

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

October 10, 2013

CALL TO ORDER

The meeting was called to order at 1:34 p.m. by Committee Chair Fred Butler, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Fred Butler, Issaquah Deputy Council President

Vice Chair

(P) Richard Conlin, Seattle Councilmember

Boardmembers

(P) Claudia Balducci, Bellevue Councilmember

(P) Julia Patterson, King County Councilmember

(P) Dave Earling, Edmonds Mayor

(P) Larry Phillips, King County Councilmember

(P) Pat McCarthy, Pierce County Executive

(A) Pete von Reichbauer, King County

(P) Mike McGinn, Seattle Mayor

Councilmember

Katie Flores, Board Coordinator, announced that a quorum of the Committee was present at roll call.

REPORT OF THE CHAIR

Chair Butler recognized Boardmember Paul Roberts for attending the committee meeting.

Chair Butler announced that there will be a public hearing regarding the proposed 2014 Sound Transit budget would be held on October 24, 2013 from 12:30-1:00 p.m. in the Ruth Fisher Boardroom. In addition to providing public comment in-person, comments can be submitted via mail and email.

CEO REPORT

CEO Joni Earl mentioned that Sound Transit is not experiencing immediate impacts from the federal government shutdown; however, the agency will continue to monitor how the shutdown affects federal funding. Sound Transit receives \$130-\$150 million each year in FTA funding, and these federal dollars are important to Sound Transit's ability to complete projects.

REPORTS TO THE COMMITTEE

Lynnwood Link DEIS Comment Report

Matt Shelden, Light Rail Development Manager, provided an update on the Lynnwood Link DEIS Comment Report. Sound Transit received comments over 60 days between July 26, 2013 and September 23, 2013.

Common areas of concern include visual, noise and property value impacts. Concerns about losing access to the Latvian Evangelical Lutheran Church in north Seattle, and impacts to Scriber Creek Park in Lynnwood were also common themes from community groups. The report includes feedback from local businesses, city governments, and related state and regional agencies.

The Board will identify a preferred alternative for the Final Environmental Impact Statement (FEIS) in December. Selecting a preferred alternative for the FEIS is a preliminary step because there are various analyses to be completed. All alternatives outlined in the Draft Environmental Impact Statement remain options until a final alternative is selected after the FEIS is released in the spring of 2015.

There are three main categories of decision-making: alignment and profile, station location, and parking. The cost of providing light rail at-grade in north Seattle would be between \$35-\$95 million less than providing elevated light rail. Additionally, elevated rail would be more visually intrusive, but the at-grade option would result in more property impacts. Sound Transit received wide community support for stations at 145th Street

and 185th Street, and low support for a station at 155th Street. There is also strong interest in a station at 130th Street, although a station at this location is not included in the ST2 plan and would result in additional costs.

From mid-Shoreline to Lynnwood, the Board will need to decide whether to align light rail in the median of Interstate 5 or west of the freeway north of the Mountlake Terrace Transit Center. Aligning light rail in the median will cost \$40–\$50 million less than alignment on the west side of I-5, however, the west side option allows for a potential station at 220th Street and preserves the median for future use by WSDOT. ST2 identifies a station at 236th Street in Mountlake Terrace. An existing bus station would be repurposed for light rail, or a new station could be built at the Mountlake Terrace Transit Center. The Transit Center location would cost \$20–\$30 million more than the repurposed bus station, but has considerably more community support. The Transit Center location would serve an estimated 1,000 additional riders per day and would provide better TOD potential. There is community interest in building a station at 220th Street, although ST2 does not include a station at this location so additional funding would be required.

The Mountlake Terrace Transit Center has approximately 900 parking stalls that often fill to capacity. Plans do not include adding parking stalls, but the Board may want to consider adding parking at the Transit Center and 220th Street if the Board selects them as preferred station locations. In order to ensure access for residents that do not live in close proximity to light rail stations, Boardmembers Roberts and Patterson expressed interest in providing parking at stations that are outside of major city centers. In Lynnwood for example, the station location will be placed near the Lynnwood Transit Center, where currently 1,400 parking stalls are widely used. Because the Lynnwood station will be the terminal station until light rail extends north, there is community interest in providing additional parking at this station.

Public Comment:
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In response to a question from Chair McCarthy, Ric Ilgenfritz, Executive Director of PEPD, clarified that the Capital Committee could include stations at 130th Street and/or 220th Street as a “design option” in the preferred alternative. Doing so would provide the opportunity to gather more information about potential costs and implications, and allow the Board to decide at a future date about whether or not to include them in the FEIS. Mr. Ilgenfritz noted that the potential Link station at 130th Street includes bus drop off facilities but no parking spaces. However, studying parking alternatives at the 130th Street station is an option for the FEIS.

2014 Budget: Project Delivery Budget and Transit Improvement Plan Overview

Pete Rogness, Director of Budget and Financial Planning, Ric Ilgenfritz, Executive Director of Planning Environmental and Project Development, Ahmad Fazel, Executive Director of Design Engineering and Construction Management, and Michael Perry, Deputy Executive Director of Transportation and Maintenance, provided a staff report.

Each provided an overview of accomplishments of Sound Transit’s work from 2013, outlined upcoming projects for 2014, and discussed possible risks associated with upcoming projects. Additionally, Mr. Rogness explained that Sound Transit’s budget process is unique in comparison to most other government budgets because of Sound Transit’s large capital program and focus on long-term financing. Due to time constraints, Ms. Earl suggested that the Committee continue the review at the next meeting.

BUSINESS ITEMS

Minutes of the September 12, 2013 Capital Committee meeting

It was moved by Vice Chair Patterson, seconded by Chair McCarthy, and carried by unanimous vote that the September 12, 2013 Capital Committee minutes be approved as presented.

Motion No. M2013-88: Authorizing the chief executive officer to execute a contract with Mid-Mountain Contractors, Inc. to provide construction services for the Beacon Avenue Paving project in the amount of \$988,000 with a 10% contingency of \$98,800, for a total authorized contract amount not to exceed \$1,086,800

Paul Bennett, Corridor Design Manager, provided a staff report. This project concludes restoration of Beacon Avenue in front of Beacon Hill Station, from South Lander Street to South McClellan Street. This project is in collaboration with the Seattle Department of Transportation (SDOT) for pedestrian improvements, including widening sidewalks, raising the street median, improving crosswalk markings and street draining. SDOT has funded 100% of the design costs for the pedestrian improvements. Under the betterment agreement with SDOT, SDOT will pay 10.5% of construction costs and Sound Transit will fund 89.5%. Mr. Bennett explained that Sound Transit was originally planning a stand-alone improvement project that would have cost approximately \$1.09 million. However, in partnering with SDOT, Sound Transit will pay \$972,000 and SDOT will pay \$114,000.

Public Comment:

None.

It was moved by Boardmember Conlin, seconded by Boardmember Phillips, and carried by unanimous vote that Motion No. M2013-88 be approved as presented.

Motion No. M2013-90: Authorizing the chief executive officer to execute a contract with Hoffman Construction Company to provide pre-construction services for Roosevelt Station Finishes within the Northgate Link Extension in the amount of \$1,248,150, with a 10% contingency of \$124,815, for a total authorized contract amount not to exceed \$1,372,965

Don Davis, Executive Project Director for the Northgate Link Extension, provided a staff report. The proposed contract includes funding for the Roosevelt Station structure, architectural finishing and landscaping, escalators and elevators, and mechanical and electrical components of the station. Design of the station is currently 60% complete.

Public Comment:

None.

It was moved by Boardmember Phillips, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2013-90 be approved as presented.

Motion No. M2013-89: Authorizing the chief executive officer to execute a contract amendment with Huit-Zollars to provide additional design services for Phase 3 work for the South 200th Link Extension in the amount of \$2,078,127, with a 10% contingency of \$207,813, totaling \$2,285,940, for a total authorized contract amount not to exceed \$12,972,928

Mark Johnson, Senior Project Manager, and Miles Hault, Project Director, provided a staff report. The additional design services will contribute to multiple aspects of the project, including designing traffic signals and channelization improvements at an intersection outside the station, additional environmental investigation and documentation that is required after discovery of two ditches that may be under jurisdiction of the U.S. Army Corps of Engineers, and extension of management services through December 2016. In response to a question from Boardmember McCarthy, Mr. Johnson clarified that although this contract would provide additional design services, the overall budget for the South 200th Link Extension project is still under the original budget due to other project cost savings.

It was moved by Vice Chair Patterson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2013-89 be forwarded to the Board with a do-pass recommendation.

Motion No. M2013-91: Authorizing the chief executive officer to add contract contingency for the contract with Parsons Brinckerhoff, Inc., to provide final design services for the International District Station to South Bellevue segment of the East Link Extension in the amount of \$ 1,700,000, for a new total authorized contract amount not to exceed \$30,340,879

Ron Lewis, Executive Project Director for East Link, and Dirk Bakker, Corridor Design Manager for East Link (I-90), provided a staff report. Mr. Lewis explained that the contingency is within the existing scope of the project. \$1.3 million of the \$1.7 million would be funded from \$9.9 million in unallocated contingency that is currently available in the East Link Extension Final Design Phase.

It was moved by Boardmember Balducci seconded by Chair McCarthy, and carried by unanimous vote that Motion No. M2013-91 be forwarded to the Board with a do-pass recommendation.

Motion No. M2013-92: Authorizing the chief executive officer to execute a Construction and Maintenance Agreement with the Washington State Department of Transportation in the amount of \$7,430,850 in construction funding for the Tukwila Commuter Rail Station

Eric Beckman, Project Manager, provided a staff report. This motion authorizes a grant agreement with the Washington State Department of Transportation. As part of the agreement, some of this funding will be dedicated to 40 stalls within the Tukwila Sounder parking lot for exclusive use by Amtrak passengers for a period of 20 years. Amtrak and WSDOT will be responsible for maintenance of the 40 parking stalls.

It was moved by Boardmember Balducci seconded by Chair McCarthy, and carried by unanimous vote that Motion No. M2013-92 be forwarded to the Board with a do-pass recommendation.

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

Thursday, December 12, 2013
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:10 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Marcia Walker
Board Administrator

APPROVED on February 13, 2014, JAT