



Summary Minutes

System Expansion Committee Meeting June 9, 2022

Call to order

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

Roll call of members

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

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

Katie Flores, Board Administrator, announced that a quorum of the System Expansion Committee was present at roll call. Boardmember Uptegrove was present as a non-voting Boardmember.

Report of the Chair

Monthly Contract Report and Agency Progress Report

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

CEO Report

Interim CEO Brooke Belman provided the report. Ms. Belman reported work is ongoing on the qualitative risk assessment on the capital expansion program and stated that there would be a comprehensive report on this topic at the June meeting of the Full Board. Further, she reported that there have been ongoing challenges regarding the East Link Extension Project, which was mentioned at the May Board Meeting, and introduced staff to speak to this topic.

East Link Extension Construction Challenges – Ron Lewis, Executive Director of Design, Engineering, and Construction Management, provided the report. Mr. Lewis began by introducing the project specifics and stated that there have been issues with track block assembly and the concrete plinths to support the light rail on the floating I-90 bridge. Track blocks after aging during testing of the strength in a controlled test met design requirements when tested. Of 7,800 now installed on the project, there have been three different track blocks that have spalling, and 170 that are showing hairline cracking.

The agency has hired a forensic engineering firm to test and assess this issue, and the contractor has removed blocks from the existing project for further testing. Mr. Lewis concluded that there would be a follow up to this presentation at the next meeting of the committee, and staff will bring all further available information about the project impacts and the timeline of the project completion.

Public comment

Chair Balducci announced that public comment would be accepted via email to emailtheboard@soundtransit.org and would also be accepted verbally.

Written public comments:

Tija Petrovich

Darcell Slovek-Walker, CEO of Transitional Resources

Catherine Stanford on behalf of the Building Owners and Managers Association Seattle King County

Frank Irigon

Jared Jonson, Director of Property Operations – Seattle Chinatown-International District Preservation and Development Authority

In-person Verbal Public Comments:

Marguerite Richard

Alex Tsimerman

Virtual Verbal Public Comments:

Miye Moriguchi

Kathleen Johnson

Savannah Myers

Jordan Crawley

Mike Steward

Nathan Rose

Alicia Teel

Jonannes Heine

Paul Haury

Joe Boomgard-Zagrodnik

Marilyn Kennell

Sergio Zamora

Dana Ralph – Mayor, City of Kent

Kristen Johnson

Vicky Clarke

Kim Schwarzkopf

Iqbal Mohammad

Judah Stevenson

Amy Tsai – City of Redmond

Derek Lum

Chris Woodward

Business items

For Committee Final Action

Minutes: May 12, 2022 System Expansion Committee meetings

It was moved by Boardmember Somers, seconded by Boardmember Backus, and carried by unanimous voice vote that the minutes of the May 12, 2022 meeting be approved as presented.

For Recommendation to the Board

Motion No. M2022-48: Authorizing the chief executive officer to convey a sidewalk easement and temporary construction easement located in Bellevue, WA to the City of Bellevue for their 130th Avenue NE Corridor Project.

James Chung, Real Property Project Manager, provided the staff report. This action authorizes the conveyance of a permanent sidewalk easement and temporary construction easement to the City of Bellevue. The conveyances consist of a sidewalk easement of approximately 1,947 square feet and a temporary construction easement of approximately 1,649 square feet. The real property rights are sought to be acquired by the City of Bellevue for its 130th Avenue NE Corridor Project. This is one of several investments by the City of Bellevue in the Bel-Red area to improve mobility for pedestrians and bicyclists. Sound Transit will receive fair market value for the conveyance of the property rights, as determined by an appraisal or appraisals.

Motion No. M2022-48 was moved by Boardmember Backus and seconded by Boardmember Baker.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-48 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-45: Adopting the permanent station names for the three stations included as part of the Federal Way Link Extension project.

Kurt Workman, Manager of Capital Project Engagement, Becca Aue, Manager of Light Rail Development, and Candace Toth, Manager of Wayfinding and Signage, provided the staff presentation for the action and for Motion No. M2022-44.

Mr. Workman began by outlining the agency's station naming policy and the principles used to determine names for public engagement. An internal committee comprised of staff from the Federal Way Link Extension project, Government and Community Relations, Passenger Experience and Community Engagement evaluated the shortlist of names against the criteria listed in the policy. Based on this evaluation, as well as considering public and jurisdictional input, the station names most compliant with the policy were Highline College, Highlight, Midway, Star Lake, Federal Way Downtown, and Downtown Federal Way. The cities of Kent and Des Moines preferred Kent/Des Moines Station over Highline College as the station name and passed council resolutions to that effect. Highline College would avoid the redundancy with the existing Kent/Des Moines Park and Ride.

Chair Balducci advised that she would open discussion prior to hearing a motion because there was no staff recommendation offered with this action.

Boardmember Baker advised that he preferred to select an option that was favored by jurisdictions, specifically with respect to the Kent-Des Moines Station.

Boardmember Backus advised that she supported the Kent-Des Moines station for the reason expressed by Boardmember Baker and because it would provide more context for riders.

Chair Balducci left the meeting at this time due to a technical issue. Committee Vice Chair Roscoe took over as chair to continue the discussion.

Motion No. M2022-45 was moved by Boardmember Backus and seconded by Boardmember Baker, with Kent Des Moines Station, Star Lake Station, and Federal Way Downtown station filled in.

Boardmember Harrell asked for clarification about the action in front of the committee. Vice Chair Roscoe advised that all three station names would be forwarded for recommendation to the full Board.

Boardmember Upthegrove advised that he supported the Highline College Station name. He didn't believe that naming the station Kent-Des Moines would be beneficial for either city, while Highline College Station would benefit the college. He heard from constituents that the name was highly favored.

Boardmember McDermott voiced support for the Highline College station, although he would not be offering an amendment at that time.

Chair Balducci returned at this time and resumed her role as chair of the meeting.

Vice Chair Roscoe asked why the Highline and Highline College Station names were not included in the original surveys.

Mr. Workman explained that surveys distributed did not include Highline or Highline College. Vice Chair Roscoe asked how station names make it onto the survey. Interim CEO Belman advised that as station names are developed, landmarks and local geography are considered. At that time Highline was likely not added due to planning work, but was written in by respondents.

It was moved by Boardmember McDermott and seconded by Boardmember Baker to amend the motion being considered to remove the Kent Des Moines Station name from the recommendation.

Boardmember Backus noted that the full Board could still change the station name in their final action.

Chair Balducci advised that she was satisfied with the station naming process and thought that staff's work to follow their policy and complete outreach should be respected.

Boardmember McDermott stated that he did not believe there was consensus due to the community's write-in support for the Highline Station and Highline College station names.

Chair Balducci called for a voice vote on the amendment. Boardmember Somers called for division. Boardmember Balducci called for a roll call vote.

Ayes

Bruce Harrell
Joe McDermott
Dave Somers

Nays

Nancy Backus
David Baker
Kim Roscoe
Claudia Balducci

The amendment failed with three Aye votes and four Nay votes.

Chair Balducci called for a voice vote on Motion No. M2022-45 as offered by Boardmember Backus with Kent Des Moines Station, Star Lake Station, and Federal Way Downtown station filled in.

Ayes

Nancy Backus
David Baker
Bruce Harrell
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

Joe McDermott

It was carried by six Aye votes and one Nay vote that Motion No. M2022-45 with Kent Des Moines Station, Star Lake Station, and Federal Way Downtown station filled in be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-44: Adopting the permanent station names for the two stations included as part of the Downtown Redmond Link Extension.

Becca Aue, Manager of Light Rail Development, continued the staff presentation for this action. An internal committee comprised of staff from the Downtown Redmond Link Extension project, Government and Community Relations, Passenger Experience and Community Engagement evaluated the shortlist of names against the criteria listed in the policy. Additionally, approximately 700 survey respondents were asked to assess proposed names based on the criteria.

The key findings were that "Downtown Redmond Station" complies well with all the policy criteria. The name reflects the neighborhood the station is in, is intuitive, and easy to remember. The name is supported by the public and key stakeholders. "Redmond Downtown" is less compliant with the policy criteria. It's redundant with "Redmond Technology Station" two stops away, and not as intuitive or easy to remember.

"Marymoor Station" complies well with all the policy criteria. It's short, intuitive, easy to remember, and avoids potential confusion with other nearby stations. It refers to existing and future landmarks (i.e., Marymoor Park, Marymoor Village, etc.) "Marymoor Village Station" is less compliant with the policy criteria based on existing geography and development. The name could create rider confusion with Overlake Village station two stops away. The majority of public survey respondents found the name to not be intuitive or easy to remember and felt that it did not make it easy to understand where the station is located or what could be accessed from the station. While Marymoor Village does not yet exist, the first development is under construction and Sound Transit may have surplus property that could be used to support the transit investment by creating TOD. This name is the stated preference of both the City of Redmond and the King County Executive. The name supports the City's vision for and raises public awareness of the Marymoor Village TOD planned for the station area.

Chair Balducci advised that she would open discussion prior to hearing a motion because there was no staff recommendation offered with this action. She noted that she appreciated the station naming policy but disagreed with some of the analysis of the policy. She supported the Marymoor Village Station name. She advised that the Spring District Station was named before the Spring District existed. Now it is a thriving area. She believed that Marymoor Village would see the same results.

Boardmember Backus agreed and would support Marymoor Village Station.

Boardmember Baker concurred. The system was being built for the future and Marymoor Village would be the future of that area.

Motion No. M2022-44 was moved by Boardmember Baker and seconded by Boardmember Backus, with Marymoor Village Station, and Downtown Redmond Station filled in.

Chair Balducci called for a roll call vote.

Ayes

Nancy Backus
David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Dave Somers
Claudia Balducci

Nays

It was carried by unanimous vote of the members present that Motion No. M2022-44 with Marymoor Village Station, and Downtown Redmond Station filled in be forwarded to the Board with a do-pass recommendation.

Resolution No. R2022-17: Adopting the NE 130th Street Infill Station project baseline schedule and budget by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to \$240,155,000, (b) increasing the annual project budget by \$9,833,027 from \$6,584,030 to \$16,417,057, and (c) establishing an open for service date of Q2 2026.

Randy Harlow, Executive Project Director for the Lynnwood Link Extension provided the presentation. He began by providing an update on the project progress to date.

This action would allow for advanced delivery of the NE 130th Street Infill Station located along the Lynnwood Link Extension (LLE) light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/148th station. Further, this action would allow for construction of the station superstructure (platform and canopy structural steel) in addition to station finishes, plaza and roadway improvements. This action would advance timely construction of station superstructure and platform work to be completed prior to activation of the Lynnwood Link Extension overhead catenary system. Completing this work earlier reduces construction risks, single tracking, and shutdowns of revenue operations for Lynnwood Link that may otherwise be necessary when working adjacent to a live system.

Budget in this action would provide funding for change orders to existing construction contracts, new construction procurements and amendments to agreements to support permitting and construction of the station. Construction of the station will be authorized through permits from the City of Seattle, along with Project Development Approvals from the Washington Department of Transportation (WSDOT).

The Board adopted target schedule for the project, as amended during realignment, is Q4 2025 and the affordable schedule is Q2 2026 with no affordability gap.

The anticipated procurement approach utilizes the GC/CM for the heavy civil elements incorporated in the second design package (platform superstructure and canopy framing) and utilizes a future traditional design-bid-build competitive procurement(s) for remaining station elements (the third package described above). This approach is expected to enable project delivery within the proposed baseline project budget allocation.

Josh Pategas, Deputy Executive Project Director for the Lynnwood Link Extension, stepped in to finish the presentation of the project schedule and the baseline project budget as outlined in the action.

Mr. Harlow continued and reported that the following action would be the contract approval for the work described in this action and Motion No. M2022-46.

This action would authorize a contract modification with the existing Lynnwood Link Extension civil construction contractor Stacy & Witbeck / Kiewit / Hoffman JV for construction of the NE 130th Street Infill Station superstructure and platform canopy framing, including installation of the precast concrete girders and canopy structural steel authorized in Motion No. M2021-63 and Resolution No. R2021-17.

This action provides additional authorized amounts for other existing Lynnwood Link Extension contracts for completion and commissioning of the NE 130th Street Infill Station, including the systems construction contract for remaining signalization and communications construction of the NE 130th Street Infill Station, and professional services agreements to support construction, including construction management services and design support during construction for systems and civil construction.

These contract actions would advance timely construction of station platform superstructure and platform canopy framing work to be completed before activation of the Lynnwood Link Extension overhead catenary system. Completing this work now reduces construction risks, single tracking, and shutdowns of revenue operations for Lynnwood Link that may be necessary when working adjacent to a live system.

The foundations and substructures needed to support the aerial NE 130th Street Infill Station have been completed by the existing Lynnwood Link Extension civil construction contract. This action will complete the station superstructure and platform, and future Board action(s) will be requested to complete the civil station construction.

Mr. Harlow then outlined the last action related to the project today, Resolution No. R2022-18 which is a relevant property acquisition action. This resolution authorizes the acquisition of all or part of two parcels located in the city of Seattle. Acquisitions consist of temporary construction easements and a permanent utility easement for the NE 130th Street Infill Station project. The properties have been identified as necessary for the construction of the NE 130th Street Infill Station project and relate to required roadway improvements to 5th Avenue NE adjacent to the NE 130th Street Infill Station. There are no relocations necessary for these real property acquisitions.

Resolution No. R2022-17 was moved by Boardmember Baker and seconded by Boardmember Roscoe.

Boardmember Balducci advised that she had concerns with the future costs of the project. She supported moving forward with the project expeditiously and supported the action.

Chair Balducci called for a roll call vote.

Ayes

David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Claudia Balducci

Nays

It was carried by unanimous vote of the five members present that Resolution No. R2022-17 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-46: (1) Authorizing the chief executive officer to execute contract modifications to specific existing Lynnwood Link Extension contracts, for the NE 130th Street Infill Station project with: a) Stacy & Witbeck / Kiewit / Hoffman JV for civil construction services for the NE 130th Street Infill Station for an additional \$14,000,000 with an 8 percent contingency of \$1,120,000 for a new total authorized contract amount not to exceed \$910,178,746; b) PGH Wong Engineering, Inc. for civil construction management consultant services for the NE 130th Street Infill Station in the amount of \$10,720,000 with a 10 percent contingency of \$1,071,000 for a new total authorized contract amount not to exceed \$116,700,361; c) LTK Engineering Services, LLC for systems design services during construction of the NE 130th Street Infill Station in the amount of \$470,153 with a 10 percent contingency of \$47,015 for a new total authorized contract amount not to exceed \$16,435,748; and (2) Authorizing increases to the contract contingency values for specific existing Lynnwood Link Extension contracts for the NE 130th Street Infill Station Project: d) Mass Electric Construction Company for systems construction services for the NE 130th Street Infill Station for an additional maximum value of up to \$14,627,380 for a new total

authorized contract amount up to a maximum not to exceed of \$173,949,000; e) Northwest Transit Systems Partners for systems construction management services for the NE 130th Street Infill Station for an additional maximum value of up to \$2,516,000 for a new total authorized contract amount up to a maximum not to exceed of \$23,947,549; f) HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., for civil design services during construction of the NE 130th Street Infill Station for an additional maximum value of up to \$6,337,589 for a new total authorized contract amount up to a maximum not to exceed of \$160,581,559. All actions are contingent upon Board approval of the baseline project budget through Resolution No. R2022-17.

Boardmember Balducci advised that the committee already received a presentation on this action.

Motion No. M2022-46 was moved by Boardmember Roscoe and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Claudia Balducci

Nays

It was carried by unanimous vote of the five members present that Motion No. M2022-46 be forwarded to the Board with a do-pass recommendation.

Motion No. M2022-47: Authorizing the chief executive officer to execute an amendment to the Construction Services Agreement with the City of Seattle to provide construction assistance and construction services for the NE 130th Street Infill Station in an amount not to exceed \$2,400,766 with a 10 percent contingency of \$240,076 for a total authorized agreement not to exceed \$40,150,108.

Boardmember Balducci advised that the committee already received a presentation on this action.

Motion No. M2022-47 was moved by Boardmember Roscoe and seconded by Boardmember Baker. Chair Balducci called for a roll call vote.

Ayes

David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Claudia Balducci

Nays

It was carried by unanimous vote of the five members present that Motion No. M2022-47 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2022-18: Authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the NE 130th Street Infill Station project located in Seattle, WA.

Boardmember Balducci advised that the committee already received a presentation on this action.

Resolution No. R2022-18 was moved by Boardmember Roscoe and seconded by Boardmember Harrell. Chair Balducci called for a roll call vote.

Ayes

David Baker
Bruce Harrell
Joe McDermott
Kim Roscoe
Claudia Balducci

Nays

It was carried by unanimous vote of the five members present that Resolution No. R2022-18 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

West Seattle and Ballard Link Extensions public comment overview

Cathal Ridge, Executive Corridor Director, provided the presentation. He 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.

Community liaisons focused on the Chinatown International District communities as well as the Delridge community. They completed door to door outreach, tabling community events, and a multilingual social media, traditional media, and mailer effort. Further reporting on the community engagement work included 5,000 DEIS comments, over 19,500 people involved in public open houses, 1,200 posters delivered along the corridor, and numerous other outreach efforts targeted at businesses, homeowners, and community groups. There were also 12 meetings of the Community Advisory Group throughout the process providing project feedback.

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. Project wide comments included an interest in more biking and pedestrian mode share, planning for future expansions to the system and accommodating those options, equitable Transit Oriented Development opportunities, shallower tunnel stations for accessibility, and fast and reliable transfers. Project wide concerns in the comments included station accessibility and the reliability of vertical conveyances, roadway closures and ADA accessibility during construction, traffic impacts related to elevated guideways, pick up and drop off impacts to neighborhoods, pedestrian safety for all stations near arterials, gentrification and economic displacement due to light rail development, and transit impacts during construction.

Comments relating to further study requested more technical analysis of mode integration, further study on integrating stations into industrial lands planning, integration of art and other programming for stations that support a sense of belonging for BIPOC populations, reducing the size and bulk of stations to save costs and limit construction impacts, and early development of non-motorized detour routes during project construction.

Mr. Ridge concluded that the project will be before the System Expansion Committee in July to present the preferred alternative and results of the Draft Environmental Impact Statement, and that the full Board will be asked to modify or amend the preferred alternative. The final project to be built will be selected in 2023.

Chair Balducci noted that the Board did not yet have a written summary of the comments and that it would be helpful to understand the general sentiment of the public.

Biannual Cost Driver Presentation

In the interest of time, Chair Balducci advised that this presentation would be deferred to a future meeting.

Executive session - None.

Other business

Next meeting

Thursday, July 14, 2022
1:30 p.m. to 4:00 p.m.
Ruth Fisher Board Room &
Virtually via WebEx

Adjourn

The meeting adjourned at 4:06 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on July 14, 2022, PIA.