



SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes September 13, 2018

CALL TO ORDER

The meeting was called to order at 1:40 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) *Claudia Balducci, King County Councilmember*

Vice Chair

(A) *Kent Keel, University Place Mayor*

Board Members

(A) *Nancy Backus, Auburn Mayor*

(A) *John Marchione, Redmond Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *Dave Upthegrove, King County Councilmember*

(P) *Rob Johnson, Seattle Councilmember*

(A) *Victoria Woodards, Tacoma Mayor*

Jane Emerson, Board Coordinator, announced that a quorum of the Capital Committee was present at roll call.

REPORT OF THE CHAIR

Chair Balducci stated that Boardmember Upthegrove would need to leave the meeting early and asked to participate in the balance of the meeting by phone. The Board Rules and Operating Procedures allow members to attend the meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Boardmember Upthegrove be allowed to participate in the Capital Committee meeting by telephone.

Annual History Lunch

Chair Balducci mentioned that she attended the HistoryLink's annual History Lunch prior to the meeting. During the luncheon, she heard that HistoryLink is writing a piece about transit and the development of transit in the Northwest. CEO Peter Rogoff commented that the agency has been in contract with HistoryLink and has met with representatives of the organization.

CEO REPORT

Class Action Lawsuit

Mr. Rogoff reported that on September 7, 2018, Pierce County Superior Court Judge Kathryn Nelson issued a ruling in favor of Sound Transit. After arguments, the judge dismissed a class action lawsuit that challenged the constitutionality of Sound Transit's authority to collect Motor Vehicle Excise Taxes to expand regional transit as approved by voters. In the event of an appeal to the Supreme Court, staff remains confident the statute will be held constitutional.

Federal Funding – Lynnwood Link Extension

Mr. Rogoff stated that the Federal Transit Administration (FTA) has taken some positive steps toward the completion of Sound Transit's full funding grant agreement (FFGA) for the Lynnwood Link Extension. The FTA published a revised apportionment schedule allocating an additional \$100 million in FY 2018 funds for the Lynnwood Link Extension. This adds to the \$100 million the project received in FY 2017. Sound Transit also received word that the US Department of Transportation has secured a financial advisor to review the agency's TIFIA loan application for the Lynnwood Link Extension. Mr. Rogoff also discussed the final steps needed to execute a FFGA by the end of the year with the Acting Administrator of the FTA.

The FTA Acting Administrator's team has followed up with the Lynnwood Link Extension team and they are focused on getting all the final reviews complete so the grant can be executed by the end of the year. There is still risk, but staff feels more confident after hearing from the Administration. Mr. Rogoff thanked the Congressional delegation, Board members, jurisdictions, businesses, employers, labor partners, and staff for their support.

Board Updates and Revision to Board Procurement, Agreements, and Delegated Authority Policy and to Board Committee Responsibilities

Mr. Rogoff stated that at the September 6, 2018, Executive Committee meeting, the committee voted unanimously to forward to the Board updates and revisions to the Board's procurement agreements and delegated authority policy and Board committee structure and responsibilities. Both of these measures arise from the Board's direction that was given at the May 2018 Board retreat and follow-on briefings that have been given to the Executive Committee and the Board during the last few months.

The central goal of the initiatives is to free up time for Board members to engage in critical upcoming policy questions and to assist in working with municipalities to get projects planned and built, all while conducting oversight of the agency's budget and performance. The resolutions are scheduled to be considered at the September 27, 2018, Board meeting.

2018 Tunnel Achievement of the Year

Due to successful completion of tunneling in difficult ground and in a dense urban environment, the Northgate Link Extension project has been named the 2018 Tunnel Achievement Award winner. The organizers of the Breakthroughs in Tunneling Short Course in conjunction with "Tunnel Business Magazine" presented the Tunnel Achievement Award.

Facing challenging ground and water conditions, along with urban construction constraints, Sound Transit and tunneling contractor JCM clocked more than 2 million staff hours to successfully complete two parallel tunnels on budget and on time.

Sound Transit tunnel construction manager Brad Cowles accepted the 2018 "Tunnel Achievement Award for Project Excellence" at the annual Breakthroughs in Tunneling conference in Denver on September 11, 2018.

New Satellite Parking Lot for Edmonds Sounder Station

Sound Transit is adding a new parking facility with 25 stalls about one mile from the Edmonds Sounder station at the Edmonds United Methodist Church. Commuters can connect to the station through a five-minute ride on Community Transit route 196, which is timed to serve Sounder trains directly.

The new lot is anticipated to open October 1, 2018, and will supplement the 259 parking spaces located at the station. He added that the consultant contract for Edmonds/Mukilteo parking and access project was on today's agenda.

External Engagement

Mr. Rogoff commented that there is a lot of external engagement occurring this month. He highlighted some of the activities.

In the North Corridor, a Leadership Forum is scheduled for October 26, 2018. Chair Somers will host this gathering of elected officials from the North Corridor to stay current on all Sound Transit projects and plans.

Sound Transit is kicking off a second round of public meetings in the Central Corridor for the West Seattle and Ballard Link Extensions. The meetings will present preliminary results of the technical evaluation of route and station alternatives. Last week the technical analysis was presented to the Stakeholder Advisory Group, which is scheduled to make its recommendations by the end of the month to the Elected Leadership Group. This work is preparation for the Sound Transit Board to identify a preferred alternative by spring 2019.

In the South Corridor, the Stakeholder Advisory Group for the Tacoma Dome Link Extension will meet on September 27, 2018 and the project's Elected Leadership Group will meet on October 12, 2018. Also in September, Sound Transit will present an update to the Tacoma City Council on the Tacoma Dome Link Extension and the Hilltop Tacoma Link Extension.

The East Corridor Elected Leadership Groups for both the I-405 and SR 522 projects are meeting in September. The I-405 group held its second meeting at Renton City Hall on the September 7, 2018, and the SR 522 group will meet for the third time on September 28, 2018. This fall marks the launch of the second round of public engagement along the corridors, with a series of community workshops and online engagement opportunities taking place in the September/October timeframe for SR 522, and October/November for the I-405 project.

PUBLIC COMMENT

Paul W. Locke

BUSINESS ITEMS

Items for Committee Final Action

July 12, 2018, Capital Committee Meeting Minutes

It was moved by Boardmember Earling, seconded by Boardmember Johnson, and carried by unanimous vote that the minutes of July 12, 2018, Capital Committee Meeting be approved as presented.

Motion No. M2018-108: Authorizing the chief executive officer to execute a contract with Fehr & Peers to provide project development services for the North Sounder Parking and Access Improvements project in the amount of \$459,885, with a 10% contingency of \$45,988, for a total authorized contract amount not to exceed \$505,873, and (2) adopts Edmonds and Mukilteo Stations Parking and Access Improvements as the new project name.

Kathy Leotta, Project Manager, Jodi Mitchell, Senior Project Manager, and Isaac Greenfelder, Corridor Operations Director, presented the staff report. This action would fund Phase 1 of the project, which focuses on project development and screening. Increases in ridership has resulted in the North Sounder

parking lots being at capacity. This project will focus on looking at parking and other access improvements to the stations.

The ST3 planning process did not define specific parking and access projects to include at the Edmonds and Mukilteo Stations. Staff will be collecting data on mode of access, how commuters get to the stations, and parking availability. There will be a stakeholder involvement process including an interagency coordination group and public outreach. Staff will compile a list of potential parking and access projects from the cities of Edmonds and Mukilteo, the interagency group, and from prior studies in the local area. Through screening and evaluation of these potential projects, a subset of projects will be determined to advance into the next phase for environmental review and conceptual engineering.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-108 be approved as presented.

Motion No. M2018-97: Authorizing the chief executive officer to execute an amendment to the task order under the Umbrella Agreement GCA 2941 with the Washington State Department of Transportation for preliminary design services for the Downtown Redmond Link Extension in the amount of \$160,637 for a new total authorized amount not to exceed \$486,355.

Leonard McGhee, HCT Development Manager, presented the action to execute an amendment to the task order with Washington State Department of Transportation (WSDOT). The amendment will extend the WSDOT services an additional 18 months and increase the task order amount by \$160,637.

Chair Balducci asked if this was a planned extension. Mr. McGhee replied that the original amendment was for preliminary services from January 2017 to June 2018. When the project was changed to a design-build project delivery method, it became necessary to incorporate additional time needed for design-build. This action will extend WSDOT's services to include the additional time to cover that period.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-97 be approved as presented.

Items for Recommendation to the Board

Resolution No. R2018-32: Refining the route, profile and stations for the Downtown Redmond Link Extension and supersedes a portion of the project selected under Resolution No. R2013-09 for the East Link Extension.

Leonard McGhee, HCT Development Manager; Bernard van de Kamp, HCT East Corridor Development Director; and Tony Raben, Project Director, presented the staff report. In June 2017, the Board identified proposed refinements to the Downtown Redmond Link Extension for further study, authorizing additional environmental review and preliminary engineering. Since that time, the environmental analysis has been completed and in August 2018, the SEPA addendum was published. The proposed major refinements include a reduction in the alignment of 1,600 feet, and the downtown station moved to 166th Avenue NE and changed to an elevated station with tail tracks past the station.

In the 2018 Transit Improvement Plan, the project cost is \$1.157 billion. The July 2018 estimate has a project cost of \$1.2 billion. The costs exclude betterments funded by King County and the City of Redmond. Project risks are market costs for construction, permitting, right-of-way, resource availability, and utilities.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-32 be forwarded to the Board with a do pass recommendation.

Resolution No. R2018-30: Adopting the Federal Way Link Extension baseline schedule and budget by (a) increasing the authorized project allocation to date by \$2,038,910,000 from \$412,625,000 to \$2,451,535,000 (b) lowering the 2018 annual budget by \$52,612,337 from \$116,533,002 to \$63,920,665; and (c) establishing a project revenue service date of December 31, 2024.

CEO Rogoff provided information about the partnership on with project with the FTA. The agency has been working with the FTA to move the Federal Way Link Extension through the Capital Investment Grant (CIG) program process and are poised to seek approval to move the project into the Engineering phase of the CIG program.

FTA's standard practice is to conduct a risk assessment on every project to help ensure there is enough contingency in the budget to deliver the project. Sound Transit has its own rigorous risk assessment process using a different methodology, but for those projects where the agency is seeking CIG funding, the agency follows FTA guidance.

For the agency's most recent CIG projects -- Lynnwood Link Extension and Hilltop Tacoma Link Extension – the FTA required that additional contingency be added to those project budgets. The FTA is now proposing to use a higher threshold for risk, which has the potential to require even higher levels of contingency for CIG projects across the country. The ground rules may be shifting for projects going forward.

Mr. Rogoff advised the Capital Committee that staff will come back to the Board with additional information once the implications of the proposed new FTA threshold and any additional contingency that might be required for the project are confirmed.

Dan Abernathy, Executive Project Director, provided the staff report. This action adopts the Federal Way Link Extension (FWLE) baseline and schedule to extend Link light rail 7.8 miles from the Angle Lake Station to the Federal Way Transit Center and approves the start of design and construction.

The project is on schedule to open for revenue service in 2024 and the expected daily ridership is 36,500. The planning, environmental, and preliminary engineering work began in 2012 and was completed with a Final Environmental Impact Statement being published in November of 2016. The Board has approved all property acquisitions. The design-build request for proposal is complete and three qualified teams have been shortlisted. Staff has completed an updated schedule and cost estimate and performed a risk assessment with the FTA's participation. The project is on schedule to finalize agreements with WSDOT and the cities of Federal Way, Kent, Des Moines, and SeaTac by the end of 2018.

The Federal Way Link project is a single design-build contract that includes final design and construction of all civil and systems elements of the project including train electrification, communications, and signaling.

Sound Transit is pursuing an FFGA with the FTA. The grant would be 25 percent of the \$2.5 billion proposed project budget. Staff is working closely with the FTA to mitigate uncertainty in their capital investment grant program. In May 2018, a cost estimate and project schedule update was completed. In June 2018, staff completed the updated cost estimate and risk assessment to inform the project costs. The goal is to model the risk to ensure the project has an 85 percent certainty that the project will be delivered at or below the cost and schedule being proposed for the baseline.

The top risks for the project are construction market conditions, property acquisition and relocation costs, uncertainty at the Federal level, timely third-party approvals, and differing site conditions.

Boardmember Upthegrove asked about schedule impacts resulting from incomplete negotiations on a development agreement with a local jurisdiction. Mr. Abernathy stated that for a project this size, it takes about nine months for the bidders to do their design and pricing work and then they will submit their

proposal. All the agreements need to be completed about three months after issuing the Request for Proposal so the bidders can start their pricing.

Chair Balducci ask about whether staff feels they have a good analysis of schedule and budget. She asked if staff believes the agency has the financial capacity to deliver the project. Mr. Rogoff stated that staff believes the financial capacity is in place. The financial plan for the agency will come to the Board at the October meeting and in the months leading up the adoption of the 2019 budget for further discussion.

It was moved by Boardmember Uptegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2018-30 be forwarded to the Board with a do pass recommendation.

Resolution No. R2018-31: Amending the Adopted 2018 Budget to establish one of the early ST3 deliverable projects by (a) establishing the project and project name as RapidRide C and D Improvements, (b) establishing the project allocation to date through the completion of the preliminary engineering phase in the amount of \$2,350,000, and (c) establishing a 2018 Annual Budget in the amount of \$350,000.

Chris Rule, Project Manager, and Sandra Fann, HCT Development Manager, provided the staff report for this action and Motion No. M2018-101. Resolution No. R2018-31 establishes the project and budget for Preliminary Engineering, and Motion No. M2018-101 authorizes a contract amendment with HNTB to conduct the speed and reliability study.

The RapdRide C and D Improvements project is part of the early deliverables defined in the ST3 plan for the central corridor with a delivery date of 2024. This project will be delivered through a capped contribution to the City of Seattle or King County Metro for construction the improvements. The improvements were first contemplated as early deliverables since these are congested corridors in Seattle. The project would provide improvements for passengers and incubate ridership along these lines prior to the West Seattle and Ballard Link Extensions opening to these neighborhoods.

The speed and reliability study is expected to take a year. The contract includes additional funds should the study identify improvements that require initial preliminary engineering work. Staff has been working with the City of Seattle and King County Metro through the initial planning of the project. The schedule is to complete the study in 2019. A set of projects will be identified to go through the preliminary engineering process, environmental review, and final design. Construction would occur between 2021 and 2024.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-31 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-101: Authorizing the chief executive officer to execute a contract amendment with HNTB to provide a speed and reliability study for RapidRide C and D Improvements in the amount of \$599,000, for a new total authorized contract amount not to exceed \$27,452,221.

Chair Balducci asked how staff will plan for the future service increases. Mr. Rule replied that in planning for the West Seattle and Ballard Link Extension, staff has been working with King County Metro to make some reasonable assumptions about how their plan will work with the ST3 plan so that there will be a network that will adapt to support the light rail extension.

Boardmember Johnson asked whether the contractor will be asked to evaluate projects that are consistent with the capital improvements for the bus stops that are going to be in existence in perpetuity. Mr. Rule stated that the study will look at the long-term benefit of the improvements, not just how they would impact the RapidRide C and D lines.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-101 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-110: Authorizing the chief executive officer to execute a lease agreement with Redstone WA Property LLC for office space located on the third floor of the Redstone Corporate Center Building in Mountlake Terrace, WA through December 31, 2025 (including an optional one year extension), for a total authorized agreement not-to-exceed \$5,447,401.

Nancy Bennett, Property Management Manager, provided the staff report. This action would authorize the lease of 23,000 square feet of office space for use by approximately 100 staff and contractors as a construction management field office for the Lynnwood Link Extension. The lease will be effective January 1, 2019, through December 31, 2024, with an option to renew the lease for one additional year.

It was moved by Boardmember Earling, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-110 be forwarded to the Board with a do pass recommendation.

Resolution No. R2018-33: Amending the Light Rail Vehicle Wireless Communication Upgrade project by (1) increasing the project allocation to date from \$156,000 to \$404,800, and (2) increasing the 2018 annual budget from \$156,000 to \$404,800 to implement the light rail vehicle wireless communication upgrade.

Harold Demarest, Director of Operations Engineering and Technology, and Ted Ellis, Deputy Director Operations Technology, provided the staff report. The original project scope was to upgrade the Wi-Fi network and maintenance workstation at Link's Operation and Maintenance Facility yard. Kinkinsharyo designed the Wi-Fi network and maintenance workstation for the current fleet of light rail vehicles. The network and workstation are reaching the end of their useful life and are no longer supported by the manufacturer. With the purchase of new Siemens light rail vehicles for the ST2 expansion, the current project scope needs to be amended to include the ST2 Siemens light rail vehicles, which will begin arriving in 2019.

The project scope will implement a wireless solution that will support timely transmission of light rail vehicle maintenance information, automatic passenger count data, and future signage data such as passenger alerts and emergency notifications.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-33 be forwarded to the Board with a do pass recommendation.

Resolution No. R2018-34: (1) Amending the adopted 2018 annual budget to create the 130th Street Station project by (a) establishing the authorized project allocation to date in the amount of \$6,769,000 and (b) establishing the 2018 Annual Budget in the amount of \$315,000, and (2) authorizing acceleration of the preliminary engineering phase to begin in 2018.

Kamuron Gurol, North Corridor Development Director; John Sleavin, Executive Technical Advisor; and John Weston, Corridor Operations Director, provided the staff report. In the ST3 plan, the 130th Street Station was one of three in-fill stations included. The station is an elevated side platform station located at 130th Street and I-5. The planned start date was 2024 with delivery in 2031.

This action would consider accelerating the project development for the 130th Street Station. Preliminary engineering (PE) would begin in 2018 instead of 2024 with completion of PE in third quarter 2019. This would preserve the option to accelerate design and construction to build the station concurrent with the

Lynnwood Link Extension. Accelerating PE does not pre-suppose future decisions, and additional Board action would be required to proceed to final design and construction.

If the 130th Street Station is built after active service has started on the Lynnwood Link Extension, the Lynnwood Link stations headways would increase substantially due to single tracking during construction, and/or nighttime construction. It is estimated that up to 61,000 daily riders could be impacted directly and systemwide delays could affect many more riders. Sound Transit Operations would need to develop a coordinated construction service plan to address and mitigate service disruptions.

The 130th Street Station presents a unique opportunity to avoid service disruption and reduce costs. PE will help refine costs and confirm benefits, identify schedule needs, and secure key partner agreements. Completing PE earlier preserves the opportunity to accelerate final design construction.

The advantages of earlier construction include avoiding disruption to the Lynnwood Link Extension service and mitigation cost; reducing the station's capital cost by building sooner at more predictable costs; reducing impacts to the local neighborhood from construction; potentially decreasing cost to the Lynnwood Link Extension by reducing the need for a track crossover and maintenance stairway; and providing an additional access point to the service six to seven year earlier.

The disadvantages of earlier construction include an increased cost to operations, State of Good Repair costs due to an early start date, reduced financial capacity from earlier financing costs, and the potential impact to staff and contractor capacity.

Boardmember Earling stated that Snohomish County has concerns about the financial capacity issue. He asked if, at some point, staff could provide an approximate range for how it might affect the financial capacity. He stated that he would support this action up through PE.

Chair Balducci stated her appreciation of the forward thinking and work to identify this opportunity and bring it forward. She pointed out that the disadvantages mentioned would all occur later and none of them would apply to the PE work.

Mr. Rogoff mentioned that the PE work would give the agency more information on the impact to the financial capacity. After all the pros and cons, what looms largest for Sound Transit is, if there is a way to avoid an added cost complication and safety risk of building a station over an active rail, it should at least be considered. This action will give staff the information that will allow the Board to consider accelerating building the 130th Street Station.

It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote of those in attendance that Resolution No. R2018-34 be forwarded to the Board without a do pass recommendation.

REPORTS TO THE COMMITTEE

None

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, October 11, 2018
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:16 p.m.



Claudia Balducci
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on November 8, 2018, 2018, JE