



## Summary Minutes

### System Expansion Committee Meeting November 10, 2022

#### Call to order

The meeting was called to order at 1:37 p.m. by Committee Chair Balducci.

#### Roll call of members

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

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

Alejandro Monzon, Board Relations Specialist, 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 September agency progress report.

#### CEO Report

CEO Timm provided the report.

##### Update on injured Lynnwood Link Extension worker

CEO Julie Timm updated the Committee that the injured contract worker from the Lynnwood Link Extension project has been released from Harborview Medical Center and will begin physical therapy soon. She also shared that both Sound Transit and the contractor have taken time to investigate and review safety practices.

##### Realignment Updates

Ms. Timm reminded Board members that the Q4 edition of the biannual Cost Drivers Report was included in their packets. Since the first edition of this report in Q2 2022, the costs drivers remain the same and continue to increase, but there appears to be indication of a leveling-off approaching.

She also shared that agency staff are continuing to review the recommendations from Dave Peters' report to the committee in October. Ms. Timm noted that staff would be presenting at the December Board meeting to update the full Board and receive feedback and input.

##### Fifth and Final Vehicle delivered for the T-Line

As a follow-up to last month's delivery, CEO Timm stated that the final light rail vehicle for the T Link arrived earlier in the week.

### Short Intro to Sounder CRISI grant presentation

Noting that the committee would hear more from staff in a later presentation, Ms. Timm explained that Sound Transit has been awarded a CRISI Grant from the Federal Railroad Administration. The acceptance of the grant would require advancing planning work ahead of the schedule set by Realignment for the Sounder South Expansion project, a Tier 3 project. While staff will provide further details, the authorization has been included in the Proposed 2023 Budget.

### Update on Puyallup, Sumner, Auburn, and Kent Garages

CEO Julie Timm provided updates on the garages in Puyallup, Sumer, Auburn, and Kent. She shared that while the Puyallup garage was substantially completed in May, the agency is working with the City of Puyallup and BNSF Railway to complete traffic signal improvements so the garage can open as soon as possible.

Regarding the three other garages, Ms. Timm said that Board members can expect to consider design-build contracts in Q1 and Q2 of 2023. Negotiations with the highest scoring proposer are underway for the Sumner garage, while both the Auburn and Kent projects are still within the procurement process.

### OMFS Update

CEO Timm updated the committee that the Final Environmental Impact Statement for the Operations and Maintenance Facility-South would be published in mid-2023, also delaying a subsequent Board decision to select the project to be built. Agency staff have been working with the City of Federal Way, but more time is needed to finalize a mutually beneficial site layout.

## **Public comment**

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

### Written public comments:

Bill Hirt  
Sean Thorson, on behalf of ACG Development

### In-person Verbal Public Comments:

Ryan Glant  
Betty Lau  
Brian Chow

### Virtual Verbal Public Comments:

Bob Litzkow  
Erin Goodman

## **Update from Triunity**

Chair Balducci asked Deputy CEO Kimberly Farley to introduce the presentation and Andrew Kean, Project Manager from Triunity. Ms. Farley shared that Andrew and Triunity have been working with Sound Transit beginning in 2021 on recommendations stemming from Realignment. Over several reports in 2021, Triunity provided Sound Transit with many recommendations and so this report is a check-in on the progress of implementing those recommendations.

Mr. Kean briefly touched on the three main tasks that Triunity undertook during its initial review of the agency's cost estimating: 1) Review and Assessment of Past Cost Estimates and Trends, 2) Estimating Methodology Review and Recommendations, and 3) Management Methodology Review and

Recommendations. Across those three tasks, Triunity provided Sound Transit with 55 recommendations as potential opportunities for improvement. Through their review, Triunity has classified those 55 recommendations as 29 complete, 19 in progress, and 7 planned.

Mr. Kean walked the committee through four recommendations that have been successfully implemented by the agency: Use of ranges in cost estimates, early role of the Real Property team, the publishing of the Annual Program Review Report, and the creation of the Project Performance Tracker dashboard.

Mr. Kean noted that agency staff are prioritizing and effectively implementing recommendations.

Chair Balducci asked Mr. Kean if the majority of the remaining recommendations are associated with projects that are further out. Mr. Kean confirmed that is the case.

Boardmember Keel took this opportunity to thank Mr. Kean and Triunity for their work on these recommendations to the agency. Chair Balducci seconded Boardmember Keel's appreciation and added that although this is the end of the current task order, this may not be the end of Sound Transit's and Triunity's working relationship.

## **Business items**

### **For Committee Final Action**

Minutes: October 13, 2022 System Expansion Committee meeting

**It was moved by Boardmember Backus, seconded by Boardmember Roscoe, and carried by unanimous voice vote that the minutes of the October 13, 2022 System Expansion Committee meeting be approved as presented.**

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

Motion No. M2022-86: Authorizing the chief executive officer to execute a Master Agreement with ACG Kinect Shoreline Owner LLC, to (1) establish terms and operational stipulations relating to construction coordination and mutual access between planned private transit-oriented development project located on the west side of 8th Avenue NE between NE 185th Street and NE 189th Street in Shoreline, WA and the adjacent Shoreline North/185th Street Link station; (2) convey to the developer a portion of Sound Transit owned property that has been declared surplus in exchange for a fair market value payment; and (3) grant temporary easements to support transit-oriented development project.

Chair Balducci noted that the action language read did not match her notes. She asked for clarification after the Staff Presentation. Chair Balducci asked Rod Kempkes, Deputy Executive Project Director for the Lynnwood Link Extension Project, to begin the staff presentation.

Boardmember Keel inquired about the action language. Chair Balducci suggested it may have just been a miscopying of language to her notes. Mr. Monzon confirmed that the action language read into the record was correct.

**Motion No. M2022-86 was moved by Boardmember Roscoe and seconded by Boardmember Backus with a do-pass recommendation.**

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

**Ayes**

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

**Nays**

**It was carried by unanimous vote of the seven members present that Motion No. M2022-86 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2022-32: Authorizing the chief executive officer to acquire certain real property interests, contingent on receipt of any necessary federal approvals, 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 in order to secure a potential site for construction, operation, and maintenance of the Everett Link Extension project.

Chair Balducci asked Faith Roland, Real Property Director, to provide the staff presentation.

**Resolution No. R2022-32 was moved by Boardmember Somers and seconded by Boardmember Keel with a do-pass recommendation.**

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

**Ayes**

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

**Nays**

**It was carried by unanimous vote of the seven members present that Resolution No. R2022-32 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2022-33: Authorizing the chief executive officer to acquire 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.

Chair Balducci asked Faith Roland, Real Property Director, to provide the staff presentation.

Prior to jumping into the presentation, Ms. Roland updated the committee with changes the Real Property team has made to the public notification process associated with property acquisitions. She stated this was in response to public and Board member comments during the approval of the previous Bus Rapid Transit property acquisition package. Changes included more information about the relevant Board and committee meetings and how to publicly participate, as well as a right-of-way map.

In regards to the current Resolution, Ms. Roland stated that of the 36 affected property owners, only one was not reached directly by staff.

Chair Balducci thanked Ms. Roland for the additional efforts that staff are implementing to the property acquisition notice process.

Boardmember Keel echoed the appreciation and reiterated his knowledge that property acquisitions can have a large effect on individuals.

**Resolution No. R2022-33 was moved by Boardmember Keel and seconded by Boardmember Somers with a do-pass recommendation.**

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

**Ayes**

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

**Nays**

**It was carried by unanimous vote of the seven members present that Resolution No. R2022-33 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### Presentation on Sounder South CRISI grant for double track projects in Pierce County

Chair Balducci asked Melissa Flores-Saxe, Sounder South Project Development Director, to begin the presentation.

Ms. Flores-Saxe started by informing the committee that this presentation is informational, and no separate Board action is required at this time. She added that funds to match the awarded Consolidated Rail Infrastructure and Safety Improvement (CRISI) grant from the Federal Railroad Administration have been included in the Proposed 2023 Budget. The Sounder is the only mode of transit under Sound Transit eligible for these grants.

Ms. Flores-Saxe shared that several Sounder South projects had been categorized by realignment as Tier 3 projects, with at least a 9-year delay. Sound Transit has been awarded the CRISI grant in relation to the Sounder South Capacity Expansion and DuPont Sounder Extension projects. The Proposed 2023 Budget will cover the first of three years staff expect to utilize the \$20 million of funding, with \$10 million of that being reimbursed by the CRISI grant. Ms. Flores-Saxe turned the presentation over to William Chow, Sounder South Senior Project Manager.

Mr. Chow described that the team would begin planning and environmental review for double tracking three segments of Sound Transit-owned railway in Pierce County. While not covering the Station alternatives for the DuPont Sounder Extension, use of the grant funds would allow Sound Transit staff to complete the planning phase for these projects by 2026.

Mr. Chow stated that there would be no negative impact to the affordable schedule for each project, and that the agency would see a slight benefit to earlier project spending. Should the Board approve the 2023 Budget in December, staff would return in Q1 2023 with a contract modification action to begin the Environmental and Preliminary Engineering on the Sounder South projects.

### Review of the Proposed 2023 Budget for system expansion projects

Chair Balducci asked Ryan Fisher, Deputy Executive Director for Financial Planning and Budget, to begin the presentation. Mr. Fisher introduced Ron Lewis, Executive Director for Design, Engineering, and Construction Management, Chelsea Levy, Acting Deputy Executive Director for Planning, Environmental, and Project Development, and Shankar Rajaram, Executive Project Director of Revenue Vehicles.

Mr. Fisher first highlighted which portions of the Proposed 2023 Budget fall under the System Expansion Committee's purview: System expansion projects – Link, Tacoma Link, Sounder, Stride, and ST Express. Before jumping into the main system expansion budgets, Mr. Fisher recapped the overall budget presentation from the previous Board meeting.

Mr. Fisher began reviewing the overall slight decline of 3% in system expansion spending. He stated that while some projects are exiting their peak year of construction costs, others, such as the I-405 BRT, West Seattle and Ballard Link Extensions, and Tacoma Dome Link Extensions projects, are projected to increase in 2023. Mr. Fisher asked Ron Lewis to continue with the presentation.

Mr. Lewis began with the Hilltop Tacoma Link Extension, noting that revenue service is expected to begin in 2023. As construction wraps up, project documentation and closeout, as well as resolving any claims and associated legal activity, will be the main concern on this project.

For the East Link Extension project, the proposed funding would continue to advance civil and systems contract work. Additionally, testing and preparing other start-up activities for eventual revenue service is included.

Funding to continue construction on the guideway and trackwork, Link stations, and Marymoor Village Garage is included for the Downtown Redmond Link Extensions. Moreover, systems work is scheduled to begin next year and be in full production.

In addition to funding for continued construction work on the garages, stations, and guideway for the Federal Way Link Extension, Mr. Lewis noted that off-site traffic mitigation work is required by the agency's Environmental Impact Statement, mostly along local roads. He also shared that while most of the property acquisitions for the project have been completed, there are a few that remain and will come to the Board of consideration at a later date as they are associated with the off-site traffic mitigations.

Substantial completion of the construction of the Lynnwood Link Extension is expected next year. Procurement of systems and installation of major equipment, as well as the completion of permanently connecting power to the extension, is also planned. The completion of heavy civil construction for the NE 130<sup>th</sup> Station alignment is also expected as it is tied to the Lynnwood Link Extension. Procurement for the competitive station contract will begin next year, with awarding taking place in Q3 2023.

In regards to the light rail vehicle fleet, 32 vehicles are expected to be delivered in 2023, bringing the total number of vehicles to 140. Conditional acceptance of an additional 40 vehicles is also expected.

Mr. Rajaram updated the committee on progress made after previous Board action directed staff to work on the Series 3 Light Rail Vehicle Fleet Expansion project. In early 2023, the team expects to award the consultant contract, and will continue engineering work throughout the year.

Ms. Levy provided an overview of projects currently in the planning phase. For the Operations and Maintenance Facility South, the agency is working to complete Preliminary Engineering, publish the Final EIS, and select the Project to be built. Staff expect to continue stakeholder engagement for the Tacoma Dome Link Extension while advancing the Draft EIS.

Continued preliminary engineering and preparation for the Final EIS is expected for the West Seattle Link Extension. Meanwhile, staff will continue to complete Board-directed further studies along segments of the extension.

The Ballard Link Extension will focus on further areas of study in early 2023. Staff will bring those findings to the Board to potential modify the Preferred Alternatives prior to commencing work on preliminary engineering and preparation of the Final EIS. Ongoing Right-of-Way Administration activities are expected across both the West Seattle and Ballard Link Extension projects.

Completion of the Alternatives analysis for the Everett Link Extension and Operations and Maintenance Facility North is expected in early 2023. The Board will be asked to identify Preferred Alternatives and options to study for the Draft EIS.

Staff expect to initiate work on the Graham Street and Boeing Access Road Infill Stations in 2023. Actions expected include the procurement of consultant services and commencement of Alternatives Analysis and Conceptual Engineering.

Conceptual Engineering and Environmental Review for the Lakewood & South Tacoma Stations access project and the Souder South Capacity Expansion project are expected in 2024. Moreover, planning for access improvements at Tacoma Dome Station is being coordinated through the Tacoma Dome Link Extension project.

Ms. Levy explained the Souder investments that would be reimbursed through the CRISI grant from the Federal Railroad Administration.

Ron Lewis stated that project closeout activities are planned for the Puyallup Station Garage. Some additional signal and access work is required to fully open the garage. For the garages planned in Sumner, Kent, and Auburn, staff expect to return to the Board in Q1 2023 to present a baseline budget for the Parking and Access Improvement projects. Design-Build contracts are expected to be awarded later in 2023.

Mr. Lewis summarized the work across the three major projects that make up the Stride program. For the I-405 Bus Rapid Transit (BRT) project, a budget baseline is expected in Q2 2023 and completion of final design is expected in 2023. Construction work by WSDOT will continue in collaboration with Sound Transit, and construction agreements with WSDOT and the City of Renton will be brought to the Board for execution as well. The SR 522 BRT project will see continued construction along the route from I-5 to Bothell. Additional Right-of Way acquisitions are expected, and the agency intends to begin procurement of a Bus Operating Technology system. For Bus Base North, procurement for construction services is planned to begin, and the agency will work to address any covenants, conditions, and restrictions associated with the planned construction.

Ms. Levy covered several ongoing contributions to partner agencies related to Bus System Expansion projects in King and Pierce Counties.

In conclusion, Mr. Fisher briefly highlighted the remaining steps in the Budget adoption process.

Chair Balducci reminded committee members that at the next System Expansion Committee, a motion to forward this portion of the budget will be considered and that now is the time to ask questions or connect with agency staff outside of the Boardroom setting.

Chair Balducci asked whether there are funds being included to address the bus operator shortage, even as the agency moves forward with investments into expanding the regional bus systems. Mr. Fisher shared that the question also came up in last week's Rider Experience & Operations Committee meeting, and that there are funds set aside for recruitment but work with our operating partners is still needed to address the shortage.

Boardmember Keel inquired about timeline and tier structure associated with the DuPont Extension for the Souder South program that would be reimbursed through the CRISI grant. Mr. Fisher noted that the recommended budget would accelerate the planning phase for the projects but not the entire timeline. Moreover, acceptance of the federal funds would provide a slight positive benefit to the long range financial plan. Chair Keel noted that he's aiming to hold firm to what Realignment directed. Deputy CEO Farley shared that the Ballard Link Extension is a Tier 2 project, and that cost of planning is relatively cheap. Boardmember Keel thanked Kimberly for her answer and felt reassured by the leveraging of available dollars.

Chair Balducci thanked the staff for the presentation and indicated readiness for consideration next month.

#### Update on Link projects in construction

Chair Balducci incited Deputy CEO Kimberly Farley to begin the presentation. Ms. Farley also introduced Ron Lewis and Eric Beckman, Executive Director of the Portfolio Services Office, who will be assisting in this presentation.

Deputy CEO Farley began with covering the top risks to the East Link Extension project. Since August, the contractor has begun removal/demolition of affected concrete plinths with reconstruction planned to begin in November. Moreover, replacement of faulty nylon inserts along the alignment is also taking place. The contractor has committed to working 6 days a week, 24 hours a day to address these issues, and Sound Transit has increased its quality oversight staff and updated training for staff and consultants.

Turning toward the Federal Way Link Extension, Ms. Farley noted the main concern is a deep layer of liquifiable soil under the alignment. The slope that failed earlier this year has been stabilized but a buttress of quarry spawls. In regard to the guideway, the design-builder is advancing design of a long-span bridge to keep the track above the affected ground. Staff is working to evaluate and mitigate schedule impacts. Construction in this area is expected to resume in Q1 2023.

Both the Downtown Redmond Link Extension and the Lynnwood Link Extension projects were affected by pandemic-related impacts and the prolonged concrete strike. A potential power connection issue was also identified for the Downtown Redmond Link Extension, which has since been rectified. No new risks have been identified for either project.

Now that a comprehensive risk analysis has been performed, the next step for agency staff is to determine potential project opening timelines for the Link Extensions. Additional discussions for a Starter 2 Line to service the Eastside community while work on the affected areas of the East Link Extension continues.

Chair Balducci opened up the floor for questions from Boardmembers.

Boardmember Keel asked as to whether a Starter 2 Line would further delay the opening of the full East Link Extension. Deputy CEO Farley stated that this is being included in the final analyses for presentation next month.

#### West Seattle and Ballard Link Extensions update on areas of further study

Chair Balducci asked Cathal Ridge, Executive Corridor Director to begin the presentation. Mr. Ridge noted this is one of series of presentations requested by the Board in its adoption of Motion No. M2022-57.

The agency is reviewing the feasibility of shifting the Alaska Junction station entrance on the South side of SW Alaska St from 41<sup>st</sup> Avenue to 42<sup>nd</sup> Avenue. Work on the initial concept is complete and the modification is currently undergoing interagency review.

A refinement to shift the Andover Station and alignment south toward Yancy Street is currently undergoing interagency review. This refinement would minimize impacts to Longfellow Creek and Transitional Resources.

For the Chinatown-International District, Mr. Ridge noted that Open Houses and Workshops have begun and are planned through the next few months to inform the Status Report to the Board early 2023.

Through the Midtown, Westlake, and Denny areas along the alignment, refinements to improve station access and entrances are currently in interagency review, including shifting entrances into public Right-of-Way. Staff are also assessing the mix-and-match alignment from Westlake to Denny to South Lake

Union, with those plans also in interagency review. An additional mix-and-match arrangement is being reviewed from South Lake Union to Seattle Center.

In Ballard, staff are refining the initial concept for a 15<sup>th</sup> Ave Tunnel alignment. This will be moving to interagency review shortly.

Briefly referencing the discussions that the City of Seattle is having with the United States Postal Service for the SODO-1B option, Mr. Ridge stated that staff have been exploring refinements to the SODO-1A station alternative. Such refinements would mitigate impacts to Pac-Iron and local industry, as well as provide access to Lander Street via an elevated pedestrian connection.

Mr. Ridge concluded his presentation by providing a look ahead to key dates related to the West Seattle and Ballard Link Extensions decision-making schedule.

Chair Balducci thanked Mr. Ridge for his team's additional work. She then asked Boardmember Harrell to kick-off further discussion.

Boardmember Harrell stated that while there hasn't been a no from the Postal Service, the city still hasn't received an affirmative response that would make SODO-1B possible at this time. He also shared his support for the SODO-1A alignment, as refined, should the SODO-1B alignment not be possible after discussions with the Postal Service conclude.

Chair Balducci wanted to confirm with the members of the committee that all were taking away the same information: that discussions with the Post Office are ongoing, but that refinements by Agency Staff to the SODO-1A alternative make the modified station more acceptable.

Boardmember McDermott agreed that the refinements were beneficial to the plan and inquired as to whether staff are continuing with assessing additional refinements. Mr. Ridge answered that the staff believe they have addressed the specific concerns with the SODO-1A option but ongoing design and planning work would continue.

In regard to the Chinatown-International District public engagement, Chair Balducci asked that staff provide the committee a list of potential station ideas when one has been consolidated. Mr. Ridge said that should be possible sooner rather than later.

Boardmember Keel thanked Mr. Ridge and staff for their refinements to the SODO-1A and highlighted that he hopes to hear from representatives from Pacific Iron at future meetings about the refinements. Boardmember Keel also reiterated his desire to fully wrap up the planning process by February, in accordance with Motion No. M2022-57.

Boardmember Harrell stated that his office is conducting public outreach and will help to inform the Board on how affected Seattle residents feel about the alignments and their effects. Mr. Harrell shared that throughout public engagement with the CID, he has heard very little support for the 5<sup>th</sup> Ave. option. He also shared that conversations have shown community support for the 4<sup>th</sup> Ave shallow option or shifting the station north or south out of the Chinatown-International District.

**Executive session** - None.

**Other business** - None.

## **Next meeting**

Thursday, December 8, 2022  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Board Room &  
Virtually via WebEx

## Adjourn

The meeting adjourned at 3:57 p.m.



Claudia Balducci  
System Expansion Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on December 8, 2022, AJM.