

## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

### **Summary Minutes**

**April 14, 2011**

#### **CALL TO ORDER**

The meeting was called to order at 1:45 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

(A) Joe Marine, City of Mukilteo Mayor

(P) Joe McDermott, King County Councilmember

(A) Mike McGinn, City of Seattle Mayor

(A) Larry Phillips, King County Councilmember

Marcia Walker, Board Administrator, announced that a quorum of the Committee was not present at roll call.

#### **REPORT OF THE CHAIR**

None.

#### **CEO REPORT**

Celia Kupersmith, Acting CEO reported that Joni Earl is doing well and will likely return to work in May 2011.

Ms. Kupersmith reported that she testified before the House Transportation Committee in Olympia earlier in the week. Rep. Judy Clibborn has introduced a bill to raise "additive transportation revenue" through various vehicle, license and weight fees. The bill would raise approximately \$162 million for ferries, the State Patrol, and special needs transit service. As currently written, it does not allow Sound Transit to receive any of the funding.

In March, Sound Transit received the Rosa Parks Diversity Leadership Award from the Puget Sound Chapter of the Women's Transportation Seminar. The agency was recently notified that it has also been awarded the National Rosa Parks Diversity Leadership Award. Leslie Jones, Diversity Program Director, will accept the award in May at the National Women's Transportation Seminar in San Francisco.

#### **REPORTS TO THE COMMITTEE**

##### Tukwila Commuter Rail Station Update

Eric Beckman, Everett-Nisqually Project Director, and Barry Alavi, Project Manager gave an update on an alternate design for the Tukwila Commuter Rail Station. There were risks with the original design, including conflicts with the City of Tukwila's Strander Boulevard construction schedule that would force Sound Transit to delay construction until late 2012, major utility conflicts, and the costs associated with mitigating and avoiding the existing utilities.

An alternate design, the north option, was developed to reduce schedule conflicts with the Strander Boulevard project. The north option is adjacent to Longacres Way, avoids the Seattle Public Utilities pipeline, and preserves the 390 stall parking lot. Platforms would be constructed in the same location as the existing temporary platforms. Risks include additional time for design which could lead to additional stakeholder requests and the need to single track operations during construction of the permanent platforms.

The schedule for the north option would extend design through 2011 with permitting in 2011 and 2012. Construction would begin mid-2012 and be complete in 2014, six or seven months earlier than the schedule for the original design. The original design cost estimate is \$23 million. The north option cost estimate is \$18 million plus an additional \$1 million in design. The project could be re-baselined by the end of 2011.

### Brooklyn and Northgate Stations Update

Ron Endlich, North Link Deputy Project Director and Don Davis, Project Director for North Link, gave a presentation on the North Link project.

Engineering and geotechnical work is underway. One-hundred and three bore holes will be drilled to confirm soil conditions for tunnel and station locations. Eight civil construction contracts are anticipated and contract packaging is being reviewed for efficiency and sequencing. The tunnel alignment is being evaluated for curves and grades.

The Northgate station will be elevated and located west of the Northgate Transit Center. Sound Transit, King County Metro and the Seattle Department of Transportation are looking at integrating light rail design with the existing bus facilities. The location of the tunnel portal and elevated guideway is also being refined. A project update meeting will be held on May 17, 2011.

The Roosevelt station is at 30% design completion. Fourteen out of 15 required parcels have been acquired for the construction staging area. Sound Transit is trying to relocate four townhouse buildings. A public open house is scheduled for May 26, 2011.

Following the February Capital Committee meeting, staff recommended a single entrance design for the Brooklyn Station because of cost and construction risks. In response to Boardmember and public interest, a two-entrance concept is being developed that uses the same station box location as the single entrance design. Two entrances would improve visibility and allow future TOD sites to be consolidated in the center of the site. Internal station circulation would be improved while still maintaining cost savings. The new design will be presented to the public on June 9, 2011.

In May and June, the Seattle Design Commission, Planning Commission, and Arts Commission will conduct design reviews at the 30%, 60% and 90% levels for all three stations. The Board will consider an agreement with the City of Seattle for final design services and a property acquisition agreement with the University of Washington at future meetings. The project is scheduled to be baselined in the fall of 2011.

### North Corridor Transit Project Update

Matt Shelden, Light Rail Development Manager, reviewed alternatives analysis work on the North Corridor Transit project. A three level screening process is being used for the alternatives analysis process. An initial screening included both bus and light rail options to extend transit to Lynnwood. Based on the initial screening analysis, 15<sup>th</sup> Avenue light rail and an all at-grade light rail option on

SR 99 were dropped from further analysis. All the remaining options were included in the level one analysis. More detailed ridership and cost estimates have been developed for those options.

Two light rail alternatives and two bus rapid transit (BRT) alternatives were evaluated in the level one screening. The two light rail alternatives include an I-5 route and SR 99 route. The I-5 route is fully elevated with stations at Jackson Park, Shoreline, Mountlake Terrace, and a terminal station at the Lynnwood Transit Center. The SR 99 route crosses I-5 and travels on SR 99 both at-grade and elevated with stations at Bitter Lake, 160<sup>th</sup> near Shoreline Community College, and Shoreline Park and Ride. It then crosses I-5 and terminates at Lynnwood Transit Center.

The two BRT alternatives include an I-5 trunk alternative that would mimic the I-5 light rail alternative and a multi-corridor BRT. The I-5 trunk BRT alternative would add bus service between Northgate and Lynnwood in the HOV lanes with new direct access projects and stations at Northgate, 145<sup>th</sup> Street, and 185<sup>th</sup> Street. The line would serve the Mountlake Terrace Freeway Station and Lynnwood Transit Center. The multi-corridor BRT alternative would use the existing transit facilities at Lynnwood Transit Center and the Mountlake Terrace Freeway Station, but serve Shoreline and North Seattle with new services on SR 99 and 15<sup>th</sup> Avenue. The SR 99 corridor would use existing and planned Community Transit and King County Metro BRT facilities. New direct access ramps would be required at 130<sup>th</sup> and Northgate Transit Center.

The light rail alternatives have the highest ridership and travel time savings. Light rail on I-5 is faster and cheaper than light rail on SR 99. It requires less private property acquisition but requires more state right of way. The BRT alternatives are cheaper than the light rail alternatives, but the performance is less than light rail. Staff suggests dropping the I-5 BRT alternative before moving to the level two analysis. The multi-corridor BRT alternative has higher ridership and lower capital costs than the I-5 BRT alternative. The alternative is robust enough to continue to compare with the light rail alternatives. Refinements to the alternatives will continue, as well as additional work on land use, economic development potential and environmental impacts.

The level two analysis will include four alternatives - the Transit System Management or "Best Bus" alternative, light rail on I-5, light rail on SR 99, and multi-corridor BRT. Results will be brought to the Board in the summer and the EIS scoping process would begin. The Board would be asked to chose EIS alternatives later in 2011.

The land use, economic development, and environmental impacts will be important in comparing the multi-corridor alternative with the light rail alternatives. Capital costs for multi-corridor BRT would be lower because property acquisitions would be lower and only small direct access projects would be needed. The multi-corridor alternative would also provide service to different markets than I-5 alone. Light rail on I-5 would allow buses currently using I-5 to be redeployed, light rail on SR 99 would not allow redeployment of buses.

Boardmember Conlin asked staff to look at land use development and its impact on ridership in the SR 99 light rail alternative since that development is not assumed in the Puget Sound Regional Council's Vision 2040 plan. Mr. Sheldon indicated that findings and a review of the jurisdictions that are prepared for land development would be brought to the Committee at a future meeting.

#### East Link: Bel-Red and Overlake Update

Don Billen, Light Rail Development Manager, provided an update on the Bel-Red and Overlake areas of the East Link project. The Bel-Red and Overlake areas have relatively low density today, but both the Cities of Bellevue and Redmond are looking at developing the corridor including new

road, trail, parks and housing infrastructure. The plans are currently unfunded by the cities. The light rail plan will accommodate the plans while maintaining the project scope.

There are four stations in the D Segment preferred alternative. Three are in locations where the cities have rezoned in anticipation of light rail; at 120<sup>th</sup>, 130<sup>th</sup> and Overlake Village. The end station is the Overlake Transit Center, an existing bus facility located at the Microsoft campus. A storage track is located in the former BNSF corridor, on the west end of the corridor. The location could store four four-car trains and an operating facility for light janitorial work.

Development is planned at 120<sup>th</sup> Station/Spring District. Wright Rundstad purchased a former Safeway distribution site and plans to redevelop it. Sound Transit has worked with Wright Rundstad on a depressed retained-cut alignment and has a term sheet with the company that limits Sound Transit's costs to no more than an at-grade alignment and station. Wright Rundstad would deliver some of the civil infrastructure to achieve the scope with no additional public cost.

There no active redevelopment proposals at the 130<sup>th</sup> Station and Park and Ride. A 300-stall surface parking facility is being planned that could be converted to structured parking in the future. The City of Bellevue plans to extend NE 16<sup>th</sup> Street to the west which would pass through the station area. The park and ride has been designed to allow the westbound lane to pass the station to avoid conflicts.

After the alignment leaves the 130<sup>th</sup> Station, it enters the median at NE 16<sup>th</sup> Street where the Bel-Red Corridor Comp Plan is being developed. The corridor would likely include light rail, a travel lane in each direction, bike facilities, on-street parking and landscaping. Sound Transit would address the rolling grade by using a tiered road through the area so that the elements could be phased if necessary.

The Overlake Village Station is located in Redmond, adjacent to SR 520 and the former Group Health hospital location. The Group Health site is currently vacant and the City of Redmond may redevelop the site. Significant new road and plaza infrastructure is planned. Sound Transit's preliminary engineering design accommodates future roads.

The Overlake Transit Center will have to be reconfigured to accommodate the light rail station. A small park and ride facility is planned on the south end of the site and bus facilities would be on the north end. The design would accommodate future extension to downtown Redmond. Microsoft is interested in a pedestrian bridge that crosses the site and connects its east and west campuses. The station design accommodates the touch-down of the pedestrian bridge, but the bridge is not included in the East Link scope.

The City of Redmond adopted a land use code amendment making light rail a permitted use rather than a conditional use. That change allows Sound Transit to know what to expect as it enters into permitting.

Cost estimates are being updated now that preliminary engineering is complete. The master schedule is being reviewed and will be reported to the Board. The Final EIS will be published in the summer. Potential third-party agreements will be considered, and a project decision on the final project to be built will be made by the Board.

Boardmember Balducci reported that the Bellevue City Council is considering options for design and funding for NE 15<sup>th</sup>/16<sup>th</sup> Street. Boardmember Fey asked about the proximity between the 120<sup>th</sup> and 130<sup>th</sup> street stations. The ST2 plan assumed three stations in Segment D instead of four. The redevelopment opportunity at the former Safeway distribution site made a potential fourth station feasible. The preliminary cost estimate will look at cost savings for deferring the station and parking

lot. Boardmember Balducci noted that the Bel-Red plan includes zoning changes, comprehensive plans, building incentives, property purchases and residential planning for the 120<sup>th</sup> and 130<sup>th</sup> street stations.

## **BUSINESS ITEMS**

### Minutes of the March 10, 2011 Capital Committee Meeting

**It was moved by Boardmember Conlin, seconded by Boardmember Balducci, and carried by the unanimous vote of all Boardmembers present that the minutes of the March 10, 2011 Capital Committee meeting be approved as presented.**

Motion No. M2011-29 – Authorizing the chief executive officer to execute a task order under an existing agreement with the Washington State Department of Transportation for final design review services for the North Link – UW Station to Northgate Project in an amount not to exceed \$375,530.

Fred Wilhelm, Project Manager for Northgate Station, presented the staff report.

**It was moved by Boardmember Conlin, seconded by Boardmember Fey, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-29 be approved as presented.**

Motion No. M2011-28 – Authorizing the chief executive officer to execute a contract with Hatch Mott MacDonald, Inc. to provide systems construction management services for the University Link Project in the amount of \$13,218,955, with a 5% contingency of \$660,948, for a total authorized contract amount not to exceed \$13,879,903.

Justin Garrod, Senior Systems Engineer, presented the staff report. Hatch Mott MacDonald will provide construction management services for the systems contract. An RFQ for the systems contract is planned for June 2011. The systems contract is a good candidate for General Contractor/Construction Manager (GC/CM) method of contracting and the Washington State Project Review Committee must approve using the GC/CM method. Hatch Mott MacDonald will support Sound Transit at the project review committee meeting, scheduled for May.

Committee Vice Chair Patterson asked how Sound Transit determines GC/CM is appropriate for a project. Ahmad Fazel, Executive Director for Design, Engineering and Construction Management, noted that the systems contracts have performance-oriented specification requirements that describe how the system needs to perform. The qualifications of the contractor are very important. Sound Transit feels that the GC/CM approach will ensure the contractor is qualified to design, manufacture, and install the systems components. Mr. Garrod noted that State requirements for the GC/CM contracting method include complexity, tight scheduling restrictions and an operating environment. The systems contract meets all of these requirements.

Committee Chair Butler noted that Sound Transit received four proposals for construction management services contract. Qualifications were reviewed and Hatch Mott MacDonald was determined to be the most qualified.

Committee Vice Chair Patterson asked staff for information on Sound Transit's and other public entities' experiences on lawsuits and change orders on GC/CM contracts and whether the number of change orders and lawsuits are reduced by using the method. Ms. Kupersmith noted that an analysis of Sound Transit's experience will not include historic data since the Agency just recently entered into its first GC/CM contract. Committee Chair Butler asked that the analysis be brought to the committee.

Boardmember Fey asked that the decision to use GC/CM be made by the Board before beginning a procurement process or be based on Board-adopted criteria. Committee Chair Butler and Boardmember Balducci expressed interest in Boardmember Fey's request.



It was moved by Boardmember Conlin, seconded by Committee Vice Chair Patterson, and carried by the unanimous vote of all Boardmembers present that Motion No. M2011-28 be forwarded to the Board with a do-pass recommendation.

**EXECUTIVE SESSION**

None.

**OTHER BUSINESS**

None.

**NEXT MEETING**


Thursday May 12, 2011  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting was adjourned at 3:32 p.m.

  
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Fred Butler  
Capital Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator

APPROVED on May 12, 2011, MW