

**SOUND TRANSIT CAPITAL COMMITTEE MEETING**  
**Summary Minutes**  
**October 14, 2010**

**Call to Order**

The meeting was called to order at 1:44 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

(P) Richard Conlin, Seattle Council President

(P) Mike McGinn, City of Seattle Mayor

(A) 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 Committee was present at roll call.

**Report of the Chair**

Chair Butler announced that the November Capital Committee meeting was rescheduled to November 4, 2010 due to Veterans' Day falling on Thursday, November 11, 2010.

The agenda items would be taken out of order and the Committee would accept public comment on the Martin Luther King Jr. Way South Noise Mitigation Update.

Public Comment (Comments on file with Board Administration)

David Shumate  
Paul W. Locke

**CEO Report**

None.

**Reports to the Committee**

Martin Luther King Jr. Way South Noise Mitigation Update

Ahmad Fazel, DECM Executive Director, and James Irish, Deputy Director of Environmental Affairs and Sustainability, gave the presentation.

Mr. Irish announced that on October 15, 2010, a report will be released that documents the comprehensive noise analysis performed by Sound Transit and discloses the impacts in the Rainier Valley. Sound Transit has addressed noise issues in the Rainier Valley by installing track lubricators, modifying crossovers, performing rail grinding, reducing City of Seattle maintained crossing bell volume, and instituting a reduced volume train bell with less frequent bell use. The track lubricators have substantially reduced wheel squeal, the crossover modifications have slightly reduced noise; and the rail grinding has reduced high frequency noise.

The noise analysis report determined there are 95 locations where noise still exceeds the federal criteria. Sound Transit has begun insulating the locations that exceed the federal criteria. The Residential Sound Insulation Program (RSIP) was implemented during construction and still has available budget. Fifteen buildings have already been insulated and the locations with the highest impact will be prioritized. The report

will inform a work plan on mitigating the remaining 80 locations, of which most will likely need insulation. The report will be available on the Sound Transit website and a noise update mailer will be sent to Rainier Valley residents. Affected property owners will be contacted directly by Sound Transit.

Preliminary results in Tukwila show that the rail grinding, track lubricators and sound barriers have reduced the noise level below federal criteria for the entire Tukwila alignment. Sound Transit is in the process of drafting a comprehensive report on the Tukwila alignment. The first draft will undergo a peer review with the City of Tukwila and will be available fall 2010. The preliminary information from the noise consultant demonstrates that there are likely no additional noise impacts in Tukwila. A mailer will be sent to residents and businesses along the Tukwila alignment. Sound Transit will directly contact affected property owners along the Tukwila alignment.

Lessons learned include applying current operating information to future corridors, involving noise experts in the final design, updating design criteria for light rail projects, tightening vehicle specifications, and hiring consultants to inspect tracks and provide recommendations on short and long-term measures.

Chair Butler requested that staff provide a quarterly noise report, including an update on the RSIP to the Capital Committee.

Boardmember Conlin requested information on building conditions and materials affect on noise. Mr. Irish stated that Sound Transit has worked with builders and that new development along the light rail alignment already feature proper insulation to reduce noise. Mr. Irish said that Sound Transit is not required to mitigate noise impacts on structures built after completion of Link.

#### **Overview of Proposed 2011 Capital Budget and Transit Improvement Plan**

Brian McCartan, CFO, provided an overview of the budget process. In December 2010, the Board will consider action on the Proposed 2011 Budget and the program realignment. The Transit Improvement Plan (TIP) contains \$8.54 billion in capital improvements related to building out the regional transit system. The TIP is the Board authorized portion of the voter-approved program.

Mr. Fazel detailed the 2010 status and accomplishments for Sounder. Sound Transit has made \$1.1 billion in Sounder investments to date resulting in 12 stations with nine daily round trips in the south corridor and four daily round trips in the north corridor. Currently two stations and the layover facility are in final design, Edmonds Station is under construction, D Street to M Street is under construction, and M Street to Lakewood is nearing completion.

Ric Ilgenfritz, PEPD Executive Director, summarized the proposed program realignment impact on Sounder projects. The Proposed 2011 Budget and TIP include completing existing projects and adding future Sounder capacity with four additional easements in the south corridor. Under the proposed realignment, Sound Transit will monitor demand and suspend some future improvements including platform extensions, the ST2 Edmonds Station, Eastside rail partnership, Sounder station improvements, and Sounder program reserves.

The Sounder station access and demand study was authorized by the Board in 2010 and the results will be available in 2011. The study will create individual demand profiles for each Sounder station and guide the planning of improvements to meet demand. The Sounder Yard and Shop Facility project and the additional Sounder south easements are proposed to move forward in 2011.

Mr. Fazel noted the proposed key 2011 Sounder construction activities. The 2011 capital budget includes approximately \$114 million in Sounder investments including construction of a permanent Tukwila Station, permitting and mitigation for Seattle to Everett, D Street to M Street Track and Signal project construction, and federally required positive train control.

Mr. McCartan highlighted key changes to the Proposed 2011 Budget and TIP. The Sounder Yard and Shop Facility project is budgeted through completion with an increase of \$4.2 million, the Eastside rail partnership is reduced to \$500,000, positive train control is a new project, expanded ST2 Sounder service has increased \$670,000 due to environmental work related to the easements, design and construction for Lakewood the layover facility has increased by \$1 million, savings have been identified on three projects, and program reserves have been closed out.

Mr. Fazel stated that Sound Transit has spent \$640 million to date on ST Express capital investments. Four ST Express projects are under construction and five are in final design. In 2010, construction began on R8A I-90 Stage 2, and several other projects were completed. Mr. Ilgenfritz reviewed the proposed realignment's impact on ST Express. Work would continue on existing projects including the Mountlake Terrace Freeway Station and R8A. Project development for the ST Express maintenance base would continue and the Burien Transit Center Parking Expansion project is funded in the Proposed 2011 Budget. The realignment would suspend two activities that rely on partner contributions; the Bothell Transit Center and the Renton HOV/N 8<sup>th</sup> project. ST Express reserves would be reduced. Mr. Ilgenfritz detailed the proposed key 2011 ST Express planning and preliminary engineering activities which include the Burien Transit Center parking expansion, ST Express bus base, and Strander Boulevard extension. Mr. Fazel detailed the proposed key 2011 ST Express construction activities. The 2011 capital budget includes \$40 million for ST Express capital investments for design and construction of I-90 R8A Stages 2 and 3, the Kirkland Corridor, SR 522 HOV enhancements in Bothell, and Rainier Avenue arterial improvements.

Mr. McCartan reviewed the ST Express budget changes. Suspending the Renton HOV/N8<sup>th</sup> project reduces the budget by \$62.6 million. Project savings have been identified in seven projects and program reserves are closed out.

Mr. Fazel covered the 2010 Link status. Link opened for service in 2009, extending to SeaTac Airport in December 2009. University Link is under construction, North Link final design has begun, and East Link is under preliminary engineering. In 2010, the I-5 undercrossing contract was substantially completed, the University of Washington and Capitol Hill Stations have progressed, the yard expansion at the Operations and Maintenance Facility was completed, North Link final design began, and South Link design refinement was initiated. Mr. Ilgenfritz reviewed the impacts of the program realignment on Link. The light rail system will continue to be expanded incrementally. University Link, East Link, and North Link, as existing projects, will continue to move forward. Sound Transit will continue to investigate the feasibility of accelerating the expansion of Link to S. 200<sup>th</sup>. The South Corridor will need to be reevaluated to determine the feasibility of expanding the system within the finances available. Preliminary engineering on the Overlake-Redmond segment is suspended and the Initial Segment Project Reserve is reduced.

Mr. Ilgenfritz noted that the key 2011 Link planning and preliminary engineering activities include East Link, North Corridor HCT, and Airport to South 200<sup>th</sup>. The schedule for East Link calls for completion of the EIS in 2011, positioning the Board to make a final project decision by summer 2011, followed by a Record of Decision from the Federal Transit Administration (FTA). The North Corridor HCT project between Northgate and Lynnwood, has begun the alternatives analysis, the first step in the federal New Starts program. Extending Link from the airport to S. 200<sup>th</sup> is being investigated for possible acceleration and a design/build contracting method. The TIP proposes funding for study of the South Corridor to determine what can be delivered within projected revenues. An analysis of system-wide light rail fleet maintenance and storage will inform future decisions of the Board. The Tacoma Link extension will move into a preliminary alternatives analysis with the City of Tacoma and Pierce Transit. Mr. Fazel stated that the 2011 capital budget includes \$540 million for Link. The proposed key 2011 Link design and construction activities include University Link, North Link, and East Link. Three tunnel boring machines will be in operation by mid-2011.

Mr. McCartan reviewed the Link budget changes, the DSTT South Security Access Improvements project is a new Board-authorized project, East Link final design increases the budget \$267 million, acceleration of S. 200<sup>th</sup> increases the budget \$18.6 million, and budget decreases for Central Link Switch Heaters, Initial Segment Program Reserve and South Corridor HCT Study.

Mr. Ilgenfritz noted the light rail related issues and questions developed during the September 30, 2010 Board workshop. Those issues included grant competition, impacts of station standardization and scope reductions, light rail maintenance facility, early right-of-way acquisition, options and next steps for South Link.

Mr. McCartan detailed the transit services segment of the 2011 capital program. Several new projects are included in the budget, mostly related to asset maintenance. Several projects in the TIP have increases, including the ST Express Fleet Replacement Program, Ticket Vending Machines, small works, security enhancements, and bike lockers. Two projects are in close out.

Mr. McCartan reviewed the administration portion of the 2011 capital program. Four elements of the capital program are covered under administration; research and technology, STart, fare administration, and administrative capital. The Proposed 2011 Budget includes an additional 63 full time employees (FTE). Most of the new FTEs are in design and construction, and the others are divided among corporate support, legal, and planning. Ms. Earl noted that Sound Transit submits program management plans (PMP) to the FTA that project staffing requirements to illustrate that the agency has the technical ability and capacity to

complete planned projects. The PMP for 2011 initially projected 105 new FTEs, which has been reduced to 63. The FTA has expressed concerns with the FTE reduction, however recognize Sound Transit's fiscal constraints.

Mr. McCartan reviewed the budget schedule. The Capital Committee will consider any amendments to the budget at the November 2010 Capital Committee meeting and consider forwarding the budget with a recommendation to the Executive Committee. The Executive Committee will consider recommending the entire budget at the December 4, 2010 Executive Committee meeting for potential Board approval at the December 16, 2010 Board meeting.

### **Reports to the Committee**

#### **First Hill Link Connector Project**

Val Batey, Senior Transportation Planner, Mr. Ilgenfritz, and Ethan Melone, Seattle Department of Transportation (SDOT), gave the presentation. Mr. Ilgenfritz reminded the Committee that Sound Transit entered into an agreement with the City of Seattle to grant funds to the City for the purpose of developing the First Hill Streetcar. The First Hill Streetcar replaces the First Hill Link station. The agreement required the City to complete its environmental process before receiving funding from Sound Transit.

Ms. Batey stated that ST2 provided funding to the City for planning, design, construction, and operation of the First Hill Streetcar. The agreement caps capital funding at \$132 million and caps annual operating funding at \$5.2 million. The agreement calls for Sound Transit to consider funding the project once the streetcar route was designed and the environmental process completed.

The agreement included up to \$5.4 million for the City to complete environmental documentation, conceptual engineering, and any other activities that would have no adverse environmental impacts or limit the choice of reasonable alternatives. On May 3, 2010, the Seattle City Council approved the preferred route for the streetcar. Sound Transit has reviewed and commented on the environmental review process. The City, along with Sound Transit, as a co-lead agency, issued a Mitigated Determination of Non-Significance on October 4, 2010, and the comment period expires on October 18, 2010. Once the comment period expires, the Sound Transit Board can consider fully funding the First Hill Streetcar project.

The proposed project is substantially in conformance with the Sound Transit proposed project in the 2007 First Hill Transit Alternatives Report and included in ST2. The First Hill Connector project provides a connector line from the Capitol-Hill Link Station to downtown through First Hill. It provides convenient access to Sounder and bus services at the International District/Chinatown Station. The exceptions from the 2007 proposal include a shifting of the preferred route to Broadway from Boren due to less congestion and proximity to Yesler Terrace. The preferred route is on 14<sup>th</sup> Avenue between Yesler and Jackson rather than 12<sup>th</sup> Avenue to avoid a water main. The preferred route extends west on Jackson to 2<sup>nd</sup> Avenue South to provide a means of streetcar turn back. Two alternative sites for the maintenance yard have been carried through the environmental process; the City of Seattle's Charles Street shop and the block bordered by Yesler, Boren, and Fir.

Sound Transit will review and comment on design submittals and participate on the selection panels for the general contractor/construction manager contract and the vehicle procurement. The SDOT Director will certify in writing to the Sound Transit CEO that bid documents comply with capital and operating requirements of agreement project scope. Sound Transit will monitor streetcar construction.

Ms. Earl noted that an action on fully funding the project will be brought directly to the Board after the environmental process is completed for consideration at the October 28, 2010 Board meeting.

#### **Montlake Triangle Rainier Vista Plan**

Tracy Reed, Project Manager Business Support, and Mr. Fazel gave the presentation. Mr. Fazel reviewed the University of Washington (UW) Station site plan. In 2006, Sound Transit performed final design for the UW Station that included a pedestrian bridge over Montlake Boulevard and Pacific Place NE to connect the station to the UW campus. That design was approved by UW Board of Regents in 2008 and by the Seattle City Council in 2009.

In June 2008, UW published the Rainier Vista Concept Plan that creates a landbridge over the Burke-Gilman trail and Pacific Place NE, lowers Pacific Place NE, expands the Burke-Gilman trail, and accommodates more bus layover space. In 2009, the Seattle Department of Transportation (SDOT) requested that UW and Sound Transit analyze alternatives to the current pedestrian bridge that include the Rainier Vista Concept

Plan. In January 2010, SDOT, UW and Sound Transit agreed to further analyze pedestrian connections for the UW Station including the Rainier Vista Concept Plan. Negotiations on a funding agreement for the project between UW, SDOT, and Sound Transit began in spring 2010. UW had begun its procurement process for a design-build contract for the landbridge, but the City of Seattle could not contribute the \$4 million due to budget shortfalls.

Ms. Reed detailed the Washington State Department of Transportation's (WSDOT) preferred alternative for SR 520 that was unveiled in April 2010. WSDOT's preferred alternative includes a pedestrian lid over Montlake Boulevard with a lowered Montlake Boulevard and Pacific Place NE. Beginning in June 2010, WSDOT led design charrette for a new Montlake Boulevard crossing to meet UW, Sound Transit, SDOT, WSDOT, and legislative requirements. In addition to the preferred alternative, pedestrian/bicycle overcrossing and undercrossing options were reviewed during the charrette. All of the options under consideration served the center of the Montlake Triangle and adopted the UW proposed landbridge. The recommendation from the Montlake Triangle design charrette includes a 30-foot-wide pedestrian bridge with a bicycle ramp connecting the UW Station to the Montlake Triangle and a landbridge over Pacific Place NE and the Burke-Gilman trail.

Five agencies are involved in negotiating a term-sheet agreement; Sound Transit, UW, WSDOT, King County Metro, and SDOT. The agreement would include project scope, design and environmental review, and funding and construction responsibility. Sound Transit is considering assuming the heavy civil construction and design responsibilities to coordinate construction University Link construction activities. Under an agreement, Sound Transit would apply the savings from removing the approved pedestrian bridge and an additional \$4 million to contribute toward the remainder of the Montlake Triangle Project budget. When the concept receives design approval from SDOT and UW, a proposed funding agreement will be brought to the Board for consideration.

Ms. Reed stated that WSDOT is funding the continuing design work using Sound Transit's design contractor. The design work is scheduled to be able to reach a final design decision for first quarter 2011 and will not impact the schedule for completion of University Link.

### **Business Items**

#### **Minutes of the September 9, 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 September 9, 2010 Capital Committee meeting be approved as presented.**

**Motion No. M2010-92 – Authorizing the chief executive officer to execute a contract with Vetch Construction to provide construction services for the DSTT South Access Security project in the amount of \$221,000, with a 10% contingency of \$22,100, for a total authorized contract amount not to exceed \$243,100**

Jodi Mitchell, Project Manager, and Don Davis, DECM Deputy Executive Director, presented the staff report. Mr. Davis noted that although the proposed contract was 47% under the engineer's estimate, the three lowest bidders were within \$30,000, there is no concern with the ability to complete this work for the contract amount.

**It was moved by Boardmember Marine, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-92 be approved as presented.**

### **Executive Session**

None.

### **Other Business**

None.

**Next Meeting**

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

**Adjourn**

The meeting was adjourned at 3:59 p.m.



Fred Butler  
Capital Committee Chair

ATTEST:



Adam Bartz  
Board Coordinator

Approved on January 13, 2011, AMB