



Summary Minutes

System Expansion Committee Meeting July 13, 2023

Call to order

The meeting was called to order at 1:35 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	
(P) Nancy Backus, Auburn Mayor	(P) Kent Keel, University Place Councilmember
(P) David Baker, Kenmore Councilmember	(A) 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

Revised Agenda

Chair Balducci announced that the Committee would be working from a Revised Agenda for today's meeting. The revisions include the addition of Motion No. M2023-56 to the Business Items and the 2024 Link Openings presentation to the Reports to the Committee

Monthly Contract Report and Agency Progress Report

The meeting packet included the monthly contract report and the May agency progress report, as well as a link to the Project Performance Tracker.

CEO Report

CEO Julie Timm provided the report.

2024 Project Openings and Sequencing

CEO Timm reported that staff continue to monitor and manage project activities, as well as respond to questions on the proposed East Link Starter Line and the Lynnwood Link Extension opening planned for 2024. She noted that while a few of the reports on today's agenda will provide additional information, a more detailed presentation is planned for the July 27th Board meeting in preparation for an action that will be brought to the System Expansion Committee and Board of Directors meetings in August to direct a phased opening for the East Link Starter Line.

She stressed that Sound Transit's legal department has advised that a Board action to open the East Link Starter as a phased opening of the East Link Extension would require supermajority approval by the Board.

Big Events and Service impacts

Noting that the next topic is more appropriate for the Rider Experience and Operations Committee, CEO Timm highlighted several national-level events in July that would impact riders. The MLB All-Star Week concluded on Tuesday and contributed to one of the Agency's busiest service periods ever. The Agency ran eight-minute headways most of the day on Saturday, Monday, and Tuesday and ran extra Link trains to and from the games.

On July 22nd and 23rd, Taylor Swift would be holding two concerts at Lumen Field. Other cities have learned that the fan base has been reported to create crush loads on vehicles across the nation. As such, many of the efforts deployed during the All-Star Week will prove helpful during that weekend. CEO Timm noted that even with the additional service, crush loads are still expected and advised riders to plan for extra time.

Bring this back to System Expansion, CEO Timm looked forward to the 2026 World Cup, adding that the Agency is working in partnership with local and federal partners to ensure that ST2 projects in construction would be complete and open for the international event.

Hilltop Tacoma Link Extension update

CEO Timm, teasing a full announcement at the Board meeting later in the month, stated that the Agency is close to announcing an opening date for the Hilltop Tacoma Link Extension project. While a brief update will be included in a Report later in the meeting, she shared that the project has started the final pre-revenue phase tests this morning, including a short-term change in service to accommodate these tests. This phase of tests will ensure everything is ready for safe operations. She added that obstacles are usually encountered during these tests, and that the time between now and opening day is spent solving those last critical requirements.

Public comment

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

Written public comments:

Seattle Subway, The Urbanist, the Sierra Club, and over 1800 individuals
Uptown Alliance
Rob Brandenburg, Ada Healey for Vulcan Real Estate, Bridget Singh, and Carey Christie
Bill Hirt
Elaine and Herb Selipsky
Joe Kunzler

In-person Verbal Public Comments:

Julie Holland
Alex Tsimmerman
Sabrina Villanueva
Dan McGrady
Amy Fair Gunnar
Steven Vantil
Jim Goldberg
Cathie Pence

Reza Marashi
Ron Bradenberg
Betty Lau
Brien Chow
Matthew Sutherland
Salvio Varchetta

Virtual Verbal Public Comments:

Ben Byers

Business items

For Committee Final Action

Minutes: June 8, 2023 System Expansion Committee meeting

It was moved by Boardmember Roscoe, seconded by Boardmember Harrell, and carried by unanimous voice vote that the minutes of the June 8, 2023 System Expansion Committee meeting be approved as presented.

Motion No. M2023-53: Authorizing the chief executive officer to execute a five-year contract, with two one-year options to extend, with Parametrix, Inc. to provide on-call architecture and engineering services for a total authorized contract amount not to exceed \$50,000,000.

Claire Khouri, Deputy Executive Director of Portfolio Management & Integrity, began the staff presentation of this and the following action.

Vice Chair Roscoe inquired to the term of the expiring contracts. Ms. Khouri noted that the contracts were signed in 2019 and are for a five-year term, expiring in 2024; however, the contracts have reached their not-to-exceed amounts. Vice Chair Roscoe noted the increase in the cumulative contract amounts from \$40 million to \$100 million.

Chair Balducci inquired as to how much money was committed under the expiring contracts per year and how much contingency is built into the not to exceed amounts of the new contracts. Ms. Khouri responded that the contracts used about \$4 million each per year, and that the new not-to-exceed amounts account for both the previous use rate, as well as increased scope especially as it pertains to activation activities. Eric Beckman, Executive Director of the Portfolio Service Office, added that the built-in contingency is about 10% of the contract value.

Boardmember Keel inquired if individual Task Orders would need to be approved by the Board or an appropriate Committee. CEO Timm responded that funds committed to the contract would come from project budgets that have already been approved by the Board through the annual Budget or a Baselining action. Mr. Beckman added that in the case that an individual Task Order exceeds the CEO's delegated authority, it would require Board or Committee action.

Boardmember Keel asked if there is a process in place to update the Board on the use of these contracts. CEO Timm responded that the Portfolio Services Office is developing a procedure that will make it easier for Boardmembers to see the usage of these Task Order based contracts so that the Board is aware of when a contract is nearing its not to exceed amount.

It was moved by Boardmember Roscoe and seconded by Boardmember Backus that Motion No. M2023-53 be approved as presented.

Boardmember Keel noted his support for the action and asked for staff to develop those processes as quickly as possible.

Chair Balducci called for a voice vote.

It was carried by a vote of the eight Committee members present that Motion No. M2023-53 be approved as presented.

Motion No. M2023-54: Authorizing the chief executive officer to execute a five-year contract, with two one-year options to extend, with WSP USA, Inc. to provide on-call architecture and engineering services for a total authorized contract amount not to exceed \$50,000,000.

Chair Balducci noted that information for this action was incorporated into the previous presentation. She opened the floor to additional questions from Boardmembers.

It was moved by Boardmember Roscoe and seconded by Boardmember Backus that Motion No. M2023-54 be approved as presented.

Chair Balducci called for a voice vote.

It was carried by a vote of the eight Committee members present that Motion No. M2023-54 be approved as presented.

For Recommendation to the Board

Resolution No. R2023-17: Adopting the Bus Base North Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to date by \$216,463,500 from \$283,036,500 to \$499,500,000, (b) decreasing the annual allocated budget by \$2,593,000 from \$23,921,000 to \$21,328,000, and (c) establishing the project open for service date of Q4 2027.

Bernard van de Kamp, Stride BRT Program Executive, gave the staff presentation for the three Stride BRT Baseline Resolutions.

Vice Chair Roscoe asked if the \$342 million for the deferred parking components is included in the baseline budget's cost over the Finance Plan estimate. Mr. van de Kamp confirmed it is not a part of the figure. He added that some environmental work was performed on the parking but was deducted from the future parking estimated cost.

Vice Chair Roscoe asked if there will be sidewalks on both sides of the SR522 corridor in Lake Forest Park, based on the graphic displayed. Mr. van de Kamp responded that a sidewalk is being constructed on only one side of the roadway, and that is a result of working with the City and WSDOT. She asked if the lack of a continuous sidewalk on the westside of SR522 would hinder station access. Mr. van de Kamp responded that the BRT stations are located near intersections that would provide sidewalk and crosswalk access.

Vice Chair Roscoe inquired as to who will maintain the center landscape median. Mr. van de Kamp answered that, due to the population of the city, the responsibility is split between the City and WSDOT, though he would need to verify exactly who would address the median and landscaping.

Vice Chair Roscoe asked for clarification on the difference between the earlier reported schedule trends and the proposed Baseline schedule. Mr. van de Kamp responded that the Program team is working to deliver the projects as quickly as possible and is conducting business in accordance with the earlier schedule trends. He added that the Baseline schedule is reflective of analysis that includes project float to potentially address any unknown risks that may surface.

Chair Balducci drew attention to the cost increases and schedule delays that are a part of the Baseline Budgets and Schedules.

Boardmember Keel inquired into the drivers of the cost increases and schedule delays, asking if this could be contributed to the effects of the COVID-19 Pandemic and the current construction industry. Mr. van de Kamp noted that many factors feed into the increases and delays, including the COVID-19 Pandemic, the current state of the construction industry, the complexity of engaging with many different

jurisdictions with varying degrees of permitting authority, as well as the re-start of the program after being paused during the 2021 Realignment process.

Boardmember Keel asked if engagement with the local jurisdictions has been impacted by the state-level legislation related to housing and transit development. Mr. van de Kamp noted that the team is engaging with permitting authorities based on the 90% design level, which will hopefully make it simpler, but highlighted that there are areas where code changes have been enacted or are currently up for consideration. At this point, there have not been instances of changes based on the most recent legislative session.

Chair Balducci asked for more granular details on the cost increases and schedule delays in advance of the full Board meeting. Specifically, she inquired if other transit agencies are experiencing similar pressures.

Vice Chair Roscoe noted that Pierce Transit is facing similar pressures on a BRT project along Pacific Highway. She added that it is also dealing with many jurisdictional partners, and Pierce Transit Board is deliberating whether a rethinking of the project is warranted. She elaborated that a key consideration is the speed at which the system would operate, as making adjustments to lower the speed below a certain threshold may put federal funding at risk.

CEO Timm added that information from WSDOT does indicate similar pressures are being experienced by other agencies and she committed to bringing that information to the Board during the discussion on Baselineing. She added that while the Stride BRT Program is not seeking the same federal funding as the Pierce Transit project, the governing referendum for Sound Transit does include the directive to implement High-Capacity Transit.

Resolution No. R2023-17 was moved by Boardmember Roscoe and seconded by Boardmember Baker with a do-pass recommendation.

Vice Chair Roscoe noted that her next question is applicable to the other Baselineing Resolutions, as well. She asked if staff could give a preview about the long-term impacts of actions that impact the Remaining Debt Capacity and Net Debt Service Coverage Ratio. Chief Financial Officer John Henry responded those numbers are affected by both decisions that allocate funds above the Finance Plan estimates as well as by revenue streams. He elaborated that there are efforts by staff to locate expenditure reductions in operations and full employee headcount that may help to shift the debt metrics. He added that future actions would be constrained by impacts to the debt metrics.

CEO Timm added that she has asked the finance team to prepare a wholistic overview of the debt metrics at the Finance and Audit Committee meeting in the fall. Mr. Henry also mentioned that the policy minimums help to provide financial cushion for external events that may impact markets in the future.

Boardmember Keel asked if the motion before the Committee is for a do-pass recommendation to the Board. Chair Balducci confirmed it is. Boardmember Keel noted that he believes the Board should have a robust discussion on the given the cost increases and schedule delays and inquired if there's appetite to forward without a recommendation. Chair Balducci responded that she would support a do-pass recommendation as she does not have any reason to doubt the information, but simply wants more granular details to inform her vote at the full Board meeting.

Boardmember Somers agreed with the need for a robust discussion at the Board and expressed support for the do-pass recommendation.

It was carried by a majority vote of the eight Committee members present that Resolution No. R2023-18 be forwarded to the Board with a do-pass recommendation, with Boardmember Keel voting in the negative.

Resolution No. R2023-18: Adopting the I-405 Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$402,618,123 from \$866,381,877 to

\$1,269,000,000, (b) decreasing the annual allocated budget by \$45,806,704 from \$167,827,704 to \$122,021,000, and (c) establishing the project open for service dates of Q3 2028 for the S1 Line and Q2 2029 for the S2 Line.

Chair Balducci opened the floor to additional questions from Boardmembers.

Resolution No. R2023-18 was moved by Boardmember Roscoe and seconded by Boardmember Backus with a do-pass recommendation.

Boardmember Keel noted his intent to vote against the do-pass recommendation but stressed he does believe the action should progress to the full Board.

Noting her second on the motion to forward with a do-pass recommendation, Boardmember Backus echoed Boardmember Keel's concerns with the do-pass recommendation portion of the motion to forward the Resolution. She asked if there have been actions forwarded without a do-pass recommendation in the past. Chair Balducci confirmed the System Expansion Committee has done so before.

Chair Balducci explained that the Committee could opt to forward without recommendation.

Boardmember Backus added that at Board meeting, she does take into consideration the do-pass recommendation associated with actions that received committee scrutiny. She explained her potential support for a motion to forward without recommendation, but a do-pass recommendation would not have her support. Boardmember Keel concurred.

Chair Balducci noted that during her remarks at the full Board meeting, regardless of the forwarding decision by the Committee, she would speak to the robust discussion at the Committee.

Boardmember Backus asked a question on parliamentary procedure should the motion to forward with a do-pass recommendation fail. Chair Balducci explained that she would ask for another motion to be made to forward to the Board.

Boardmember Harrell noted his support for the do-pass recommendation.

Boardmember Somers expressed his concern with the increases but reiterated his support to forward to the Board with a do-pass recommendation.

It was carried by a majority vote of the six Committee members present that Resolution No. R2023-18 be forwarded to the Board with a do-pass recommendation, with Boardmembers Backus and Keel voting in the negative.

Resolution No. R2023-19: Adopting the SR522/NE 145th Street Stride Bus Rapid Transit project baseline schedule and budget by (a) increasing the authorized project allocation to-date by \$330,851,655 from \$250,648,345 to \$581,500,000, (b) decreasing the annual allocated budget by \$21,653,035 from \$82,341,035 to \$60,688,000, and (c) establishing the project open for service date of Q2 2028 for the S3 Line.

Chair Balducci opened the floor to additional questions from Boardmembers.

Resolution No. R2023-19 was moved by Boardmember Roscoe and seconded by Boardmember Harrell with a do-pass recommendation.

Chair Balducci added that she assumes discussion on this action would be similar to the previous action and asked if any member would like to make additional comments.

It was carried by a majority vote of the six Committee members present that Resolution No. R2023-18 be forwarded to the Board with a do-pass recommendation, with Boardmembers Backus and Keel voting in the negative.

Motion No. M2023-55: (1) Authorizing the chief executive officer to amend the existing Funding Agreement with Washington State Department of Transportation for the Design-Build Delivery of the I-405 BRT Brickyard to SR 527 Improvement Project in the amount of \$70,570,000 with a 6% Sound Transit controlled Contingency of \$4,230,000, totaling \$74,800,000 for a new total authorized agreement amount not to exceed \$215,992,000 and (2) approving present-value Land Bank credits as reimbursement from WSDOT to Sound Transit for fish passage correction in a new estimated amount of \$42 million included in the amount authorized.

Paul Cornish, Strategic Projects Director, gave the staff presentation.

Bernard van de Kamp added that this action was removed from the June Board Agenda as the bids were opened the morning of the meeting and the prices came in considerably above the estimates. Since then, Sound Transit and WSDOT have worked to shore up the finances needed to complete the project, with WSDOT receiving the commitment of key legislators and the governor to move forward.

Boardmember Keel noted that he has concerns over the cost increases, but the concern is mitigated by the fact that Sound Transit is only responsible for 20% of the project cost. He noted that he would support forwarding to the Board.

Chair Balducci noted that this section of the I-405 BRT project is a key component of speed improvement along the corridor.

Motion No. M2023-55 was moved by Boardmember Keel and seconded by Boardmember Roscoe with a do-pass recommendation.

It was carried by the unanimous vote of the six Committee members present that Motion No. M2023-55 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-56: Authorizing the chief executive officer to increase the contract contingency for the construction contract with Max J. Kunej Company, for a global construction claim resolution for the Bel-Red Segment of the East Link Extension, in the amount of \$5,516,242 for a new total authorized contract amount of \$113,003,253, all within the Board approved project budget.

Jon Lebo, East Link Executive Project Director, gave the staff presentation.

Chair Balducci asked if Mr. Lebo could give an estimate on where the Agency is at on handling claims related to the East Link Extension. Mr. Lebo gave an overview of several previous actions that resolved claims and a preview of additional work, particularly related to the I-90 segment. He added that the project team is working to resolve claims in the Bellevue segment prior to the potential opening of the East Link Starter Line.

Vice Chair Roscoe inquired into the full amount of the settlement. Mr. Lebo noted that the full settlement is for \$12 million and this action would provide additional contingency on top of what is already allocated to meet the payment of the settlement. Vice Chair Roscoe asked about the progress of the work for which \$100,000 is being withheld until completion. Mr. Lebo answered that most of the work should be completed the following week, with the exception of a few long-lead time items, which should be completed shortly thereafter.

Motion No. M2023-56 was moved by Boardmember Backus and seconded by Boardmember Roscoe with a do-pass recommendation.

It was carried by the unanimous vote of the eight Committee members present that Motion No. M2023-56 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Ballard Link Extension – Denny Station Status Report

Cathal Ridge, Executive Corridor Director, began the presentation by noting he would be recapping the May Status Report and would provide an update on work since then in preparation for potential action by the Board at the July Board meeting.

Mr. Ridge summarized the cost and schedule risks associated with the West Seattle and Ballard Link Extensions projects. Providing background on the work to date, Mr. Ridge reminded the Committee that the Draft EIS for both projects was published in January 2022, but additional alternatives identified for the Ballard Link Extension by the Board in March 2023 has prompted the need for additional environmental review. Going forward, the two projects would proceed on different timelines with the West Seattle Link Extension progressing into the Final EIS and the Ballard Link Extension preparing a Supplemental Draft EIS.

Since March, the project team has conducted over 20 technical work sessions, covering topics such as constructability, utilities, construction schedule, roadway closures, and cost. In the May Status Report, Mr. Ridge noted that for the Denny Terry station option shared key information about the assessed potential to detour existing fiber infrastructure and potential modifications to the carrier hotel in the area. The Denny Westlake option examined potential refinements to the station location to reduce effects to Westlake Ave, including shifting the station North or West.

Mr. Ridge then reviewed the station alternative that have been previously identified and newly developed.

For the Denny Westlake station, the current preferred alternative, he noted utility infrastructure along Lenora St., Westlake Ave., and Harrison St. as potential risks. He added that Westlake Ave. would be fully closed to cars, buses, and the streetcar for 4 years during construction of the station. He also included that the station location would provide convenient transfers with other modes of transit along Westlake Ave.

For the Denny Terry station, Westlake Ave. would remain open during construction; however, major relocation of fiber and electrical infrastructure would be necessary. Mr. Ridge added that this station alternative would cost \$340 million more than the current preferred alternative and introduce additional schedule uncertainty, primarily due to the fiber relocation and any issues that arise from it.

Pivoting to the more recently developed options, Mr. Ridge summarized the potential impacts of the Shifted North alternative. The Shifted North alternative would see Westlake Ave. temporarily decked during construction, which would allow cars and buses, but not the streetcar, to pass. He added that there would be a reduced number of lanes for 3-4 years. While the electrical utility work along Harrison St. is still a factor, there would be less extensive utility work along Westlake Ave and the fiber crossing on Lenora St. would be avoided. The Shifted North alternative is estimated to add \$170 million in costs and the phased in-street construction to maintain traffic flow would extend the duration of the street effects from 4 years to 8 years.

The Shifted West alternative would further avoid impacts to Westlake Ave. by shifting the station out of street right-of-way onto private property. The resulting shift in the Denny station would result in a very close spacing to the South Lake Union station on Harrison St. that would cause geometric and technical constraints that have led the team to consider a consolidated station for this alternative. The Shifted West alternative would avoid much of the utility work along Westlake Ave. and the consolidation of the Harrison St. Station would avoid the major electrical utility work along the road. This option would result in \$440 million of costs saving due to the consolidation of the Denny and South Lake Union stations and a potentially shorter construction duration due to improved site access and mostly off-street construction. Mr. Ridge noted that the impacts to ridership, transit integration, and passenger experience are still being assessed.

Mr. Ridge provided insight into the work currently being done to present to the Board and public in the coming weeks. This includes mapping the potential station locations and their proximity to existing

transit lines, as 32% and 12% of the projected total boardings at the South Lake Union Station and Denny stations would be bus-rail transfers, respectively. He added that 80% of these transfers are fed from four routes: Rapid Ride E Line, Route 5, Route 62, and Route 8/11. Aside from the numbers, the team is examining the equity impacts by analyzing which passengers would be most affected by the Shifted West station consolidation. Mr. Ridge added that staff are also examining the impact to Seattle Center Events and the passenger experience and access impacts.

Summarizing the project's next steps, Mr. Ridge explained that the team is working to complete the assessment of ridership and transit integration impacts of the Shifted West alternative. There are engagement webinars planned for July 20 and 25, in advance of a Status Report presentation to the full Board and a potential action on July 27.

Boardmember Harrell noted that while the Denny Shifted West station alternative is a good option to address concerns about major traffic impacts, the consolidation of the South Lake Union station gives him reason to pause on pursuing that alternative going forward. Speaking to the current preferred alternative, Denny Westlake, Boardmember Harrell stressed the importance of mitigation measures that he believes is essential to maintaining the growth and recovery of the South Lake Union area.

Boardmember Harrell listed questions for the team to answer either today or before a potential action at the Board meeting: the feasibility of constructing a station near Memorial Stadium which appears quite challenging, the mitigation efforts associated with the Denny Westlake option, and the impact if they Board opts to select a new preferred alternative at the end of the month. Boardmember Harrell added his praise for all the teams involved in performing this additional alternative analysis.

Mr. Ridge explained that the team did look at the feasibility of shifting the Harrison St. station to the west but added that the potential redevelopment of Memorial Stadium is a major constraint. Additionally, the shift would move the station away from key transit corridors. Mr. Ridge added that while the Draft EIS mostly addresses full street closures, more recent work has taken looks at phased construction and decking as mitigation options to reduce impacts to major roadways. Full closures are simpler in terms of construction, but partial closures have less of an impact to traffic. In terms of utilities, the ongoing work includes reviewing the potential avoid utility impacts on Westlake Ave. as much as is possible. Responding to the final question, further delay to identifying the alternatives to study would have impacts to the overall project schedule.

Boardmember Keel thanked Boardmember Harrell for his work on leading the discussions on the alignment through Seattle. Boardmember Keel noted his interest in understanding the ridership impacts of the consolidated station concept. Additionally, he expressed interest in understanding the constraints and complications around building a station near Memorial Stadium.

Mr. Ridge responded by stating that the team will be working on completing the analysis of ridership impacts and hopes to share that information beginning the following week and at the full Board meeting. Touching on the complications with Memorial Stadium as a site for a westwardly shifted Harrison St. station, Mr. Ridge summarized the competing development interests and the shift away from key bus-rail transfers.

Boardmember Somers echoed the interest in understanding the ridership impacts associated with the consolidated station.

Boardmember Harrell added that multiple teams have looked at the Memorial Stadium location and have concluded that the interplay of its redevelopment and potential site as a light rail station would have schedule impacts to both publicly funded projects.

Vice Chair Roscoe thanked those who came to provide public comment on this topic even without an action on today's agenda.

Chair Balducci expressed appreciation for the effort by Boardmember Harrell to lead discussions on the siting of the stations and alignment in a well-developed area. She added that the loss of a bus-rail connection, primarily associated with the RapidRide E Line, would be a key impact against the station consolidation.

Vice Chair Roscoe asked if the Boardmembers could receive invites to the planned Webinars. Mr. Ridge confirmed they would send those. Chair Balducci asked if the sessions would be recorded, if an interested Boardmember would not be able to attend. Mr. Ridge answered that he was unsure but would confirm.

2024 Openings readiness and next steps

Eric Beckman, Executive Director of the Portfolio Services Office, began the presentation by summarizing that the Board had direct staff to develop and study the feasibility of the East Link Starter Line concept for a 2024 opening in January 2023. Since then staff have been performing analysis on project sequencing and continued monitoring of infrastructure, vehicle, and resource readiness. He added that a fuller presentation is also planned for the July Board meeting.

Mr. Beckman stated the first consideration that must be met is whether the construction of infrastructure would be ready to provide adequate time to test and certify safety. Both the East Link Starter Line and Lynnwood Link Extension are wrapping up this work that continues to be monitored daily.

He added that a key part of providing service is coordination with operating partners and union staffing. The success of both the infrastructure work and alignment with service changes is necessary to opening the East Link Starter Line in Spring 2024 and the Lynnwood Link Extension in Fall 2024. Given the state of available vehicles and staffing resources, Sound Transit is anticipating initial services of 10-minute peak headways for 16 hours per day with 2-car trains along the East Link Starter Line, and 8-minute peak headways for 20 hours per day with 3- and 4- car trains along the 1 Line, including the Lynnwood Link Extension. The most recent ridership modeling estimates 6,000 weekday boardings along the Starter Line and 100,000-136,000 weekday boardings on the 1-Line once the Lynnwood Link Extension is operational.

At this time, staff are recommending the potential re-sequencing of opening the Light Rail project currently in construction, with the East Link Starter Line opening in Spring 2024 (subject to approval by the Board), Lynnwood Link Extension opening in Fall 2024, the full East Link Extension and Downtown Redmond Link Extension opening in 2025 (potentially split between Spring and Fall), and the Federal Way Link Extension opening in 2026. The goal would be to align these opening with service changes.

Staff are monitoring remaining considerations which include, initiating federal and state reviews, ramping up hiring of operators and maintainers, completing critical aspects of construction activities to advance to pre-revenue service, and ensuring enough staffing is in place to support all project openings.

Mr. Beckman summarized the next steps related to the East Link Starter Line. After presentations today and the full Board meeting in July, staff will prepare an action for consideration by the System Expansion Committee at its August 10 meeting to forward to the August 24 Board meeting for final approval, which would require a supermajority of the Board to authorize the 2024 opening of the East Link Starter Line. Then in October, the 2024 Service Plan would be considered by the Rider Experience and Operations Committee and the full Board which would adopt the East Link Starter Line and Lynnwood Link Extension service levels. The final step would be the adoption of the 2024 Budget, which will include funding for activation and operations of the openings.

Vice Chair Roscoe asked about the projected weekday boardings. Mr. Beckman responded that the East Link Starter Line has a projected 6,000 average weekday boarding, and the full 1-Line from Angle Lake to Lynnwood Transit Center is projected to have 100,000-136,000 average weekday boarding.

Chair Balducci encouraged members to ask staff any questions they may need answered prior to taking action next month.

Q3 Report on Projects in Construction

Brooke Belman, Chief Expansion Delivery Officer, began the presentation and introduced Ron Lewis, Executive Director of Design, Engineering, and Construction Management, who will be assisting in the presentation. Ms. Belman noted that today's presentation would include progress on the Sumner, Kent, and Auburn Station Parking and Access Improvement project as those have begun moving through construction activities. She turned the presentation over to Mr. Lewis.

Mr. Lewis began going through the projects in construction, beginning with the Hilltop Tacoma Link Extension. On July 11th, the Agency issued partial substantial completion which has allowed the agency to transition into pre-revenue service as of today. Additionally, four of the five light rail vehicles have been conditionally accepted and are operating as part of pre-revenue service. As risks and mitigations, the team is at a high state of readiness to address any key issues that may arise during pre-revenue service. There are expected construction contract claims for the project.

On the East Link Extension, there is ongoing systems testing with light rail vehicles and station finishes are nearly complete. Additionally, pedestrian crossing enhancements are underway, and the Board has recently approved funds to address resolved construction claims. Mr. Lewis added that the project is on track to be within the Baseline Budget. Highlighting potential risks and mitigations, there is some follow-on work on guardrails and fencing that is being performed during nights and weekend and a supply chain issue regarding a circuit breaker needed to complete the Bellevue Stations Stair pressurization for which staff are developing alternative should it be further delayed. Additionally, there are frequent meetings with vendors to monitor work on building management system upgrades and passenger information system installation. There is also some replacement work for platform tiles at the South Bellevue Station.

Chair Balducci inquired into what appeared to be a panel truck along the track. Mr. Lewis explained that those are called high-rail vehicles, which have standard tires but can be elevated to allow them to operate above the track to complete work.

Along the I-90 corridor, Mr. Lewis reported that plinth demolition is at 90%, and plinth reconstruction is at 24%. He added that the contractor's initial April schedule had 42% completion planned for now, so they are behind. As a mitigation, the contract has brought on additional field supervisors and increased craft labor to more than 350 workers. He added that there is ongoing post-tension cable investigation on a few areas of the bridge and approaches. Mr. Lewis presented a dashboard summarizing the plinth work.

Mr. Lewis reported that the Downtown Redmond Link Extension is about 71% complete and construction remains on schedule with positive float. Work is progressing on track, station, and system efforts. He flagged that timely execution of operations and maintenance agreement with local partners are being developed for Board approval where necessary. He added that CEO Timm, Deputy CEO Belman, and himself had a meeting with the president of the contracting firm to secure commitments to keep work progressing on the critical path timelines. Additionally, System Integrated Testing is planned to begin in Q1 2024, so ensuring that this work doesn't overlap and drain resources from other projects in the same timeframe will be important.

For the Federal Way Link Extension, trackwork, stations, and garages are progressing on schedule. Systems work is underway, including traction power substation and overhead catenary system installation. He added that the design of the Structure C long-span bridge is complete, and construction has begun. He noted that there is potential risk associated with the Structure C construction, but ongoing collaboration with the design builder and WSDOT is occurring. Mr. Lewis also flagged the proximity and schedule of the WSDOT SR509 project could present some risk, but close coordination with WSDOT is underway.

For the Lynnwood Link Extension, Mr. Lewis reported that construction is 88% complete and the project is proceeding on schedule with positive float. He noted that the Lynnwood City Center garage was opened in April and work on the NE 130th Station platform and canopy structures is occurring. As a project risk, Mr. Lewis flagged an extended procurement for the NE 130th Infill Station finish contract. Mr. Lewis introduced Tracy Reed to cover the next portion of the presentation.

Ms. Reed spoke to the expansion of the Light Rail Vehicle (LRV) fleet, noting that manufacturing and assembly is roughly 84% complete. 114 Series 2 LRVs have been delivered with 83 conditionally accepted for revenue service. The Series 1 LRVs are undergoing phased Automatic Train Protection retrofit work, with 21 of the 62 assets to be complete by the end of 2023. Some risks include the limited capacity of the OMF central yard which can't be resolved until the OMF east in Bellevue is connected to the 1-Line via I-90, and the impact on expected service levels when extensions open for service.

Ms. Reed also reported on the Sumner, Kent, and Auburn Station Parking and Access Improvement Project. The Sumner station final design is nearing 90% and construction is planned to begin in Q3 2023. The Auburn station design-build contract is expected to be awarded in Q3 2023, following Board approval. The Kent station design-build contract is currently in procurement with the selection of a proposer expected soon before coming to the Board for approval. Ms. Reed flagged local permitting processes in Kent and Sumner are taking longer than expected and include unanticipated conditions which staff are working through with local partners. She also noted that a complex property acquisition in Auburn could result in project delay and budget pressure, which has been raised to the CEO for engagement with the mayor.

Deputy CEO Belman wrapped-up the presentation by summarizing the next steps, including establishing an opening day for the Hilltop Tacoma Link Extension and focusing on resources needed for activations and openings. She added that the next update would come in the fourth quarter, per the schedule of these updates. She also briefly displayed a table showing the currently projected and planned openings for construction projects.

Vice Chair Roscoe offered the idea that if Boardmember intervention on local issues is deemed warranted, she encouraged staff to let them know.

CEO Timm added that currently the process is to raise these concerns to the CEO when issues are proving troublesome.

Boardmember Keel mentioned that he had seen the pre-revenue service occurring on the Hilltop Tacoma Link Extension earlier today and felt a sense of pride and joy to see the project enter its final phases before fully opening.

Executive session - None.

Other business - None.

Next meeting

Thursday, July 13, 2023
1:30 p.m. to 5:00 p.m.
Ruth Fisher Board Room &
Virtually via WebEx

Adjourn

The meeting adjourned at 5:02 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Adam Montee, on behalf of
Kathryn Flores
Board Administrator

APPROVED on August 10, 2023, AJM.