

CAPITOL CAMPUS DESIGN ADVISORY COMMITTEE MEETING

Regular Meeting
1500 Jefferson Street, Room 2208
Olympia, Washington 98504

February 20, 2020
10:00 a.m.

NOTE: These Draft Minutes of Meeting are subject to change upon approval of CCDAC at their next regularly schedule meeting.

Draft Minutes

MEMBERS PRESENT:

Alex Rolluda, (Chair) Architect
Dan Miles, (Vice Chair) Architect
Marc Daily, Urban Planner
Chris Jones, Landscape Architect
Senator Timothy Sheldon

MEMBERS PRESENT:

Representative Beth Doglio
Senator Sam Hunt
Representative Vicki Kraft
Kim Wyman, Secretary of State

OTHERS PRESENT:

Kevin Dragon, Department of Enterprise Services
Bill Frare, Department of Enterprise Services
Tessa Gardner-Brown, Floyd|Snider
Marygrace Godden, Department of Enterprise Services
Jeff Gonzalez, Department of Enterprise Services
Valerie Gow, Puget Sound Meeting Services
Rose Hong, Department of Enterprise Services
Majid Jamali, Department of Enterprise Services
Linda Kent, Department of Enterprise Services

Chris Liu, Department of Enterprise Services
Nouk Leap, Department of Enterprise Services
Carrie Martin, Department of Enterprise Services
Rachel Newman, S. Capitol Neighborhood Assn.
Karen Parkhurst, Thurston Reg. Planning Council
Jennifer Reynolds, Department of Enterprise Services
Steve Shanewise, Citizen
Bob Willyerd, Department of Enterprise Services
John Wynands, Department of Transportation

Welcome and Introductions, Announcements & Approval of Agenda

Chair Alex Rolluda called the Capitol Campus Design Advisory Committee (CCDAC) to order at 10:01 a.m. A quorum of the CCDAC was present.

Members provided self-introduction.

Chair Rolluda recognized Marc Daily. Mr. Daily was appointed in October 2019 by Department of Enterprise Services (DES) Director Chris Liu to fill the committee's Urban Planner position. Mr. Daily has over 20 years experience in urban and environmental planning in the private and public sector. Mr. Daily serves as the Executive Director for Thurston Regional Planning Council (TRPC) in Olympia. The agency's emphasis is on transportation and land use planning to benefit the Council's 22 members. Prior to joining TRPC, Mr. Daily served as the Deputy Director of Washington Puget Sound Partnership (PSP), a state agency leading the region's collective effort to restore and protect Puget Sound. During his tenure with PSP, Mr. Daily served as Acting Director for one year and as a member of Governor Inslee's Executive Cabinet.

Chair Rolluda acknowledged Senator Timothy Sheldon as a new member. Senator Sheldon reported he lives on Hood Canal and has been a member of the Legislature for 30 years.

Chair Rolluda noted the absence of Secretary of State Kim Wyman, Senator Sam Hunt, Representative Vicki Kraft, and Representative Beth Doglio because of other conflicting commitments.

Chair Rolluda reviewed the agenda topics: Review and approve November 7, 2019 minutes; receive a progress update on Capitol Lake Deschutes Estuary Long Range Management Plan EIS, an update on the next steps for the East Plaza Phase 5B project; a presentation on regional transportation planning underway in Thurston County; and an update on DES capital projects.

The agenda was accepted as presented.

Approval of November 7, 2019 CCDAC Minutes - Action

Chris Jones moved, seconded by Dan Miles, to approve the CCDAC meeting minutes of November 7, 2019 as published. Motion carried unanimously.

Capitol Lake –Deschutes Estuary, Environmental Impact Statement (EIS) Project Update - Information

Chair Rolluda recognized Carrie Martin, DES Project Manager, and Tessa Gardner-Brown with Floyd|Snider.

Project Manager Martin introduced Tessa Gardner-Brown, Project Manager with Floyd|Snider. Ms. Gardner-Brown updated the committee on the status of the Capitol Lake-Deschutes Estuary Environmental Impact Statement (EIS) project.

Ms. Gardner-Brown reviewed the project process map developed to measure progress. The map reflects various tracks that serve as the key foundations of work underway to develop a long-term management plan and preferred alternative for Capitol Lake. The EIS is the technical work that will assist the team in providing information on the impacts and benefits of the preferred alternative. The map tracks engagement by the various Work Groups, (Executive, Technical, and Funding & Governance), decision-making bodies, and the community.

Progress on the EIS includes:

- Completed bathymetric survey of Capitol Lake in January 2020
 - Targeted completion was April 2019, but survey delayed because of the Olympia Brewery oil spill cleanup
 - Attempted a July 2019 survey but abandoned because of environment conditions
 - Reconnaissance in December 2019 revealed dense vegetation that would affect data quality
 - Work was adjusted to proceed with other tasks that were not reliant on the bathymetric survey
 - When conditions improved in January 2020, bathymetric surveying and data collection were completed. The survey is important for several reasons:
 - Data informs numerical modeling of hydrodynamics and sediment transport
 - Numerical modeling informs a variety of technical disciplines - sea level rise, wetlands and vegetation, and economics

The Draft EIS is targeted for completion by mid-2021 with the Final EIS with the Preferred Alternative scheduled for completion in 2022. The project team developed a measurable evaluation process to screen concepts and optimize alternatives.

The team developed an initial version of optimized alternatives by screening a range of concepts and alternative components for those that best meet project goals using objective screening criteria. One example is how the public and stakeholders, as well as previous environmental studies proposed various

ways to achieve project goals, such as creating an 80-foot estuary opening versus a 500-foot estuary opening or boring through existing structures to enable tidal flows. The project team evaluated those options in the context of achieving project goals and selected those to move forward in developing an optimized alternative. The results of the measurable evaluation process identified the following alternatives:

- A *Managed Lake Alternative* assumes initial and maintenance dredging in the north basin only. The proposal does not include dredging the south basin or the middle basin. The proposal to dredge the north basin is economically and environmentally sustainable. Dredged materials from the initial maintenance dredging would be used within the project system to develop habitat islands within the middle basin to transition the middle basin to freshwater wetlands much like the conditions of the south basin today. The option includes implementation of an adaptive management plan or habitat enhancement plan to ensure those ecological functions are maintained. Boardwalks would be constructed in the south and middle basins adjacent to the habitat features with the primary goal to restore active recreation, boating, and fishing within the project area.

Senator Sheldon inquired as to the projected depth of a managed lake alternative. Ms. Gardner-Brown advised that the elevation within the middle basin would vary with the highest elevation of +16 feet equitable to the elevation of Deschutes Parkway. That depth enables a range of habitat species. In the north basin, the average water depth would be six feet after dredging.

Chair Rolluda asked how relocated sediment would be prevented from migrating to the basin. Ms. Gardner-Brown reported the process for creating habitat islands would be similar to the process used for establishing the Capitol Lake Interpretative Park. Dredge material from the Heritage Park area in the late 1990s was deposited to develop habitat areas. Over time, as sediment settles, water is released to compact sediment. The addition of plantings will aid in containment. Within the middle basin, sheet pilings will help in forming the habitat islands and enable water to separate to the top with sediment consolidating at the bottom. Water would then be discharged from the islands to the lake following the plantings and removal of the sheets.

- The *Estuary Alternative* includes dredging the middle and north basin. Dredge materials would be configured to develop the main channel to mimic the historic main channel prior to the dam. Dredged materials would be used to develop a salt-tolerant shoreline. The 5th Avenue Dam would be removed and replaced with a 500-foot opening. Following restoration of the area, future maintenance dredging would be targeted to West Bay areas. An adaptive management plan would guide maintenance of ecological functions and development of a boardwalk within the south and middle basins. Boating and fishing would be restored.

Ms. Gardner-Brown displayed a graphic depicting water elevation during tidal cycles.

- The *Hybrid Alternative* has the same components as the Estuary Alternative except for a 45-acre reflecting saltwater pool. A multimodal trail would be developed on the reflecting pool retaining wall. An adaptive management plan would be developed to ensure water quality was maintained in the reflecting pool.

The alternatives represent a snapshot in time following the completion of the measurable evaluation process. Throughout the technical analysis, it is understood that as new and relevant information is

discovered, some factors within the three alternatives might require refinement or adjustment. Any changes to the alternatives would also include updates to stakeholders.

Mr. Daily noted that a number of the presentation slides speak to project goals. He asked for the source of information identifying project goals. Ms. Gardner-Brown advised that DES worked with stakeholders as part of Phase 1 efforts in 2016 to develop a mutually agreeable Purpose and Need Statement representative of all interests. The Purpose and Need Statement is included in the Phase 1 Report, which is posted on the project website located at www.capitollakedeschutesestuaryeis.org. Mr. Daily asked whether the Purpose and Need Statement and project goals are synonymous. Ms. Gardner-Brown affirmed that they were.

Ms. Gardner-Brown reported in September 2019, a joint meeting was held with the Executive Work Group (EWG) and the Funding and Governance Work Group to ensure the EWG had a thorough understanding of the economic foundation to develop a shared funding and governance model for costs relative to construction and long-term maintenance of the preferred alternative. Funding and governance options were reviewed in addition to soliciting early input for the project team. At that meeting, EWG members committed to exploring potential funding or providing joint funding for the work of the Funding and Governance Work Group.

In November 2019, the Funding and Governance Work Group engaged in a series of exercises to discuss beneficiaries of the alternative components and potential responsibilities, roles, and cost sharing, which is directly tied to foundations developed during Phase 1 identifying entities benefitting from the solution. Those entities, as participants, should contribute in paying for the cost, as well as those that contribute to the problem.

Meetings of the EWG and the Technical Work Group were held in November 2019. Members received a presentation on the schedule and optimized alternatives. Discussion centered on clarifying components of the alternatives. An overview of methodologies was provided on some of the technical analyses. The work group provided technical input on some of the assumptions.

In quarters three and four, DES engaged in extensive outreach with legislative counterparts. Following that coordination, the Office of Financial Management (OFM) and the Governor's proposed supplemental budget included full funding for the project. Key members of the Legislature representing the 22nd legislative district support the project and understand that completing the project is the lowest cost option rather than continual delay and restarts. DES staff responded to many follow-up questions.

Community engagement efforts remain a priority throughout the process. The Community Sounding Board is comprised of 25 community members representing diverse interests. The Board provides input to the project team throughout the process during structured meetings. In September 2019, an online meeting was held with the group to provide updates on current project activities. At a November meeting, members received a schedule update and reviewed the optimized alternatives. During the meeting, members participated in a round robin sounding board to provide feedback. Overall, feedback on the alternatives was positive, as well as some questions that the project team is exploring. Members engaged in an exercise to provide feedback on viewpoints for the visual quality analysis. Many community members have questioned the appearance of an estuary. The visual quality analysis will provide simulations of what the change will resemble from actual viewpoints around the lake. A number of viewpoints were selected through the exercise.

The project includes a mailing list of approximately 5,000 email addresses. The project team transmits quarterly updates to those addresses.

Mr. Miles asked about the availability of feedback received by the project team. Ms. Gardner-Brown advised that all feedback is publicly available on the project's website at DES. Meeting notes from each work group and Community Sounding Board meeting capture the discussions.

Ms. Gardner-Brown outlined next steps. At the next briefing, the project team anticipates substantial completion of the technical analyses. It is likely numerical modeling will be substantially complete. The project team will collect sediment samples on Capitol Lake. Once full funding for the project is confirmed, the team will begin remaining analysis for completion of the draft EIS, which is anticipated to be issued by mid-2021.

Mr. Jones asked Ms. Gardner-Brown to speak to quality of salmon habitat with respect to each of the alternatives. Ms. Gardner-Brown advised that the fish and wildlife impact analysis would provide answers to the question which will be addressed in the draft EIS. The habitat design is modeled from other successful low marsh and salt marsh areas within Puget Sound. Some studies from the tribe have assisted the project team in assessing and refining the design. The intent is to provide good habitat for various salmonid species.

Senator Sheldon asked whether the reflecting pool would maintain a consistent level of saltwater or be affected by tidal actions. Ms Gardner-Brown explained that the current design includes tide gates enabling tidal actions in the pool. Tidal action is important to maintain flushing of the system through the reflecting pool. The tide gates would be set to maintain a six-foot water depth to promote recreational uses.

Chair Rolluda asked how each alternative responds to sea level rise. Ms Gardner-Brown said one of the scenarios in the numerical model accounts for conditions during sea level rise in the Capitol Lake basin. Additionally, sea level rise is reflected in some of the designs by setting the height of the retaining wall higher than the potential rise in water level. Additionally, salt tolerant plants would be planted along the shoreline to accommodate any sea level rise. The potential impacts of sea level rise will be addressed in the EIS as well.

Chair Rolluda inquired about the timing for completion of the visual quality analysis. Ms. Gardner-Brown advised that the simulations would be included in the EIS.

Chair Rolluda thanked Ms. Gardner-Brown for the update.

East Plaza Water Infiltration Repairs (5B) – Information

Chair Rolluda recognized Jeff Gonzalez, DES Project Manager.

Manager Gonzalez updated members on the status of the East Plaza Water Infiltration Repairs project. He identified the project area on an aerial illustration of the East Plaza surrounded by the Department of Transportation and Employment Security Department Buildings. Project team members include:

- Jeff Gonzalez, Project Manager, DES
- Bob Willyerd, Project Manager, DES (April 2020)
- Jennifer Reynolds, Communications Manager, DES
- Craig Gunn, Property Manager, DES
- Brent Chapman, Grounds Operations Manager, DES

- Pete Andersen, Architect, Cornerstone Architecture Group
- Neil Shaw, Project Manager Washington Patriot Construction
- Rory Godinez, Superintendent, Washington Patriot Construction
- Bogdan Tischenko, Project Engineer, Washington Patriot Construction

The project was initiated because of failures in the waterproof membrane over the East Plaza Garage. Water penetrated and leaked through to the garage compromising the structure. Construction on this portion of the project began in May 2019. Landscaping and other upper plaza improvements were substantially completed in December 2019. Mr. Gonzalez shared “before” and “after” photographs of the improvements. Electrical improvements and lighting improvements within the garage are scheduled to begin in mid-March and continue through October 2020.

The project was initiated as a phased project in 1996. The first three phases were completed near OB2. The Phase 4 area was completed during the 2005-2007 biennium. From 2008 to 2014, no additional repairs were completed. The current project is Phase 5B. Because of funding constraints in 2006, the project was segregated into six sub-phases to enable incremental achievement to replace the waterproof membrane. This phase of work is consistent with the work started in 1997 as part of the guiding document for the East Plaza area. Phase 5A included repairs to stair towers #1 and #8. That work was completed in the 2015-2017 biennium. The Phase 5B project was funded in the 2017-2019 biennium.

The current project on the East Plaza was completed and included demolition of the existing plaza surface, replacement of the waterproof membrane, electrical improvements, and landscaping the plaza consistent with the landscape design for the East Capitol Campus. Additional funding requests to complete remaining phases of the project will be submitted.

The East Plaza Garage is nearly 50 years old. The upper portion of the garage is the roof of the East Plaza with landscaping of trees, shrubs, gardens, ramps, and pathways. The guiding document for the East Capitol Campus Plaza was developed in 1997 to guide the design and shape of the East Plaza. The Phase 5 area design was completed in 2006. The scope of Phase 5B included removal of trees, shrubs, grass, pavers, soil and planter walls down to the concrete roof deck, installation of new waterproofing membrane, drainage improvements, and installation of new walls with capstones, soil, trees, shrubs, grass, irrigation, walkways, and light fixtures.

Project Manager Gonzalez displayed a series of aerial photographs of new landscaping. During the design stage, the project team used a design previously developed by the landscape architect. Other aerial photographs depicted views of East Plaza from the Washington State Department of Transportation Building and the Employment Security Department Building. Immediately north between the new landscaping and the legislative dome are the Halprin fountains (Water Garden).

Ongoing work includes some crack repair throughout the garage and additional electrical work to upgrade outdated electrical panels and improvements to garage lighting. Work is scheduled to begin in mid-March and continue through October. The additional electrical work will have minimal impacts to parking with some parking stalls temporarily closed, similar to the work completed for drainage repairs. Some areas in the garage will experience lights dimmed to an emergency level as work progresses.

Chair Rolluda asked whether additional pedestrian lighting was added along the pathways. Project Manager Gonzalez confirmed approximately 12 new lights were added.

Project Manager Gonzalez noted the success of the project because of the team. Each team member assumed a specific role and responsibility and conveyed tremendous mutual respect for the overall objective of completing a successful project.

Bill Frare, Assistant Director, DES, added that the project was completed using the GC/CM delivery method. He asked staff to describe the GC/CM process for the benefit of the committee and how the delivery method contributed to the success of the project.

Project Manager Gonzalez referred to the traditional Design-Bid-Build process whereby an architect designs a project that is released for bid with the agency selecting the low bidder. The low bidder reviews the plans and works with the architect on any changes required to the plan. The GC/CM delivery method hires the contractor at the front-end of the project during design to help inform the design early when changes can be implemented to reduce potential work order changes that result in increased costs. The GC/CM provides input during the process to include cost estimating to establish the foundation of actual costs, answers questions, and offers input on potential changes in the contract documents. The project was on an accelerated schedule, which required earlier contracting, which is one reason GC/CM was selected for the project. GC/CM is essentially an integrated project approach that can make a big difference in achieving a successful project.

Chair Rolluda asked for an explanation of the GC/CM selection process. Assistant Director Frare said the process is not a low-bid process. It essentially involves procuring an architect or a design team in the same fashion as a traditional project. However, immediately following the hiring of the architect, a Request for Proposal (RFP) is released for the contractor. The contractor is selected partially on a qualifications-based method and partially on some of the fees within the contract. The selection is not 100% qualifications-based but relies on hiring the right contractor to form a successful team working together on an integrated design process. The delivery method subscribes to a cooperative and collaborative team that lends itself to cost savings rather than placing everything on a priced-based process. The GC/CM delivery method includes the contractor during the early stages of the design process enabling the contractor to answer early questions and provide estimates. It is particularly important for projects involving an occupied building as scheduling is very important. GC/CM is a good contracting methodology for existing buildings where many unknowns may exist behind the walls or under the foundation. The contractor is able to complete some investigative work early in the process to inform the design by the architect. The price of the contract follows specific rules within RCW 39.10 stipulating what work the contractor can self-perform and work to be subcontracted. In traditional Design-Bid-Build, a comprehensive plan set is developed with one bid date. Under GC/CM, it is possible to release an early bid to complete the foundation work or a second bid to complete all infrastructure elements (electrical and utility work). The contractor is able to bid against subcontractors while considering the low-bid incentive throughout the life of the contract.

Mr. Jones asked about any surprises discovered during the removal of the roof membrane. Project Manager Gonzalez said the early investigative work was very helpful. However, as the membrane was removed, some surprises were discovered. Some of the environmental work was more involved and required additional steps to clean up some of the environmental aspects of the project. Additionally, a flat surface had been anticipated; however, the roof contained cells requiring a much more extensive installation of the new roof membrane than initially anticipated. Additionally, drainage improvements were required as some of the drainage systems constructed in the early 70s were no longer operational or were only partially effective. The GC/CM delivery method enables an open-book process with a specific budget with some contingencies for both the contractor and the agency. At the conclusion of the project

any savings achieved is returned to the owner (agency). The process entails a balance of managing the contingency and using the funds for wish list items or surprises.

Mr. Jones said it appears EDAW, Inc. which completed the original East Capitol Campus Plaza – Plaza Program and schematic design ceased operations in 2009. He asked how DES is ensuring the landscape design is followed and what entity will be reviewing the quality of work, especially as Phase 5C approaches involving the Halprin Fountain, a historical significant element. He asked about the measures to be implemented to ensure the design vision is upheld by another landscape architect. Project Manager Dragon responded that the DES Planning and Project Delivery Team serve as the oversight review of any proposal. The agency's 10-year plan includes a phased approach for the delivery and implementation. The landscape architect would be a member of the project team. DES, CCDAC, SCC, and stakeholders would be engaged to ensure the project tracks with the original design.

Project Manager Gonzalez added that previous design documents contain much detail that was used as the landscaping template. DES Buildings and Grounds staff followed the template and any changes, such as the placement of trees only occurred when the area contained insufficient soil for trees.

Project Manager Dragon noted that staff thoroughly vetted the original plans and used the plans for the bid. However, when estimates documented extensive costs leading to difficulty in obtaining funds to construct the improvements, a phased approach was adopted.

Mr. Daily asked about the specifics involving environmental mitigation. Project Manager Gonzalez said the team discovered existing asbestos in some of the previous waterproofing, which required environmental technicians throughout the demolition process to perform various testing.

Mr. Jones asked whether the drainage within the cells enabled water to drain through the slab into the garage. Project Manager Gonzalez explained that there were weakened holes at the bottom of the cells, which interconnected the cells. Those holes had become plugged. With some of the contingency savings, new drains were installed in each of the cells. The membrane removed was the original membrane. Much of the membrane had deteriorated. The membrane also had exceeded its life expectancy.

Senator Sheldon inquired about the number of parking spaces available in the Plaza Garage. Project Manager Gonzalez estimated over 3,000 parking spaces are available between the different levels in the garage. Assistant Director Frare offered to follow-up with the correct information.

Mr. Jones asked about the number of employees working on Capitol Campus. He was advised that approximately 6,000 employees work on the campus.

Mr. Miles commented that structural codes have evolved considerably since the garage was constructed. He asked whether the overall weight of the new landscaping scheme was considered relative to the existing landscaping scheme to account for much larger loading requirements in today's structural codes. Project Manager Gonzalez affirmed those issues were addressed as it was very important to identify a soil type that had the proper characteristics to support landscaping but not impact the integrity of the Plaza Garage. The project team worked with structural engineers, landscape architects, and soil scientists to develop a specific mix of soil to accommodate weight and provide sufficient support for trees and plants.

Chair Rolluda asked about the disposition or disposal of existing pavers. Project Manager Gonzalez said the pavers were removed and disposed. Chair Rolluda asked whether the project team considered

adaptive reuse of the material. Project Manager Gonzalez explained that most of the pavers were not in good condition. Most of the area was covered with landscaping with a limited number of pavers.

Chair Rolluda thanked Project Manager Gonzalez for the update.

Chair Rolluda welcomed DES Director Liu to the meeting.

WSDOT-TRPC Regional Transportation Planning – Information

Chair Rolluda recognized John Wynands with WSDOT Olympic Region and Karen Parkhurst with Thurston Regional Planning Council (TRPC). They will provide an overview of the regional transportation planning effort in Thurston County and the I-5 corridor near Capitol Campus.

Karen Parkhurst reported she serves as the Planning and Policy Director at TRPC. John Wynands said he serves as Region Administrator, Olympic Region, WSDOT, serving Clallam, Grays Harbor, Jefferson, Kitsap, Mason, Pierce and Thurston counties.

Ms. Parkhurst provided some background on TRPC. TRPC serves as a single county regional planning council as opposed to a multi-county council. Membership is comprised of all cities and towns in Thurston County, Intercity Transit, LOTT Clean Water Alliance, Port of Olympia, WSDOT, school districts, and tribes. Thurston Conservation District recently joined as a member. Currently, the Chair of the Council is JW Foster, Mayor, City of Yelm. Cynthia Pratt representing LOTT Clean Water Alliance serves as the Vice Chair. Clark Gillman, Councilmember, City of Olympia, serves as the Secretary. TRPC's mission is to provide leadership on regional plans, policies, and issues. TRPC supports regional transportation planning consistent with state and federal regulations, addresses growth management, environmental quality, economic opportunities, and other topics determined by the Council. TRPC assembles and analyzes data in support of local and regional decision-making. TRPC serves as a convener to build regional consensus on issues through information and citizen involvement and builds intergovernmental consensus on regional plans, policies, issues, and advocates for local implementation.

Products produced by TRPC include the Thurston County Bike Map, a series of Capitol Campus maps, development of the Climate Mitigation Plan, *The Profile* (compilation of various regional datasets), the Capitol Community Moving Forward Study requested by the Legislature on better ways to improve transportation and access on Capitol Campus, commute trip reduction efforts, and transportation demand management.

TRPC's former senior planner was assigned to work on the Capitol Lake issue over a 20-year period. He retired from TRPC and has since volunteered to be part of the Capitol Lake study currently in progress.

TRPC is involved in local food systems, transportation for children in schools, and *What Moves You* - TRPC's Regional Transportation Plan. The Transportation Policy Board is a subcommittee of the Council. City of Lacey Mayor Andy Ryder serves as the Chair. Graeme Sackrison serves as the Vice Chair. Mr. Sackrison is a community representative and former mayor of the City of Lacey. Kevin Dragon is a member of the TPB representing state agencies.

TRPC is currently updating the Regional Transportation Plan (RTP). The RTP serves as a roadmap forecasting the future of transportation in the next 25 years. The region's transportation system works across all jurisdictional boundaries. The RTP not only addresses transportation, it addresses land use and economic development because of the interconnection. The RTP considers maximizing the benefits of all transportation modes (transit, cycling, walking, & vehicles) within the region.

Elements in the RTP include:

- A 20-year planning horizon
- Consideration of transportation technology
- Modeling of future travel demand
- Identification of projects and strategies
- Reflective of countywide planning policies
- Plan is financially feasible
- The RTP includes performance measures
- The RTP promotes public involvement
- The RTP preserves the environment

TRPC is sponsoring a *Community Survey*. The request is for all Thurston County residents to provide feedback for the next 25 years on the following:

- Emerging transportation technologies - drones, autonomous vehicles
- Understanding the importance of different types of transportation investments to promote safety, maintenance, and increasing capacity
- Recognizing the important of transportation-related greenhouse gas reductions
- Consideration in the types of high capacity transit options the region needs in the next 25 years

Ms. Parkhurst encouraged members to complete the *Community Survey*, as well as encouraging family and friends to complete the survey.

TRPC recently extended the deadline for the *Community Survey*. The goal is to adopt the Regional Transportation Plan in July 2020.

Ms. Parkhurst added that TRPC is also working with DES focusing on Capitol Campus and mobile work for state employees, climate issues, emergency and disaster recovery efforts, the U.S. Census, trail plans, and equity. One current project with WSDOT is the I-5 Study from 93rd Avenue in Tumwater to Mounts Road.

Mr. Wynands reported he serves as WSDOT's representative on the Transportation Policy Board. The Board and WSDOT have a good partnership with staff from both agencies working closely on transportation issues. WSDOT is piloting a joint effort with TRPC on an update of the Highway System Plan with a goal for both plans to align. Repairs to the local system that can improve the operation on the state system will benefit everyone. It is important to pursue actions to repair the system at lower cost that benefits the highway system. The pilot effort is proceeding well. Current efforts are concentrating on the I-5 corridor along the Olympia/Lacey urban area for improving throughput and identifying measures that could be implemented in the short, medium, and long-term at low cost. It is important to engage stakeholders in conversations as to how that work should proceed.

Mr. Wynands shared information on the status of ramp metering in the Olympia area. Southbound ramp metering is expected to become operational in Olympia by April. WSDOT is entering into a 30-day phase of collecting data from the ramp meters. Mr. Wynands distributed a fact sheet on the new southbound Interstate 5 ramp meters in Lacey and Olympia. When ramp meters activated in Tacoma southbound ramps, an increase of 16% throughput was achieved within one week of activation. Ramp meters receive traffic data and alter cycles to maximize highway traffic flow by releasing single vehicles to create a measured demand in entering the freeway system. Ramp meters also meter traffic on the local

system, as well as the ramp. The overall goal is to balance the needs of drivers merging onto the highway with the needs of drivers already there. The ramps are connected to WSDOT's traffic Management Center located in Tacoma. The Traffic Management team monitors cameras and meters and can override meters manually when necessary. When demand is not present, meters are not operational. Only meters on southbound ramps will become operational at this time because of the level of current congestion.

Project Manager Dragon added that the Olympic Region is planning to work with the DES team to communicate and outreach to state employees. Mr. Wynands affirmed WSDOT has an extensive media campaign to educate the traveling public, as well as Capitol Campus employees and other larger businesses in the Lacey and Olympia areas.

Mr. Daily asked whether the meters continually monitor the flow on the interstate and at the entrance of the ramp. Mr. Wynands explained that ramp meters monitor the entire ramp up to the signalized intersection controlling the ramp.

Senator Sheldon referred to information he received attesting to how a change in work schedules on campus, if staggered, could prevent much of the congestion along the I-5 corridor. He asked whether that option was considered. Ms. Parkhurst replied that the City of Olympia in coordination with TRPC applied for and received a Regional Mobility Grant to explore other low-cost solutions that could be quickly implemented in the short-term to address congestion because it likely funding required for any major improvements would take time. The intent is to work with agencies and employees on Capitol Campus to explore telework and flexible work hour options. TRPC, DES, and WSDOT have been working together on parking management in conjunction with City of Olympia on the local streets to identify normal traffic patterns based on existing work schedules. That information will be compared with some traffic counts. The effort entails some events, such as *Telework Tuesdays* to encourage employees to take advantage of telework on a particular day to enable tracking of impacts on the transportation system. Flexible work hours will be encouraged on a different day. The events will help move the needle on lower cost options that provide some benefits to employees, as well as to the campus.

Project Manager Dragon noted that as congestion lessens, demand for space on the campus decreases resulting in other auxiliary benefits, such as reducing the demand for parking on the campus.

Chair Rolluda cited the committee's work on the Capital Campus Master Plan and several workshops focusing on transportation and parking from the I-5 corridor and how to move people to the campus. During those workshops, some good ideas were generated. He suggested the team should review the results of the workshops to identify ideas that were generated.

Director Liu pointed out how DES has implemented a telework policy and flexwork policy. A good example of the impact for the entire campus is what occurs at the DES building on Fridays. Each Friday, a measurable drop in cars and employees occurs. Approximately 30 percent of the DES workforce is mobile-capable. Each work team dictates when employees work at the building. It is also important to ensure the agency has the right technology to support telework, such as the appropriate computers and internet accessibility. Adoption of similar policies at each agency is important because the Executive Branch is not responsible for implementing policies, but rather it does require enlightened leaders in each agency to consider mobile work and flexible work policies seriously and whether teams can work in remote areas by using technology effectively. Ongoing efforts include training employees on policies, ensuring correct procedures are in place, and ensuring employee are trained to use technology systems. He complimented WSDOT for improving the I-5 corridor through Tacoma by successfully managing the transition through the corridor. Traffic flow has increased substantially. He recommended WSDOT

consider installing wayfinding signage designating the left lane for through traffic. During construction on I-5 near the Tacoma Dome, a sign was installed designating the left lane for through traffic, which helped reduce congestion considerably.

Mr. Wynands said many conversations have occurred about adding express lanes because of the perception that the I-5 corridor through Joint Base Lewis McChord is congested because of the base. However, that is not the case. WSDOT used blue tooth technology to document how over half the traffic on I-5 at Nisqually is still on I-5 in Tacoma. Essentially, the congestion is not caused by a substantial influx from the base. Those are some ideas under discussion to manage traffic flow. All options are under consideration. He agreed that signage designating the left lane for through traffic can be a simple and effective solution.

Capital Projects Update – Information

Chair Rolluda invited Assistant Director Frare and Project Manager Dragon to provide an update on capital projects.

Assistant Director Frare reviewed several major campus projects:

- **Building Exterior Improvements – Capitol Court**
 - The installation of scaffolding with black mesh will remain in place until the end of April 2020
 - Restoration of the building's historic windows is in progress along with repairing and cleaning the stone exterior façade
 - Improvements are scheduled for completion in May/June 2020
- **Campus-wide Sidewalk Repair**
 - The project entails sidewalk repairs and improvements to ADA access. Sunken Garden was modified to include ADA access into and around the garden
 - Landscaping and irrigation improvements within the Sunken Garden will be completed by DES buildings and Grounds staff in spring 2020
 - Following completion of landscaping improvements, a rededication ceremony is planned in late spring/early summer of 2020
- **Insurance/Cherberg Roof Replacements**
 - The Cherberg Building roof has been completed and meets current codes
 - The Insurance Building roof is nearing completion after experiencing some challenges in the delay of the project during wet winter months that created challenges for the contractor
 - The project is nearing completion
- **Legislative Building Exterior Preservation Cleaning (Legislative Dome)**
 - The Legislative Building dome was cleaned in 2018
 - DES requested reallocation of remaining funds to repair roof, perform necessary stonework, and repair the exterior bronze doors and skylights
 - The design for the roof repair has been completed with the project bid to be released in late spring 2020 for completion during summer 2020. Assistant Director Frare and Project Manager Dragon responded to questions about repairs to some roof leaks penetrating the interior of the building. All roof repairs are scheduled to be completed in 2020. Senator Sheldon noted that he has received many positive comments on the cleaning of the dome and building.

- **Legislative Building Cleaning – Insurance Building**

- The Legislature introduced a program during the last session for \$1.5 million for each biennium to rotate the cleaning of all sandstone buildings within the Legislative core to ensure the buildings stay clean and maintained over time. The next building is the Insurance Building. DES has progressed on the design since the beginning of the biennium with construction occurring next summer. Previously, the project was designated as *Exterior Building Repair*. This project has been revised since the last capital budget to reflect cleaning of historic buildings and some small minor works.

- **Arc-Flash Study**

- The study will assess safety of high-energy electrical panels within many campus buildings
- Some high voltage panels lack important labels and procedures for shut-off and restarts that are necessary to protect employees. The study will identify labeling needs, personal protective equipment for staff, and procedures and deficiencies in the electrical system requiring repair.

- **Conservatory Demolition**

- DES is completing plans to demolish the Conservatory
- The Equipment Repair Technician is housed in the Conservatory and uses the space as a repair shop. DES has not identified another location to relocate the function to maintain services. Prior to moving forward with the demolition of the Conservatory, a new location for the function needs to be identified.
- DES has limited funding. DES is forwarding the plan and estimates required to advance the permitting and initiate demolition of the Conservatory. If funding allows, the entire building will be removed. The building is experiencing some foundation issues as well as some slope stability issues prior to moving forward with the demolition project. Chair Rolluda asked about the plans for the site after the building has been demolished. Project Manager Dragon advised that staff will develop a strategy for the long-term use of the site at a later date. Assistant Director Frare added that demolition and removal of the building is required because of the underlying unstable slope. Land under the building is moving and any event with a substantial amount of rain contributes to the creation of a slip plain within the slope that creates stresses on the roadway, facilities, and existing utilities. The Conservatory is experiencing buckling and is a safety concern. Existing utility infrastructure needs to be realigned for protection and preservation followed by stabilization of the slope.

- **Insurance Commissioner Office Building Predesign**

- The predesign is currently completing the alternatives analysis phase. A report is due to the Legislature in several weeks. Following the release of the report, a selection of the preferred alternative will follow to complete a detailed analysis of the preferred alternative.
- The Insurance Commission has partnered with the Department of Children Youth and Families to co-locate to the new facility. The programmatic needs of both organizations are under consideration as the preferred alternative analysis is completed. Project Manager Dragon noted that at the last meeting, the committee was briefed on the plan and staff was hopeful progress would have been achieved to present more information to the committee. However, staff continues to work on the alternatives analysis.

- **Newhouse Predesign**

- An alternatives analysis was completed in December 2019. Staff continues to work with the House and Senate Administration on which alternative to move forward. Clear direction was not

provided to DES during the last legislative session. The Senate Capital Budget includes selection of an alternative within the plan. The House is anticipated to respond in the next several days. DES plans to move forward after receiving direction from the Legislature.

- In the interim, DES is identifying the consequences of taking no action. Staff cautions that a building not occupied at full capacity for nine months creates stress on building systems as all systems are beyond their respective life span resulting in systems not functioning properly when occupied. The building has reached the point where it is a critical need. DES also developed a scenario if the building was renovated. Essentially, extending the life of an old and outdated building and bringing the building to current standards would incur significant costs and exceed the cost of demolishing and replacing the building. It is important decision-makers understand the consequences of between the options of no action, renovating, or the three alternatives.
- **Capitol Child Care Center**
 - DES received an appropriation of \$10 million to construct a child care facility for 75 students at the corner of the East Campus at Capitol Way and Maple Park.
 - DES selected the Progressive Design-Build delivery method. Within the Progressive Design-Build process, a guaranteed maximum price is negotiated with the design-builder to develop the scope of the building. DES is currently negotiating the guaranteed maximum prices. Some difficult decisions will be necessary concerning the scope of the project to stay within the budget. The project is scheduled for substantial completion in 2020 with the center opening in July 2021 to afford sufficient time to secure licensing and hire an operator for the facility.
- **Next Century Campus Study**
 - The current power plant is 100 years old and serves the campus through a steam distribution system with three boilers located at the bottom of the hill on the rear side of the Legislative Building. Steam is circulated around the campus to provide heat to a majority of campus buildings. Operation of the boilers is required year-round because steam pipes could contract creating other problems. The steam plant is only 33% efficient resulting in the loss of 67% of the heating capacity from the boilers fueled by natural gas.
 - The power plant is a reliability problem, a greenhouse gas issue, an efficiency issue, and is located in an area of unstable slopes.
 - DES completed an investment grade audit through the agency's Energy Savings Program to develop a plan for an upgraded system at a cost of approximately \$125 million. Following presentations to decision-makers on a recommendation to move forward, staff was asked to complete a predesign on the project. Although an investment grade audit and a predesign have many of the same attributes, they are not the same. DES subsequently completed the predesign. In the interim, a number of policy initiatives were adopted by the Governor and the Legislature on net zero, reducing greenhouse gases, and increasing efficiencies. The next step incorporated those policies within the predesign documents to enable legislators and other decision-makers to evaluate how the proposal creates an effective system and achieves policies and goals over the next 30 years.
 - DES has completed an agency review of the predesign and forwarded comments to the consultant to update and finalize the predesign by May 2020.

Update on 2021-23 Capital Planning Process - Informational

Chair Rolluda invited staff to provide an update on the 2021-23 capital planning process.

Project Manager Dragon reported the draft capital budget for the agency is due in September to OFM. The planning team is reviewing the current 10-year plan of projects and costs. A draft 10-year plan was developed, which is undergoing an internal review. Plan projects will be scored and prioritized. The team will solicit feedback from other divisions about projected needs that should be included in the capital plan by category as a major project (preservation & programmatic) or a minor works project (less than \$1 million and greater than \$25,000). Staff will present the plan to the committee at a future meeting. Another review will reconcile the plan with the budget after the House, Senate, and Governor approve the capital budget. The final plan will be presented to the committee.

Public Comments – Informational

Steve Shanewise addressed the hybrid alternative for the Capitol Lake EIS. Currently, a brackish lagoon is proposed rather than a freshwater lake. That choice was selected during the major evaluation process (MEP) of the EIS. It was the wrong choice. He spoke with the EIS team about the reasons a freshwater lake option was dropped during the MEP and he has proven that the reasons are invalid. He provided the committee with the proof summarized in a two-page document. The EIS for Capitol Lake should be completed regardless of cost. If not completed this time, it might never happen. He asked that the EIS be fair and science-based and not fixed with predetermined outcomes. No one wants the hybrid alternative with a brackish and stagnant lagoon as thousands of people do want a clean freshwater lake. The review that rejected the freshwater lake option and the hybrid alternative should be revisited in light of the new information he has provided.

Next Meeting – Informational

The next meeting of the State Capitol Committee (SCC) is on Thursday, March 19, 2020 at 10 a.m. at the Senate Rules Room in the Legislative Building. The next CCDAC meeting is scheduled on Thursday, May 7, 2020 at DES at 1500 Jefferson Street. For more information, visit the SCC and CCDAC website for meeting dates, minutes, and meeting agendas.

Adjournment - Action

With there being no further business, Chair Rolluda adjourned the meeting at 11:51 a.m.