



Summary Minutes

System Expansion Committee Meeting October 12, 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	
(A) 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 August agency progress report, as well as a link to the Project Performance Tracker.

CEO Report

CEO Julie Timm provided the report.

System Activation

CEO Timm reported that the Redmond Technology Station garage would be opened for service on October 30, 2023. Information for a ribbon cutting event would be sent out soon, and the team is actively working on the final maintenance maps with the City of Redmond. Additionally, there are two pedestrian/bike bridges in the area that the Agency is also working on completing and/or opening. The overpass bridge at Overlake Village Station needs final approval from the Redmond and it is expected to be opened by the end of the year. The other is a betterment project with Redmond and Microsoft that is nearing the end of construction. The Agency is currently targeting an opening date in early 2023 and will report back what there is more specific information available.

Words of Sympathy

CEO Timm expressed deep sympathy and empathy for all who are being impacted by tragic world events.

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:

Stephen Fesler
Anthony Rose
Kyle Jacobson
Jared Johnson
Bill Hirt

In-person Verbal Public Comments:

Betty Lau
Brien Chow

Virtual Verbal Public Comments:

Prem Subedi*
Zakariya Osman

**This comment was read into the record by the Clerk based on a submitted accommodation request*

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 is from the end of August 2023 and was updated on October 5, 2023.

Beginning with Projects in Planning, Mr. Gutierrez noted that there were two statuses changes to note. The first is to the Ballard Link Extension schedule risk to the next milestone. With the Board voting to approve a Budget Amendment to cover additional Environmental Review for the project, the milestone to Select the Project to be Built has been adjusted to Q2 2026 from Q4 2023. This update has changed the status for that matrix to green. Similarly, for the West Seattle Link Extension, the same milestone was adjusted to Q2 2024 from Q4 2023. As preparation of the Final Environmental Impact Statement (FEIS) has progressed on the project, the team is noting it is taking longer than initially estimated to complete the FEIS. As such, the risk to the project delivery date has shifted by two months to Q4 2032, which has pushed a status change to yellow.

For Projects in Construction, Mr. Gutierrez note that the NE 130th Infill Station project's schedule risk has been updated from yellow to green due to an earlier-than-planned issuance of the notice to proceed for the construction contract.

In concluding, Mr. Gutierrez highlighted that the capital program continues to experience cost headwinds, consistent with the presentation given by AGC last month. Mostly acutely impacting projects in planning, project teams continue to advance project development, including the evaluation of segment alternatives for pre-baselined projects and conducting Quantitative Risk Assessments, to closely monitor cost trends for signs of budget risks.

Chair Balducci expressed her appreciation for both the Project Performance Tracker and these regular updates at the committee.

Business items

For Committee Final Action

Minutes: September 14, 2023 System Expansion Committee meeting

It was moved by Board member Baker, seconded by Board member Roscoe, and carried by unanimous voice vote that the minutes of the September 14, 2023, System Expansion Committee meeting be approved as presented.

Motion No. M2023-87: Authorizing the chief executive officer to execute a contract modification with HNTB Corporation to exercise a contract option for design-build project management services during construction of the Kent Station Parking and Access Improvement portion of the Auburn, Kent, Puyallup and Sumner Stations Parking and Access Improvements Project Management contract in the amount of \$11,157,000 for a total authorized contract amount not to exceed \$35,810,552, contingent upon Board approval of Resolution No. R2023-32.

Victoria Morris, Project Director, gave the staff presentation for this and the following actions related to the Kent Station Parking and Access Improvement Project.

Board member McDermott asked about whether the design change for the Kent Garage going from 3 floor to 6 floors will have any budget implication. Ms. Morris responded that earlier conceptual designs had a larger footprint that would require a street vacation to accomplish. As design progressed, it was deemed to be more effective to leave the Railroad Avenue in place and build higher on a smaller footprint. Ms. Morris stated that she doesn't have the exact information on any budget impact directly with her at the moment.

Chair Balducci had a similar question and expressed reservation about voting to advance a construction contract without the known impact of that design trade-off, noting it could be a good story.

CEO Timm added that staff could either bring that information to the Board meeting or again next month, in line with what the committee decides. She added that it is her understanding that much of the cost associated with fixed structures is in the footprint and ground support.

Ms. Morris asked if Jon Mihkels, DECM Director of Buildings and Infrastructure, could be recognized to help answer this question.

Mr. Mihkels explained that there is an overall cost reduction when comparing the increased cost of the taller garage against the decreased costs and risks associated with the street vacation and utility work. CEO Timm asked if Mr. Mihkels could note when the initial value engineering discussions took place and what impact the retention of the road has on access.

Mr. Mihkels stated that initial conversations occurred around the time of Realignment in 2021 to help information that larger programmatic decision. He added that keep the road made it possible to shift the mentioned King County Metro layover facilities closer to the station and garage, as opposed to on the opposite side of the tracks. It also provided up to roughly 30% more space for the layover facilities. Mr. Mihkels summarized the change during the design and value-engineering process as maximizing parking density and intermodal connectivity.

Mr. Mihkels also noted that the way the procurement was set-up included a fixed price with a variable scope, and that the final bids delivered on the maximum number of parking spaces desired by the project.

Vice Chair Roscoe requested that a presentation at the full Board meeting for the actions to be recommended/forwarded include some additional graphics to help show the changes discussed.

It was moved by Board member Roscoe, seconded by Board member Franklin, and carried by the unanimous vote of all committee members present that Motion No. M2023-87 be approved as presented.

For Recommendation to the Board

Resolution No. R2023-32: Amending the adopted 2023 Budget to transfer \$2,900,000 from the project administration phase to the construction services phase for the Sumner, Kent, and Auburn Stations Parking and Access Improvements project, while maintaining the baseline budget of \$359,650,000.

Chair Balducci noted that the two actions were presented together and opened the floor for additional questions.

It was moved by Board member Roscoe, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Resolution No. R2023-32 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-88: Authorizing the chief executive officer to execute a betterment agreement with King County Metro to reimburse Sound Transit for the cost of design and construction services for bus layover, zero emissions infrastructure, and other elements to be delivered as part of the Kent Station Parking and Access Improvements project for a total authorized agreement not to exceed \$14,344,655.

It was moved by Board member Roscoe, seconded by Board member Baker, and carried by the majority vote of all committee members present that Motion No. M2023-88 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-89: 1) Authorizing the chief executive officer to execute a design-build contract with Absher Construction Co. for the Kent Station Parking and Access Improvement Project in the amount of \$62,500,000, with an 15 percent contingency of \$9,375,000; totaling 71,875,000, 2) authorizing modification of that contract to exercise a contract option for betterment work related to bus layover facilities for King County Metro in the amount of \$9,000,000, with a 38 percent contingency of \$3,475,949, totaling \$12,475,949, contingent upon approval of Motion No. M2023-88; and 3) authorizing an alternative concept allowance not to exceed \$5,000,000 to fund potential cost of added value improvements for the Kent Station Parking and Access Improvements Project; all for a total authorized contract amount not to exceed \$89,350,949.

Chair Balducci noted that this is a big step in delivering a project that was initially delayed in Sound Transit's first realignment during the 2008 Recession.

It was moved by Board member Roscoe, seconded by Board member Baker, and carried by the unanimous vote of all committee members present that Motion No. M2023-89 be forwarded to the Board with a do-pass recommendation.

Motion No. M2023-91: Authorizing the chief executive officer to execute an operations and maintenance agreement with the Washington State Department of Transportation for their drainage system components at the Redmond Technology Station.

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

Chair Balducci stated that while the annual cost for the agreement listed in the staff report is \$3,300. The reason this agreement requires Board approve is due it being an interlocal agreement with another public jurisdiction.

It was moved by Board member Roscoe, seconded by Board member Franklin, and carried by the majority vote of all committee members present that Motion No. M2023-91 be forwarded to the Board with a do-pass recommendation.

Chair Balducci noted that she initially asked for an executive session to be prepared prior to the consideration of the next item. She indicated that she would like to jump into consideration of the item and if the need for an Executive Session comes up, the Committee can pivot.

Motion No. M2023-90: Authorizing the chief executive officer to execute an intergovernmental agreement with the City of Auburn pertaining to the acquisition of certain parking easement rights benefiting certain City-owned condominium units as part of the Auburn Station Parking and Access Improvements project.

Faith Roland, Real Property Director, gave the staff presentation for this item.

Chair Balducci asked for the monetary risk associated with this approach. Desmond Brown, General Counsel, stated that this approach could save litigation time and have the process complete within 3-4 months. He then laid out the potential arbitration process that would be overseen by a retired judge. Mr. Brown also indicated that he may recommend this as the standard route in the future.

It was moved by Board member Roscoe, seconded by Board member McDermott, and carried by the majority vote of all committee members present that Motion No. M2023-90 be forwarded to the Board with a do-pass recommendation.

Reports to the Committee

Status of the Technical Advisory Group Response

Moises Gutierrez, Chief System Quality Officer, provided the presentation. The team was tracking a total of 22 action items that were being implemented and reported on regularly on progress. Highlights on specific recommendations would be reported to the Executive Committee and the System Expansion Committee would receive reports on all recommendations.

In the report for Technical Advisory Group (TAG) recommendation implementation that was provided as a meeting material, see a color-coded status was provided for each of the 22 action items. Mr. Gutierrez noted, as per Chair Constantine's guidance at the September 2023 Executive Committee meeting, staff added a column to indicate where and how the TAG members and the independent consultant Dave Peters had been involved as they began their advising on the implementation.

For Recommendation 1 items 1.02 and 1.03, Mr. Gutierrez noted during today's meeting, the Committee forwarded Resolution No. R2023-30 to the Board. This an update to the Procurement, Agreements, and Delegated Authority Policy and superseded Resolution No. R2018-40. This policy update included increasing several delegation levels to the CEO to free up needed capacity on the Board for policy debate and decision-making.

For Recommendation 2, item 2.02, was the highest current priority. The selected recruitment firm began its discussion with CEO Timm and select Board leadership to gather feedback to develop the role profile over the following weeks, which would inform the job description and hiring criteria for the three megaproject positions. This process would be conducted in close partnership with the Board and TAG.

Mr. Gutierrez noted that to advance Recommendations 3 and 4, the agency staff had recently began an executive-sponsored Capital Focused Process Improvement Effort. A guidance team was being established to recommend an improved future state for capital programs project delivery. This group would also provide oversight for needed process improvements to ensure alignment and coordination of process improvement efforts, agency-wide.

In addition to the Capital Focused Process Improvement Effort in relation to Recommendation 4, Mr. Gutierrez and Deputy CEO Brooke Belman have engaged the private section to collect formal feedback related to best practices.

For Recommendation 5, Mr. Gutierrez specifically noted 5.02. Agency staff have identified four agency policies that address various aspects of betterments. Staff are actively evaluating each to recommend next steps to update, modify, and/or streamline those policies, which may include producing a standalone betterment policy. Staff are also referencing other betterment policies in the industry, such as LA Metro's. Mr. Gutierrez noted that the deadline for work on the Betterment Policy is Q1 2024, per Motion No. M2023-36. Speaking to 5.01, Mr. Gutierrez stated that updates to Standard Drawings and Specifications are 60% complete. Staff are incorporating comments and preparing for 90% submittal later this month. The updates will be shared with the industry as part of the 90% review and prior to finalization in Q1 2024. These updates will support the upcoming Operations and Maintenance Facility (OMF) South design-build contract procurement. For Station Standards, under the same recommendation, staff have contracted with a consultant and are kicking-off work later this month.

Touching on Recommendation 6, Mr. Gutierrez noted that CEO Timm has partnered with the Congressional Delegation to request support for added staff in FTA Region 10 to support Sound Transit needs. There has been positive improvement in FTA's staffing, which, along with recent partnering sessions, have contributed to expedited review of the Operation and Maintenance Facility South DEIS published in September. Additionally, Board members Walker and Roscoe joined CEO Timm to meet with FTA Administrator Nuria Fernandez and FTA Region 10 Administrator Susan Fletcher for a tour of T-Link and the Tacoma OMF, as well as a discussion of Sound Transit's capital program and the broader agency-FTA relationship.

Motion No. M2023-36 had two other recommendations separate from the TAG recommendations. Both were completed and all contracts had been extended and executed as defined.

Staff next steps included continued direct collaboration with the TAG, Mr. Peters, and the Board and have their feedback incorporated. This included pursuing further clarification and guidance with the TAG and Mr. Peters on the items currently marked as "Needs Board guidance" and coming back to the Board as needed. The TAG and Mr. Peters would join the Executive and System Expansion Committees at their respective November 2023 meetings to share the agency's progress in implementing these recommendations.

Chair Balducci thanked the team for the format of these presentations and the accompanying report. She added that Chair Constantine had convened a group composed of Vice Chairs Somers and Keel and herself as System Expansion Committee Chair and expressed that work is moving quickly on the hiring of the mega-project team.

CEO Timm added that she received some final comments earlier this week which were passed along to the recruitment firm. She added that there is still some work on deciding the organizational structure related to there new positions and that, per Washington state law, the expected salary range must be listed when the hiring notice goes public.

Vice Chair Roscoe also expressed thanks in the combination of the dashboard and presentation format for these updates. She noted that any questions upon initial review of the dashboard are usually addressed in the verbal presentations.

Improving ST2 light rail passenger experience

Brian de Place, Director of System and Service Planning, filling in for Matt Shelden, Deputy Executive Director of Planning and Integration, provided the presentation and began by summarizing what was discussed at previous committee meetings.

Back in June, staff reported that the light rail fleet is currently capped at 214 light rail vehicles (LRVs) until the early 2030s when additional capacity is available at the newly constructed Operations and Maintenance Facilities. Additionally, there are not enough LRVs to support the originally planned service levels as the ST2 extensions are completed. As such, staff committed to return to both the Rider

Experience & Operations and System Expansion Committees with the projected impacts and options to consider, using the latest ridership estimates that account for post-pandemic changes in travel behavior.

Turning to the updated ridership forecasts based on data from late 2022, Mr. de Place explained the agency now using a range as travel patterns are still fluctuating. The high-end reflects a return to travel patterns more like what was observed pre-pandemic, with stronger demand during traditional rush hours. The low-end reflects a continuation of trends that became more pronounced during the pandemic, such as remote work. Mr. de Place pointed out that current ridership is trending toward the higher end of the forecast for the year.

Key analysis questions that have guided the staff's work to date include what service levels can be operated as ST2 projects open, what will passenger loading/crowding conditions look like (based on the periods of highest demand, typically afternoon rush hour), and what mitigation options can be provided more capacity and alleviate crowding. Mr. de Place briefly explained the crowding conditions and assumptions for a single car in the light rail fleet.

First looking at 2024 and the openings of the Lynnwood Link Extension and East Link Starter Line, staff believe that the agency can reliably operate 10-minute peak period service to Lynnwood when it opens, with a combination of 3 and 4 car trains based on the fleet available at the Operations and Maintenance Facility (OMF) Central. As fleet and operating conditions allow, it may be possible to bolster the amount of 4 car trains running on any given day. Service on the 2 Line will be provided by cars at the OMF East.

It is currently expected, with the high-end forecast, that there will be significant crowding on the northbound 1 Line during peak service hours with trains running every 10 minutes, with 4 car trains, particularly between Westlake and Northgate stations. The low-end estimate also exceeds the Board adopted crowding standard and would be similar to crowding observed regularly in the Downtown Seattle Transit Tunnel (DSTT) in 2019. The high-end estimate could result in crowding that is rarely observed even during special events. Crowding during the same afternoon peak period along the southbound 1 Line is not projected to be as severe, but there could still be times when the system seeing crowding above the adopted standard. This would be impacted if fewer 4-car trains are available to run on a given day.

Moving into potential mitigation strategies for 2024, Mr. de Place noted that the agency is already working on improving daily fleet availability, which includes completing retrofitting on the Series 1 cars and completing warranty repairs on Series 2 cars. Staff are targeting 80% daily fleet availability by Q1 2024, and 85% by Q3 2024 to support the opening of the Lynnwood Link Extension. Additionally, service planning is postponing the planned restructure of Snohomish County ST Express Routes, in line with the direction from the Board when it approved the East Link Starter Line for service. Running the ST Express in parallel to Link light rail may help alleviate crowding on the 1 Line, and staff are still evaluating and partnering with Community Transit to define the beginning of the routes to Downtown Seattle.

In 2025 when the full East Link Extension is expected to open for service across Lake Washington, some relief is expected on the 1 Line as both the 1 Line and 2 Line will serve the main crowding points. However, the completion of the Federal Way Link Extension in 2026 will re-introduce constraints as more vehicles are needed to serve the extended 1 Line. This would result in shifting all 2 Line trains to 3-car consists to maintain 4-car trains on the 1 Line between Lynnwood and Federal Way. There are conditions that may allow for a mix of 3- and 4-car trains along the 2 Line.

Looking at peak hour crowding, the northbound 1 Line may still exceed the adopted standard but is not expected to rise to level crowding expected in 2024, before the opening of the full East Link Extension. The southbound 1 Line is expected see crowding above the adopted standard through the DSTT toward Beacon Hill. The eastbound 2 Line would see crowding under the high estimated through the DSTT to Judkins Park station.

Strategy 1 was in development and would change the Link service pattern to concentrate the capacity where it was needed most to address crowding, which was between Northgate and Downtown Seattle. Staff assessed turning back 2 Line service at Northgate rather than run it all the way to Lynnwood, which would allow more consistently to run 4-car trains between Northgate and Downtown. Mr. Sheldon reviewed the pros and cons to this approach. On the positive side, there would be an increase in capacity by about 14 percent in that part of the system, and as the analysis suggested, that could alleviate forecast crush loads though trains would still be very full. However, there would be a lot of challenges with this approach. First, it would mean less peak period service to Lynnwood, which was not consistent with community expectations and could affect how the broader transit system would connect with Link. Second, passengers coming from or going to destinations north of Northgate would either have to wait for a train to that destination or transfer to one after riding a train to Northgate. This could lead to passengers waiting for the right train, which could lead to uneven loads on the trains and on possibly crowded station platforms. Turnback operation would also introduce more complexity in how the system ran, which could add to delays, and would require additional operators and security personnel to ensure trains could turn around quickly at Northgate. Lastly, turnback operation required using the pocket track at Northgate in regular service, which would make it unavailable to store any train that might need to come out of service.

Strategy 2 was to buy 10 more Series 2 LRVs and tack them on to the end of the current order from Siemens for delivery around 2027. Staff would accelerate the purchase of 10 LRVs currently planned to come with the Series 3 order in the early 2030s. They would help run 4-car trains on the 2 Line more often, which would increase capacity on the system and help with crowding between downtown Seattle and Lynnwood. These cars would increase the fleet from 214 to 224 until the agency could start receiving new Series 3 cars in the early 2030s and would allow operations to run longer trains more often, adding capacity. They would, however, require the agency to get creative about where to store them since the operations and maintenance facilities and siding tracks would be full when they arrive. Staff was looking at opportunities for storage but had a lot more work to do. Another consideration in acquiring additional LRVs was cost. These cars would be cheaper to purchase now than waiting for the future Series 3 procurement because the agency already had an approved design and locking in the price now would reduce inflation. But the preliminary analysis suggested the earlier spending would result in a small decrease in agency financial capacity while net debt service coverage would be negligible.

Staff recommended proceeding with three of the strategies to continue to improve fleet availability, consider buying 10 more Series 2 LRVs, and analyze augmenting Link with ST Express capacity in the south and north corridors. Staff did not recommend the Northgate turnback option due to reduction of service north of Northgate and complexities and risks that kind of operation would introduce to the system.

CEO Timm clarified that while staff are recommending the continuation of improving daily fleet availability, that work is already underway, and focused on other 2 recommendations as needing board feedback.

Chair Balducci posed a framing thought around the cost and funds needed for additional light rail vehicles and a new OMF, stating that it appears to be around a \$3-4 billion cost. She asked for a detailed report, in line with what was developed for the ST2 initiative. She asked for additional analysis of other potential strategies that may be less cost-prohibitive even if they impact planned service levels.

CEO Timm responded that at this time, staff are not recommending a new OMF but are considering asking for the authority to purchase 10 additional light rail vehicles, which is currently estimated to be between \$60 and \$90 million dollars, and is currently modeled to be less than if the agency purchased those vehicles in the Series 3 fleet expansion project.

Chair Balducci noted that it appears that in the long-run, updates to the ST3 capital program are needed in regards to the OMFs associated with those projects. She expressed concern about deciding on additional vehicles that would most likely require costly size updates to the planned OMF South and North.

CEO Timm added that in order to meet the initial planned headways with the current vehicle constraints, Sound Transit would need to hire more operators and maintenance personnel, as well as operate at higher speeds along the alignment, highlighting concerns about doing so in the Rainier Valley segment of the 1 Line.

Vice Chair Roscoe thanked both CEO Timm and Chair Balducci for the clarifications made. She indicated support for hearing more about the 10 additional light rail vehicles as an interim solution and hope to hear additional feedback from other Board members.

Board member Franklin agreed that hearing more information on the additional vehicles would be beneficial as she is concerned with the light rail experience when Lynnwood Link opens. She also stated her support for the ST Express restructure that could help to alleviate initial crowding until additional light rail vehicles could enter service.

Board member Harrell suggested that this report also be given at the full Board. All the committee members indicated agreement.

CEO Timm noted that she would work with the Board Chair to have this presentation on the October 26th Agenda. She also provided additional information related to the timing of actions necessary for the 10 additional light rail vehicles. CEO Timm noted that information from conversations with Siemens and King County Metro regarding the window for purchasing additional vehicles and the capacity to maintain those, respectively, has just recently come back to Sound Transit which is prompting a tight turn around on conveying the information and a potential Board action. She added that while the Board could accept or reject the recommendation, there is a very tight window for Siemens to queue up additional light rail vehicles for manufacturing.

Board member Franklin inquired into the specifics of that window.

CEO Timm responded that a Board decision would be needed by the end of November so that Siemens has the indication to begin buying long-lead time materials, such as those noted in the AGC presentation in September.

Chair Balducci noted that there is a brief final slide in the presentation and asked Mr. de Place to finish out the report to inform further discussion.

Mr. de Place walked through the schedule and next steps for presentations and potential actions related to the ST3 light rail and passenger experience.

Chair Balducci noted that the earliest point of Board action on the slide is March and asked for clarification. CEO Timm responded that should the Board indicate interest in further entertaining the concept of purchasing 10 additional light rail vehicles, the contract modifications to do so would be expected in the February/March timeframe. She added that a November action to solidify potential funding for those contracts would send the signal to Siemens to begin buying long-lead items and direct staff to formally begin negotiations on those vehicles.

Chair Balducci recommended additional information to include in the presentation to the Board at its October meeting. CEO Timm concurred with adding additional steps and information.

Board member Harrell asked what is intended as a signal. CEO Timm explained that staff are considering asking for an amendment to the baseline budget for the Series 2 Fleet Expansion project. Such an amendment, if adopted, would shape the discussions needed to negotiate contract modification in early 2024.

Vice Chair Roscoe asked for clarification on the project that would require re-baselining. CEO responded that it is the ST2 vehicles project.

Chair Balducci also noted that there may be additional ST3 vehicles needed so understanding the full scope is critical.

Q4 Report on Projects in Construction

Acting Executive Director of Design, Engineering, and Construction Management Tracy Reed, and Jon Lebo, Executive Project Director for the East Link Extension, began the presentation to provide updates on construction statuses, note any risks, challenges, and mitigations, and detail possible opening timeframes.

This is the final update expected for the Hilltop Tacoma Link Extension as the project was opened for revenue service on September 16th, 2023. There are still a few open items, and it is noted as a project risk that those may take longer or cost more than expected to close-out. Ms. Reed also added that there are notices of intent to claim on the construction contract.

Mr. Lebo stated that the East Link Extension team is still doing well in targeting November 1st for the start of pre-revenue testing. He shared a video showing a successful vehicle test with larger water containers as simulated passengers. Mr. Lebo noted key work that is ongoing includes safety enhancements and replacement of tiles at South Bellevue Station. He added that there is development of a plan to address tiles at Spring District Station, as well as evaluate all the stations for tile deficiencies. Switching to the I-90 Corridor across Lake Washington, Mr. Lebo noted that work on the concrete plinths is forecast to be complete in April 2024. He highlighted risks with ongoing post-tension cable investigations and that the polyurea coating on areas of the floating bridge needs significant repairs. The team is conducting a 100% survey and evaluating schedule impacts due to weather conditions turning for the season.

Ms. Reed noted that for the Downtown Redmond Link Extension, track is installed and is in review, while work continues on the stations, garage and systems. A potential risk is sustained production on critical path work, and Ms. Reed reported that the design-builder is adding resources to meet the planned schedule. Additionally, the team is evaluating whether to begin System Integrated Testing earlier than planned in Q2 2024 to gain schedule float for unanticipated issues during that phase.

For the Federal Way Link Extension, Ms. Reed reported that trackwork, stations, and garages are on schedule for completion by the end of 2024. Work on Structure C continues and has advanced well during the last quarter. Ms. Reed highlighted being prepared for pre-revenue testing as a project risk and noted that the team is taking lessons learned from other extensions to be in a better position when the time comes.

Reporting that the Lynnwood Link Extension and NE 130th Infill Station projects are progressing well with positive float, Mr. Reed added that System Integration Testing is expected to begin before the end of the month. She stated that since the last quarterly update, the finishes contract for the NE 130th Infill Station project received notice to proceed on August 30, 2023. Possible risks include acquiring certificates of occupancy from the multiple jurisdictions along the Lynnwood Link Extension, as well as completing the remaining work on the infill station during active rail traffic due to testing.

Regarding the light rail vehicle fleet expansion, manufacturing and assembly of the current Series 2 LRV order is approximately 87% complete. 118 Series 2 vehicles have been delivered, and 92 have been conditionally accepted for revenue service. The Automatic Train Protection retrofit of Series 1 vehicles is underway and completed in 17 cars. Ms. Reed noted that warranty issues are limiting vehicle availability, the capacity of OMF Central constrains the pace of commissioning work until mainline access to OMF East is available, and there is an operations risk of not having enough vehicles and storage to support planned service levels.

Noting information was already provided on some portions of the Sumner, Kent, and Auburn Station Parking and Access Improvement project, Ms. Reed shared that the Sumner project is progressing to 90% design and start of construction is expected in Q4 2023.

For the Stride BRT program, Ms. Reed noted that some aspects are complete, such as the Bothell-Kenmore BAT lane, while others are in design and construction. She added that after Board approval to acquire the battery electric bus fleet, the contracts are being signed and executed shortly.

Ms. Reed provided a brief final summary and reminded the committee of the projected completion dates for projects.

Vice Chair Roscoe asked for more information on the issues noted on the I-90 corridor segment of the East Link Extension. Mr. Lebo noted that the nylon fasteners are currently on schedule to be replaced by March 2024, which is very close to the initial repair schedule of February 2024. He also explained that the polyurea coating is a safety aspect to prevent water from conducting stray current into the floating bridge. He elaborated that the finding was that improper preparation of the concrete surfaces caused delamination of the three-part coating. He noted the coating does not take hold in cold and wet conditions, so the team is looking at scheduling that repair work for April 2024 and it is expected to take up to 3 months.

Vice Chair asked if this is the first instance of this specific issue being brought to the Board and inquired if there was any chance of expediting the demolition work of the faulty coating. Mr. Lebo responded that he believes this is the first time this particular issue has been brought to the Committee. He noted that the team is reviewing potential other options that may not be as weather-dependent.

Executive session - None.

Other business - None.

Next meeting

Thursday, November 9, 2023
1:30 p.m. to 4:00 p.m.
Ruth Fisher Board Room &
Virtually via WebEx

Adjourn

The meeting adjourned at 3:59 p.m.



Claudia Balducci
System Expansion Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on November 9, 2023, AJM.