

SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

January 13, 2011

CALL TO ORDER

The meeting was called to order at 1:40 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

(A) Claudia Balducci, Bellevue Councilmember

(A) Richard Conlin, Seattle Council President

(P) Jake Fey, Tacoma Councilmember

(P) Joe Marine, City of Mukilteo Mayor

(P) Mike McGinn, City of Seattle Mayor

(P) 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 that Celia Kupersmith, Deputy CEO, was filling in for Joni Earl, CEO.

The audio/visual equipment in the Ruth Fisher Boardroom is being upgraded, and temporary microphones were being used.

Committee Chair Butler welcomed Boardmember Joe McDermott who was attending the Capital Committee meeting. Boardmember McDermott was appointed to the Sound Transit Board by King County Executive Constantine in December 2010 and serves on the King County Council.

CEO REPORT

Ms. Kupersmith reported Sound Transit's response to the January 11, 2011 snowstorm. One to three inches of snow during the afternoon peak commute period was forecast. Sound Transit worked with BNSF to secure an additional Sounder trip that ran at 2:30 p.m. infor commuters to have another transit option in advance of the snow; approximately 80 people took that train. Our partners who operate ST Express increased staffing, chained up buses by midday, and added buses downtown in anticipation of heavy ridership. Central Link was delayed due to a car that drove through a barrier at 144th in Tukwila and landed on the elevated Link tracks. The driver suffered minor injuries and service was stopped for two hours in order to remove the vehicle.

On January 6, 2011, a pedestrian was struck by a Link train where Holgate Street crosses the light rail tracks in SODO. The man was taken to the hospital and was pronounced deceased. The medical examiner declared the death a suicide. The investigation shows the man crossed against multiple warning signals and safety gates. The safety features that prevent accidents functioned properly.

Beginning January 15, 2011, Sound Transit will increase parking enforcement at Sound Transit-owned Sounder stations, park-and-ride lots, and transit centers. The increased enforcement should open up parking spaces for transit users.

On January 12, 2011 Sound Transit, the Washington State Department of Transportation, and the University of Washington (UW) held a public meeting to get public input on the current design for the Montlake Triangle and pedestrian bridge from the UW Station to the UW campus. Approximately 50 people attended, and the feedback was mostly positive. A cardboard scale model of the project was especially popular. Ms.

Kupersmith thanked Tracy Reed, Project Manager – Business Support, and Wilbert Santos, Project Assistant.

REPORTS TO THE COMMITTEE

North Corridor Transit Project Alternatives Analysis

Ric Ilgenfritz, PEPD Executive Director, noted that the Board reviewed the progress to date in the North Corridor at the December 16, 2010 Board meeting. At that meeting, Committee Chair Butler requested the Capital Committee screen the results, in particular the 15th Avenue NE alternative.

Matt Shelden, Light Rail Development Manager, stated that the 15th Avenue NE corridor is one of three corridors under consideration for extending light rail from Northgate to Lynnwood. The initial screening process found that the 15th Avenue NE corridor has no advantages over the I-5 and SR-99 corridors and does not meet the project's purpose and need. Other issues include significant roadway widening, low operating speeds, park impacts, and considerable property impacts and acquisitions. An elevated light rail alignment in the 15th Avenue NE corridor would create substantial visual impacts to the largely single-family residential area. Staff is recommending the 15th Avenue NE corridor not proceed with further analysis.

The City of Lynnwood has requested additional scope for the North Corridor Transit project. The City has requested that Sound Transit examine the possibility of extending the project one station north of the Lynnwood Transit Center, the terminus included in ST2. Sound Transit cannot fund the additional analysis because it is outside of the project's scope. The City is designated a regional urban center, and the City is interested in how extending light rail north of the current proposed terminus could impact the city center development. The City has budgeted \$75,000 in 2011 to fund the additional analysis. The City is particularly interested in the ridership, costs, and impacts of a new station, one-half mile north of the Lynnwood Transit Center.

Committee Chair Butler reviewed the City's proposal, noting that it is outside of the project's scope. Sound Transit's Scope Control Policy requires that Sound Transit consider additional scope requests only if funded by other parties. Sound Transit must be clear that any additional design does not constitute a commitment from Sound Transit beyond ST2's scope. This proposal is a timely opportunity to partner with the City without impacting Sound Transit's work program.

Mr. Shelden noted that any additional design would not impact Sound Transit's work program or the federal New Starts process. The contract for the alternatives analysis will need to be amended to accommodate the additional scope.

North Link Project Update

Don Davis, Deputy Executive Director Project and Construction Management, Ron Endlich, Project Support Services Manager, and Don Adams, Jacobs Associates (JA) presented the update. North Link preliminary engineering (PE) and the Final Supplemental EIS were completed in 2006. Early final design work and value engineering reviews began in 2008. The contract to JA was awarded in October 2010, and JA has developed potential changes to the preliminary design for Brooklyn Station, and the north portal and I-5 alignment.

Mr. Endlich detailed the North Link project. North Link extends light rail 4.3 miles from the UW Station to an elevated station at Northgate in Seattle. Of the 4.3 miles, 3.3 miles are twin-bored tunnels and last mile north of NE 85th Street is at-grade and elevated. The Brooklyn and Roosevelt Stations are underground stations. The Northgate Station straddles NE 103rd Street, west of the Northgate Transit Center and east of 1st Avenue NE. The Northgate Station provides good access to the transit center and the Northgate Mall. The Puget Sound Regional Council received a sustainable community grant to examine transit-oriented development (TOD) and affordable housing near the Northgate Station.

The tunnel portal south of the Northgate Station was originally designed to be located immediately north of the Lake City Way ramp. Staff is recommending shifting the tunnel portal north which would avoid difficult

cut-and-cover tunnel work along I-5, provide a larger staging site with better access, shift tunnel mucking to portal, reduce truck traffic in the Roosevelt neighborhood, allow schedule flexibility, reduce residential impacts, and lower construction costs. Public feedback for the tunnel shift has been supportive.

The Roosevelt Station is located west of 12th Avenue NE and North of NE 65th Street near Roosevelt High School. The station is 80 to 90 feet below ground. Most of the property for construction staging has been acquired, including the QFC site. Sound Transit will provide a design update to the Roosevelt neighborhood later in January 2011. The design is expected to be 30% complete by spring.

The Brooklyn Station is located west of the UW campus between NE 43rd Street and NE 45th Street on Brooklyn Avenue NE. The station platform is 75 to 85 feet below ground and property acquisition is currently under way. Two options for further consideration have been developed; the Modified PE Option located beneath Brooklyn Avenue NE, and the Single Entrance Option shifted 30 feet east of the UW Tower. The Brooklyn Station site is constrained for construction of a deep underground station and poses increased risk and cost. The excavation of the station is near the UW Tower, Neptune Theatre, and University Manor Apartments.

Mr. Adams detailed the Modified PE Option. JA's work has focused on increasing the detail of the PE completed five years ago. The Modified PE Option requires staging that surrounds the UW Tower, special shoring systems along existing buildings to prevent settlement, and temporary access for five to six years when the 80-foot hole is exposed. The temporary access is required for Seattle Fire Department (SFD), pedestrian, office, emergency exit, retail, and residential access. A temporary bridge (deck) would be built on Brooklyn Avenue NE, and then the station site would be excavated beneath the deck. Construction of the Modified PE Option will require removal of an abandoned shoring system and the relocation of utilities. The final structure would be less than five feet from the UW Tower and requires breaking out foundation footings from the Neptune Theatre. Four to six months of additional work needs to be identified in the project schedule for the Modified PE Option.

The Single Entrance Option requires construction staging that extends further west on NE 43rd Street, but no staging at the UW Tower plaza. The 80-foot excavation is between the University Manor Apartments and the Neptune Theatre, with the station entrance on Brooklyn Avenue NE between NE 43rd Street and NE 45th Street. The Single Entrance Option requires half the special shoring system of the Modified PE Option. The temporary access concerns are primarily for the University Manor Apartments and retail, and requires a similar but less complex deck that would be built on NE 43rd Street. The Single Entrance Option is less than seven feet from the University Manor Apartments, does not touch the Neptune Theatre, and does not require relocating utilities. The two design options are less than 20% designed.

Ahmad Fazel, DECM Executive Director, stated that both options face similar risks. Sound Transit will be meeting with UW and other stakeholders to seek public input on the two options. The Single Entrance Option has implications to the environmental process.

Mr. Davis provided comparisons of the two options. The Modified PE Option costs \$10 million more than the Single Entrance Option. The two options require similar property acquisitions; however, the Modified PE Option requires acquisition of the UW Tower plaza. Both options would provide a center platform that would adequately serve 2030 ridership projections. Ridership at this station is project to be 12,000 daily passengers, but would be approximately one percent less with a single entrance. The Modified PE Option has better pedestrian and bus access, but the Single Entrance Option has better passenger circulation within the station. Both options provide similar potential for TOD.

Sound Transit will be meeting with UW and other stakeholders in January 2011. A public meeting is scheduled on January 27, 2011 at the University Heights Center. Public feedback and a recommendation on which option to carry forward into final design will be presented to a future Capital Committee meeting.

CONSENT AGENDA

Minutes of the October 14, 2010 Capital Committee meeting
Minutes of the November 4, 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 the consent agenda be approved as presented.

BUSINESS ITEMS

Motion No. M2011-01 – Authorizing the chief executive officer to execute a one-year contract with Parsons Brinckerhoff to provide initial project development services for the ST Express Bus Base project in the amount of \$770,984, with a 10% contingency of \$77,098, for a total authorized contract amount not to exceed \$848,082

David Beal, Planning and Project Development Manager, and Andrea Tull, Senior Transportation Planner, gave the staff presentation for Motion Nos. M2011-01 and M2011-02. Ms. Tull stated that current service needs, ST2 completion, the long range plan, and partner facilities will be included in the scope of work. Mr. Ilgenfritz stated that the ST2 plan also includes funding for a new light rail operations and maintenance facility that is separate from these projects. These two projects were recommendations from the Transit Operations Task Force.

It was moved by Committee Vice Chair Patterson, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-01 be approved as presented.

Motion No. M2011-02 – Authorizing the chief executive officer to execute a one-year contract with Parsons Brinckerhoff to provide initial project development services for the Sounder Yards & Shops Facilities project in the amount of \$807,372, with a 10% contingency of \$80,737, for a total authorized contract amount not to exceed \$888,109

It was moved by Committee Vice Chair Patterson, seconded by Boardmember Phillips, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-02 be approved as presented.

Motion No. M2011-03 – Authorizing the chief executive officer to execute a new agreement with the City of Renton to replace existing agreements regarding funding contributions to the City's Rainier Avenue Arterial Improvements and Strander Boulevard Extension projects for a new total authorized amount not to exceed \$18,900,000

Barry Alavi, Project Manager, and Jason Suzaka, Project Coordinator, gave the staff presentation.

It was moved by Committee Vice Chair Patterson, seconded by Boardmember Marine, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-03 be forwarded to the Board with a do-pass recommendation.

EXECUTIVE SESSION

None.

OTHER BUSINESS

None.

NEXT MEETING

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

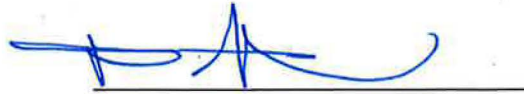
ADJOURN

The meeting was adjourned at 3:04 p.m.

ATTEST:

A handwritten signature in blue ink, appearing to read 'A. Bartz', is written over a horizontal line.

Adam Bartz
Board Coordinator

A handwritten signature in blue ink, appearing to read 'Fred Butler', is written over a horizontal line.

Fred Butler
Capital Committee Chair

APPROVED on February 10, 2011, AMB