

## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

### **Summary Minutes**

**April 10, 2014**

### **CALL TO ORDER**

The meeting was called to order at 1:31 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

(A) *Claudia Balducci, Bellevue Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *John Marchione, Redmond Mayor*

#### Vice Chair

(P) *Joe McDermott, King County Councilmember*

(A) *Pat McCarthy, Pierce County Executive*

(P) *Mike O'Brien, Seattle Councilmember*

(P) *Dave Upthegrove, King County Councilmember*

Joe Timmons, Board Coordinator/Policy Analyst, announced that a quorum of the Committee was present at roll call.

### **REPORT OF THE CHAIR**

Committee Chair Butler announced that, beginning with this meeting, the Capital Committee meeting agendas have a new format with a section designated for public comment prior to business items being considered by the Committee. This format is the same format that has traditionally been used during Board meetings. Committee Chair Butler commented that the Capital Committee will continue to take public comment only on items that are before the Committee for final action.

### **DEPUTY CEO REPORT**

Mike Harbour, Deputy Sound Transit CEO, discussed the new ORCA Visitor Day Pass. The pass is a six-month pilot for the regional pass and will cost \$9 for unlimited trips in a day when the fare is \$4 or less. One or more days' worth of passes can be loaded onto a reusable ORCA smart card. Day pass users can pay cash or add value to the ORCA card's E-purse feature to make up the difference for trips with fares over \$4. The Visitor Day Pass will be marketed to hotels and other businesses that focus on tourists. The pilot will run through September 30, and Sound Transit staff will report to the Board regarding the results of the pilot project.

### **REPORTS TO THE COMMITTEE**

#### Lynnwood Link Project Update

Matt Shelden, Lynnwood Link Project Development Manager, provided a staff presentation.

Mr. Shelden commented that following publication of the Draft Environmental Impact Statement (DEIS) and the public comment period, the Board identified a preferred alternative for this project in November 2013. The Board also requested study of several additional options, and the report today will provide an update regarding those items.

In Lynnwood, the Board identified alternative C3 in the DEIS and asked that staff continue to work with the City of Lynnwood to address concerns that the City had with the selected alternative. Sound Transit staff made modifications to the C3 alternative to address the City of Lynnwood's concerns and the City recently approved a resolution in support of the modified alternative. Consistent with the Board's direction, the station

in Lynnwood would be closer to the Lynnwood Transit Center. The location change would reduce utility impacts, and impact less redevelop-able land. However, these adjustments are approximately \$18 million more expensive than the current C3 alternative. Staff examined whether adding additional parking is a possibility at this site and found that adding approximately 450 parking stalls would cost approximately \$22 million.

Along the alignment near 220<sup>th</sup> Street in Mountlake Terrace, the Board asked that staff examine refining the preferred alternative alignment on the west side of Interstate-5 to bring it closer to the freeway and to put the track at-grade instead of elevated to save costs. Through this examination, staff found that making the alignment at-grade and closer to I-5 is likely to exceed the level of wetland impacts that is acceptable to permitting agencies. Staff has also learned more about potential costs for building a station at 220<sup>th</sup> Street as part of the ST2 package and costs for leaving an option open for building a station at 220<sup>th</sup> Street as part of a future phase. Building a station at 220<sup>th</sup> Street as part of ST2 would add approximately \$50 million to the project. Leaving the option of adding a station at 220<sup>th</sup> Street in a future phase requires building the foundation of the station in the current project for approximately \$25 million, and then building the remainder of the station for approximately \$35 million in the future.

Near the Mountlake Terrace Transit Center area, the Board requested that staff research the possibility of adding additional parking at the station location. Staff found that adding a 500-vehicle garage is a possibility at two sites near the station, and that doing so would cost approximately \$25 million in additional cost.

Near 185<sup>th</sup> Street in Shoreline, staff examined increasing pedestrian access to the station. Staff researched three possible changes to the current design, including adding lighting and wider sidewalks to the planned pedestrian bridge, widening the bridge, and building an additional pedestrian bridge between the parking garage and station. The costs for these potential changes vary from approximately \$500,000 to \$2 million in costs.

Near 130<sup>th</sup> Street in Seattle, staff worked with King County Metro to explore ways to improve bus service connections to the potential station. King County Metro provided a plan for increasing service to increase station boardings, but that would reduce boardings elsewhere down the light rail line. Overall, the ridership on the extension and the overall system would not change with the addition of a station at 130<sup>th</sup> Street. Adding a station at 130<sup>th</sup> Street in Seattle would cost approximately \$25 million to build the station outright, or approximately \$35 million to build a portion of the station now and finish the station in the future.

During the remainder of 2014, staff will prepare the Final Environmental Impact Statement (FEIS) and complete the preliminary engineering and update cost estimates. The Board is scheduled select the project to be built in early 2015, following completion of the FEIS. The final design work is scheduled to begin in mid-2015.

Committee members spoke in favor of the \$18 million adjustments in Lynnwood, and also in support of staff continuing to explore possible alignment options at 220<sup>th</sup> Street. Given the costs associated with adding additional parking in Lynnwood and Mountlake Terrace, Committee members indicated that more information is needed before considering such parking additions, including information about possible investments that will increase access to stations other than adding parking.

## **PUBLIC COMMENT**

None.

## **BUSINESS ITEMS**

Item for Committee Final Action:

Minutes of the March 13, 2014 Capital Committee meeting

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that the March 13, 2014 Capital Committee minutes be approved as presented.**

Items for Recommendation to the Board:

Motion No. M2014-21: Authorizing the chief executive officer to execute a Service Outcomes Agreement with the Washington State Department of Transportation (WSDOT) and the National Railroad Passenger Corporation (Amtrak) and a Construction and Maintenance Agreement with WSDOT to implement a portion of the Cascade High Speed Rail Program on Sound Transit owned rail corridor.

Eric Beckman, Deputy Executive Director of Business and Construction Services, provided the staff report.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2014-21 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2014-03: (1) Amending the Adopted 2014 Budget to create the Point Defiance Bypass Project by (a) establishing a Project Lifetime Budget in the amount of \$6,400,000 and (b) establishing a 2014 Annual Project Budget of \$642,000 and (2) approving Gate 1 within Sound Transit's Phase Gate process.

Eric Beckman, Deputy Executive Director of Business and Construction Services, provided the staff report.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Resolution No. R2014-03 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-22: Authorizing the chief executive officer to negotiate and execute a cost reimbursement agreement with the Washington State Department of Transportation to reimburse Sound Transit an estimated amount of \$765,000 for preliminary engineering design services to design an extended passenger platform as part of the Tacoma Trestle Track & Signal Project.

Melissa Flores Saxe, Project Manager, and Eric Beckman, Deputy Executive Director of Business and Construction Services, provided the staff report.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2014-22 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-23: Authorizing the chief executive officer to execute a reciprocal agreement for mutual waiver of indirect costs with the Washington State Department of Transportation on projects that the agencies perform for each other.

Eric Beckman, Deputy Executive Director of Business and Construction Services, provided the staff report.

Mr. Beckman explained that the mutual waiver of indirect costs with WSDOT would cover such costs as rent and utilities and nontraditional project costs built into overhead. This reciprocal agreement is similar to a reciprocal agreement that was previously established with WSDOT in 1998.

**It was moved by Boardmember Marchione, seconded by Committee Vice Chair McDermott, and carried by unanimous vote that Motion No. M2014-23 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2014-04: (1) Adopting the ST Express Mid-day Bus Storage project baseline schedule and budget by (a) amending the Adopted 2014 Lifetime Budget from \$777,000 to \$3,128,000, and (b) amending the Adopted 2014 Annual Budget from \$120,644 to \$2,133,045; and (2) approving Gates 5 and 6 within Sound Transit's Phase Gate process.

Jason Suzaka, Senior Project Coordinator, provided the staff report.

Mr. Suzaka explained that the project is currently at 90 percent design. Staff anticipates advertising in June 2014 through a standard low-bid procurement process, and to return to the Board during summer 2014 to request award of the construction contract. This budget amendment will allow Sound Transit to complete final design and construction of the project by December 2014.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Resolution No. R2014-04 be forwarded to the Board with a do-pass recommendation.**

Resolution No. R2014-05: Amending the Adopted 2014 Lifetime Budget for the Ticket Vending Machine project from \$9,218,384 to \$12,678,584 and (2) amending the Adopted 2014 Annual Budget for the project from \$545,000 to \$1,005,000 to provide funding to purchase Ticket Vending Machine equipment and services.

Brian McCartan, Executive Director of Finance and Information Technology, and Chris Ampongan, Manager, Information Technology-Project Management Office, provided the staff report for Resolution No. R2014-05 and Motion No. M2014-24.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Resolution No. R2014-05 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-24: Authorizing the chief executive officer to execute a sole source contract with Scheidt & Bachmann USA, Inc. with a term of five years to provide ticket vending machines, repair parts and supplies, hardware and software maintenance services, and software upgrades for the Ticket Vending Machine program in the amount of \$10,042,417, with a 9% contingency of \$897,268, for a total authorized contract amount not to exceed \$10,939,685.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2014-24 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-25: Authorizing the chief executive officer to add contract contingency for a contract with H-J-H Final Design Partners to provide final design services for the South Bellevue to Overlake Transit Center segment of the East Link Extension in the amount of \$4,390,000, for a new total authorized contract amount not to exceed \$95,312,585.

Ron Lewis, Executive Project Director for East Link, and DeWitt Jensen, Corridor Design Manager, provided the staff report.

Mr. Lewis explained that the contingency amount requested in this action is within the 2014 Adopted Budget. The request of \$4,390,000 equals approximately 5% of the original contract value.

**It was moved by Boardmember Marchione, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2014-25 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-26: Authorizing the chief executive officer to execute a contract amendment with Seattle Tunnel And Rail Team, Joint Venture, to provide additional construction management services for the University Link Extension in the amount of \$2,185,000, for a new total authorized contract amount not to exceed \$68,889,000.

Christy Sanders-Meena, Principal Construction Manager, provided the staff report.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember O'Brien, and carried by unanimous vote that Motion No. M2014-26 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2014-27: Authorizing the chief executive officer to execute a contract with Forma Construction Company to design and construct the Maintenance of Way Facility for the University Link Extension in the amount of \$11,998,725, with an 8% contingency of \$959,898, for a total authorized contract amount not to exceed \$12,958,623.

Madeleine Greathouse, Project Manager, provided the staff report.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember O'Brien, and carried by unanimous vote that Motion No. M2014-27 be forwarded to the Board with a do-pass recommendation.**

**EXECUTIVE SESSION**

None.

**OTHER BUSINESS**

None.

**NEXT MEETING**

Thursday, May 8, 2014  
1:30 p.m. to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting was adjourned at 2:45 p.m.

ATTEST:

  
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Marcia Walker  
Board Administrator

  
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Fred Butler  
Capital Committee Chair

APPROVED on May 8, 2014, JAT