

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

February 11, 2016

CALL TO ORDER

The meeting was called to order at 1:33 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

(A) Pat McCarthy, Pierce County Executive

Boardmembers

(A) Nancy Backus, Auburn Mayor

(P) Claudia Balducci, King County Councilmember

(P) Dave Earling, Edmonds Mayor

(P) Rob Johnson, Seattle Councilmember

(A) John Marchione, Redmond Mayor

(P) Dave Uptegrove, King County Councilmember

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

REPORT OF THE CHAIR

Chair Butler welcomed Boardmembers Rob Johnson and Nancy Backus to the Capital Committee and mentioned that Boardmember Pat McCarthy was appointed Capital Committee Vice Chair.

CEO REPORT

Lynnwood Link Extension

Mr. Rogoff reported that on February 8, 2016 an important milestone was met when the Federal Transit Administration admitted the Lynnwood Link Extension to the engineering phase. On February 9, 2016, President Obama released his fiscal year budget request for 2017, which included \$125 million for the Lynnwood Link Extension.

Olympia Update

Last Friday the Washington State Senate did not confirm Lynn Peterson as Secretary of Transportation. By statute, the Washington State Department of Transportation Secretary is a member of the Sound Transit Board, so Roger Millar, Acting Secretary will be joining the Sound Transit Board.

During the Legislative session, some bills Sound Transit was watching did not make the first cut off. They include a bill that would require Sound Transit to pay for the full cost of relocating utility lines in public right-of-way, and Senate Bill 6395 that called for the direct election of Sound Transit Board members.

Restoring Two Suspended Projects

In December, Brian McCartan, Executive Director of Finance and IT, reviewed the agency revenue outlook and the agency finance plan. Based on improvements in the projected revenues, two proposals are on the agenda to reactivate preliminary engineering from Kent/Des Moines to the Federal Way Transit Center and from the Redmond Technology Center to Downtown Redmond. Completing preliminary engineering on these projects fulfills an ST2 commitment and positions them to move quickly to final design with the passage of ST3.

REPORTS TO THE COMMITTEE

ST3 Update

Ric Ilgenfritz, Executive Director of Planning Environmental and Project Development, and Karen Kitsis, Senior Planning and Project Development Manager, presented the update. Mr. Ilgenfritz stated that the correspondence received from jurisdictions had a common theme asking about possibly considering some earlier small investments in the ST3 program that might enhance the performance of transit in high-capacity corridors in the near-term while working on the longer-term goals of expanding the light rail system. Staff has begun an analytical effort to answer this request and plans to present the results at the February Board meeting.

Ms. Kitsis detailed the near-term improvements that focus on capital improvements in current and future high-capacity corridors. While doing the analysis, projects must be within Sound Transit's statutory requirements. Categories for potential improvements include expanded service, more parking options, bus travel-time savings, new stations, and improved customer experience.

Boardmember Johnson asked staff to look at leasing existing parking spaces as opposed to the capital costs to build new parking garages.

Northgate Link Extension Update

Ahmad Fazal, Executive Director, and Paul Gasson, CH2M Hill Project Manager, provided an update on the Northgate Link Extension tunneling work. Tunneling work began in July 2014 with tunnel boring machine (TBM) No. 1 and made good progress to Roosevelt Station. TBM No. 1 then underwent some standard repairs and continued to U District Station. The machine has passed the borderline for University of Washington properties and is continuing toward the University of Washington Station with a projected arrival date of April 2016. After TBM No. 1 restarted at U District Station, it was stopped approximately 1,000 feet south of the U District Station for repairs to the cutter head. The repairs took approximately five weeks to be completed.

TBM No. 2 started about five months after TBM No. 1 and also made good progress to Roosevelt Station. After some normal repairs to the cutter head, TBM No. 2 continued on to the U District Station. About 650 feet before reaching the U District Station, there were some indications that something was wrong. The contractor stopped to troubleshoot the machine on September 28, 2015. One of the six motors in the drive system was damaged. After the motor was removed, it was discovered that some of the parts had come loose and caused damage to the other motors. When all six motors were removed, some hairline cracks were visible to the main gear. Parts were acquired to repair the motors and TBM No. 2 was restarted on February 11, 2016. The last 650 feet of tunneling will be completed at a slower rate to prevent further damage to the main gear.

When TBM No. 2 reaches U District Station, the contractor will do the necessary repairs to ready it for the last segment to the University of Washington Station. If it is determined the TBM cannot complete the last segment, plans are in place for other options such as sequential mining, repairing the TBM either in place or by removing it, or bringing in a third machine. If TBM No. 1 needed to complete the tunneling for TBM No. 2, the schedule would not be impacted.

The project is scheduled to open in 2021 for revenue service. The schedule includes six months for project start up and five months of project float. The worst-case scenario would be using sequential excavation, which could affect the schedule by three to eight months. The critical path of this project is the U District Station finishes. There is a lot of flexibility on the project. If it becomes necessary to do concurrent cross-passages and sequential excavation tunneling work, any impact to the schedule would be eliminated and the five months of float would be maintained.

PUBLIC COMMENT

Lacey Jane Wolfe, City of Kent Senior Transportation Planner
Paul W. Locke

BUSINESS ITEMS

Items for Committee Final Action

Minutes of the January 14, 2016, Capital Committee Meeting

It was moved by Boardmember Upthegrove, seconded by Boardmember Balducci, and carried by unanimous vote that the January 14, 2016, Capital Committee minutes be approved as presented.

Items for Recommendation to the Board

Motion No. M2016-19: Authorizing the chief executive officer to execute a contract with Flatiron West, Inc. to provide construction services for the Tacoma Trestle Track & Signal Project in the amount of \$57,511,780, with a 10% contingency of \$5,751,178, for a total authorized contract amount not to exceed \$63,262,958.

Eric Beckman, Deputy Executive Director, and Tom Dean, Construction Manager, provided the staff report. The current Tacoma Trestle is over 100 years old and will be replaced in two sequenced sections. Construction will begin with a track being built to the south of the trestle followed by removing and replacing the existing trestle. The project scope includes a 650-foot passenger platform extension to serve Amtrak, an emergency exit stairway north of the platform, demolition and removal of an existing building on the parcel, and installation of landscaping along the perimeter.

The Tacoma Trestle Track & Signal Project is one of several Sound Transit commuter rail projects that have interfaces with the WSDOT high-speed rail program. The Cascade High-Speed Rail Passenger program is a series of 18 projects stretching from Vancouver to Blaine, Washington. It is funded by about \$800 million administered by the Federal Railroad Administration (FRA). The project has a hard and challenging deadline to have the money expended and parties reimbursed by the end of September 2017. Discussions have begun with Flatiron West, Inc. about the potential of adding change order work into their contract for a second platform to meet some needs for Amtrak trains. Sound Transit is still looking at scheduled impacts and ways to mitigate financial risk with the potential change order work. If Sound Transit chooses to pursue a change order to the contract, staff will return to request Board approval.

It was moved by Boardmember Upthegrove, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2016-19 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-04: (1) Restoring funding to the Sound Transit 2 Financial Plan and expands the scope of the Federal Way Link Extension project to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center. additional third-party coordination and right-of-way activities, and (2) amending the Adopted 2016 Budget for the Federal Way Link Extension by (a) increasing the Lifetime Budget from \$42,877,459 to \$48,790,000 and (b) increasing the 2016 Annual Budget from \$21,763,407 to \$25,193,726.

Cathal Ridge, Light Rail Development Manager, and Paul Cornish, Light Rail Development Manager, provided a combined presentation for the next three actions.

Mr. Ridge reviewed the Federal Way Link Extension (FWLE) project. The project currently going through the environmental approval process will extend from Angle Lake Station with stations at Kent/Des Moines, South 272nd, and ending at the Federal Way Transit Center. Preliminary engineering is in progress on the section funded for construction from Angle Lake to the Kent/Des Moines station, and conceptual engineering south of Kent/Des Moines. Resolution No. R2016-04 would restore funding to the ST2 Financial Plan and expand the scope of the FWLE to include preliminary engineering south to the Federal Way Transit Center. This is a candidate project for ST3. If funding were to emerge from ST3 or another source, there would be environmental approval for the entire project. Motion No. M2016-20 would amend the contract with HDR Engineering, Inc. for the additional preliminary engineering work from Kent/Des Moines to the Federal Way Transit Center.

Mr. Cornish presented the report for Resolution No. R2016-05. The agency revenue outlook has changed and it has been determined that there is adequate financial capacity to complete preliminary engineering for the Downtown Redmond Link Extension project. The Downtown Redmond Extension would add 3.5 miles and two stations to the East Link Extension from the Redmond Technology Center to Downtown Redmond. In 2007, conceptual engineering was completed on this segment as part of the East Link Extension project and the

segment was included in the environmental documentation in 2009. In 2010, preliminary engineering funding was suspended due to the recession.

It was moved by Boardmember Balducci, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2016-04 be forwarded to the Board with a do pass recommendation.

Motion No. M2016-20: Authorizing the chief executive officer to execute a contract amendment with HDR Engineering, Inc. to provide professional services for Phase 3 of the Federal Way Link Extension in the amount of \$1,903,978 with a 10% contingency of \$190,398, totaling \$2,094,376, for a new total authorized contract amount not to exceed \$32,076,909.

It was moved by Boardmember Upthegrove, seconded by Boardmember Balducci, and carried by unanimous vote that Motion No. M2016-20 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-05: (1) Restoring funding for preliminary engineering on light rail from Overlake to Redmond in the Sound Transit 2 Finance Plan, (2) amending the Adopted 2016 Budget to create the Downtown Redmond Link Extension Project by (a) establishing the Project Lifetime Budget through the completion of the Preliminary Engineering Phase in the amount of \$28,617,000 and (b) establishing the 2016 Annual Budget as \$4,120,000, and (3) approving Gates 1-3 within Sound Transit's Phase Gate Process.

It was moved by Boardmember Balducci, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2016-05 be forwarded to the Board with a do pass recommendation.

Resolution No. R2016-06: Approving the chief executive officer's declaration that certain real property originally acquired for the Central Link Light Rail Project (now part of the University Link Extension) is surplus and is no longer needed for a transit purpose.

Kevin Workman, Real Property Director, presented the staff report. The resolution approves a surplus property declaration for two properties in the First Hill community. The properties have been reviewed by the Real Property Utilization Committee to ensure they are no longer needed for Sound Transit purposes. The Transit Oriented Development (TOD) division will take the lead in the disposal of these properties as they are intended for TOD purposes.

It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2016-06 be forwarded to the Board with a do pass recommendation.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, March 10, 2016
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:00 p.m.



Fred Butler
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on March 10, 2016, JE