

**SOUND TRANSIT CAPITAL COMMITTEE MEETING**  
**Summary Minutes**  
**March 11, 2010**

**Call to Order**

The meeting was called to order at 1:36 p.m. by Committee Chair Fred Butler, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

**Roll Call**

Chair

(P) Fred Butler, Issaquah Deputy Council President

Vice Chair

(P) Julia Patterson, King County Councilmember

Boardmembers

(A) Claudia Balducci, Bellevue Councilmember

(P) Joe Marine, City of Mukilteo Mayor

(P) Richard Conlin, Seattle Council President

(A) Mike McGinn, City of Seattle Mayor

(P) Jan Drago, King County Councilmember

(P) Larry Phillips, King County Councilmember

(P) Jake Fey, City of Tacoma Deputy Mayor

Mr. Adam Bartz, Board Coordinator, announced that a quorum of the Committee was present at roll call.

**Report of the Chair**

Chair Butler announced that this was the first meeting of Sound Transit's Capital Committee. The Board is operating under a new committee structure it adopted on February 25, 2010. Under the restructuring, the responsibilities of the Finance Committee were transferred to two new committees; the Capital Committee and the Operations and Administration Committee.

The Capital Committee is responsible for reviewing and monitoring stages of all capital projects consistent with the transit improvement program; providing oversight, strategic direction, and recommendations to the Board as required for Phase/Gate implementation; reviewing and providing recommendations to the Executive Committee and/or the Board on new and existing capital-related policies; reviewing scope, schedule, budget, risks, construction activities, and claims; and reviewing proposed annual capital projects budgets and providing recommendations to the Executive Committee and/or Board.

A list of projected agenda items for future Capital Committee meetings was included in Capital Committee member packets.

Chair Butler reported that a new agenda format has been created to help meetings be more efficient. Action Items will be split into Business Items and Policy Items. Under Business Items, Routine Items and Non-Routine Items will be separated. Routine Items include approval of minutes and transactions for contract awards/amendments and acquisitions. There are criteria for Routine Items; for example, they have to be within Board-approved budgets and do not establish or revise Board policy. Routine Items will use a simplified Staff Report format and rather than detailed staff presentations, Joni Earl, Ron Tober or an Executive Director will give a brief outline prior to Board consideration.

**Reports to the Committee**

Joni Earl, CEO, reported that the preliminary preferred decision on East Link is slated to come before the Board at the April Board meeting. The pre-work on that decision will likely occur at the April Capital Committee meeting.

The Bellevue City Council recently sent Sound Transit a letter announcing the Council has changed its preferred B Segment Alternative from B3 Modified to B7. Four of Bellevue's seven City Councilmembers supported the change.

There will be an update on the noise mitigation work related to Central Link presented at the April 8, 2010 Capital Committee meeting.

This legislative session, Sound Transit supported a bill that would appoint Sound Transit to the Capital Projects Advisory Review Board (CPARB). Additionally, Sound Transit supported a bill that would automatically annex areas into the RTA that were annexed by cities located within the RTA. A third bill supported by Sound Transit would clarify Sound Transit facilities as essential public facilities. All three bills have passed both the House and Senate, and the Governor is expected to sign the bills soon.

Sound Transit will be engaged with two studies on 520 in the near future; one requested by the legislature and one by the City of Seattle. If there is enough information on the studies, there will be an update at the March Board meeting.

### Beacon Hill Voids

Ahmad Fazel, DECM Executive Director, and Joe Gildner, Deputy Executive Director Link Light Rail, presented an update on the Beacon Hill voids. Mr. Fazel noted the Beacon Hill Tunnel contract includes two tunnels less than a mile long, a deep mine station, 2,100 feet of elevated guideway, and one elevated station. The contractor was Obayashi Corporation. The contract was awarded June 2004 for \$280 million. The current contract amount is approximately \$312 million. After five years, the work was substantially complete allowing Sound Transit to open Link in July 2009.

To perform the work, the contractor had to procure an earth pressure balance tunnel boring machine. The tunneling of the southbound tunnel began in February 2006 and finished in May 2007. The tunneling of the northbound tunnel began in July 2007 and finished in March 2008.

A Beacon Hill resident notified Sound Transit of a hole in her yard a year after the tunneling was completed. A Sound Transit investigation determined the hole had the potential of being a void caused by the tunneling. After further investigation, the hole was filled and Sound Transit expanded the investigation to find and mitigate any other potential voids. Due to potential public safety issues, the CEO declared an emergency to facilitate further investigation.

In March 2009, Sound Transit began an in-depth investigation to discover any new potential voids and the possible causes of the voids. Sound Transit assembled an integrated team of designers, geologists, the project management oversight consultant, FTA, the City of Seattle, and external experts to participate in the investigation.

Mr. Gildner explained that Sound Transit examined all tunnel records to determine where other potential voids could be. The investigation centered on the spoils removed from the tunnel; comparing the actual amount to the projected amount. Areas where excess spoils were removed were the most likely to have a void.

In April 2009, Sound Transit began the developed phase exploration program and initiated an outreach program to contact property owners. During the first phase of probing, possible voids were discovered in nine zones. Sound Transit used 2,500 cubic yards of control density fill in the nine zones. The second phase, a compaction grout program, discovered any loosening soils near the voids. Cement grout was pumped into the loosened soils.

Prior to the Link start up in July 2009, it was determined that there was no imminent danger to the public or Sound Transit facilities.

The nine zones were thoroughly examined and any voids or loosened soils were 20 to 60 feet below ground surface. In six zones, the fill material was within 10% of the excess spoils removed, within the margin of error. The other three zones still have the potential for voids. Sound Transit will re-examine where there could still be potential voids, and fill any that are discovered.

One claim has been filed with Sound Transit and six to seven property owners, all single-family houses, lie within the affected zones. There have been no visible indications of voids, other than the original hole. There have been no voids near the tunnel. The tunnel is 160 to 170 feet below the surface, and the voids have all been 20 to 40 feet below the surface. The tunnel and tunnel liner have been thoroughly reviewed to ensure no void-related affects.

Sound Transit questioned the contractor during construction when there were signs of over-excavation. The contractor said there was no over-excavation, that discrepancies in the measure of spoils removed was due to problems with the belt. At that time, Sound Transit accepted the contractor's explanation. The contractor and insurance company have been informed that this issue is contractor's responsibility. The remaining 10% of work may cost more than what has already been spent to fill the voids. Staff will come back to the Board if more funding is needed.

### D to M Street Project Funding

Erik Beckman, Rail Program Manager, provided an update on funding for the D to M Streets Track and Signal Improvement project (D-M). When the Board authorized the fully-funded budget for D-M in 2009, staff committed to updating the Board on potential funding for D-M.

To date, \$28 million in grant funding has been secured. Of that \$28 million, \$6 million is a Federal Railroad Administration (FRA) grant secured by Washington State on behalf of Sound Transit. The \$6 million has been spent down, largely on right-of-way acquisition.

Sound Transit collaborated with the WSDOT on high speed rail (HSR) grant applications requesting \$976 million; D-M was included in the grant requests. FRA announced in February that WSDOT was awarded \$590 million in HSR grant funding. The announcement did not specify which projects were funded. Sound Transit has been working with WSDOT to secure funding for the Point Defiance Bypass and D-M. WSDOT sent a letter to FRA on March 10 outlining the projects to be completed with the \$590 million in HSR funding; D-M was the first project listed, and projected to receive \$34 million.

The invitation for bid will be released in mid-April, final property acquisitions are underway, and the target date for service to South Tacoma and Lakewood is summer 2012.

### Business Items

#### Non-Routine Items

Motion No. M2010-33 - Authorizes the chief executive officer to execute an agreement with the City of Issaquah to provide a capped contribution in the amount of \$400,000 for the construction of the SR-900 Regional Trail I-90 Overcrossing

Jim Edwards, DECM Deputy Executive Director, and Jodi Mitchell, Program Manager, gave the staff presentation.

**It was moved by Boardmember Drago, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010--33 be approved as presented.**

Resolution No. R2010-04 - Authorizes the chief executive officer to acquire, dispose, or lease certain real property by negotiated purchase, by condemnation (including settlement of condemnation litigation), or entering into administrative settlements, and to pay eligible relocation and re-establishment benefits to affected owners and tenants as necessary for staging and station areas for the Brooklyn and Roosevelt Stations within the North Link – UW Station to Northgate project – Recommendation to the Board

Ron Endlich, Deputy Project Director, and Roger Hansen, Real Property Manager, gave the staff presentation.

The final design team for the University Link project is expected to be selected by July 2010; the project will be baselined in 2011 when it reaches 60% design.

**It was moved by Boardmember Conlin, seconded by Boardmember Drago, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010--04 be approved as presented.**

### **Policy Items**

None.

### **Other Business**

Brian McCartan, CFO, presented Sound Transit's Phase/Gate process. At the 2009 Board retreat, Boardmembers expressed interest in having greater project control and focusing on policy decisions as opposed to only approving transactions. In response to those retreat discussions, Sound Transit examined ways to involve Boardmembers with the internal Phase/Gate process.

Phase/Gate is a well-established process for management review and coordination of capital projects widely used in the private sector and has been used by Sound Transit internally since 2005. Phase/Gate establishes minimum project deliverables and improves communication between agency departments.

Within Phase/Gate, a project has several gates, or milestones, to pass through during its lifecycle. Internally, staff will ensure resources are aligned, risks are reviewed, and key deliverables are met before a project passes through a gate. The Board will make the key policy decisions for projects at the gates to guarantee a project is meeting the Board's goals for the project.

The earlier in the Phase/Gate process, the more control the Board has over the scope of a project. As a project advances through the process, the check-ins with the Board are more informational and Board decisions will concern execution and risk management.

A project begins at Gate 1 - Project Identification. A proposed project will be presented to the Board with a lifetime cost estimate, and the Board will be asked if engineering work should begin on the project. If the Board approves, then the project will be funded through preliminary engineering.

Project alternatives are identified at Gate 2. If the Board approves the alternatives presented, the project continues to move forward.

The locally preferred alternative is identified at Gate 3. If the Board approves, no budget is released at Gate 3, but the project continues moving forward.

At Gate 4, a project enters into final design. Staff will present the project scope to the Board. If the Board approves, funding will be provided for final design and right of way acquisition.

Project baseline occurs at Gate 5. At this point, a project's scope, budget, and schedule are set. With Board approval, the remaining project budget is released and the project begins construction.

Several internal gates will not be brought for Board approval. The next Board involvement is at Gate 8, project closeout. At closeout, staff will be able to report on lessons learned on a project.

Sound Transit needs to update policies and determine exactly how to incorporate Phase/Gate into Board and Committee actions. At the February 25, 2010 Board meeting, the Board took the first Phase/Gate approval action.

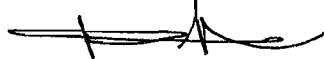
### **Next Meeting**

Thursday April 8, 2010  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**Adjourn**

The meeting was adjourned at 2:54 p.m.

APPROVED on May 13, 2010.



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Fred Butler  
Capital Committee Chair

ATTEST:



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Adam Bartz  
Board Coordinator