



Summary Minutes

System Expansion Committee Meeting July 14, 2022

Call to order

The meeting was called to order at 1:38 p.m. by Committee Chair Balducci.

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	(P) Kent Keel, University Place Mayor
(P) David Baker, Kenmore Councilmember	(P) Joe McDermott, King County Council Vice President
(P) Cassie Franklin, Everett Mayor	(P) 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

Monthly Contract Report and Agency Progress Report

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

CEO Report

Interim CEO Brooke Belman provided the report.

East Link concrete investigation update – Last month, the committee was updated on investigative work that the agency initiated after identifying spalling that affected three of the pre-cast concrete plinth blocks that support the light rail tracks on the I-90 floating bridge.

It was emphasized last month that there was no indication that the investigation would turn up needs for any extreme remedial actions, and that continued to be the case. A third-party forensic engineering firm was continuing to investigate the issue diligently. Testing was continued in both the lab and in the field to inform the agency regarding the capacity and long-term serviceability of the blocks.

So far, out of 700 blocks inspected, seven were found, or one percent, that had the type of spalling that was described to the committee. Interim CEO Belman noted staff would continue to provide updates on this issue as well as other quality issues, including the cast-in-place concrete plinths. The agency's remedial measures figure into the quantitative risk assessment for the project that staff would speak to in more detail.

Public comment

Chair Balducci announced that public comment would be accepted via email to

emailtheboard@soundtransit.org and would also be accepted verbally.

Given the amount of public comment submissions, Chair Balducci set a one-minute time frame for commenters, and two-minutes were provided for those with an interpreter.

Written public comments:

John Marchione, for the Washington State Public Stadium Authority
Phelan Rolloson Halbhuber and Wren Thompson
Bren Chow and Liz Agi for International Community Health Services
Meilani Mandery, Gail Engler, Shandiny Gualip Contreras, Tina Young
Barrie Arliss, Thomas Ackels, Erik Sabiers, Colleen Horn
Maria Barrientos and Mercedes Fernandez for the Uptown Alliance, David J. Della
Marilyn Kennell-McMurray, Jan Roberts, Deborah Barker, Johannes Heine, Marcia Kato
Tacoma Public Utilities, Ryan Glant on behalf of Pacific Iron and Metal Co.
James Vegas on behalf of the Museum of Pop Culture
Joe Kunzler
Jane Zalutsky, Executive Director of the Seattle Center Foundation

In-person Verbal Public Comments:

Donald Marcy
Erin Goodman
Marykate Ryan
John Stilin
Nathan Rose
Alex Tsimerman
Auriza Ugalino
Christina Shimizu
Joel Tan
Jan Johnson
Howard Greenwich
Gei Chan
Meilani Mandeng
Jacqueline Wu
Nina Wallace
Rachtha Dann
I-milon Liu
Barry Blanton
Yin Yu
Lydia
Richard Sanguin

Virtual Verbal Public Comments:

Darcell Slovek-Walker
Kristen Johnson
Betty Lau
Ryan Glant
Mike Stewart
Francisco Irigon
Kristie Kisbye
Scott Ingham
Fran Keown
Gary Reifel
Zakariya Osman
Sheila Stickel

Stanley Shikuma
Gretchen Swanson
Johannes Heine
Jacqueline Gruber
Paul
Judah Stevenson
Sergio Zamora

The following people signed up to provide virtual public comment but were not present or experienced technical difficulties when called upon: Quinn Scollard, Maria Barrientos and Lally Singh.

Business items

For Committee Final Action

Minutes: May 20, 2022 West Seattle and Ballard Link Extensions System Expansion Committee Workshop meeting and the June 9, 2022 System Expansion Committee meeting

It was moved by Committee Vice Chair Roscoe, seconded by Boardmember Backus, and carried by unanimous voice vote that the minutes of the May 20, 2022 West Seattle and Ballard Link Extensions System Expansion Committee meeting and the minutes of the June 9, 2022 meeting be approved as presented.

Motion No. M2022-52: Authorizing the chief executive officer to execute a contract modification David Evans and Associates, Inc., to increase the contract amount for on-call general engineering consultant services for project in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$20,000,000.

Jon Mihkels, Director of Buildings and Infrastructure, and Beverly Cobb Zahir, Project Manager for Design, Engineering, and Construction Management, provided the staff presentation for this and the following action. This on-call professional services contract will support the System Expansion Implementation Plan, State of Good Repair and Non-expansion projects and to respond in a timely manner to urgent situations. This action would increase the contract value available for additional task orders. Services under this contract are assigned by issuing task orders funded through existing project and operating budgets.

Boardmember Harrell asked about the disadvantaged business enterprise (DBE) utilization of this contract and performance of this contract under the agency diversity goals. Ms. Zahir replied that the procurement for this contract included a DBE goal, as all agency procurements do, and added that the contractor who is performing the work is performing high above the minimum goals for DBE utilization. Boardmember Harrell asked if in the future even further information could be provided about the location of the businesses and if they were local businesses.

Motion No. M2022-52 was moved by Boardmember McDermott and seconded by Boardmember Backus.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried unanimous vote of the eight members present that Motion No. M2022-52 be approved as presented.

Motion No. M2022-53: Authorizing the chief executive officer to execute a contract modification with WSP USA, Inc. to increase the contract amount for on-call general engineering consultant services in the amount of \$5,000,000 for a new total authorized contract amount not to exceed \$20,000,000.

Chair Balducci noted the committee already received a presentation on this action. This action would increase the contract value available for additional task orders. Services under this contract are assigned by issuing task orders funded through existing project and operating budgets.

Motion No. M2022-53 was moved by Boardmember Backus and seconded by Committee Vice Chair Roscoe.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

Boardmember Somers noted his aye vote for the previous motion.

It was carried by unanimous vote of the eight members present that Motion No. M2022-53 be approved as presented.

For Recommendation to the Board

(Boardmember Baker arrived at this time).

Motion No. M2022-55: Authorizing the chief executive officer to execute a contract modification with Skanska Constructors L300, a Joint Venture between Skanska USA Civil West California District, Inc., and Skanska USA Building, Inc., for the NE 200th Street to Lynnwood Transit Center project to provide construction services for transit and traffic circulation improvements along the 200th Street SW corridor within the City of Lynnwood and to resolve disputes related to the COVID-19 pandemic and the concrete delivery strike, in the amount of \$37,800,000 for a new total authorized contract amount not to exceed \$915,688,048.

Randy Harlow, Executive Project Director for the Lynnwood Link Extension, and Josh Pategas, Deputy Executive Project Director for the Lynnwood Link Extension, provided the staff report. The proposed action would incorporate the modifications to the 200th Street SW corridor within the City of Lynnwood into the NE 200th Street to Lynnwood Transit Center construction contract. The modifications include additional turning lanes for buses, adjustment and extension of high-occupancy vehicle lanes connecting to I-5, and construction of dedicated non-motorized access lanes connecting the 200th Street SW corridor to the Scriber Creek Trail in Lynnwood. The proposed action also encompasses and incorporates the negotiated resolution of all the contractor's claims and requests for additional time and compensation arising from the COVID-19 pandemic, the concrete delivery strike, and all instances of severe weather through April 2022. All such claims and requests are resolved and released by the contractor.

As part of the Record of Decision (ROD) issued by the Federal Transit Administration for the Lynnwood Link Extension in 2015, the Lynnwood Link Extension is required to mitigate traffic circulation at three

intersections along the 200th Street SW corridor due to substantial increases in peak-hour bus routes served by Community Transit at the Lynnwood Transit Center, as well as rail patron traffic entering and exiting the parking garage being constructed at the Lynnwood Transit Center. This proposed action would incorporate all necessary modifications to align with this decision, as well as incorporate cost changes and timeline impacts due to severe weather through April 2022.

Motion No. M2022-55 was moved by Boardmember Backus and seconded by Committee Vice Chair Roscoe.

Boardmember Keel requested clarification if the funds in the proposed action were included in the current agency financial plan. Mr. Pategas responded that additional design was recognized and included in the initial scope of the project, and that the modification is adjusting within that scope for changes.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the nine members present that Motion No. M2022-55 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-56: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions project in the amount of \$11,162,414, including contingency, for a new total authorized contract amount not to exceed \$100,394,403.

Sandra Fann, High Capacity Transit Project Director, kicked off the staff presentation. This action would modify the consultant services contract with HNTB Corporation (HNTB) to initiate a portion of the full Phase 3 work for the West Seattle and Ballard Link Extensions Project (WSBLE), which will include preparation of a Final Environmental Impact Statement (EIS) and Preliminary Engineering of a Preferred Alternative to be identified by the Board in a future action(s). This action seeks to minimize potential delays to the project schedule to the extent possible by funding consultant services for a period of approximately 2 months and includes initiation of Phase 3 activities that can be advanced before a Preferred Alternative is confirmed or modified and authorization is provided to begin Preliminary Engineering.

The scope includes continued planning, conceptual design, and external engagement to support potential subsequent Board action(s) to confirm or modify remaining elements of the Preferred Alternative before start of Preliminary Engineering. The action also includes advancement of limited fieldwork and environmental review towards preparation of a Final EIS.

Staff would return to the Board to authorize the remainder of the Phase 3 scope of work in 2022-2023, after the Board has confirmed or modified elements of the Preferred Alternative to be advanced into Preliminary Engineering. The contract with HNTB included completion of Phase 1 and options to negotiate future amendments for the completion of Phases 2 and 3. HNTB has satisfactorily completed Phases 1 and 2 and authorization is sought to proceed to Phase 3, which is anticipated to take two years to complete.

Motion No. M2022-56 was moved by Committee Vice Chair Roscoe and seconded by Boardmember McDermott.

Boardmember Keel expressed excitement for this motion to keep the project moving forward.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the nine members present that Motion No. M2022-56 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-57: Confirming or modifying the preferred light rail route and station locations for the West Seattle and Ballard Link Extensions Final Environmental Impact Statement and requesting further studies in some areas to inform potential additional future Board action to confirm or modify the Preferred Alternative.

Chair Balducci introduced the action by prefacing all the steps that have led to this discussion, she thanked the Boardmembers for the many meetings and tours that have been completed ahead of this day, and thanked community members and advocates for their continued engagement and collaboration as the agency sorts through the project objectives and reconciles disproportionate economic harm and strife to certain marginalized communities. She noted there has been extensive public comment on this project, and today the conversation continues to advance this draft motion which is being presented to allow discussion and the hopeful forwarding to the full Board a narrowing of some alignment decisions which can be made, and guidance around other alignment areas where further work is needed before decisions are made.

Board Chair Keel commented that the WSBLE project is the largest ST3 project, and has been in progress since 2017. He thanked staff, the Boardmembers, and the community for their continued collaboration on the project elements that are ready for decision, and commented that further study, engagement, and engagement is essential on the other project segments in a timely manner to keep the project on schedule.

Don Billen, Executive Director of Planning, Environment, and Project Development and Cathal Ridge, Executive Corridor Director, provided the staff presentation. Mr. Ridge reviewed the planning phase of the project and the alternatives development and screening process. Staff completed the Draft Environmental Impact Statement in early 2022. An extended 90-day comment period was completed on April 28, 2022. Staff employed a myriad of methods to engage with the public and to build awareness of the opportunity to provide comment. There were social media advertisements, mail pieces, as well as reports and emails sent to the community. Mr. Ridge provided an overview of the extensive public engagement process which was presented in detail at the June committee and full Board meetings.

Staff worked in collaboration with the City of Seattle to issue a Racial Equity Toolkit (RET) report, which was released as a draft and will be updated following further project work. The full report has been made available online and was transmitted to the Board. Mr. Ridge then provided a visual summary of comment trends via a presentation of alignment sections and public preferences of station placement.

Mr. Billen then provided a project overview of the ST3 project outline, what elements are necessary for the completion of the broader regional system, and how the project timeline is currently outlined for completion. He also outlined the current projected project budget and where funding shortfalls exist to complete the project.

Mr. Ridge then reviewed which preferred alternatives are included in the motion before the Board, and which segments call for further study and potential identification of new alternatives. The motion also requests that staff work with the City of Seattle, King County, and other potential partners to investigate potential third party funding sources, should the project from end to end and including any potential necessary refinements exceed the current assumption in the agency's financial plan.

Staff is also authorized through the motion if approved to advance Final EIS work where possible, in a consistent manner with the current Board adopted preferred alternative.

Boardmember McDermott requested clarification that this action, if approved by the full Board, would include the study of all the alternatives in the draft EIS, however some preferred alternatives would receive further study. Mr. Ridge commented that that is correct. Mr. McDermott asked about the inclusion of the removal of the Avalon station in the West Seattle as an alternative if that project is within budget, and Mr. Ridge replied that option is included as an option for further cost savings if necessary in the future.

Boardmember Somers asked if the final EIS will be bifurcated into West Seattle and Ballard segments. Mr. Ridge replied that it is likely that the final EIS will be bifurcated to allow for processing by the FTA and in order to provide the capability to move forward on one project if the other cannot move forward on the same timeline.

Motion No. M2022-57 was moved by Boardmember Harrell and seconded by Boardmember Keel.

Boardmember Harrell commented that the City recognizes the importance of third party funding in the potential decision for certain alternatives to be chosen as the project to be built. He continued that his staff and the City are working hard to collaborate with the community in the Chinatown International District on the project and determine solutions for complex and difficult problems, and he thanked Sound Transit staff for their diligence in including prudent options within the motion before the committee today.

Boardmember Backus thanked the Seattle City Council for their work and collaboration on this project, and requested that the process and diligence given to this project continue in the future to ensure the success and longevity of projects.

Boardmember Keel commented concerns about the timeline and the balance of important and necessary discourse while still ensuring the project is moving towards its necessary completion.

Boardmember Somers asked about how a delay of this segment would influence the financial plan and asked for staff to provide more information at the full Board meeting on July 28, 2022.

Boardmember McDermott thanked the committee members for the discussion and acknowledgement of the work that has gone into getting to this action today. He continued that this project is once in a lifetime, likely more than once in a hundred years, and commented his excitement to continue to move the project forward in a way that makes important refinements and future minded decisions.

Boardmember Backus thanked staff for the intensive tour process of site locations and alignment decisions that was helpful in the decision making process.

Boardmember Balducci thanked the committee for the discussion and commented on some edits to the motion before the committee today that were important, including ease of use and accessibility of downtown stations, the alignment through the Chinatown International District, in addition to key decisions surrounding several other station locations.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Cassie Franklin
Bruce Harrell
Kent Keel
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the nine members present that Motion No. M2022-57 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Biannual Cost Driver Report Presentation

Eric Beckman, Acting Executive Director of the Portfolio Services Office, began the presentation. Mr. Beckman outlined that this report is being provided in response to guidance in Resolution No. R2021-15 and will be provided twice annually. This report is one of a suite of agency tools being developed to inform the Board of trends in costs, micro and macro-economic impacts on costs, real estate acquisition costs, and other drivers that would cause project and operations costs to differ from projected. The report for this period has added no further cost drivers to the financial plan, and concluded that construction costs will remain the current largest cost driver in the agency’s financial plan.

Chair Balducci asked if a written report was available for review and asked it be distributed to the committee.

Executive session - None.

Other business

Next meeting

Thursday, August 11, 2022
1:30 p.m. to 4:00 p.m.
Ruth Fisher Board Room &
Virtually via WebEx

Adjourn

The meeting adjourned at 4:21 p.m.

ATTEST:

Claudia Balducci
System Expansion Committee Chair

Kathryn Flores
Board Administrator

APPROVED on _____, PIA.