

SOUND TRANSIT CAPITAL COMMITTEE MEETING
Summary Minutes
September 9, 2010

Call to Order

The meeting was called to order at 1:42 p.m. by 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

(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 Vice Chair Patterson asked to attend the meeting by phone. The Board's operating rules allow a Boardmember to participate by phone if approved by 2/3 of the Boardmembers in attendance.

It was moved by Boardmember Marine, seconded by Boardmember Drago, and carried by the unanimous vote of six members present that Vice Chair Patterson be allowed to participate in the Capital Committee meeting by telephone.

CEO Report

(Boardmember McGinn arrived.)

Joni Earl, CEO, introduced Celia Kupersmith, Sound Transit's new Deputy CEO. Ms. Kupersmith came to Sound Transit on September 1, 2010, and was previously the General Manager for the Golden Gate Bridge Authority. Following the meeting there will be a reception in the Ruth Fisher Boardroom for the outgoing Deputy CEO, Ron Tober.

Central Link Noise Update

Ms. Earl announced that recent noise measurements in Tukwila show that the light rail vehicle (LRV) noise level is below the Federal Transit Administration (FTA) criteria at the four locations previously experiencing noise impacts.

In July 2010, Sound Transit's contractor completed rail grinding in the two noisiest locations to a smoothness standard similar to many European rail systems. Sound Transit also finished installing type two acoustic barriers on the guideway at the four locations where noise exceeded the FTA criteria.

Sound Transit's noise consultant completed new measurements in the areas where mitigation has been implemented. A full report will be available in fourth quarter 2010, but the initial readings indicate that the mitigation measures have reduced the noise levels below FTA standards for light rail operation.

In response to noise complaints in the Rainier Valley, bells on the LRVs are being modified to add a "low bell" for use between the hours of 10 p.m. and 6 a.m. when ambient noise levels are much lower. One LRV has been successfully modified and tested. The Operations Department has revised the standard operating

procedures for use of the "low bell" and is currently training LRV operators. Sound Transit will modify eight to ten LRVs per week, and will finish the entire fleet by October 2010. Kinkisharyo has helped expedite the design and provided labor to modify the LRVs.

Finance Report

Brian McCartan, CFO, stated that during the 2010 budget process, the revenue shortfall was addressed through contingency reductions, but the 2011 budget requires program adjustments to balance the program. The ST2 plan needs to be rebalanced to match the new, lower revenue base, equaling approximately \$1 billion in program adjustments. The CEO's Proposed 2011 Budget will address the \$3.9 billion projected revenue shortfall and rebalance the ST2 program. The Proposed 2011 Budget will be presented at the September 23, 2010 Board meeting.

Sound Transit's budget framework utilizes a single fund, unlike the multiple funds most local jurisdictions use. Sound Transit has two budgets, a capital budget and an operating budget. Within the operating budget, there are subsets including transit services, staff costs, and system-wide costs. The capital budget is divided into projects, with a single page for each project. The capital projects are divided into PEPD, DECM, Operations, and system-wide.

Sound Transit has a long-term financial plan and program that runs to 2040. The capital plan lasts until 2023, but the on-going operating and maintenance costs last until 2040. The Transit Improvement Plan (TIP) covers six years of capital and operating costs, and the annual budget covers the 2011 capital and operations costs. The Board has several control points over agency spending. Board approval is required for the annual budget, the Service Implementation Plan (SIP), certain capital project Phase/Gate steps, and the TIP.

The CEO will present the Proposed 2011 Budget at the September 23, 2010 Board meeting. A budget workshop is scheduled for September 30, 2010. The committees will review the budget through the fall, and the budget is scheduled for Board consideration in December. Ms. Earl added that in addition to the normal subarea public meetings for the SIP, Sound Transit has proposed the public SIP meetings also include the budget and program rebalancing.

Reports to the Committee

City of Tacoma Proposed Commerce Street Station for Tacoma Link

Ms. Earl stated that approximately one year ago, the City of Tacoma began discussions with Sound Transit on the possibility of adding an in-fill station for Tacoma Link. Sound Transit has worked with the City to further develop the proposal.

Boardmember Fey introduced Tacoma City Manager Eric Anderson, Tacoma Deputy City Manager Rey Arellano, and Alisa O'Hanlon, also from the City of Tacoma. Boardmember Fey stated that the Tacoma residents and businesses have expressed significant interest in adding the proposed Commerce Street Station. The current terminus station does not adequately serve Tacoma's central business district.

Jim Edwards, Deputy Executive Director, stated that the City of Tacoma has requested the addition of a new Tacoma Link station between the existing Convention Center Station and the Theater District Station. The City of Tacoma would pay the costs of design, construction, and maintenance of the station. The City would retain ownership and liability for the design of the station.

Tacoma Link has been in service since August 2003, and runs 1.6 miles with stations at the Tacoma Dome, S. 25th Street, Union Station, the Convention Center, and the Theater District. The proposed station is approximately midway between the Convention Center and Theater District Stations. Tacoma Link completes the 1.6-mile trip in 10 minutes, with 10-minute headways during peak time, with 20-minute headways offpeak, averages nearly 2,900 weekday riders, and passengers ride free.

Tacoma Link LRVs are similar to streetcars, are 66 feet long, carry 56 passengers, and are powered by 750 volts DC. Tacoma Link platforms are currently 90 to 130 feet, but are expandable. Tacoma Link LRVs are

not currently configured for coupling, but could be with some equipment modifications. Central Link LRVs are 95 feet long, carry 200 passengers, and are powered by 1500 volts DC; the Central Link platforms are 380 feet long and able to serve four car trains.

Chris Larson, City of Tacoma Public Works, noted that this proposed station requires significant coordination of multiple agencies including City of Tacoma Public Works, Pierce Transit, Tacoma Fire Department, Sound Transit, and various downtown stakeholders. The proposed station has been requested due to its proximity to businesses, residents, parking, and Pierce Transit services. This proposal has been a part of Tacoma Partnership discussions.

Several factors helped determine the proposed location including existing station locations, Pierce Transit bus operations, grade of existing track, and the location and spacing of OCS poles, intersections, driveways, sidewalks, and utilities. The proposed location requires offset platforms to allow adequate lane width for cars and buses. The southbound platform would be north of the South 12th Street pedestrian sky bridge and the northbound platform would be just south of South 11th Street.

The platforms would be 40 feet long allowing the use of all LRV doors, seven to ten feet wide, and comply with ADA requirements. The station would be covered and feature security cameras and lighting. The estimated station design and construction costs are \$350,000 to \$500,000, excluding permits and environmental costs.

Sound Transit and Pierce Transit have provided comments on the design, which is at 60%. The City is moving into final design and preparing contract documents, with plans due in October 2010. Preliminary engineering is scheduled to end in September 2010, with preparation of construction documents lasting through January 2011, and construction taking place between January and March 2011.

Mr. Edwards outlined the process for the Board's consideration of the proposed station and the City's next steps. A similar presentation will be made to the September 16, 2010 Operations and Administration Committee. A potential action will be brought to the Board at the September 23, 2010 meeting to seek direction on the conditions required by the Board to continue working with the City. If the Board gives final approval later in 2010, the City will seek bids and proceed into construction. The Tacoma City Council is expected to consider an action on September 14, 2010. Sound Transit staff recommends that a future agreement with the City include the City's responsibilities including station design, construction, and maintenance costs; completion of environmental documentation and permitting; coordination with Sound Transit to amend the January 2001 Right of Use Agreement to adjust Sound Transit's responsibilities affected by the addition of a station; and ownership and liability of the station.

Mr. Edwards noted that the station cannot be expanded to accommodate two-car trains. The station will not include the same features as the other Tacoma Link stations such as lighting, art, and landscaping. Platform construction would need to occur outside of service hours to minimize service disruptions. An OCS pole will need to be relocated, likely resulting in a temporary service interruption. This project would need to be coordinated with several other downtown Tacoma construction projects.

Cleve Cleveland, Tacoma Link Light Rail Operations Manager, described the effects of the proposed station on Tacoma Link operations. Headways would increase by two minutes during peak hours and four minutes during off peak hours. There will be an impact to ridership, but the actual impact is unknown. The number of trips will be reduced by 15% to 17% and the proposed station would require new signage and rider information.

Ms. Earl stated that reducing trips does not lower operating costs. The ST2 plan includes an \$85 million partnership for a Tacoma Link extension. Earlier this year Sound Transit began discussions with Pierce Transit and the City of Tacoma on possible alternatives analysis for possible Tacoma Link extensions.

Business Items

Vice Chair Patterson announced that she was renewing Motion No. M2010-76.

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

Vice Chair Patterson explained that Motion No. M2010-76 had been defeated at the August 12, 2010 Capital Committee meeting . A letter from her to Boardmembers outlining reasons to approve the motion was included in Boardmember packets (*letter on file with Board Administration*).

Ron Lewis, Deputy Executive Director Business Services, gave the staff presentation.

Public Comment (Comments on file with Board Administration)

Paul W. Locke
Ralph Shape, SeaTac City Councilmember
Nancy Hinthorne, President/CEO, Southwest King County Chamber of Commerce
Will Knedlik
Robert Scheuerman

It was moved by Vice Chair Patterson, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-76 be approved as presented.

Minutes of the August 12, 2010 Capital Committee Meeting

It was moved by Boardmember Balducci, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that the minutes of the August 12, 2010 Capital Committee meeting be approved as presented.

Motion No. M2010-84 – Authorizing the chief executive officer to execute an intergovernmental agreement with the Port of Seattle for the South Link – Airport to South 200th Project for a total authorized agreement amount not to exceed \$350,000

Ron Lewis reported that the scope of work covered under this agreement is excluded from the contract approved by Motion No. M2010-76 with Huitt-Zollars to provide design services for the South Link - Airport to South 200th Street project. The agreement amount is capped and the Port of Seattle will match Sound Transit's contribution.

It was moved by Boardmember Phillips, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-84 be approved as presented.

Motion No. M2010-83 – Authorizing the chief executive officer to execute a contract with HDR Engineering, Inc. to provide final design services for the Lakewood portion of the Layover project in the amount of \$465,861, with a 10% contingency of \$46,586 for a total authorized contract amount not to exceed \$512,447

Melissa Flores Saxe, Project Manager, gave the staff presentation.

Boardmember Balducci requested more context and information on project budgets and phases in future staff reports. Ms. Earl stated that a section should be added to staff reports that detail the total project cost and the current project phase.

Public Comment (Comments on file with Board Administration)

Robert Scheuerman

It was moved by Boardmember Fey, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-83 be approved as presented.

Motion No. M2010-86 – Authorizing the chief executive officer to execute a contract with Tube Art Group for the fabrication and installation of ST Express, Sounder, and Link station identification and way-finding signage in the amount of \$1,094,382, with a 10% contingency of \$109,438, for a total authorized contract amount not to exceed \$1,203,820

Andrea Clinkscales, Senior Project Support Coordinator, 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 Motion No. M2010-86 be approved as presented.

Motion No. M2010-85 – Authorizing the chief executive officer to execute a contract with Jacobs Associates to provide civil engineering and architectural final design services for the North Link – UW Station to Northgate project for a total authorized amount not to exceed \$61,531,724

Don Davis, Deputy Executive Director Project & Construction Management, and Ron Endlich, Project Support Services Manager, gave the staff presentation. Mr. Davis stated that the total budget for the North Link – UW Station to Northgate project is \$1.305 to \$1.432 billion (2007\$). The project will be baselined in 2011 and staff will provide an updated budget at that time.

It was moved by Chair Butler, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-85 be forwarded to the Board with a do-pass recommendation.

Executive Session

None.

Other Business

Chair Butler announced that the reception for Ron Tober would be held in the Ruth Fisher Boardroom immediately following the Capital Committee meeting.

Next Meeting

Thursday October 14, 2010
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

Adjourn

The meeting was adjourned at 3:38 p.m.

APPROVED ON October 14, 2010

ATTEST:



Adam Bartz
Board Coordinator


Fred Butler
Capital Committee Chair