

## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

Summary Minutes

June 9, 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

(P) Pat McCarthy, Pierce County Executive

Boardmembers

(P) Nancy Backus, Auburn Mayor

(P) Claudia Balducci, King County Councilmember

(A) Dave Earling, Edmonds Mayor

(P) Rob Johnson, Seattle Councilmember

(P) John Marchione, Redmond Mayor

(P) Dave Upthegrove, King County Councilmember

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

Chair Butler recognized Boardmember Roberts who was also in attendance.

### **REPORT OF THE CHAIR**

None

### **CEO REPORT**

South 200th Extension

Peter Rogoff, CEO, announced that testing had begun on the Link light rail South 200th Extension in preparation for revenue service to being fall 2016.

East Link Extension

Mr. Rogoff advised the Capital Committee that the scheduled East Link Extension briefing would be given to the full Board in July.

### **PUBLIC COMMENT**

Alex Tsimerman, Stand Up America

Queen Pearl

Giulia Pasciuto, Puget Sound Sage

Jeff Aken, Cascade Bicycle Club

Hester Serebrin, Transportation Choices Coalition

Michael B. Fuller

Jan Young, Save Our Trail

## **REPORTS TO THE COMMITTEE**

### **ST3 Draft Plan**

Chair Butler announced that the committee would be briefed on two areas of the ST3 Draft Plan: Draft Appendices and Review of Proposed Amendments.

Ric Ilgenfritz, Executive Director, stated that there are four appendices required under statute to be included with the ST3 Plan. Appendix A covers sources and uses of funds by projects, subareas, and systemwide; Appendix B represents Board-adopted policies for Sound Move and ST2; and Appendix D contains information on social, economic, and environmental impacts, regional land use, and transit-oriented development. Appendices A, B, and D were included in Capital Committee members' packets.

Appendix C is a comprehensive statement of system benefits and will be distributed to Boardmembers prior to the June 23, 2016, Board meeting. The appendix will show transit benefits and the quantification related to the system being put in place. Appendix C will be distributed to the Board upon completion.

Brian McCartan, Executive Director Finance and IT, presented Appendices A and B. He stated that Appendix B, Financial Policies, was reviewed at the Executive Committee on May 5, 2016. The ST3 Financial Policies represent a continuation of the Board-adopted policies for Sound Move and ST2. The appendix outlines numbers and policies related to management program recognizing uncertainty. The policies set the approach for revenue shortfall or surplus in subareas.

Mr. McCartan highlighted updates in the Draft ST3 Financial Policies. The changes include additional language to reflect federal loans; additional language on innovative financing tools; a new section on asset management; a new section on innovative procurement; and updated systemwide costs elements to include the innovation fund, system access, transit-oriented development, and regional transit assets.

Following discussion, Chair Butler summarized Boardmembers' request to have language in Appendix B that addresses the use of subarea surplus.

Mr. McCartan stated that the draft Appendix A, Detailed Description of Facilities and Estimated Costs, gives the voters clarity on the plan including the cost, financing, and subarea visibility. The appendix includes the projects, sources & uses in total and by subarea, costs and revenues by subarea, and a summary of systemwide activities.

## **BUSINESS ITEMS**

### **Item for Committee Final Action**

#### **Minutes of the April 14, 2016, Capital Committee Meeting**

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

### **Items for Recommendation to the Board**

**Motion No. M2016-61: Authorizing the chief executive officer to execute a contract with LTK Engineering Services, LLC to provide systems final design services for the Lynnwood Link Extension project in the amount of \$9,293,684, with a 7% contingency of \$650,558, for a total authorized contract amount not to exceed \$9,944,242.**

Julie Marshall, Corridor Design Manager, presented the staff report. The proposed action would provide systems final design services for the entire Lynnwood Link Extension project. The system final design services include preparation of drawings, specifications for construction, design coordination and cooperation with the civil final designers and contractors, schedules, and cost estimates.

**It was moved by Boardmember Johnson, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2016-61 be forwarded to the Board with a do pass recommendation.**

Motion No. M2016-62: Authorizing the chief executive officer to execute a contract amendment with Hill International, Inc. to provide Design Build Project Management services for the final design and construction of the SR 520 to Overlake Transit Center segment of the East Link Extension in the amount of \$19,005,018, with a 10% contingency of \$1,900,502, totaling \$20,905,520, for a new total authorized contract amount not to exceed \$21,894,020.

Ron Lewis, Executive Project Director, and Eza Agoes, Construction Manager, presented the staff report. The proposed action continues the implementation of the construction phase of the East Link Extension project. The SR 520 to Overlake Transit Center (E360) segment of the East Link Extension serves the Bel-Red, Overlake, and Microsoft Campus areas. This segment is approximately 1.8 miles long running along the eastbound side of SR 520 to the Overlake Transit Center at Microsoft's Campus located in Redmond.

The Design Build Project Management services contract for the E360 segment is being implemented in two phases. Phase 1 – pre-construction services was authorized under Motion No. M2014-88 and is currently in progress.

The proposed action would authorize Phase 2 – Design Build Project Management services specifically for the E360 Design Build Contract that will deliver almost two miles of light rail guideway, two stations, one parking garage, two pedestrian bridges crossing the existing SR 520 Highway, and housings for two Traction Power Substations.

**It was moved by Boardmember Balducci, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2016-62 be forwarded to the Board with a do pass recommendation.**

Motion No. M2016-63: (1) Authorizing the chief executive officer to execute a two-year contract with a one-year option to extend with Centennial Contractors Enterprises, Inc. to provide Job Order Contracting services for small, discrete construction and maintenance work not subject to federal procurement requirements for a total authorized contract amount not to exceed \$12,000,000, and (2) within the \$12,000,000 contract amount, authorizing the chief executive officer to execute individual work orders in amounts up to the maximum amount permitted by statute.

Mr. Rogoff explained that Motion No. M2016-63 and Motion No. M2016-64 are very similar. He asked staff to explain the difference between the motions and cover them in one presentation.

Linneth Riley-Hall, Design and Construction Contracts Manager, stated that Sound Transit is authorized by statute the use of two Job Order Contracts (JOC). Under the contracts, the contractor agrees to a fixed period, indefinite quantity delivery contract that provides for the use of negotiated, definitive work orders. One contract is federally funded and one contract does not have federal funding. The contracts are for two years with a one-year option to extend.

Through Resolution 78-2, the Board has delegated authority to the CEO to execute contracts and work orders up to \$200,000. These motions would authorize the CEO to execute work orders under the Job Order Contracts in amounts up to the statutory limit of \$350,000.

**It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-63 be forwarded to the Board with a do pass recommendation.**

Motion No. M2016-64: (1) Authorizing the chief executive officer to execute a two-year contract with a one-year option to extend with Centennial Contractors Enterprises, Inc. to provide Job Order Contracting services for small, discrete construction and maintenance work subject to federal procurement requirements for a total authorized contract amount not to exceed \$12,000,000, and (2) within the \$12,000,000 contract amount, authorizing the chief executive officer to execute individual work orders in amounts up to the maximum amount permitted by statute.

**It was moved by Boardmember Balducci, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-64 be forwarded to the Board with a do pass recommendation.**

Motion No. M2016-50: Authorizing the chief executive officer to execute an amended and restated Construction and Maintenance Agreement with the Washington State Department of Transportation to implement a portion of the Cascade High Speed Rail Program on Sound Transit-owned rail corridor in the additional amount of \$22,344,392, for a new total authorized agreement amount not to exceed \$151,725,572.

Mark Johnson, Project Director, presented the staff report. The original Construction and Maintenance Agreement with the Washington State Department of Transportation (WSDOT) came to the Board in April 2014. The agreement included the construction work for the Point Defiance Bypass Track & Signal project and the Amtrak platform construction that was to be part of the Tacoma Trestle project. WSDOT has requested Sound Transit add other elements of program scope in its overall high-speed rail program that are located in the area of Freighthouse Square. By adding the additional elements to the program scope, the project will avoid conflict between two separate contractors and reduce the risk for potential claims in construction.

The restated agreement has been revised to include construction costs for both Point Defiance Bypass Track & Signal work and Tacoma Trestle work; adds financial capacity to include the additional scope; adjusts the required completion date for the federally funded work from May 25, 2017, to June 30, 2017; and adds a risk mitigation fund of \$5 million in State funding for work that may be completed after June 30, 2017, if delays occur.

**It was moved by Committee Vice Chair McCarthy, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2016-50 be forwarded to the Board with a do pass recommendation.**

#### **EXECUTIVE SESSION**

None

#### **OTHER BUSINESS**

None

#### **NEXT MEETING**

Thursday, July 14, 2016  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

#### **ADJOURN**

The meeting adjourned at 2:50 p.m.



Fred Butler  
Capital Committee Chair

ATTEST:



Kathryn Flores  
Board Administrator

APPROVED on July 14, 2016, JE