



## SOUND TRANSIT CAPITAL COMMITTEE MEETING

### Summary Minutes September 14, 2017

#### 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

(A) Claudia Balducci, King County Councilmember

##### Board Members

(A) Nancy Backus, Auburn Mayor

(P) Dave Earling, Edmonds Mayor

(P) Rob Johnson, Seattle Councilmember

(P) Kent Keel, University Place Mayor Pro Tem

(P) Mary Moss, Lakewood Councilmember

(P) Dave Upthegrove, King County Councilmember

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

#### REPORT OF THE CHAIR

None

#### CEO REPORT

##### Federal Way Link Extension Open Houses

Peter Rogoff, CEO, reported that Sound Transit was holding open houses for members of the public to learn about the Federal Way Link Extension project and timeline. The open houses offer the public an opportunity to provide input on the character of the three future light rail stations located near Kent Des Moines Road, South 272nd Street and I-5, and the Federal Way Transit Center.

The first open house was held September 13, 2017, at the Federal Way Community Center, and the second open house would be on Saturday, September 16, 2017, at Highline College.

##### New South Line Sounder Trips

Mr. Rogoff advised that beginning September 25, 2017, the Sounder south line will be getting two new roundtrips. With the addition of these two trains, there will be 13 daily roundtrips on the Sounder south line. During peak hours, trains will arrive as often as every 20 minutes. The additional trains will help ease congestion on the line's most crowded trains.

##### Senate Oversight Hearing

Mr. Rogoff provided an update on the state Senate Law and Justice Committee work session to discuss Sound Transit and the development of ST3. Sound Transit was given formal notification that there will be meetings on September 26 and October 5, 2017. Sound Transit staff has been fully cooperative with numerous meetings, inquiries, and requests for information. Mr. Rogoff will update Board members with new information as it becomes available between now and the work sessions.

## House of Representatives Washington D.C.

Mr. Rogoff stated that on September 27, 2017, he is scheduled to testify before the Transportation and Infrastructure Subcommittee on Highways and Transit in Washington D.C. He has been asked to discuss overall infrastructure needs and the administration's thoughts on an infrastructure package. In addition, he will be making the case for the importance of continued federal participation on the Lynnwood Link and Federal Way Link Extensions.

## Uber Partnership

Sound Transit is running a promotion with Uber for Link riders in South King County. The promotion began on September 5, 2017, and for a limited time riders using the Uber app to connect to any of Sound Transit stations between Beacon Hill and Angle Lake can receive a discount using the code "Transit."

The Puget Sound region boasts a robust public transportation system, but there are still places that lack convenient access to transit stations and bus lines. This program will provide an incentive to pair trips with ride-sharing and will allow Sound Transit to observe the impacts on ridership.

Uber is also partnering with Pierce Transit on a similar promotion. Sound Transit and Pierce Transit will share data on the performance of both promotions.

## PUBLIC COMMENT

Paul W. Locke  
Alex Tsimmerman, Stand Up America  
Marguerite Richards  
Tiniell Cato

## REPORTS TO THE COMMITTEE

None

## BUSINESS ITEMS

### Items for Committee Final Action

#### Minutes of the August 10, 2017, Capital Committee Meeting

**It was moved by Board Member Moss, seconded by Board Member Earling, and carried by unanimous vote that the August 10, 2017, Capital Committee minutes be approved as presented.**

Motion No. M2017-117: Authorizing the chief executive officer to execute a Reimbursement Agreement with the Washington State Department of Transportation for replacement of Interstate 90 East Channel Bridge expansion joints as a betterment to the East Link Extension for a total authorized agreement amount not to exceed \$1,470,000.

Ron Lewis, Executive Project Director, and Tia Raamot, Project Manager, presented the staff report. The East Channel Bridge is made up of two bridges, one eastbound and one westbound, between Mercer Island and Bellevue. The East Link Extension will run on the eastbound East Channel Bridge.

As part of the Washington State Department of Transportation (WSDOT) routine maintenance, the expansion joints are replaced when needed. The expansion joints on the westbound bridge were replaced in 2014, and WSDOT is scheduled to replace the expansion joints in the eastbound bridge in 2021. To meet the needs of the East Link Extension schedule, Sound Transit has worked with WSDOT to have the

Sound Transit's contractor procure and build a portion of the eastbound expansion joints prior to 2021; WSDOT will reimburse Sound Transit for this betterment work.

**It was moved by Board Member Johnson, seconded by Board Member Keel, and carried by unanimous vote that Motion No. M2017-117 be approved as presented.**

#### Items for Recommendation to the Board

Resolution No. R2017-31: (1) Adopting the Tacoma Link Expansion baseline schedule and budget by increasing the authorized project allocation from \$34,622,000 to \$217,346,000 and establishing a project revenue service date of May 2022; (2) approving passage through Gate 5 within Sound Transit's Phase Gate process; and (3) approving Tacoma Link Extension as the project name.

Madeleine Greathouse, Project Director, Sue Comis, HCT Development Manager, and Paul Denison, Light Rail Operations Director, presented the staff report.

The Tacoma Link Expansion is a 2.4-mile extension from downtown to the Hilltop area. The alignment will run in mixed traffic with six new stations and relocates the Theater District Station. A significant component of the work is relocating utilities from under the tracks where possible. The Operations and Maintenance Facility (OMF) will be expanded to accommodate five additional vehicles that will be procured as part of the project.

Third parties and stakeholders have been involved throughout project planning and development. The City of Tacoma is a funding partner, which is unique for Sound Transit projects. The ST2 plan stated that the project was viable only if other private or public entities provided matching funds.

The ST2 plan broadly identified the extension as either north to the hospitals or east to Fife. The representative project provided in the ST2 plan was a scaled-down version of what the Board adopted as the alignment in 2015, which was a 1.3-mile extension with two stations, two vehicles, and no expansion of the OMF. The project in its current form reflects the City's and community's willingness to partner with Sound Transit to develop a project best suited to serve the community's needs and still stay within the cost range identified in the ST2 plan.

The proposed baseline budget was presented as \$217.3 million and incorporates all of the work identified. The cost estimate is based on the latest information with regard to the current market conditions as well as the evolution of design and scope refinements. The proposed baseline cost is within the range identified in the ST2 plan when escalated to year of expenditure dollars. Revenue service is anticipated to begin in May 2022.

The top four project risks are additional roadway improvements and modification, unidentified utility conditions, non-signalized intersections, and construction bids exceeding the engineer's estimate.

Board Member Johnson mentioned the third party funding as part of the project. He asked if relocating the Theatre District station was a request of the City. Ms. Comis stated that the City did request the relocation of the Theatre District station. Without relocation, the station would have required an additional platform since it currently has a single-sided platform.

Board Member Johnson asked for more information on the \$2.7 million in project development costs. Ms. Greathouse explained that in the single-year grant agreement, the Federal Transit Administration excludes those costs from the budget. Sound Transit includes the costs because those are part of the entire project costs.

Mr. Rogoff mentioned that the Federal contribution of \$74.9 million for this project has been fully appropriated.

**It was moved by Board Member Moss, seconded by Board Member Keel, and carried by majority vote that Resolution No. R2017-31 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2017-32: (1) Amending the Adopted 2017 Budget to create the West Seattle and Ballard Link Extensions Project by (a) establishing the Project Allocation to Date through the completion of the Preliminary Engineering Phase in the amount of \$285,896,000 and (b) establishing the 2017 Annual Budget in the amount of \$4,150,000; (2) authorizing the project to advance through Gate 1 within Sound Transit's Phase Gate Process; and (3) establishing the name of the project as the West Seattle and Ballard Link Extensions Project.

Cathal Ridge, Central Corridor HCT Development Director; Ron Endlich, Project Director; and Wesley King, ST3 Program Expansion Manager, presented the staff reports for Resolution No. R2017-32 and Motion No. M2017-119.

Mr. Ridge stated that the West Seattle Link Extension will open in 2030, is 4.7-miles long, includes four elevated stations and one at-grade station, and a rail-only fixed span crossing of the Duwamish River. The Ballard Link Extension will open in 2035, is 7.1-miles long, includes three elevated stations and six tunnel stations, and a rail-only movable bridge over Salmon Bay. Both projects will initially be studied together due to the need to resolve design and construction phasing issues that impact both projects. The projects may be separated in future phases.

A request for qualifications was issued in April 2017 to procure a consultant for Phase 1: Alternatives Development; Phase 2: Draft EIS & Conceptual Engineering; and Phase 3: Final EIS & Preliminary Engineering. Two responses were received and HNTB was ranked as the highest proposer.

Mr. Ridge mentioned that over the next year and a half, staff's objective is to identify a preferred alternative at the end of the alternative development phase before getting into the environmental review. This is important because there will be a large amount of work done during the first phase that would normally be done in later phases so that there is more certainty about the preferred alternative to inform a decision. The project schedule for the next year would get underway with alternatives development based on the ST3 alignments. Staff will be doing stakeholder outreach and feasibility studies on key critical areas along the corridor and toward the middle of 2018, stationary planning will begin.

Mr. Rogoff emphasized that there are elements of this initial contract that in the past might have been put off until later. The assumptions put into the system implementation plan were to work toward a preferred alternative earlier to deliver the project to the populous sooner. This will be the first true test of this mechanism to get early technical answers so that we can have earlier discussions with the public and elected officials to arrive at an earlier decision on a preferred alternative.

Board Member Johnson spoke as a representative of the City of Seattle. He stated that many of his colleagues are interested in what the City can do to continue to stay on the aggressive time horizon that the Sound Transit Board has set forth for the operations and opening of both the West Seattle and Ballard Link Extensions. Identification of a preferred alternative in early 2019 will keep all parties on an aggressive schedule and is probably one of the best ways to make sure the projects stay on track for their 2030 and 2035 openings. At the same time, getting a political consensus in a large community in such a brief time period will be challenging. He will do his part to work with the City toward a concurring position in early 2019 so that there will be agreement on a preferred alternative. This alternative development process is critical for the City; without stakeholder input and the ability to achieve a set of concrete objectives by the first quarter of 2019, project development and project delivery may slip, which would not be in the best interest of the City or Sound Transit.

Mr. Rogoff echoed Board Member Johnson's comment of the importance of getting the stakeholders' full engagement at the earliest point and through the process in order to make the schedule.

**It was moved by Board Member Johnson, seconded by Board Member Earling, and carried by unanimous vote that Resolution No. R2017-32 be forwarded to the Board with a do pass recommendation.**

Motion No. M2017-119: Authorizing the chief executive officer to execute a contract with HNTB Corporation to provide project development services for the West Seattle and Ballard Link Extensions Project in the amount of \$24,412,019, with a 10% contingency of \$2,441,202, for a total authorized contract amount not to exceed \$26,853,221.

**It was moved by Board Member Johnson, seconded by Board Member Moss, and carried by unanimous vote that Motion No. M2017-119 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2017-33: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.

Kevin Workman, Director of Real Property, stated that the action would authorize acquiring 22 properties needed for the Lynnwood Link Extension. The owners were notified via certified mail on September 5, 2017, and notices of the acquisition will be in the Seattle Times and The Herald of Everett on September 8, 2017, and September 18, 2017.

**It was moved by Board Member Earling, seconded by Board Member Keel, and carried by unanimous vote that Resolution No. R2017-33 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2017-34: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Federal Way Link Extension.

Kevin Workman, Director of Real Property, stated that the action would authorize acquiring 49 properties needed for the Federal Way Link Extension. The owners were notified via certified mail on September 12, 2017, and notices of the acquisition will be in the Seattle Times and The Tacoma News Tribune on September 15, 2017, and September 22, 2017.

**It was moved by Board Member Johnson, seconded by Board Member Earling, and carried by unanimous vote that Resolution No. R2017-34 be forwarded to the Board with a do pass recommendation.**

EXECUTIVE SESSION

None

OTHER BUSINESS

None

**NEXT MEETING**

Thursday, October 12, 2017  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting adjourned at 2:58 p.m.

  
\_\_\_\_\_  
Fred Butler  
Capital Committee Chair

ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

APPROVED on November 9, 2017, JE