



SOUND TRANSIT CAPITAL COMMITTEE MEETING

Summary Minutes

November 8, 2018

CALL TO ORDER

The meeting was called to order at 1:34 p.m. by Committee Chair Claudia Balducci, in the Ruth Fisher Boardroom, 401 South Jackson Street, Seattle, Washington.

ROLL CALL

Chair

(P) *Claudia Balducci, King County Councilmember*

Vice Chair

(P) *Kent Keel, University Place Mayor*

Board Members

(P) *Nancy Backus, Auburn Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(P) *John Marchione, Redmond Mayor*

(A) *Dave Upthegrove, King County Councilmember*

(A) *Victoria Woodards, Tacoma Mayor*

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

REPORT OF THE CHAIR

Chair Balducci stated that she would be reordering the agenda to keep the Downtown Redmond Link Extension actions grouped together. Item 6.A. will move after item 6.D. on the agenda.

Boardmembers Backus and Woodards have asked to participate in the meeting by phone. The Board Rules and Operating Procedures allow members to attend the meetings by teleconference with a two-thirds affirmative vote of those members in attendance.

It was moved by Boardmember Earling, seconded by Boardmember Johnson, and carried by unanimous vote that Boardmembers Backus and Woodards be allowed to participate in the Capital Committee meeting by telephone.

CEO REPORT

Assault on Security Officers

CEO Peter Rogoff reported on two assaults on security officers that occurred on November 2, 2018, and November 3, 2018. The Sound Transit and King County security officers involved both suffered injuries. A single suspect is being sought for both incidents. The subject's photo has been distributed throughout both Security and Law Enforcement and they are optimistic that he will be identified and arrested.

Champion of Inclusion Award

Each year, Sound Transit along with the Washington State DOT and Port of Seattle host a Business After Hours and Champion of Inclusion Reception where each agency selects a contractor that demonstrates a strong commitment to promoting opportunities for women and minority owned businesses. The event was held yesterday at the Bell Harbor Conference Center with over 300 attendees.

This year Sound Transit awarded Atkinson Construction with the Champion of Inclusion award. They were presented with this award because when it comes to acting on their commitment to fair contracting, Atkinson has not only met but also exceeded in their efforts.

The Disadvantaged Business Enterprise goal for the Downtown Bellevue Tunnel project was 2 percent and the Small Business Enterprise goal was 3.5 percent. As the main contractor on the project, which they completed five months early, Atkinson not only set their own higher goals at 3.61 percent for both, but when all was said and done, they actually achieved 15.3 percent DBE and 15.1 percent SBE. Atkinson has also distinguished themselves with their clear commitment to inclusion when it comes to their workers.

PUBLIC COMMENT

Alex Tsimerman, Stand Up America
Hayley Bonsteel, City of Kent
Will Knedlik
Honorable Michael Fuller

BUSINESS ITEMS

Items for Committee Final Action

September 13, 2018, Capital Committee Meeting Minutes

It was moved by Boardmember Marchione, seconded by Committee Vice Chair Keel, and carried by unanimous vote that the minutes of September 13, 2018, Capital Committee Meeting be approved as presented.

Motion No. M2018-144: Authorizing the chief executive officer to execute a contract amendment with Acoustics Strategies, Inc. (dba ATS Consulting) to provide a track condition and wayside noise diagnostic system and database in the amount of \$449,308, for a new total authorized contract amount not to exceed \$1,158,308.

Shankar Rajaram, Manager of Engineering, Rail Vehicles; Kerry Philstrom, Director of Civil and Structural Engineering; and Paul Denison, Light Rail Operations Director, presented the staff report. The action will ensure that the Link light rail system maintains compliance with the Federal Transit Administration (FTA) criteria as well as state of good repair related to noise and vibration. Today's action is a contract amendment to provide further detailed analysis to ensure that the wheel rail interface is optimized. This effort will help support the light rail extensions and the new vehicle procurements.

The work under this amended contract is to perform a detailed wheel rail interaction study to optimize the shape of the rail and the wheel surface of the light rail vehicles. The work will include computer modeling to identify wheel shapes that will provide optimum life cycle costs. The original contract include the possibility of a detailed study, but it was not funded. The goal of the study is to extend the service life of the light rail vehicles and rails and to help Sound Transit manage the train noise and vibration to comply with the federal and local commitments.

Committee Chair Balducci asked why Sound Transit is doing this study rather than the light rail providers. Mr. Rajaram responded that the car buildings provide a standard wheel shape. Sound Transit wants to define what wheel shape will work best for our area. This is not unique to Sound Transit, other agencies are going through a similar process.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-144 be approved as presented.

Motion No. M2018-145: Authorizing the chief executive officer to execute an agreement with King County for the county to administer construction and construction management services for the 55th Avenue South Fish Passage Replacement Project on behalf of Sound Transit in the estimated amount of \$1,707,494, with a 15% contingency of \$256,124, for a total of \$1,963,618.

Mark Johnson, Project Director, and Jodi Mitchell, Senior Project Manager, presented the staff report. The Sounder South Expanded project received four additional easements from BNSF to increase Sounder commuter rail service between Tacoma and Seattle along the BNSF alignment. Sound Transit is required under the US Army Corps of Engineers permit to compensate for the perpetuation of a fish passage barrier under the BNSF rail line by constructing, correcting, or funding the construction of another fish passage culvert.

King County owns a culvert that requires correction under 55th Avenue South. Correction of this culvert will fulfill the requirement of the permit condition. This is Sound Transit's work being performed by King County because the work is situated in the County's right-of-way. Through this agreement, Sound Transit will provide King County Roads Division the plans, specifications, and necessary environmental permits to construct the project. Sound Transit will reimburse King County for its costs incurred for constructing the project, including the awarded construction contract and County staff time.

It was moved by Boardmember Earling, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-145 be approved as presented.

Motion No. M2018-146: Authorizing the chief executive officer to amend Task Order 1 under the City Services Agreement between the City of Federal Way and Sound Transit for the Federal Way Link Extension in the amount of \$276,359, with a 10% contingency of \$27,636, for a total amount not to exceed \$303,995, revising for a new total Task Order 1 amount not to exceed \$604,705.

Dan Abernathy, Executive Project Manager, and Zac Eskenazi, HCT Project Manager, presented the staff report. This amendment will support continued collaboration between the City of Federal Way and Sound Transit. The City of Federal Way is a key stakeholder for delivering the Federal Way Link Extension (FWLE) on time and within budget.

The key activities being funded through this amendment are a dedicated City Project Liaison to Sound Transit and the FWLE, continued support on finalizing critical agreement for the project, and City involvement in the selection of a design-build contractor.

Staff will be returning to the Board to seek additional task orders for city services related to permitting and construction.

It was moved by Boardmember Backus, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-146 be approved as presented.

Items for Recommendation to the Board

Motion No. M2018-147: Authorizing the chief executive officer to execute a Transit Way Agreement with the City of Kent to grant Sound Transit non-exclusive use of a light rail transit way within City right-of-way to construct, operate, maintain, and own a light rail transit system for the Federal Way Link Extension.

Dan Abernathy, Executive Project Manager; Soraya Lowry, HCT Development Manager; and Allison Dobbins, Corridor Operations Director, presented the staff report. The Transit Way Agreement provides Sound Transit the non-exclusive use of a light rail transit way within the City of Kent.

The agreement covers elements related to rights granted by the City for activities in public rights-of-way during construction, operations, maintenance, and repair in streets and rights-of-way. The grant of this right

satisfies the Federal Transit Administration's requirement that Sound Transit demonstrate continuing control of the light rail transit way prior to execution of a Full Funding Grant Agreement.

Committee Chair Balducci mentioned that during public comment, the committee heard from a speaker the interest in the surplus property and how that plays into the City of Kent. She asked how staff will work with the City on surplus property.

Mr. Abernathy replied that once a design-build contractor is selected and the project to be built is determined, the project schedule will help to determine how soon property could be declared surplus. At that point, a team will be developed to build a strategy and the timing.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-147 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-148: Authorizing the chief executive officer to execute a Development Agreement with the City of Kent for the Federal Way Link Extension.

Dan Abernathy, Executive Project Manager, Soraya Lowry, HCT Development Manager; and Allison Dobbins, Corridor Operations Director, presented the staff report. Sound Transit and the City of Kent are entering into a Development Agreement to provide certainty and predictability to the Federal Way Link Extension project.

One of the key ways to achieve this is by confirming the policy framework by identifying, interpreting, and vesting key code requirements. The agreement confirms key design requirements including local roadway improvements, how haul routes will be restored, and parking mitigation that are consistent with the FTA's Record of Decision. The agreement also identifies opportunities to streamline permitting.

The costs associated with the agreement are (1) Sound Transit will provide a fee-in-lieu payment of \$500,000 to satisfy the City's code requirement that property owners maintain landscaping in adjacent public rights-of-way, and (2) Sound Transit will support the capital costs of implementing a residential parking program in an amount not to exceed \$15,000 to satisfy the City's parking requirement for the South 272nd Station area.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-148 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-149: Authorizing the chief executive officer to execute (1) an agreement with the City of Milton for Project Administration to provide expedited permitting, design, design review, and construction services for the Tacoma Dome Link Extension and (2) Task Order 1 in the amount of \$19,560, with a 10% contingency of \$1,956, for a total authorized agreement amount not to exceed \$21,516.

Curvie Hawkins, HCT Project Development Director, and Clair Chase, Project Manager, presented the staff report. The Tacoma Dome Link Extension (TDLE) is a 9.7-mile extension, which travels through four cities and through the Puyallup Indian Reservation. This action executes the Project Administration Agreement and the first task order 1.

The goal of the Project Administration Agreement with the City of Milton is to expedite permitting, design, design review, and construction services for Tacoma Dome Link Extension (TDLE). Reimbursable costs are time that the City spends that would not otherwise be their responsibility.

Task Order 1 is the first action under the agreement. The agency has negotiated a scope, budget, and schedule with the City of Milton that is designed to run through the completion of the alternatives development phase, which is anticipated to end in June of 2019.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Backus, and carried by unanimous vote that Motion No. M2018-149 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-150: Authorizing the chief executive officer to amend the contract with PGH Wong Engineering, Inc. to provide construction management services for the construction phase of the Lynnwood Link Extension in the amount of \$70,704,071, with a 7% contingency of \$4,722,859, totaling \$75,426,930, for a new total authorized contract amount not to exceed \$83,729,135.

Rod Kempkes, Executive Project Director, and Jonathan Gabelein, Principal Construction Manager, presented the staff report. Two of the three actions coming to the Capital Committee are directly related to getting ready to move the Lynnwood Link Extension (LLE) into construction in 2019.

This action would authorize Phase Two – Construction Management Services under the construction management consultant contract with PGH Wong Engineering, Inc. The contractor has been performing construction management services during Phase One – Preconstruction Services. They have been assisting Sound Transit in managing the Northgate Way to NE 200th Street and the NE 200th Street to Lynnwood Transit Center GC/CM contractors.

Phase Two includes project management, resident engineering, office engineering, technical support and inspection, construction cost estimating, contract change management, scheduling, construction safety support, quality assurance activities, environmental inspection and testing, document control, and commissioning support.

Committee Chair Balducci stated that during public comment, there was a question about this amount of this contract and she asked staff to explain. Mr. Kempkes replied that the contract is administered in two phases. PHG Wong, Engineering, Inc. was brought on in 2016 for the preconstruction phase. Following the first phase, the contract moves into the construction management services phase, which requires a much larger team doing the work. CEO Rogoff stated that the cost of construction management for this project is 2.5 percent of the overall project budget.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-150 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-151: Authorizing the chief executive officer to execute a reimbursement agreement with the City of Mountlake Terrace for design services for the Lynnwood Link Extension in an amount not to exceed \$250,755.

Rod Kempkes, Executive Project Director, and Erik Finley, Senior Civil Engineer, presented the staff report. This reimbursement agreement with the City of Mountlake Terrace will allow Sound Transit to reimburse the City for engineering design costs of the Mountlake Terrace Station. This work will be constructed as part of the City's Roadway Improvement Project that will proceed the construction of the Lynnwood Link Extension.

As part of final design, Sound Transit has identified improvements associated with the future station that will require coordination with the City's project. The project design was modified to include future utility connections required by the Lynnwood Link Extension, as well as redesign of the intersection at 59th Place to accommodate the Sound Transit planned temporary Park and Ride bus loop at 59th Place that will be

required for construction of the Mountlake Terrace Station. By coordinating with the City on the design of the two projects, Sound Transit avoids duplication of design efforts.

It was moved by Committee Vice Chair Keel, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-151 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-152: Authorizing the chief executive officer to execute an amendment to the Permitting and Reimbursement Agreement with the City of Mountlake Terrace to add continued design review and construction support services for the Lynnwood Link Extension in the amount of \$2,131,287, with a 7% contingency of \$139,400, for a new total authorized agreement amount not to exceed \$3,125,232.

Rod Kempkes, Executive Project Director, and Gwen McCullough, Project Manager, presented the staff report. This action is to execute an amendment to an existing staffing and reimbursement agreement with the City of Mountlake Terrace.

This amendment adds additional scope for permits, approvals, inspection, and other necessary city services during construction. The amendment establishes roles and responsibilities for the City and Sound Transit, including design review through 100 percent; review and approval of the project's land use determination; expedited review of the project's construction permit submittals; construction coordination; construction inspection and associated project approvals; and Sound Transit's obligations to reimburse the City for eligible costs and expenses in performing this support.

It was moved by Boardmember Earling, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-152 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-153: Authorizing the chief executive officer to execute a contract amendment with International Electronic Machines Corporation to provide Vibration and Wheel Flat Detection and Monitoring for the Northgate Link Project in the amount of \$3,370,036, with a 10% contingency of \$337,004 totaling \$3,707,040, for a new total authorized contract amount not to exceed \$9,206,380.

Don Davis, Executive Project Director, and Gina Lawrence, System Construction Engineer, presented the staff report.

This action will authorize a contract amendment with International Electronic Machines Corporation to provide wheel flat, vibration, and magnetic field monitoring and detection services for the Northgate Link Extension. This contract was initially authorized for the University Link Extension and included an option for similar activities on the Northgate Link Extension.

The additional scope would install 31 new vibration sensors underneath the University of Washington, and 2 additional wheel flat detectors on the alignment. The amendment modifies the contract to incorporate lessons learned from the University Link Extension into the scope, including a variety of software upgrades and automation of key reports. The contract includes an option for technical field support for five years following completion of the Northgate Link Extension installation.

Before constructing the University Link Extension, Sound Transit agreed to stay within regulated vibration and noise levels. This work is being implemented to ensure any train that would violate the agreement would be diverted from going under the University of Washington. The plan is to monitor the problems with rail cars early to avoid a situation where service would be interrupted. The first mitigations would be to slow speeds and keep the train in service.

It was moved by Boardmember Johnson, seconded by Boardmember Marchione, and carried by unanimous vote that Motion No. M2018-153 be forwarded to the Board with a do pass recommendation.

Motion No. M2018-154: Authorizing the chief executive officer to execute an agreement with the City of Redmond for project administration services to provide expedited permitting, design review, and construction support services for the Downtown Redmond Link Extension in the lump sum amount of \$5,711,933.

Bernard van de Kamp, HCT East Corridor Development Director, and Becca Aue, East Corridor Project Manager, presented the staff report. This agreement follows the term sheet between Sound Transit and the City of Redmond that was executed on January 31, 2018.

This agreement defines a relationship and scope of services for the City and their consultants to expedite permitting, design review, and construction support services. The services are very specific and in scope, and the payment is a fixed fee for all the phases of the agreement.

It was moved by Boardmember Marchione, seconded by Committee Vice Chair Keel, and carried by unanimous vote that Motion No. M2018-154 be forwarded to the Board with a do pass recommendation.

REPORTS TO THE COMMITTEE

Review of the 2019 Capital Budget

Ann Sheridan, Budget Director; Ron Lewis, Acting Executive Director DECM; Don Billen, Executive Director PEPD; and Bonnie Todd, Executive Director Operations, presented the report.

The Proposed 2019 Expenditures Budget is \$2.9 billion and projects account for 83 percent with System Expansion accounting for 75 percent. Construction accounts for 60 percent and right-of-way for 16 percent of the 2019 annual project budget. The right-of-way phase budget is \$380 million for 2019, including \$225 million carried forward from the 2018 budget.

Link projects in all corridors totals \$2.1 billion for the proposed 2019 capital projects. Link light rail projects include \$744 million for the East Corridor; \$400 million for the North Corridor; \$31 million for the Central Corridor; \$248 million for the South Corridor. The Systemwide budget is \$86 million for light rail vehicle fleet expansion and \$3 million for single tracking in the Downtown Seattle Transit Tunnel. An additional \$8 million is budgeted for the First Hill Street Car.

In 2019, West Seattle and Ballard Link Extensions have a \$31 million budget and the Tacoma Dome Link Extension has a \$16 million budget. Sounder commuter rail investments total \$37 million for Access projects, Fleet Expansion, Maintenance Base in Lakewood, and Expanded Service. Regional Express bus projects are budgeted at \$88 million and include I-405 Bus Rapid Transit (BRT), SR 522/NE 145th BRT, I-90 Two-Way Transit and HOV, Bus Base South, Bus-on-Shoulder, and RapidRide C and D projects. Systemwide programs are budgeted at \$24 million and include Transit System Access, Innovation & Technology, Efficiency & Sustainability, and Transit Oriented Development planning.

Enhancement projects are budgeted at \$37 million to improve efficiency and effectiveness, improve the rider experience, increase system functionality, and/or reduce operating expenses. State of Good Repair, budgeted at \$75 million, ensures or extends the useful life of an asset and replaces those at the end of their useful life.

Tacoma Dome Link Extension – Level 1 Results

Curvie Hawkins, HCT Project Development Director; Paul Bennett, Corridor Design Manager; and Allison Dobbins, Corridor Operations Director, provided an update on the planning process for the Tacoma Dome Link Extension. The Tacoma Dome Link Extension representative project is a 9.7-mile alignment running from the Federal Way Transit Center to the Tacoma Dome. The project includes four station and two parking garages. The evaluation criteria used for the Level 1 evaluation was effective transportation solutions; land use and economic development and Transit-Oriented Development (TOD); preserve the environment; equitable mobility; and financially sustainable and constructible. Using these criteria, the project team conducted its technical evaluation.

Outreach between September 1, 2018 and September 21, 2018, included online and print advertisements in 11 South Sound publications; 150 posters distributed to retail locations along the project corridor; three email updates; one news release; social media events for each in-person open house with a link to the online open house; notification tool kit sent to South Sound organizations with poster, social media blurb, short news release, and project fact sheet; and agency and community conversations.

The Elected Leadership Group (ELG) worked together to provide Level 1 recommendations to the Board. The ELG provided their recommendation for each alternative and whether it should continue to be studied or removed. The ELG recommended advancing five South Federal Way station alternatives, three Fife station alternatives, six East Tacoma station alternatives, and four Tacoma Dome station alternatives.

The next step will be the Level 2 evaluation between October 2018 and February 2019.

EXECUTIVE SESSION

None

OTHER BUSINESS

None

NEXT MEETING

Thursday, December 13, 2018
1:30 to 4:00 p.m.
Ruth Fisher Boardroom

ADJOURN

The meeting adjourned at 3:51 p.m.



Claudia Balducci
Capital Committee Chair

ATTEST:



Kathryn Flores
Board Administrator

APPROVED on December 13, 2018, JE