



March 29, 2013

Bill Phillips, Program Manager
Department of Enterprise Services
Engineering and Architectural Services
PO Box 41476
Olympia, WA 98504

Subject: South 200th Street Parking Garage Project Application for D/B Approval

Dear Mr. Phillips:

Since its inception in 1996, Sound Transit has planned, designed, constructed, and placed into operation nearly \$5 billion worth of transportation infrastructure in the Puget Sound Region. This includes numerous facilities to support our extensive Regional Express bus system, a commuter rail line from Lakewood to Everett, and a Light Rail System from downtown Seattle to SeaTac Airport. The majority of our work for our initial program was delivered using the traditional Design-Bid-Build contracting method.

Approved by voters in November 2008, the ST2 program will extend Link Light Rail an additional 36 miles of new lines to the east, north and south of Seattle and will generate over \$10 billion in new construction. As Sound Transit moves into its next phase of development, we continue to explore all options to ensure optimal delivery of our projects.

Since 2010, we have obtained approval from the Project Review Committee to utilize alternative delivery methods for six projects, including approval to procure the South 200th guideway and station using Design-Build (D/B). The D/B contract was successfully awarded in September 2012 and final design work is underway with construction to start in May 2013.

As part of the South 200th Link Extension, we are building the extension from our light rail station at SeaTac Airport to a new southern terminus at South 200th Street in the City of SeaTac. This program includes construction of a parking garage structure, public plaza, and retail use adjacent to the future Angle Lake Station. As detailed in the attached application, we believe that the garage and associated facilities is an excellent candidate for the D/B delivery. In addition, the RCW specifically authorizes the use of the D/B delivery for parking garages. Therefore, we are requesting your approval to proceed with delivery of this project using the D/B procedure.

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Joni Earl

March 29, 2013
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If you have any questions or concerns regarding this request, we will be glad to work with you and provide any additional information you need for your review process. Design & Construction Contracts Manager, Linneth Riley-Hall will lead this application effort. Please feel free to contact her at (206) 398-5072 or email Linneth.Riley-hall@soundtransit.org if you have any questions regarding this application. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Ahmad Fazel (for)". The signature is written in a cursive style.

Ahmad Fazel
Executive Director,
Design, Engineering and Construction Management

State of Washington
Capital Projects Advisory Review Board (CPARB)
Project Review Committee (PRC)

APPLICATION FOR PROJECT APPROVAL
TO USE THE
DESIGN BUILD (D/B)
ALTERNATIVE CONTRACTING PROCEDURE

1. Applicant Information

- (a) Legal Name: Central Puget Sound Regional Transit Authority
(dba: Sound Transit)
- (b) Address: 401 South Jackson Street, Seattle, WA 98104
- (c) Contact Person Name: Linneth Riley-Hall
- (d) Title: Design and Construction Contracts Manager
- (e) Phone Number: (206) 398-5072
E-mail: Linneth.Riley-hall@soundtransit.org

2. Brief Description of Proposed Project

The South 200th Link Extension Parking Garage is a component project within the overall South 200th Link Extension that was approved by the Sound Transit Board in July 2011. The South 200th Link Extension is a 1.6-mile segment of one of three major light rail corridors approved by voters in the ST2 Program.

The parking garage project, which is located adjacent to the future Angle Lake Station at South 200th Street and 28th Avenue South in the City of SeaTac, consists of the following major elements:

- Parking garage structure with a minimum of 700 stalls up to a maximum 1,050 stalls;
- Plaza and small retail space connecting to the Angle Lake Station;
- Miscellaneous site work including roadwork, sidewalks, urban improvements and landscaping; and
- Miscellaneous utility work including tie-ins and storm water detention systems.

3. Projected Total Cost for the Project

Planning, preliminary design, environmental, administration, and other program support costs are budgeted for the entire program. Budgeted costs are based on cost estimates prepared in 2011 dollars escalated to mid-point of construction and include allocated contingencies and taxes.

A. Project Budget

Cost Category	Amount
Professional Services (A/E, Legal, etc.)	\$1.5M
Design Build Contract	\$30.0M
Contract Administration (Owner, CM, etc.)	\$1.5M
Real Estate	\$5.2M
Unallocated Contingency	\$14.0M
Total	\$52.2M

B. Funding Status

This project is completely funded by ST2 tax dollars.

4. Anticipated Project Design and Construction Schedule

Exhibit B – South 200th Link Extension Master Schedule (attached) outlines the anticipated design and construction schedule. The final design is currently at 10% and expected to be completed by the Design Builder in December 2014 with construction and commissioning complete in January 2016. The South 200th Link Extension is expected to begin revenue service in September 2016.

The anticipated procurement schedule is as follows:

Milestone	Date
Project Review Committee Process	April 2013
Issue D/B RFQ	early May 2013
Issue RFP	July 2013
RFPs Due	October 2013
Evaluate RFPs, identify highest ranked	December 2013
Contract Award, Execution & NTP	April 2014

5. Why the D/B Contracting Procedure is Appropriate for this Project.

If the design and construction activities, technologies, or schedule to be used are highly specialized and a D/B approach is critical in developing the construction methodology or implementing the proposed technology, (1) What are these highly specialized activities, technologies or schedule, and (2) Why is D/B critical in the development of the methodology or the implementation of the proposed technology?

Utilizing the D/B contracting procedure is expected to result in an overall schedule savings of at least one year as compared to traditional design-bid-build construction, as it will allow an overlap of design and construction (fast-track) approach.

The short listed finalists and the selected D/B contractor will be required to respond to significant future and transit-oriented development criteria as part of its design approach. This process will include significant participation by the City of SeaTac. An integrated and responsive D/B team with developer, designer and construction expertise is required.

- *If the project design is repetitive in nature and an incidental part of the installation or construction, why is the design repetitive and incidental to the installation or construction?*

Parking garage structures are inherently repetitive and thus amenable to capturing the efficiencies afforded by the D/B contracting procedure. We want to utilize the efficiency and innovation of the market to determine the best and highest value approach to delivering the required parking.

- *If regular interaction with and feedback from facilities user and operators during design is not critical to an effective facility design, why is regular interaction and feedback not critical?*

Regular interaction and feedback with users and operators is not critical during final design. Sound Transit is experienced in developing program requirements for parking structures that meet the needs of facilities users and agency operations.

6. Public Benefit

In addition to the above information, please provide information on how use of the GC/CM or D/B contracting procedure will serve the public interest. For example, your description must address, but is not limited to:

- *How this contracting method provides a substantial fiscal benefit;*

Sound Transit expects to realize substantial financial benefit from having both design and construction expertise on one team, evaluating materials and methods efficiently and accurately, optimizing design and value and providing for innovation where one team is responsible for the success of the design and construction of the parking garage.

- *How the use of the traditional method of awarding contracts in a lump sum (the "design-bid-build method") is not practical for meeting desired quality standards or delivery schedules.*

The use of DB will allow Sound Transit to fast-track design and construction to achieve a concurrent opening of the garage facility with the Angle Lake Station (January 2016) in order to service parking needs for light rail customers. The traditional design-bid-build method is not practical for meeting this desired delivery schedule.

The project will require the City of SeaTac to make certain code departures. The City is only willing to do this if future development opportunities are addressed. Sound Transit can only make these commitments if they meet cost and schedule constraints. D/B/B timing will not

allow for code departures, cost and schedule to be known at the same time. The D/B process makes this possible.

7. Public Body Qualifications

- *A description of your organization's qualifications to use the GC/CM or D/B contracting procedure.*

Since its inception in 1996, Sound Transit has established a successful record of accomplishing an ongoing, major capital improvement program. The overall program budget for the 13.9 mile initial segment of the Central Link Light Rail Project was established in 2003 at \$2.7 billion with the start of passenger service scheduled to begin July 2009. The overall program budget included vehicles, right of way acquisition, design, construction management, and agency overhead. Construction of the project was completed on time and \$130 million under budget. An additional 1.7 mile extension of the Link light rail system to SeaTac Airport was put into revenue service in December 2009. This represents over \$1.6 billion worth of capital construction projects built by Sound Transit in a six-year period since 2003.

In its implementation of the Central Link Light Rail Project, Sound Transit established and followed policies, procedures, and project implementation plans that resulted in successful completion of the project. These management controls have been updated to incorporate "lessons learned" from the Initial Segment and are in place for the next phase of development. They provide the basis of the public's confidence in Sound Transit's ability to successfully deliver extension projects that will expand the Link Light Rail System by an additional 36 miles over the next 15 years.

Sound Transit has built an organization of experienced design and construction professionals to manage its work. Many of the key managers and other professionals from the Initial Segment, Airport Link Extension and current South 200th Link Extension Design Build project, will work on the South 200th Street Parking Garage contract, bringing with them a wealth of experience in this type of construction. Biographies for some of the key individuals are included below.

Sound Transit supplements its core Construction Management group by hiring design and construction management consultants. A Design-Build Project Management consultant (Parsons-Brinkerhoff, Inc.) is on board to assist ST staff in the construction management effort. The team utilizes a number of specialty firms and smaller local firms that bring additional resources to this effort. Several members of this team have relevant D/B experience.

Established management controls and experienced design and construction professionals provide the structure for Sound Transit's ability to manage alternative public works projects as evidenced by the current success of the South 200th Link Extension Design-Build project as well as Sound Transit recently becoming a certified public body for the use of GC/CM.

- *A **Project** organizational chart, showing all existing or planned staff and consultant roles.*

The organization chart included as Exhibit C, provides a summary of the key management positions for the project. This will be updated as the project progresses to show specific responsibilities: quality assurance, project controls, engineering during construction, and special functions such as safety, traffic control, surface water management, and third-party coordination. An integrated construction management team of Sound Transit employees and consultants will be formed to work with the D/B contractor throughout the design and construction duration.

- *Staff and consultant short biographies (not complete résumés).*

Ahmad Fazel, Executive Director, Link Light Rail

Mr. Fazel has over 27 years of experience in transportation, and has specialized in approaches and management structures, engineering techniques, and procedures for implementing light rail transit projects in complex urban and urbanizing areas. Previously he served as the Director of Planning and Development for the Regional Transportation District in Denver, where he managed more than \$500 million of capital improvement projects. He also served as Systems Engineer for the Tri-County Metropolitan Transportation District of Oregon (Tri-Met).

Miles Haupt, CCM, DBIA, South Link Project Director

Mr. Haupt has over 30 years of experience as the lead manager for the design and construction of major infrastructure projects including public and commercial buildings, mass transit systems, highways, ports, and airports. He has worked on all project phases from conceptual design, through final design, construction, start-up, operations, and maintenance. He was Sound Transit's construction manager for a \$340 million, 2.2 mile twin bore tunnel contract for the University Link Light Rail project from downtown Seattle to the University of Washington. He has extensive experience with design-build delivery of projects for mass transit systems in the U.S. and Canada. He is a certified CCM and DBIA professional. He was construction project manager for the 400,000 SF, 8-story parking structure built under the private GMP contracting method at Northgate North.

Henry Cody, P.E., PMP, Principal Construction Manager

With over 33 years of design and construction experience, Mr. Cody was the construction manager for the highly successful \$280M Tukwila Freeway segment of the Link Light Rail Initial Segment. He has also managed two successful D/B projects with Metro/King County. Mr. Cody's experience spans 17 years of wastewater treatment plant construction and 13 years of light rail and urban transportation construction. He has been leading the successful procurement and construction of the SeaTac/Airport Station to South 200th Link Extension D/B contract.

Rod Kempkes, P.E., Design Manager

Mr. Kempkes has managed the design of the \$280M Tukwila Freeway segment of Link Light Rail. He has also managed light rail design in Utah and Portland. He has been leading the successful procurement and final design of the SeaTac/Airport Station to South 200th Link Extension D/B contract.

Linneth Riley-Hall, Design & Construction Contracts Manager

Linneth has over 10 years in public sector procurement and contract administration, including DB and GC/CM contract administration. Linneth currently serves on the PRC representing Owners and will serve as the 2013-2014 PRC Vice-Chair. She is currently

manager of Sound Transit's centralized Design and Construction Contracts unit and implemented Sound Transit's D/B and GC/CM programs, including Sound Transit's current D/B project, SeaTac/Airport Station to South 200th Street. Prior to Sound Transit, Linneth served as the Construction Contracts Division Director at the City of Seattle where she managed the implementation of policies and procedures for GC/CM and Design-Build project delivery methods for the City of Seattle's Alternative Public Works Program. Linneth is a member of the Design Build Institute of America and recently completed the one-week DBIA professional certification course.

Thuy Hong, Design & Construction Contracts Supervisor

Thuy has eight years of construction contracts experience, including procurement and administration of GC/CM and Design-Build contracts. Before coming to Sound Transit she was the program lead for the City of Seattle's centralized Alternative Public Works program where she created and implemented policies and procedures for GC/CM and Design-Build and advised city departments during pre-construction and construction phases. Thuy was the lead for the City's Construction Contracts Division for the procurement of the Morse Lake Pump Plant GC/CM project and the South Recycling and Disposal Station Design-Build. Thuy is a member of the Design Build Institute of America and recently completed the one-week DBIA professional certification course.

James Niemer and Loren Armstrong - Sound Transit Legal Counsel

Mr. Niemer and Mr. Armstrong have a combined thirty years of experience in the field of construction litigation prior to joining Sound Transit. During that time, they were involved in drafting and negotiating GC/CM contracts, and in litigating claims on projects on which GC/CM contracts were utilized. Loren supported the recent successful procurement of the SeaTac/Airport Station to South 200th Link Extension contract.

Adam Strutynski, PMP - Project Controls Lead

Adam has 25 years of project and construction management experience, specifically in the management, development, and implementation of cost controls, design and construction planning, estimating, scheduling, earned value management, and risk management on major public works projects. Adam supported the recent successful procurement of the SeaTac/Airport Station to South 200th Link Extension D/B contract.

Mark Johnson, AIA, NCARB, Project Manager

Mark has more than 30 years of project experience as a designer and architect influencing the public realm. Mark develops and manages transit infrastructure projects in Sound Transit's Link light rail program, with experience delivering projects in the Sounder commuter rail and Regional Express bus programs as well. He also works with the agency's transit-oriented development group and played a formative role in developing Sound Transit's 2006-08 Sustainability Initiative, resulting in the agency receiving ISO 14001 certification in 2009. He is a member of the Design Build Institute of America, and is managing Sound Transit's use of alternative project delivery methods for the South 200th Link Extension Parking Garage.

Jon Mihkels, AIA, LEED AP, Architect

With over 25 years of architectural practice, Jon's experience as project manager / architect for numerous public and civic projects provides a broad perspective on project design and construction. His past private sector design-build experience have been expanded with public sector GC/CM projects including the City of Seattle's 42 million dollar award winning Fire Station 10/Emergency Operations Center and the design

phases of Kenmore City Hall. Many of his public projects have integrated a structured parking component. He is adept at working with numerous designers, stakeholders and jurisdictions to achieve project consensus. Jon was an integral part of the Sound Transit team that developed and evaluated the Sound Transit's South 200th Street Link Extension Design-Build Project procurement and is currently co-located with the selected PCL/HDR team. He will provide the same support and continuity for the procurement and execution of the South 200th Street Garage Project.

Ian Hubbard

As a senior project manager with Parsons Brinckerhoff (PB) specializing in construction of highway and light rail infrastructure, Ian has held the position of Project Manager, Resident Engineer, and Quality Control Manager on a number of major projects in the US and overseas. Ian has worked on three design-build projects: Honolulu Light Rail in Hawaii, Bonner Bridge in North Carolina, and Indian River Bridge in Delaware.

Ian was also Resident Engineer for the Tukwila section of Sound Transit's Central Link. Ian is currently serving as Resident Engineer on Sound Transit's SeaTac/Airport Station to South 200th Link Extension D/B contract.

Norm Peterson

As a senior supervising construction engineer with Parsons Brinckerhoff (PB) specializing in pre-planning, design, construction and inspection of multi-level parking structures and related civic/office commercial/retail developments. Over his 37-year career, nearly 13 years with PB, he has demonstrated remarkable versatility and varied expertise, serving in the roles of Project Manager/Construction Manager, Resident Engineer, and Project Controls Manager for transportation and civil infrastructure projects, most notably the new and renovated facilities for airports, passenger rail lines, and university campuses, including structured parking design-build as well as other alternative project delivery procurements.

- Provide the ***experience and role on previous GC/CM or D/B projects*** for each staff member or consultant in key positions on the proposed project.

Please see *Exhibit D – Personnel with Construction Experience Using Various Contracting Procedures*

- *The qualifications of existing or planned for project manager and consultants.*

The Principal Construction Manager who will manage the day-to-day work performed by the D/B contractor is Henry Cody, P.E. Mr. Cody recently completed a similarly complex assignment on the Initial Segment, where he was the Construction Manager for 5.6 miles of elevated guideway, an elevated station and 600-stall parking area. He brings over 33 years of experience in construction management to this project.

Sound Transit hired Huitt-Zollars (H-Z) to assist in the preparation of RFP documents. H-Z performed a similar role in the document preparation and successful procurement of the SeaTac/Airport Station to South 200th Street D/B contract.

Sound Transit hired Parsons-Brinckerhoff, Inc. (PB) to serve as the Design-Build Project Management consultant. PB has extensive resources with expertise and prior experience in the management of comparable projects. The team includes specialty

consultants and small local businesses that bring readily available resources to the team in many areas.

- *A brief summary of the construction experience of your organization's project management team that is relevant to the project.*

As noted in the biographies provided above, Sound Transit has formed an experienced and highly competent team to manage the South 200th Link Extension Parking Garage contract. Relevant experience, including prior work on D/B projects, is also summarized in *Exhibit D – Personnel with Construction Experience using various Contracting Procedures*.

- *A description of the controls your organization will have in place to ensure that the project is adequately managed.*

Project Controls implements and applies management tools and practices to control the scope, schedule, and budget of Design Engineering and Construction Management (DECM) department programs throughout alternatives analysis, preliminary engineering, final design, construction, procurement, and testing and startup.

Project Controls practices are governed by established guidelines, policies, and procedures that reflect its expectations and responsibilities. The DECM Project Control Policies and Procedures reflect the overall policies of Sound Transit and DECM as they apply to project control functions. Consistent application of these policies and standard practices ensure that following project management objectives are met:

- Maintain clear, accessible, and accurate information on cost, schedule, and scope of all DECM programs.
 - Develop and provide appropriate performance measures for cost, schedule and scope for management. These performance measurements allow management to better evaluate project progress and to make effective decisions affecting the direction of Sound Transit's DECM Programs.
 - Apply Sound Transit principles and industry standards of project management, tracking and reporting.
 - Manage the change process effectively; instituting thorough configuration management and document control to assure project participants are working with a common basis of information.
-
- *A brief description of your planned GC/CM or D/B procurement process.*

The South 200th Link Extension Parking Garage contract is one component of the South 200th Link Extension construction program. Sound Transit has selected the D/B contracting procedure for the South 200th Link Extension Parking Garage to improve the quality of the work, adherence to the program schedule, and control costs. Considering these items, Sound Transit's selection of a D/B contractor is critical to the project. Sound Transit is committed to approaching the D/B procurement with careful and thoughtful deliberation.

Sound Transit successfully awarded its first D/B contract for the SeaTac/Airport Station to South 200th Street in September 2012.

Sound Transit's Procurement and Contracts Division is experienced in alternative public works contracting, including D/B procurement, and will enforce strict procedures to ensure the fairness of the process and the selection of the contractor that best meets the needs of the project.

Following successful completion of the SeaTac/Airport Station to South 200th Link Extension D/B procurement process, the Procurement and Contracts Division began developing standard D/B procurement processes and documents, which include the following elements:

- D/B Selection Procedures
- D/B Procurement Process
- D/B RFQ documents
- DB General Conditions
- D/B Construction Agreement

Upon PRC approval, Sound Transit intends to issue a Request for Qualifications (RFQ) in accordance with RCW 39.10.330. The selection process will include the following elements:

- Issue Request for Qualifications
 - Conduct Pre-Proposal Meeting
 - Evaluate and Rank SOQs submitted
 - Issue Short-List
 - Conduct interviews, if applicable
 - Issue RFP to Short-List
 - Conduct Pre-Proposal Meetings with finalists
 - Evaluate and Rank Proposals submitted
 - Identify Highest Ranked Firm
 - Enter into negotiations with Highest Ranked Firm
- *Verification that your organization has already developed (or provide your plan to develop) specific GC/CM or D/B contract terms.*

Sound Transit has developed D/B specific General Conditions and successfully utilized these in the South 200th Link Extension D/B procurement.

8. Public Body Construction History

See *Exhibit E* - Sound Transit's Construction History.

9. Preliminary Concepts, Sketches or Plans

To assist the PRC with understanding your proposed project, please provide a combination of up to six concepts, drawings, sketches, diagrams, or plan/section documents which best

depict your project. In electronic submissions these documents must be provided in a PDF or JPEG format for easy distribution. At a minimum, please try to include the following:

- A overview site plan (indicating existing structure and new structures)
- Plan or section views which show existing vs. renovation plans particularly for areas that will remain occupied during construction.

Please see *Exhibit A – Site Plan* for a representation of the project alignment, typical garage plans and elevations. These conceptual plans depict several potential arrangements and represent the project elements as approved by the Federal Transit Administration (FTA) in the Record of Decision for the Airport Link Project issued in September 2005.

10. Resolution of Audit Findings on Previous Public Works Projects

Annually, Sound Transit is subjected to three separate audits:

- Financial Statements by an independent third party auditor, currently KPMG — fourteen consecutive clean audit opinions.
- Federal Compliance required by OMB Circular A-133, also performed by KPMG — No findings related to construction contracts.
- State and Local Government Accountability conducted by the Washington State Auditor's Office — No findings related to construction contracts.

In addition to these annual audits, Sound Transit is also subjected to various federal audits, including:

- FTA Triennial Review (most recent 2010)
- FTA Procurement Reviews (most recent 2012)
- FTA Title VI Compliance Review (August 2005)
- FTA DBE Compliance Review (July 2006)
- FTA ADA Compliance Review (Sept. 2007)

None of these audits and reviews resulted in findings related to Sound Transit's construction program. Finally, in 2007, the Washington State Auditor conducted a performance audit of Link Light Rail Construction, which was performed under contract by Talbot, Korvola & Warwick. While this audit did not result in any findings, the SAO did have a number of recommendations to enhance our ability to effectively manage our capital program. In a 2012 follow up to the 2007 audit (*Sound Transit: Performance Audit of the Citizen Oversight Panel, Adjustments to Planned Investments, Construction Management and Ridership Forecasts October 25, 2012*), the SAO concluded that all of the recommendations had been successfully addressed, including their recommendation that Sound Transit consider the use of alternative project delivery methods.

Caution to Applicants

The definition of the project is at the applicant's discretion. The entire project, including all components, must meet the criteria to be approved.

Signature of Authorized Representative

In submitting this application, you, as the authorized representative of your organization, understand that: (1) the PRC may request additional information about your organization, its construction history, and the proposed project; and (2) your organization is required to submit the information requested by the PRC. You agree to submit this information in a timely manner and understand that failure to do so shall render your application incomplete.

Should the PRC approve your request to use the D/B contracting procedure, you also understand that: (1) your organization is required to participate in brief, state-sponsored surveys at the beginning and the end of your approved project; and (2) the data collected in these surveys will be used in a study by the state to evaluate the effectiveness of the D/B process. You also agree that your organization will complete these surveys within the time required by CPARB.



Name (please print) Linneth Riley-Hall

Title: Design and Construction Contracts Manager, Sound Transit

Date: March 29, 2013

Attachments: Exhibit A – Site Plan
Exhibit B – South 200th Link Extension Master Schedule
Exhibit C – Project Organization Chart
Exhibit D – Personnel with Construction Experience using various Contracting Procedures
Exhibit E – Sound Transit Construction History (6 years)

Port of Seattle
Property

North



26th Avenue South

28th Avenue South

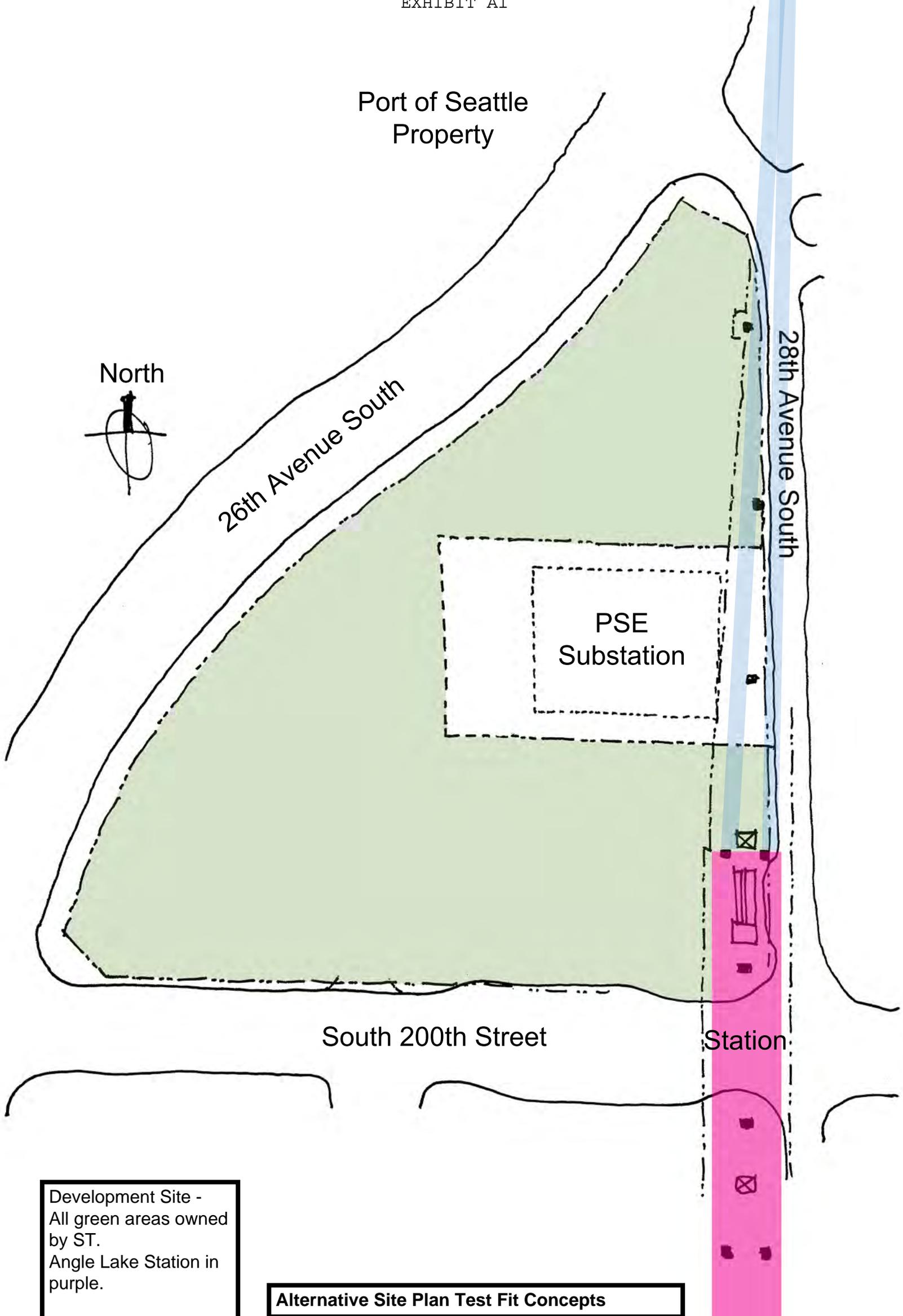
PSE
Substation

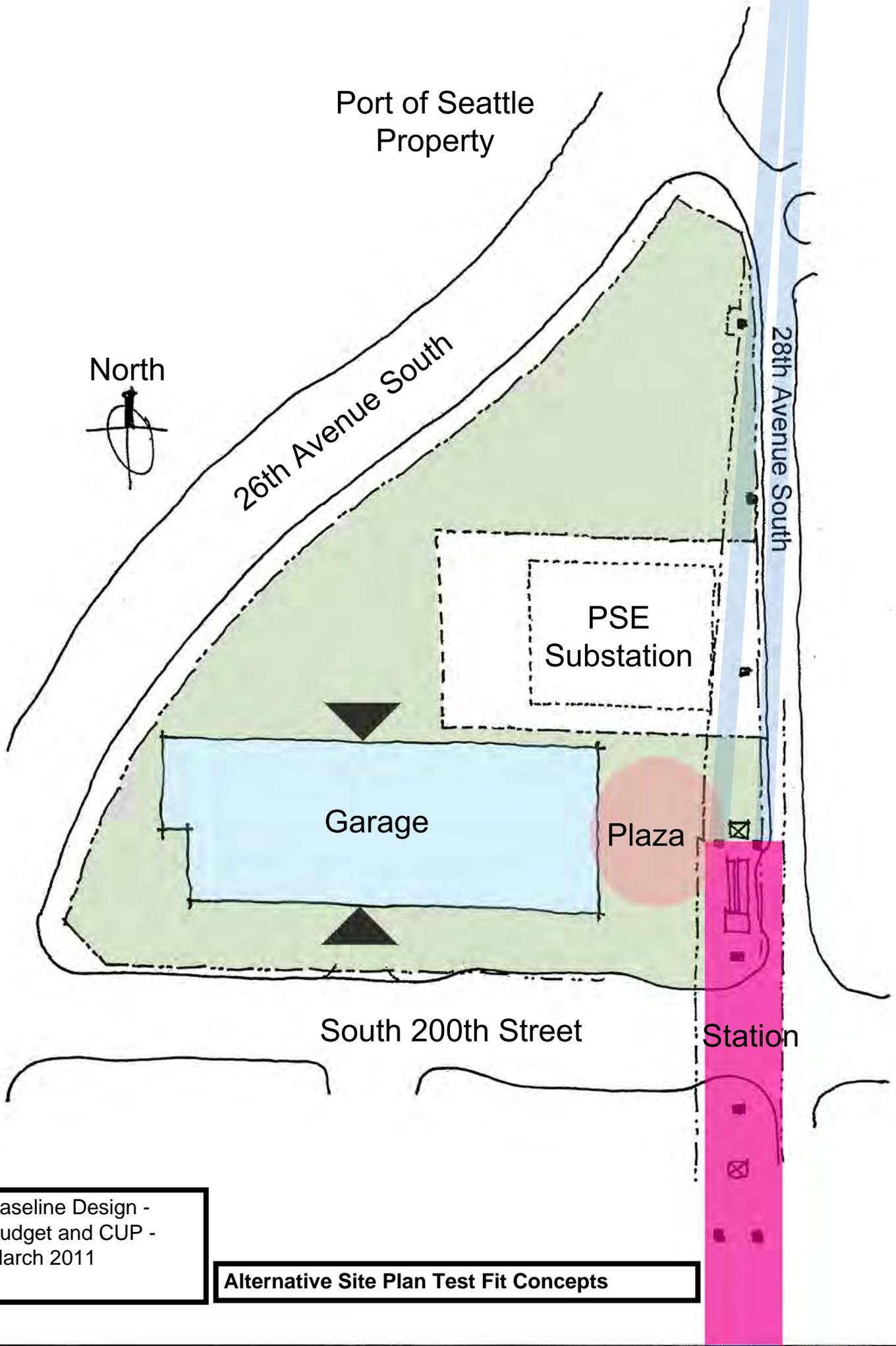
South 200th Street

Station

Development Site -
All green areas owned
by ST.
Angle Lake Station in
purple.

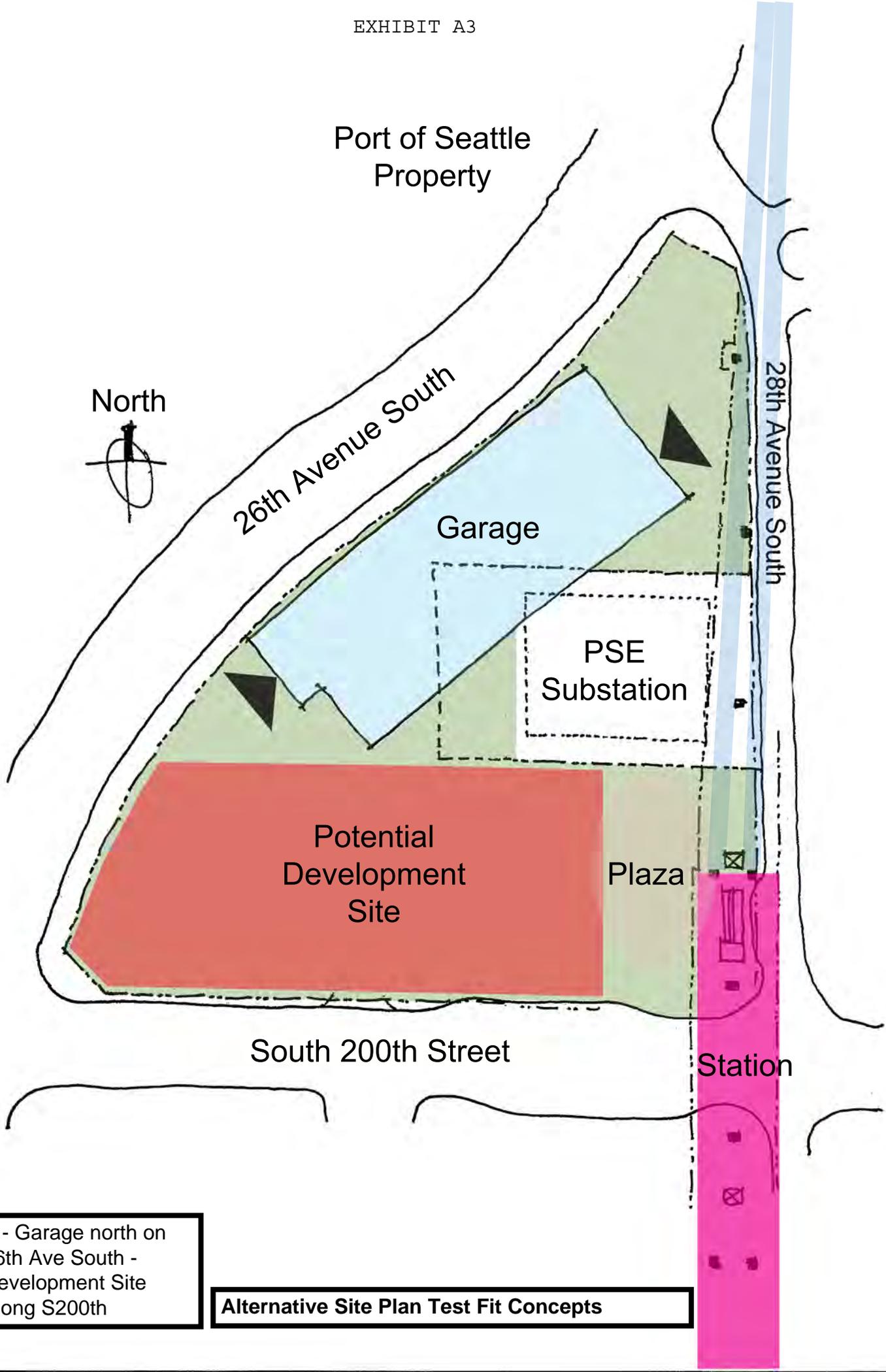
Alternative Site Plan Test Fit Concepts





Baseline Design -
Budget and CUP -
March 2011

Alternative Site Plan Test Fit Concepts



A - Garage north on
26th Ave South -
Development Site
Along S200th

Alternative Site Plan Test Fit Concepts

Port of Seattle
Property

North



26th Avenue South

28th Avenue South

PSE
Substation

Garage

Potential
Development
Site

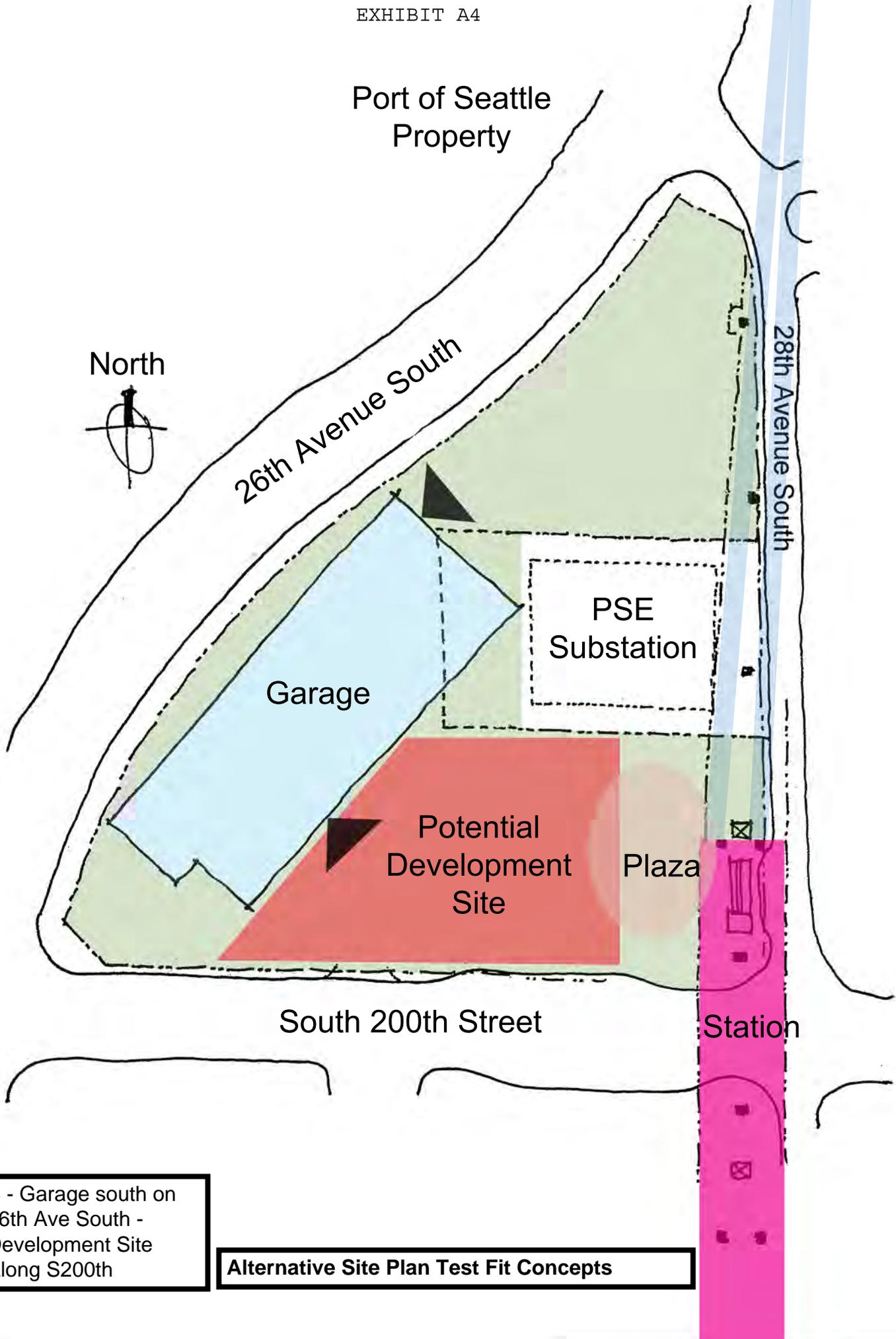
Plaza

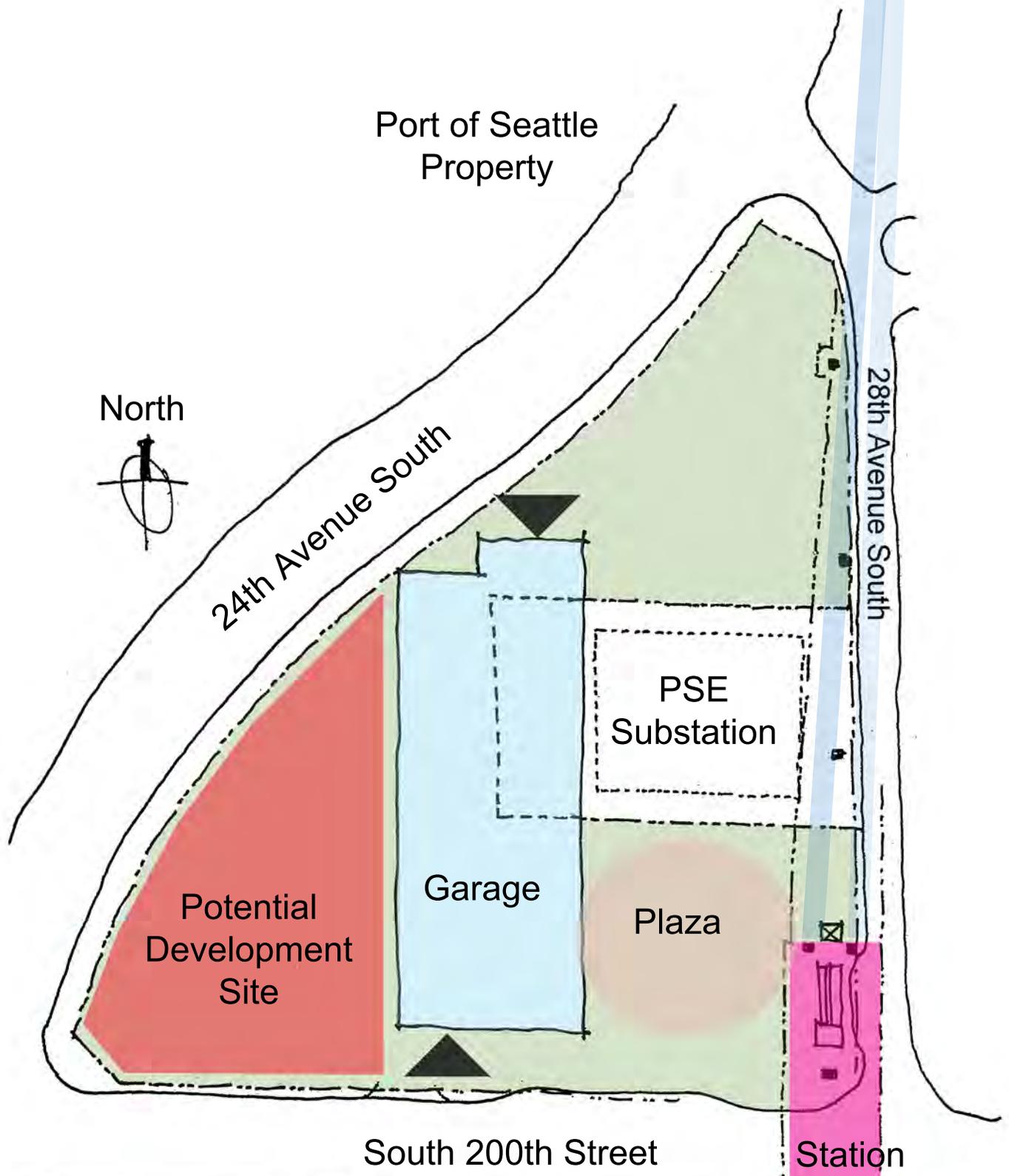
South 200th Street

Station

B - Garage south on
26th Ave South -
Development Site
Along S200th

Alternative Site Plan Test Fit Concepts



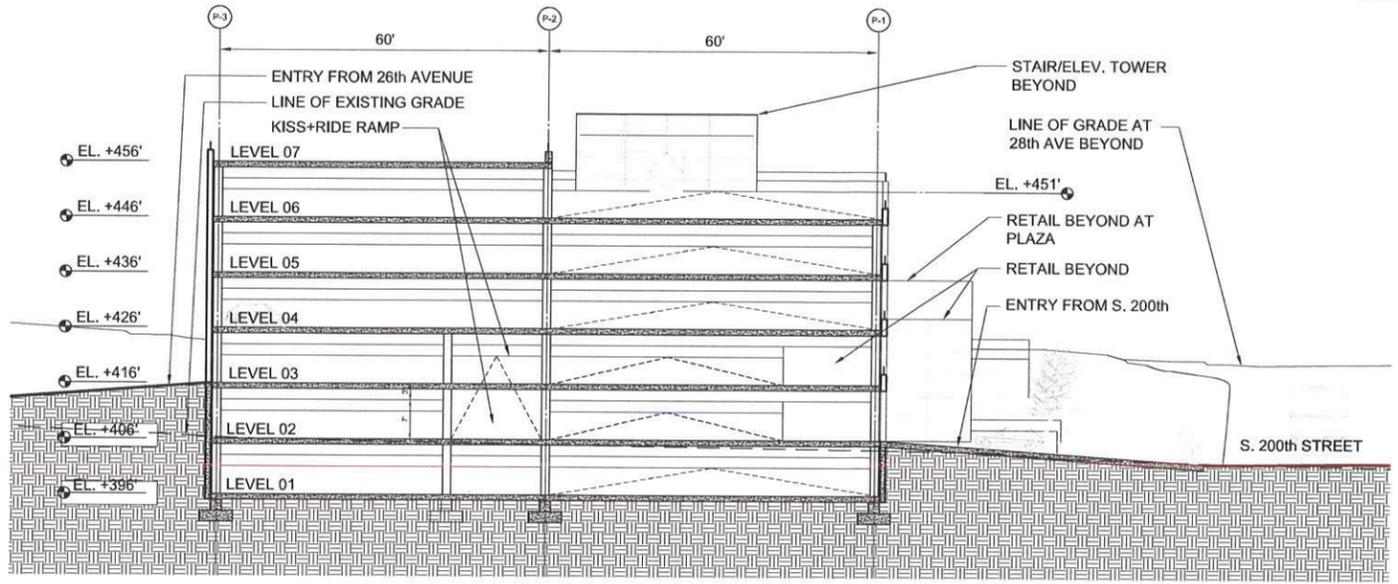


C - Garage Mid-Block, Corner Development Site Along 26th Ave S and S200th

Alternative Site Plan Test Fit Concepts

DWG INFO:
 LTSCALE:
 1=1
 XREFS:
 -Attach:
 -Overlay:
 HZL:OGO
 PWL:OGO
 S40_P84_AD
 2g-2234h
 -Unresolved:
 S40_L170_CA
 S40_NB4_AS
 S40_PB4_AG
 X703cn
 X704cx
 X704cx
 X703ps
 X704gs

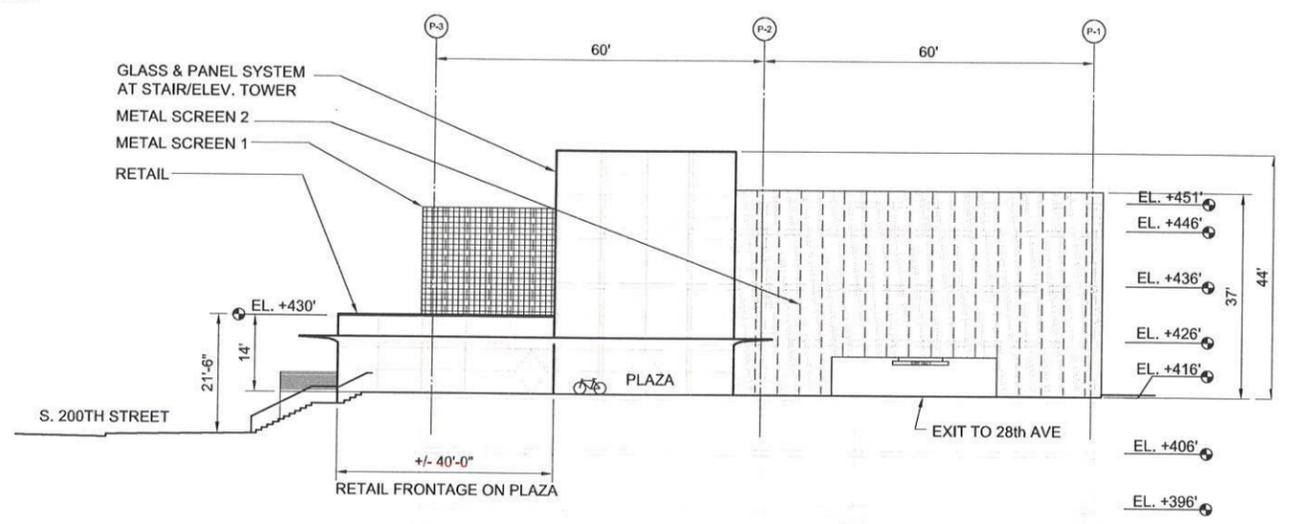
EXHIBIT A6



GARAGE SECTION

SCALE: 1/16" = 1' - 0"

3



EAST ELEVATION

SCALE: 1/16" = 1' - 0"

1



GARAGE RENDERING

SCALE: NTS

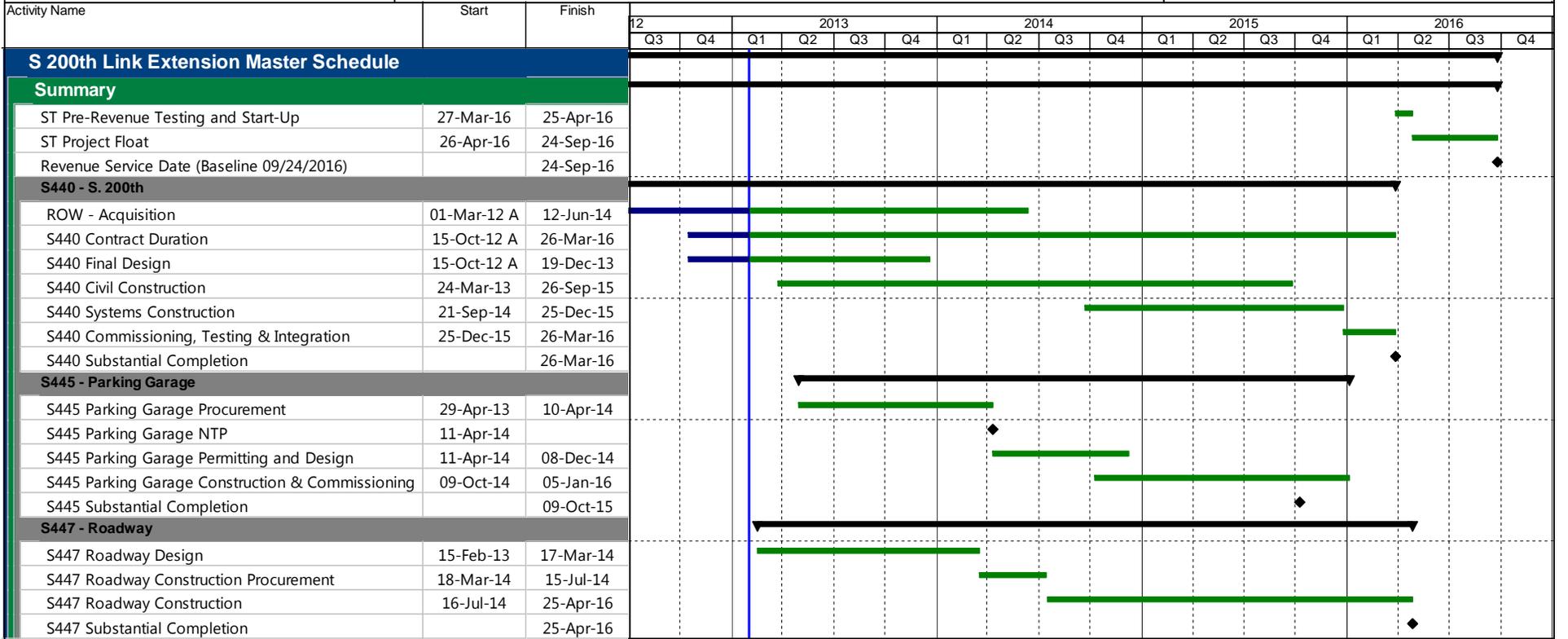
2

PHASE 1.1 CUP

7/26/2011 11:22:27 AM
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No.	Date	Dsn	Chk	App	Revisions																			

S 200th Link Extension Master Schedule



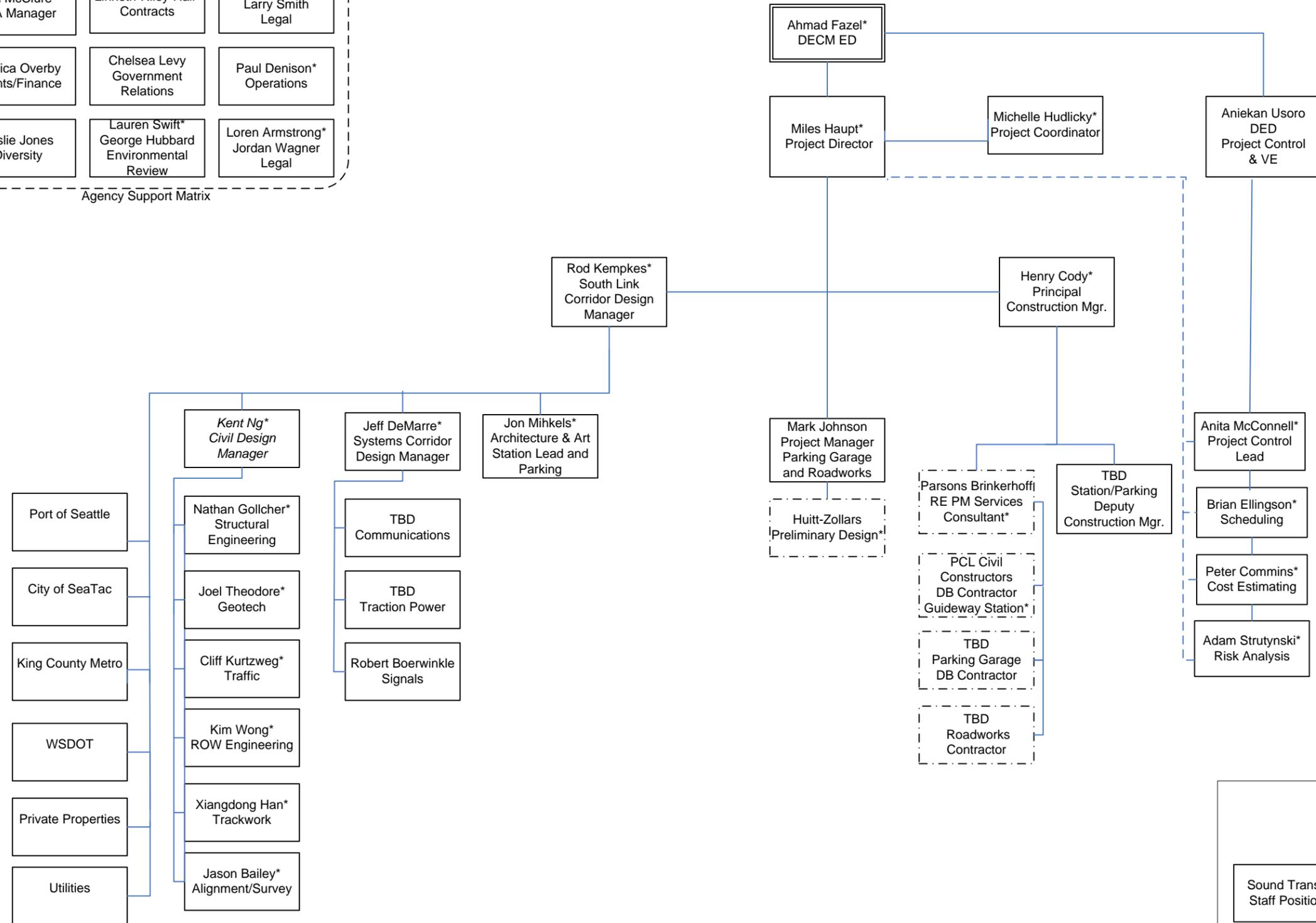
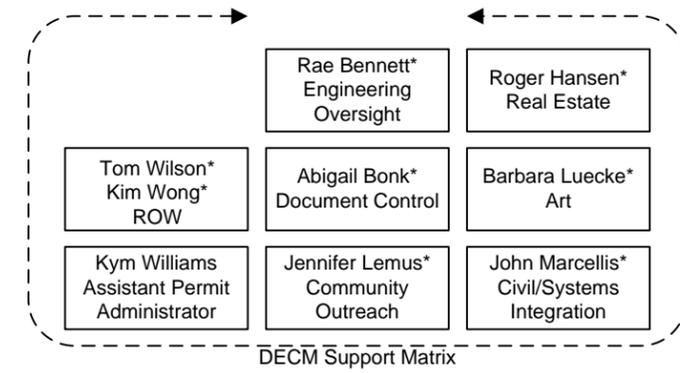
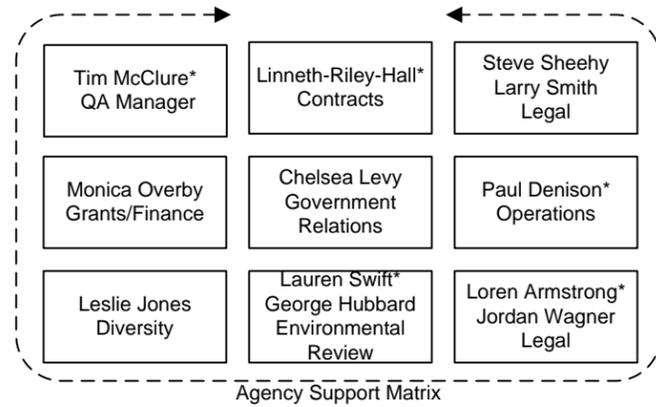
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Actual Work	Milestone

Date	Revision	Checked	Approved

Exhibit C

March 2013

S. 200th Link Extension Project Organization



*Design-Build Experience

ACRONYMS AND ABBREVIATIONS	
DA	Development Agreement
DB	Design Build
DECM	Design, Engineering & Construction Management
DED	Deputy Executive Director
ED	Executive Director
H-Z	Huitt-Zollars
PEPD	Planning, Environment & Project Development
PM	Project Manager
PPP	Public Private Partnership
RFP	Request for Proposal
ROW	Right of Way
ST	Sound Transit
TBD	To be determined
WSDOT	Washington State Department of Transportation

EXHIBT D - Personnel with Construction Experience using Various Contracting Procedures

Name & Title	Summary of Experience	Project Name	Project Size	Project Delivery Type	Role During Project Phases			Commissioning, Startup, Closeout	Role Start	Role Finish	
					Planning	Design	Construction				
DESIGN, ENGINEERING & CONSTRUCTION MANAGEMENT (DECM)											
Ahmad Fazel, Executive Director	27 years experience in transportation specializing in approaches and management structures, engineering techniques, and procedures for implementing light rail transit projects in complex urban areas.	Sound Transit, Roosevelt Station	\$100M	WA GC/CM	OEX	OEX			2011	present	
		Sound Transit, U District Station	\$100M	WA GC/CM	OEX	OEX			2011	present	
		Sound Transit, UW Station	\$141M	WA GC/CM	OEX	OEX	OEX		2009	present	
		Sound Transit, Capitol Hill Station	\$105M	WA GC/CM	OEX	OEX	OEX		2009	present	
		Sound Transit, University Link Systems	\$119M	WA GC/CM	OEX	OEX	OEX		2010	present	
		Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OEX	OEX			2011	present	
Jeffrey DeMarre, Systems Corridor Design Manager (South Link)	35 years of design, engineering management, including operation and maintenance management, construction of electrical and electronic systems, including complex people movers and light rail transportation systems, for public and private industry.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	ODM				2012	Present	
		Corridor Design Manager - Systems for S440 South Link Project, Resident Engineer for C802 Signals, C803 Communications, C807 Traction Electrification	Sound Transit - Resident Engineer for C802 Signals, C803 Communications, C807 Traction Electrification	\$100M	WA GC/CM	OENG	OCM			2008	C802 - 2013 C803 - 2013 C807 - 2011
		Port of Seattle - Senior Manager and Technical Lead	Port of Seattle's Satellite Transit System's Replacement Project at Sea-Tac Airport	\$170M	PU DB	OEX				1998	2004
Peter Brown, PMP, Construction Manager (U-Link)	12 years project management experience in transportation	Sound Transit, University Link Systems	\$119M	WA GC/CM			OCM	OCM	2011	present	
		DC Tunnels Asset Management	\$29M	DBB		CON	CON		2007	2011	
		Lane Cove Tunnel - Sydney	\$1.1B	DBOT			CON	CON		2006	2007
		Jubilee Line 7th Car (Infrastructure) - London Underground	\$20M	PPP		CON	CON	OCTR		2003	2006
		Airport Rail Link - Sydney	\$762M	DBOT				SUBCON		2001	2003
Jonathan Gabelein, Principal Construction Manager (Northgate Link)	20 years of project/construction management of private and public works projects, including transit, building, and heavy/civil projects	WSDOT Kirkland I-405 DB hwy/bridge reconstruction	\$48M	WA DB		CON	CON	CON	2005	2006	
Miles Haupt, CCM, DBIA, South Link Project Director	33 years of design and construction experience as construction manager and general contractor project manager. Currently serving as the Project Director for the S 200th Link Extension, Sound Transit's first major Link Light Rail design-build project	Sound Transit, U220 TBM Tunnels CHS to UWS	\$310M	DBB			OCM	CON	2009	2012	
		SNC-Lavalin, Cut & Cover Tunnel w/(4) station sites	\$250M	DBOM		CON	CON		2006	2009	
		Seattle Monorail	\$1.7B	DBOM	USM	USM			2003	2005	
		Sound Transit, South Link Project Airport to S 200th	\$169M	PU DB	ODM				2012	Present	
		Lease Crutcher Lewis, Northgate North-800,000 SF Retail/Garage Shell & Core	\$42M	GMP		CON	CON		1999	2000	
Carol Rhodes, PE, Construction Manager	18 years of project and construction management experience	TriMet Interstate Max Light Rail Expo Segment	\$31M	DB			CON		2000	2001	
		Tenaska Ferndale Combined Cycle Power Plant	\$125M	DB			CTR		1993	1994	
Henry Cody, PE, Principal Construction Manager (South Link)	33 Years of project and construction management in wastewater and transit.	West Point Water Reclamation Facility	\$14M	WA DB	OPM	OPM	OPM		1994	1996	
		West Point Batch Plant Project	\$30M	WA DB	OPM	OPM	OPM		1990	1994	

EXHIBT D - Personnel with Construction Experience using Various Contracting Procedures

<i>Name & Title</i>	<i>Summary of Experience</i>	<i>Project Name</i>	<i>Project Size</i>	<i>Project Delivery Type</i>	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Commissioning, Startup, Closeout</i>	<i>Role Start</i>	<i>Role Finish</i>
		Sound Transit, South Link Project Airport to S 200th	\$383M	WA DB	OPM	OCM	OCM		2011	PRESENT
Rod Kempkes, PE, South Link Corridor Design Manager	29 years of design and construction experience in light rail	Utah Transit Authority - University Light Rail Project	\$105M	DB					1989	1999
		Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB					2011	PRESENT
Mark Johnson, Project Manager	29 years of design and construction experience public works and infrastructure projects.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OPM	OPM			2010	PRESENT
		D to M Street Track & Signal Sounder Improvements	\$161M	DBB	OPM	OPM		OPM	2006	2011
		Lakewood Sounder Station	\$33M	DBB	OPM	OPM	OPM	OPM	2006	2008
Jon Mihkels, AIA, LEED AP, Architect - South Link	25 years of architectural experience with the design, entitlement, construction of numerous public sector civic , private university and non-profit projects. Experience with numerous alternative procurement methods and projects including structured parking components.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	ODM	ODM			2011	PRESENT
		Fire Station 6 - City of Seattle, WA	\$7M	DBB	PROC	PROC			2009	2011
		Kenmore City Hall - City of Kenmore, WA	\$7M	WA DBB/DBB	PROC	PROC			2007	2010
		FS 10, Emergency Operations Center, Fire Alarm Center, City of Seattle, WA	\$42M	WA GC/CM	PROC	PROC	PROC	PROC	2004	2008
		Ron Sandwith Teen Center, KC B&GC - Federal Way, WA	\$4.5M	PR CM@R	PROC	PROC	PROC	PROC	2002	2004
		Reading Terminal Market Headhouse Renovation - Philadelphia, PA	\$80M	DBB	PROC	PROC	PROC	PROC	1994	1996
		Gateway Admissions Bldg., Bryn Mawr College - Bryn Mawr, PA	\$12M	PR CM@R	PROC	PROC	PROC	PROC	1997	2000
Brian Ellingson, Sr. Scheduling Engineer	15 years of design and construction management experience	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB		OCTR	OCTR		2011	PRESNET
		Sound Transit UW Station	\$141M	WA GC/CM		OCTR	OCTR		2009	PRESENT
		Sound Transit Capitol Hill Station	\$105M	WA GC/CM		OCTR	OCTR		2011	PRESENT
Anita McConnell, Sr. Project Control Spec., South Link	17 years of project control and construction management experience for public works projects in the public agencies and in private industry.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OCTR	OCTR	OCTR		2010	PRESENT
		Sounder Commuter Rail Kent Station Parking Garage	\$9.8M	DB			CM	CM	2000	2003
		Sounder Commuter Rail Auburn Station Parking Garage	\$8.2M	DB			CM	CM	2000	2003
DESIGN & CONSRUCTION CONTRACTS										
Linneth Riley-Hall, CPPO	13 years in public sector procurement and contract administration, including DB and GC/CM contract administration	Sound Transit, Roosevelt Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, U District Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, Capitol Hill Station	\$105M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		Sound Transit, University Link Systems	\$119M	WA GC/CM	OPROC	OPROC	OPROC		2011	PRESENT

EXHIBT D - Personnel with Construction Experience using Various Contracting Procedures

<i>Name & Title</i>	<i>Summary of Experience</i>	<i>Project Name</i>	<i>Project Size</i>	<i>Project Delivery Type</i>	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Commissioning, Startup, Closeout</i>	<i>Role Start</i>	<i>Role Finish</i>
		Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OPROC	OPROC			2011	PRESENT
		Sound Transit, UW Station	\$141M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		City of Seattle, South Recycling and Disposal Station	\$60M	WA DB	OPROC	OPROC	OPROC		2008	PRESENT
		City of Seattle, Morse Lake Pump Plant	\$32M	WA GC/CM	OPROC	OPROC			2008	2010
Thuy Hong, JD, CPPB	8 years in public sector procurement and contract administration, including DB and GC/CM contract administration	Sound Transit, U District Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, Roosevelt Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, Capitol Hill Station	\$105M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		Sound Transit, University Link Systems	\$119M	WA GC/CM	OPROC	OPROC	OPROC		2011	PRESENT
		Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OPROC	OPROC			2011	PRESENT
		Sound Transit, UW Station	\$141M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		City of Seattle, South Recycling and Disposal Station	\$60M	WA DB	OPROC	OPROC	OPROC		2008	PRESENT
		City of Seattle, Morse Lake Pump Plant	\$32M	WA GC/CM	OPROC	OPROC			2008	2010
John Santiago	26 years in public sector in contracts administration including DB & GCCM/job order contracts	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	PROC, DES				2011	Present
Tina Davis, CPPB	8 years in public sector procurement and contract administration, including DBB, JOC, and GC/CM contract administration	Sound Transit, Roosevelt Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, Capitol Hill Station	\$105M	WA GC/CM	OPROC	OPROC	OPROC		2011	PRESENT
		City of Seattle, Windermere CSO Reduction	\$35M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		City of Seattle, Fire Station 14	\$6M	WA GC/CM	OPROC	OPROC			2010	2011
LEGAL										
Loren Armstrong, JD and Jim Niemer, JD	Combined 30 years of experience in contract development, construction procurement, claims resolution, and litigation for horizontal and vertical construction projects of all kinds including DBB, DB, GC/CM and various other competitively procured and negotiated project delivery methods.	Sound Transit, Roosevelt Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, U District Station	\$100M	WA GC/CM	OPROC	OPROC			2012	PRESENT
		Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	OPROC	OPROC			2011	PRESENT
		Sound Transit, Capitol Hill Station	\$105M	WA GC/CM	OPROC	OPROC	OPROC		2010	PRESENT
		Sound Transit, University Link Systems	\$119M	WA GC/CM	OPROC	OPROC	OPROC		2011	PRESENT
CONSULTANTS										
J. Anthony Sosebee, PE Currently with Huitt-Zollars	35 years of varied design and construction experience, specifically in the management, planning, design and construction of complex transportation, site development, and building projects for public and private owners.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	PROC, PM				2011	PRESENT
		Fort Hood Replace Hospital, garages, site work	\$550M	PU DB	PROC, DES				2010	2011
		Fort Sam Houston Warrior-In-Transition Complex	\$80M	PU DB	PROC, DES				2008	2009
James Ullrich, PE Currently with Huitt-Zollars	10 years of civil engineering design experience for site development and transit projects.	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB	PROC, PM				2011	2012
Ian Hubbard, PE, Currently with Parsons Brinckerhoff	38 years professional experience. 5 years of design build experience	Sound Transit, South Link Project Airport to S 200th	\$169M	WA DB					2012	2012
		Bonner Bridge, NC	\$240M	PU DB		PROC	PROC		2010	2011
		Honolulu Light Rail	\$2.5B	PROC		PROC	PROC		2007	2009

EXHIBT D - Personnel with Construction Experience using Various Contracting Procedures

<i>Name & Title</i>	<i>Summary of Experience</i>	<i>Project Name</i>	<i>Project Size</i>	<i>Project Delivery Type</i>	<i>Planning</i>	<i>Design</i>	<i>Construction</i>	<i>Commissioning, Startup, Closeout</i>	<i>Role Start</i>	<i>Role Finish</i>
Norman R Petersen, PE Currently with Parsons Brinckerhoff	36 years professional experience. More than 20 years of construction management and design-build experience, primarily with parking garage structures.	Long Beach Airport Lot B Parking Structure	\$42M	CA DBB	OCM	OCM	OCM		2007	PRESENT
		San Jose International Airport passenger terminal, with new curbside and approach roadways, concourse B, and 9-level parking garage	\$56M	CA DBB	PROC	PROC	PROC		2004	2006
		Boise Airport Expansion, with new terminal building, elevated roadway for departures and at grade roadway for arrivals, parking structure	\$6.5M	ID DB	OENG	OENG	OENG		2001	2003
		Boise State University Parking Structure I addition	\$5.4M	ID DB	OENG	OENG			2001	2003

PROJECT DELIVERY TYPE KEY

WA DB	WA State Design-Build project administered under RCW 39.10.
PU DB	A public/federal Design-Build project
PR DB	A Design-Build project for a private owner
WA GC/CM	WA State GC/CM project administered under RCW 39.10.
OR CM/GC	OR State CM/GC project
PU CM@R	A public/federal CM at Risk project
PR CM@R	A CM at Risk project for a private owner
DBB	Public or Private Design-Bid-Build project
DBOM	Design-Build Operate Maintain
DBOT	Design-Build Operate Transfer
PPP	Public Private Partnership
CMUP	CM Unit Price
CA DB	CA Design-Build
CA DBB	CA Design-Bid-Build
ID DB	ID Design-Build

INDIVIDUAL ROLE KEY

As the Public Body:	
OEX	The executive or manager for the Owner responsible for the project
OPM	The Owner's Project Manager
ODM	The Owner's Design Manager
OCM	The Owner's Construction Manager
OENG	As the Owner acting as the resident engineer or field engineer
OREP	The Owner's Representative
OPROC	The Owner's Procurement Manager or Attorney
OCTR	Provided project controls, scheduling, or estimating support to the project as the Owner
As a Prime Consultant or Prime Contractor providing service to the Public Body:	
PROC	A prime consultant providing procurement services
ADV	A prime consultant providing project advisory, oversight, or audit services
PM	A prime consultant providing project management services
CTR	A prime consultant providing project controls, scheduling, or estimating services
DES	Designer of Record or prime consultant providing design services
CM	A prime consultant providing construction management, resident engineering, or field engineering services
CON	The prime contractor responsible for building the project
PRECON	The prime contractor responsible for preconstruction services
As a Sub consultant or Subcontractor to a Prime:	
SUBPROC	A subconsultant providing procurement services
SUBADV	A subconsultant providing contract advisory, oversight, or audit services
SUBPM	A subconsultant providing project management services
SUBCTR	A subconsultant providing project controls, scheduling, or estimating services
SUBDES	A subconsultant providing design or engineering services
SUBCM	A subconsultant providing construction management, resident engineering, or field engineering services
SUBCON	A subcontractor to the prime on the project

EXHIBIT E Sound Transit - Construction History (6-years)

Project Name	Project Description	Procurement	Planned Start (Pre-Design)	Planned Finish Substantial Completion	Actual Start	Actual Finish Substantial Completion	Planned Budget (Mil)	Actual Budget (Mil)	Reason for Budget Schedule Overrun
Downtown Seattle Transit Tunnel Retrofit	Retrofit of the existing Downtown Seattle Transit Tunnel (DSTT) for joint rail and bus operations and construction of a tunnel beneath Pine Street to accommodate a tailtrack.	D-B-B	August 2004	September 2007	August 2004	September 2007	\$74.6	\$82.2	Acceleration and Differing Site Conditions
Beacon Hill	Construction of an approximately one-mile-long, twin tube tunnel beneath Beacon Hill, including a deep mined tunnel station. Vertical circulation to the tunnel station will be provided through an access shaft with four high-speed elevators and stairways. A secondary shaft will be provided for emergency egress. A station headhouse provides access to elevators and stairways. East of the tunnel, the alignment continues on an elevated guideway, including an aerial station near McClellan Street. The aerial Mount Baker Station is fully enclosed and includes a new urban plaza.	D-B-B	June 2004	June 2008	June 2004	July 2008	\$280	\$307.4	Differing Site Conditions
Rainier Valley	Construction of the at-grade LRT guideway in the median of the widened MLK Way right of way from South Walden Street to South Norfolk Street. Stations are located at Edmunds Street (Columbia City Station), Othello Street (Othello Station), and Henderson Street (Rainier Beach Station). A turnback is located just south of the Rainier Beach Station. The construction scope includes construction of a new MLK Way roadway, including curb, gutter, and sidewalks; pedestrian crossings; and signalized intersections. Most wet utilities are being replaced, including sewer, storm drainage, and water supply. Overhead utilities will be placed underground per an agreement between the City of Seattle and Sound Transit.	D-B-B	July 2004	April 2007	June 2004	November 2008	\$114.2	\$149	Utility Interferences Differing Site Conditions
Tukwila	Construction of the predominantly aerial guideway from south of Norfolk Street and MLK Way to South 154th Street. The alignment continues south along the west side of I-5 and turns west along the north side of SR-518 to reach an aerial station and park-ride at South 154th Street.	D-B-B	April 2005	January 2008	April 2005	June 2008	\$231.6	\$239.8	Minor Changes within contingency
Operations & Maintenance Facility	The 25-acre O&M facility includes a light rail vehicle storage yard, an administration building, and repair shops.	D-B-B	November 2003	April 2006	December 2003	August 2007	\$54.0	\$74.0	Added Scope
Airport Link - C410: 154th Street to 160th Street	Construction of the aerial guideway from S. 154th St. to and including the transitioning section to at-grade at the WSDOT/Port property boundary near S. 160th St. Work includes all trackwork within this section, the transition section and the at-grade section including track slab, retained fill and guideway.	D-B-B	September 2006	March 2008	September 2006	March 2008	\$37.95	\$39.6	Minor Changes
Airport Link - C420: 160th Street to Airport Station	Construction of LRT infrastructure from the terminus of Contract C410 at the WSDOT/Sea-Tac International Airport boundary near S. 160th St., extending south to the new SeaTac/Airport Light Rail Station, in the vicinity of S. 176th St. Work includes the at-grade section from the terminus of Contract C410 to approximately S. 168th St. and the aerial guideway from S. 168th St. to the SeaTac/Airport Light Rail Station.	D-B-B	June 2006	January 2008	June 2006	August 2008	\$40.71	\$44.78	Minor Changes
Airport Link - C430R: Airport Station and Trackwork	Construction of the elevated SeaTac/Airport Light Rail Station, the International Boulevard pedestrian bridge and plaza and trackwork from S. 160th St. through the station.	D-B-B	April 2007	September 2009	April 2007	December 2009	\$53.54	\$73.55	Bid Climate (single bidder)
Airport Link - C431: Traction Power Substation (TPSS) Site Preparation	Site demolition, construction of Traction Power Sub Station (TPSS) and signal house buildings, utility work, foundation and wall construction.	D-B-B	October 2008	December 2008	October 2008	March 2009	\$0.80	\$0.72	N.A.

EXHIBIT E Sound Transit - Construction History (6-years)

Project Name	Project Description	Procurement	Planned Start (Pre-Design)	Planned Finish Substantial Completion	Actual Start	Actual Finish Substantial Completion	Planned Budget (Mil)	Actual Budget (Mil)	Reason for Budget Schedule Overrun
Light Rail Vehicles	62 LRT vehicles (LRV's) for Initial Segment, Airport Link and University Link.	RFP	January 2004	August 2008	January 2004	December 2008 (Initial Segment & Airport Link) June 2012 (ULink)	\$139.37 (Initial Segment) \$100 (Ulink)	\$145.6 (Initial Segment and Airport) \$97 (Ulink)	Increased Quantity
Signals System	Signal system for the complete line (Initial Segment to Airport plus Yard Expansion), including a joint operating (Bus and Train) signal system in the Downtown Seattle Transit Tunnel (DSTT).	D-B-B	October 2004	August 2008	October 2004	July 2009	\$33.6	\$34.21	Minor Change
Communications Systems	Complete communications system, including communications infrastructure and network elements, and a fully integrated SCADA system (for Initial Segment to Airport plus Yard Expansion).	D-B-B	November 2004	August 2008	November 2004	July 2009	\$34.06	\$45.36	Added Scope
Traction Power	Integrated 1500v dc voltage traction power system with overhead contact system (OCS) for the Initial Segment and Airport Link	D-B-B	September 2004	June 2008	January 2009	July 2009	\$42.4	\$47.91	Added Scope
University Link (ULink): Pine Street Stub tunnel (PSST) to UW Station	<p>The University Link work program with \$1.76 billion capital budget was approved by the Board in July 2008. The 3.15-mile is located entirely underground with tunnels traveling from Pine Street, under the I-5 freeway to an underground station at Capitol Hill, continuing north beneath SR 520 and the Lake Washington Ship Canal to an underground station on the University of Washington campus, near Husky Stadium.</p> <p>Early Work: The early construction work includes underground utility works on the E10 parking lot of Husky Stadium (contract U210), demolition of buildings, landscape, pavements, plus remediation of hazardous materials in the areas required for the construction of Capitol Hill Station (contract U211), I-5 under-crossing construction pits (contract U215) and other utility works by third parties. Yard Expansion construction of 5 additional storage track with OCS to augment the capacity for additional 27 LRV needed to support the LRV fleet for ULink extension to UW (contract U820).</p> <p>Tunnels: Two parallel bored tunnels to be constructed using Earth Pressure Balanced Tunnel Boring Machines (EPB TBM).</p> <p>Stations: Two underground Stations: Capitol Hill Station (contract U240) and UW Station (contract U250).</p> <p>Systemwide: The systemwide elements include, but not limited to, direction fixation tracks including a double crossover at UWS (contract U260), train signal system, communications systems, and traction electrification system (contract U830).</p>	<p>U210/DBB</p> <p>U211/DBB</p> <p>U215/DBB</p> <p>U820/DBB</p> <p>U220/DBB</p> <p>U230/DBB</p> <p>U240/GC/CM</p> <p>U250/GCCM</p> <p>U830/GC/CM</p>	<p>December 2008</p> <p>December 2008</p> <p>November 2008</p> <p>March 2009</p> <p>September 2009</p> <p>July 2009</p> <p>November 2009</p> <p>February 2013</p> <p>April 2011</p> <p>March 2011</p>	<p>September 2006</p> <p>June 2009</p> <p>May 2008</p> <p>May 2010</p> <p>October 2010</p> <p>July 2013</p> <p>December 2012</p> <p>September 2015</p> <p>January 2015</p> <p>October 2015</p>	<p>December 2008</p> <p>December 2008</p> <p>November 2008</p> <p>February 2009</p> <p>September 2009</p> <p>September 2009</p> <p>March 2011</p> <p>January 2011</p> <p>March 2013</p> <p>Jan 2012 (LNTP)</p> <p>March 2013 (NTP)</p> <p>June 2010 (LNTP)</p> <p>April 2011 (NTP)</p> <p>August 2012</p>	<p>August 2009</p> <p>September 2009</p> <p>March 2011</p> <p>January 2011</p> <p>March 2013</p>	<p>\$1,180 (current construction budget)</p>	<p>\$1,077 (Estimated Final Cost (EFC) for Construction)</p>	Projected to be within Budget
Regional Express Bus Program	Regional Express Bus program consists of 45 capital projects grouped into four sub-areas: East King County, Pierce County, Snohomish County, and South King County. The program includes design and construction of direct-access ramps to the existing freeway HOV system, park-and-ride lots, HOV improvements to arterials, transit centers, and freeway in-line transit stations. The improvements on the existing freeway system are being implemented through a partnership between Sound Transit and the Washington State Department of Transportation (WSDOT).	D-B-B	August 1997	December 2006	August 1997	September 2011	\$1,244.9	\$1,244.9 (EFC)	N.A.

EXHIBIT E Sound Transit - Construction History (6-years)

Project Name	Project Description	Procurement	Planned Start (Pre-Design)	Planned Finish Substantial Completion	Actual Start	Actual Finish Substantial Completion	Planned Budget (Mil)	Actual Budget (Mil)	Reason for Budget Schedule Overrun
Sounder Commuter Rail	Sound Commuter Rail program, when completed, will provide commuter rail service to 12 stations along an 83-mile corridor, primarily owned by BNSF, between Everett in Snohomish County to Lakewood in Pierce County. The Sounder capital projects are grouped within three segments of the corridor: Everett-to-Seattle, Seattle-to-Tacoma, and Tacoma-to-Lakewood. BNSF owns the right-of-way between Everett and Tacoma. Sound Transit owns about 7 miles of right-of-way at the sound end of the corridor in Lakewood and Tacoma, but must acquire about 1.2 miles of right-of-way to close the gap between the northern end of this right-of-way and the Tacoma Dome Station in Tacoma.	D-B-B	July 1999	December 2006	July 1999	May 2012	\$834.4	\$834.4 (EFC)	N.A.
South 200th Link Extension	South 200th Link Extension consists of 1.6 miles of elevated double track light rail extending from SeaTac Airport Station to So. 200th Street. Light rail alignment begins in an elevated configuration from the currently constructed and operating SeaTac Airport Station along the eastside of 28th Ave St. continuing south across South 188th Street. The alignment will remain elevated to South 200th Street where there will be a station located at the proposed South 200th Park & Ride.	S440/D-B S445/D-B S447/D-B-B	Oct. 2012 April 2014 February 2013	March 2016 October 2015 April 2016	October 2012		\$383M		Project to be within budget