



## Summary Minutes

### System Expansion Committee Meeting May 11, 2023

#### Call to order

The meeting was called to order at 1:31 p.m. by Committee Chair Balducci.

The meeting was recorded and can be found at <https://www.soundtransit.org/get-to-know-us/board-directors/livestream-video>.

#### Roll call of members

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

Board Members	
(A) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Councilmember
(P) David Baker, Kenmore Councilmember	(P) Joe McDermott, King County Councilmember
(P) 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 March agency progress report, as well as a link to the Project Performance Tracker.

#### CEO Report

CEO Timm provided the report.

##### Westlake Station Findings

CEO Timm reported on the status of the Westlake Station incident. On May 5<sup>th</sup>, a steel protection deck was installed, and Sound Transit's Engineering and Safety teams were able to recommend resumption of full Link service at Westlake Station on May 8<sup>th</sup>, which was earlier than expected. She noted the current solution is temporary and that scaffolding on the mezzanine level will remain in place.

She added that a full review of the incident, including the agency's response, lessons learned, and implantable process improvements, will be reported to the State Safety Oversight Board.

She thanked staff for crafting a solution that resulted in resumption of Link Service and passenger for their patience.

### WSBLE Environmental Report Update

Ms. Timm reminded the Board that, pursuant to their Ballard Link Extension action in March, a status report on the Denny Station location will be presented at the May Board meeting on the 25<sup>th</sup>. She shared that following the March action, staff have hosted a series of working sessions involving the City of Seattle and community partners.

Additionally, CEO Timm noted that the agency continues to coordinate with federal partners on scope and schedule changes required for the additional environmental review, and that the next steps for the Ballard Link Extension and West Seattle Link Extension projects will be adjusted to reflect the preferred alternatives and new projected revenue service date milestones.

### Project Tracker Updates

CEO Timm highlighted updates to the Project Performance Tracker dashboard pertaining to the Ballard Link Extension and Tacoma Dome Link Extension projects.

For the Tacoma Dome Link Extension, CEO Timm reported that the Project Performance Tracker was updated to reflect the inclusion of additional alternatives in the Draft Environmental Impact Statement approved in March. The tracker now reflects the change to the projected revenue service date to 2035 and a corresponding change to the next milestone, Preliminary Engineering, to March 2025.

For the Ballard Link Extension, she echoed the earlier topic that staff are working to adjust the project schedule based on recent studies and Board decisions. The Project Performance Tracker was adjusted 10 months to show the delay in identifying preferred alternatives and added an additional year to complete the environmental review associated with the new alternatives.

### Construction Safety Week

CEO Timm shared that last week was the 10<sup>th</sup> annual Construction Safety Week, themed “Strong Voices, Strong Choices.” Sound Transit and its contractors held daily safety events and training sessions on all of the agency’s Capital Projects.

Additionally, CEO Timm attended an in-person safety summit at Highline College, hosted by the Sound Transit Safety Team, with representatives from prime contractors and construction management consultants.

## **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:

Michael  
Bill Hirt  
Bob Davis

### In-person Verbal Public Comments:

Alex Tsimmerman  
Amy Tsai

### Virtual Verbal Public Comments:

Joe Kunzler

## Business items

### For Committee Final Action

Minutes: April 13, 2023 System Expansion Committee meeting

**It was moved by Boardmember Baker, seconded by Boardmember Keel, and carried by unanimous voice vote that the minutes of the April 13, 2023 System Expansion Committee meeting be approved as presented.**

Motion No. M2023-37: Authorizing the chief executive officer to execute a contract modification with David Evans & Associates, Inc. to exercise contract options for conceptual engineering and environmental assessment for the Sounder South Capacity Expansion Program for updating the Sounder South Strategic Plan and for the DuPont Sounder Extension Project double track & signal projects in the amount of \$8,864,646, with a 10 percent contingency of \$886,464 totaling \$9,751,110, for a new total authorized contract amount not to exceed \$22,277,031.

Chelsea Levy, Acting Deputy Executive Director of Capital Project Development, and Melissa Saxe, High-Capacity Transit Project Development Director, gave the staff presentation.

Boardmember Harrell inquired into the specifics of the identified Equity Study, and whether the contractor was equipped to help perform the work. Ms. Saxe answered that the Equity Study would be performed in-house by Sound Transit staff as previous work had identified areas in the South corridor where low-income riders may be better served by Sounder service. She further clarified that the Equity Study will complement the contractor's external engagement work and local jurisdiction relations.

Vice Chair Roscoe was pleased to see the inclusion of updating the Sounder South Strategic Plan to potentially look at off-peak and weekend service in this contract modification.

Boardmember Keel asked about the effect of the BNSF-owned track included in the double-track work. Ms. Saxe clarified that the BNSF-owned section is a few hundred feet that will be included in the study as it is a key area of traffic congestion. She added that partnering with BNSF is an option being looked into when it comes time to apply for construction grants and financing.

Chair Balducci reiterated Vice Chair Roscoe's comment and asked for confirmation that those travel windows would be included in the Strategic Plan update. Ms. Saxe confirmed that it is the case.

**It was moved by Boardmember Keel, seconded by Boardmember Roscoe, and carried by the unanimous vote of the eight members present that Motion No. M2023-37 be approved as presented.**

Motion No. M2023-38: Authorizing the chief executive officer to execute a contract with Mott MacDonald, LLC to provide Phase 1 Design-Build Project Management services for the Operations and Maintenance Facility South project in the amount of \$19,182,251, with a contingency of \$661,293, for a total authorized contract amount not to exceed \$19,843,544.

Curvie Hawkins, High-Capacity Transit Project Development Director, and Waleed Shawkat, Principal Construction Manager, gave the staff presentation.

Boardmember Keel asked about additional mitigation strategies that may be used. Mr. Hawkins answered that working with the FTA to streamline the environmental process and working with the local jurisdiction on permitting are two of the key strategies.

Boardmember Keel also inquired into the effect of a delayed Operations and Maintenance Facility (OMF) South would have on the service and other capital projects. Don Billen, Planning, Environmental, and Project Development Executive Director, answered that the ST3 projects that would be most impacted are the infill stations at Graham and Boeing Access Roads, and the West Seattle Link Extension. As the projected revenue service date for the Tacoma Dome Link Extension was adjusted, a

delay in the OMF-South would not necessarily have an impact to that project. Mr. Billen also added that early property acquisitions are on the table as another potential mitigation strategy, subject to FTA approvals.

**It was moved by Boardmember Keel, seconded by Boardmember Baker, and carried by the unanimous vote of the eight members present that Motion No. M2023-38 be approved as presented.**

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

Motion No. M2023-39: Authorizing the chief executive officer to execute an agreement with South Snohomish County Fire and Rescue Regional Fire Authority for Sound Transit to pay an agreed amount of \$601,575 with a 10 percent contingency of \$60,158 for a total not-to-exceed amount of \$661,733 for emergency responder training and equipment needed for the startup and operation of the Lynnwood Link Extension.

Randy Harlow, Lynnwood Link Extension Executive Project Director, gave the staff presentation.

**Motion No. M2023-39 was moved by Boardmember Baker and seconded by Boardmember Franklin with a do-pass recommendation.**

Chair Balducci thanked the project team for maintaining a key relationship with the Fire Authority.

**It was carried by unanimous vote of the eight members present that Motion No. M2023-39 be forwarded to the Board with a do-pass recommendation.**

## **Reports to the Committee**

### **Update on 2024 Readiness**

Eric Beckman, Portfolio Services Office Executive Director, began the presentation. He noted that this presentation is tied to a similar report presented at the Rider Experience and Operations Committee last week.

Mr. Beckman noted that in 2024, Sound Transit may open and operate the Lynnwood Link Extension (as an extension of the 1 Line) and the East Link Starter Line (as the 2 Line), subject to project readiness and Board approval. He noted that until the portion of East Link across Lake Washington is complete, the extended 1 Line will not be able to access the increased vehicle capacity offered by the Operations and Maintenance Facility East (OMF-E). Mr. Beckman highlighted two key programmatic challenges: Fleet availability (including new vehicles, retrofits, spare reliability, and storage) and staffing (for activation, operation, and maintenance).

Mr. Beckman shifted to focus on the Lynnwood Link Extension. He noted that construction has been progressing well and there appears to be little concern about reaching the substantial completion milestone. Furthermore, the Draft 2024 Service plan will include setting-up Lynnwood Link service, which the Board will consider in October 2023. Mr. Beckman added that studies are underway to evaluate the feasibility of service given current OMF constraints. Currently, staff are looking at mitigation strategies that may impact the span of service, headways, and the size of train sets. Further presentations will take place at meeting of both the Rider Experience and Operations (REO) Committee and System Expansion Committee.

Moving to discuss the East Link Starter Line, Mr. Beckman first noted several benefits of operating the Starter Line, mainly activating completed infrastructure, initiating use of vertical conveyances still under warranty, using new vehicles and the OMF-E as soon as possible, and reducing the risk to idle assets.

In reviewing the milestone schedule, Mr. Beckman noted that the Title VI and Fare Equity Analysis is complete with no findings. He added that the key concerns to the critical path going forward are

successful implementation of the Passenger Information Management System (PIMS) and operations availability/training. Work is progressing to support a Spring 2024 opening, with eyes also on the effect to activation work for Lynnwood Link.

Chair Balducci used the slide to remind all listening that Sound Transit is not waiting to open the East Link Starter Line but is performing the work needed to open the Line for service.

Mr. Beckman continued on by highlighting the key Board activities needed to consider the East Link Starter Line. In July, staff would update the Board on the Title VI Equity Analysis. In August, the Board would need to take action to recommend the East Link Starter Line for the 2024 Service plan to start pre-revenue service. In October, the REO committee and Board will take action to adopt the 2024 Service Plan.

Mr. Beckman summarized the key points from last week's REO committee presentation on potential service options for East Link Starter Line. The three options currently being developed include variations in total daily service hours, cars-per-train, and headways. He noted that REO Chair Kristina Walker asked if there was a possibility of implementing a 16-hour service day, and staff are working to develop the feasibility of that option.

In highlighting top challenges to the East Link Starter Line, Mr. Beckman listed personnel issues, safety certification, PIMS testing, minor track adjustments and rail grinding, and completing at-grade crossing enhancements.

Staff will continue to monitor and address risks for both projects and will bring new information to the Board and Committees. Mr. Beckman stated that a presentation specifically on vehicle availability will be brought to the Committees in June.

Chair Balducci echoed the sentiments from Ms. Tsai from Public Comment and conveyed that there is excitement and appreciation for the work to open Light Rail service in East King County as soon as is feasibly possible. She also highlighted the importance of vehicle capacity as a key consideration in serving Lynnwood Link and allowing Community Transit to carry-out their planned service changes around the opening of Light Rail into Snohomish County. Chair Balducci also noted the importance of setting and meeting expectations around start-up service from both of the projects.

Chair Balducci asked agency staff to look into the possibility of running single-car trains in areas at times when ridership demand would be lower along the Starter Line. She also asked for information on which riders would be most affected by the differing options of service hours along the potential Starter Line. Additionally, Chair Balducci asked staff to look into the possibility of sequencing openings so that Lynnwood Link is opened first, with an East Link Starter Line plus the Downtown Redmond Link Extension to open afterwards.

### EVLE Scoping Summary

Eric Widstrand, High-Capacity Transit Development Director, and Chelsea Levy, Deputy Executive Director of Capital Project Development, began the staff presentation.

Ms. Levy noted that today's presentation will include requests from Boardmembers for Sound Transit staff to recommend alternatives for study, pursuant to the recommendations from the Technical Advisory Group report. She added that the identification of preferred alternatives is not required for the Draft Environmental Impact Statement (DEIS) but is a crucial component for the Final Environmental Impact Statement. She then turned the presentation over to Mr. Widstrand.

Mr. Widstrand framed the presentation as providing an update on the Everett Link Extension project, reviewing the result of the Level 2 evaluation of alternatives and the key themes of the public scoping period, communicating the recommendations from the Community Advisory Group (CAG) and Elected Leadership Group (ELG), and laying out staff recommendation for alternatives in some sections of the alignment.

Mr. Widstrand noted that the Everett Link Extension is planned to cover 16 miles with 6 stations (plus one provisional station), with a target schedule of 2037 and an affordable schedule that completes most of the line by 2037 with the portion from SW Everett Industrial Center to Everett Station completed by 2041. The project also includes the Operations & Maintenance Facility North (OMF-N), which is scheduled to be complete in 2034.

Mr. Widstrand stated that there are not identifiable cost risks at this time but did note some schedule risk in reaching the next milestone due to delays in the environmental review process with third parties.

Mr. Widstrand summarized the Screening, Level 1, and Level 2 work that went into refining the current alternatives for study. Refinements and study were shaped by engaging with local jurisdictions, the Federal Transit Administration, and community members. The Everett Link Extension is the first capital project to utilize Sound Transit's Racial Equity Tool, which aims to integrate explicit consideration of racial equity in decision-making related to projects, policies, programs, and practices. Mr. Widstrand stated that in all the identified potential station areas, one or more of the following conditions apply: majority people of color, majority renting households, a quarter with low incomes, and a quarter speaking a language other than English at home. The engagement team focused on understanding the individuals and neighborhoods beyond these numbers.

Mr. Widstrand summarized the engagement efforts from the SEPA scoping period, virtual and in-person meetings, and correspondence. He then walked through the sections of the project, and their potential alignment and station alternatives.

In the West Alderwood segment, there are two alignment options and three station options (B, D, and F). Stations options D and F share a potential alignment. The analysis showed that station option B performed lower than both D and F, and that Station D outperforms F, as well. Staff have received comments and community requests for changes to avoid potential impacts to the Alderwood Manor Community Church & Compassion Center, and staff are looking into potential refinements. There was also public support for easy connections to the Alderwood Mall and other nearby destinations. The City of Lynnwood preferred station option D, and the City of Everett supporting further study of both D and F. The CAG recommended to removed station option B from study, and the ELG supported the decision with the caveat of continuing study if needed to maintain alternatives. Both the CAG and ELG identified station option D as preferred and recommended continued study of station option F. Sound Transit staff intends to recommend continuing to study station option B in the DEIS.

In the Ash Way segment, there are two alignment options, each with one station alternative (A and D). Station option A and its alignment would run along the West of I-5, while station option D would run along the East of I-5. Findings show a near equal performance between the two options. Comments included public support for station option A due to the possibility of integration with the existing Ash Way Park-and-Ride, concerns about potential impacts to Mill Creek Foursquare Church and the Interurban Trail. Snohomish County and the City of Everett support further study of both alternatives. The CAG recommended continuing to study option A and identifying option D as the preferred. The ELG recommended to continue studying both options, without identifying a preferred alternative.

In the Mariner segment, there are three alignment options, each with one station option (A, B, and D). The analysis shows option B performing the best, followed by option A, then by option D. Mr. Widstrand notes that the accessibility of option D may be improved by a potential I-5 crossing being studied by Snohomish County. Comments included more public support for options A and B due to better transit connectivity and business access and some support for option D due to proximity to the existing Park-and-Ride. Snohomish County and the City of Everett support further study of option B and D. The CAG recommended to remove option A from further study, identify option B as preferred, and continue to study option D. The ELG concurred with the recommendation for option A but recommended to continue study of options B and D without identifying a preferred alternative.

For the SR99/Airport Road segment, Mr. Widstrand noted this is the Provisional station which will be equally considered during the planning phase, but funding is not secured to construct the station at this time. There are two alignment options, each with one station option (A and B). Option A runs along the northeast side of SR 99 and option B runs along the southwest side of SR99. The options performed nearly equally in the evaluation. Comments included no clear preference from the public and correspondence from the Tulalip Tribe noting both options would require work and mitigation to cross Swamp Creek. The City of Everett and Snohomish County support further study of both options, and Everett also recommended option A as the preferred alternative. The CAG recommended option A as the preferred and to continue studying option B. The ELG recommended to continue study of both options, without identifying a preferred alternative.

In the SW Everett Industrial Center segment, there is one alignment option with three station options (A, B, and C). The evaluation found that stations options B and C performed similarly, but that station A outperformed both. The comments included slight public preference for station A because of pedestrian access and interest in a connection to the passenger terminal at Paine Field. The City of Everett supports further study of options A and B because of their direct connect to Boeing and Casino Road, with a preference for option A. The CAG noted mixed support for all three options; the ELG recommended identifying option A as the preferred, continuing study of option B, and removing option C from study, unless needed for additional alternatives. Sound Transit staff will recommend continuing studying option C in the DEIS.

In the SR 526/Evergreen segment, there are five station options on four alignment alternatives. Station options A, D, and E have unique alignments, while station options B and C share an alignment alternative. The evaluation showed that station option A performed lower than the other options, while station option B performed higher. The comments included community support for station option A to avoid potential impacts to Casino Road. The City of Everett supports further study of station options B & E and no further study of station options C & D. The CAG recommended to continue study of station options B, D, & E, to remove station option C from further study, and offered mixed recommendations for option A. The ELG recommended to remove station options C & D from further study and to continue studying options A, B, and E, with either B or E as the preferred alternative as both are south of SR-526.

In the I-5/Broadway segment, there are two alignment alternatives without a planned station. The alignments either run along I-5 or Broadway. The I-5 alignment performs better and is more cost effective than the Broadway alignment. The comments included general public support for the I-5 alignment due to fewer potential property impacts. The CAG recommended to continue study of the Broadway alignment and to identify the I-5 alignment as preferred. The ELG affirmed the CAG's recommendations.

In the Everett Station segment, there are three alignment alternatives, each with a station option (A, C, and D). Option A would offer access to the existing Everett Station, while options C and D are closer to downtown Everett. Overall, options C and D outperform option A. Option A does perform higher when looking at transit integration, cost effectiveness, and burdens to underserved communities. The comments included public support for option A's transit integration, public support for the proximity to Downtown with options C & D, concerns about potential displacements from option D on Broadway. The City of Everett supports further study of options C and D, as well as a modified option A. The CAG recommended to remove option A from further study, continue study of option C, and identify station option D on the C alignment as the preferred. The ELG recommended to continue study of option A with revisions and to identify both option C and station option D on the C alignment as preferred alternatives.

For the OMF-N, there are four site options (B1, B2, C, and D) along the SR99/Airport Road, SW Everett Industrial Center, and SR526/Evergreen segments. Overall, site option F performs lower, while option E performs higher. Mr. Widstrand notes that each site has potential risks and that there is no perfect site for the OMF-N. The comments included public support for site options B1, B2, and E as they are already zoned for industrial/commercial use, concerns for business displacement with sites B1 and B2, concerns around wetland and residential impacts for site E, and concerns for residential impacts with site F. There

is little public support for site F. The Tulalip Tribe noted wetland and stream impacts with site E but has offered continued coordination through further study. The City of Everett does not support further study for sites B1 and B2 due to the potential impact to industrial jobs. Snohomish County supports further study of all four sites. Sound Transit has offered to study a hybrid B1-B2 site. The CAG recommended further study of the B1-B2 hybrid, E, and F sites. The ELG affirmed the recommendations.

Mr. Widstrand stated the project staff will return to the Committee in June with a motion to identify the alternatives for study in the Draft EIS for recommendation to the Board.

Boardmember Baker inquired into the impact on Swamp Creek from the alternatives in the SR99/Airport Road segment. Mr. Widstrand stated that as the footprint for the station is further studied and refined, the impact would be more concretely known. At this time, it is possible that the creek could be impacted by the station footprint.

Boardmember Franklin expressed thanks to the team and excitement for the progress on the project. She highlighted the unique risks with displacing manufacturing and industrial business, including aerospace enterprises, which would be incredibly difficult to relocate. Boardmember Franklin also shared that for station option A in the SW Everett Industrial Center segment, Boeing would potentially be interested in constructing a pedestrian bridge that could replace the need for a shuttle between the station option and the business campus. She also thanked the team for their work in the SR526/Evergreen Way area to keep several viable alternatives after hearing and engaging with the local community. Boardmember Franklin asked if it would be possible to integrate the study of a turnback at the provisional station in the DEIS. Mr. Widstrand responded that Sound Transit is aware of the request for looking at a turnback, but that discussion is with another team in the agency at this time.

Boardmember Somers echoed the sentiment that there is no perfect OMF-N site at this time, but was looking forward to seeing all the sites, including the hybrid B1-B2 site, continue for further study. He also expressed interest in looking at an additional crossing for the Mariner segment for stations on the West of I-5 as the major population center is on the east of the interstate. Boardmember Somers also recognized that next month's action will have some segment without a preferred alternative, in accordance with the recommendations from the CAG and ELG. He noted that once the time comes to advance to the Final Environmental Impact Statement, the Board would need to identify preferred alternatives.

Boardmember Keel echoed the challenges with the OMF-N site and the alignment in the Casino Road area.

Chair Balducci thanked the team for their work and all the stakeholders and the public for their input early on in this project.

### Station Access Allowances Overview

Alex Krieg, Director of Access, Integration, and Station planning, stated that the presentation would cover an ST3 funding resource, known as Station Access Allowances. He noted today's briefing is information only, with no action for consideration.

The ST3 System Plan provided resources to support system performing and expansion, such as the System Access Fund which can be utilized to fund nonmotorized access allowances, bus-rail integration allowances, and parking access. ST3 included dedicated funding for nonmotorized access and bus-rail integration. All ST3 projects include funding for nonmotorized access, while bus-rail integration features are defined with transit partners and delivered with a project. Today's briefing will focus on the nonmotorized access allowance.

The nonmotorized access allowance is designed to improve pedestrian and bicycle access to Sound Transit stations. Mr. Krieg noted that during project development, access elements identified as part of the project are not offset by the allowances. He defined the 1-3 blocks surrounding a station as the

station context and the 10-minute walking radius from the station as the station area, elaborating that use of the System Access allowances would mostly concentrate in those areas. He added that these access improvements are a highly collaborative effort, Sound Transit is works to define clear and transparent expectations for roles in developing and delivering the project.

Mr. Krieg listed a few key features and consideration of the access allowance funding, including administering the funding on a corridor-wide basis, generally considering support access improvement outside the core project scope and what otherwise may be considered “betterments”, supporting delivery of the access improvement by partner jurisdictions, capping contributions and cost-sharing, reserving the ability to use allowances funds to offset permit conditions, and mapping key activities and decisions to project milestones.

Mr. Krieg then walked through the work related to access allowances in each capital project phase. In the Alternatives Development phase, staff work to identify access needs, gaps, opportunities, and challenges, and to document existing conditions and planned improvements. In the Conceptual Engineering/Draft Environmental Review phase, staff develop and screen candidate access improvement projects and progress station design and key element of project scope. In the Preliminary Engineering/Final Environmental Review phase, agency staff further define the scop of candidate projects and evaluate and prioritize candidate projects. As the Agency approaches the Project to be Built/Project Baseline milestones, staff confirm implementation approaches for prioritized access projects and seek Boar approval to execute funding agreement with third parties. During the Final Design and Construction phase, staff will execute the funding agreements and monitor implementation of access improvement.

Mr. Krieg briefly touched on the evaluation and prioritization framework staff utilize when reviewing candidate projects. The process is standardized across capital projects with the following objectives: grow transit ridership, increase connectivity, improve safety & human health, enhance the passenger experience, and advance social equity.

The next portion of the presentation focused on ST3 projects yet to have their access allowances committed.

For the Everett Link Extension, \$59 million is available and the identified jurisdiction partners are Snohomish County and the Cities of Everett and Lynnwood. Staff have begun to develop candidate access projects for further consideration in the Draft Environmental Review phase.

For the Tacoma Dome Link Extension, \$44 million is available and the identified jurisdiction partners are the Cities of Federal Way, Fife, and Tacoma. In collaboration with the jurisdictions, about 60 candidate access projects have been identified, and the initial engagement on those projects occurred in fall 2020.

For the West Seattle and Ballard Link Extensions, \$95 million is available and the jurisdiction partner is the City of Seattle. As the project enters the Final Environmental Review phase, staff will be working to further review and refine projects with the City of Seattle and anticipate public engagement for candidate projects to begin in Q3 2023.

For the Stride Bus Rapid Transit program, \$18 million is available and there are 12 cities as partner jurisdictions. Staff are working with partners to confirm project scopes, timing for delivery, and funding needs. The more geographically spread-out Stride corridors means that the candidate access projects are smaller in scope.

For the NE 130<sup>th</sup> Infill Station project, \$4.9 million is available with they City of Seattle identified as the partner jurisdiction. The city is developing the NE 130<sup>th</sup> St/NE 125<sup>th</sup> St corridor improvements project and has secured roughly \$15 million in local, state, and federal funds to support the multiple improvements under design consideration.

Mr. Krieg added that staff anticipate bringing actions regarding the NE 130<sup>th</sup> Infill Station project and the Stride BRT program later this year. He noted that staff will continue their work for the ST3 Light Rail projects.

Chair Balducci asked for more information on the criteria used by Sound Transit staff to evaluate and prioritize the candidate projects. Mr. Krieg responded by referencing the two main goals of the System Access Policy, adopted by the Board in 2013: to increase transit ridership and to provide safe and convenient connections. He added that engagement with the Board in 2019 added a few additional criteria, and that is the information that was included briefly in the presentation. He clarified that as projects move through the capital project phases, scrutiny increases to continuing refining the projects.

Chair Balducci, noting that the System Access funds from ST2 were removed by the 2008 Recession and that ST3 is the Agency's first opportunity to develop the use of these funds, inquired what, if any, metrics could be developed as benchmarks for evaluating these system access projects. Mr. Krieg stated that this would likely require additional follow-up and noted that developing these metrics would be difficult along objective lines, while comparing between projects is easier. Chair Balducci asked if the 2013 Policy could be revisited to potentially look at criteria limits. She also questioned the concept of being able to offset permit costs and the use of language similar to "betterment" opportunities.

Boardmember Keel also noted his concern with the betterment-adjacent language. He suggested implementing guide rails on betterment policy.

Mr. Billen stated that staff will plan to return with more information.

Boardmember Baker stressed the importance of denser zoning in the area along the Lynnwood Link Extension that may be beneficial to access improvements. Mr. Krieg noted that zoning would be an area that the jurisdictional partners would need to take action on.

#### Update on Federal Way Link Extension

Linneth Riley-Hall, Executive Project Director for the Federal Way Link Extension, began the presentation. She noted that she is joined by Sepehr Sobhani, Deputy Executive Project Director for the Federal Way Link Extension, and Joe Gildner, Deputy Executive Project Director, is available for questions.

Ms. Riley-Hall noted that today's information-only briefing will include a general project update, then focus-in on Structure C and the actions planned for the May Board of Directors meeting.

The Federal Way Link Extension runs 7.8 miles and includes 3 stations with garages to accommodate 3,200 parking stalls along the routes. To date, \$1 billion worth of work and 2 million labor hours have been performed on the project.

At the Kent-Des Moise Station and Garage, structural steel and concrete work is complete with station finishes underway. Additionally, the final paving of 236<sup>th</sup> St., which runs underneath the station, is complete. The full station and garage are expected to be structurally complete in Q3 2024.

At the Star Lake Station and Garage, structural steel work is complete at the station with finished underway. Additionally, the concrete work at the garage is complete. Both aspects are expected to reach their scheduled completion in Q4 2024.

At the Federal Way Downtown Station and Garage, structure steel and concrete placement is complete for station, with station finishes underway. The expansion of the existing garage is in progress. The scheduled completion date for the station and garage is Q4 2024.

Mr. Sobhani took over the presentation to focus on Structure C, which is in the middle of the alignment between the Kent-Des Moines and Star Lake stations. Mr. Sobhani provided context around the differing site condition found at Structure C that defined the soil as liquifiable in the event of severe-enough earthquake. After working with the design-build contractors to design a rigid-pier solution, the project

experienced a localized landslide that required immediate mitigation and a redesign to span the poor soil. Additional design work resulted in the long-span bridge concept, which would be the longest span in Sound Transit's system. Over the next few slides, Mr. Sobhani provided additional photos and visual aids to show the conditions on the ground.

Following the landslide, Sound Transit partnered with the contractors, WSDOT, the City of Kent, and the Army Corp of Engineers to stabilize the area and mitigate any risk to the I-5 embankment. The addition of these reinforcement measures has made the slope more stable than when the project began. Since disturbing the current slope condition could endanger the mitigation measures, the design of the long-span bridge solution was required. Mr. Sobhani shared photos of the combination of temporary and permanent solutions currently supporting the slope.

The long-space bridge will be constructed using a method known as balanced cantilever cast-in-place construction. He added that a completed portion of the East Link Extension was constructed using this method.

In summary, Mr. Sobhani noted that the design of the long-span bridge is complete and construction along the alignment is continuing. The project team and contractors have reached an agreement to settle cost and schedule impacts, including those tied to Structure C, and staff aim to bring the necessary actions to the Board meeting on May 25<sup>th</sup> for approval.

Ms. Riley-Hall added that the two actions will cover both the design-build and design-build contract management contracts to ensure adequate funding for the realigned milestones that align with a 2026 service delivery date. Moreover, the actions will fall within the Board approved Baseline Budget. Necessary agreements with third-party jurisdictions are expected to be brought to the Board in Q3 for extensions.

Chair Balducci inquired about the potential to consider truncated lines, should that be necessary. Ron Lewis, Design, Engineering, and Construction Management Executive Director, noted that the physical construction milestones preserved in the agreement would allow for the northern sections of the alignment to be activated if further changes delay the southern portions.

**Executive session** - None.

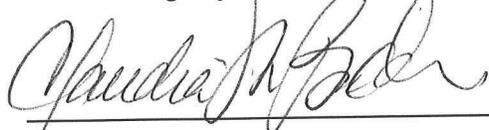
**Other business** - None.

### **Next meeting**

Thursday, June 8, 2023  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Board Room &  
Virtually via WebEx

### **Adjourn**

The meeting adjourned at 4:10 p.m.



Claudia Balducci  
System Expansion Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on June 8, 2023, AJM.