



## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

Summary Minutes

April 9, 2015

### **CALL TO ORDER**

The meeting was called to order at 1:32 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*

#### Vice Chair

(P) *Joe McDermott, King County Councilmember*

#### Boardmembers

(P) *Claudia Balducci, Bellevue Mayor*

(P) *Dave Earling, Edmonds Mayor*

(A) *John Marchione, Redmond Mayor*

(P) *Pat McCarthy, Pierce County Executive*

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

(A) *Dave Upthegrove, King County Councilmember*

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

### **REPORT OF THE CHAIR**

Chair Butler recognized Boardmembers Roberts and Enslow who were also in attendance.

Item 7.E. has been removed from the agenda and a project briefing on the East Link Extension has been added under Reports to the Committee.

#### Stand up for Transportation Day

"Stand Up for Transportation" day draws attention to the need for Congress to reauthorize the federal surface transportation programs. The current law -- Moving Ahead for Progress in the 21st Century (or, MAP-21) expires at the end of May. The Sound Transit Board sent letters to each Congressional delegation member urging them to "Stand up for Transportation" and vote for a robust bill authorizing Sound Transit 3.

#### Public Comment

The Committee's usual practice is to hear comments only on action items. Due to the amount of public interest in the Lynnwood Link Extension, public comment was allowed on agenda item 7.F. after the presentation by Sound Transit staff.

### **ACTING CEO REPORT**

Mike Harbour, Acting CEO, gave the report. He announced that Katie Flores is the agency's new Board Administrator. Katie has been part of the BA division since 2005, and has been the Acting Board Administrator since her predecessor's departure in January. In the weeks ahead, she will work to fill Board Coordinator positions.

### **REPORTS TO THE COMMITTEE**

#### Eastlink Extension Project Briefing

Ron Lewis, Executive Project Director, Eastlink and Ahmad Fazel, DECM Executive Director provided the staff report.

Staff presented the baseline budget for the Eastlink Extension project and provided an update on the Memorandum of Understanding with the City of Bellevue. Baseline establishes a credible scope, schedule, and budget and provides a basis against which to measure project progress. The Eastlink project has 14 miles of double-track light rail, 10 stations serving 4 cities and 3 parking facilities totaling over 2000 parking spaces (replacement and expansion). The systems scope includes nine traction power substations, facilities for train control, communication systems and contract unit descriptions.

The project will be accomplished through seven major Civil Construction contracts and one major Systems Contract that will be combined with the Northgate Link contract for efficiencies. There are also some smaller system wide contracts to address things like signage and fare collection. The contract packages allow the project to be broken down into logical chunks for construction purposes and include the type of work, size and scope, location, type of access, value associated with the contract package as well as the complexity of each. Sound Transit conducted an industry review prior to finalizing the packaging. Mr. Lewis used the E130 contract package to demonstrate sub-components of a contract package. The E130 package includes a modification to the International District Station (IDS), a retrofit of seismic and gravity load to existing WSDOT structures and I-90 center roadway and stations. Sound Transit is using a Heavy Civil GC/CM delivery method for this package. There are four major packages for the Bellevue Corridor; there is a design build package for Redmond and an overall systems contract.

Sound Transit provides a summary schedule in its monthly progress report. Early utility relocations are underway and heavy civil construction will begin next year. The baseline budget carries nine months of project wide float and the forecasted revenue service date is June 2023. The project relies on very detailed schedules and includes a master schedule containing over 3000 line items. Within these detailed schedules critical interface points are tracked closely including right of way, permitting, procurement, and civil and systems work leading up to construction completion and going into pre-revenue service. Sound Transit has high confidence in the baseline schedule.

The proposed baseline lifetime budget for the Eastlink project is \$3,677,150,000. The Light Rail Vehicle budget has been included in a separate budget for all vehicle procurements for ST2. Eastlink's contribution to the ST2 vehicle budget is 46 vehicles at \$4.5-\$5M per vehicle (118 vehicles are needed for ST2). The budget is within the range identified on the ST2 ballot. Similar to the level of detail provided in the project master schedule, there are detailed work breakdown structures tied to each budget item. Allocated and unallocated contingencies are included in the project budget to account for potential risks at each phase of the project in order to stay within the approved budget throughout the life of the project. Sound Transit performed a comprehensive risk assessment that resulted in a 90% confidence level that the project can be built within the proposed baseline schedule. The assessment took a broad array of risks into account including construction risks as well as third party risks, market, labor and materials availability. Experts within the Sound Transit project control group ran two distinctly different models to assess cost risk resulting in just over an 80% confidence level in cost estimates.

### Bellevue MOU

The amended MOU includes a more robust project scope that clearly outlines ownership of all scope elements including those related to light rail and all required mitigation. A formal permitting strategy was included to mitigate risk identified during the assessment. Some project coordination was included to optimize the delivery of projects, assigning elements to the Eastlink project and some to City projects. Overall, the MOU outlines over \$35 million in coordinated project delivery.

The Operations and Maintenance Satellite Facility (OMSF) is in the FEIS phase. The Board identified Bellevue as a preferred alternative and the amended MOU outlines a TOD plan consistent with the City's Bel-Red plan that includes a phased pursuit of a development plan in addition to the delivery of the facility. Mr. Lewis reviewed highlights of the amendment: the amendment eliminates Bellevue's contingent contribution and confirms the final amount of Bellevue's contribution, it provides a fixed payment and fixed amount for permitting and property acquisition, and it continues collaboration on TOD, parking and maintenance of traffic.

Boardmember Balducci informed the Committee that a public hearing will be included at the next Bellevue City Council meeting and that a vote is scheduled for April 20. On April 23, the Board will consider a motion to adopt

the lifetime budget for Eastlink and authorize the CEO to execute the amended MOU with the City of Bellevue. Sound Transit's chief executive officer Mike Harbour recognized Sound Transit and the City of Bellevue staff for their work on this extraordinary project.

## **PUBLIC COMMENT**

Alex Zimmerman, StandUP America

## **BUSINESS ITEMS**

Items for Committee Final Action

Minutes of the March 12, 2015 Capital Committee Meeting

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Balducci, and carried by unanimous vote that the March 12, 2015 Capital Committee minutes be approved as presented.**

Motion No. M2015-28: Authorizing the chief executive officer to execute a five-year contract with Shannon and Wilson to provide on-call environmental due diligence consulting services for properties acquired or to be acquired for Sound Transit projects in the amount of \$3,200,000, with a 10% contingency of \$320,000 for a total authorized contract amount not to exceed \$3,520,000.

Kent Melton, Real Property Deputy Director and Mark Menard, Environmental Compliance Manager provided the staff report for Motion Numbers M2015-28 and M2015-29.

The contract will be used to determine the environmental condition of properties acquired and inform Sound Transit of any remediation efforts needed during the construction of the project. Current contracts to provide these services expire in February 2015 and new contracts are required to maintain continuity of operations in the property acquisition programs. Sound Transit issued a Request for Qualifications for on-call environmental due diligence services and received eight proposals resulting in the selection of Shannon and Wilson and CDM Smith. Two contracts are necessary to accommodate the volume and flow of work projected over the next five years.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Balducci and carried by unanimous vote that Motion No. M2015-28 be approved as presented.**

Motion No. M2015-29: Authorizing the chief executive officer to execute a five-year contract with CDM Smith to provide on-call environmental due diligence consulting services for properties acquired or to be acquired for Sound Transit projects in the amount of \$3,200,000, with a 10% contingency of \$320,000 for a total authorized contract amount not to exceed \$3,520,000, contingent upon resolution of the protest received.

Mr. Melton informed the committee that a protest was received this procurement. Sound Transit staff is considering the protest and will issue a written decision. Sound Transit will only execute the contract with CDM Smith upon the resolution of the protest in accordance with protest procedures.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Earling and carried by unanimous vote that Motion No. M2015-29 be approved as presented.**

Motion No. M2015-27: Authorizing the chief executive officer to execute Amendment 2 of the Cost Reimbursement Agreement with the Washington State Department of Transportation for the Point Defiance Bypass Project in the amount of \$81,000, for a new total authorized agreement amount not to exceed \$280,000.

Jodi Mitchell, Project Manager provided the staff report.

In 2013, Sound Transit executed a Cost Reimbursement Agreement with the Washington State Department of Transportation (WSDOT) under the chief executive officer's authority in order to allow preliminary design work to begin during the negotiation of a Construction and Maintenance (C&M) agreement. Under the Cost

Reimbursement Agreement, Sound Transit receives reimbursement of funds for direct and indirect costs for design review services during the preliminary engineering and environmental documentation phases of the Point Defiance Bypass project. Amendment No. 2 will allow WSDOT to reimburse Sound Transit for its additional work performed as part of the Point Defiance Bypass project.

This project is a WSDOT-designed project located within Sound Transit's right of way. Sound Transit will construct improvements and own those improvements at the end of the project.

**It was moved by Committee Vice Chair McCarthy, seconded by Boardmember McDermott and carried by unanimous vote that Motion No. M2015-27 be approved as presented.**

#### Items for Recommendation to the Board

##### Resolution No. R2015-05: Selecting the route, profile and stations for the Lynnwood Link Extension.

Matt Sheldon, Light Rail Development Manager provided the staff report. Sound Transit published the final EIS on April 1, 2015 and it included all comments received on the draft EIS and Sound Transit's responses. Mr. Sheldon reviewed the main differences in the alternatives examined in the FEIS with a focus on the preferred alternative identified by the committee in late 2013. Mr. Sheldon clarified that the committee can select any of the alternatives evaluated in the FEIS for recommendation to the Board and presented FEIS results in three pieces: segment A (Northgate to NE 185th Street in Shoreline), segment B (NE 185th Street to the North edge of Mountlake Terrace) and segment C (212th Street SW to Lynnwood Transit Center).

The seven alternatives in segment A vary primarily by how much of the guide-way is at-grade versus elevated and by the combinations of stations. All alternatives have at least two stations but some have three. Those station options include 130<sup>th</sup>, 145<sup>th</sup>, 155<sup>th</sup>, or 185<sup>th</sup> at I-5. Each alternative has varying levels of impact that require mitigation including overpass replacements or modifications to interchange ramps. At-grade alternatives require more relocation of existing highway noise walls and local roads than alignments that are primarily elevated. Impacts vary between alignments in the amount of property acquisitions, visual impacts and changes to I-5 infrastructure.

The four alternatives in segment B vary primarily by the location of the Mountlake Terrace station and their alignment in Snohomish County. One alternative includes a station at 220<sup>th</sup>. Impact differences in this segment relate to wetlands, vegetation removal and overall costs.

The four alternatives in segment C vary by their route to the Lynnwood Transit Center and the location of the station. Impact differences include residential and business displacements, wetlands and park resources.

The preferred alternative identified in late 2013 is an 8.5-mile fully exclusive extension of Light rail from Northgate to Lynnwood Transit Center. Roughly one-half is on the ground in a retained fill configuration and the other half is an elevated configuration. It includes four stations: two in Shoreline at 145<sup>th</sup> and 185<sup>th</sup>, one at the Mountlake Transit Center and one at the Lynnwood Transit Center. There is about a 30% increase in park-n-ride capacity for this portion of I-5. Forecast ridership is between 63,000 and 74,000 riders per day in 2035. Sound Transit anticipates that up to 22,000 of those riders are new. Based on preliminary engineering, the cost of the preferred alternative is close to \$1.5 billion. This does not include additional cost for fleet or associated operating and maintenance capacity.

At the time of the preferred alternative selection, the Committee also directed staff to evaluate a number of potential modifications to each segment of the preferred alternative.

#### Segment A Modifications

Requested modifications were to include a retained cut station at NE 130th, provide for the future addition of a station at NE 130th and look more closely at pedestrian improvements on the NE 185th bridge in Shoreline. No station is included in the preferred alternative but there is room for one. The addition of a station at 130<sup>th</sup> is possible and would attract riders, but would add cost and draw riders away from other stations. Through the value engineering process, Sound Transit identified a design similar to alternative A3 in the FEIS that would elevate over 130<sup>th</sup> Street, reducing the amount of elevated guide-way and reducing costs and risks associated with highway work at this location. Notable drawbacks include additional elevated guide-way visible to some

neighborhoods in North Seattle. Sound Transit has three approaches for improving pedestrian facilities across I-5 and 185<sup>th</sup> street varying in cost from \$1-\$4 million.

#### Segment B Modifications

Requested modifications included re-alignment of alternative B2, a retained cut station at 220th Street SW, transit parking expansion options at or near the Mountlake Terrace Transit Center, continued advancement of the design and engineering of Alternative B1 and development of a preliminary plan for future use of the Mountlake Terrace Freeway Station once light rail service to Lynnwood begins.

The addition of a station at 220<sup>th</sup> is possible and would attract riders, but at the expense of boardings at the Mountlake and Lynnwood Transit Centers. Sound Transit's current design estimate of an I-5 median alignment between Mountlake Terrace and Lynnwood is \$30-35 million less than the preferred alternative. This would not accommodate a station at 220<sup>th</sup> without significant changes and higher cost making it more expensive than the preferred alternative. Mr. Sheldon reviewed an alternate option to use school property previously deemed historic as a station location with a bigger and more flexible construction staging area. This option would move the guide-way further West (still partially within WSDOT right of way) and would not require moving highway ramps. This would require additional property acquisition including the Edmond's School District site and up to five additional residential properties. This option mitigates many risks including risks to wetlands but it does not save any cost.

#### Segment C Modifications

Requested modifications included evaluation of further transit parking expansion at or near the Lynnwood Transit Center beyond that included in Alternative C3.

The current preferred alternative expands parking by 500 stalls bringing the total to 1,900 stalls. Sound Transit determined that an additional floor to the parking garage providing an additional 450 stalls could be included for \$20-\$25 million.

Mr. Sheldon summarized Sound Transit assessment results of additional stations. Based on current conditions, Sound Transit's assessment suggests that TOD opportunities are low to moderate. Adding stations at either location would only redistribute riders that would likely be on the system at other locations. The cost associated with the additional stations or making accommodations for adding them in the future vary depending on a number of factors. Cost trade-offs address different ways to handle potential stations at 130<sup>th</sup> and 220<sup>th</sup>. The cost of the project currently in the agency plan allocates \$1.375 billion and this is the current number used to benchmark project affordability at this stage. Estimated cost of the project at the conclusion of the draft EIS was \$1.38 billion. The cost of the preferred alternative has increased by approximately \$55 million due to higher property costs and changes to station design. Mr. Sheldon reviewed potential cost savings in planning for future stations now by avoiding later disruption of light rail service and other station design options. If stations are built out-right, costs increase significantly. Another consideration is that the addition of either station requires more trains to maintain planned system service levels costing approximately another \$40 million.

Boardmembers asked for clarification that ridership numbers would remain static with the addition of alternate station. Mr. Sheldon stated that estimates were based on the Puget Sound Council's regionally adopted land use forecasts. If these forecasts were to change, the results would be different. In response to a Boardmember question, Mr. Sheldon stated that the cost estimate increases are primarily due to increases in property values and that design changes are due to further refinements.

Mr. Sheldon completed his report by reviewing potential risks to the project schedule including the approval processes with Sound Transit's federal partners and the completion of New Starts grant application. Scope additions or requested betterments could also pose risk to the project schedule. Next steps include a project selection by the Board on April 23, 2015. Receipt of the NEPA Record of Decision is expected in the summer. Sound Transit will complete the application for the Federal Transit Administration (FTA) New Starts grant in September and hope to receive preliminary engineering approval and a preliminary project rating. Sound Transit staff will be completing the environmental record and preparing for final design throughout the remainder of 2015. The project is on schedule for revenue service in 2023.

## **PUBLIC COMMENT ON LYNWOOD LINK**

Chair Butler noted that there is a lot of public interest in the Lynnwood Link Extension. Even though usual practice is to take public comment only on action items within the Committee's final authority, today, anyone who wants to comment on the Lynnwood Link Extension may do so including anyone in the audience today.

Scott MacColl, City of Shoreline  
Paul W. Locke

**Resolution No. R2015-05 was moved by Boardmember Earling and seconded by Boardmember O'Brien.**

Boardmember O'Brien offered an amendment to the resolution, titled Amendment No. 1.

Amend Resolution No. R2015-05, Section 1.A., as follows:

The route will begin on elevated guideway at the terminus of the Northgate Link Extension. It will cross over 1<sup>st</sup> Avenue NE and enter Interstate 5 right-of-way just north of the NE 107<sup>th</sup> Street on-ramp to northbound I-5 and continue on elevated guideway over NE Northgate Way adjacent to the east side of I-5, and then transition to a combination of retained cut, retained fill and elevated structures. The route will continue along the east side of I-5, partially in interstate right-of-way and partially on adjacent properties, to NE 145<sup>th</sup> Street, crossing over NE 130<sup>th</sup> Street on elevated structure. Low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations will be made to facilitate construction of an elevated station near NE 130<sup>th</sup> Street if approved.

Boardmember O'Brien stated that a number of community members are in support of the 130<sup>th</sup> station and that the City of Seattle is interested in exploring options to boost ridership significantly. Boardmember O'Brien stated that while the additional expense does not increase ridership based on information available today; there is the potential to make land use changes around the stations that may increase ridership. This amendment preserves the option to add these stations only. Mr. Sheldon noted that the added cost to accommodate a future station at 130<sup>th</sup> and 220<sup>th</sup> Street SW would be about \$10 million based on the current state of design. Boardmember Earling indicated that he supported the investment to preserve the option to add these stations to support increased economic activities forecasted in these areas.

**It was moved by Boardmember O'Brien, seconded by Boardmember Earling, and carried by unanimous vote that Amendment 1 be accepted as an amendment to Resolution No. R2015-05.**

Boardmember Earling offered an amendment to the resolution, titled Amendment No. 2.

Amend Resolution No. R2015-05, Section 1.F., as follows:

The route will proceed on elevated guideway across I-5, transitioning from the east side to the west side of the interstate, and then proceed in a combination of retained cut, retained fill and elevated structures to and over 220<sup>th</sup> Street SW, partially in interstate right-of-way and partially on adjacent properties. Low cost infrastructure improvements that are both consistent with the ST2 plan and necessary to avoid substantial disruption of future light-rail operations will be made to facilitate construction of a station near 220<sup>th</sup> Street SW if approved.

Boardmember McCarthy expressed concern that additional stations and additional improvements remove focus from the system expansion to Everett, Redmond and Tacoma. Boardmember O'Brien added comments that his expectation is that Sound Transit will continue to look for opportunities where future sites for both the corridors and spine can be identified for modest investments.

**It was moved by Boardmember Earling, seconded by Boardmember O'Brien, and carried by unanimous vote that Amendment 2 be accepted as an amendment to Resolution No. R2015-05.**

**It was carried by unanimous vote that Resolution No. R2015-05 be forwarded as amended to the Board with a do-pass recommendation.**

**EXECUTIVE SESSION**

None

**OTHER BUSINESS**

None

**NEXT MEETING**

Thursday May 14, 2015  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting adjourned at 3:34 p.m.



Fred Butler  
Capital Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on May 14, 2015, LM