

SOUND TRANSIT CAPITAL COMMITTEE MEETING
Summary Minutes
August 12, 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

(A) 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

Ms. Marcia Walker, Board Administrator, announced that a quorum of the Committee was present at roll call.

Report of the Chair

Chair Butler announced an executive session would be held during the meeting.

CEO Report

Joni Earl, CEO, announced that seven initial car shells for the University Link light rail vehicles (LRVs) will be delivered to the Port of Tacoma. The Port of Everett may be used for future car shell shipments. Twenty-seven new LRVs are being ordered for University Link. Kinkisharyo, the LRV manufacturer, plans to use Silk Road Transport to transfer the vehicles from the Port of Tacoma to the final assembly site in Mukilteo. The last vehicle will be delivered to the final assembly site by February 2011. Final assembly of LRVs will generate approximately 30 jobs in the region. The final assembly site is in final construction and will be fully operational in September 2010. Final assembly will be closed in September 2011.

Sound Transit began jet grouting on Pine Street in downtown Seattle to prepare the sub-surface soil for the arrival of the tunnel boring machine in 2011. The work includes a temporary two-month closure of the eastbound lane of Pine Street between 9th and Boren Avenues while detouring vehicles and bicycles to Pike Street. Outreach to area-stakeholders and businesses began in mid-July.

Reports to the Committee

I-90 Mercer Slough Bridges

The Washington State Department of Transportation (WSDOT) is conducting studies on the geotechnical conditions affect on the I-90 bridges over the Mercer Slough. Due to the possible impacts on East Link alternatives and possible light rail extensions to Issaquah, WSDOT is sharing the findings of the studies with the City of Bellevue and Sound Transit.

Paul Bennett, WSDOT Engineering Manager, reviewed the WSDOT studies on the I-90 bridges near the Mercer Slough. The I-90 bridges are affected by the annual two-foot draw down and filling of Lake Washington by the Army Corps of Engineers, fill material along Lake Washington Blvd, a pressurized aquifer beneath the peat, peat flows, bending piles, and seismic risk. The bridge experienced a three-inch movement from the Nisqually earthquake.

Seasonal temperature fluctuations and soil movement cause the bridges to move. Most structures return to the normal location, but there is some permanent deformation. WSDOT continually investigates the deformations. In 2009, WSDOT discovered significant movement in the bridges, but the cause is unknown.

There are several unresolved questions related to the I-90 bridges, but the ongoing Phase 2 Study has significantly increased WSDOT's knowledge of the issue. The response to an earthquake is poorly understood. Although WSDOT is aware of the movement, the magnitude of the lateral forces on the foundations have been difficult to quantify. It is not known if drilled shaft construction would be vulnerable or if they would impact existing structures; currently all the bridges are pile foundations, not drilled shafts. WSDOT understands how, why, and when the peat moves, but cannot predict permanent movement. WSDOT needs to study the affect of new construction on the bridges. Installation of the 1993 bridge impacted the 1940 bridge.

The next steps for WSDOT include ongoing monitoring of bridges and test piles for movement and continuing the Phase 2 Study. The Phase 2 Study is a five-year study with further reports scheduled for 2012. The Phase 2 Study will give WSDOT a long-term understanding of permanent peat movements, verify whether the pile foundations are bending, and determine if there is a link between ground movement and bridge response. WSDOT continues to perform routine maintenance on the bridges.

The studies have determined that the I-90 bridges across the Mercer Slough are safe. During the Nisqually earthquake, there was some movement in the bridges, but no significant damage. The bridges are inspected at least every two years, and the pile movement is monitored quarterly. There are twenty GPS stations located on the bridges, monitoring the bridges' status in near-real time. WSDOT continues to evaluate the movement of the peat to better understand the long-term impact on the bridges.

Don Billen, Light Rail Development Manager stated that soil conditions will be included in the estimated costs for the B7 alignment in the East Link Supplemental DEIS (SDEIS). Mr. Billen noted that during conceptual engineering, Sound Transit was aware of the peat and the depth needed to reach solid soil. These WSDOT findings show that there are additional risks that were not considered during conceptual engineering. Potential Sound Transit structures in this area need to be studied to determine their affect on the I-90 bridges. Mr. Bennett added that at this time it is still unknown whether pile or drilled shaft construction is a preferred method.

Mr. Billen stated that the Board is scheduled to select the final East Link alignment before WSDOT has completed the studies on the Mercer Slough, increasing the risks of the B7 alignment.

City of Bellevue Peer Review of East Link South Bellevue Studies

The City of Bellevue conducted a series of studies related to the alignment options in South Bellevue. Those studies were presented to the Bellevue City Council in July 2010, and are being presented to the Capital Committee today.

Bernard van de Kamp, City of Bellevue Regional Projects Manager, reviewed studies requested by the City of Bellevue related to the East Link project. The City hired consultants in May 2010 to respond to technical issues considered unresolved by the Bellevue City Council. The scopes of the studies included B7 DEIS peer review, Mercer Slough Wetlands functional assessment, South Bellevue Station options, and East Link noise analysis peer review. City staff also analyzed East Link salmon impacts.

Victor Salesman, David Evans and Associates, provided the peer review of the East Link DEIS. The peer review found that the alternatives were treated consistently with industry standards throughout the DEIS. The traffic analysis methodology was consistent, but generated conservative analysis of arterial traffic impacts. Detailed alternative comparison for the land use information and visual resources for comparing the two alignments were not equal, and there was a lack of archaeological field survey data adjacent to the B7 alignment relative to the B3 alignment.

Mr. Salesman reviewed the assessment of the conceptual design and constructability. The level of design was appropriate for the stage of decision making. The cost estimates reflected the conceptual design well

and were consistent. The BNSF corridor has minimally improved right-of-way with only a single track. The corridor needs significant work to include an additional track and trail.

Mr. Salesman provided recommendations for the Final EIS, including refining the traffic methodology, determining specific arterial impacts at the South Bellevue park-and-ride, discussing the link between environmental justice and social impacts, providing additional key observation points for the B7 alignment, updating baseline wetland and habitat mapping, and conducting formal wetland delineations in Segment B. For conceptual engineering, the recommendation was to update design and cost estimates with current information. For constructability, the recommendation was to perform additional geotechnical studies to assess feasibility and advance design.

Mr. Billen stated that Sound Transit will examine the recommendations and address the issues raised by the peer review.

Dyanne Sheldon, Otak Natural Resources Manager, reviewed the DEIS's evaluation of wetlands and wetland impacts. The DEIS was fair and the assessment of the alternatives is correct.

Ms. Sheldon stated that ecologically and legally, the Mercer Slough should be studied as a single wetland. However, the DEIS divides the Mercer Slough wetland into separate wetlands giving each segment separate ratings and functional assessment values. The DEIS refers to the wetland as a bog, which is incorrect. The information for identifying the wetlands was generated by satellite image and survey mapping conducted in 1963.

Ms. Sheldon compared the B2M and B7 alignment alternatives and their impacts on the wetlands. The B2M alignment has undergone further design than B7, which is appropriate. The limited design on B7 poses a challenge for studying possible wetland impacts. A light rail alignment will cause both permanent direct impacts, such as pilings, and permanent indirect impacts, such as shadows. B2M permanent direct impacts include loss of wetland from direct fill and grading, loss of buffer from direct fill and grading, change in vegetation community types, and conversion of wetland to stormwater ponds. B2M permanent indirect impacts include loss of wetland down-slope of the alignment, change in vegetation community types, and a change in water quality from stormwater ponds. B7 direct permanent impacts include loss of forested wetland and buffer beneath elevated structure and assumed conversion of wetlands to stormwater ponds. B7 indirect permanent impacts include potential water quality impacts from stormwater ponds.

There is not sufficient information to determine which alignment has greater impacts on the wetlands. It is standard practice to adjust design when wetland impacts are discovered, or mitigate those impacts.

Ron Leimkuhler, KPFF, reviewed the alternative station concepts for the South Bellevue park-and-ride in the B7 alignment. Six alternatives were identified, two on the east side of the Bellevue Way interchange, two above the interchange, and two in Mercer Slough park. The alternatives were reviewed with the Bellevue City Council, WSDOT, and Sound Transit.

KPFF conducted a screening analysis and selected the two most promising alternatives for additional analysis, including traffic and environmental impacts to develop project costs. KPFF worked with Sound Transit's cost estimator to develop project costs.

Alternative A-2 is located on the west side of the interchange and requires acquiring 13 residential parcels. The station would be seven floors, with the transit circulation on the lowest level and the top six floors would be a parking structure. The station would be accessed from SE 30th. A 200-foot pedestrian bridge would be needed to access bus and rail platforms. The estimated cost of the station is \$170 million.

Alternative C is located entirely above active WSDOT I-90 ramps and requires acquiring at least one residential parcel. Access to the station would be from SE 30th. This station has fewer environmental impacts than Alternative A-2. The estimated cost for this station is \$210 million. Mr. Leimkuhler stated that constructing a facility over the interchange poses additional risks.

Mr. Billen stated that these proposed stations would replace the proposed 118th Station, adding \$60 to \$100 million to the cost of the B7 alternative. The B7 alternative as proposed by Sound Transit is already \$75 million more expensive than the preferred alternative.

Mr. van de Kamp stated that the City has not engaged in a public outreach process on the results of this study. The City Council prefers Alternative A-2 for further consideration.

Julie English, Greenbusch Group, reviewed the noise analysis peer review, which exclusively analyzed the B2M alignment. B7 was not included because the DEIS does not reflect current conditions due to modifications of I-405 and Central Link light rail noise levels.

The Sound Transit and City of Bellevue Concept Design Report established current pre-project ambient noise levels, identified the number and severity of impacts, and identified potential mitigation. The Concept Design Report found that with mitigation, there will be no interior impacts for homes and business for all options. The Concept Design Report noise impacts included the higher sound levels from Central Link, forecasted train speeds, bells, and crossover switch noise. Wheel squeal and wheel flats were acknowledged in the report.

The noise analysis peer review found that the Concept Design Report was in line with industry standards and best practices. Greenbusch recommends investigating reflected noise and addressing bell and wheel clack impacts. Gentler curves in the design phase may reduce wheel squeal. Greenbusch will review the SDEIS for noise impacts on B7 and B2M.

Ms. English stated that the recommendations for addressing bells and wheel clacks are not required by the Federal Transit Administration. Mr. Billen stated that it has not been determined whether the initial, but higher Central Link noise levels or the current, lower noise levels of Central Link will be included for study in the SDEIS.

Boardmember Balducci stated that the Bellevue City Council requests that the Alternative A-2 Station, the NE 2nd turn off the 112th alignment, a station for alternative C14E near the Red Lion hotel, and noise impacts caused by removal of homes on 112th be included in the SDEIS. Ms. Earl stated that Sound Transit will respond to those requests.

Business Items

Minutes of the July 15, 2010 Capital Committee Meeting

It was moved by Boardmember Marine, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that the minutes of the July 15, 2010 Capital Committee meeting be approved as presented.

Motion No. M2010-74 – Authorizing the chief executive officer to execute a contract with the lowest responsive and responsible bidder, Advanced Construction Inc., to construct two permanent emergency access platform structures adjacent to the light rail aerial guideway along the Airport Link alignment, in the amount of \$225,000, with a 10% contingency of \$22,500, for a total authorized contract amount not to exceed \$247,500

John Sleavin, Civil and Structural Design Director, gave the staff presentation. Ms. Sleavin acknowledged that this contract includes removal of the temporary structures.

Mr. Sleavin responded to a question from Chair Butler that he is unsure if this is the final element needed for permanent occupancy, and will report back on the answer.

It was moved by Boardmember Balducci, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-74 be approved as presented.

Motion No. M2010-76 – Authorizing the chief executive officer to execute a contract with Huitt-Zollars to provide design services for the South Link - Airport to South 200th Street project in the amount of \$4,223,173 with a 10% contingency of \$422,317, for a total authorized contract amount not to exceed \$4,645,490

Ron Lewis, Deputy Executive Director, gave the staff presentation. Ms. Earl noted that the lifetime budget is not for the entire project, but for the phase. Ms. Earl also clarified that the acceleration of South 200th Station will only occur if additional funding is secured; it will not be advanced at the detriment of other projects. This action does not accelerate the construction of the South 200th Station; it will inform the Board on whether or not to accelerate the project.

Mr. Lewis stated that the refreshed design will take lessons learned from the design and operations of Central Link into consideration. If the Board opts to not accelerate the project, the design from this contract could still be used for the original construction schedule.

Committee members expressed concern with the financial impact of the action and accelerating the project.

Ms. Earl and Mr. Lewis provided information on the project. The funds committed-to-date on the project were part of Sound Move, and no recent funding has been spent on the project. Additionally, an MOU with the City of Tukwila requires Sound Transit to build additional parking capacity if there is overflow at Tukwila International Blvd Station (TIBS). A station at South 200th would help alleviate the parking demand at TIBS. The Port of Seattle is preparing to design roadways near the light rail alignment, and this design work can also help inform the Port's design.

Mr. Lewis noted that Sound Transit has already secured \$7 million in grant funding for the project, and Sound Transit is pursuing \$34 million in TIGER II grants.

Mr. Lewis stated that if this action is approved, a future agreement with the Port of Seattle to coordinate design will be brought before the Board for consideration. Sound Transit has secured a limited number of properties for the project. The refined design will identify the remaining property needs.

Public Comment

Will Knedlik (comments on file with Board Administrator)

Motion No. M2010-76 was moved by Boardmember Marine, seconded by Boardmember Balducci, and not carried by the majority vote of all Boardmembers present with Boardmember Balducci, Boardmember Marine, and Boardmember Phillips voting in the minority.

Chair Butler clarified that the intent was to not bring Motion No. M2010-76 to the September 2010 Capital Committee meeting, unless more information would be provided.

Motion No. M2010-75 – Authorizing the chief executive officer to execute a contract with Lin and Associates to provide construction management services for the permanent Sounder Tukwila Station project in the amount of \$1,378,516, with a 10% contingency of \$137,852, for a total authorized contract amount not to exceed \$1,516,368

Jerry Dahl, Construction Manager, presented the staff presentation.

It was moved by Boardmember Phillips, seconded by Boardmember Drago, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-75 be approved as presented.

Resolution No. R2010-09 – 1) Amending the Adopted 2010 Lifetime Budget for the Sounder Commuter Rail Tukwila Station Project from \$16,433,658 to \$49,133,658, 2) amending the Adopted 2010 Annual Budget for the Sounder Commuter Rail Tukwila Station Project from \$5,314,650 to \$6,695,454 and 3) establishing a baseline budget of \$49,133,658 and a baseline scheduled completion date of first quarter 2013 for the project

Barry Alavi, Project Manager, presented the staff presentation.

It was moved by Boardmember Marine, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-09 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2010-15 – 1) Amending the Adopted 2010 Lifetime Budget for the Seattle to Auburn Track & Signal project from \$227,512,283 to \$228,308,654 and 2) amending the Adopted 2010 Annual Budget for the Seattle to Auburn Track & Signal project from \$0 to \$796,370 and 3) amending the Adopted 2010 Lifetime Budget for the Auburn to Tacoma Track & Signal project from \$183,378,891 to \$184,031,521 and 4) amending the Adopted 2010 Annual Budget for the Auburn to Tacoma Track & Signal project from \$0 to 652,630

Eric Beckman, Project Director, presented the staff presentation.

It was moved by Boardmember Phillips, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-15 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2010-16 – Authorizing 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 Beacon Hill tunnel void investigation and remediation within the Central Link Initial Segment project

Roger Hansen, Real Property Director, gave the staff presentation.

It was moved by Boardmember Marine, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-16 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2010-17 – Authorizing the chief executive officer to acquire, dispose, or lease certain real property interests by negotiated purchase, by condemnation (including settlement), by condemnation litigation, or by administrative settlement; and to pay eligible relocation and re-establishment benefits to affected parties as necessary for construction, maintenance and operation of a light rail tunnel and stations between the University of Washington Station and the Pine Street Stub Tunnel and between the University of Washington Station and Northgate

Mr. Hansen gave the staff presentation.

It was moved by Boardmember Phillips, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2010-17 be forwarded to the Board with a do-pass recommendation.

Executive Session

At 4:20 p.m., Chair Butler announced that the Capital Committee would convene an executive session that would last ten minutes. Jim Niemer, Legal Counsel, announced that the purpose of the executive session is to discuss pending litigation to which the agency is a party. The executive session is authorized under RCW 42.30.110.

Chair Butler reconvened the meeting at 4:30 p.m.

Other Business

None.

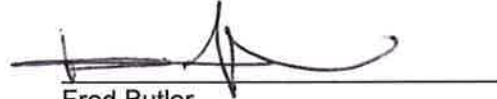
Next Meeting

Thursday September 9, 2010
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 4:30 p.m.

APPROVED ON September 9, 2010.



Fred Butler
Capital Committee Chair

ATTEST:



Adam Bartz
Board Coordinator