



Summary Minutes

System Expansion Committee Meeting August 10, 2023

Call to order

The meeting was called to order at 1:30 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	(A) 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 June agency progress report, as well as a link to the Project Performance Tracker.

Request for future reporting on work implementing the Technical Advisory Group Recommendations

Chair Balducci shared information presented by Staff at the August 3rd Executive Committee regarding continued work by select members of the Technical Advisory Group (TAG) and Dave Peters, in addition to Agency Staff's work on implementing aspects of the TAG recommendations. She shared that she has asked staff to also begin providing monthly updates on implementing the TAG recommendations to the System Expansion Committee. Chair Balducci suggested a dashboard layout as potentially being the easiest to convey the necessary information through the Chair or CEO Report.

CEO Report

CEO Julie Timm provided the report.

Preview of work on Technical Advisory Group recommendations

CEO Timm reported that staff gave a presentation at the August 3rd Executive Committee meeting to present a summary of implementation work to date on the recommendations from the Technical Advisory Group (TAG), as well as on upcoming activities directed by the Board in Motion No. M2023-36. Beginning in September, updates will be provided to the System Expansion Committee, as well.

CEO Timm flagged that the Executive Committee had a briefing on the consideration of updating the Delegation of Authority policy for contracts and agreements, noting that as ST2 and ST3 work progresses, meeting agenda are likely to grow in length. CEO Timm mentioned that in addition to updating the Delegated Authority thresholds, each committee may decide to 1) meet more frequently, 2) extend the standard meeting duration, and 3) work to delegate specific classes to actions to other committees.

Redmond Technology Station Garage and Overlake Village Pedestrian Overpass Update

CEO Timm reported that the new transit loop at Redmond Technology Station opened to Microsoft Connector and shuttle service this past Monday. Sound Transit and King County-Metro buses will begin to serve the loop on September 2nd. She mentioned that additional infrastructure is slated to open this fall, including the Redmond Technology Station Garage and the Overlake Village Pedestrian Bridge.

Hilltop Tacoma Link Extension Update

Having announced the opening date of September 23rd for the Hilltop Tacoma Link Extension at the July Board meeting, CEO Timm reported that the project is currently on day 16 of the 21-day Validation period. Initial challenges reported last month have been addressed and the system is advancing nicely.

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:

Bill Hirt

Seattle Subway, Alex Kaehler, Chirag Khatri, Doug McArthur, and Parker
Joe Kunzler

Seattle Subway, The Urbanist, the Sierra Club, Zach, and over 2400 individuals

In-person Verbal Public Comments:

Pearl Leung

Alex Tsimmerman

Samir Yhann

Kelli Refer

Ada Hackett

Betty Lau

Brien Chow

Virtual Verbal Public Comments:

Joe Kunzler

David Scott

Project Performance Tracker Update

Moises Gutierrez, Chief System Quality Officer, shared that the information for the most recent update to the online Project Performance Tracker s from the end of June 2023 and was updated on August 3, 2023. He added that the most recent update to the online dashboard also includes the roll-out of visual trend lines.

Beginning with projects in planning, Mr. Gutierrez noted that the Everett Link Extension and Operations & Maintenance Facility North projects have presented a schedule risk to the next milestone due to delays in the Environmental Review; however, this is not expected to impact the project's delivery date

at this time. For the Operations & Maintenance Facility South (OMFS), Mr. Gutierrez summarized a handful of earlier discussions regarding the trends for the project and reported that an updated cost estimate was received and shows the project trending up to 45 percent over the Finance Plan. He added that a presentation later in the meeting would provide more context and information for the OMFS project.

Shifting to projects in construction, Mr. Gutierrez stated that there were no changes to baselined projects this month.

Mr. Gutierrez took time to flag potential upcoming changes to statuses in the Project Performance Tracker. For the West Seattle and Ballard Link Extensions projects, the Preferred Alternatives currently selected exceed the Finance Plan by roughly \$500 million, but mitigation through third-party funding is assumed. For the Stride Bus Rapid Transit Program, the Board's vote to establish a baseline budget at the July Board meeting will be reflected as the project will shift to the construction metrics.

Chair Balducci thanked Mr. Gutierrez for the presentation and asked Committee members to send feedback or ideas in response to these monthly reports if they feel it would be helpful.

Boardmember McDermott noted his appreciation for the structure of these reports.

Business items

For Committee Final Action

Minutes: July 13, 2023 System Expansion Committee meeting

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

Motion No. M2023-64: Authorizing the chief executive officer to execute a three-year contract, with six three-year options to extend, with Mott MacDonald to provide engineering and inspection consultant services for the Series 3 Light Rail Vehicle project in the amount of \$7,117,000, with a 10% contingency of \$711,700, for a total authorized contract amount not to exceed \$7,828,000.

Shankar Rajaram, Executive Project Director for Revenue Vehicles, began the staff presentation for this item.

It was moved by Boardmember Roscoe and seconded by Boardmember Backus that Motion No. M2023-64 be approved as presented.

Chair Balducci noted that having contracted experts to help develop and inspect the future vehicles will be a key boost, given current pinch points with revenue vehicles.

Chair Balducci called for a voice vote.

It was carried by a vote of the eight Committee members present that Motion No. M2023-64 be approved as presented.

Motion No. M2023-65: Authorizing the chief executive officer to execute a contract with BYD Coach and Bus LLC for the purchase of the electric bus fleet and charging infrastructure for the I-405 and SR522/NE 145th Street Bus Rapid Transit projects in the amount of \$33,520,000 plus a 10 percent contingency of \$3,352,000, for a total authorized contract amount not to exceed \$36,872,000, all within the Stride baseline budgets.

Bernard van de Kamp, Stride BRT Program Executive, gave a brief overview of the four Stride-related items before introducing the respective presenters from his team.

Lucien Bruno, Stride BRT Deputy Program Executive of Operations, began the staff presentation of this and the following action.

Vice Chair Roscoe asked about the prototype build. Mr. Bruno responded that the prototype buses will be fully built out as ordered and provide an opportunity to experience the build before commencing the full order for the fleet. Mr. Bruno also added that the prototype buses will be accepted and be ready for operation when received and could be put into revenue service.

Chair Balducci asked if the prototype build is new step or is part of the usual process. Mr. Bruno answered that this has been done for ST Express Buses, but this would be the first instance of a fully Sound Transit operated bus service, so an extended timeline is being given to work out any potential issues or changes.

It was moved by Boardmember Baker and seconded by Boardmember Roscoe that Motion No. M2023-65 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. M2023-65 be approved as presented.

For Recommendation to the Board

Motion No. M2023-66: Authorizing the chief executive officer to execute a contract with Alexander Dennis, Inc. for the purchase of the electric bus fleet for the I-405 Stride Bus Rapid Transit project in the amount of \$73,160,000 plus a 10 percent contingency of \$7,316,000, for a total authorized contract amount not to exceed \$80,476,000, all within the project baseline budget.

Motion No. M2023-66 was moved by Boardmember Baker and seconded by Boardmember Roscoe with a do-pass recommendation.

Chair Balducci called for a voice vote.

It was carried by a unanimous vote of the eight Committee members present that Motion No. M2023-66 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-67: Authorizing the chief executive officer to increase the agreement contingency for the construction agreement with the Washington State Department of Transportation for the design-build delivery of the I-405/NE 85th Street Interchange and In-line Freeway Station for the I-405 Bus Rapid Transit Project, in the amount of \$16,259,000, for a new total authorized agreement amount not to exceed \$303,519,000.

Bernard van de Kamp, Stride BRT Program Executive, gave the staff presentation for this item.

Chair Balducci thanked Mr. van de Kamp for the timeline of decisions related to this agreement that has prompted the need for this contingency action.

Motion No. M2023-67 was moved by Boardmember Baker and seconded by Boardmember Roscoe with a do-pass recommendation.

Chair Balducci called for a voice vote.

It was carried by a unanimous vote of the eight Committee members present that Motion No. M2023-67 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-68: Authorizing the chief executive officer to execute a modification to the contract with Jacobs Project Management Co. for on-call general engineering consultant services for the Stride Bus Rapid Transit program, in the amount of \$81,000,000, with a 10 percent contingency of \$8,000,000.

totaling \$89,000,000 for a new total authorized amount not to exceed \$193,000,000, all within the approved Stride baseline budgets.

Wit Ekman, Stride BRT Program Deputy Director, gave the staff presentation for this item.

Boardmember McDermott, noting that this contract mitigates staff turnover, asked if there are cross-training opportunities that could also help to cut down on the impact of turnover. Mr. van de Kamp noted that the contract was initially awarded in 2020 before the realignment process paused the advancement of work for the Stride BRT program. During that time, team members from the consultants and Sound Transit departed. Mr. van de Kamp added that even the team members with him today were not a part of the first iteration of the Stride BRT team but have successfully gotten up to speed and onboarded additional team members.

Chair Balducci asked about the interplay of the project pause during realignment and the needs provided by this contract. Mr. Ekman answered that the project pause did impact the contract via the mentioned staff turnover, but the extended timeline for the Stride BRT program is also a consideration as the contractors will be involved in the project for a longer duration.

Motion No. M2023-68 was moved by Boardmember Roscoe and seconded by Boardmember Baker with a do-pass recommendation.

Chair Balducci called for a voice vote.

It was carried by a unanimous vote of the eight Committee members present that Motion No. M2023-68 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2023-24: Authorizing the chief executive officer to implement the phased opening of the East Link Extension via the East Link Starter Line using funds authorized in the approved budget for the East Link Extension, inclusive of \$6 million authorized by Resolution No. R2023-06.

Moises Gutierrez, Chief System Quality Officer, gave the staff presentation for this item. He introduced Don Billen, Executive Director of Planning, Environment, and Project Development, and Paul Denison, Deputy Executive Director of Transportation Maintenance, as co-presenters.

Chair Balducci asked if any members of the Snohomish County delegation would like to speak to the initial letter sent to Sound Transit Leadership.

Boardmember Somers noted the future operational constraints facing the expanded 1 Line when the Lynnwood Link Extension is opened. He added that the letter from the Snohomish County delegation was to highlight these concerns and the ongoing work needed to address them.

Chair Balducci added that crowding will not just be a Snohomish County issue, but will also impact riders on the Southbound 1 Line throughout the system.

Chair Balducci also thanked staff for the work to bring forward a 16-hour service day on the East Link Starter Line.

Resolution No. R2023-24 was moved by Boardmember Roscoe and seconded by Boardmember Franklin with a do-pass recommendation.

Chair Balducci noted that the decision to open a disconnected line of service is unusual, but noted the choice today is to either further delay service in East King County or authorize the Starter Line and use the completed infrastructure. She added if there are issues that appear to impact the rest of the system, those should be elevated and addressed as soon as possible.

Chair Balducci called for a voice vote.

It was carried by a unanimous vote of the eight Committee members present that Resolution No. R2023-24 be forwarded to the Board with a do-pass recommendation.

At this time, Chair Balducci departed the meeting and Vice Chair Roscoe stepped-in to chair the remainder.

Resolution No. R2023-25: Amending the Adopted 2023 Budget for the Ballard Link Extension project by increasing the total authorized project allocation by \$32,771,172 from \$630,636,160 to \$663,407,332 to accommodate additional scope and activities required to complete environmental review and Preliminary Engineering.

Sandra Fann, Project Director for the West Seattle and Ballard Link Extensions projects, gave the staff presentation for this and the following item.

Resolution No. R2023-25 was moved by Boardmember McDermott and seconded by Boardmember Baker with a do-pass recommendation.

Boardmember McDermott noted, in response to public comments regarding the impact of delays to the Environmental Review of the two projects, that not approving these actions would halt the projects entirely, especially given the full Board's recent action to solidify the Preferred Alternatives for the Ballard Link Extension. He also added the action today would fund the next step of studies for all the alternatives, not just the newly identified Preferred Alternatives.

Vice Chair Roscoe called out information regarding projected increasing costs for the projects in the staff reports for the two actions, and signaled that the Board will continue to keep eyes on the trends by receiving information from staff, the public, and other jurisdictions.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the seven Committee members present that Resolution No. R2023-25 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-69: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions projects in the amount of \$136,999,751, with a 7% contingency of \$9,589,983 totaling \$146,589,734, for a new total authorized contract amount not to exceed \$318,842,705, contingent upon approval of Resolution No. R2023-25.

Motion No. M2023-69 was moved by Boardmember McDermott and seconded by Boardmember Backus with a do-pass recommendation.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the seven Committee members present that Motion No. M2023-69 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-70: Authorizing use of existing funds from \$20,000,000 to \$40,000,000 within the Alternative Concept Allowance authorized to fund additional substantial added value improvements to the design-build contract with Stacey and Witbeck/Kuney, a Joint Venture, for completion of the Downtown Redmond Link Extension, all within the project baseline budget.

Tony Raben, Downtown Redmond Link Extension Executive Project Director, gave the staff presentation for this item.

Vice Chair Roscoe asked if there were additional stakeholders that approached the project which resulted in use of the Alternative Concept Allowance funds. Mr. Raben explained that the Alternative Concept Allowance is primarily for internal use and project improvement, and very little, if any, influence on these value-add improvements has come from partners.

Motion No. M2023-70 was moved by Boardmember Backus and seconded by Boardmember McDermott with a do-pass recommendation.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the six Committee members present that Motion No. M2023-70 be forwarded to the Board with a do-pass recommendation.

Presentation on Early Property Acquisitions

Faith Roland, Real Property Director, began the presentation and introduced Perry Weinberg, Deputy Executive Director for Environmental Affairs and Sustainability, and Don Billen, Executive Director of Planning, Environment, and Project Development, as co-presenters.

Ms. Roland noted that this presentation was included in the Committee's 2023 Workplan and early property acquisitions were a topic in the Technical Advisory Group's report. She added that this informational presentation will provide background on the environmental and legal considerations that impact early acquisitions. While there is no action specifically tied to this presentation, the next item on the agenda is an early acquisition.

Mr. Weinberg defined early acquisitions as those that take place before the conclusion of necessary environmental reviews under National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA). He added that while the two laws normally preclude early acquisition, there are limited circumstances under which an early acquisition can be approved. Over the past 20 years, Sound Transit has acquired over 1500 property rights for the capital program, and less than 10 of those have been considered early.

Under NEPA, Sound Transit must complete an Environmental Impact Statement (EIS) to satisfy permit/approval requirements and to be eligible for federal funding. Mr. Weinberg added that the law prevents the Board from taking actions that would limit the choice of alternatives until after the EIS is complete and published for Board consideration. In addition to this requirement, other limits on the use of Early Acquisition include that use of the property and project development will not occur prior to the completion of the EIS and will not cause significant environmental impacts.

Under the Federal Transit Administration's (FTA) NEPA regulations, there are four categories that allow for early acquisitions: Hardship Acquisition, Protective Acquisition, Early Acquisition or transfer of real property, and Acquisition of right of way for future transit use, also known as "Corridor Preservation". Hardship Acquisitions are at the request of the property owner due to the inability to sell the property and circumstances of ownership are negatively impacting the property owner. Protective Acquisitions are allowed when imminent development of property would preclude future transit use of the site, and documentation must prove that development is imminent and would exclude the site from future transit purposes. Transfers of real property must not include changes to the acquired site's use, i.e. an acquired parking lot must be maintained as parking. Corridor Preservation is a relatively new category which has not been used much at Sound Transit. Mr. Weinberg noted that discussion is ongoing with FTA to better understand the conditions for this exception.

While most Sound Transit projects fall under NEPA regulations, there are a few that only require SEPA reviews. Unlike FTA guidelines, SEPA guidance does not have a clear list of exceptions that would allow early property acquisition. The guidance requires that early acquisition does not limit the choice of alternatives for a project and no have adverse environmental impacts.

Noting that some acquisition activities cannot occur prior to receiving the necessary approvals, Ms. Roland listed that making an offer to purchase or entering negotiations and displacing of businesses or residents fall into those precluded activities. However, potentially impacted individuals are entitled to the services codified in the Uniform Relocation and Assistance Act upon receiving a Notice of Intent to Purchase, meaning Sound Transit can support those potential displacees before fully acquiring the property.

Resolution No. R2023-26: Authorizing the chief executive officer to acquire certain real property interests, contingent on receipt of any necessary federal approvals, 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 in order to secure properties for construction, operation, and maintenance of the Tacoma Dome Link Extension and the Operations and Maintenance Facility South project.

Curvie Hawkins, High-Capacity Transit Development Project Director, began the staff presentation and introduced Faith Roland, Real Property Director, as a co-presenter.

Vice Chair Roscoe inquired as to whether the acquisition is for the entire Belmore mobile home park, as she heard two different numbers for the mailing of information. Ms. Roland clarified that there are roughly 300 units within the mobile park, but only about 70 would be directly impacted by the acquisition. Information regarding the project was sent to all in the park as construction for the project will eventually become a factor.

Vice Chair Roscoe asked if there are any residential acquisitions adjacent to the Christian Faith Center that are currently being requested. Ms. Roland noted that each of the three alternatives have residential displacements should they be selected, but none are being pursued at this time.

Vice Chair Roscoe asked what the original timeline for acquisition would have been should early acquisition not be pursued and whether or not there is an associated cost-savings. Ms. Roland responded that any time property is acquired sooner rather than later, there are usually cost savings; but added that cost-savings is not one of the reasons to pursue early acquisition. She also stated that if not pursued as an early acquisition, Sound Transit would need to wait until the conclusion of the Environmental Review process for the project.

Resolution No. R2023-26 was moved by Boardmember Backus and seconded by Boardmember Roscoe with a do-pass recommendation.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the six Committee members present that Resolution No. R2023-26 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2023-27: Authorizing the chief executive officer to acquire 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 I-405 Stride Bus Rapid Transit Project.

Faith Roland, Real Property director, began the staff presentation and introduced Bernard van de Kamp, Stride BRT Program Executive, as a co-presenter.

Resolution No. R2023-27 was moved by Boardmember Somers and seconded by Boardmember Backus with a do-pass recommendation.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the seven Committee members present that Resolution No. R2023-27 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-71: Authorizing the chief executive officer to increase the contract contingency with Mass Electric Construction Company for the East Link Systems Construction contract in the amount of \$38,000,000 for a new total authorized contract amount not to exceed \$433,450,000, with \$321,556,534 allocated from the East Link Extension, all within the Board approved baseline budget.

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

Motion No. M2023-71 was moved by Boardmember McDermott and seconded by Boardmember Backus with a do-pass recommendation.

Vice Chair Roscoe called for a voice vote.

It was carried by a unanimous vote of the seven Committee members present that Motion No. M2023-71 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Presentation on General Contractor/Construction Management contract award for preconstruction services for Stride Bus Rapid Transit Stations

Bernard van de Kamp, Stride BRT Program Executive, began the presentation and introduced Cynthia Padilla, Stride Deputy Project Director, as the lead presenter. Before handing it off, Mr. van de Kamp explained that the BRT program would be entering into this contract under the CEO's authority and expect to return in about a year's time to expand the contract.

Ms. Padilla noted that this presentation is informational only. The contract will deliver all 25 BRT stations – 14 arterial stations along S3 and 11 in-line and transit center stations along S1/S2 - across the 45+ mile corridor. Additionally, the contract will include the installation of bus charging infrastructure discussed in the earlier actions considered by the Committee.

Ms. Padilla presented station mock-ups for typical in-line and arterial stations, noting that some stops, such as those at the existing Lynnwood and Bellevue Transit centers, will receive some updates for Stride operations. She added that the contract will provide for the construction of the above-ground elements of the stations, while other civil construction contracts, some already approved through agreement with WSDOT, will deliver the below ground infrastructure.

At this time, the project is at 60 percent design development, and use of the General Contractor/Construction Manager (GC/CM) project delivery method allows for the team to bring on a General Contractor to help finalized design prior to bidding for the construction contract. Hoffman Construction Company was selected through a competitive procurement process and a \$1.4 million preconstruction services contract will be executed under the CEO's authority. The future construction contract will be brought before the Board for consideration. Ms. Padilla provided a quick timeline of project activities that will culminate in the team returning to the Board to request approval for the construction contract.

Vice Chair Roscoe noted her excitement with the visual representations of the future BRT stations.

Executive session - None.

Other business

CEO Timm reflected on today's meeting that touched on and advanced aspects of many of Sound Transit's capital projects.

Next meeting

Thursday, September 14, 2023

1:30 p.m. to 4:00 p.m.

Ruth Fisher Board Room &

Virtually via WebEx

Adjourn

The meeting adjourned at 4:24 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on September 14, 2023, AJM.