



## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

### **Summary Minutes**

**June 11, 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*

(P) *John Marchione, Redmond Mayor*

(A) *Pat McCarthy, Pierce County Executive*

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

(P) *Dave Upthegrove, King County Councilmember*

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

### **REPORT OF THE CHAIR**

#### Boardmember Requests to Participate via Teleconference

Boardmembers McCarthy and Marchione 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 them to attend via teleconference.

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

### **ACTING CEO REPORT**

#### ST3 Public Involvement

Sound Transit launched a public involvement campaign last week for Sound Transit 3 planning. The outreach includes a dedicated website and public meetings around the region. Meetings are being coordinated with King County Metro's long-range plan outreach. Beginning June 16, 2015 six public meetings will take place at locations throughout the Sound Transit district, including one at Union Station before the June 25, 2015 Board meeting from 11:30-1:30pm. Dates and details for all the meetings are available on the ST3 website.

### **REPORTS TO THE COMMITTEE**

There are no reports to the committee.

### **PUBLIC COMMENT**

Queen Pearl

Alex Zimmerman, StandUP America

## **BUSINESS ITEMS**

### Items for Committee Final Action

#### Minutes of the May 14, 2015 Capital Committee Meeting

**It was moved by Committee Vice Chair McDermott, seconded by Boardmember Earling, and carried by unanimous vote that the May 14, 2015 Capital Committee minutes be approved as presented.**

Motion No. M2015-59: Authorizes the chief executive officer to execute a contract with Tube Art Displays, Inc. to fabricate, remove, and reinstall customer signage at existing Link stations and vehicles in anticipation of the University Link Extension opening, in the amount of \$672,333, with a 15% contingency of \$100,850, for a total authorized contract amount not to exceed \$773,183.

Candace Toth, Capital Signage Specialist and Juan Gonzales, Senior Project Controls Specialist provided the staff report.

Ms. Toth reported that the proposed action provides fabrication, removal and reinstallation of customer signs and sign components at existing Link stations and within Link vehicles. Updates are needed prior to the opening of the University Link extension. New signs include end of line directional signs, transit line maps, and certain regulatory signage. Sound Transit will use two sets of removable decals to cover new station names on the signage: one set will be removed at the opening of the University Link extension and the second removed at the opening of the South 200<sup>th</sup> Link extension.

**It was moved by Boardmember Earling, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2015-59 be approved as presented.**

### Items for Recommendation to the Board

Motion No. M2015-56: Identifies the preferred light rail route and station locations for the Federal Way Link Extension Final Environmental Impact Statement and approves Gate 3 within Sound Transit's Phase Gate process.

Cathal Ridge, Light Rail Development Manager and Don Billen, HCT Project Development Director provided the staff report. Mr. Billen reported that the presentation includes a summary of the Draft Environmental Impact Statement (EIS) findings, public comments and key issues for consideration of a preferred alternative. Mr. Ridge provided an overview of the project. The project area extends from the Angle Lake Station down to the Federal Way Transit Center. In September 2013, the Board identified the alternatives that Sound Transit studied in the Draft EIS. Sound Transit studied alignments on both SR-99 and I-5 along with several station options along each alignment. Additional stations at 216<sup>th</sup> and 260<sup>th</sup> were included in the Draft EIS, but were not identified in the ST2 plan. The Draft EIS was published in April and was followed by another public outreach period.

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.

The SR-99 alternative would be an elevated structure largely in the median of SR-99 and transition to the East or West side of the street at station areas. This alternative includes stations options at 216<sup>th</sup>, four station options in the Kent/Des Moines area, options at 260<sup>th</sup>, 272<sup>nd</sup>, and down at the Federal Way Transit Center. The I-5 alternative would largely be on the west side of I-5. Station options for this alternative include a transition option in the Kent/Des Moines area over to SR-99 and back to I-5. The study included additional station options in the Federal Way area. The third alternative starts on SR-99 and transitions to I-5 in the Kent/Des Moines area with a station at 30<sup>th</sup> Avenue. The fourth alternative starts on I-5 and transitions to SR-99 in the Kent/Des Moines area. Results presented in the Draft EIS include cost, travel time, ridership, land with TOD potential, residential and business displacements, and commercial land acquired.

Mr. Ridge focused on the SR-99 and I-5 alternatives to highlight differences between the two basic options. The SR-99 alternative cost is \$1.77 billion and the I-5 alternative is \$1.42 billion. Ridership and travel time is similar. Land with TOD potential is greater on the SR-99 alternative. Business displacements would be greater along the

SR-99 alternative and residential displacements are greater along the I-5 alternative. Commercial land acquired would be greater along SR-99.

Sound Transit currently has funding to construct the section down to the Kent/Des Moines station. All station options for this area are within a quarter mile of one another. The stations associated with the SR-99 alternative are slightly more costly. All the SR-99 station options show higher ridership with the exception of the single crossover station that is adjacent to SR-99.

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.

Mr. Ridge provided a summary of public outreach efforts and comments received. Outreach efforts included the mailing of over 26,000 flyers sent to people living within a half mile of the project area. Sound Transit held eleven community briefings, two public hearings, nine council briefings, ten corridor tours with key staff and five chamber briefings. There have been 16,000 visits to the Sound Transit website and over 550 comments received. Comments generally support one or the other alternative. Supporters of SR-99 cite better access to activity centers, more TOD potential, less residential impact, promote more walkable neighborhoods, and the inclusion of two additional stations. Supporters of the I-5 alternative cite that it is less costly, has fewer commercial impacts, and fewer impacts to recent investments by cities in improvements along SR-99. Finally, I-5 advocates believe that alternative to have less noise, visual, and construction impacts. The comment summary report repeats these same themes.

Mr. Ridge provided a sampling of I-5 alternative supporters and preferred stations that included the cities of Kent, Federal Way, SeaTac and Des Moines, and the Federal Way Public Schools. SR-99 supporters included several transportation groups, Highline College and more of the general public comments preferred the SR-99 alternative. This is a snapshot of key stakeholder comments. Other comments are included in the summary report and on the Sound Transit website.

This project will connect the cities of SeaTac and Federal Way with the regional growth centers which is consistent with the long-range vision of the PSRC. Mr. Ridge reported that the highlighted Midway subarea in the presentation shows the efforts made by the cities of Kent and Des Moines to concentrate TOD in that area adjacent to Highline College. The cities have adopted land use plans and guidelines to promote development. Callouts represent modified station locations proposed by stakeholders for consideration. The city of Kent and the Highline College have proposed alternative station locations not studied in the Draft EIS. Mr. Ridge provided some initial information about these station locations including walk distances.

Mr. Ridge summarized station option details for Federal Way including a suggestion by the City of Federal Way that the station be reoriented to the West side of 23<sup>rd</sup> Avenue, about 700 feet from the location studied in the Draft EIS. This is within the parcel that Sound Transit anticipates using but it would require reconfiguration of bus circulation. The Board could request that the suggested location be included in the Final EIS. This location provides a more natural transition out of the city to continue the southerly extension of the line. Mr. Ridge completed his report by providing answers to a few common questions, the first being an explanation of the higher cost of the SR-99 alignment. The SR-99 alternative is largely an elevated alignment while the I-5 alternative is mostly at grade. Utility relocation costs are greater along SR-99, property impact costs are greater, and roadway reconstruction would be greater. The residential displacements for the I-5 alternative would be primarily in the Kent/Des Moines area. The ridership for both alternatives is similar as most boardings are coming from the Federal Way station area, which is similar regardless of which alternative is preferred. Finally, the potential for TOD is dependent more on the locations of stations rather than the alternatives. The Draft EIS comment summary report is on the Sound Transit website.

Committee Chair Butler underscored the importance of this preliminary discussion and that while there has been a considerable amount of public involvement and engagement, there is considerable community interest. He noted that he discussed the possibility of having more time to identify the preferred alternative with Chair Constantine. If the action is forwarded to the Board today, Chair Constantine indicated that he would ask that the Board wait until the July Board meeting to provide more time for the Board to hear from jurisdictions, stakeholders and community members.

Following the potential decision to identify a preferred alternative at the July Board meeting, the Board will continue to consider all alternatives and will make a final decision on the project to be built after publication of the Final EIS.

Boardmembers agreed that the additional time provides an opportunity further engage with the community and move toward a greater consensus on a preferred alternative.

Boardmember O'Brien asked staff to provide more detail on public outreach at the community level. Mr. Ridge provided examples of the innovative methods used over the past three years including translating materials into five different languages and providing translators at open houses to assist with briefings. Staff collaborated with local organizations and held open houses in neighborhoods along the corridor.

Boardmember Balducci noted that her priority is to provide the best service to the most people and expressed concern about affecting affordable housing.

Mr. Billen offered an additional tour or in office briefing for Boardmembers. Boardmember Earling requested that this presentation be given to the Snohomish County Boardmembers along with more detailed cost information and more information about city's plans for long-term land use.

**Motion No. M2015-56 was moved by Boardmember Upthegrove and seconded by Boardmember O'Brien.**

Vice Chair McDermott asked for a roll call vote.

**Ayes**

Joe McDermott  
Claudia Balducci  
David Earling

**Nays**

John Marchione  
Mike O'Brien  
Dave Upthegrove

**It was carried by unanimous vote that Motion No. M2015-56 be forwarded to the Board with a do-pass recommendation but without any preferred alternative identified.**

Motion No. M2015-57: Authorizes the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide professional services for Phase 3 of the Federal Way Link Extension in the amount of \$15,220,562, with a 10% contingency of \$1,522,056, totaling \$16,742,618, for a new total authorized contract amount not to exceed \$29,982,533.

Cathal Ridge, Light Rail Development Manager and Don Billen, HCT Project Development Director provided the staff report.

**It was moved by Boardmember Upthegrove, seconded by Boardmember O'Brien, and carried by unanimous vote that Motion No. M2015-57 be forwarded to the Board with a do-pass recommendation.**

Motion No. M2015-58: Adopting the permanent station names for East Link Extension.

Jeff Munnoch, Community Outreach Director provided the staff report. The Facility and Link System Naming Policy calls for the Board to adopt permanent facility names when it baselines a project budget and schedule (Gate 5 of the Phase Gate process). The Board adopted the East Link Extension baseline budget and schedule at the April 23, 2015 meeting.

The policy also requires public and stakeholder input be received during the 30% facility design review process. To meet this requirement, public meetings included discussion of potential names and collection of public feedback. East Link outreach staff provided stakeholders, jurisdictional partners, and transit agencies with information about the naming process and the variety of methods used to obtain feedback. Sound Transit received 820 station naming comments through the public and stakeholder process and received letters for permanent station name recommendations from the City of Seattle (Council and Mayor), Mercer Island City Council, Bellevue City Council, and Redmond City Council. The proposed station names include Judkins Park Station, Mercer Island Station, South Bellevue Station, East Main Station, Bellevue Downtown Station,

Wilburton Station, 120<sup>th</sup>/Spring District Station, 130<sup>th</sup>/Bel-Red Station, Overlake Village Station, and Redmond Technology Center Station.

**Motion No. M2015-58 was moved by Boardmember Balducci and seconded by Boardmember O'Brien.**

Boardmember Claudia Balducci offered an amendment to change the name of "120th/Spring District Station" to "Spring District/120th Station" and "130th/Bel-Red Station" to "Bel-Red/130th Station, the amended motion was provided to Boardmembers. Ms. Balducci remarked that leading with the name of the neighborhood, followed by the street reference would add clarity. In addition, putting the neighborhood first is consistent with how other stations such as Union Station/19<sup>th</sup>, and Convention Center/11<sup>th</sup> in Tacoma. Finally, this will eliminate possible confusion if a future station is located at 130<sup>th</sup> as part of Lynnwood Link.

**It was moved by Boardmember Balducci, seconded by Boardmember Marchione and carried by unanimous vote that Motion No. M2015-58 be amended to change the name of "120<sup>th</sup>/Spring District Station" to "Spring District/120<sup>th</sup> Station" and "130<sup>th</sup>/Bel-Red Station" to "Bel-Red/130<sup>th</sup> Station".**

**It was carried by unanimous vote that Motion No. M2015-58 be forwarded to the Board with a do-pass recommendation, as amended.**

Resolution No. R2015-12: Authorizes the chief executive officer to acquire or lease certain real property interests, including acquisition by condemnation, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Point Defiance Bypass Project.

Kevin Workman, Director of Real Property provided the staff report.

This action would authorize the acquisition of temporary property rights to one parcel adjacent to the existing railroad corridor to demolish a structure. Newspaper ads will appear in the Tacoma News Tribune on June 12, and June 19, 2015.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Balducci, and carried by unanimous vote that Resolution No. R2015-12 be forwarded to the Board with a do-pass recommendation.**

#### **EXECUTIVE SESSION**

None

#### **OTHER BUSINESS**

None

#### **NEXT MEETING**

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

#### **ADJOURN**

The meeting adjourned at 4:00 p.m.



Fred Butler  
Capital Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on July 9, 2015, LM