

SOUND TRANSIT CAPITAL COMMITTEE MEETING
Summary Minutes
November 4, 2010

Call to Order

The meeting was called to order at 1:39 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

(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

(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 the public comment period for the East Link Supplemental Draft Environmental Impact Statement (SDEIS) begins on November 12, 2010 and ends on January 10, 2011. An open house and public hearing on the SDEIS will be held at the Bellevue City Hall on November 30, 2010 from 4 to 7 p.m.

CEO Report

Joni Earl, CEO, announced that on November 16, 2010, Sound Transit will be conducting emergency drills with the Seattle Fire Department in the Beacon Hill Tunnels. Link will operate with 10-minute headways during the drills; however, there may be potential delays and the southbound platforms at the Mount Baker and Beacon Hill Stations will be closed.

Reports to the Committee

East Link Supplemental Draft Environmental Impact Statement

Don Billen, Light Rail Development Manager, and James Irish, Deputy Director of Environmental Affairs and Sustainability, gave the presentation. East Link is in the fifth year of the environmental process and is nearing completion of preliminary engineering. The Final EIS will be completed in 2011 and will inform the Board's decision on the project's final alignment.

The cost estimates developed in the SDEIS uses the conceptual engineering level of design to provide an equal basis of comparison between alternatives. Preliminary engineering will be completed in the first quarter of 2011. An updated project cost estimate and risk analysis will be completed in the second quarter of 2011. The updated project cost and risk analysis will provide the Board with information on the project's budgetary flexibility.

In Segment B, south Bellevue, the preferred alternative is side-running along Bellevue Way and 112th SE (B2M). The SDEIS also includes the B3 – 114th design option requested by the Bellevue City Council in 2009, and B7 design revisions resulting from new geotechnical information and the I-405 widening project. In Segment C, downtown Bellevue, the four alternatives from the Concept Design Report are included in the SDEIS, with the 110th Avenue NE tunnel (C9T) and the 108th Avenue NE at-grade (C11A) alternatives as the preferred alternatives.

Mr. Billen provided ridership, cost, boardings, and travel time comparisons of the Segment B and C combinations. Travel times and ridership for B2M/C11A vary depending on traffic signal priority. Signal priority would provide higher ridership and faster travel times. The at-grade peer review recommended a signaling strategy that would synchronize train movement with traffic signals at NE 4th and 108th Avenue NE. Compared to B2M/C11A, B2M/C9T would require an additional \$150 million and the B7/C9T alternative recommended by the City of Bellevue would require an additional \$300 million. The cost estimates include preservation of the Bellevue Way HOV access ramp for all alternatives; a side-running alignment, retained cut and lid by the Winters House, and ground improvements for B2M; a new B3-114th design option; I-405 construction, Mercer Slough geotechnical conditions, and an additional business displacement for B7; and the new C9T, C11A, 110th Avenue NE at-grade alternative (C9A), and 114th Avenue NE elevated alternative (C14E) alternatives for Segment C.

Mr. Irish reviewed the environmental impacts of the Segment B and C combinations. B2M/C11A and B2M/C9T would displace 48 residential units, almost entirely multi-family units on the west side of 112th, compared to one residential displacement for B7/C9T. B2M/C11A has the highest noise impacts, followed by B7/C9T. Noise insulation would likely be required in all alternatives to address interior noise. B2M/C11A and B2M/C9T have minimal wetland impact with higher buffer impact, and B7/C9T has high wetland impact with low buffer impact. B2M/C11A and B2M/C9T impact less than an acre of high value habitat, while B7/C9T impacts three acres of high value habitat. B2M/C11A and B2M/C9T impact approximately three acres of park and B7/C9T impacts one acre of park.

Mr. Billen reviewed Segment D, the Bel-Red corridor. Sound Transit has worked with the City of Bellevue and Wright Runstad & Company on integration of East Link with planned City and private development projects in the corridor, leading to development of a northerly shifted, retained cut alignment. A northerly shifted at-grade alignment is also in the SDEIS. In the east end of Segment D, the preferred alternative was modified to run along SR-520 with an Overlake Village Station at SR-520 and 152nd Avenue NE. ST2 construction funding ends at the Overlake Transit Center. The connection from Segment D to Segment C via NE 6th adds \$30 to \$35 million compared to NE 12th. Following Board direction, a term sheet agreement with Wright Runstad & Company was developed to maintain Sound Transit's cost for a retained cut station that would not exceed an at-grade station. The modified alignment in Overlake Village decreases travel time and reduces costs.

The SDEIS does include Segment E, downtown Redmond, even though it is not funded for construction. The primary change is the removal of the Redmond Transit Center Station from the preferred alternative. Elimination of the Redmond Transit Center Station lowers costs by \$145 to \$160 million and reduces business and residential displacements by 124 units and 16 businesses.

Mr. Irish stated that lessons learned and current operating conditions from the Initial Segment have been included in the SDEIS and will be applied to East Link. The lessons learned include reducing bell volume, minimizing crossings, crossover locations, track lubricators, rail profile, and noise walls.

The City of Bellevue study on B7 does not synchronize with the East Link environmental process schedule. The Bellevue study is scheduled to be completed after the Final EIS is published.

Proposed 2011 Capital Budget and Transit Improvement Plan

With the restructuring of the committees, the budget process has changed. The Operations and Administration Committee and the Capital Committee each have responsibilities to review their portions of the budget. The Committees then forward their portions of the proposed budget and any amendments to the Executive Committee. The draft budget resolution was included in the packets for reference only. The Executive Committee will take action on the resolution.

Brian McCartan, CFO reviewed questions and answers developed during the budget process. A copy was included in Boardmember packets.

Pete Rogness, Budget and Financial Planning Director, reviewed the proposed amendments. Amendment 1 is a housekeeping measure allowing staff to correct errata. Amendment 2 is a cash flow update with no lifetime budget impact. Amendment 3 defunds the excess money from the WSDOT task order for the South Everett Freeway Station. Amendment 4 removes funding for the Ticket Vending Machine project intended for Tacoma Link. Amendment 5 quantifies the STart program budget as authorized by Board adoption of Resolution No. R2010-21.

Boardmember Balducci requested staff draft an amendment to be considered by the Executive Committee or Board related to a peer review of noise mitigation.

It was moved by Boardmember Fey, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that the amendments be forwarded to the Executive Committee with a do-pass recommendation.

Business Items

Motion No. M2010-95 – Authorizing the chief executive officer to exercise an option with LTK Engineering Services, LLC to provide systems engineering final design services for the North Link – UW Station to Northgate project in the amount of \$6,239,000, with a 10% contingency of \$623,900, totaling \$6,862,900, for a new total authorized contract amount not to exceed \$16,785,872

Justin Garrod, Senior Systems Engineer, gave the staff presentation. In 2007, Sound Transit competitively procured the contract with LTK. Sound Transit found no issues during a financial audit of LTK's rates in July 2010. Sound Transit negotiated a price below the engineer's estimate.

It was moved by Boardmember Drago, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-95 be forwarded to the Board with a do-pass recommendation.

Motion No. M2010-96 – Authorizing the chief executive officer to execute a contract amendment with LTK Engineering Services, LLC to (1) provide additional systems engineering final design services for the University Link project and (2) exercise an option for design services during construction in the amount of \$5,360,000, with a 10% contingency of \$536,000, totaling \$5,896,000, for a new total authorized contract amount not to exceed \$22,681,872

Joe Gildner, Executive Project Director, and Mr. Garrod gave the staff presentation.

It was moved by Boardmember Phillips, seconded by Boardmember Fey, and carried by the unanimous vote of all Boardmembers present that Motion No. M2010-96 be forwarded to the Board with a do-pass recommendation.

Executive Session

None.

Other Business

None.

Next Meeting

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

Adjourn

The meeting was adjourned at 2:52 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Adam Bartz
Board Coordinator

Approved on January 13, 2011, AMB