

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

October 8, 2015

CALL TO ORDER

The meeting was called to order at 1:34 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 Mayor

Vice Chair

(P) Joe McDermott, King County Councilmember

Boardmembers

(A) Claudia Balducci, Bellevue Mayor

(A) Dave Earling, Edmonds Mayor

(A) John Marchione, Redmond Mayor

(P) Pat McCarthy, Pierce County Executive

(A) Mike O'Brien, Seattle Councilmember

(P) Dave Upthegrove, King County Councilmember

Jane Emerson, Board Coordinator, announced that a quorum of the Committee was present at roll call.

REPORT OF THE CHAIR

None

ACTING CEO REPORT

University Link Light Rail Testing

Mike Harbour, Acting CEO, provided an update on light rail testing for the University Link Extension. Sound Transit's agreement with the University of Washington requires that vibrations and magnetic fields caused by light rail operation do not affect the UW's sensitive research.

Together with the UW, Sound Transit ran more than 80 different train tests and 100 vibration tests in the past few months and are pleased that the magnetic fields and vibrations will be under the levels outlined in the agreement.

One way vibrations are being reduced is through the use of floating slabs. Tracks run over slabs of concrete, which sit on rubber support pads. A 400-foot floating slab prototype for University Link is being tested to see how a longer stretch will function when trains for the Northgate Link Extension pass under the University of Washington's Physics Department.

REPORTS TO THE COMMITTEE

Operations and Maintenance Satellite Facility project recommendation

Don Billen, HCT Project Development Director, and Kent Hale, Senior Environmental Planner, provided the report. Mr. Billen stated that as the light rail systems expands, the Operations and Maintenance Facility in Seattle will not be sufficient to support the larger fleet required for the Sound Transit 2 (ST2) expansion. The Environmental Impact Statement (EIS) for the Operations and Maintenance Satellite Facility (OMSF) looked at a fleet of approximately 180 light rail vehicles (LRVs). Recently the ST2 Light Rail Vehicle Fleet Expansion project was baselined with 184 LRVs, of which 104 can be stored at the current site. A second site needs to be in place by 2020 in order to support the delivery of the new LRVs. In 2012, the Board identified the sites to evaluate in the EIS, a Draft EIS was published in 2014, the Board identified a preferred alternative in 2014, and the Final EIS was published on September 25, 2015.

Following direction from the Board, staff will prepare Phase Gate materials to come back to the Board in December to transition the project into final design.

Mr. Hale stated that there were four alternatives studied throughout the environmental process. All four were carried forward into the Final EIS. Most of the alternatives did not undergo substantial changes. Design changes were looked at for the preferred alternative to reduce the footprint of the site and make some other design modifications. Overall, the comparison of the alternatives remained largely similar to the Draft EIS.

Following discussion, staff was directed to prepare a resolution for consideration at the October 22, 2015, Sound Transit Board meeting selecting the BNSF Alternative as the project to build for the OMSF.

2016 BUDGET: REVIEW OF 2016 PROJECT DELIVERY BUDGET

Pete Rogness, Director of Budget and Financial Planning, provided an overview of the capital budget within the Proposed 2016 Budget. The total proposed budget for 2016 is \$1.2 billion, which is 6 percent lower than the Adopted 2015 Budget. This is primarily due to completion of construction between 2015 and 2016 for the University Link and South 200th Extensions that will go into service in 2016.

Capital projects account for approximately 67 percent of the Proposed 2016 Budget. Within the proposed Project Delivery budget, 89 percent is designated for System Expansion work. Despite the lower anticipated spending, activity will be ramping up in several areas in 2016 and capital activity will begin to increase on a number of projects as they enter final design.

Project accomplishments during 2015 include: baselining the East Link Extension and the Link Light Rail Feet Expansion project; completing corridor studies for ST3 Planning; selecting the preferred alternative for the Link Operations and Maintenance Satellite Facility (OMSF) and for the Tacoma Link Expansion; and completing construction for the Mukilteo Station South Platform, the Tukwila Sounder Station, and the ST Express Mid-Day Bus Storage facility.

Staff expects to seek approval to enter into final design for the OMSF, Lynnwood Link Extension, and Tacoma Link Expansion projects by the end of 2015. Budget amendments will be prepared for the Capital Committee to consider incorporating budget for final design in the 2016 Budget for those projects.

In 2016, almost 89 percent of the project expenditures will be related to advancing system expansion projects. The 2016 Budget includes \$162 million for Northgate Link Extension; \$220 million for the East Link Extension; \$46 million for Tacoma Trestle; \$50 million for the Pt. Defiance By-Pass project; and \$75 million for the I-90 Stage 3 project.

PUBLIC COMMENT

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BUSINESS ITEMS

Items for Committee Final Action

Minutes of the September 10, 2015, Capital Committee Meeting

It was moved by Committee Vice Chair McDermott, seconded by Boardmember Upthegrove, and carried by unanimous vote that the September 10, 2015, Capital Committee minutes be approved as presented.

Motion No. M2015-89: Authorizing the chief executive officer to execute a contract with Jacobs Engineering, Inc. to provide civil construction management consultant services for the preconstruction phase of the Seattle to South Bellevue segment of the East Link Extension in the amount of \$4,721,795, with a 5% contingency of \$236,090, for a total authorized contract amount not to exceed \$4,957,885.

Ron Lewis, Executive Project Director East Link, and Matt Preedy, Construction Management Deputy Director, provided the staff report.

Mr. Lewis mentioned that there were three actions coming before the Capital Committee (Motion Nos. M2015-89, M2015-98, and M2015-99). These actions will further Sound Transit's readiness to enter into construction scheduled to begin early 2016.

Mr. Preedy stated the contract will be implemented in two phases. The action before the committee for Phase 1, Preconstruction Services, will provide assistance in progressing the design from 60 percent. This includes procurement support, permit support, contract document review, construction estimates, value engineering, risk assessment, and constructability reviews. Following acceptable performance on Phase 1, staff may return to seek authorization and funding for Phase 2.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2015-89 be approved as presented.

Motion No. M2015-95: Authorizing the chief executive officer to execute a contract amendment with Jill Anholt (dba Jill Anholt Studio Inc.) to provide artwork fabrication and installation services for the Angle Lake Station plaza within the South 200th Link Extension, in the amount of \$272,554 with a 10% contingency of \$27,255 totaling \$299,809, for a new total authorized contract amount not to exceed \$349,809.

Barbara Luecke, Art Program Manager, provided the staff report. This action is to approve a contract amendment with Jill Anholt Studio Inc. for artwork at the Angle Lake Station. This project is being created for the plaza and will offer a unique experience for people entering the station and viewing it from above.

It was moved by Boardmember Upthegrove, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2015-95 be approved as presented.

Motion No. M2015-96: Authorizing the chief executive officer to execute a contract amendment with Sean Orlando (dba Engineered Artworks) to provide artwork fabrication and installation services for the Tacoma Gateway D – M Street Sounder Project in the amount of \$215,000 with a 10% contingency of \$21,500 totaling \$236,500, for a new total authorized contract amount not to exceed \$255,000.

Barbara Luecke, Art Program Manager, provided the staff report. This action is to approve a contract amendment with Sean Orlando to provide artwork for the Tacoma Gateway D – M Street Sounder Project. This project has been in development with the community and will be visible from many angles including from Sounder commuter rail.

It was moved by Boardmember McCarthy, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2015-96 be approved as presented.

Motion No. M2015-97: Authorizing the chief executive officer to execute a contract with M.A. Mortenson Construction Company to provide construction services for the Advanced Work Package of the Northgate Station, Elevated Guideway, and Parking Garage contract within the Northgate Link Extension in the amount of \$2,076,139, with a 10% contingency of \$207,614, for a total authorized contract amount not to exceed \$2,283,753.

Jonathan Gabelein, Principal Construction Manager Northgate Link Extension, and Don Davis, Executive Project Director Northgate Link Extension, provided the staff report.

Mr. Gabelein stated that the contract is a heavy civil General Contractor/Construction Manager (GC/CM) contract that includes the Northgate station and finishes, elevated guideway, parking garage, and temporary replacement facilities. The GC/CM contract allows the contractor to bid, award, and construct bid packages prior to receipt of final documents for the entire project.

The Advanced Works Package includes constructing a temporary parking area to serve as replacement parking for a portion of King County Metro's Northgate Park and Ride as well as tenant improvements to an existing Sound Transit-owned commercial building for use as the field office for Sound Transit and the contractor.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember Upthegrove, and carried by unanimous vote that Motion No. M2015-97 be approved as presented.

Items for Recommendation to the Board

Motion No. M2015-91: Authorizing the chief executive officer to execute a Project Implementation Agreement with the University of Washington which will reimburse Sound Transit in the amount of \$5,255,500 for design and construction of the U District Station within the Northgate Link Extension to accommodate the University's revised transit-oriented development concept.

Kate Lichtenstein, Project Manager, and Don Davis, Executive Project Director Northgate Link Extension, presented the staff report for the next two actions items: Motion No. M2015-91 and Resolution No. R2015-25.

Ms. Lichtenstein stated that Motion No. M2015-91 will execute a Project Implementation Agreement with the University of Washington (UW) for the U District Station. The U District Station is part of the Northgate Link Extension and is located on Brooklyn Avenue NE between 43rd and 45th Streets across from the UW tower. In addition to serving the neighborhood, the UW sees the station as a front door to its greater campus.

The action is to amend an existing agreement between the UW and Sound Transit. In 2012, the Sound Transit Board authorized a Property Exchange and Development Agreement between Sound Transit and the UW. The agreement provided property to Sound Transit for the station and tunnels and the UW received the air rights to build up to 85 feet high above the U District Station. Since the agreement in 2012, the City of Seattle has initiated review of the U District neighborhood development and design policy changes, including zoning modification that may allow additional height and development capacity at the U District Station site. The UW is seeking flexibility to build a transit-oriented development (TOD) project up to 240 feet in height.

The proposed Project Implementation Agreement commits Sound Transit to design and construct the U District Station to accommodate the UW's revised TOD concept for up to 240 feet above grade; commits the UW to reimburse Sound Transit for the resulting design, construction, and administrative costs; commits Sound Transit and the UW to record an amendment to the Condominium Declaration; and provides that the UW will pay the fixed amount if they are unable to obtain regulatory or other approval for the revised TOD concept.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2015-91 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2015-25: Amending the Northgate Link Extension baseline budget by \$5,255,500 for design and construction of U District Station to accommodate the revised transit-oriented development concept requested by the University of Washington by (a) amending the project Lifetime Budget from \$1,894,500,000 to \$1,899,755,500, and (b) amending the project 2015 Annual Budget from \$207,765,302 to \$208,389,032.

Mr. Davis stated that this resolution is a companion to the previous action (Motion No. M2015-91). The action will increase the baseline lifetime budget for the Northgate Link Extension project to account for the monies that will be reimbursed by the University of Washington to pay for the additional work described in Motion No. M2015-91.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that Resolution No. R2015-25 be forwarded to the Board with a do-pass recommendation.

Motion No. M2015-98: Authorizing the chief executive officer to execute a contract with the Joint Venture of Kiewit-Hoffman to provide pre-construction services for the Seattle to South Bellevue segment within the East Link Extension in the amount of \$4,792,156, with a 10% contingency of \$479,216, for a total authorized contract amount not to exceed \$5,271,372.

Ron Lewis, Executive Project Director East Link Extension, and Sepehr Sobhani, Construction Manager I-90 Segment East Link Manager, provided the staff report. Mr. Lewis stated that this action is requesting authority to move forward with pre-construction services for the Seattle to South Bellevue segment in preparation of construction in the I-90 corridor.

Mr. Sobhani went through the scope of work for the contract. This contract uses the heavy civil (GC/CM) contracting method. The pre-construction services include constructability reviews, value engineering, scheduling, estimating, and sub-contracting plans. The contract will also construct an 80-foot test section for the floating bridge track attachments to validate the contractor's construction sequence and installation methods. The contractor will be preparing construction plans specific to the floating bridge, which will be reviewed with the Washington State Department of Transportation (WSDOT) prior to construction.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2015-98 be forwarded to the Board with a do-pass recommendation.

Motion No. M2015-99: Authorizing the chief executive officer to amend the contract with H-J-H Final Design Partners for the South Bellevue to Overlake Transit Center segment of the East Link Extension by (1) increasing the contract contingency for Final Design services in the amount of \$5,975,000, (2) amending the contract for Design Services During Construction in the amount of \$36,385,000, and (3) increasing the contract contingency for Design Services During Construction in the amount of \$3,640,000, for a combined total amount of \$46,000,000, for a new total authorized contract amount not to exceed \$141,312,585.

Ron Lewis, Executive Project Director East Link Extension, and John Sleavin, Deputy Project Director East Link, provided the staff report. Mr. Lewis stated that this action is for the South Bellevue to Overlake Transit Center segment of the East Link Extension. This segment is approximately seven miles and includes eight stations.

Mr. Sleavin explained that the first portion of the amendment is to fund design services during construction. This brings the designer for this project is brought in for the final design. A staff office engineer is out on site to answer questions and review submittals. This was in the original design contract, but not funded. This covers the South Bellevue segment, the downtown Bellevue tunnel, downtown Bellevue to Spring District segment, the Bel-Red corridor, and design build as required.

The request final design contingency funds will address anticipated and potential changes. These include design changes, support for permitting, incorporation of GC/CM proposals to reduce costs and risks, refinement of the Spring District/120th station design, and some changes to the design due to memorandum of understanding with the City of Bellevue.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember McCarthy, and carried by unanimous vote that Motion No. M2015-99 be forwarded to the Board with a do-pass recommendation.

Resolution No. R2015-27: (1) Confirming the chief executive officer's declaration of surplus real property acquired for the Initial Segment of the Central Link Light Rail project, and (2) approving a Purchase and Sale Agreement with the Washington State Convention Center Public Facilities District to transfer surplus real property owned by Sound Transit located at 901 Howell Street (AKA 900 Olive Way) in Seattle for a total authorized agreement amount not to exceed \$6,630,000.

Kevin Workman, Real Property Director, and Brooke Belman, Chief of Staff, provided the staff report. Mr. Workman explained that the property was originally declared surplus in January 2015 by Resolution No. R2015-02. Due to an administrative error, the Acting CEO did not sign the declaration until after the Board adopted the resolution, which is why staff is asking for Board confirmation.

Resolution No. R2015-02 authorized the initiation of negotiations with the Washington State Convention Center (WSCC) for the sale of the property. The appraised fair market value came back at \$6,630,000, which is approximately \$700 per square foot. This is the agreed upon price in the Purchase and Sale Agreement.

It was moved by Committee Vice Chair McDermott, seconded by Boardmember Uptegrove, and carried by unanimous vote that Resolution No. R2015-27 be forwarded to the Board with a do-pass recommendation.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, November 12, 2015

1:30 to 4:00 p.m.

Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:36 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on November 12, 2015, JE