

## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

Summary Minutes  
February 13, 2014

### **CALL TO ORDER**

The meeting was called to order at 1:35 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 Mayor

#### Boardmembers

(P) Claudia Balducci, Bellevue Mayor

(P) Dave Earling, Edmonds Mayor

(A) John Marchione, Redmond Mayor

#### Vice Chair

(P) Joe McDermott, King County Councilmember

(P) Pat McCarthy, Pierce County Executive

(A) Mike O'Brien, Seattle Councilmember

(P) Dave Upthegrove, King County  
Councilmember

Marcia Walker, Board Administrator, announced that a quorum of the Committee was present at roll call.

### **REPORT OF THE CHAIR**

Committee Chair Butler welcomed Boardmembers to the first Capital Committee meeting of the year and commented that there are three new Boardmembers to the Committee this year: John Marchione, Dave Upthegrove, and Joe McDermott, who will serve as Vice Chair.

Chair Butler announced that the Committee will be conducting today's meeting using a revised agenda.

### **DEPUTY CEO REPORT**

None.

### **REPORTS TO THE COMMITTEE**

None.

### **BUSINESS ITEMS**

#### Items for Committee Final Action:

Minutes of the October 10, 2013 Capital Committee meeting

Minutes of the November 14, 2013 Capital Committee meeting

Minutes of the December 12, 2013 Capital Committee meeting

**It was moved by Vice Chair McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that the October 10, 2013, November 14, 2013, and December 12, 2013 Capital Committee minutes be approved as presented.**

Motion No. M2014-08: Authorizing the chief executive officer to execute a contract amendment with David Evans and Associates to provide preliminary engineering services for the Tacoma Trestle Project in the amount of \$2,596,172 with a 10% contingency of \$259,617, totaling \$2,855,789, for a new total authorized contract amount not to exceed \$4,347,769, contingent upon Board approval of Resolution No. R2014-02 amending the Adopted 2014 Budget.

Melissa Flores Saxe, Project Manager, presented the staff report.

Boardmember McCarthy mentioned that this project has included engagement with numerous stakeholders, including the Washington State Department of Transportation (WSDOT), Amtrak, Sound Transit, a train historical society group, and interested citizens. She commented that this project positions the region for increased rail capacity in the future and that TIGER funding will help expedite completion of this project.

Chair Butler outlined the Committee's approach for accepting public comment during 2014. There was no public comment on Motion No. M2014-08.

**It was moved by Boardmember McCarthy, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2014-08 be approved as presented.**

Motion No. M2014-09: Authorizing the chief executive officer to execute a contract amendment with AECOM to provide additional design services during construction for the Mukilteo Station – South Platform project in the amount of \$207,630 with a 9% contingency of \$18,875, totaling \$226,506, for a new total authorized contract amount not to exceed \$3,332,706.

Eric Beckman, Deputy Executive Director, provided the staff report.

In response to a question from Boardmember Earling, Mr. Beckman explained that the three-month delay in this project was largely the result of the project schedule conflicting with BNSF's moratorium period for construction.

**It was moved by Boardmember Earling, seconded by Boardmember McDermott, and carried by unanimous vote that Motion No. M2014-09 be approved as presented.**

Items for Recommendation to the Board:

Motion No. M2014-10: Authorizing the chief executive officer to increase the contingency for the contract with CA Carey Corporation to provide construction services for the Mukilteo Station – South Platform project in the amount of \$1,100,000, for a new total authorized contract amount not to exceed \$8,145,500.

Eric Beckman, Deputy Executive Director, presented the staff report.

Committee members asked for more information regarding how contingency is allocated for capital projects. Ahmad Fazel, Executive Director, provided information about contingency levels as projects move through the Sound Transit phase gate process. Mr. Fazel explained that projects go through different phases from planning to final design. At approximately 60% design the projects are baselined, meaning that the scope, schedule and expected project budget are presented to the Board for their approval. As project budgets are put together, Sound Transit uses risk assessments, to determine the level of risk associated with each aspect of finishing the project and ways to mitigate such risks. A level of contingency is allocated to each aspect of a project phase, with the allocated contingency level being determined by the risk associated with that particular aspect of the project. Additionally, each project phase has unallocated contingency that can only be used in that particular phase; unless a budget amendment is approved that transfers the contingency to a different phase. The overall goal for each project is to for all phases of the projects to be completed within the phase budget that has been approved, but periodically some phases need more contingency. Most projects stay within the baseline project budget that has been approved by the Board.

**It was moved by Boardmember McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2014-10 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2014-02: (1) Approving Gates 2 and 3 within Sound Transit's Phase Gate process for the Tacoma Trestle Track and Signal project, (2) amending the Adopted 2014 Lifetime Budget for the Tacoma Trestle Track and Signal project from \$10,254,520 to \$11,454,520 by increasing the preliminary engineering phase budget by \$1,200,000, and (3) amending the Adopted 2014 Annual Budget from \$5,474,000 to \$10,674,000 by increasing (a) the Preliminary Engineering phase from \$3,020,000 to \$4,220,000 and (b) the Right-of-way phase from \$2,000,000 to \$6,000,000.

Melissa Flores Saxe, Project Manager, presented the staff report.

This budget amendment will fund additional activities that were not originally anticipated for this project. These preliminary engineering activities include additional environmental consulting support, geotechnical investigation and exploratory boring, additional archaeological testing and monitoring, additional structural engineering evaluation, and development of a safety certification plan. This budget amendment will also shift \$4 million from the 2013 Right-of-way budget to the 2014 Right-of-way budget.

**It was moved by Boardmember McCarthy, seconded by Boardmember Balducci, and carried by unanimous vote that Resolution No. R2014-02 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-11: Identifying the Tacoma Link Expansion light rail alignment(s) to advance into environmental review.

Sue Comis, Light Rail Project Manager, presented the staff report.

In May 2013, the Board selected the corridor for the Tacoma Link Expansion, and since that time staff has been working to develop routes within the corridor selected by the Board. This action determines which routes within the corridor to advance into environmental review. Sound Transit divided the corridor into two segments to further evaluate the corridor and identify route alignments. Segment A includes Tacoma's North Downtown area and Segment B runs along Tacoma's Hilltop area.

Segment A includes three possible route alignments. Alignment A1 runs along Stadium Way, alignment A2 runs along Broadway, and alignment A3 runs along St. Helens Avenue. Segment B includes two route alignments to choose from, with alignment B1 operating on two tracks along Martin Luther King Jr. Way, and the B2 alignment operating one direction along MLK Jr. Way and the other direction along South J Street. Another aspect of this project includes expanding the Sound Transit Maintenance Facility. The existing Maintenance Facility is located near the Tacoma Dome and sites near the existing facility will be evaluated and one or more sites will be studied during environmental review.

The evaluation criteria used for analyzing each potential route included evaluating environmental and community impacts and whether the route would serve community destinations, improve travel time to the Tacoma Dome, spur economic development, and be cost-effective to construct. Areas near Segment B have considerable economic development potential, with 88 acres of re-developable parcels.

Sound Transit conducted extensive public outreach regarding this project from November 2013 through January 2014. Outreach activities included hosting two open houses and two Stakeholder Roundtable meetings, providing an online survey, mailing information to over 11,000 addresses, advertising online and in print publications, hanging one-hundred posters throughout Tacoma, and organizing more than 11 community briefings.

Sound Transit received more than 250 public comments. Alignments A1 and B1 received the most positive public feedback, although A2 also received much public support. On February 4, 2014, the Tacoma City Council unanimously passed a resolution recommending that the Sound Transit Board move the A1 and B1 alignments into the environmental review phase.

Boardmember McCarthy commented that considering the evaluation results, the public feedback, and the resolution passed by the Tacoma City Council, she would like to offer a motion outlining one alignment for Segment A and one alignment for Segment B to advance for environmental review. A motion was distributed on Blue Paper identifying alignment A1 along Stadium Way and alignment B1 along Martin Luther King Jr. Way as the preferred alternative. Boardmember McCarthy mentioned that these alignments connect downtown Tacoma to the densest residential and employment areas in Pierce County.

**Motion No. M2014-11 as presented on Blue Paper was moved by Boardmember McCarthy and seconded by Boardmember Earling.**

In response to a question from Boardmember McDermott, Ms. Comis responded that at this point Sound Transit does not have ridership estimates for each specific alignment because the alignment options are located so closely together. Boardmember McCarthy commented that overall ridership numbers for Tacoma Link have exceeded the anticipated ridership estimates, and that ridership is expected to grow in the future as light rail expands.

In response to a question from Boardmember Balducci, Ms. Comis explained that the A2 alignment would cost approximately \$20 million more than alignment A1 and that part of the A2 alignment goes along a residential street whereas the A1 alignment does not. These elements have contributed to more widespread support for alignment A1.

**It was carried by unanimous vote that Motion No. M2014-11 as presented on Blue Paper be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-12: Authorizing the chief executive officer to execute a contract with Harbor Pacific/Graham, a Joint Venture, to design and construct a parking garage and plaza next to the Angle Lake Station within the South 200th Link Extension in the amount of \$29,978,000, with an 8% contingency of \$2,398,240, for a total authorized contract amount not to exceed \$32,376,240.

Mark Johnson, Senior Project Manager, and Miles Haupt, Project Director, provided the staff report.

Mr. Haupt provided an overview of the South 200th Link Extension project, which began construction last year and consists of 1.6 miles of elevated guideway from the SeaTac/Airport Station to a new station and parking garage at South 200th Street in SeaTac. The project includes five months of float time and is scheduled to open for service in 2016. The total project budget is \$383.2 million, \$256.7 million of which has been committed, and \$118.1 million of which has been incurred.

Sound Transit received eight respondents to the RFQ to design and build the parking garage, with Pacific/Graham being the highest-value proposer. The parking garage will include 1,050 parking stalls, a plaza drop-off area, approximately 35,000 square feet for future transit-oriented development (TOD), and retail space for future lease, as required under the development agreement with the City of SeaTac. Mr. Haupt discussed the conceptual design of the layout and aesthetics of the parking garage and station.

Mr. Johnson explained that the parking garage is designed with a community-asset focus, including the plaza and retail space. The project has been developed in close consultation with the City of SeaTac and adjoining property owners to maximize development opportunities in the station area.

Boardmembers discussed the unique design and functionality of the proposed parking facility, and Boardmember Upthegrove commented that the project is currently on-time and within budget. Mr. Johnson remarked that the design and its visual effect is in accordance with the "Environment in Motion" station theme that was selected by the SeaTac City Council.

**It was moved by Boardmember Upthegrove, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2014-12 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2014-01: Authorizing the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the East Link Extension.

Roger Hansen, Real Property Director, and Eric Lee, Senior Real Property Agent, presented the staff report.

Mr. Hansen provided an overview of the East Link Extension project, which includes 14 miles of light rail with a projected service opening in 2023. This particular property acquisition regards 17 parcels in the South Bellevue neighborhood in the City of Bellevue. As part of the property acquisition process, individual property owners are provided information describing the appraisal and basis of the offer for acquisition, as well as a handbook describing the acquisition process. Property owners typically have at least 90 days to consider and evaluate the offer and Sound Transit will reimburse property owner's costs to secure their own property

appraisal or review, up to \$5,000. Sound Transit also pays for all normal closing costs of agreements for property acquisition.

**It was moved by Boardmember Balducci, seconded by Boardmember McCarthy, and carried by unanimous vote that Resolution No. R2014-01 be forwarded to the Board with a do-pass recommendation.**

**EXECUTIVE SESSION**

None.

**OTHER BUSINESS**

None.

**NEXT MEETING**

Thursday, March 13, 2014  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting was adjourned at 3:20 p.m.



Fred Butler  
Capital Committee Chair

ATTEST:



Marcia Walker  
Board Administrator

APPROVED on March 13, 2014, JAT