



SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

April 14, 2016

CALL TO ORDER

The meeting was called to order at 1:32 p.m. by Committee member John Marchione, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(A) *Fred Butler, Issaquah Mayor*

Vice Chair

(A) *Pat McCarthy, Pierce County Executive*

Boardmembers

(A) *Nancy Backus, Auburn Mayor*

(P) *Claudia Balducci, King County Councilmember*

(P) *Dave Earling, Edmonds Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(P) *John Marchione, Redmond Mayor*

(P) *Dave Upthegrove, King County Councilmember*

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

Boardmember John Marchione informed the Committee members that both Chair Butler and Vice Chair McCarthy were unable to attend the meeting. The Board's rules state that in the absence of the chair and vice chair, a quorum of the committee must select one of the committee members to act as Chair Pro Tem.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Boardmember Marchione serve as Capital Committee Chair Pro Tem for the meeting.

REPORT OF THE CHAIR

None.

CEO REPORT

Update on East Link Extension

At the March 2016 Board meeting, there was a request to have an East Link Extension presentation at the Capital Committee. Mr. Rogoff announced that the presentation would be given at the May Capital Committee meeting.

University Link Extension

Progress on University Link continues to be going well. Sound Transit is averaging 50,000 riders a day with a steady flow of passengers throughout the day.

REPORT TO THE COMMITTEE

ST3 Draft Plan

Chair Pro Tem Marchione stated that staff would be reporting on four areas of the ST3 Draft Plan: Project Delivery, the System Access Program, the Innovation and Technology Program, and the Transit-Oriented Development Planning Program.

Project Delivery

Mr. Rogoff reported that staff has been working on a methodology to deliver projects in ST3 earlier. The time needed for project delivery includes development and construction. The agency's process has been to establish a project schedule when a project is baselined and approaching construction, but a schedule could be established during the project development phase. This change would help illustrate schedule impacts when multiple alternatives are being reviewed. Delivery factors include consensus around the project to be built, Puget Sound geography, permits from local jurisdictions, agreements with partners, property acquisition, and financing.

(Boardmember Upthegrove arrived at this time.)

Mr. Rogoff informed the committee that staff is developing recommendations to bring to the Board to change some delivery dates in the ST3 Draft Plan.

System Access Program

Chris Rule, Transportation Planner, provided an overview of System Access in the ST3 Draft Plan. The station budgets accommodate design for access by all modes of transportation. Convenient access to Sound Transit facilities for bus and rail is critical to growing ridership. The draft plan includes \$1.2 billion to increase parking, improve bus transfers at stations, and facilitate bicycling and walking from surrounding areas.

Mr. Rule stated that the funding includes \$270 million for non-motorized access; \$100 million for bus-rail integration facilities; \$100 million for the System Access Fund; and \$660 million for additional parking in several new rail and bus-rapid transit corridors, parking expansion for the North Sounder stations, and additional parking in the South Sounder capital improvement program.

Next steps and considerations include refining bus-rail facility locations with transit partners, defining project eligibility for System Access Fund, developing prioritization criteria for access projects, and updating ridership estimation tools.

Boardmember Johnson asked staff to explore working with existing parking lot owners near potential station locations as opposed to building parking.

Boardmember Upthegrove stated his interest in access for the deaf/blind community and asked that those needs be incorporated into the system access funding.

Innovation and Technology Program

Michael Berman, Program Manager Research and Technology, gave an overview of the \$75 million Innovation and Technology Program fund proposed in the ST3 Plan. Three main areas of the fund are smart infrastructure, business intelligence, and innovation partnerships.

Infrastructure will allow Sound Transit to collect accurate data to provide better information to riders wherever possible.

Business intelligence will identify ways to analyze and process data collected by Sound Transit, partner agencies, and other sources. The data will improve schedules, identify chokepoints by geography and time, and improve origin destination information.

Innovation partnerships are imperative for Sound Transit to provide data to customers. Sound Transit contracts operations to partner agencies, as well as rideshare operators, paratransit operators, ferries, social service transportation, etc.

Boardmember Johnson stated his interest in next generation payment systems and one app to pay for all for transit.

Boardmember Balducci noted that portions of the Innovation and Technology Program might be early wins. She asked for some analysis about how driverless cars will interact with the transit system so Boardmembers can respond to questions.

Transit-Oriented Development Planning Program

Sarah Lovell, Transit-Oriented Development Manager, reported on Transit-Oriented Development (TOD) funding in the ST3 System Plan. TOD is a land development pattern that integrates transit and land use by promoting transit ridership while supporting community land use and development visions. TOD strategies focus urban growth around transit facilities to leverage transit investments that will help produce regional and local benefits.

RCW 81.112.350, adopted by the Washington State legislature in July 2015, would apply to ST3. The statute directs Sound Transit to prioritize affordable housing on Agency surplus property and enables the agency to discount fair market value in certain circumstances. Under the statute, 80 percent of suitable surplus land will be offered to qualified entities for affordable housing, 80 percent of constructed housing units must be affordable, and affordable housing units must be affordable to those making 80 percent of area medium income. ST3 transit planning and project development will consider TOD in corridor planning, acquisitions, and station layouts.

Boardmember Johnson stated that integration of TOD into Sound Transit's planning and implementation goals is very important. He asked to have recommended TOD language at the next Capital Committee meeting to begin a discussion.

PUBLIC COMMENT

Janet Quinn, Chair, 522 Transit Now Coalition
Mayor David Baker
Alex Zimmerman
Queen Pearl

BUSINESS ITEMS

Items for Committee Final Action

Minutes of the March 10, 2016, Capital Committee Meeting

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that the March 10, 2016, Capital Committee minutes be approved as presented.

Items for Recommendation to the Board

Motion No. M2016-41: Authorizing the chief executive officer to execute a contract with PGH Wong Engineering, Inc. to provide construction management services for the preconstruction phase of the Lynnwood Link Extension, in the amount of \$7,547,459, with a 10% contingency of \$754,746, for a total authorized contract amount not to exceed \$8,302,205.

Dick Sage, Construction Management Director, stated that the Lynnwood Link Extension will be delivered under three heavy civil general construction contract management (GC/CM) contract packages. Two contracts will be for the civil work and one for systems work. The construction management consultant (CMC) contract for the Lynnwood Link Extension will be implemented in two phases: Phase 1 for preconstruction services and Phase 2 for construction management services. This action authorizes Phase 1.

The preconstruction will include procurement support, permit support, contract document review, construction estimate reviews, participation in value engineering, risk assessments and constructability reviews, construction management support and oversight of early works by adjacent private and public developments, and public and private utility relocations.

It was moved by Boardmember Earling, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-41 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-42: Authorizing the chief executive officer to amend the contract with LTK Engineering Services, LLC to provide light rail vehicle engineering and inspection consultant services for the Tacoma Link Expansion in the amount of \$1,950,000 for a new total contract amount of \$6,647,993.

Madeleine Greathouse, Project Director, and Gene Overly, Director System Engineering & Integration, presented the report. The proposed action amends the contract with LTK Engineering Services, LLC to provide engineering and scheduling services for five light rail vehicles needed for the Tacoma Link Expansion Project. The scope of work includes technical specifications, procurement of a vehicle manufacturer, and design reviews.

The existing LTK Engineering Services, LLC contract included an option to perform these services for the Tacoma Link Expansion. Staff will return to the Board for inspection and commissioning services following identification of the manufacturing location.

It was moved by Boardmember Earling, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-42 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-43: Authorizing the chief executive officer to execute a contract amendment with David Evans & Associates to provide additional final design and design support during construction services for the Tacoma Trestle Track & Signals Project in the amount of \$2,825,763, with a 10% contingency of \$282,576, totaling \$3,108,339 for a new total authorized contract amount not to exceed \$16,251,071.

Mark Johnson, Project Director, noted that the Tacoma Trestle Track & Signals project is one of a collection of projects within this location. He stated that Sound Transit is engaged with a number of partners in making improvements on the corridor owned by Sound Transit.

Melissa Saxe, Senior Project Manager, stated that the action would provide additional final design services to support the relocation of a track crossover to a new location. The final design scope will include track design, signal designs, and environmental support. The contract amendment will also include design support during construction of a platform extension as part of the Tacoma Trestle Track & Signal Project.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-43 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-44: Authorizing the chief executive officer to amend the contract with LTK Engineering Services, LLC for systems final design services and design services during construction for the Northgate Link Extension in the amount of \$7,861,000 for a new total authorized contract amount not to exceed \$30,542,872.

Julie Marshall, Corridor Design Manager, and Don Davis, Executive Project Director, provided the staff report. The action will amend the LTK Engineering Services, LLC contract by \$1,000,000 for additional systems final design services to cover unanticipated changes and amend the contract for systems design services during construction.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-44 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-07: Selecting the bicycle, pedestrian, and parking access improvements to be built for the Puyallup Access Improvement Project.

Mr. Rogoff, CEO, noted that a letter from the City of Puyallup stating their recommendation for the project was included in the meeting materials and matched the staff recommendation. The recommendation prioritizes the access improvements and acknowledges the budget constraints. As the City notes, the pedestrian bridge over the railroad tracks can be reexamined as part of the ST3 Sounder improvements. Mr. Rogoff acknowledged the challenge this project creates for the Puyallup Eagles.

James Irish, Deputy Director Environmental, and Ken Lee, Project Manager, presented the report. In August 2014, the Board identified Package C: Large Eagles Garage with modifications, including bicycle, pedestrian,

and parking access improvements, as the preferred alternative for environmental review. Working with project stakeholders, Sound Transit developed the preferred improvements through conceptual engineering.

In February 2016, environmental review was completed for the potential access improvements. The project includes a five-level parking garage and surface lot at the current Eagles site; ADA ramps; crosswalks; flashing beacons; bicycle storage; bicycle lanes; and traffic improvements.

Staff recommends selecting all improvements evaluated in the environmental review, except the pedestrian and bike bridge over the railroad tracks at the station, as the project to be built. This bridge has the least access benefits, is the lowest priority of the City of Puyallup, and would be better constructed if/when the Sounder station platform is extended.

The estimated cost of the staff recommendation is \$60.2 million as compared to the ST2 finance plan of \$54.5 million. Staff is pursuing additional grant funding to close the funding gap. Mr. Irish explained that there are currently two grant requests submitted and only one is needed to fund the \$6 million delta. If the grant money does not come through, there is financial capacity within the Pierce County subarea to cover the delta. In response to Committee members concerns about the funding gap, Mr. Rogoff stated that staff will work with the City of Puyallup and return to the Board for further direction if grant dollars cannot be found.

Ahmad Fazel, Executive Director Design, Engineering, and Construction Management, stated that the project will be baselined at 60 percent final design and staff will then come to the Board for adoption of the project budget. By that time, Sound Transit will know whether the grant was received or if there is a need to use additional subarea capacity to finance the project.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Resolution No. R2016-07 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-08: (1) Amending the Adopted 2016 Budget to create the Auburn Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorizing the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

Sandra Fann, Project Manager, presented a joint report for Resolution Nos. R2016-08 and R2016-09.

The actions will establish the project budgets for the alternative analysis phase of the Auburn and Kent Access Improvement Projects and will authorize the projects to advance through Sound Transit's Phase Gate 1 process.

ST2 included funding for access improvements for both the Auburn and Kent Sounder Stations; however, because of the recession, the projects were suspended. In January 2016, the Board approved Motion No. M2016-10, which restored funding for both the Kent and Auburn Access Projects in the finance plan and directed staff to start work on the projects.

Establishing the alternatives analysis budget will allow staff to procure a consultant for alternatives analysis, with the option to continue with environmental review and preliminary design services once a preferred set of access improvements have been identified. The alternatives analysis phase of the study will evaluate potential parking, transit, pedestrian and bicycle access improvements to improve rider access.

The consultant contract for alternatives analysis will be presented for consideration by the Board later in 2016. Board authorization to exercise the option to fund the environmental review and preliminary engineering phases may be sought upon completion of alternatives analysis.

It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2016-08 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-09: (1) Amending the Adopted 2016 Budget to create the Kent Station Access Improvements Project by (a) establishing the Project Lifetime Budget through alternatives analysis in the amount of \$831,000, (b) establishing the 2016 Annual Budget in the amount of \$289,500 and (2) authorizing the project to advance through Gate 1 within Sound Transit's Phase Gate Process.

It was moved by Boardmember Uptegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2016-09 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, May 12, 2016
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:39 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on June 9, 2016, JE