

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

May 12, 2016

CALL TO ORDER

The meeting was called to order at 1:42 p.m. by Committee Vice Chair Pat McCarthy, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) Fred Butler, Issaquah Mayor

Vice Chair

(P) 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

(A) John Marchione, Redmond Mayor

(P) Dave Uptegrove, King County Councilmember

Jane Emerson, Board Coordinator, announced that there was not a quorum of the Committee present at roll call.

(Boardmember Balducci arrived at this time. Ms. Emerson noted that a quorum of the Capital Committee was in attendance.)

Chair Butler and Boardmember Earling have 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 Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Chair Butler and Boardmember Earling be allowed to participate in the Board meeting by telephone.

REPORT OF THE CHAIR

Vice Chair McCarthy recognized Boardmembers Roberts and Enslow who were also in attendance.

East Link Extension

Last month Peter Rogoff, CEO, announced that the Capital Committee would receive a briefing on the East Link Extension at today's meeting. Due to the full agenda, Mr. Rogoff said the presentation would be moved to a future meeting.

CEO REPORT

None

REPORT TO THE COMMITTEE

ST3 Draft Plan

Vice Chair McCarthy announced that staff would be reporting on four areas of the ST3 Draft Plan: Public Outreach Results; Project Delivery; Finance Plan Update; and Review of Draft Policy Language for Transit-Oriented Development, System Access, Innovation Fund, and Sustainability.

Public Outreach Results

Craig Davison, Executive Director Communications and External Affairs, reported that participation in the spring 2016 ST3 Draft Plan public comment period was unprecedented across a number of dimensions. There were 184,000 page views on the ST3 website; 34,000 online surveys were completed; 18,000 narrative responses; 2,300 written comments; 1,250 attendees at 7 public meetings; and over 90 letters/emails from jurisdictions and stakeholder organizations.

The non-scientific survey results reflect a high and continued interest in expanded transit in Puget Sound. Over 91 percent of respondents supported the expansion of mass transit. The comment themes across the region included: improving project delivery timelines; a sentiment that "we can't afford to wait"; prioritization of projects near home but also a desire to complete a regional system; enhancing access to the system; and affordability of the plan.

Karen Kitsis, Senior Planning and Project Development Manager, summarized comments received from jurisdictions and stakeholder groups. Approximately 95 letters/emails were received and the comments were very similar to what was heard from the public.

The general themes included: implementing projects sooner; general support of ST3; general support of the light rail expansion; integration with other transit providers; changes to projects (alignments, profiles, etc.); access changes (e.g., increase system access fund, increase/decrease parking, parking pricing); support for Transit-Oriented Development (TOD) and affordable housing; equitable TOD; and tax levels/revenue source options.

Project Delivery

Mr. Rogoff reported that last month he described a process to reduce the time required to deliver projects while maintaining the protections and fiscal controls necessary. He commented that the internal process has been met with enthusiasm by the staff.

Steps for delivering a project are initial procurement; alternatives development; environmental review and preliminary design; final design; construction, and testing/pre-operations. While much of the timeline is internal, it is important to recognize there is a large external interface as the project evolves. Public involvement occurs at every phase of the project. The agency works closely with partners and jurisdictions, and is dependent on their review of design and approval of permits. Most of the projects involve working with federal, state, and local municipalities and jurisdictions.

Mr. Rogoff presented recommendations on opportunities to reduce delivery times.

- Receiving early consensus on project scope from partners by establishing an inter-agency project management structure and establishing a transparent schedule to drive timely decision-making.
- Enable earlier procurement through establishing a standing committee to make decisions; better utilizing alternative procurement methods; beginning procurement of final design (FD) prior to completion of preliminary engineering (PE); and considering the feasibility of combining PE and FD contracts where appropriate.
- Streamlining permitting by adopting fast track for land use permit decisions; convening task force groups to inform process; developing a model set of term sheets; establishing criteria for permit approvals; and establishing a project development and permitting dashboard for partners.
- Improving property acquisition by strengthening in-house resources; certifying property needs earlier in design process; continuing early protective acquisitions of at-risk properties; and obtaining earlier interstate right-of-way use approvals from WSDOT and FHWA.

Finance Plan Update

Brian McCartan, Executive Director Finance and Information Technology, presented an update on the ST3 Finance Plan. There were some complexities concerning how the ST2 and ST3 programs would work together, particularly the bonding, which led Sound Transit to take a cautious approach by using conservative assumptions in the ST3 Draft Plan. Over the last six months, staff has worked with the agency's banking team, Piper Jaffrey, and PB Consulting on overlaying the ST2 Plan with the ST3 Draft Plan. The results of the work have resulted in improvements to the approach of the bonding program, which will generate additional financial capacity and benefit the effort to tighten project delivery timelines in ST3.

Vice Chair McCarthy commented that the message heard through public involvement was the desire to see projects completed sooner. She asked Mr. Rogoff to work with Boardmembers in each subarea to see what time savings can be applied to the ST3 Plan and bring those changes to the Board meeting on May 26, 2016.

Mr. McCartan gave an update on the allocation of costs within the financial plan. In Sound Move and ST2, the costs were largely allocated based on physical location. The Board has recognized that there are a number of assets that benefit the entire system. In Sound Move and ST2, the Board identified assets that are allocated across subareas. In the Sounder commuter rail and Link light rail programs, the Board allocated costs of maintenance bases, vehicles, trackwork, and system work across the subareas. In the ST3 program, the same policy question will be even more prominent due to the extension of the light rail program into all five subareas.

Ric Ilgenfritz, Executive Director of PEPD, noted that each successive capital program extended the reach of the system. ST3 would complete the regional vision contemplated by the long-range plan by completing the spine and taking the system further into the region.

Review Draft Policy Language

Ric Ilgenfritz, Executive Director of Planning, Environment, and Project Development, summarized the draft policy language for Transit-Oriented Development (TOD), System Access, Innovation Fund, and Sustainability. He stated that up to this point in the process, the focus has been on identification of a draft project list. As the Board moves toward final adoption of the ST3 Plan, the Board will be considering and adopting a narrative plan document describing the projects.

The Board updated Sound Transit's TOD policy in 2012. Sound Transit partnered with the Puget Sound Regional Council's Growing Transit Communities Strategy in 2013 and updated the TOD Strategic Plan in 2014. The RCW that provides additional taxing authority for ST3 includes TOD requirements. The ST3 plan includes funding for equitable TOD planning as part of corridor and project planning, predevelopment activities, and a contribution to a revolving loan for affordable housing.

The ST3 Draft Plan invests in the System Access fund, bus-rail integration, access beyond the station, and parking. Access to the regional system is crucial to growing ridership.

The Innovation and Technology Fund is the tool that ensures Sound Transit will be a leader in interacting with customers. Technology is continually changing and the agency needs to recognize and monitor changes. Funding will provide smart and efficient mobility, accessible and equitable mobility, and innovation and integrated mobility.

As part of ST2, Sound Transit has been designing sustainable projects. As an industry leader, the ST3 Plan's Sustainability funding reinforces the commitment from planning and design to construction and operations.

Following discussion on the policy language, Vice Chair McCarthy asked Boardmembers to forward ST3 language suggestions to staff as soon as possible.

PUBLIC COMMENT

Alex Tsimerman, Stand Up America
Queen Pearl
Giulia Pasciuto
Paul W. Locke
Abigail Doerr
Bryce Yadon
Kelly Rider

BUSINESS ITEMS

Items for Committee Final Action

Motion No. M2016-40: Authorizing the chief executive officer to execute a contract with Potelco Inc. for the relocation of a 115kV aerial transmission line at Northgate within the Northgate Link Extension in the amount of \$2,811,927, with a 10% contingency of \$281,193, for a total authorized contract amount not to exceed \$3,093,120

Jonathan Gabelein, Principal Construction Manager, presented the staff report. The proposed action would relocate the Seattle City Light's 115kV aerial transmission line, currently located along 1st Avenue NE near the Northgate Mall. Relocation of the transmission line eliminates the conflict with the proposed Northgate Link Extension elevated guideway along 1st Avenue NE.

The scope of work includes removing five existing utility poles, stringing approximately 3,200 feet of new power line, and installing eight steel poles.

With most of the work occurring in the I-5 right-of-way, detailed traffic control plans and close coordination with WSDOT, Seattle City Light, and the Washington State Patrol will be essential duties of the contractor.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-40 be approved as presented.

Motion No. M2016-46: Authorizing the chief executive officer to execute a contract with Pellco Construction, Inc. to provide demolition and site preparation services for the Northgate and U District Stations within the Northgate Link Extension in the amount of \$2,691,500, with a 10% contingency of \$269,150, for a total authorized contract amount not to exceed \$2,960,650.

Jonathan Gabelein, Principal Construction Manager, stated that the action will provide the construction staging area for the U District Station contract and temporary replacement parking for vehicles displaced from King County's Northgate Transit Center during construction of the Northgate Station, Elevated Guideway, and Parking Garage Construction.

Under this contract, Pellco Construction, Inc. will prepare two Northgate Link Extension sites by demolishing existing buildings, clearing and grading the sites, and remediating contaminated soils found at one of the sites.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-46 be approved as presented.

Motion No. M2016-47: Authorizing the chief executive officer to execute an agreement with the City of Bellevue to fund the demolition of the Teledesic building within the East Link Extension in the amount of \$1,138,930, with a 5% contingency of \$56,947, for a total authorized agreement amount not to exceed \$1,195,877.

Ron Lewis, Executive Project Director East Link Extension, noted that the next four items on the agenda were related to the East Link Extension project. He commented that each action is needed to move forward with construction.

Tony Raben, Principal Construction Manager, presented the staff report. Under the Amended and Restated Memorandum of Understanding with the City of Bellevue, the City will convey the Pine Forest property to Sound Transit for the Downtown Bellevue to Spring District project construction and light rail operations.

The Teledesic building is located on the Pine Forest property and must be removed for construction of the East Link Extension and the City of Bellevue's Spring Blvd. contract.

The City of Bellevue will design, permit, advertise, and award a construction demolition contract and will manage all aspects of the demolition including inspection through project close out. Sound Transit will reimburse the City of Bellevue for demolition of the Teledesic building per the terms of the agreement.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-47 be approved as presented.

Items for Recommendation to the Board

Motion No. M2016-48: Authorizing the chief executive officer to execute a design-build contract with Kiewit-Hoffman East Link Constructors, a joint venture between Kiewit Infrastructure West Co. and Hoffman Construction Company of Washington, to complete the final design and construction of the civil work for the SR-520 to Overlake Transit Center Segment within the East Link Extension in the amount of \$225,336,088 with a 10% contingency of \$22,533,609, for a total authorized contract amount not to exceed \$247,869,697

Eza Agoes, Construction Manager, stated that the action is for a design-build contract for the SR-520 to Overlake Transit Center Segment. The contract includes all civil work necessary to complete the final design and construction of approximately 1.8 miles of light rail guideway (elevated, at grade, and retained cut/fill) along SR-520 from the NE 20th Street and 136th Place NE intersection in Bellevue to NE 40th Street and 156th Avenue NE in Redmond.

The contract includes final design and construction of the Overlake Village Station and Redmond Technology Center Station, a parking garage at the Redmond Technology Center Station, and housing for two Traction Power Substations.

It is anticipated that the full Notice to Proceed for the final design and construction will be issued to the contractor in June 2016 and the work will take approximately 3-1/2 years.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-48 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-49: Authorizing the chief executive officer to execute a contract amendment with LTK Engineering Services, Inc. to provide design services during construction for the East Link Extension in the amount of \$6,455,000 for a new total authorized contract amount not to exceed \$24,361,805.

Craig DeLalla, Systems Corridor Design Manager, presented the staff report. The proposed action would amend the contract by \$6,455,000 to exercise the design contract option to provide Systems Design Services During Construction for the entire East Link Extension project. Design support for the system engineering includes civil contracts and systems contracts. Support will begin with the tunneling project and will end at the beginning of revenue service.

The systems design consultant will work with Sound Transit staff and the construction management team to help ensure seamless design coordination throughout the construction project.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-49 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-11: Authorizing the chief executive officer to grant a permanent easement to the City of Redmond on Sound Transit owned property located at the intersection of 152nd Avenue NE and NE 28th Street in Redmond, Washington, for a sale price of \$115,000.

Nancy Bennett, Property Management Manager, stated that the action would grant a permanent easement to the City of Redmond for approximately 2,685 square feet of land located on the southeast corner of 152nd Avenue NE and NE 28th Street.

The easement is necessary to maintain the traffic signal equipment, sidewalks, and pavement markings along with associated appurtenances that are being constructed there as part of the street improvements by developer USL2 Overlake Village Center, LLC based on City of Redmond requirements.

In exchange for the permanent easement, the City of Redmond will pay Sound Transit \$115,000, which represents fair market value.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2016-11 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-12: (1) Selecting the project to be built for the Sounder Yard & Shops Facility, and (2) renaming the working project name to Sounder Maintenance Base.

Melissa Flores, Senior Project Manager, presented the staff report. The action selects the Lakewood, Washington, site as the location for the Sounder Yard & Shops Facility Project to be built.

Sounder Yard & Shops Facilities would enable Sound Transit to be responsible for maintaining its Sounder vehicle fleet. The facility is a 40,000 square-foot building that includes the maintenance facility, administrative offices, and welfare areas; six maintenance bays; and yard lead track and ancillary improvements.

Environmental analysis noted that there may be moderate noise impacts to 4 single homes and 12 apartment units and some traffic impacts along 100th Street SW. Options will be evaluated in final design to mitigate those impacts.

The action also renames the working project name for the Sounder Yard & Shops Facility Project to the Sounder Maintenance Base.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Resolution No. R2016-12 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-13: Selecting the bicycle, pedestrian, and parking access improvements to be built for the Sumner Station Improvements project.

Ken Lee, Senior Project Manager, stated that the action defines and selects the bicycle, pedestrian, lighting, and parking access to be built for the Sumner Station Access Improvements project.

Building all of the improvements evaluated in the environmental review along with a potential \$5 million contribution to Traffic Avenue/SR 410 Interchange project for non-motorized improvements will cost approximately \$61 million (2015\$) and exceed the ST2 plan representative project scope and the ST2 finance plan by approximately \$17 million (2015\$).

Staff recommends selecting to build all improvements evaluated in the environmental review except the pedestrian bridge over the railroad tracks. This bridge has the least access benefits, is the lowest priority of the City of Sumner, and would be better constructed if/when the Sounder station platform is extended. The estimated cost of the staff recommendation is \$52.4 million as compared to the ST2 finance plan of \$44.1 million. A review of the Pierce subarea capacity concludes there is sufficient subarea capacity to fund the delta of \$8 million.

Boardmember Enslow noted that the Sumner City Council passed a resolution with a 5-2 vote to move forward with the project.

It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2016-13 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-14: Authorizing 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 Puyallup Station Access Improvement Project.

Kevin Workman, Director of Real Property, stated that the action is to acquire five properties located in Puyallup for construction of the Puyallup Station Access Improvement Project.

Board authorization to acquire these property interests is needed in order to construct a parking garage with approximately 500 stalls, approximately 170 surface parking stalls along the north side of 3rd Avenue NW, a pedestrian bridge overcrossing 5th Street NW, and ramp and street improvements to meet current Americans with Disabilities Act requirements.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Resolution No. R2016-14 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-51: Authorizing the chief executive officer to execute a contract with Stacy and Witbeck-Kiewit-Hoffman, a Joint Venture, to provide pre-construction services for the Northgate Station to NE 200th Street contract within the Lynnwood Link Extension in the amount of \$5,114,580, with a 10% contingency of \$511,458, for a total authorized contract amount not to exceed \$5,626,038.

Matt Preedy, Deputy Director of Construction Management, presented the staff report. This action would authorize a pre-construction services contract for the southern half of the Lynnwood Link Extension. This four-mile segment includes a 500-stall parking garage and elevator station at NE 150th Street and a retain-cut station and 500-stall parking garage at NE 185th Street.

The proposed contract uses the Heavy Civil General Contractor/Construction Manager contracting method. This contracting method was selected based on certain project characteristics including complex scheduling and phasing requirements that will be required to minimize impacts to the I-5 mainline and on/off ramps and neighboring property owners. The contract also has extensive interface requirements with other Lynnwood Link Extension contractors and Northgate Link Extension contractors.

It was moved by Boardmember Johnson, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-51 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None

OTHER BUSINESS

Boardmember Johnson shared comments from light rail riders who are concerned that Sound Transit is running a two-car consist vs a three-car train consist. He said commuters feel there is a need for more capacity on the light rail line. He asked to have a report at a meeting after June 2016.

Mr. Rogoff commented that staff will bring ridership data and analysis as it compares to Sound Transit's standard for the number of standees on the train. He stated that the report would go to the Operations and Administration Committee and then followed up with the full Board.

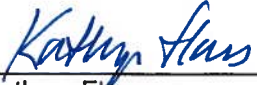
NEXT MEETING

Thursday, June 9, 2016
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 4:17 p.m.

ATTEST:



Kathryn Flores
Board Administrator



Fred Butler
Capital Committee Chair

APPROVED on July 14, 2016, JE