



Summary Minutes

System Expansion Committee Meeting July 11, 2019

Call to order

The meeting was called to order at 1:35 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

Roll call of members

Chair	Vice Chair
(P) Claudia Balducci, King County Councilmember	(P) Victoria Woodards, Tacoma Mayor

Board Members	
(P) Nancy Backus, Auburn Mayor	(P) Dave Earling, Edmonds Mayor
(P) David Baker, Kenmore Mayor	(P) Kent Keel, University Place Mayor
(A) Jenny Durkan, Seattle Mayor	(A) 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

Committee Chair Balducci approved Boardmember Woodard's request to participate in the meeting via teleconference.

CEO Report

Federal Way Link Extension Grant Funding and TIFIA

Chief Executive Officer Peter Rogoff provided the report. He reported that he received a call from the acting administrator of the Federal Transit Administration (FTA) reporting that the FTA has allocated 100 million dollars for the Federal Way Link Extension. The payment represents an initial installment on the \$790 million the agency is seeking in a Full Funding Grant Agreement for the project that is expected to be executed with the FTA by the end of this year.

Speaking Event: The Future of Mobility in Seattle

CEO Rogoff shared that there was a 'Traffic Lab' feature in the Seattle Times which examined if the agency could speed up the already aggressive project delivery times that were included in Sound Transit 3 (ST3). Boardmember Balducci and CEO Rogoff both spoke on a panel at an event following the stories release, answering questions about regional mobility.

Capital Program Status Update

CEO Rogoff continued that the news on Federal Way is a wonderful backdrop to introduce an update on the overall delivery of the capital program. Mr. Rogoff announced that he has asked Ron Lewis, the Executive Director of Design, Engineering and Construction Management (DECM) to provide the committee with an overview ahead of the meeting's action items which will include capitol project

delivery for three different projects currently in final design and construction phases. Mr. Rogoff continued that this presentation will be brought to the Full Board in July, in addition to a presentation shared with the Finance and Audit Committee in June regarding the overall financial status of the agency. Mr. Rogoff noted that these presentations are examples of the transparency that agency staff continue to provide to the Board and members of the public as the program moves forward.

Mr. Lewis began the presentation with an outline of the three topics for discussion, which are the budget schedule and risks of the current capital expansion program. Mr. Lewis then went through various capital projects to provide a snapshot of project status.

Project Highlights:

- Operations and Maintenance Facility – East is trending well within the project budget of \$449.2 million dollars. The schedule is on track for the opening by 2020, and the risks include unanticipated civil and systems contract interface issues, safety certification delays, or a change in project requirements.
- Light Rail Vehicle Fleet Expansion is trending well within the project budget of \$741 million. The schedule is being negotiated, as the first car to be delivered was late. The primary risk is maintaining the schedule, followed by maintaining workmanship during construction, and testing risks during on-site testing after delivery.
- Northgate Link Extension is well within the project budget of \$1.899 billion, and the project is on schedule to open in September of 2021. The project is 84 percent complete, and there have been project savings of \$52 million to date. The primary risks include systems installation and integration, testing startup and commissioning of the line, and coordination with third parties including the University of Washington.
- Hilltop Tacoma Link Extension is currently at a 20 percent probability of being completed within its \$217 million budget unless risks are mitigated. The project is about one third complete, and is on schedule to open for revenue service in 2022. There are more risks associated with this project, including a tight budget and limited contingency, unidentified surface conditions and necessary utility relocations, potential claims regarding the interruption of work in street right of way, an increased need for design support, and stakeholder and neighborhood impacts during construction.
- East Link Extension is trending well within budget of \$3.677 billion. The project is on schedule for revenue service by June 2023, and construction is 57 percent complete. The risks for East Link include the Connect 2020 tie in to Central Link, completing the installation of track bridges and attachments, maintaining station construction schedules and scope, and systems installation and integration.
- Lynnwood Link Extension is experiencing pressure on the baseline budget of \$2.772 billion and on budget contingency. The project is two percent complete, and there is a planned contract action related to construction in August of 2019. The project risks include finalizing major construction contract negotiations and costs, market conditions, obtaining final permits for construction, timely completion of right-of-way acquisition and utility relocation, and differing site conditions encountered during construction.
- Downtown Redmond Link Extension is trending well within the budget of \$1.520 billion. The project is on schedule for revenue service beginning by December of 2024. The project risks include timely completion of right-of-way acquisition and relocations, timely review of design packages by jurisdictional partners, obtaining final permits for construction, and construction market conditions.

- Federal Way Link Extension is trending well within its budget of \$2.452 billion. The project is on schedule to open for revenue service by December 2024. The project risks include the timing of FFGA remaining uncertain, timely review of design packages by jurisdictional partners, construction market conditions, timely completion of right-of-way acquisition and relocations, and differing site conditions encountered during construction.

Mr. Lewis concluded the presentation with a summary of the key takeaways, which are that projects are generally tracking within budgets, however there are tight constraints and cost pressure on the Lynnwood Link Extension and Hilltop Tacoma Link Extension. Furthermore, all projects are currently on schedule, and there is active ongoing risk monitoring and mitigation underway for all projects.

Public comment

Jori Adkins

Alex Tsimmerman

Business items

Items for Committee final action

June 13, 2019, System Expansion Committee minutes

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that the minutes of June 13, 2019, System Expansion Committee Meeting be approved as presented.

Motion No. M2019-66: Authorizes the chief executive officer to execute a two-year contract with a one-year option to extend with Forma Construction Company to perform Job Order Contracting Construction Services for construction work not subject to federal procurement requirements or the Project Labor Agreement for a total authorized contract amount not to exceed \$12,000,000 plus applicable taxes.

Nick Datz, Director of Procurement and Contracts, and Tae-Hee Han, Manager of Procurement and Contracts, Design and Engineering Contracts, provided the staff report. This action authorizes a Job Order Contract for Sound Transit infrastructure and facilities projects through on-call public works construction services. The work under this contract is for small, discrete building and repair projects for both system expansion and non-system expansion projects that are not subject to federal funding requirements or the Project Labor Agreement (PLA).

This contract reflects 2019 legislative changes to RCW 39.10.420 through 39.10.460 that have been updated with changes to regulations that the agency complies with. The changes to the RCW's include:

- The total value of the work orders that may be issued to an individual job order contractor is limited to \$4,000,000 plus applicable taxes per year. Any unused funds from the previous year may be allocated to the following year, not to exceed \$8,000,000 plus applicable taxes;
- The maximum amount in a work order is limited to \$500,000 plus applicable taxes;
- At least 90 percent of the work under the Job Order Contract must be subcontracted; and
- The job order contractor must distribute subcontracts as equitably as possible among qualified and available contractors, including minority and woman-owned subcontractors.
- Applicable taxes are not counted in the work order limit or the maximum annual dollar threshold.
- Apprenticeship requirements for work orders over \$350,000.

In accordance with RCW 39.10.430 contract award process, this contract was competitively procured on March 19, 2019 via the public Request for Qualifications (RFQ) process. Sound Transit received one Statement of Qualification (SOQ) on April 16, 2019 in response to its RFQ. Sound Transit investigated

why only a single bid was received and determined that despite the single bid, competition was adequate, there were no restrictive terms preventing other firms from proposing, and the Job Order Contract was solicited in accordance with RCW 39.10.430. It was determined that they were responsive, responsible and qualified to perform the work and Sound Transit entered into negotiations with the firm, ultimately negotiating a favorable coefficient that was fair and reasonable.

Chair Balducci asked what type of work is being completed through this Job Order Contract, Mr. Datz responded that the work includes repairs to facilities and parking lots, and additionally other small maintenance projects.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-66 be approved as presented.

Chair Balducci announced that M2019-67 has been removed from the agenda.

Motion No. M2019-68: Authorizes the chief executive officer to execute a contract modification with South County Transit Partners to exercise the contract option for Phase 2A of the design-build project management services for the Federal Way Link Extension design-build contract, in the amount of \$10,510,000, with a 10 percent contingency of \$1,050,000, totaling \$11,560,994, for a new total authorized contract amount not to exceed \$16,625,913.

Dan Abernathy, Executive Project Director for the Federal Way Link Extension, and Pat McCormick, Principal Construction Manager for the Federal Way Link Extension, presented the staff report. The design-build project management (DBPM) consultant contract provides project management services and design/construction oversight on behalf of Sound Transit for the Federal Way Link Extension (FWLE).

The DBPM services are being authorized in phases that align and support the design-build contract. Phase one provided project management services during the procurement and during start-up of the FWLE design-build contract. Phase two (A) will include project management, resident engineering, office engineering, document control, cost estimating and contract change management for the design build period of Limited Notice to Proceed (LNTP) to Notice to Proceed (NTP), anticipated in spring 2020. Phase two (B) will include continued DBPM services from NTP of the design-build contract through revenue service. Staff anticipate returning to the Board in spring 2020 to exercise the option and fund Phase 2B of the DBPM services.

Based on the Statements of Qualifications received the three proposers were invited for interviews. The South County Transit Partners (SCTP) team was determined to be the highest ranked team based on qualifications and was invited to enter into price negotiations for Phase 1 of the contract.

It was moved by Boardmember Backus, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-68 be approved as presented.

Motion No. M2019-69: Authorizes the chief executive officer to execute a sole source contract with Advance Management Inc. to provide mini storage management services for American Mini Storage located at 17520 NE 70th St, Redmond, WA for a total authorized contract amount not to exceed \$383,200.

Tony Raben, Executive Project Director, DECM and Elizabeth Dent, Property Management Assistant Manager, presented the staff report. In January 2018, the Board authorized acquisition of the American Mini Storage property through Resolution No. R2018-01. Acquisition of this property is necessary to construction the Downtown Redmond Link Extension. This action authorizes a sole source contract with Advance Management Inc. (AMI) to manage the American Mini Storage facility until the existing tenants are relocated. Under this contract, Advance Management Inc. will supervise rent collection, perform accounting, bookkeeping, data entry, light maintenance, janitorial, office management, and security patrol functions. They will also initiate the lien/auction process when requested by Sound Transit.

It was moved by Boardmember Baker, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-69 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-70: Authorizes the chief executive officer to increase the contract contingency with HDR Engineering, Inc. to provide additional civil design support during construction services for the Hilltop Tacoma Link Extension in the amount of \$1,972,803, for a new total authorized contract amount not to exceed \$12,297,980, contingent upon Board approval of Resolution No. R2019-18.

Madeleine Greathouse, Executive Project Director, Hilltop Tacoma Link Extension, provided the staff report. Ms. Greathouse began with a project overview for context of this action and the following budget amendment. The Hilltop Tacoma Link Extension is a 2.4 mile extension of light rail from the Theater District in downtown to the Hilltop neighborhood in Tacoma. The extension will travel at-grade, in-street with traffic along Stadium Way, North 1st Street, Division Avenue, and Martin Luther King Jr. Way. The project includes six new stations, relocates the Theater District Station, expands the existing Tacoma Operations and Maintenance Facility (OMF), and provides for additional light rail vehicles.

This action would increase the contract contingency with HDR Engineering, Inc. to provide additional design services required for project scope elements such as additional mitigation requirements for conflicts with existing street lighting system and redesign of utility infrastructure as a result of differing site conditions during construction of the work. There has been more extensive design support required than estimated for submittal reviews, responses to contractor questions/Requests for Information (RFIs) and incorporation of design revisions and enhancements into the construction contract documents.

Ms. Greathouse mentioned that the contingencies being reallocated through this action may not be enough to complete the project, as Mr. Lewis mentioned earlier in the Capital Project overview. Should there be additional funds needed, staff will return to the Board to discuss options at that time. Ms. Greathouse continued that there has been a great deal of re-design of some parts of the alignment due to unforeseen soil conditions and more extensive than planned for utility relocations necessary.

The key issues and challenges being faced by the project include safety awareness and accident prevention, tight budget and limited contingency, mitigating construction impacts and maximizing public outreach, potential construction contract claims, unidentified utility relocation needs, increased need for design support, and impacts to existing operations assumptions.

Boardmember Woodards expressed thanks to the staff and contractors working on the project, commenting that she has heard from community members that responses have been quick and thorough.

Committee Chair Balducci clarified that this action is within the committee's authority, however it is contingent upon the following Resolution which is an item that will be forwarded to the full Board for consideration.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-70 be approved as presented.

Items for recommendation to the Board

Resolution No. R2019-18: Transfers \$1,468,120 from the Contingency phase to the Final Design phase of the Adopted 2019 Budget for the Hilltop Tacoma Link Extension, while maintaining the baseline budget of \$217,346,000.

Committee Chair Balducci asked if there were any further questions following the joint presentation for Motion No. M2019-70 and Resolution No. R2019-18.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Resolution No. R2019-18 be forwarded to the Board with a do-pass recommendation.

Motion No. M2019-71: Authorizes the chief executive officer to execute an amendment to the Design Coordination and Review Umbrella Agreement with Washington State Department of Transportation to remove agreement terms in conflict with current agency delegations detailed in Resolution No. R2018-40, the Board's Procurement, Agreements and Delegated Authority Policy.

Eric Beckman, Deputy Executive Director of Design, Engineering, and Construction management, provided the staff report. This action would modify the terms of the Design Coordination and Review Umbrella Agreement to remove contract language that requires all task orders over \$200,000 to be approved by the Sound Transit Board. In September 2018, the Board adopted Resolution No. R2018-40, which increased delegated levels of authority for Board Committees and the Chief Executive Officer.

Sound Transit has several Umbrella Agreements in place with the Washington State Department of Transportation to facilitate design and construction activities within State controlled right of way. Individual task orders are written with a defined scope and budget to address the needs of individual projects. Following approval of this action, the levels of authority will match the updated agency policy.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-71 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-72: Authorizes the chief executive officer to execute a Transit Way Agreement with the City of Redmond for the Downtown Redmond Link Extension.

Tony Raben, Executive Project Director, DECM and Becca Aue, Project Manager, presented the staff report. The proposed Transit Way Agreement would accomplish the following:

- Grants Sound Transit non-exclusive use of a light rail transit way within City right-of-way to construct, operate, maintain, and own the light rail transit system for the Downtown Redmond Link Extension.
- Covers elements related to the granting of rights by the City; activities in public rights-of-way during Sound Transit's construction of its light rail facilities; and Sound Transit's operations, maintenance, and repair of its light rail system in public streets and rights-of-way.
- Satisfies the Federal Transit Administration's (FTA's) continuing control requirements.

This agreement will be considered by the Redmond City Council on July 16, 2019.

It was moved by Boardmember Woodards, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-72 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-73: Authorizes the chief executive officer to execute an agreement with City of Redmond for the City to reimburse the cost of the design, construction and oversight of four betterments requested by the City to be delivered as part of Downtown Redmond Link Extension, for a total authorized agreement amount of \$6,013,045.

Tony Raben, Executive Project Director, DECM and Brian Holloway, East Corridor Design Manager, presented the staff report. This Betterment Agreement defines the parties' roles and responsibilities with respect to completing the design, construction, payment, ownership, and ongoing operation and maintenance of the betterments. The costs included in this agreement reflect the actual proposal price from the highest ranked team for the Downtown Redmond Link Extension design-build contract.

The City agrees to reimburse Sound Transit for the costs of including the Betterments in the DRLE contract and the oversight of the project by Sound Transit. The elements included in the DRLE Request for Proposals include a pressure reducing water valve at 51st Street, intersection improvements at 70th Street and SR 202, and at 76th Street and SR 202, and enhancements to the Redmond Central Connector Trail.

It was moved by Boardmember Earling, seconded by Boardmember Woodards, and carried by unanimous vote that Motion No. M2019-73 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-74: Authorizes the chief executive officer to execute a design-build contract with Stacy and Witbeck/Kuney, a Joint Venture, to complete final design and construction of the Downtown Redmond Link Extension in the amount of \$729,266,000, with a \$75,256,600 base contingency, and authorizes an alternative concept allowance not to exceed \$50,000,000 to fund the maximum cost of any additional substantial added value improvements, for a total authorized contract amount not to exceed \$854,522,600.

Tony Raben, Executive Project Director, DECM, Petra Payne, Senior Design and Construction Contracts Specialist, and Tom Finlayson, Construction Manager, Downtown Redmond Link Extension (DRLE), presented the staff report. This design-build contract includes all work necessary to complete design and construction of 3.4 miles of light rail guideway connecting to the existing Redmond Technology Station and extending to Downtown Redmond.

In addition to the light rail guideway, the contract also includes design and construction of two stations and one 1,400 stall parking garage, the overhead catenary system, traction power substations, train control and communications, special track-work, utilities, and street and trail improvements where defined by the project.

This contract was procured in accordance with Washington state requirements for Design-Build procurements and Sound Transit procedures. A Request for Qualifications (RFQ) was issued on July 31, 2018. On September 12, 2018, four Statements of Qualifications (SOQ) were received. The Request for Proposals (RFP) was issued to three finalists on November 30, 2018, after evaluation of responses to the Request for Qualifications. During the RFP period, Sound Transit held individual one-on-one meetings with each of the finalists. Offerors were encouraged to develop Alternative Technical Concepts (ATCs) to promote innovative design concepts and efficient strategies for successful execution of the project. ATCs that were approved or conditionally approved by Sound Transit could subsequently be included in an offeror's proposal. In total 74 ATCs were reviewed by the project team and each offeror included some of the approved or conditionally approved ATCs in their proposals.

On April 22, 2019, Sound Transit received proposals from each of the three finalist offerors. An evaluation panel was convened to review technical proposals. The evaluation of these technical criteria was performed independent of any consideration of price, and the price proposals were not opened until technical evaluations were complete and technical scores were established for each offeror.

Based on the technical evaluation and the price score equation, Stacy and Witbeck/Kuney, a Joint Venture, was determined to be the highest-ranked responsive and responsible proposer. The proposal price is below Sound Transit's upset price of \$856,000,000 and is within the Board approved baseline budget for the Downtown Redmond Link Extension. The contingency requested is the sum of 10% of the proposed contract value, plus the price proposed for the contract option for the pedestrian undercrossing betterment. This action also requests an alternative concept allowance of up to \$50,000,000 for alternatives that have added value but may increase costs to the DRLE Project to be incorporated into the design-build contract.

The contract includes betterment work under betterment agreements with King County and the City of Redmond. The Board approved the King County agreement in June through Motion No. M2019-62.

Board approval will be requested for the City of Redmond agreement in July 2019. The City of Redmond and King County will reimburse Sound Transit for the betterment work completed in the Downtown Redmond Link Extension (DRLE) design-build contract. The betterments include two trail improvements, a water pressure reduction valve, an extension of water service into Marymoor Park and two intersection improvements.

Following contract award, the DRLE project team will review additional alternative concepts that may include proposed alternative technical concepts for project design improvements received during the procurement process, for potential enhancements and added value to the DRLE project elements.

It was moved by Boardmember Backus, seconded by Boardmember Woodards, and carried by unanimous vote that Motion No. M2019-74 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-75: Identifying the preferred alternative(s) and other alternatives for study in the Tacoma Dome Link Extension Environmental Impact Statement, for all segments except the Tacoma Dome segment.

Committee Chair Balducci clarified that today's presentation will review the alternatives to be studied in the Draft Environmental Impact Statement or DEIS for the Tacoma Dome Link Extension. Following the staff presentation, the committee will discuss which alternatives will be recommended for study in the DEIS in the action that will be forwarded to the full Board for consideration. Alternatives under consideration were refined through Level 1 and Level 2 evaluation with public input and recommendations by the Stakeholder Group (SG) and Elected Leadership Group (ELG). Public and agency input received during the National Environmental Policy Act (NEPA) scoping period and from the Federal Transit Administration (FTA) also informed additional alternatives under consideration.

Curvie Hawkins, Project Development Director, Karen Kitsis, Deputy Executive Director of Capital Project Development, and Chelsea Levy, South Corridor Development Director, presented the staff report. Mr. Hawkins introduced the item by providing a background of the project phase that Tacoma Dome Link Extension (TDLE) is currently in. The alternatives identified for study will undergo conceptual engineering to support the EIS analyses. During the design and environmental review of the alternatives, Sound Transit will engage affected communities in the project development process and get feedback on alignment, profile and station design issues. Sound Transit will also seek to avoid, minimize or mitigate potential impacts of the project as the design progresses.

There were over 4,000 engagements throughout the early scoping process, including 67,000 mailers sent to homes, 200 people who attended open houses, 3,100 people who participated in an online open house, and three project emails updates sent to over 6,200 recipients. Mr. Hawkins continued that the ELG made a recommendation for a preferred alternatives, and did recommend one station for each station alignment. There were also other alternatives identified for study in the DEIS.

Alternatives for consideration

Alternatives considered for inclusion in the Draft EIS include the Level 2 alternatives, as described in the Tacoma Dome Link Extension Scoping Information Report (April 2019), and additional alternatives suggested during the EIS Scoping period. The alternatives are described below by geographical segment.

Heading south from the Federal Way Transit Center, potential alternatives generally follow along the west side of I-5 through Milton, or turn westward to align with SR 99. There are nine alternatives in South Federal Way (SF) that can generally be grouped into three alignment families:

- *I-5 West* – The I-5 West alternatives include SF 8: I-5/S 356th Street and SF 9: I 5/Jet
- *Enchanted Parkway* – The Enchanted Parkway alternatives include SF 2 West: Enchanted/S 352nd Street, SF 2 East: Enchanted/S 352nd Street, and SF 3: Enchanted/S 356th Street

- *SR 99* – The SR 99 alternatives include SF 4A: 99 North (SR 99 to I-5), SF 4B: 99 North (SR 99), SF 4C: 99 North (I-5 to SR 99), and SF 4D: 99 North (I-5 to SR 99 to I-5)

In South Federal Way, the station options are located between S 348th and S 356th streets with several options near I-5, along Enchanted Parkway, or on SR 99 near S 348th Street. The station options assume a 500-space park-and-ride.

Near the city limits of Milton and Fife, SR 99 and I-5 make a 90 degree curve to the west and are close together. In this area, the I-5 alternatives and SR 99 alternatives both enter Fife along SR 99. There are five alternatives in Fife that can generally be grouped into three alignment families:

- *12th Street* – The 12th Street alternative includes Fife 1: 12th Street E
- *North of 15th Street* – The North of 15th Street alternatives include Fife 3A: North of 15th Street E and Fife 3B: North of 15th Street E
- *South of 15th Street* – The South of 15th Street alternatives include Fife 4A: South of 15th Street E and Fife 4B: South of 15th Street E

The Fife alternatives are all located to the north of SR 99 to reach a station location near 59th Avenue E and 15th or 12th Streets E. The Fife station options assume a 500-space park and ride. The potential alignments then continue toward the Puyallup River either along SR 99/Pacific Highway E or along I-5.

Approaching the crossing of the Puyallup River, the alternatives are located near I-5 and south of Puyallup Avenue. There are six alternatives in East Tacoma (ET) that can generally be categorized into four alignment families:

- *Puyallup Avenue* – The Puyallup Avenue alternative includes ET 1: Puyallup Avenue
- *East 25th Street* – The East 25th Street alternative includes ET 2: E 25th Street
- *East 26th Street* – The East 26th Street alternatives include ET 3A: E 26th Street to E 25th Street, ET 3B: 26th Street East, and ET 6: 26th Street West
- *East 27th Street* – The East 27th Street alternative includes ET 5: E 27th Street

The East Tacoma Station would be located on E 25th, E 26th, E 27th, or Puyallup Avenue about a block east or west of Portland Avenue E.

Potential alternatives would follow E 25th, E 26th, E 27th, or Puyallup Avenue to the Tacoma Dome Station area. There are seven alternatives at the Tacoma Dome (TD) that can generally be categorized into four alignment families:

- *Puyallup Avenue* – The Puyallup Avenue alternative includes TD 1: Puyallup Avenue
- *East 25th Street* – The East 25th Street alternatives include TD 2: 25th Street West and TD 3: 25th Street East
- *East 26th Street* – The East 26th Street alternative includes TD 4 East: E 26th Street In Street and TD 4 East: E 26th Street Off-Street
- *East 26th Street to East 27th Street* – The East 26th Street to East 27th Street alternatives include TD 4 West: E 26th Street to E 27th Street and TD 4 West: E 27th Street

The Tacoma Dome Station options are in the vicinity of East D, E, or G Streets.

The project's ELG, a comprehensive group of elected officials that represent the service corridor, recommended how to narrow and refine these alternatives based on the SG feedback and community, agency, and tribal input. The ELG recommended further study of the following alternatives in the Draft EIS:

- *South Federal Way* – SF 2 West (preferred alternative) and SF 2 East, SF 8/9
- *Fife* – Fife 3B SR 99 alignment west of station (preferred alternative) and 3A I-5 alignment west of station
- *East Tacoma* – ET 3A (preferred alternative) and ET 3B, ET 6
- *Tacoma Dome* - TD 2 (Preferred alternative) and TD 2 cut and cover, TD 3, TD 4 East In-Street

Committee Chair Balducci commented that a number of things have occurred since the ELG made its initial recommendation, and there is a substitute motion for presentation that will address further communications with the Federal Transit Administration (FTA).

Ms. Balducci continued that there will be two substitute motions, one to fill in preferred alternatives and other alternatives for study in the Draft Environmental Impact Statement for all the segments except the Tacoma Dome segment, and a second amendment to fill in the Tacoma Dome segment so that the committee can spend more time discussing some of the issues in that segment.

Committee Chair Balducci asked staff to speak to the feedback that has been received by the FTA regarding this project. Ms. Levy began the presentation summarizing feedback given to the agency as follows:

Tacoma Dome Station Area

- The cut-and-cover alternatives should be removed from going forward into the NEPA EIS, based on Sound Transit's analysis, briefings, the alignment tour, tribal concerns, and conclusions described in the February 2019 technical memorandum...
- FTA concurs with TD2, TD3, and TD4 elevated alternatives moving forward into the NEPA EIS.

East Tacoma Station Area

- FTA concurs with preferred station alternative at ET3A, with ET3B elevated alternative moving forward into the NEPA EIS.

Fife Station Area

- FTA concurs with Fife 3 as a preferred station alternative.
- FTA does not concur with a "preferred" alternative alignment (I-5 vs. SR-99) identified for this location. Both alignment alternatives (I-5 and SR-99) should move forward into the NEPA EIS without one being identified as "preferred".

South Federal Way Station Area

- FTA concurs with SF2 West as the preferred station alternative, and SF 8/9 elevated alternatives moving forward into the NEPA EIS.
- FTA concurs with the I-5 alignment.

As part of the EIS analysis, Sound Transit will establish estimates of the costs of delivering the Preferred Alternative and Other EIS Alternative(s). The estimates would include any necessary modifications identified during the EIS analysis that may be needed to meet ST3 voter-approved requirements and would be calculated based on delivering the full project, not individual segments. These estimates would reflect updates to the costs of construction, real estate, EIS mitigation requirements, etc.

Substitute Motion No. M2019-75 was moved by Boardmember Woodards, seconded by Boardmember Backus. It was carried by unanimous vote that Substitute Motion No. M2019-75 be forwarded to the Board with a do pass recommendation.

Motion No. M2019-77: Identifying the preferred alternative(s) and other alternatives for study in the Tacoma Dome Link Extension Environmental Impact Statement for the Tacoma Dome station area, with the expectation that prior to the Board meeting staff continue to work with the Federal Transit Administration in the hope of a revised opinion so the cut and cover options can be studied.

Committee Chair Balducci clarified that the next action will address a subset of the alignment, with all the same stipulations and context for the SEPA and NEPA process as the prior action.

Curvie Hawkins, Project Development Director, Karen Kitsis, Deputy Executive Director of Capital Project Development, and Chelsea Levy, South Corridor Development Director, presented the staff report. Ms. Levy began by summarizing the additional developments for this alignment process following the end of the ELG process. The City of Tacoma had asked staff to identify additional cut and cover alignment alternatives. Additionally, the FTA had provided the agency feedback that no cut and cover alternatives for this station area should be advanced for study.

Given these developments, the new motion stipulates the preferred alternative for the Tacoma Dome station area as follows:

Tacoma Dome

Preferred Alternative

- TD2: Elevated station at Tacoma Dome station in vicinity of E 25th St., west of G Street. Options for the alignment and station close to the Sounder corridor should be examined.

Other EIS Alternatives

- TD3: Elevated station at Tacoma Dome station in vicinity of E 25th St., east of G Street. Options for the alignment and station close to the Sounder corridor should be examined.
- TD4 East In-Street: Elevated station at Tacoma Dome station located over E 26th St. Station location should be examined closer to D Street.

Additionally, the Board directs staff to examine options for a high quality transfer environment and multi-modal transit hub for the Tacoma Dome station location. The Board also directs staff to work with the City of Tacoma and stakeholders to support transit-oriented development around the station.

Boardmember Woodards stated that the process of the TDLE ELG was very thoughtful, thorough, and public. The recommendation of that group, and overwhelmingly of the public process, is not being included in this process due to the statements made by the FTA. Boardmember Woodards stated that without the full exploration of the cut and cover option, for additional feasibility information and details, this action cannot be supported by herself or her constituents.

Committee Chair Balducci stated that with the clear direction from the FTA to remove the cut and cover alternatives, and the feedback received from tribal nations that any tunnel or cut and cover options could be catastrophic to the cultural artifacts that are present in this area, it is the request of the Chair that this action be advanced as is for consideration from the Board. Furthermore, she requested the language including direction to staff to continue to work with the FTA surrounding the ability to study the cut and cover alternatives as a part of the action.

It was moved by Boardmember Backus, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-77 be forwarded to the Board with a do pass recommendation, including the language directing staff to continue negotiations with the FTA.

Motion No. M2019-76: Authorizes the chief executive officer to execute a contract modification with HDR Engineering, Inc. to provide project development services for Phase 2 of the Tacoma Dome Link Extension Project in the amount of \$28,872,484, with a 10 percent contingency of \$ 2,887,248, for a new total authorized amount not to exceed \$51,672,268.

Curvie Hawkins, Project Development Director, Karen Kitsis, Deputy Executive Director of Capital Project Development, and Chelsea Levy, South Corridor Development Director, presented the staff report. This action would modify the consultant services contract with HDR Engineering, Inc. (HDR) for Phase 2 work including preparation of a Draft Environmental Impact Statement (EIS) and conceptual engineering of a preferred alternative and other alternatives as identified by the Board in a separate motion.

In addition to supporting the Draft EIS effort, the Phase 2 scope brings forward some work elements that would typically fall in the Phase 3 (EIS and Preliminary Engineering) stage of project development. These include a supplemental task to provide advanced conceptual engineering plans. The initial contract with HDR included options to negotiate future amendments for the completion of Phases 2 and 3. HDR has satisfactorily completed Phase 1 and authorization is sought to proceed to Phase 2 for the link extension portion of Tacoma Dome Link Extension Project. Motion No. M2019-60 authorized a contract modification with HDR for Phase 2 of the Operations and Maintenance Facility South. Execution of a contract amendment for Phase 3 would be subject to future Board approval. Phase 2 is expected to take approximately 23 months to complete. Completion of all three phases is anticipated by 2022.

It was moved by Boardmember Earling, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2019-76 be forwarded to the Board with a do pass recommendation.

Reports to the committee - None.

Executive session - None.

Other business - None.

Next meeting

Thursday, August 8, 2019
1:30 to 5:00 p.m.
Ruth Fisher Boardroom

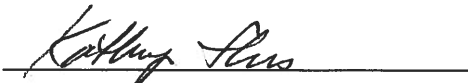
Adjourn

The meeting adjourned at 4:15 p.m.



Victoria Woodards
System Expansion Committee Vice Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on August 8, 2019, PIA.