



## Summary Minutes

### System Expansion Committee Meeting August 8, 2019

#### Call to order

The meeting was called to order at 1:35 p.m. by Committee Vice Chair, Victoria Woodards, 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	
(A) Nancy Backus, Auburn Mayor	(P) Dave Earling, Edmonds Mayor
(A) David Baker, Kenmore Mayor	(P) Kent Keel, University Place Mayor
(P) 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

##### Lynnwood Link Groundbreaking

Chief Executive Officer Peter Rogoff provided the report. He reported that on September 3, 2019 Sound Transit will be formally kicking off the Lynnwood Link Extension construction with a groundbreaking near the Lynnwood Transit Center. The groundbreaking is presumptive of the potential passing of the two Lynnwood Link Extension items on today's agenda. The Lynnwood Link Extension will bring light rail to Snohomish County in 2024. The 8.5 mile light rail station will serve four stations, Shoreline South/145th, Shoreline North/185th, Mountlake Terrace and Lynnwood City Center. When the light rail extension opens in 2024, it will provide fast, frequent, reliable service between Snohomish County and the University of Washington, downtown Seattle, the Eastside, Sea-Tac Airport and more. Lynnwood Link is projected to serve between 47,000 to 55,000 daily riders by 2026.

#### Public comment

Alex Tsimmerman

#### Business items

##### Items for Committee final action

July 11, 2019, System Expansion Committee minutes

**It was moved by Boardmember Earling, seconded by Boardmember Durkan and carried by unanimous vote that the minutes of July 11, 2019, System Expansion Committee Meeting be approved as presented.**

Motion No. M2019-88: Authorizes the chief executive officer to execute a task order with the Washington State Department of Transportation to provide professional services for project development and environmental review of the I-405/Brickyard In-line BRT Station, in the amount of \$6,804,027 with a 10 percent contingency of \$680,403 for a total authorized amount not to exceed \$7,484,430, contingent upon Board approval of Resolution No. R2019-22.

Bernard van de Kamp, HCT East Corridor Development Director and Paul Cornish, HCT Development Project Director, presented the staff reports for Motion No. M2019-88 and Resolution No. R2019-22. This action funds and authorizes execution of a task order under Umbrella Agreement GCA 3536 with the Washington State Department of Transportation (WSDOT) to complete project development, environmental review, and prepare for a design-build procurement for the in-line station at I-405 and 160th Ave NE to serve the Brickyard Park and Ride.

Sound Transit has partnered with WSDOT to deliver the BRT Brickyard in-line Freeway Station that is part of the I-405 BRT project. This task order includes project administration, design development, 15 percent conceptual engineering, project requirements, issuance of the Request for Qualifications (RFQ), environmental review and permitting, community outreach, and cost estimating services. WSDOT will manage this effort. The task order also includes coordination with Sound Transit BRT requirements, the City of Bothell, transit partners, and other requirements. Subsequent task orders for issuing the Request for Proposals and completion of the design and construction will be developed and presented to the Sound Transit Board for their consideration at a future date.

The resolution amends the adopted budget to provide funds for project development of the Brickyard In-line Bus Rapid Transit (BRT) station. This will allow project development of the Brickyard In-line station to begin this fall.

Sound Transit is partnering with WSDOT to deliver I-405 BRT project since a large portion of the project will be located within WSDOT right-of-way. During the 2019 legislative session, the State approved funding for WSDOT to construct Express Toll Lanes (ETLs) from SR 527 (Canyon Park) to SR 522. The funding for the ETLs presents an opportunity for I-405 BRT to travel in the ETLs from SR 527 to 128th Ave NE in Kirkland continuing on to Bellevue. This will save significant travel time for the I-405 BRT and greatly improve reliability.

Based on work completed at a series of workshops with stakeholders, the planned I-405 BRT ramp stops at the Brickyard Park and Ride would need to be located in the center of I-405, rather than upgrading the existing on/off ramps bus stops at Brickyard to the BRT station standard. Due to the distance required for the BRT buses to safely execute the needed number of lane changes, without the Brickyard In-line stop, I-405 BRT would not be in a position to utilize the Express Toll Lanes between SR 527 and SR 522. Staff will return to the Board to seek direction after the Brickyard In-line BRT station design is further advanced and the construction estimate is further developed.

**It was moved by Committee Chair Balducci, seconded by Boardmember Keel, and carried by unanimous vote that Motion No. M2019-88 be approved as presented.**

#### **Items for recommendation to the Board**

Resolution No. R2019-22: Amends the Adopted 2019 Budget for the I-405 Bus Rapid Transit project by a) increasing the authorized project allocation to date by \$7,500,000 from \$250,743,000 to \$258,243,000 and b) increasing the adopted 2019 annual project allocation by \$1,000,000 from \$101,775,000 to \$102,775,000.

**It was moved by Committee Chair Balducci, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2019-22 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2019-89: Authorizes the chief executive officer to execute a contract modification with WSP USA, Inc. to exercise the contract option for Phase 2 of the design-build project management services for the Downtown Redmond Link Extension in the amount of \$49,727,000, with a 10 percent contingency of \$4,973,000 totaling \$54,700,000, for a new total authorized contract amount not to exceed \$56,530,000.

Tony Raben, Executive Project Director and Tom Finlayson, Construction Manager, presented the staff report. The design-build project management (DBPM) consultant provides project management services and design/construction oversight on behalf of Sound Transit for the Downtown Redmond Link Extension (DRLE).

The DBPM services contract for DRLE is being implemented in two phases:

- Phase 1: Preconstruction services authorized under Motion No. M2018-73 and currently in progress.
- Phase 2: DBPM services to be executed with approval of this proposed action.

The Phase 2 services provides management for DRLE including resident engineering, oversight of design, construction, safety, quality and commissioning, and other project management services as required. The Downtown Redmond Link Extension is a 3.4 mile light rail extension from the Redmond Technology Center Station at NE 40th Street in Redmond to the terminus station at 166th Avenue NE in Downtown Redmond. The project includes two stations and a 1,400-space parking garage. Funding for final design and construction was approved with the passage of ST3 in November 2016. Service to Downtown Redmond is planned to begin in 2024.

Boardmember Balducci inquired how this item was related to the previous month's numerous actions and requested an explanation of the sequence of the action order. Tony Raben responded that this month fit best with Sound Transit's schedule due to the spacing and timing of the different phases.

**It was moved by Boardmember Keel, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-89 be forwarded to the Board with a do pass recommendation.**

Motion No. M2019-90: Authorizes the chief executive officer to execute a system expansion transit integration agreement with Pierce Transit in support of coordinated capital facility and service planning in ST3 projects.

Alex Krieg, Senior Manager - Planning & Integration, presented the staff report. This agreement authorizes the CEO to enter a system expansion transit integration agreement with Pierce Transit in support of the ST3 System Expansion Implementation Plan (SEIP). The agreement facilitates coordination of capital facility and service planning for ST3 projects that will be served by Pierce Transit's local service. This provides funding via task order to support Pierce Transit staffing over an initial two-year period to provide service integration and capital facility planning support during the alternatives development, evaluation, and preferred alternative identification phases of the projects identified in the Sound Transit 3 (ST3) Plan.

The agreement enables Pierce Transit to commit and provide regular, timely, and coordinated support for Sound Transit projects, strengthening intermodal integration and facility design during early project development, which should minimize changes during design and construction. Achieving seamless connections for transit customers is a core goal of both Sound Transit and Pierce Transit facility planning and service delivery to the public.

The ST3 program has increased the need for Pierce Transit participation in Sound Transit's project development activities. Past experience, especially with partner agencies like King County Metro and Community Transit, shows that having Pierce Transit staff actively involved in Sound Transit projects early in project development improves intermodal integration. Regular, timely, and coordinated participation by Pierce Transit earlier in Sound Transit's project development is expected to lead to better and more durable transit integration decisions, and reduce the risks of later changes that negatively impact Sound Transit project costs and schedules. This agreement is modeled off a similar agreement with King County Metro and Sound Transit anticipates entering into a similar agreement with Community Transit as the Everett Link Extension advances.

**It was moved by Boardmember Durkan, seconded by Boardmember Baker, and carried by unanimous vote that Motion No. M2019-90 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2019-23: Amends the Adopted 2019 Budget to establish one of the early ST3 deliverable projects by (a) establishing the project and project name as Pacific Ave/State Route 7 Bus Corridor Improvements, (b) establishing the project allocation in the amount of \$60,500,000, and (c) establishing a 2019 Annual Budget in the amount of \$2,535,000.

Alex Krieg, Senior Manager and Chelsea Levy, HCT South Corridor Development Director, presented the staff report for both Resolution No. R2019-23 and Motion No. M2019-91. This resolution amends the adopted budget to provide funds for project development of the Brickyard In-line Bus Rapid Transit (BRT) station. This will allow project development of the Brickyard In-line station to begin this fall.

The motion provides a contribution for bus corridor improvements in support of Pierce Transit's bus rapid transit project along the Pacific Avenue/State Route 7 corridor, for a total authorized agreement amount not to exceed \$60,000,000. Sound Transit 3 (ST3) System Plan includes a capped capital contribution of \$60 million to Pierce Transit for bus capital enhancements for speed, reliability, and convenience along Pacific Avenue/ State Route 7 (SR7) in Tacoma and Pierce County.

The funding agreement includes initial periodic contributions of up to \$5 million for costs associated with project development activities to advance design, complete environmental, and further refine the project, and larger periodic contributions of the remaining amount (up to \$55 million) for actual costs of construction. Sound Transit's contribution for actual costs of construction are intended to support improvements that contribute to transit speed, reliability, and convenience in the Pacific Avenue and SR7 corridor. If Pierce Transit does not expend the entire amount of the contribution for project development costs, the balance can be used for reimbursement for costs of construction.

Pierce Transit's project is supported by \$30.4 million in other federal, state, and local funding sources. Pierce Transit has applied for a Federal Transit Administration Small Starts Grant in the amount of \$59.7 million and received a Medium-High rating. Pierce Transit's project is expected to begin construction in 2021 and is scheduled to begin operation in 2023.

Boardmembers Woodards and Keel both thanked staff for their efforts and stated that they're looking forward to the benefits to the Pierce County area.

**It was moved by Boardmember Keel, seconded by Boardmember Baker, and carried by unanimous vote that Resolution No. R2019-23 be forwarded to the Board with a do pass recommendation.**

Motion No. M2019-91: Authorizes the chief executive officer to execute an agreement with Pierce Transit to provide a funding contribution for bus corridor improvements in support of Pierce Transit's bus rapid transit project along the Pacific Avenue/State Route 7 corridor, for a total authorized agreement amount not to exceed \$60,000,000.

**It was moved by Boardmember Durkan, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2019-91 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2019-24: Amends the Adopted 2019 Budget to transfer \$170,162,000 from the Project Contingency phase to the Construction phase for the Lynnwood Link Extension, while maintaining the baseline budget of \$2,771,622,000.

Joe Gildner, Acting Executive Project Director – Lynnwood Link Extension, presented the staff reports for Resolution No. R2019-24, Motion No, M2019-92 and Motion No. M2019-93.

This resolution seeks Board approval to transfer \$170,162,000 from the project contingency phase to the construction phase of the Lynnwood Link Extension baseline budget. There is no change to the project baseline budget of \$2,771,622,000. The current project budget includes a total contingency of \$504.2 million, including \$170.6 million of project contingency provided by the Board, in part to account for construction market pressures which have now been realized. After this action, a total of \$273.0 million (11.5% of the remaining work) will remain within the project budget as contingency amounts. This budget transfer will provide the funding needed for the two separate actions, Motion No. M2019-92 and Motion No. M2019-93, to execute two planned construction contract modifications to proceed with heavy civil construction of the guideway, stations, track, and parking facilities.

The Lynnwood Link Extension is an 8.5 mile light rail extension from Northgate to Lynnwood with service to the cities of Shoreline, Mountlake Terrace, and Lynnwood. The extension will travel primarily along I-5 and include four stations: two in the City of Shoreline at NE 145th Street and NE 185th Street, one at the Mountlake Terrace Transit Center, and one at the Lynnwood Transit Center. The project began final design in 2016, started early construction work in 2019, and is scheduled to open for service in mid-2024.

Mr. Gildner noted that a phased contracting approach was employed to maintain the overall project schedule, including an early work package of schedule-critical work elements. This two motions represent the next phase of the procurement, and incorporate the remaining elements of the contract scope, design, including construction of guideways, track, stations, and parking garages. The proposed actions maintain the contract schedule, inclusive of the contract substantial completion milestones of May 2023, and also maintain the anticipated revenue service date of summer 2024.

**It was moved by Boardmember Earling, seconded by Boardmember Keel, and carried by unanimous vote that Resolution No. R2019-24 be forwarded to the Board with a do pass recommendation.**

Motion No. M2019-92: Authorizes the chief executive officer to execute a contract modification with Stacy and Witbeck-Kiewit-Hoffman, a Joint Venture, to provide construction services for the Northgate Station to NE 200th Street segment within the Lynnwood Link Extension in the amount of \$751,851,006, with a 5 percent contingency of \$37,592,550, totaling \$789,443,556, for a new authorized contract amount not to exceed \$883,761,156.

**It was moved by Boardmember Earling, seconded by Boardmember Keel, and carried by unanimous vote that Motion No. M2019-92 be forwarded to the Board with a do pass recommendation.**

Motion No. M2019-93: Authorizes 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 Buildings, Inc., to provide construction services for the NE 200th Street to Lynnwood Transit Center segment within the Lynnwood Link Extension in the amount of \$778,113,669, with a 5 percent contingency of \$38,905,683 totaling \$817,019,353, for a new authorized contract amount not to exceed \$877,888,048.

**It was moved by Boardmember Earling, seconded by Boardmember Keel, and carried by unanimous vote that Motion No. M2019-93 be forwarded to the Board with a do pass recommendation.**

## Reports to the committee

None.

## Executive session

None.

## Other business

None.

## Next meeting

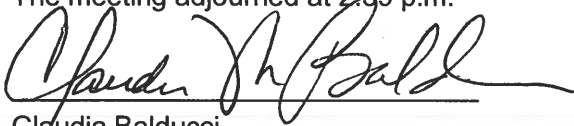
Thursday, September 12, 2019

1:30 to 5:00 p.m.

Ruth Fisher Boardroom

## Adjourn

The meeting adjourned at 2:39 p.m.



Claudia Balducci

System Expansion Committee Chair

ATTEST:



Kathryn Flores

Board Administrator

APPROVED on September 12, 2019, TW