

## **SOUND TRANSIT CAPITAL COMMITTEE MEETING**

### **Summary Minutes**

**March 10, 2016**

### **CALL TO ORDER**

The meeting was called to order at 1:36 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

(A) *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 a quorum of the Committee was present at roll call.

### **REPORT OF THE CHAIR**

#### University Link Opening and Transit Integration

The University Link opening will take place Saturday, March 19, 2016. The opening will extend light rail service from downtown Seattle to the University of Washington with a stop at Capitol Hill. The University Link service will kick off with a community celebration at the Capitol Hill and University of Washington Stations from 9 a.m. to 5 p.m. on March 19, 2016.

King County Metro service changes will take place the week following the University Link launch. Many of the bus routes will bring riders to the University of Washington Station to transfer to light rail. Sound Transit ambassadors will be at both the University of Washington Station and the Capitol Hill Station to help customers with the service change.

### **CEO REPORT**

#### Update on Northgate Link Extension

Last month the Capital Committee received an update on the Northgate Link Extension project including the status of the two Tunnel Boring Machines (TBMs). The TBMs are making their way south to the University of Washington Station. TBM #1 is 1,300 feet from the UW Station and is expected to arrive at the station in late March or early April 2016.

Staff reported that TBM #2 had stopped mining for repairs about 650 feet north of the U-District Station. Since then, it has advanced about 370 feet and has approximately 280 feet to reach the U-District Station. All tunnel mining activity for the Northgate Link Extension is expected to be complete by the end of 2016.

### **REPORT TO THE COMMITTEE**

#### ST3 Discussion on Potential Candidate Projects

Peter Rogoff introduced the discussion on the development of the ST3 plan. It is anticipated that a plan will be brought to the Board in March for consideration. Sound Transit has heard from Boardmembers, stakeholders, citizens, municipalities, customers, and partners. In December, the Board held a workshop in which over a

hundred projects were presented and discussed. Since that time, a group of projects called “quick wins” were identified. The “quick wins” projects could be delivered in the nearer term by working with partners throughout the region, and would result in meaningful improvements to mobility.

Ric Ilgenfritz, Executive Director of Planning Environmental and Project Development, and Karen Kitsis, Senior Planning and Project Development Manager, presented the process to establish the framework for a potential ST3 draft plan.

The core priorities for ST3 include completing the Link light rail spine; capturing ridership; connecting centers; designing a system that is equitable; integrating with other transit systems; facilitating multi-modal access; and promoting transit supportive land use.

Staff has heard from the Board, its partners, and the public that the starting point for the framework of the draft plan is to complete the light rail spine with extensions to Everett in the north, Redmond in the east, and Tacoma in the south. There is clear interest in serving Ballard and West Seattle with light rail. There is interest in investing in bus rapid transit as the high-capacity transit (HCT) mode in the I-405 corridor and the SR522 corridor; capital improvements for Sounder south; Tacoma Link extension; and ST Express service in areas not served by rail. Since the passage of ST2, the Board has shown increasing interest in transit-oriented development planning, innovation in the technology, and system access programs. The draft plan should have a focus on advancing the next logical steps for future growth with ST4 and HCT corridor planning. The plan needs to be clear on planning for operations and maintenance facilities for bus and rail modes.

Areas for further refinements include connections to Paine Field and the Eastside, infill stations, and quick wins with a focus on transit speed, reliability, and access capital improvements.

Boardmember Upthegrove commented that an important part of the overall framework is how costs are shared for the projects and whether various communities are getting a return on their dollars. Money raised in a subarea should provide a regional benefit to that subarea and to the region. He asked staff to think bold around facilitating access, and invest in transit connections, pedestrian/bike connections, or adequate parking facilities. He also asked that light rail planning be advanced evenly instead of advancing more rapidly in one community.

Boardmember Johnson commented on the importance of continuing to focus on integration. He indicated that the SR522/145th corridor is an opportunity where Sound Transit could do a good job of integrating a local transit hub with multi-modal opportunities for both light rail and BRT service. This framework would provide expansion to other parts of the region with interconnectivity between buses and trains. He also supported the innovation fund as a way to remain flexible for future needs in a rapidly changing regional transportation environment.

Boardmember Balducci stated that ST2 connects the east side to the west side and the mainline. In ST3, she is seeking connections between major destinations to make the system more robust. Ms. Balducci also stated the importance of demonstrating the Board’s intention to have connections to/from other transit systems.

Boardmember McCarthy commented that for the South Sound there is a need for capacity access. Frequency and expansion of the line are key areas to focus on in the final project list. She stressed the importance of light rail in Pierce County as well as supporting BRT in the South Sound as a logical early win.

Boardmember Marchione reaffirmed that the most congested routes on the east side are north/south I-405 and SR522. He felt that transit improvements for these areas are important, as well as working with partners to feed commuters into the system.

Mr. Rogoff thanked the committee members for their input. Concerning integration, he stated that in his initial meetings with Sound Transit’s partners, agencies have been very positive about the ST3 package and working with Sound Transit toward integration of services.

He stated that he is optimistic about the innovation part of the system plan. An example is the shoulder-running buses, which has not been done on a very large scale nationally. Working with WSDOT and the region’s tech community to develop the right sensors for both bus drivers and the infrastructure, Sound Transit has the potential to become a national model on how to do shoulder-running buses well and safely.

Chair Butler thanked the committee for the discussion. Based on the review of the plan framework, he asked staff to take what was discussed and bring an ST3 draft plan that addresses the priorities to the March 24, 2016, Board meeting.

## **PUBLIC COMMENT**

Alex Zimmerman

## **BUSINESS ITEMS**

### Items for Committee Final Action

#### Minutes of the February 11, 2016, Capital Committee Meeting

**It was moved by Boardmember McCarthy, seconded by Boardmember Balducci, and carried by unanimous vote that the February 11, 2016, Capital Committee minutes be approved as presented.**

Motion No. M2016-27: Authorizing the chief executive officer to execute a contract with Northwest Transit Systems Partners to provide systems construction management consultant services for the preconstruction phase of the Northgate Link and East Link extensions systems construction in the amount of \$3,654,564, with a 5% contingency of \$182,728, for a total authorized contract amount not to exceed \$3,837,292.

Peter Brown, Principal Construction Manager – Systems, provided the staff report. The construction management work for the Northgate and East Link Extensions is being combined under a single consultant contract on these two projects. There contract will be implemented in two phases: Phase 1 for preconstruction services and Phase 2 for construction management services. This action is to fund Phase 1 of the contract. This phase will extend from April 2016 through March 2017.

**It was moved by Boardmember Upthegrove, seconded by Committee Vice Chair McCarthy, and carried by unanimous vote that Motion No. M2016-27 be approved as presented.**

Motion No. M2016-28: Authorizing the chief executive officer to execute a task order with the Washington State Department of Transportation to provide final design review services for the Lynnwood Link Extension in the amount of \$1,136,311, with a 10% contingency of \$113,631, for a total authorized amount not to exceed \$1,249,942.

Rod Kempkes, Executive Project Director – Lynnwood Link Extension, provided the staff report. The Lynnwood Link Extension project is poised to move into final design. With the completion of environmental and preliminary engineering work in November 2015, the Board approved the project to move through Phase Gate 4 for entry into final design. The action requests approval to execute a task order with WSDOT to provide final design review services for the Lynnwood Link Extension project. The work is anticipated to be completed by the end of 2018.

**It was moved by Boardmember Balducci, seconded by Committee Vice Chair McCarthy, and carried by unanimous vote that Motion No. M2016-28 be approved as presented.**

### Items for Recommendation to the Board

Motion No. M2016-29: Authorizing the chief executive officer to execute a contract with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide civil final design services for the Lynnwood Link Extension in the amount of \$70,256,263, with a 5% contingency of \$3,512,813, for a total authorized contract amount not to exceed \$73,769,076.

Rod Kempkes, Executive Project Director – Lynnwood Link Extension, provided the staff report. Final design services for the Lynnwood Link Extension project will be delivered using two design contracts, one for the civil facilities and one for the systems facilities. The action is to execute a contract to provide civil final design

services for the project. The HNTB Jacobs team will be responsible for design of the civil facilities for the entire 8-1/2-mile alignment that includes four stations and three parking structures.

**It was moved by Committee Vice Chair McCarthy, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2016-29 be forwarded to the Board with a do pass recommendation.**

Motion No. M2016-30: Authorizing the chief executive officer to increase the contract contingency with JCM Northlink LLC, a Joint Venture, for construction of the underground tunnels from the University of Washington Station to the Maple Leaf Portal within the Northgate Link Extension, in the amount of \$44,032,100, for a new total authorized contract amount not to exceed \$506,369,150.

Don Davis, Executive Project Director – Northgate Link, provided the staff report. The action will increase the contract contingency with JCM Northlink LLC, a joint venture, by 15 percent to complete the remaining project work. At the time of the contract award, it was noted that the 5-percent contingency was lower than normal for tunneling work. Staff was advised to come back to the Capital Committee for additional authorization should a higher contingency be necessary.

Tunneling has progressed over the last year and a half and is now over 80 percent complete. The next phase of the work is building 22 cross passages. These are smaller tunnels between the main transit tunnels, usually hand mined and requiring good soil for the work. In planning for this work, it has been found that the ground water conditions in the area of the Roosevelt Station are considerably different from those anticipated in the contract documents. This constitutes differing site conditions and, in this case, requires special treatment of the highly permeable soils that are prevalent in five of the cross passage locations. Ground stabilization includes freezing the soils in the area around the cross passages to create a safe working environment. This type of work is more expensive than the anticipated ground treatment methods. The project is still on schedule for opening in September 2021.

**It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2016-30 be forwarded to the Board with a do pass recommendation.**

#### **EXECUTIVE SESSION**

None

#### **OTHER BUSINESS**

None

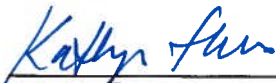
#### **NEXT MEETING**

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

#### **ADJOURN**

The meeting adjourned at 2:31 p.m.

ATTEST:



Kathryn Flores  
Board Administrator

  
John Marchione  
Capital Committee Chair Pro Tem

APPROVED on April 14, 2016, JE