



STATE CAPITOL COMMITTEE
Legislative Building, Senate Rules Room
304 15th Avenue SW
Olympia, Washington 98504
April 25, 2016
10:00 a.m.

(Approved: January 4, 2017)

MEMBERS PRESENT:

Brad Owen, Lieutenant Governor (Chair)
Kelly Wicker, Governor's Designee
Kim Wyman, Secretary of State
Lenny Young, for Commissioner of Public Lands
(Peter Goldmark)

OTHERS PRESENT:

Tony Aitken, Department of Enterprise Services	Nathaniel Jones, Department of Enterprise Services
Kim Buccarelli, Department of Enterprise Services	Ann Larson, Department of Enterprise Services
George Carter III, Department of Enterprise Services	Nouk Leap, Department of Enterprise Services
Bob Covington, Department of Enterprise Services	Carrie Martin, Department of Enterprise Services
Jim Erskine, Department of Enterprise Services	Jen Masterson, Office of Financial Management
Bill Frare, Department of Enterprise Services	Lenore Miller, Department of Enterprise Services
Mark Gjurasic, GBOLA	Tony Mollas, Department of Enterprise Services
Tom Gow, Puget Sound Meeting Services	Kyle Overmiller, Legislative Support Services
Rose Hong, Department of Enterprise Services	Maurice Perigo, Legislative Support Services
Bob Jacobs, Heritage Park Association	Scott Perkins, Office Financial Management
Marygrace Jennings, Department of Enterprise Services	Roger Wigfield, Department of Enterprise Services

Welcome and Introductions

Lieutenant Governor Brad Owen called the State Capitol Committee (SCC) meeting to order at 10:02 a.m. A quorum was present.

The SCC meeting agenda was published in *The Olympian* newspaper. Public comment for each specific agenda item will be received when the agenda item is under consideration. Comments for items not on the agenda will be received at the end of the meeting.

Approval of Minutes – December 16, 2015

Kelly Wicker moved, seconded by Lt. Governor Brad Owen, to approve the SCC meeting minutes of December 16, 2015, as published. Motion carried.

Legislative Session Update

OB2 – Renaming to Human Services

Ann Larson, Director of Government Relations, reported on the renaming proposal for OB2. In February 2014, DSHS Secretary Quigley requested renaming the headquarters building from OB2 to Human Service Building. On the advice of the Capitol Campus Design Advisory Committee (CCDAC)

and the SCC, DES Director Chris Liu recommended renaming OB2 to the Human Service Building. During the 2015 legislative session, the House passed the agency request but did not pass the Senate. In 2016, the resolution was reintroduced and passed the House with unanimous support but failed to pass the Senate. The Senate offered a companion resolution, which failed to clear Rules. Both resolutions likely failed because of lack of interest. At the last meeting of the CCDAC, DES was asked to consider other renaming options for OB2. Staff plans to work with the Department of Social and Health Services (DSHS) to revisit naming options for a future review by the SCC.

1063 Block – Naming to Helen Sommers

Director Larson reported that during the 2016 legislative session, House Representative Dunshee and other House leadership contacted DES about language included in the Supplemental Operating Budget renaming the 1063 Block project to the Helen Sommers Building. Helen Sommers was elected in 1972 and represented the 36th legislative district. During the 1973 session, she was only one of 12 women in the 98-member House. At that time, there were no women in the Senate. She served in the House from 1972 to 2009 and was the longest serving representative when she retired. The CCDAC is scheduled to review the proposal at its May meeting. The SCC is scheduled to review the proposal at its June meeting. DES is considering submitting the proposal as an agency request.

Extend Sid Snyder Avenue

Director Larson reviewed the request to extend the name of Sid Snyder Avenue to create a loop within the Capitol Campus from the north entry to the south entry of Capitol Campus.

Each of the proposals will be presented to the committee at its June meeting for direction. Staff plans to work with DSHS on renaming OB2, pursue legislation for renaming the 1063 Block project to the Helen Sommers Building, and consider the Sid Snyder Avenue name extension.

Campus Parking Strategy Implementation Plan – Proviso Action Plan Update

George Carter III, Fleet Operations and Parking Services Manager, briefed members on progress of the Capitol Campus Parking Strategy Implementation Plan.

In July 2015, the Legislature directed DES to develop a Capitol Campus Parking Strategy and Implementation Plan. The plan was submitted to legislative fiscal committees in November 2015. Transpro Group assisted the agency in developing the plan. The plan focused on how parking is a vital asset and is often the first and last impression people have entering or leaving the campus. The overall goal of the plan is to utilize technology to create an integrated parking management system to provide a data collection system to enable data-driven decisions to maximize parking efficiency. The plan includes additional actions to meet visitor parking needs and to consolidate the delivery of parking, commute trip reduction, and fleet services to implement transportation demand strategies (TDM) campus-wide.

The four proviso directives included:

1. Reduce agency reserved stalls from 26% to 15% of the total campus parking stalls.
2. Complete a cost-benefit analysis of incorporating parking attendants or parking arms to accept payment for campus parking during legislative sessions.
3. Install at least two electronic boards, or other methods of providing the available parking capacity in the East Plaza Garage.
4. Work cooperatively with the City of Olympia to receive a proposal to enforce parking on Capitol Campus.

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Progress to date on the four directives include:

- The goal is to reduce 684 reserved stalls. As of March 16, approximately 501 reserved stalls were converted or committed for conversion to zoned parking.
- With information from the Transpro Group, parking attendants and arms were deemed to be outdated technology. Alternatively, DES is considering new technologies to improve parking management. A pilot project will be implemented on June 1 at the Dash Lot at 14th and Jefferson to test pay-by-plate technology whereby visitors park their vehicle and pay at the meter by keying the license plate number, eliminating the need for visitors to place a paid parking receipt on the dashboard. The system is capable of integrating a future web-based application affording the visitor with the ability to add time to the parking via their smartphone. There are approximately 50 stalls at the Dash lot.
- Providing additional parking capacity in the East Plaza Garage can be accomplished by restriping a portion of the stalls to increase parking supply by more than 100 stalls and improving wayfinding signs in the garage. Additionally, efforts are underway to integrate a visitor parking lot in the Plaza Garage for state agency employees visiting Capitol Campus who are attending meetings or training. Providing visitor parking assists in freeing some of the reserved stalls from agencies that were used by employees visiting the agency. During the last legislative session, DES conducted some data checks and documented an average of 236 unused stalls equating to a capacity averaging 89.7% in the Plaza Garage.
- DES staff worked with City of Olympia staff to receive a draft proposal from the City for a proposed pilot program for parking enforcement on Capitol Campus. The proposal was presented to the City's Land Use Committee on March 17. DES staff is developing an interlocal agreement with the City. Language authorizing the program was vetoed; however, staff is preparing an agency request for legislation authorizing the program next year.
- Additional action items in the implementation plan include:
 - Parking Services was transitioned to Fleet Operations effective October 1, 2015.
 - A TDM Manager was hired to reduce single occupancy vehicles to Capitol Campus.
 - DES is relocating the Parking Services office and the TDM program from the Service Center in OB2 to Capitol Court at the corner of 11th and Washington to add visibility to the services offered by the office.
 - DES is developing policy criteria for reserved parking, Americans with Disabilities Act accommodation, and assigning stall requests on Capitol Campus.

Next steps include:

- Identify additional remaining reserved stalls for conversion to meet the reduction goal of 684 reserve stalls.
- Implement pilot program of pay-by-plate technology in June and test mobile parking enforcement technology.
- Move forward with design schematics for restriping the Plaza Garage to add over 100 parking stalls.
- Continue working with the City of Olympia to implement a pilot program for parking enforcement on Capitol Campus.

Secretary Wyman asked about the net impact of the stalls lost because of the demolition of the parking lot for the construction of the 1063 Block Replacement project as there appears to be no plan to replace

lost parking stalls. Mr. Carter said that according to the 2014 Parking Study, the net loss was approximately 400 parking stalls. Secretary Wyman asked whether the purpose of the plan is to address those lost parking spaces. Mr. Carter affirmed the plan addresses campus parking over the long term.

Campus CTR Program – Management Strategy & Progress

Tomy Mollas, Transportation Demand Manager, updated the committee on the Capitol Campus Parking Commute Trip Reduction (CTR) Program.

DES is moving forward on progress accomplished to date by:

1. Integrating parking management and transportation demand management.
2. Providing leadership to meet CTR goals.
3. Financial impact: CTR benefits in saving money and time.
4. Summary of survey results for CTR for Capitol Campus.

Today, many agencies have implemented various efforts for CTR; however, there has been a lack of coordination of efforts and activities. Mr. Mollas said he was able to communicate with and consolidate the different CTR groups represented by Intercity Transit, Washington State Department of Transportation, Thurston Regional Planning Council (TRPC), and DES to ensure all efforts are aligned in terms of fairs and events to reduce previous redundant efforts. Joint communication and coordination assisted in sponsoring the first Sustainability Fair at the Jefferson Building with a good turnout of approximately 350+ people. The effort has joined the agencies together providing opportunities to communicate to the employee base about what CTR is about and share information on options and benefits.

The blueprint for implementing a successful CTR program was adopted in 2009 by the Legislature. The goal is building on legislation by taking advantage of efforts and best practices by each agency to ensure all agencies are pursuing the right things at the right time to reduce single occupancy vehicles (SOV) and vehicle miles traveled (VMT), as well as identifying best practices.

Additionally, DES is collecting data to manage the Capitol Campus CTR Programs, as well as the decision-making process. Other efforts include enhancing alternatives ways to commute by promoting many websites, such as Rideshareonline, Thurstonheretogo, and others. The focus is on a customer service integrated platform to combine all information sources. Many employees are unaware of the Capitol Campus CTR Program. Many of the attendees to the Sustainability Fair indicated they were unaware of the CTR program, which speaks to the need to communicate, promote, and educate employees about the program.

Fiscal savings can be achieved when people change their mode of travel to work. Behaviors are influenced by the cost of fuel because when gas is less, more people drive. The cost of a new parking stall is approximately \$40,000 to \$50,000 in an above-grade parking garage and \$85,000 to \$90,000 for a below-grade parking garage. Those funds could be better expended on promotion of the CTR program and offering incentives to use other modes of travel to work and reduce VMT. Other costs are road maintenance. As people use other modes of travel, they utilize the existing transportation structure to include taking advantage of rideshare and carpooling.

Mr. Mollas reviewed survey data from previous CTR surveys beginning in 2007 to the most recent survey. Data from the surveys will drive decisions on efforts that should be pursued differently, and what is required in terms of better decisions.

Current efforts focusing on the promotion of the CTR Program include a recognition event on May 4, EV Week in September, and continued coordination with CTR partners to support CTR efforts. DES is also streamlining the transportation demand management program with the Parking Office program because of interconnectivity. The CTR program is also promoted to new state employees during new hire orientation.

The Capitol Campus CTR Program will continue to build on existing policies and gain support from Employee Transportation Coordinators (ETC). ETCs manage the CTR Program within their respective agencies. An ETC Networking session was recently conducted at TRPC. A majority of the ETCs comments and feedback during the session centered on the lack of time to promote the CTR Program or lack of support by agency leadership.

To assist in promoting the program, DES is establishing a TDM Framework, which creates an index of policies, programs, services, and products to influence whether, why, when, where, and how people travel. For every 1% of employees who participate in the CTR program, parking 60 stalls become available increasing parking capacity on Capitol Campus.

For those organizations where CTR is not promoted or exists, the agency experiences a higher share of employees driving alone versus organizations with effective CTR programs that have a higher rate of employees who commute differently. Commuters using different methods to commute save money, reduce greenhouse gas emissions, and save fuel and time.

Capitol Campus Central Plant – Amendment to Assess Alternate Location

Roger Wigfield, Energy Program Manager, provided information for the committee's consideration of future action on a possible alternative central plant location.

Mr. Wigfield reported that in the 2015/2017 Capital Budget, DES received an appropriation to evaluate the Capitol Campus steam system for conversion to hot water, as well as analyzing the feasibility of a combined heat and power system.

The goal of the project is to improve the safety and efficiency of campus heating system over the next 100 years by modernizing the system. Analysis will compare owning and operating costs over a 50-year life cycle. Options under consideration include updating the existing system and conversion from steam to hot water.

The existing system is 100 years old, serves 12 buildings on campus, and operates at an efficiency level of 34%. Mr. Wigfield demonstrated the energy efficiency losses the system experiences on a graph. DES spends approximately \$640,000 annually to heat campus facilities and only receives \$215,000 in useful heat. Preliminary analysis indicated a good potential for a viable system that would improve the efficiency of the system, identified the need to conduct further analysis for conversion from steam to hot water, and identified existing challenges of the plant's current location because of hillside stability, shoreline erosion, flood hazards, and limited space. Because of those factors, DES is considering a new site for the central plant.

The objective of the analysis is ensuring investment in the right location, improving the safety and efficiency, planning for future growth of the campus, ensuring all climate impacts are considered, and ensuring synergy between heating and cooling systems.

DES explored six alternate sites. Sites 1, 2, 3, and 6 were discounted because the sites are of higher value. The sites were initially evaluated because of ease of access to the existing steam distribution system or to the parking garage for pipe distribution. Sites 2 and 4 were deemed not possible because they are too close to the south campus neighborhood. Site 5 is a potential site as a section of OB2 could be used that is currently underutilized and because the site is closer to the electrical distribution system.

Mr. Wigfield reviewed design options. The roof of the plant would be at the plaza level of OB2. Louvers on the building could be solar panels. Because both plants are within a similar footprint, the cooling towers could be designed in a way that don't resemble traditional cooling towers. He displayed photographs of several modern central plants.

Lt. Governor Owen asked whether direction by the Legislature included an analysis to replace the plant. Mr. Wigfield said DES pursued the analysis for replacement of the plant because of the risks associated with hillside stability, erosion, flood hazards, and lack of space for future expansion. Lt. Governor Owen asked whether the analysis includes the cost of conversion versus the cost of building a new plant. Mr. Wigfield said the cost of upgrading versus building a new plant would be included in the analysis.

Bob Covington, Deputy Director, added that DES is completing the analysis as directed by the Legislature to include an additional alternative for consideration and costing. The analysis will provide the information necessary to make appropriate decisions. Lt. Governor Owen agreed that the analysis is warranted especially after identification of some safety and expansion issues.

Secretary Wyman asked whether the analysis also factors the real cost savings to determine the total cost, as well as inclusion of a guarantee to the state if the projected savings are not achieved. Mr. Wigfield affirmed that DES would pursue performance contracting for the project to include energy savings guarantees. Secretary Wyman asked whether DES would submit the proposal to the Legislature during the next session. Mr. Covington advised that the proposal would be reviewed and vetted by the CCDAC and the SCC for support and a recommendation on the findings of the investment grade audit. The same briefing was presented to the CCDAC, and similar to this discussion, some CCDAC members pointed out the importance of the site as the entry/gateway to Capitol Campus. Some concerns were voiced about the visual appearance of the building.

Lenny Young asked about analysis of noise levels and potential gas emissions from the plant as the location is in close proximity to OB2 and the Natural Resources Building. Mr. Wigfield replied that the preliminary design concept places the flue for the power plant higher and some distance to hide the appearance. The analysis includes noise generation. Initial analysis indicates freeway noise is louder than noise generated by the power plant. The preliminary analysis reflects a reciprocated engine would provide better efficiency than a gas turbine because of the size of the plant. Additionally, emission standards must be met for the plant.

Capitol Campus Central Planning

Master Plan Update

Lenore Miller, Asset Manager, briefed members on State Capitol Master Plan, Capitol Campus Pre-design Planning Projects authorized in the budget, and the Ten-Year Capital Plan.

The legislative proviso for the Master Plan update directed DES to identify potential development sites and infrastructure that would be needed for redevelopment of the sites. Development sites are included within the Master Plan. The proviso is the basis for the update of the Master Plan.

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DES was directed to complete predesigns of the Pritchard Building, Newhouse Building (a two-block site currently housing the Newhouse Building and the Press House located off Capitol Way near the Visitor Center), renovation or new development of the GA Building, and the ProArts Building. The predesigns include identification of potential tenants and functions, cost for development, and a construction schedule. DES is also including the Union and a half-block property owned by the state located off Washington Avenue.

Lt. Governor Owen asked whether the Newhouse project would include vacating the street and constructing the new structure on the two-block site. Ms. Miller advised that the proposal is for two structures but it would include vacating the street to afford more effective development of two buildings on the site.

The predesign project is not similar to a full predesign. The Office of Financial Management's (OFM) instructions for predesigns are driven by programmatic/business need. The predesigns will evaluate development opportunities and determine the best use of the properties. The scope of the predesign involves a site analysis of each site to identify existing infrastructure, development capacity (based on height limits, setbacks, and lot coverage), and potential programmatic options to accommodate business needs. The project is integrated with two other planning projects involving the hot water conversion at the central plant to help inform future demand and the Campus Utility Renewal System. Most of the campus infrastructure is old, outdated, and useful life exceeded. The Utility Master Plan forecasts the future and will inform any improvements to the four development sites.

Lt. Governor Owen commented that he was under the impression that most buildings on the campus had received infrastructure improvements over the last 20 years. Ms. Miller said not all buildings on the campus have been upgraded. The Ten-Year Capital Plan includes some projects for buildings that haven't had infrastructure upgrades.

Ms. Miller reported the list of the development sites informs the Master Plan. The predesigns will help identify changes, deletions, or additions of opportunity sites in the Master Plan. The Master Plan Work Group is comprised of members of the CCDAC. The work group identified some specific changes for review by the SCC during a future meeting. The abbreviated predesigns will help the committee, OFM, and the Legislature to make decisions about future developments. DES will use the Highest and Best Use Chart within the Master Plan. The project provides an opportunity to improve the chart. The chart is high level and doesn't clearly identify the types of functions that could be located on sites. More details in the chart is planned to help inform the use of properties.

All plans should be coordinated with the Master Plan. The Master Plan informs the project based on the Highest and Best Use Chart for locating state government and includes design guidelines for building design and placement. Ms. Miller displayed the Highest and Best Use Chart. The Master Plan includes guidelines on the location of state government functions that should be located on the East and West campuses and throughout Thurston County. The Legislative Building is the center of the campus and is considered Tier 1 as the highest priority function on Capitol Campus. The building houses the law-making process and statewide elected officials, ceremonial functions, and public and educational functions. The West Campus supports Tier 1 uses that are critical and must be located close to the Legislative Building. The East Campus is focused on state agency headquarters, executive offices, and other functions supporting Tiers 1 and 2. The chart speaks to off-campus structures in close proximity to the City of Olympia with administrative and service delivery functions. Tier 5 uses include Preferred Leasing Areas and Preferred Development Areas for support facilities.

The project's planning team includes DES senior planners, OFM Facilities Oversight manager and facilities analyst, legislative administrators Kyle Overmiller and Maurice Perigo, and legislative fiscal committee staff. DES contracted with Schacht-Asiani Architects to provide planning services.

Key tasks include the consultants reviewing all previous reports and predesign studies, completing site analysis, and continued work on the Master Plan to include an analysis for development of each site in the context of the entire campus with respect to parking needs, pedestrian traffic, and additional traffic. Key findings will be presented to the committee at its meeting in June. During June and July, the consultants will identify some conceptual alternatives, which will be a decision point for the SCC in June in terms of the preferred alternative to pursue in the final report. A special meeting might be required in July. In August, the selected alternative will be presented for selection of a preferred concept for inclusion in the final report. Two opportunities are available for the decision-making process. Finalization of the report will include comments from the state and the public for another review by the CCDAC and the SCC for approval. The report would also incorporate changes to the Master Plan. The report is due to the legislative fiscal committees by November 1.

Ten-Year Capital Plan Update

Ms. Miller referred to the Ten-Year Capital Plan. At the June meeting, the committee will receive a briefing on the new Ten-Year Capital Plan for feedback prior to submittal to OFM. The current 2015-2025 Capital Plan will be updated in collaboration with OFM. OFM assisted in identifying unmet facility needs. The updated plan is scheduled for submittal to OFM in September. The goal of this update is to ensure the plan is comprehensive, as the current plan doesn't include properties outside Thurston County, which should be included in the plan. The objective is to ensure the plan reflects responsible stewardship, addresses life safety issues, accounts for facility useful life expectancy, and supports sustainability. An important element of the plan is a financing strategy to enable funding of projects in the future. Timber revenues and general fund monies serve as the financing tool for capital projects. Another important element is stakeholder and customer support of the plan because the goal is to provide productive, healthy, and safe facilities.

Ms. Miller reviewed the capital project list. Within office facilities, 10 buildings are in need of significant renewal as the useful life of building systems have expired. Some seismic retrofits are required to protect people. The projects encompass 1.4 million square feet of renewal projects for a cost of \$1.7 million. The Insurance Building was renovated 34 years ago and building systems have exceeded their useful life. The Pritchard Building has never received a full rehabilitation. Some modifications were completed to the Pritchard Building. The building's systems haven't been upgraded or replaced in 57 years. The last rehabilitation of the Temple of Justice was 25 years ago. Many rehabilitation projects were slated for completion but not completed because of the recession. Infrastructure projects account for \$67 million in the plan. The Utility Renewal Plan will likely identify additional needs. The task in completing the plan is to ensure the plan is realistic and feasible.

Lt. Governor Owen referred to several historical artifacts residing in the GA Building. Because of maintenance issues, he recommended the removal and placement of the Beall Mosaic Mural and the State Seal to another location to protect the objects. Secretary Wyman agreed as the mural is historic and was produced in the 1950s. The mural captures that era of art.

Mr. Covington said DES supports the proposal and has been investigating the placement of the objects. Based on the committee's direction, DES will aggressively pursue opportunities to potentially move the artifacts into the new 1063 Building.

Secretary Wyman moved, seconded by Kelly Wicker, to direct DES to evaluate options to move the Beall Mosaic Mural and the State Seal to another location for protection to prevent deterioration during the decision-making process to determine the status of the GA Building. Motion carried.

Capitol Lake Management Plan

Mr. Covington updated the committee on the status of the proviso and appropriation for a process to reach consensus on a long-term plan for the management of Capitol Lake building on the recommendations from the Ruckleshaus Study. The process is moving forward. Since the last update, DES convened an Executive Work Group comprised of representatives from local and tribal governments to work together to reach consensus on a path forward in the long-term planning. The work group reviewed a high level plan for the process and a detailed implementation plan for Phase 1. The work group also received a briefing on the Environmental Impact Statement (EIS) process in March. Much work remains to be accomplished in a short timeline. Efforts continue with the partners to ensure the process stays on track. The process includes three phases with DES receiving funds only for Phase 1 for the information and coordination work. The next phase is dependent upon a broad range of support for a path or direction to move forward with an EIS.

Mr. Covington referred to additional materials provided to the committee. The consultant, Floyd|Snider, consolidated many actions to accomplish in the short timeframe to provide an overall picture of the path the task requires. The project includes several different groups comprised of the Executive Work Group, Community Meetings and Input, Funding and Governance Committee, Technical Committee, and the Floyd|Snider team. Mr. Covington reviewed accomplishments during the last several months. In May, the focus is on methodology for best available science, June includes identification of the hybrid options, review of existing and hybrid options in July, cost estimates, funding, and governance in August, followed by development of the report in September. The entire of body of work will be compiled into a report for submittal to the Legislature.

Lt. Governor Owen asked for clarification of “hybrid options” as it appears the selection of the long-term management option might be preselected. Mr. Covington explained that the hybrid options include all alternative ranging from preserving the lake, returning the lake to an estuary, or another hybrid alternative. All the options are included in the scope of evaluation throughout the process. There is no predetermined outcome.

Mr. Covington described the effort as a ‘two touch’ process. The project includes a significant amount of public feedback, input, and community participation. Each phase of work includes a ‘two touch’ process to ensure all committees and the community reviews the information and has access to all feedback from both the community and the committees. As the consultant shared, the Capitol Lake project has more public comment and public participation than the 520 Bridge received, which is important as the issue is very polarizing in the community. It’s important that the community is fully engaged and has every opportunity to participate.

Public Comment

There were no public comments.

Adjournment

With there being no further business, Lt. Governor Owen adjourned the meeting at 11:18 a.m.