

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

November 9, 2017

CALL TO ORDER

The meeting was called to order at 1:36 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) Claudia Balducci, King County Councilmember

Board Members

(P) 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

Board Member Participation via Phone

Chair Butler stated that Board Member Backus has asked to participate in the meeting by phone. The Board Rules and Operating Procedures allow members to attend meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Board Member Earling, seconded by Board Member Moss, and carried by unanimous vote that Board Member Backus be allowed to participate in the Capital Committee meeting by telephone.

CEO REPORT

Future Budget Presentations

CEO Rogoff stated that at the November Board meeting, staff will be introducing an Info Graphic structure for all contract and budgeting actions. This tool has been developed to visually display and give a better understanding of where a project is in its life and precisely what action is being taken.

He thanked Board Members Butler and Roberts who received a preview and gave staff feedback. The goal is to begin using this tool in January 2018.

Transit-Oriented Development Actions

Mr. Rogoff advised that several transit-oriented development transactions will be considered by the Capital Committee before the end of the year. The program set out to move a series of transactions in different phases through this year to understand how the program operates under the new statute and ST3 System Plan language.

At the November Board meeting, there will be three transactions for consideration and action. Procurement was completed earlier than anticipated for two projects, Roosevelt and First Hill, and the third action is an agreement for Capitol Hill Site D. The three projects are a mix in density, program, and project type, but all three deliver affordable housing beyond what is required in the new statute.

PUBLIC COMMENT

Paul W. Locke
Alex Tsimerman, Stand Up America

BUSINESS ITEMS

Items for Committee Final Action

Minutes of the September 14, 2017, Capital Committee Meeting

It was moved by Board Member Johnson, seconded by Board Member Earling, and carried by unanimous vote that the September 14, 2017, Capital Committee minutes be approved as presented.

Motion No. M2017-135: Authorizing the chief executive officer to execute a contract amendment with Stacy and Witbeck, Inc. to provide railroad flagging services for Sounder capital projects located within Sound Transit railroad right-of-way in the amount of \$300,000, for a new total authorized contract amount not to exceed \$3,016,536.

Rick Sarkany, Deputy Construction Manager, and Matt Preedy, Director Construction Management, presented the staff report. Stacy and Witbeck, Inc. provides railroad flagging services for Sound Transit railroad right-of-way between Tacoma and Nisqually in Pierce County. Railroad flagging is a key safety requirement for construction work occurring within active railroad lines. Work on the Tacoma Trestle Track & Signal project was accelerated to meet the opening date of December 18, 2017, resulting in night and weekend work, which was not anticipated in the original contract.

It was moved by Board Member Moss, seconded by Board Member Earling, and carried by unanimous vote that Motion No. M2017-135 be approved as presented.

Items for Recommendation to the Board

Motion No. M2017-118: Adopting the permanent station names for the Tacoma Link Extension and renames the existing Commerce Street Station.

Madeleine Greathouse, Project Director, and Jeff Munnoch, Community Outreach Director, presented the staff report. The Board adopted a policy to guide the process of determining the permanent station names. Station names should help users navigate the system and acknowledge the communities in the station area.

Prior to bringing station names to the Board for consideration, staff conducts community outreach to gather information. Outreach for the Tacoma Link Extension occurred at the 30 percent design effort and again at the 60 percent design effort both in person and online. In addition, staff held stakeholder and community group briefings. In total, there were approximately 400 suggestions for station names.

One unique challenge to the process was that the stations are fairly close together and there are multiple stations within a single neighborhood. The solution was to look at historic buildings along the alignment, which provides a strong sense of place for wayfinding, as well as including names that are recognized by the community at large.

Staff proposed naming the stations Old City Hall Station, South 4th Station, Stadium District Station, Tacoma General Station, 6th Avenue Station, Hilltop District Station, St. Joseph Station, and renaming the existing Commerce Street Station to the Theater District Station.

It was moved by Board Member Moss, seconded by Board Member Johnson, and carried by majority vote that Motion No. M2017-118 be forwarded to the Board with a do pass recommendation.

Motion No. M2017-136: Authorizing the chief executive officer to amend the contract with HDR Engineering, Inc. for the Tacoma Link Extension by (1) increasing the contract contingency for Final Design services in the amount of \$306,414, and (2) amending the contract for Design Services During Construction in the amount of \$2,045,317, for a combined total amount of \$2,351,731, for a new total authorized contract amount not to exceed \$10,325,177.

Madeleine Greathouse, Project Director, reported that the design effort of the Tacoma Link Extension will near completion the first quarter of 2018. Currently, the project team is looking at the level of effort required to complete the design and to provide for design services during construction.

The requested contingency is a result of some changes received from the City of Tacoma that involved some design edits, revisiting the functional planning for the operations and maintenance facility, and implementing design refinements and maintenance of traffic requirements.

The second part of the action is to exercise the option to provide design services during construction that will begin in early 2018 with the advertisement of the construction package. In this capacity, the consultant will assist Sound Transit during the construction procurement in responding to construction related questions from bidders as well as providing ongoing technical support during construction.

It was moved by Board Member Moss, seconded by Board Member Johnson, and carried by majority vote that Motion No. M2017-136 be forwarded to the Board with a do pass recommendation.

Motion No. M2017-137: Authorizing the chief executive officer to execute a contract with Brookville Equipment Corporation to provide five light rail vehicles for the Tacoma Link Extension in the amount of \$26,544,074 with an allocated contract contingency of \$1,000,000, for a total authorized contract amount not to exceed \$27,544,074, plus applicable tax.

Madeleine Greathouse, Project Director, presented the staff report. This action would procure five vehicles to supplement the existing light rail fleet in Tacoma. The additional vehicles are needed to meet the planned 10-minute headways during peak hours when the extension opens in May 2022. The first vehicle will be delivered following completion of the expanded Operations and Maintenance Facility and the final vehicle will be delivered in the first quarter of 2021.

It was moved by Board Member Moss, seconded by Board Member Earling, and carried by majority vote that Motion No. M2017-137 be forwarded to the Board with a do pass recommendation.

(Board Members Keel and Upthegrove arrived at this time.)

Motion No. M2017-138: (1) Identifying the Preferred Alternative for the Auburn Station Access Improvements Project to advance into environmental review, and (2) authorizing the project to advance through Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

Karen Kitsis, South Corridor Development Director, and Marie Olson, Acting South Corridor Director – Operations, presented Motion Nos. M2017-138 and M2017-139. Board member packets also included

letters from the City of Auburn and the City of Kent regarding recommended sites for the Auburn Station Access Improvement and Kent Station Access Improvement projects.

In November 2008, voters approved the Auburn and Kent Access Improvements projects as part of the ST2 ballot measure. Funding for these improvements was suspended as a result of the recession. The Board restored funding for the access improvements in 2016 and the Auburn and Kent Sounder Station Access Improvements projects commenced in November 2016.

Ridership on Sounder commuter rail is expected to double by 2040 and customers will need improved access to reach the stations. During Phase 1 of the project, a range of non-motorized projects and potential locations for structured parking of approximately 500 net new stalls were examined. The project evaluated potential parking, pedestrian, and bicycle access improvements that could be made to improve rider access to the station. The results of the project evaluation have been shared with jurisdictions and stakeholders at a local level.

Staff presented the results of the evaluation and outreach process for consideration of the preferred set of improvements. The goals for the projects were established in coordination with each city's staff and stakeholders to provide access to the stations in a way that is environmentally sustainable, can be implemented with available financial resources, can be provided within the project schedule, and are consistent with Sound Transit policies and compatible with local plans.

Kent Station has four station sites available for Board consideration: Site 1 – East James Street; Site 2 – Kent Station Shopping Center; Site 3 – Railroad Avenue; and Site 4 – Kaibara Park. Site 3 is the recommended location by both the City of Kent and Sound Transit. This site would also provide an improved transfer center for commuters using bus to get to and from the station. Comparing costs between the options, the preferred site is the only site within the cost estimate.

Auburn Station has four station sites available for Board consideration: Site 1 – First and B Streets; Site 2 – Ace Hardware; Site 3 – Existing Sound Transit surface parking lot; and Site 4 – Union of Aerospace Machinists site. Site 1 is the recommended location by both the City of Auburn and Sound Transit. The site is currently a parking lot owned by the City of Auburn and is closest to the cost estimate. The City of Auburn has asked Sound Transit to look at traffic impacts for Site 1.

Ms. Kitsis stated that staff is asking the Capital Committee for a recommendation to the Board for one site from each location to move forward for the environmental process in addition to the non-motorized improvements included in the overall cost estimate. Staff anticipates coming to the Board in spring 2019 for a decision on a project to be built.

It was moved by Board Member Backus, seconded by Board Member Keel, and carried by majority vote that Motion No. M2017-138 be forwarded to the Board with a do pass recommendation.

Motion No. M2017-139: (1) Identifying the Preferred Alternative for the Kent Station Access Improvements Project to advance into environmental review, and (2) authorizing the project to advance through Gate 2: Identify Alternatives and Gate 3: Identify Preferred Alternative within Sound Transit's Phase Gate process.

It was moved by Board Member Upthegrove, seconded by Board Member Johnson, and carried by majority vote that Motion No. M2017-139 be forwarded to the Board with a do pass recommendation.

Motion No. M2017-140: Authorizing the chief executive officer to increase the contingency for the Northgate Link Extension civil construction management consultant services contract with North STAR, a joint venture of CH2M-Hill, Inc. and Jacobs Project Management Company, in the amount of \$1,800,000, for a new total authorized contract amount not to exceed \$84,830,456.

Rick Capka, Principal Construction Manager, presented the staff report. North STAR provides construction management consultant (CMC) services for the civil construction contracts associated with the Northgate Link Extension. An increase to the contingency is required to fund additional CMC services for the project trackwork construction contract, which was not anticipated when the original CMC contract was negotiated in 2012.

In 2012, trackwork construction was planned to be included within the system construction contract. Based on experience gained during University Link Extension construction, a decision was made to split the trackwork construction from the systems construction for the Northgate Link Extension.

It was moved by Board Member Johnson, seconded by Board Member Keel, and carried by majority vote that Motion No. M2017-140 be forwarded to the Board with a do pass recommendation.

Motion No. M2017-141: Authorizing the chief executive officer to execute a Transitway Agreement with the City of Lynnwood to grant Sound Transit non-exclusive use of a light rail transitway within City right-of-way to construct, operate, maintain, and own a light rail transit system for the Lynnwood Link Extension.

Rod Kempkes, Executive Project Director, and John Evans, Light Rail Development Manager, presented the staff report. The Transitway Agreement covers elements related to the grants of rights by the City, activities in public rights-of-way during construction, operations, maintenance, and repair in streets and right-of-way. The term of the agreement remains in effect as long as the transitway is used for public transportation purposes. Prior to the execution of the Full Funding Grant Agreement, the Federal Transit Administration requires that Transitway Agreements be signed with all cities within the Lynnwood Link Extension.

Board Member Keel asked whether non-exclusive means that someone else can use the right-of-way and if so, who has priority. Staff responded that Sound Transit will have long-term priority; however, other use of the right-of-way may be used if it is not in conflict with Sound Transit's transitway. An example would be where a City street is being crossed and a utility would like to run a line under the trackway, the City will allow the utility to run the line and Sound Transit cannot preclude that work. Mr. Rogoff stated that there is no scenario where any other operator would use the railway operated by Sound Transit.

It was moved by Board Member Earling, seconded by Board Member Johnson, and carried by majority vote that Motion No. M2017-141 be forwarded to the Board with a do pass recommendation.

Resolution No. R2017-39: 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 acquisition of 124 parcels consisting of full and partial acquisition, temporary construction easements, and/or permanent easements needed for the Federal Way Link Extension. He explained that this action would affect 35 parcels; however, a few of the parcels would impact common areas of a condominium complex. The staff report states 124 parcels because Sound Transit is required to notify the tax payers of record. Every owner is listed by their tax payer parcel number as owners in common of those common areas.

The owners were notified via certified mail on October 31, 2017, and notices of the acquisition will be in the Seattle Times and The News Tribune on November 3, 2017, and November 10, 2017.

It was moved by Board Member Upthegrove, seconded by Board Member Moss, and carried by unanimous vote that Resolution No. R2017-39 be forwarded to the Board with a do pass recommendation.

Resolution No. R2017-40: 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 10 properties needed for the Federal Way Link Extension. The owners were notified via certified mail on November 1, 2017, and notices of the acquisition will be in the Seattle Times and The Herald of Everett on November 3, 2017, and November 10, 2017.

It was moved by Board Member Johnson, seconded by Board Member Keel, and carried by unanimous vote that Resolution No. R2017-40 be forwarded to the Board with a do pass recommendation.

REVIEW THE SOUND TRANSIT 2018 CAPITAL BUDGET AND PROPOSED REVISIONS

Brian McCartan, Executive Director Finance and Information Technology, and Jim Hathaway, Budget Manager, presented the 2018 Capital budget and proposed revisions. The Proposed 2018 Budget is \$2.2 billion, including \$1.7 billion for capital spending. The Proposed 2018 Transit Improvement Plan (TIP) is the long-term plan for building out the voter-approved regional plan plus other capital costs totaling \$13.7 billion.

Mr. Hathaway stated that of the \$1.7 billion proposed for 2018 capital projects, 82 percent is for Link light rail expansion. Link light rail projects include \$575 million for East Link Extension; \$311 million for Northgate Link Extension; \$148 million for Lynnwood Link Extension; \$123 million Federal Way Link Extension; \$20 million for Tacoma Link Extension; \$97 million for the Operations and Maintenance Facility: East; and \$26 million for West Seattle and Ballard Link Extensions.

In 2018, Sounder commuter rail projects include \$11.4 million for station improvement projects; \$718 thousand for North Sounder parking/access; \$4 million for the Sounder Maintenance Base; and \$7.8 million for Sounder South Expanded Service. Regional Express bus projects include \$35.5 million for I-405 Bus Rapid Transit; \$5.8 million for SR 522 Bus Rapid Transit; \$15.4 million for Fleet Expansion; and \$1.2 million for Bus-on-Shoulder projects.

There are 28 new projects in the Proposed 2018 TIP totaling \$517 million. The projects include Link expansion, new programs, rider experience, safety & security, facilities, and state of good repair and enhancements.

Chair Butler asked if the estimates in the TIP are reflective of the current challenges of cost escalation. Mr. McCartan responded that while the market for construction and real estate are volatile, the agency is trying to manage to the cost estimates provided in the voter-approved projects. There may be challenges on individual projects for right-of-way and costs. When the projects are baselined, the Board will be given a number that staff expects is accurate to deliver the project. Mr. Rogoff added that staff has begun to have internal conversations on where the agency is heading systemwide and how to get information to the Board sooner.

Board Member Johnson added that it would be helpful, particularly on larger-scale projects, to know the difference from what was proposed at the baseline and what is being proposed in the TIP.

There are three proposed revisions to the Proposed 2018 TIP totaling \$198.5 million. The first revision adds \$111.8 million for the Lynnwood Link Extension to increase the right-of-way phase due to the market conditions. The second revision adds \$86 million for the Downtown Redmond Link Extension to increase the right-of-way phase to begin the acquisitions for a large portion of the project. The third revision is for \$662 thousand, which is grant funded, to increase the Secure Radio project to augment the existing radio system.

REPORTS TO THE COMMITTEE

None

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, December 14, 2017
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:06 p.m.



Fred Butler
Capital Committee Chair

ATTEST:


Kathryn Flores
Board Administrator

APPROVED on December 14, 2017, JE