Street, a westbound transit queue jump at the intersection of NE 85th Street and 6th Street to facilitate local transit travel to downtown Kirkland.

He reviewed the details of original concept in the ST3 system plan, and then the approved project to be built which was a result of work with the City of Kirkland. The City of Kirkland would deliver each of the projects.

Chair Balducci asked if the project was expected to remain on budget. Mr. van de Kamp advised that staff had been using the realignment project amounts as a stand-in baseline in light of the fact that the project had not yet been baselined, and the project has sufficient funds through the end of the year. He advised that the 2023 budget proposal would be within the proposed overall project budget considered in the realignment process.

Boardmember Franklin asked what the agency's standard contingency practices were. Mr. van de Kamp advised that 10 percent was the standard. Ron Lewis, Executive Director of Design, Engineering, and Construction Management, explained that each project went through a quantitative risk assessment, which would inform the project's contingency. Boardmember Franklin suggested that the agency might consider the quickly growing construction costs in contingencies. Mr. Lewis advised that material costs were often built into base contracts, however there were often unexpected increases, which the contingencies would need to account for.

Boardmember Balducci commented that there are also broader project contingencies outside of the individual contract contingencies, but supported that with the current rates of inflation these numbers should be considered closely.

**Motion No. M2022-33 was moved by Boardmember Baker and seconded by Boardmember Franklin.**

Chair Balducci advised that this agreement had gone through a long process of reconsideration and discussion with the City of Kirkland. She was happy that the agreement had been reached.

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the members present that Motion No. M2022-33 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2022-34: Authorizing the chief executive officer to execute a two-year staffing agreement with three one-year options to extend with the National Marine Fisheries Service for staffing support to provide predictable and expedited Endangered Species Act consultations on Sound Transit projects in an amount not to exceed \$1,220,000 with a 10 percent contingency of \$122,000 for a total authorized agreement amount not to exceed \$1,342,000.

Ellie Ziegler, Director of Environmental Affairs and Sustainability, provided the staff report for the action. She explained that all projects with a federal funding component required completing the regulatory process for federal projects with the potential to affect threatened and endangered (ESA) listed species which can take two or more years to complete.

Sound Transit works through the Federal Transit Administration (FTA) in a consultation process that requires the National Marine Fisheries Service (NMFS) and US Fish and Wildlife Service (USFWS) to determine the extent to which Sound Transit projects may impact ESA listed species and their critical habitat. Due to staffing challenges NMFS and UWFWS and the number of projects in the region that must consult under the ESA, the consultation process routinely takes two years or more to complete. This duration is creating substantial schedule risks for Sound Transit's ST3 program.

This agreement will mitigate that schedule risk by providing one fulltime employee who will be dedicated to working on Sound Transit ESA consultations and ensure those consultations can be completed in the timeframe required to meet ST3 project schedules. The agreement duration is for two years with three one-year options to extend for a total agreement duration of up to five years, which is anticipated to cover the ESA consultation needs for the listed projects.

The many steps required a great deal of work, and this was strained by staffing difficulties at the US Fish and Wildlife Service and National Fisheries Service. These strains had the potential to threaten project delivery, and the TSA advised that Sound Transit work with both agencies to mitigate these potential impacts.

Boardmember Balducci advised that this was a common practice for the agency in other contexts such as permitting.

**Motion No. M2022-34 was moved by Boardmember Roscoe and seconded by Boardmember Franklin. Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the members present that Motion No. M2022-34 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2022-13: Authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the I-405 Bus Rapid Transit project.

Faith Roland, Director of Real Property provided the staff report. This action would authorize the acquisition of all or part of 17 parcels located in the cities of Bellevue, Burien, and Renton. Acquisitions consist of fee, temporary, and/or permanent easements for the I-405 Bus Rapid Transit Project. She advised that no relocations would take place as a result of this action.

Boardmember McDermott asked which of the properties included permanent easements. Ms. Roland advised that one of the properties was owned by King County Metro and the other was in the City of Bellevue.

**Resolution No. R2022-13 was moved by Boardmember Roscoe and seconded by Boardmember Franklin.**

Boardmember Balducci asked if the resolutions would be including new language regarding re-conveyance. Ms. Roland advised that they would and it was included within this resolution.

**Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the members present that Resolution No. R2022-13 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2022-14: Authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the SR 522 Bus Rapid Transit project.

Faith Roland, Director of Real Property provided the staff report. This action would authorize the acquisition of all or part of 27 parcels located in Kenmore, Lake Forest Park, Seattle, and Shoreline. Acquisitions consist of fee, temporary, and/or permanent easements for the SR 522 Bus Rapid Transit Project. Four properties were permanent acquisitions. Two were duplex units in North Seattle, in which roadway improvements would run up directly against the building entrances. These would likely require displacements.

Boardmember Balducci asked if there were any tenants involved in the displacements. Ms. Roland explained that the duplex units appeared to contain residential tenants. Boardmember Balducci advised that tenants were affected in the same way as owners when it came to displacement and asked if staff had any contact with tenants. Ms. Roland advised that staff had been working with the building owners, and as a practice, do so up until the point that acquisition begins. At that point they ask owners to provide any tenant information so that staff can work with them on understanding their options.

**Resolution No. R2022-14 was moved by Boardmember Baker and seconded by Boardmember Roscoe. Chair Balducci called for a roll call vote.**

**Ayes**

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

**Nays**

**It was carried by unanimous vote of the members present that Resolution No. R2022-14 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2022-15: Authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and re-establishment expenses incurred by affected owners and tenants as necessary for the Federal Way Link Extension project.

Faith Roland, Director of Real Property, provided the staff report for the action. This action would authorize the acquisition of all or a portion of 13 parcels. These parcels are located in the cities of Kent and Federal Way. The properties will be used to complete traffic mitigation improvements required for the Federal Way Link Extension. The traffic mitigation improvements are required from the record of decision under the FWLE project to mitigate increased traffic anticipated in the vicinities of new Sound Transit station facilities.

There was a potential permanent impact to a building, which may result in business displacements. Sidewalk and roadway improvements required by a jurisdiction could affect the building's foundation and staff was working with the owner to determine future steps.

**Resolution No. R2022-15 was moved by Boardmember McDermott and seconded by Boardmember Franklin.**

Chair Balducci asked if staff foresaw any more acquisitions for these projects. Ms. Roland advised that this action was the final package for Federal Way. She expected that staff were around half way through acquisitions for the Bus Rapid Transit projects. Staff was actively attempting to limit impacts.

Ms. Belman advised that the Real Property department was expecting to bring a presentation to the Board regarding the overall program.

**Chair Balducci called for a roll call vote.**

## Ayes

David Baker  
Cassie Franklin  
Bruce Harrell  
Joe McDermott  
Kim Roscoe  
Claudia Balducci

## Nays

**It was carried by unanimous vote of the members present that Resolution No. R2022-15 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### Everett Link Extension Project Update

Don Billen, Executive Director of Planning, Environment, and Project Development, began the presentation. Mr. Billen presented the current project status which is in level one alternatives development. He explained that there was already good public engagement with the project staff. There was significant feedback asking that South West Everett and Paine Field were served by transfer service and not light rail, however that would require more review.

Mr. Billen introduced Eric Widstrand, North Corridor Director. Mr. Widstrand reviewed the Everett Link Extension representative project as approved in the ST3 System Plan. The Operations and Maintenance Facility North would store and maintain light rail vehicles, and staff was looking for a location in the Everett Area. Mr. Widstrand summarized station location alternatives and each of the options for each station.

Alternatives development would be completed in 2023, followed by Environmental review. He reviewed the alternatives criteria and community outreach and engagement to that point. Two online open houses were conducted in the early scoping period in November and early December 2021. In March 2022, online opportunities for feedback were opened up. He reviewed each station area's alternatives, noting which alternatives were advancing to level two study.

Next steps included the continued convening of a Community Advisory Group and Elected Leadership Group, public outreach in the summer of 2022, and evaluation of level two findings in the fourth quarter of 2022. In 2023, Staff would bring alternatives for the Board to identify for continued study in environmental review.

Boardmember Franklin thanked all of the members of the public and elected leadership group for their work on the project so far. She emphasized the importance of the route through the Southwest Everett, noting the large employment center and residential make-up.

Chair Balducci asked about the station locations at the Southwest Everett Station location. Mr. Widstrand advised that there was not a way to locate the station near the terminal. Boardmember Franklin advised that the station location was originally intended to serve the industrial and residential areas, and that Paine Field would benefit.

Chair Balducci asked why Paine Field could not be more directly served. Mr. Widstrand explained that the FAA regulations limited the height of infrastructure in an area surrounding Paine Field, and due to the elevated guideway intended for the extension, it would not be allowed. Boardmember Franklin reiterated that the extension was also never intended directly to serve Paine Field.

### Preview of West Seattle and Ballard Link Extensions System Expansion Committee Workshop

Cathal Ridge, Executive Corridor Director provided the presentation. Mr. Ridge presented the agenda for the West Seattle and Ballard Link Extensions (WSBLE) project workshop which would take place on May 20. Mr. Ridge reminded the committee of the preferred alternatives selected by the Board, and

reported that public comment period had just ended leading to the opportunity for the workshop and then a July Board modification to the preferred alternatives. The project timeline is leading to a final alternative selection in 2023 and submission to the Federal Transit Administration for a record of decision.

**Executive session** - None.

### **Other business**

Boardmember Harrell asked if the Committee should send a resolution to the Executive Committee for adoption identifying their interest in allowing for virtual participation in meetings. Chair Balducci noted that committees typically did not do this, but if there was significant interest it could be placed on the agenda for consideration.

Interim CEO Belman advised that she spoke with Board Chair Keel following the May 5, 2022 Executive Committee meeting regarding this discussion and that they intended to bring some discussion forward to the Board in the coming weeks.

Boardmember Franklin advocated for fully virtual committee meetings.

Boardmember McDermott asked that members of the Executive Committee note his interest for virtual meetings.

Chair Balducci suggested that staff bring forward a discussion at the May Board meeting. Ms. Belman advised that steps would be taken at the May meeting to discuss and potentially suspend the Board's rules so that more discussion could take place and a permanent alternative could be implemented.

### **Next meeting**

Thursday, June 9, 2022  
1:30 p.m. to 4:00 p.m.  
Virtually via WebEx

### **Adjourn**

The meeting adjourned at 3:22 p.m.



Claudia Balducci  
System Expansion Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on June 9, 2022, AM.