



## SOUND TRANSIT CAPITAL COMMITTEE MEETING

### Summary Minutes

February 8, 2018

#### CALL TO ORDER

The meeting was called to order at 1:31 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

#### ROLL CALL

##### Chair

(P) *Claudia Balducci, King County Councilmember*

##### Vice Chair

(P) *Kent Keel, University Place Mayor*

##### Board Members

(A) *Nancy Backus, Auburn Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(P) *John Marchione, Redmond Mayor*

(P) *Dave Upthegrove, King County Councilmember*

(A) *Victoria Woodards, Tacoma Mayor*

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

#### REPORT OF THE CHAIR

Chair Balducci announced that in January, the Board appointed her as chair of the Capital Committee and Boardmember Keel as vice chair. Boardmembers John Marchione and Victoria Woodards were also newly appointed to the committee.

Chair Balducci stated that she has begun discussions with Sound Transit leadership about how to best use the Capital Committee's time. She would like the committee to do more programmatic oversight work, and she asked for feedback from committee members.

##### CEO Attendance

Chair Balducci stated that Chief Executive Officer Peter Rogoff would be joining the meeting via teleconference, and Deputy CEO Mike Harbour would be participating at the dais.

#### CEO REPORT

##### Travel to Washington D.C.

CEO Rogoff reported that he was in Washington D.C. attending a series of meetings. The Federal Railroad Administration requested a presentation from all commuter rail agencies regarding the installation of Positive Train Control. Mr. Rogoff and staff from the Operations Department and the Design Engineering and Construction Management Department provided the presentation for Sound Transit. The meeting lasted 90 minutes and provided details about where the agency is in the process. Sound Transit is further along in the process compared to other commuter railroads across the United States. Sound Transit has all of its wayside equipment installed, all of the rolling stock is fully installed, and trains are running under Positive Train Control between Everett and Seattle and between Tacoma and Seattle. The agency is working on being certified on the subdivision between Tacoma and Nisqually. The Federal deadline to

have Positive Train Control fully installed is December; however, the agency's goal is to be completed by June.

Mr. Rogoff met with the Jane Williams, Deputy Administrator of the Federal Transit Administration. Ms. Williams spoke specifically about the progress Sound Transit wants to make moving forward on the full funding grant agreement for the Lynnwood Link Extension. There appears to have been a breakthrough in a budget that will enable the appropriations process for the current fiscal year to be completed. This should provide some direction on where the Capital Investment Grant Program is heading in terms of there being sufficient funds to help Sound Transit move forward with the Lynnwood Link Extension. They also discussed the need to move forward and execute the grant that has been appropriated for the Tacoma Link Extension.

#### Staffing Update

CEO Rogoff stated that Michael Trzupsek has joined Sound Transit in the role of Interim Chief Financial Officer. Michael brings more than two decades of experience and the agency is grateful that he is available and able to step in and help in Brian McCartan's absence.

Mr. Rogoff also stated that Russ Arnold will begin working at Sound Transit as Chief Customer Experience Officer on February 12, 2018.

#### State Legislative Update.

Deputy CEO Mike Harbour stated that the Washington State Legislature is continuing its work in the 60-day session. February 6, 2018, was the deadline for bills to be passed out of committee in their chamber of origin, and those bills must be passed off the floor of their house by February 14, 2018.

Staff continues to track legislation that could impact the agency and weighs in when appropriate. The Legislature continues to discuss legislation that might reduce Sound Transit's motor vehicle excise tax (MVET) revenue. An MVET reduction bill was passed out of the Senate Transportation Committee earlier this week. While the MVET bills did pass significant hurdles in recent weeks, there is still a considerable amount of work to be done before the end of session. Staff continues to emphasize with legislators that any MVET reduction would come amid major threats posed by dramatic inflation of construction and real estate costs, and threats to federal funding. Work is continuing with the Legislature to remind the members that any reduction of MVET revenues should be accompanied by offsetting measures to ensure Sound Transit's transit expansion remains whole.

#### Board Member Participation via Phone

Chair Balducci stated that Boardmember Marchione 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 Committee Vice Chair Keel, seconded by Boardmember Earling, and carried by unanimous vote that Boardmember Marchione be allowed to participate in the Capital Committee meeting by telephone.**

#### PUBLIC COMMENT

Joe Kunzler  
Paul W. Locke  
Alex Tsimerman, Stand Up America  
Marguerite Richard

## BUSINESS ITEMS

### Items for Committee Final Action

#### Minutes of the December 14, 2017, Capital Committee Meeting

**It was moved by Committee Vice Chair Keel, seconded by Boardmember Johnson, and carried by unanimous vote that the December 14, 2017, Capital Committee minutes be approved as presented.**

Motion No. M2018-16: Authorizing the chief executive officer to execute Agreement GCA 3536 Task Order #33 with the Washington State Department of Transportation to provide professional services coordination for the project development phase of the I-405 Bus Rapid Transit project in the amount of \$202,630, with a 10% contingency of \$20,263, for a total authorized task order amount not to exceed \$222,893.

At 1:53 p.m. Chair Balducci stated that the meeting would be in recess due to technical difficulties and resume once those were resolved. The meeting was called back to order at 1:55 p.m.

Paul Cornish, BRT Project Director, gave an overview of the Bus Rapid Transit (BRT) program. The BRT program consists of two corridors that are scheduled to open in 2024. One corridor is the I-405 BRT that runs on I-405 and SR 518 from Lynnwood to Burien. The second corridor is the SR 522 BRT runs along SR 522 and SR 523 along the north end of Lake Washington. Included in the BRT program is a bus operations and maintenance facility (OMF) located where the two lines meet. The program includes 20 BRT station, 2 transit centers, and parking facilities.

The BRT program is striving for fast, frequent, and reliable transit service. There will be a series of managed lanes, which include Express Toll lanes, Business Access and Transit lanes, bus-only lanes, and bus-on-shoulder lanes. The buses will run every 10-minutes during peak hours.

The I-405 BRT project is a 37-mile corridor; the north corridor will run from Lynnwood to Bellevue and the south corridor will run from Bellevue to Burien. There will be 11 BRT stations across 7 cities, 3 new or expanded parking facilities, and 1 new transit center. The SR 522 BRT project is an 8-mile corridor from Shoreline to Woodinville. There will be 9 station pairs, an expanded transit center at UW Bothell, and additional parking at Lake Forest Park, Kenmore, and Bothell. The OMF will support the BRT program and will accommodate up to 80 buses.

Mr. Cornish presented the staff report for Motion No. M2018-16. The action will execute a task order with Washington State Department of Transportation to provide professional services coordination. The task order includes three work elements – project administration, I-405 alternatives development, and SR 518 alternatives development.

Boardmember Upthegrove asked what level of detail was included in the ballot measure or other planning documents approved by the Board. Mr. Cornish replied that for cost purposes in the ST3 plan, representative sites for the parking garages and the OMF were identified. The actual program may have some refinements, which could include location changes.

Boardmember Johnson encouraged staff to coordinate with another transit agencies on major bus orders to lower overall costs. If staff is able to partner with another agency, they should not hold the project to a rigid delivery timeline.

Committee Vice Chair Keel asked if there will be stops along SR 522 as opposed to pulling into transit stations. Kathy Leotta, Project Manager, replied that along SR 522 most of the BRT stations are expected to be on the street with the exception of UW Bothell where there is a transit center that will be expanded, the Woodinville park-and-ride, and the Shoreline south station.

Committee Vice Chair Keel asked how it will be determined that the stops are in the correct location. Mr. Cornish replied that the first level of effort is when staff works with transit partners to ensure it is complementary rather than competing bus service. The initial work also includes traffic engineering. Don Billen, Acting Executive Director PEPD, stated that Sound Transit and King County Metro have extensive bus service in the corridor, which provides analysis.

Boardmember Earling asked if the BRT on I-405 will go straight from the north to the south through Bellevue, or will these be two routes and commuters will transfer in Bellevue. Mr. Cornish replied that the current plan is to have them end in Bellevue and reverse the route. He stated that all options will be looked at as a part of the transit integration study.

Chair Balducci mentioned that the City of Bellevue agreed to put aside up to \$5 million to improve pedestrian circulation in and around the street between the light rail station in downtown Bellevue and the transfer station.

Chair Balducci commented that during public comment there was a question raised about why consultants and contractors are used for this type of work. Mr. Cornish replied that the sheer magnitude of work being undertaken and the short-term expertise required is better provided by a consultant.

Mr. Cornish presented Motion No. M2018-16. The action authorizes a Task Order with WSDOT to provide professional services coordination for the project development phase of the I-405 BRT. WSDOT staff will review conceptual and preliminary design and environmental review of project elements within the WSDOT right-of-way and coordinate reviews and approvals with the Federal Highway Administration.

**It was moved by Boardmember Uptegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-16 be approved as presented.**

Motion No. M2018-17: Authorizing the chief executive officer to execute a contract with David Evans and Associates, Inc. to provide project development services for the SR 522/SR 523 Bus Rapid Transit project in the amount of \$2,500,000, with a 10% contingency of \$250,000, for a total authorized contract amount not to exceed \$2,750,000.

Kathy Leotta, Project Manager, presented the staff report. This action would execute a contract with David Evans and Associates, Inc. for project development services on the SR 522/SR523 BRT project. Project development will involve planning, design, and implementation of BRT elements including service, roadway widening for bus access and transit lanes, sidewalk improvements, nine station pairs, and an expanded transit center at UW Bothell, and three parking garages.

**It was moved by Boardmember Johnson, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-17 be approved as presented.**

Items for Recommendation to the Board

Motion No. M2018-18: Authorizing the chief executive officer to execute a contract with WSP USA Inc. to provide project development services for the I-405 Bus Rapid Transit project in the amount of \$5,840,000, with a 10% contingency of \$584,000, for a total not to exceed amount of \$6,424,000.

Cynthia Padilla, Project Manager, presented the staff report. The action would authorize contract approval for project development services with WSP USA Inc. for the I-405 BRT project. The project includes I-405 BRT and a BRT Bus Operations & Maintenance Facility (OMF).

Project development for the I-405 BRT project will involve planning, design, and implementation of BRT elements including the BRT route, 11 BRT stations, a new transit center, bus-only lanes, and parking facilities. Vehicle procurement, rider information, technology integration, and branding are also included. This work will be coordinated with the SR 522/523 BRT project.

A new OMF will accommodate the bus fleet required for BRT. The facility will be located near the intersection of the I-405 and SR 522 corridors. Analysis to incorporate ST3 common project elements for non-motorized access, transit-oriented development planning, and sustainability measures will be conducted as well as assessment of operational feasibility and risk.

Chair Balducci asked if the future action for the next phase will be with the same contractor and whether the procurement process covered both phases of work. Mr. Cornish replied that the procurement was for both phases. This action awards phase one and Sound Transit has the option to award phase two if the agency is satisfied with the work in phase one.

**It was moved by Committee Vice Chair Keel, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-18 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-19: Authorizing the chief executive officer to execute a contract amendment with CDM-Smith to provide engineering and environmental services for Phase 2 and Phase 3 of the Auburn Station Access Improvement project and the Kent Station Access Improvement project in the amount of \$4,371,057 with a 10% contingency of \$437,106 totaling \$4,808,163, for a total authorized contract amount not to exceed \$5,797,781.

Melissa Saxe, Senior Project Manager, presented the staff report. The action authorizes Phase 2 and Phase 3 of consultant project development for the Auburn and Kent Station Access Improvement projects. Phase 2 will complete the NEPA and SEPA environmental documentation and Phase 3 includes preliminary engineering of the preferred access improvements for the projects.

**It was moved by Boardmember Uptegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-19 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-20: Authorizing the chief executive officer to amend the contract with Jacobs Project Management Company to provide Phase 2 construction management services for the construction phase of the Tacoma Link Extension in the amount of \$8,420,219, with 5% contingency of \$421,011 totaling \$8,841,230, for a new total authorized contract amount not to exceed \$9,419,490.

Madeleine Greathouse, Project Director, and Christy Sanders-Meena, Principal Construction Manager, presented the staff report. Final design of the Tacoma Link Extension is substantially complete and the project team is looking ahead to project construction.

Construction management services are being performed by Jacobs Project Management Company in phases. In April 2017, the Board authorized the contract for Phase 1, pre-construction services. This action is to authorize Phase 2, construction services. This work includes construction contract administration, technical support and inspection, and change management.

**It was moved by Boardmember Earling, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-20 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-21: Authorizing the chief executive officer to execute a contract with South County Transit Partners to provide design-build project management services for the Federal Way Link Extension in the amount of \$4,604,472, with a contingency of approximately 10% or \$460,447, for a total authorized contract amount not to exceed \$5,064,919.

Dan Abernathy, Executive Project Director, and Pat McCormick, Principal Construction Manager, presented the staff report. This action will authorize a contract with South County Transit Partners, a joint venture between Mott McDonald and SNC-Lavalin, for design-build project management services. The design-build project management services will be implemented in two phases. This action is for Phase 1 to provide procurement support. Phase 2 is for project management services, and both phases were included in the procurement.

Boardmember Upthegrove asked if this has been the historic practice that Sound Transit executes a contract to oversee the project or is this due to the volume of work. Mr. Abernathy replied that this is a practice that has been used on all design-build projects to date.

**It was moved by Committee Vice Chair Keel, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-21 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-22: Authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide professional services for the Federal Way Link Extension in the amount of \$5,795,986 with a 10% contingency of \$579,598, totaling \$6,375,584 for a new total authorized contract amount not to exceed \$49,658,708.

Dan Abernathy, Executive Project Director, presented the staff report. This action would authorize the next phase of the engineering work, which was an optional task under the contract's scope of work. The HDR Engineering, Inc. contract was procured in 2012. When this phase of work was scoped in 2017, it was unsure what would happen with WSDOT's SR 509 project.

WSDOT has received the signed environmental reevaluation from FHWA and is moving forward into design and construction. This contract amendment would provide services for additional engineering work to coordinate with WSDOT. In addition, after doing engineering work, the environmental soil assessments identified areas that will require additional geotechnical boring.

**It was moved by Boardmember Earling, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-22 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-23: Authorizing the chief executive officer to execute a contract with South County Transit Partners to provide design-build project management services for the Federal Way Link Extension in the amount of \$4,604,472, with a contingency of approximately 10% or \$460,447, for a total authorized contract amount not to exceed \$5,064,919.

Rod Kempkes, Executive Project Director, and Fred Wilhelm, Deputy Project Director, presented the staff report. The Lynnwood Link Extension is in the final design phase. Preparation for early work has begun and construction services agreements are being negotiated with municipalities within the alignment.

This action is to execute an amendment to the existing construction agreement with the City of Seattle. The amendment will fund program management and construction related services by the Seattle Department of Transportation, Seattle City Light, Seattle Public Utilities, Seattle Department of Construction and Inspections, and the Seattle Fire Department. Advance work includes support of the relocation of overhead transmissions and primary power lines and the undergrounding of primary power lines within the cities of Seattle and Shoreline.

This is the seventh amendment to the master agreement with the City of Seattle. When Sound Transit adds a project within the city, there is an amendment to the agreement. Previously there were four amendments for Northgate Link, one amendment for University Link, and one amendment for East Link.

**It was moved by Committee Vice Chair Keel, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-23 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2018-03: 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.

Joe Gray, Deputy Director of Real Property, stated that the action would authorize acquiring 13 properties needed for the Lynnwood Link Extension. The owners were notified via certified mail on February 6, 2018, and notices of the acquisition will be in the Seattle Times and The Herald of Everett on February 9, 2018, and February 16, 2018.

**It was moved by Boardmember Earling, seconded by Boardmember Upthegrove, and carried by unanimous vote that Resolution No. R2018-03 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2018-04: 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 Downtown Redmond Link Extension.

Joe Gray, Deputy Director of Real Property, stated that the action would authorize acquiring four properties needed for the Downtown Redmond Link Extension. The owners were notified via certified mail on February 6, 2018, and notices of the acquisition will be in the Seattle Times on February 9, 2018, and February 16, 2018.

**It was moved by Boardmember Marchione, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Resolution No. R2018-04 be forwarded to the Board with a do pass recommendation.**

#### REPORTS TO THE COMMITTEE

None

#### EXECUTIVE SESSION

None

#### OTHER BUSINESS

None

**NEXT MEETING**

Thursday, March 8, 2018  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting adjourned at 3:16 p.m.

ATTEST:

  
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Kathryn Flores  
Board Administrator

  
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Claudia Balducci  
Capital Committee Chair

APPROVED on June 14, 2018, JE