

SOUND TRANSIT CAPITAL COMMITTEE MEETING
Summary Minutes
February 10, 2011

CALL TO ORDER

The meeting was called to order at 1:41 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) *Richard Conlin, Seattle Council President*

(P) *Jake Fey, Tacoma Councilmember*

(P) *Joe Marine, City of Mukilteo Mayor*

(P) *Joe McDermott, King County Councilmember*

(P) *Mike McGinn, City of Seattle Mayor*

(A) *Larry Phillips, King County Councilmember*

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

REPORT OF THE CHAIR

Committee Chair Butler announced the Committee would work from a revised agenda. The North Link – Brooklyn Station discussion item has been added to Reports to the Committee and Motion Nos. M2010-10, M2010-11, and M2010-12 have been reordered.

He welcomed Boardmember McDermott who was attending his first meeting as a member of the Capital Committee.

CEO REPORT

Joni Earl, CEO, noted that on February 8, 2011, Pierce County voters did not approve Pierce Transit Proposition 1. The measure would have increased the local sales tax from 0.6% to 0.9%. At the January 27, 2011 Board Meeting, Pierce Transit CEO, Lynne Griffith, stated that if the measure failed, Pierce Transit would have to cut services by 35%. Pierce Transit Boardmembers are meeting on February 28, 2011 to discuss next steps. Many Sound Transit riders transfer from Pierce Transit services, so there will likely be an impact to Sound Transit ridership from Pierce Transit service reductions.

In 2010, the Board authorized the transfer of operations and maintenance of ST Express routes 566 and 577 from King County Metro to Pierce Transit beginning with the service change on February 5, 2011. Route 566 operates between Auburn and Overlake and Route 577 operates between Federal Way and Seattle. This is the first time Sound Transit has transferred routes between service providers and will save approximately \$1.4 million in annual operating costs.

On February 4, 2011, Ms. Earl met with House Transportation Committee Chair Judy Clibborn, Senate Transportation Committee Chair Mary Margaret Haugen, Representative Marko Liias, and

Senator Curtis King, the new Ranking Minority Member of the Senate Transportation Committee. Senator King has requested a follow up meeting to further discuss Sound Transit's current service and the ST2 plan. In the meetings with legislators, Ms. Earl expressed support for funding the Regional Mobility Grant (RMG) Program. Two Sound Transit projects are recommended for RMG funding; \$8 million to accelerate the S. 200th Intermodal Station and Park-and-Ride and \$4.5 million to procure three additional Sounder locomotives for the south line.

At 11 a.m. on February 25, 2011, Sound Transit is holding a grand opening for the Kirkland Transit Center. The Kirkland Transit Center is the final Sound Move bus capital project on the Eastside.

Sound Transit passed the milestone of 100 million riders on ST Express.

Staff are invited to participate in a two-part conversation to commemorate Black History Month. Chief Counsel Desmond Brown, Diversity Program Director Leslie Jones and Construction Contracts Manager Linneth Riley-Hall will share personal reflections on their career choices and professional influences in a panel discussion coordinated by Director of Operations Support Services Vida Covington and HR Generalist Aisha Foster, and facilitated by Media Relations Specialist Kimberly Reason. The second part of the conversation features Board Vice Chair Claudia Thomas will occur immediately before the February 27, 2011 Board meeting.

REPORTS TO THE COMMITTEE

Committee Chair Butler welcomed Boardmember Enslow who was attending the Capital Committee meeting.

Summary of East Link SDEIS Comments

Don Billen, East Link Program Manager, and James Irish, Deputy Director of Environmental Affairs and Sustainability, gave the presentation. The East Link project is in the fifth year of environmental review. Sound Transit is completing preliminary engineering on the preferred alternative and will finish the Final Environmental Impact Statement (EIS) in 2011. The Final EIS will inform the Board's decision on the project to be built. In November 2010, Sound Transit published a Supplemental Draft EIS (SDEIS) to update the public and stakeholders on alternatives that emerged within the past year.

Mr. Irish summarized the new alternatives that were included in the SDEIS, including the B2M preferred alternative and four alternatives in downtown Bellevue. The SDEIS included minor changes to the preferred alternatives in Segment D and E, and issues related to I-90. The SDEIS outreach included a 60-day public comment period that expired in January 2011 and an open house and public hearing in November 2010. Environmental documents are available on the Sound Transit website. A summary of public comments have been made available to the public and been distributed to the Board. The SDEIS received 822 comments, which was more than the first draft EIS. 749 of the comments were from individuals, and the remaining comments were from government agencies, neighborhood groups, businesses, and community interest groups. Most comments were generally supportive of East Link and the majority of the comments focused on alternative preference. The most frequent environmental concerns were noise issues, and park, traffic, and neighborhood impacts. Comments were received from around the region, but the vast majority were from residents along the general project corridor.

Boardmember Balducci stated that at the most recent Bellevue City Council meeting, a new community organization and three former Bellevue Mayors spoke in support of East Link and

moving forward with the preferred alternative. The public comment has been more favorable toward the project than not.

South Link – Airport to South 200th Street

Ron Lewis, Deputy Executive Director Business Services, gave the presentation. In 2005, the Federal Transit Administration (FTA) issued a Record of Decision (ROD) for the extension of Link from Tukwila to South 200th Street in SeaTac. In fall of 2010, the Board authorized the design refinement for South Link – Airport to South 200th Street. The design refinement will incorporate changes in the corridor that have occurred since the ROD.

The project will extend light rail 1.6 miles from the SeaTac/Airport Station to South 200th Street. It will feature double track guideway and a large parking facility at South 200th Street. The parking was initially projected to have approximately 600 spaces, but that will be revisited following a demand study. The South 200th Street Station will be accessible by pedestrian, bicycle, and bus. The Board directed staff to refine the design of the project and ensure it is compatible with current and future Port of Seattle (Port) facilities. The Board directed staff to baseline the project's scope, schedule and budget by the spring of 2011 to inform the Board's decision on accelerating the project.

The ST2 plan called for the extension of light rail to South 200th Street by 2020. The proposal to accelerate the project would allow the extension to open in 2016 concurrent with the opening of the University Link (U-Link) project.

The technical elements of the design refinement include geotech, utility coordination, right-of-way definition, design-build workshops, civil and systems engineering, a parking demand study, traffic study, and environmental documentation as required. The design-build method will allow Sound Transit to complete the project quicker.

Sound Transit conducted a parking survey at the Tukwila/International Blvd Station to help correctly size the parking facility at South 200th Street. The survey demonstrated that a significant number of people who currently use the Tukwila/International Blvd Station are candidates to use the South 200th Street Station when completed.

The next steps for the project include finalization of the alignment plan, profile, station, and parking location; value engineering and risk assessment; and a final cost estimate. Upcoming meetings include a SeaTac City Council briefing on February 22, 2011, a community open house on March 2, 2011, and Sound Transit Capital Committee and Board briefings in spring 2011. The Board will consider accelerating the project in 2011.

Ms. Earl noted that the Adopted 2011 Budget assumes acceleration of this project following completion of the design refinement. When U-Link opens in 2016, ridership is projected to increase dramatically, and the addition of a station at South 200th Street will alleviate potential access pressure at the Tukwila/International Blvd Station.

University Link

Joe Gildner, Executive Project Director, gave the presentation. U-Link is a 3.15-mile extension of light rail from downtown Seattle to the University of Washington (UW). The project includes two underground stations, the Capitol Hill Station and the UW Station. The UW Station is an interim terminus, so a turn-back alignment is required. The project cost, including financing costs, is \$1.948 billion. The current projects costs are within budget and trending well.

The construction is approximately 24.43% complete, and is currently on a trend to be completed ahead of schedule. The project features four major heavy civil contracts; I-5 Undercrossing Pits, UW to Capitol Hill, Capitol Hill to Pine Street, and Yard Expansion. The I-5 Undercrossing Pits contract and the Yard Expansion construction contract are completed. The two major station finishes contracts are UW Station and Capitol Hill Station. The three major systems/track contracts are U-Link Systems and Track, Network, and EMI/Vibration/Wheel Flat Monitoring. Completion of the project also requires procurement of light rail vehicles (LRV). The project is scheduled to be completed in fall 2016, and the federal grant would allow for an opening date of 2017. There are 172 calendar days of float in the master schedule.

The contractor for the Capitol Hill to Pine Street construction contract is JCM and the notice to proceed was issued in January 2010. The contract amount is \$154 million, is 32% complete, and projected to be completed in March 2013. JCM has excavated the station, and is initiating the concrete slab work. The tunnel boring machine will be mobilized in spring 2011, and tunneling will begin in June 2011.

The contractor for the UW to Capitol Hill construction contract is Traylor Frontier-Kemper, JV, and the notice to proceed was issued in January 2010. The contract amount is \$309 million, is 30% complete, and projected to be completed in May 2013. The construction site is constrained due to proximity to Husky Stadium and the UW Hospital. The crossover box, where the TBMs will be launched from, is approximately 90% complete. Two TBMs will be launched from the UW Station site in June 2011.

Hoffman Construction has conducted the pre-construction work for the UW Station finishes contract. Since June 2010, Hoffman has completed value engineering, constructability review, and maximum allowable construction cost negotiations. On the Capital Committee's agenda today is a proposed action to award the construction contract to Hoffman Construction.

The first LRV was delivered on January 14, 2011. The last LRV shipment will arrive at the Port of Tacoma in February 2011 and will be assembled in Mukilteo.

The remaining major risks for the project are TBM mining under the Montlake cut, TBM mining through geological interfaces, TBM mining under I-5 corridor, contract interfaces, and system-wide testing and rail activation.

North Link – Brooklyn Station

Ahmad Fazel, DECM Executive Director, and Ron Endlich, Project Support Services Manager, gave the presentation. There are two station options for Brooklyn Station, a two-entrance option (Option 1) and a one-entrance option (Option 2). Sound Transit held a public meeting on January 27, 2011 that was attended by more than 150 people. The comments demonstrated strong support for a station in the University District. Each option had supporters, while many people appeared to support either option. Option 1 supporters liked preferred two entrances, easier access to bus stops, and better visibility for way-finding. Option 2 supporters preferred the better station circulation, lower construction risk and cost.

Sound Transit held meetings with stakeholders and property owners. UW was neutral and expressed an ability to work with either option. UW did express concerns with access during construction and support for TOD opportunities. The Neptune Theater owner and Seattle Theatre Group prefer Option 2 due to the reduced impacts during construction. The University District Chamber supports either option.

The comparison of the two design options has been updated since the January 13, 2011 Capital Committee meeting. Option 1 provides quicker access to the station, however once in the station, Option 2 provides better circulation. The walk time difference between the two options is minimal. Option 2 can be completed five months earlier than Option 1. The difference in ridership between the two options is less than half of a percent.

Mr. Fazel stated that staff is proceeding with designing Option 2 based on the lower risks, costs, and ability to complete the work sooner. Following environmental review, when the project is ready to be baselined, the Board would then approve the project scope.

Ms. Earl noted that the Board has not adopted station names for U-Link or North Link. Boardmember Conlin stated that he has heard public support of a University District-related name for the Brooklyn Station.

BUSINESS ITEMS

Minutes of the October 14, 2010 Capital Committee Meeting

It was moved by Boardmember Marine, seconded by Committee Vice Chair Patterson, and carried by the unanimous vote of all Boardmembers present that minutes of the October 14, 2010 Capital Committee meeting be approved as presented.

Motion No. M2011-08- Authorizing the chief executive officer to execute a contract with Parsons Brinkerhoff/Balfour Beatty to design a prototype of the I-90 Track Bridge System for the East Link project in the amount of \$4,438,000, with a 10% contingency of \$443,800 for a total authorized contract amount not to exceed \$4,881,800

Mr. Billen and John Sleavin, Civil Engineering Director, gave the staff presentation.

Public Comment (Comments on file with the Board Administrator)
Scott Lampe

It was moved by Boardmember Balducci, seconded by Boardmember Fey, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-08 be approved as presented.

Minutes of the January 13, 2011 Capital Committee Meeting

It was moved by Boardmember Marine, seconded by Committee Vice Chair Patterson, and carried by the unanimous vote of all Boardmembers present that minutes of the January 13, 2011 Capital Committee meeting be approved as presented.

Motion No. M2011-09 - Authorizing the chief executive officer to execute a contract amendment with HDR Engineering to provide on-call architecture and engineering services for Sounder commuter rail, Regional Express bus, Link light rail, and Service Delivery Projects, in the amount of \$350,000, for a total authorized contract amount not to exceed \$850,000

Jodi Mitchell, Project Manager, and Eric Beckman, Project Director, gave the staff presentation. Ms. Mitchell noted that the proposed action increases the contract amount, but does not increase project budgets or agency costs. Use of the on call contract is charged to projects.

It was moved by Boardmember Marine, seconded by Boardmember Conlin, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-09 be approved as presented.

Motion No. M2011-11 - Authorizing the chief executive officer to execute a memorandum of agreement with the Washington State Department of Transportation and the University of Washington to implement the Montlake Triangle Project for the University Link project in the amount of \$38,000,000 with a project construction reserve of \$5,000,000, for a total authorized agreement amount not to exceed \$43,000,000, with a maximum contribution of \$12,000,000 from Sound Transit

Mr. Fazel and Tracy Reed, Deputy Project Director – Business Services, gave the staff presentation. Mr. Fazel stated that if the project costs exceed the agreement amount, the three agencies will proportionally share the cost overruns.

It was moved by Boardmember Conlin, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-11 be forwarded to the Board with a do-pass recommendation.

Motion No. M2011-12 - Authorizing the chief executive officer to execute a contract amendment with Northlink Transit Partners, Joint Venture to redesign the Montlake Pedestrian Bridge for the University Link project in the amount of \$1,534,000, for a new total authorized contract amount not to exceed \$55,063,269

Mr. Fazel and Mr. Sleavin gave the staff presentation. Ms. Earl noted that prior to Board consideration of Motion No. M2011-12, the UW Board of Regents will vote on this agreement, and WSDOT Secretary Hammond is authorized to sign the agreement.

It was moved by Boardmember McDermott, seconded by Committee Vice Chair Patterson, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-12 be forwarded to the Board with a do-pass recommendation contingent upon approval of the Montlake Triangle Project Memorandum of Agreement.

Motion No. M2011-10 - Authorizing the chief executive officer to execute a contract with Hoffman Construction Company of Washington to provide General Contractor / Construction Manager construction services for the University of Washington Station within the University Link project in the amount of \$141,745,898, with a 5% contingency of \$7,087,295 for a total authorized contract amount not to exceed \$148,833,193

Mr. Gildner gave the staff presentation.

It was moved by Boardmember Balducci, seconded by Boardmember McDermott, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-10 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2011-02 - 1) Amending the Adopted Lifetime Budget for the D Street – M Street Track & Signal project from \$161,580,747 to \$161,280,747, 2) amending the Adopted Lifetime Budget for the Sound Transit Public Art Program \$52,116,502 to \$52,416,502, and 3) amending the Adopted 2011 Annual Budget for the Sound Transit Public Art Program from \$910,000 to \$1,010,000

Debora Ashland, Architecture & Art Manager, and Barbara Luecke, Public Art Program Manager, gave the staff presentation.

It was moved by Committee Vice Chair Patterson, seconded by Boardmember McDermott, and carried by the unanimous vote of all Boardmembers present that Resolution No. R2011-02 be forwarded to the Board with a do-pass recommendation.

Motion No. M2011-13 - Authorizing the chief executive officer to execute a contract amendment with PB Americas, Inc. for final design services for the D Street - M Street Track & Signal Improvement project in the amount of \$2,137,731 with a 10% contingency of \$213,773, for a total of \$2,351,504, for a total authorized contract amount not to exceed \$13,245,774

Mark Johnson, Project Manager, gave the staff presentation.

It was moved by Boardmember Marine, seconded by Committee Vice Chair Patterson, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-13 be forwarded to the Board with a do-pass recommendation.

OTHER BUSINESS

None.

NEXT MEETING

Thursday March 10, 2011
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting was adjourned at 4:06 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Adam Bartz
Board Coordinator

APPROVED on March 10, 2011, AMB