



## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

**Summary Minutes**

**March 12, 2015**

### **CALL TO ORDER**

The meeting was called to order at 1:34 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

(P) John Marchione, Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(P) Mike O'Brien, Seattle Councilmember

(P) 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**

Committee Chair Butler noted that a hearing on the Transportation Bill that includes taxing authority for ST3 would take place at the House Transportation Committee on March 26, 2015 at 3:30pm.

#### Boardmembers Requests to Participate via Teleconference

Boardmember McCarthy asked to participate in today's meeting by teleconference. Committee Chair Butler noted that a supermajority positive vote of the Boardmembers in attendance is required to allow Ms. McCarthy to attend via teleconference.

**It was moved by Boardmember Earling, seconded by Boardmember McDermott, and carried by unanimous vote that Boardmember McCarthy be allowed to participate in the Board meeting by teleconference.**

### **ACTING CEO REPORT**

Acting CEO Mike Harbour mentioned that since the hearing on the Transportation Bill in Olympia interferes with the regularly scheduled Board meeting time, staff would be contacting Boardmembers to see if the March Board meeting can take place earlier in the day.

### **REPORTS TO THE COMMITTEE**

#### Federal Way Link Extension Update

Cathal Ridge, Light Rail Development Manager, presented the Draft EIS Summary document that was included in Committee members' packets. The Draft EIS will be published early next month; today's presentation provides a summary of some of that information.

This Federal Way Link Extension is approximately eight miles long and runs from the Angle Lake station to the Federal Way Transit Center. In the document, SR-99 alignments are shown in green and I-5 alignments are shown in red. The ST2 plan identified stations in the Kent/Des Moines, 272<sup>nd</sup>, and Federal Way Transit Center areas. Sound Transit is also looking at potential additional stations at 216<sup>th</sup> and 260<sup>th</sup> Streets as part of the

environmental process. These stations were not in the ST2 plan, but are being evaluated as part of this EIS. In addition to the two alignments along I-5 and SR-99, there is an opportunity to transition from one alignment to the other in the Kent/Des Moines area. ST2 authorized construction as far as 272<sup>nd</sup>, but current financial capacity is only sufficient to extend light rail to Kent/Des Moines. The SR-99 and I-5 alignments are separated by a quarter of a mile in the Kent/Des Moines area, but widens to half a mile apart at 272<sup>nd</sup>, and three quarters of a mile at the Federal Way Transit Center.

(Boardmembers Upthegrove, O'Brien, and Balducci arrived at this time).

This project began in 2012 in and Sound Transit conducted an alternatives analysis process during the first year along with two public comment periods. In September 2013, the Board identified the alternatives that Sound Transit studied in the Draft EIS. Sound Transit will hold a 45-day public comment period on the Draft EIS. The Board is scheduled to identify a preferred alternative in June. Once the Board provides the preferred alternative, a final EIS will begin. At completion, Sound Transit will request a final Board decision and project approval. Sound Transit will then seek Federal Transit recognition, complete the final design and begin construction of the segment down to Kent/Des Moines. Construction completion is expected in 2023.

Numbers presented showed the extensive outreach efforts that have taken place throughout the project to not only the public, but with other entities in the corridor including WSDOT and King County among others. Mr. Ridge summarized the common themes from the outreach efforts. These included concerns about impacts to commercial parcels, impacts to investments made by cities, view impacts, construction impacts, expansion of SR-509, Highline College access, ensuring speed and efficiency, and parking availability.

Mr. Ridge described the four baseline alternatives and potential additional station scenarios detailed in the Draft EIS Summary. The four baseline alternatives are alignments on SR-99, I-5, SR-99 to I-5, and I-5 to SR-99. Generally, the SR-99 alternative is at the higher end of the cost range. Travel times for all the baseline alternatives were estimated at 13 minutes with ridership estimated at 26 thousand daily riders. Land with TOD potential is greater along the SR-99. Business displacements are on the high end along SR-99 at 104 units but residential displacements are on the low end with only 36 units of an apartment complex located at the Kent/Des Moines station. Commercial land acquired (the amount of existing commercial land that would transition to a transportation use) is greater along SR-99.

I-5 alternatives are on the low end of the cost range. Travel time and ridership are similar to the SR-99 alternatives. The I-5 alternative and stations has less TOD potential. Business displacements along I-5 would be on the lower end of the scale but residential displacements would be higher. Most of the residential displacements would be in the Kent/Des Moines area including a couple of apartment buildings that are adjacent to the freeway. There is a mobile home park or two in the station area as well. Commercial land acquired would be lower as this is primarily a residential corridor.

SR-99 to I-5 is on the lower end of the cost spectrum but still similar in terms of travel time and ridership. Land with TOD potential is higher for this alternative. There are minimal business and residential displacements with this alternative.

I-5 to SR-99 is at the higher end of the cost range. Travel time and ridership are similar. There is more TOD potential due to the station option at 30<sup>th</sup> Avenue. This option also includes a station at Redondo at 272<sup>nd</sup>. Business, residential, and commercial are similar to the baseline I-5 alternative.

In addition to the four basic alternatives, there are quite a few options with additional stations added. These stations are not in the ST2 plan but were studied in the Draft EIS. The stations would increase the project costs, and slightly increase ridership. The major benefit would be land with TOD potential. I-5 alternative with an at-grade station at Kent/Des Moines would save about \$100 million compared to the baseline alternative, and is the lowest cost option studied. Residential displacement would also be lower because mobile home parks would be avoided. The final I-5 alternative presented includes a station near Highline College. This adds some project cost and ridership. Finally, I-5 to SR-99 with an additional station at 260<sup>th</sup>, is on the high end of the cost range but also a benefit in terms of land with TOD potential. Nine different station possibilities exist for the Kent/Des Moines station area alone. Project costs are generally higher for alternatives that go down SR-99, and lower for I-5 alternatives. In terms of ridership, the SR-99 alternatives rate higher. Mr. Ridge stated that the some of the

cost difference is due to acquisition of commercial land and because the SR-99 alternative is primarily elevated whereas an alternative along I-5 has large sections that at grade, perhaps as much as 60 percent.

The current financial plan has identified \$422 million for the extension down to Kent/Des Moines. Sound Transit has provided information about additional station costs that are not included in the ST2 plan. Adding a station at 216<sup>th</sup> would cost an additional \$80 million dollars. A trench option along SR-99 to extend from 216<sup>th</sup> W station down to Highline College would cost \$120 million. There are two additional options for the Federal Way station area, ending at the Federal Way Transit Center, or closer to the South 320<sup>th</sup> Park and Ride.

Sound Transit conducted a TOD assessment in parallel with the Draft EIS work. This TOD assessment is consistent with Sound Transit's Board policy. The assessment looked at pedestrian, bus, bike, and auto access and at market support for all of the twenty-one different station options. Every parcel within a quarter mile of each station area was assessed for the likelihood of redevelopment occurring. Results of this assessment are included in the Draft EIS Summary.

Next steps include collecting feedback from the public comment period and presenting feedback and technical information to the Board in June when a decision will be made about what should be studied in the Final EIS. During the Final EIS Sound Transit will continue to refine cost estimates until late next year when the Board decides on a final project. Baseline costs will not be known until 60% design, which will not occur for several years. The information presented in the Draft EIS is based on 5% to 10% design. Mr. Ridge reiterated that current funding capacity does not allow light rail expansion beyond Kent/Des Moines area and assumes only the stations identified in the ST2 plan. The additional stations at 216<sup>th</sup> and 260<sup>th</sup> would require approval and funding by identification on another ballot measure, or obtaining other funding.

In response to Boardmember questions, Mr. Ridge explained that Sound Transit has been very engaged with each of the four cities throughout the project. The cities are supportive of the project in general and understand that there is a lot of interplay with their needs. The Mayors in the corridor have formed their own working group and Sound Transit has briefed them on several locations. Boardmembers thanked Mr. Ridge for the presentation and for offering Boardmember tours of the alignment.

## **PUBLIC COMMENT**

Alex Zimmerman, StandUP America

## **BUSINESS ITEMS**

### Items for Committee Final Action

#### Minutes of the February 12, 2015 Capital Committee Meeting

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that the February 12, 2015 Capital Committee minutes be approved with a corrected roll call list.**

Motion No. M2015-24: Authorizing the chief executive officer to execute an agreement with Bellefield Office Park Realty LLC to reimburse Sound Transit in the amount of \$1,600,000 to add a traffic signal and other improvements at the intersection of 112th Avenue SE and SE 15th Street, as part of the East Link Extension.

Paul Cornish, Sr. Project Manager provided the staff report. Under the proposed agreement, Bellefield would fund intersection improvements and will reimburse Sound Transit for the design cost within 30 days of the execution of the agreement. Construction costs will be reimbursed in four semi-annual payments beginning thirty days after construction begins. The Bellefield Office Park currently has only two exits, one on SE 8<sup>th</sup> and one on 112<sup>th</sup>. An estimated 195 peak hour trips turn left onto 112<sup>th</sup> Avenue. A road-over-rail design option developed through the collaboration of Sound Transit and City of Bellevue staff provides benefits to the East Link Extension, but eliminates left turns onto 112<sup>th</sup> and SE 15<sup>th</sup>. The proposed agreement includes the addition of a traffic signal, some re-grading, driveway modification and adding turn lanes.



Boardmember Balducci noted her appreciation for the collaboration between Sound Transit and the City of Bellevue to find a solution to this issue.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione and carried by unanimous vote that Motion No. M2015-24 be approved as presented.**

Motion No. M2015-25: Authorizing the chief executive officer to execute a five-year agreement with United States Department of Agriculture – Animal and Plant Health and Inspection Services – Wildlife Division (APHIS-WS) to provide wildlife survey and control services, for a total authorized agreement amount not to exceed \$625,640.

Marti Louther, Senior Environmental Planner provided the staff report. This action will assist Sound Transit in complying with the Migratory Bird Treaty Act (MBTA), which prohibits harming, hunting, taking, capturing, or killing migratory birds, their nests, or eggs except under the terms of a valid permit issued by the federal government under federal regulations. The contract will be used during construction and maintenance activities to maintain compliance with the MBTA. Staff from the Office of Environmental Affairs and Sustainability will coordinate and manage this agreement and subsequent Task Orders.

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2015-25 be approved as presented.**

Item for Recommendation to the Board

Motion No. M2015-26: Authorizing the chief executive officer to extend the date of the Northgate Link Extension \$5 million funding commitment for the Interstate-5 pedestrian/bicycle bridge at Northgate to February 1, 2016.

Ron Endlich, Northgate Link Deputy Project Director provided the staff report. In June 2012, the Board approved Motion No. M2012-42 authorizing a Northgate access improvement study and outlining funding contributions to Northgate pedestrian and bicycle access improvements, including a contribution of up to \$5 million towards an Interstate-5 pedestrian/bicycle bridge that would connect with the Northgate light rail station. This action would extend the deadline to February 1, 2016, allowing the City more time to complete additional design and environment review work and identify additional funding sources to implement the project.

**It was moved by Boardmember O'Brien, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2015-26 be forwarded to the Board with a do-pass recommendation.**

## **EXECUTIVE SESSION**

None

## **OTHER BUSINESS**

None

## **NEXT MEETING**

Thursday April 9, 2015  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

## **ADJOURN**

The meeting adjourned at 2:40 p.m.

  
Fred Butler  
Capital Committee Chair

ATTEST:

  
Kathryn Flores  
Board Administrator

APPROVED on April 9, 2015, LM