

SOUND TRANSIT CAPITAL COMMITTEE MEETING
Summary Minutes
May 13, 2010

Call to Order

The meeting was called to order at 1:39 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

(P) Claudia Balducci, Bellevue Councilmember

(P) Joe Marine, City of Mukilteo Mayor

(A) Richard Conlin, Seattle Council President

(P) Mike McGinn, City of Seattle Mayor

(P) Jan Drago, King County Councilmember

(P) Larry Phillips, King County Councilmember

(A) Jake Fey, City of Tacoma Deputy Mayor

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

Report of the Chair

The 2010 Sound Transit Board Retreat is on May 14, 2010 at the Kitsap Conference Center in Bremerton. Materials were sent to Boardmembers earlier in the week.

CEO Report

None.

Reports to the Committee

University Link

Ahmad Fazel, Design, Engineering and Construction Management Executive Director, Joe Gildner, Executive Project Director, Ron Endlich, Project Services Support Manager, and Greg Walker, Planning and Development Director, provided an update on the University Link (U-Link) project and the SR-520 replacement project.

Mr. Gildner explained that the project connects Husky Stadium at the University of Washington via three-mile long twin tunnels to downtown Seattle and two cut-and-cover stations. The design is substantially complete, the construction program will last six years, system testing will last six months, and service will open in 2016 adding 70,000 daily riders to the system.

U-Link's budget is \$1.948 billion, with \$916.9 million committed to date and \$341.3 million incurred to date. The baseline budget and schedule were approved in July 2008. The federal Full Funding Grant Agreement for \$813 million was executed in January 2009. New project guidelines were established for U-Link in concert with federal requirements including risk assessment, a project execution plan, and quarterly updates with the Federal Transit Administration (FTA).

U-Link construction is approximately 11% complete and \$5.8 million/10% of allocated contingency has been committed to date. Percent of contingency used will grow over time. When the Board approves a contract, contingency is allocated for each contract. Additionally, the budget contains unallocated contingency. Mr. Fazel stated that construction contracts have a fixed scope of work, the contingency included in the contract is for unforeseen conditions, such as soil contamination, and require a contract change order.

There are 176 days of float built into the schedule with a projected opening date of September 2016. The critical path of the project is the construction of the rail work through the Capitol Hill Station. The UW Station is a terminus station and the Pine Street Stub Tunnel will also serve as a terminus, however having no portal structures poses a challenge.

Several U-Link projects have been completed including the advanced utility relocation at UW Station and the demolition and remediation at Capitol Hill Station site. In compliance with the Sound Transit Sustainability Initiative, during the demolition of the Capitol Hill Station site, Sound Transit met recycling goals for the materials removed from the site.

At each terminus, there needs to be special track work and crossovers, enabling trains to turn around. At the University of Washington (UW), Sound Transit has reached agreements with the University of Washington on staging; acreage use for staging is tracked daily. Temporary roadwork around the site allows trucks to access the site and allows access to Husky Stadium parking.

Sound Transit was issued a 24-hour noise variance from the City of Seattle, but still has to meet certain noise mitigation requirements, including noise walls.

UW Station is a cut-and-cover station that is 90 feet deep and 470 feet long with a center platform. Two tunnel boring machines (TBMs) will be launched from the UW Station site; the TBMs will head south under the Montlake cut and continue to Capitol Hill for nearly two miles where the TBMs will daylight.

The UW Station site will be shared by two contractors; the tunnel contractor and the UW Station construction contractor. Site sharing requires significant coordination and management. Schedules are approved for the contractors at the site, and the contractors are well aware of the site-sharing conditions. An alternate procurement method will be used to reduce the impact of site-sharing, a general contractor/construction management contract (GC/CM). Staff presented the possibility of a GC/CM contract to the Central Link Oversight Committee in 2009. In June, the Capital Committee will consider awarding the GC/CM contract. The contractor can bid out work. Sound Transit will retain the engineer of record to aid in any design modifications. The use of GC/CM is appropriate because it involves existing facilities that must continue to operate, there are complex methods of construction involved, and the facility is technically challenging.

The Capitol Hill Station is the critical path of U-Link and is a 55-foot deep cut and cover station with a center platform. Three contractors will be working at the Capitol Hill Station site; the UW Station TBM contractor, the Capitol Hill Station contractor driving TBMs from Capitol Hill to the Pine Street Stub Tunnel, and a finish contractor. The Capitol Hill Station is sited in a dense neighborhood, and the noise walls take the density and building heights into account.

In 2009, the Board was briefed on the I-5 undercrossing pits. Sound Transit had to dig four pits and remove the sub-structure beneath I-5 to create windows for passage of the TBMs. The integrity of the retaining walls and the I-5 lanes remains intact. The pits are completely filled and the ramps are open, completing this portion of the project on schedule.

The Light Rail Vehicle Storage Yard is being expanded to accommodate the additional vehicles required for U-Link operations. The storage yard will be able to store 104 cars; currently Sound Transit has 35 cars and 27 additional cars will be delivered for U-Link. The expansion work is 70% complete. The 27 U-Link vehicles are in production.

Final design for the UW station began in 2007. The preferred alternative includes a pedestrian bridge that connects the station with the UW campus. The pedestrian bridge would carry 70% of the 21,000 daily boardings and meets the FTA's Record of Decision (ROD) requirement of grade-separated crossing of the Burke-Gilman Trail. The bridge has escalators and direct elevator access from the station and accommodates bicycle use. Leading to completion of design, several public meetings were held. The Seattle City Council and UW have approved the pedestrian bridge design.

In 2009, Sound Transit, UW, and the City of Seattle examined bridge alternatives leading to the Rainier Vista plan. The Rainier Vista plan includes a land bridge over the Burke Gilman Trail and across a lowered

Pacific Place. The Rainier Vista plan requires additional environmental and traffic analysis. The Rainier Vista plan would widen Pacific Place and accommodate additional bus layover capacity. Construction issues include keeping Pacific Place open eastbound at all times, minimizing impacts to Metro bus operations, keeping the Burke-Gilman Trail open, and coordinating the bridge work with the UW Station construction schedule.

In 2009, Sound Transit, UW, and the Seattle Department of Transportation (SDOT) signed an agreement to prepare a future agreement by April 2010 that would set the funding and schedule for the Rainier Vista project. That agreement would need approval by the Sound Transit Board, Seattle City Council and the UW Board of Regents. An agreement would require UW to lead construction and assume most of the risk, and Washington State Department of Transportation (WSDOT) would need to allow a mid-block pedestrian crossing. The Rainier Vista plan would cost an estimated \$18.8 million and each agency would contribute an equal amount of funding--after net cost savings are taken into account because of the removal of the pedestrian bridge.

UW has advanced a design/build procurement to attain pricing prior to agreeing to accepting risk for cost overruns. The apparent preferred proposal is within UW budget and the price is valid until June 25, 2010.

Several issues need to be addressed to move forward with the Rainier Vista plan. The City of Seattle has withdrawn funding commitment, WSDOT staff has indicated that a midblock pedestrian crossing will not be approved, and FTA has indicated that an additional environmental assessment is required. The Montlake Boulevard lid being proposed for the SR-520 replacement project may address some of these issues.

Mr. Walker gave the SR-520 replacement project update. Sound Transit has been working with King County Metro, UW, and WSDOT. The project, as proposed in the draft EIS, is from Lake Sammamish Parkway in Redmond to I-5 in Seattle. In 2009, the Federal Highway Administration authorized WSDOT to split the westside of the project into a separate environmental process.

The preferred alternative for the Montlake Interchange includes direct access ramps from the HOV/transit lanes, HOV/transit lanes on Montlake Blvd, a second Montlake bridge, transit priority, and a 45-foot space between west approach bridges that could be used for light rail. The Montlake lid would connect the UW Station with the UW campus and provide at-grade pedestrian crossings. The lid would require lowering Montlake Blvd six to ten feet. To meet the U-Link ROD, the Montlake lid would need to connect the UW Station with the Rainier Vista landbridge.

The preferred alternative for the floating bridge provides a 115-foot cross-section that includes a bike/pedestrian facility, HOV/transit lanes, and two general purpose lanes in each direction. The Montlake flyer stop, Sound Transit's busiest flyer stop, will be removed. ST2 includes BRT service across SR-520 with connections from the eastside to I-5 and UW. The SR-520 HCT Plan completed in 2008, contains five BRT routes, expanded capital facilities, and will meet projected travel demand in the SR-520 corridor. The SR-520 HCT Plan is partially funded.

Washington State Senate Bill ESSB 6392 established a series of workgroups to facilitate coordination among agencies working on the replacement of SR-520. Sound Transit will participate in three groups established by ESSB 6392; the design refinements workgroup, the transit connections workgroup, and the transit planning and finance workgroup. Most of the groups will begin work at the end of May 2010 and report findings later in 2010.

Mr. Fazel reviewed the next steps. Immediately following the Capital Committee meeting, Sound Transit will meet with UW, WSDOT, and the City of Seattle. Sound Transit needs to know how the lid will be constructed, where funding will come from, and how it could impact U-Link construction by June 2010. If a funding plan is in place, staff will seek Board approval to move forward with the Rainier Vista plan. To comply with the ROD, there must be a grade separated crossing of the Burke-Gilman trail before U-Link opens for service.

Boardmember McGinn stated that the Montlake Bridge and Montlake Blvd are considered part of the state highway system and are not under SDOT control. He also clarified that the City of Seattle did not withdraw funding for the Rainier Vista plan, as it was never budgeted.

Ms. Earl added that the initial agreement between the agencies was non-binding. She also stated that Sound Transit signed an agreement with WSDOT in 2007 stipulating that Sound Transit and WSDOT will not interfere with each other on the SR-520/U-Link projects once they reach a certain design stage, which U-Link has surpassed.

BNSF Eastside Rail Corridor

Andrea Tull, Senior Transportation Planner, presented an update on the BNSF eastside rail corridor. In 2009, The Port of Seattle (Port) purchased a portion of the BNSF eastside rail corridor, which begins north of Coulon Park in Renton and continues north to the City of Snohomish. There is a seven-mile spur line from Woodinville to Redmond. BNSF retains ownership of the rail line from Coulon Park south.

In 2007, PSRC conducted the BNSF Corridor Preservation Study that found the corridor should be preserved, segments should be rail-banked, passenger rail is not a current-term but medium-term use, and there is support for a trail. In 2008, the Legislature directed Sound Transit and the Puget Sound Regional Council (PSRC) to complete a feasibility study of the corridor. The study found that passenger rail is feasible in the corridor and it could be a meaningful component of the regional transportation system.

The Port is retaining ownership of the Snohomish County segment and has granted an easement and license to GNP Railway to operate freight and excursion rail on that segment. The Port is negotiating with partners to assume ownership of various rights, and to reimburse the Port's acquisition costs. The partners include Sound Transit, King County, City of Redmond, Puget Sound Energy, and Cascade Water Alliance.

Portions of the corridor are of interest to Sound Transit for use of a segment in downtown Bellevue for East Link, for a public transportation easement through the King County segment, and as a potential commuter rail service as described in ST2.

ST2 includes a \$50 million capital contribution for a passenger rail partnership in the corridor if the Board concurs that passenger rail provides a significant benefit to the district. The contribution is limited to design or purchase of equipment or real estate. Additionally, the contribution is for a partnership for long-term passenger rail to be implemented and operated by the partner; the funding cannot be used for a demonstration or interim project. The funding expires if a partnership agreement is not reached by December 31, 2011. The ST2 plan did not contemplate Sound Transit as an owner of the corridor.

Sound Transit has proposed an implementation approach. Sound Transit will retain a rail consultant to develop and review an RFP for potential partnerships for passenger rail. Sound Transit will provide information to the public and partners who are considering other uses for the corridor. Sound Transit will coordinate with King County as the County conducts a public outreach process concerning a trail in the corridor.

The RFP would be issued in late summer 2010 with proposals due by early 2011. After the evaluation of proposals and negotiations with potential partners, the Board would decide whether to enter into a partnership for the corridor by late Summer 2011.

Consent Agenda

Minutes of the March 11, 2010 Capital Committee Meeting
Minutes of the April 8, 2010 Capital Committee Meeting

It was moved by Boardmember Phillips, seconded by Boardmember Marine, and carried by the unanimous vote of all members present that the consent agenda be approved as presented.

Business Items

Routine Item

Motion No. M2010-54 – Authorizing the chief executive officer to execute a contract amendment with GVA Kidder Matthews for on-call Transit Oriented Development real estate services in the amount of \$322,350 for a new total authorized contract amount not to exceed \$517,350

It was moved by Boardmember Marine, seconded by Boardmember Phillips, and carried by the unanimous vote of all members present that Motion No. M2010--54 be approved as presented.

Non-Routine Item

Motion No. M2010-53 – Authorizing the chief executive officer to execute a sole source contract with Shannon & Wilson, Inc. for geotechnical support services above the Beacon Hill tunnels to provide specific tasks associated with investigations into the potential existence of remaining subsurface voids and the remedial work necessary to fill any remaining voids above the Beacon Hill tunnels in the amount of \$2,930,100 with a 15% contingency of \$439,515, for a total authorized contract amount not to exceed \$3,369,615

Mr. Gildner stated that the work will be complete when the voids are filled within 10% of the theoretical yield, and the goal is to complete the work in 2010. If no additional voids are found, it will be an engineering judgment call on how to proceed. The contractor has been notified by Sound Transit that costs associated with this work are the responsibility of the contractor.

It was moved by Boardmember Phillips, seconded by Boardmember Drago, and carried by the unanimous vote of all members present that Motion No. M2010--53 be approved as presented.

Other Business

None.

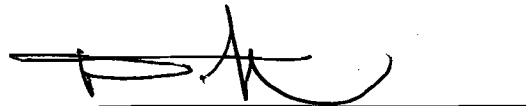
Next Meeting

Thursday June 10, 2010
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

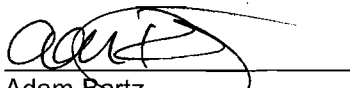
The meeting was adjourned at 3:27 p.m.

APPROVED ON June 10, 2010.



Fred Butler
Capital Committee Chair

ATTEST:



Adam Bartz
Board Coordinator