

## SOUND TRANSIT CAPITAL COMMITTEE MEETING

**Summary Minutes****October 11, 2018**

## CALL TO ORDER

The meeting was called to order at 1:32 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

(A) *Kent Keel, University Place Mayor*

Board Members

(P) *Nancy Backus, Auburn Mayor*

(P) *Dave Earling, Edmonds Mayor*

(P) *Rob Johnson, Seattle Councilmember*

(A) *John Marchione, Redmond Mayor*

(P) *Dave Upthegrove, King County Councilmember*

(P) *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

Transit Shoulder Lane

WSDOT, Sound Transit, and Community Transit are collaborating on the ST3 and WSDOT funded project that will shave several minutes off the morning commute for Snohomish County bus riders.

Last week contractor crews in Snohomish County began work to make a stretch of the southbound I-5 shoulder drivable for transit buses. When open, the shoulder lane will help reduce bus travel times on weekdays. Buses will only drive on the southbound I-5 inside shoulder lane under limited circumstances:

- During the weekday morning commute from 6:00 – 9:00 a.m.
- When traffic in the adjacent HOV lane is running substantially slower than posted speeds.
- When a bus driver believes he or she will gain a time advantage by using the shoulder lane rather than remaining in the HOV lane.

## Light Rail Repair

Last weekend repairs were made to the light rail tracks. On September 19, 2018, during a routine weekly track maintenance inspection, crews found cracks on 1,200 feet of rail just south of the Rainier Beach Station. Following the discovery, it was determined that the rail needed to be replaced.

Safety is Sound Transit's highest priority, operators slowed trains to 10 mph on the damaged section between the Rainier Beach Station, and the Tukwila Boulevard Station until repairs could be made. During the repairs, light rail service ran on a single track through the work zone Friday night and all day Sunday. On Saturday, service was shut down in this area and shuttle bus service was provided through King County Metro and Pierce Transit.

## Rainier Avenue Closure

The evening of October 12, 2018, crews will close Rainier Avenue at I-90 until 5 a.m. Monday. As part of the East Link Extension, crews will demolish one of the westbound I-90 bridges in the former I-90 express lanes to make room for the future entrances to Judkins Park Station. Weekend closures are scheduled for October 19 to 22, 2018 and October 26 to 29, 2018. If crews are able to complete the work quickly, subsequent closures may be cancelled.

The community can expect noise and vibration as demolition proceeds, but best practices will be followed to mitigate noise as much as possible. Staff distributed 500 flyers to adjacent residents and businesses, and coordinated with King County Metro to ensure flyers were posted at affected bus stops. Rider alerts were sent to subscribers of ST Express alerts, posted on the agency blog, and targeted social media posts to adjacent zip codes. Notice was provided to service providers such as Lighthouse for the Blind and to cultural institutions such as the Northwest African American Museum.

## PUBLIC COMMENT

Alex Tsimerman, Stand Up America  
Marguerite Richard  
Dan Brewer, Chief Operations Office for City of Des Moines

## BUSINESS ITEMS

### Items for Committee Final Action

Motion No. M2018-120: Authorizing the chief executive officer to execute a Sounder Planning and Preliminary Engineering consultant contract with David Evans & Associates to provide planning and engineering consultant services for the Sounder South Capacity Expansion program in the amount of \$1,562,626, with a 10% contingency of \$156,263, for a total authorized contract amount not to exceed \$1,718,889 plus applicable taxes, and contingent on Board approval of Resolution No. R2018-36 authorizing the Sounder South Capacity Expansion program and establishing program allocation and a 2018 annual budget.

Karen Kitsis, Deputy Executive Director, and Melissa Flores Saxe, Sounder South Project Development Director, presented the staff report on this item on the next item. Resolution No. R2018-36 establishes a Sounder South Capacity Expansion Program, formerly known as the Sounder Capital Improvements Program, which was included in the voter-approved ST3 plan. This program includes expanding the existing Sounder South seven-car platforms to ten-car platforms; access improvement projects to Sounder South stations; and potential track and signal upgrades to provide capacity for additional trips.

Motion No. M2018-120 would execute a contract to David Evans and Associates to implement the Sounder South Capacity Expansion Program. This action is contingent on Board approval of Resolution No. R2018-36. The consultant will complete the Sounder Strategic Development & Implementation Plan (SDIP). The consultant team will examine Sounder's current operations and update the corridor ridership analysis. The consultant will also establish a capital improvement plan for the Sounder South ST3 program. The contract includes options for preliminary engineering of activities for future Sounder projects identified in the plan.

Chair Balducci asked how the access fund and the Sounder South Access Program work together. Ms. Kitsis replied that ST3 designated a total sum of money for ten car platforms, access improvements, and track and signals to accommodate additional trips. Because there was not a specific capital improvement program that designates where those funds should be used, this work will identify this and provide a schedule and specificity of the project.

Boardmember Upthegrove asked if staff would use partnerships to expand capacity strategies like what is being done in the North Corridor and whether this will require an Environmental Impact Statement. Ms. Kitsis replied that this action will establish the plan and the order and later an environmental process would need to be completed for each of those projects.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-120 be approved as presented.**

#### Items for Recommendation to the Board

Resolution No. R2018-36: Amending the Adopted 2018 Budget to (a) create the Sounder South Capacity Expansion program, (b) establish the authorized project allocation to date through the completion of the preliminary engineering phase in the amount of \$2,596,000, and (c) establish a 2018 annual budget in the amount of \$200,000.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Resolution No. R2018-36 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2018-37: Adopting the Downtown Redmond Link Extension baseline schedule and budget by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

CEO Rogoff reminded the Board that staff will share the results of the updated financial projection and discuss the agency's financial affordability in detail at the October Board meeting. Regarding the affordability of the Downtown Redmond Link Extension, the baseline estimate that will be presented today is affordable based on the updated financial projections.

Tony Raben, Project Director; Bernard van de Kamp, HCT East Corridor Development Director; and Paul Denison, Light Rail Operations Director, presented the baseline schedule and budget for the Downtown Redmond Link Extension. The Downtown Redmond Link Extension was reactivated in 2017. The project is a 3.4-mile extension that will complete the East Link Extension, with two stations, a 1,400 space parking garage, and bus integration layover space. Ridership is projected at 9,000 per day and revenue service will begin in 2024.

The proposed baseline schedule includes six key milestones: project baseline fourth quarter 2018; design-build contract notice to process third quarter 2019; right-of-way (ROW) acquisition complete fourth quarter 2020; 50 percent construction complete second quarter 2022; design-build contract ready for pre-revenue service second quarter 2024; and revenue service begins fourth quarter 2024.

The proposed baseline budget totals \$1,530,000,000. It was noted that in the design-build delivery system, the final design effort for the contract is included in the construction phase. The proposed baseline budget is \$98 million over the ST2/ST3 cost estimate, or about 7 percent. The upward cost difference in the Construction and ROW phases accounts for the majority of the increase. The Construction phase includes a \$50 million risk to address market conditions; the ROW phase includes \$17 million risk for market pressure.

When a project is baselined, staff performs a quantitative risk assessment. Sound Transit staff is 90+ percent confident that the project will finish at or under \$1.53 billion and begin revenue service at or before fourth quarter 2024.

In addition to Construction and ROW risks, there are permitting risks, which are being mitigated through work with the City of Redmond on the permitting framework. Some environmental permits have been initiated with State and Federal agencies. Should the Board approve the property acquisition action in October, the project will at 98 percent of the property acquisitions approved and the properties will begin appraisals followed by offers, negotiations, and closings. Labor availability risk applies to the construction market and the fact that Sound Transit will be opening multiple lines in 2024. There have been many interfaces with King County for a shoreline permit, construction permits, and wetland mitigation, and a purchase and sale agreement for the property across the park. Utility relocations will be needed for three cut-and-cover crossings. There is a risk for differing site conditions and the timely executive of agreements.

Next steps include issuing the request for proposal, continuing the environmental permitting plan, and finalizing agreements.

Committee Chair Balducci asked how confident staff is that this will be the final budget. Mr. Raben responded that the quantified risk assessment includes how likely a risk will occur. Many scenarios are analyzed and a risk curve is developed. The project baseline is not designed for all the risks to occur, but the inputs are felt to be accurate and staff has a 90 percent confidence level.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-37 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-119: Authorizing the chief executive officer to execute up to three stipend agreements with contractors selected to submit proposals for a design-build contract for the Downtown Redmond Link Extension for a total authorized amount not to exceed \$3,900,000, and contingent on Board approval of Resolution No. R2018-37 authorizing the Downtown Redmond Link Extension baseline schedule and budget.

Tony Raben, Project Director, and Eza Agoes, Principal Construction Manager, provided the staff report. Honorarium payments in the form of stipends are required by RCW 39.10.330 to finalists submitting responsive proposals that are not awarded the design-build contract. This action provides for execution of stipend agreements with non-successful finalists of four total finalists.

A stipend within the range of \$800,000 to \$1,300,000 would be paid to any finalist that executes the stipend agreement, submits a responsive proposal, and is ultimately not awarded a contract under this procurement. No stipend will be paid to the finalist that is awarded the design-build contract. The selection of the preferred design-build contractor will be based on a best value formula that includes technical factors and price.

Boardmember Johnson asked if a finalist brings forward a good idea, but they are not chosen, does the honorarium allow the agency to use that idea. Ms. Agoes replied yes, this is one of the benefits of utilizing the design-build procurement.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-119 be approved as presented.**

Resolution No. R2018-38: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Downtown Redmond Link Extension.

Rhonda Thomsen, Real Property Agent, and Joe Gray, Acting Director Real Property, provided the staff report. This action would authorize acquiring 23 properties needed for the Downtown Redmond Link Extension. The parcels include 1 full acquisition and 22 partial acquisitions. The owners were notified via certified mail on October 9, 2018, and notices of the acquisition will be in the Seattle Times on October 12, 2018, and October 19, 2018.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-38 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-121: Authorizing the chief executive officer to execute (1) an agreement with the City of Fife 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 \$43,320, with a 10% contingency of \$4,332, for a total authorized agreement amount not to exceed \$47,652.

Curvie Hawkins, Tacoma Dome Project Director, and Claire Chase, Project Manager, provided the staff report. This action would execute a Project Administration Agreement with the City of Fife and Task Order 1 under the agreement.

The Project Administration Agreement is meant to be active for the life of the Tacoma Dome Link Extension. The goal is to work with the City early and often to streamline permitting, design, design review, and construction services for the project. The reimbursable costs are for time spent that is not otherwise the City's responsibility to undertake in the course of business that are directly related to the project.

Task Order 1 covers the Alternatives Development phase and is anticipated to go through June 2019. Scope, schedule, and budget has been negotiated with the City for \$47,652.

**It was moved by Boardmember Woodards, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-121 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-122: Authorizing the chief executive officer to execute an amendment to the Expedited Permitting and Reimbursement Agreement with the City of Shoreline to add construction support services for the Lynnwood Link Extension in the amount of \$3,700,669, with a 5% contingency of \$199,046 totaling \$3,899,715, for a new total authorized agreement amount not to exceed \$6,099,715.

Rod Kempkes, Executive Project Director, and Taylor Carroll, Project Manager, provided the staff report. As the Lynnwood Link Extension prepares to move into the construction phase, this action adds construction support services to the Expedited Permitting and Reimbursement Agreement with the City of Shoreline. The Shoreline City Council approved execution of this agreement at its September 24, 2018, meeting.

This work will focus on coordinating the outreach work with contractors, other agencies, and the general public; conducting permit-related inspections; and processing right-of-way transfers between the City and Sound Transit.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-122 be forwarded to the Board with a do pass recommendation.**

Resolution No. R2018-39: Authorizing the chief executive officer to acquire certain real property interests, including acquisition by condemnation to the extent authorized by law, and to reimburse eligible relocation and reestablishment expenses incurred by affected owners and tenants as necessary for the Lynnwood Link Extension.

Greg Sancewich, Senior Real Property Agent, and Joe Gray, Acting Real Property Director, provided the staff report. This action would authorize acquiring two partial properties needed for the Lynnwood Link Extension. The owners were notified via certified mail on October 9, 2018, and notices of the acquisition will be in the Seattle Times on October 12, 2018, and October 19, 2018.

The committee noted that there have been many actions to acquire property for the Lynnwood Link Extension. Mr. Sancewich advised that there is one remaining property to acquire.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Resolution No. R2018-39 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-109: Authorizing the chief executive officer to execute a construction and funding agreement with Washington State Department of Transportation for Sound Transit to design and construct certain elements related to the SR 509 project, as part of the Sound Transit Federal Way Link Extension design-build contract.

Dan Abernathy, Executive Project Director, and Pat McCormick, Principal Construction Manager, provided the staff report. Staff recognized WSDOT for their partnership. The SR 509 project is complex and the Federal Way Link Extension (FWLE) interweaves with it in several areas.

This action is for a reimbursable agreement with for design and construction for the WSDOT SR 509 project. There are two elements of work included in the agreement. The first element is building the SR 509 bridge between South 204th Street and South 208th Street in SeaTac. Sound Transit will administer the project and WSDOT will pay all costs. The second element is for some shared walls and excavation, with a lump sum price for the shared walls. The agreement also provides for payments and invoicing.

Committee Chair Balducci asked if coordinating with WSDOT will reduce risk or save money. Mr. Abernathy replied that by Sound Transit building a portion of WSDOT's work, Sound Transit will be out of WSDOT's way earlier, and it will reduce costs and risks.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-109 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-123: Authorizing the chief executive officer to execute a Transit Way Agreement with the City of Des Moines 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 Director; Soraya Lowry, HCT Development Manager; and Allison Dobbins, Corridor Operations Director, provided the staff report. The Transit Way Agreement grants Sound Transit non-exclusive right to own, construct, operate, and maintain the light rail system in public right-of-way within the City of Des Moines. Key terms of the agreement identify how Sound Transit and the City will co-exist in the right-of-way and transit way through mutual notifications, permits, and ongoing coordination throughout the construction and operational phases. This grant of rights satisfies the requirement by the Federal Transit Administration (FTA) that Sound Transit demonstrate continuing control of the light rail system in public right-of-way prior executing a full funding grant agreement. The Des Moines City Council approved this agreement on October 4, 2018.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-123 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-124: Authorizing the chief executive officer to execute a Development Agreement with the City of Des Moines for the Federal Way Link Extension.

Soraya Lowry, HCT Development Manager, provided the staff report. Sound Transit and the City of Des Moines are entering into a Development Agreement to provide certainty and predictability to the FWLE project. One of the key ways to accomplish this is by confirming policy framework that will apply to the project including identifying, interpreting, and vesting applicable codes and standards. The agreement also confirms key design elements including required local roadway improvements, how haul routes will be restored, and parking and traffic mitigation that is consistent with the FTA's Record of Decision. The agreement identifies opportunities for streamlining permitting including the City's grant of land use approval rather than requiring Sound Transit to go through an additional permitting process.

The agreement identifies two partnering projects. First, subject to Board approval of a Funding Agreement, Sound Transit would deliver the College Way Connection Project as part of the FWLE, to be funded by the City of Des Moines. Second, in satisfaction of the City's code requirements that Sound Transit provide a street end improvement on South 224th Street, Sound Transit proposes to provide a fee-in-lieu payment of \$153,766.

Boardmember Upthegrove stated that is the first of a number of Development Agreements required for this project with different jurisdictions. He has heard positive feedback from Sound Transit staff on the collaboration with the City of Des Moines. The location of the station is in the City of Kent, but one element of the station enters into the City of Des Moines. This station is near Highline College and the agreement will allow Sound Transit to participate in a transportation management study to address parking challenges on campus.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-124 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-125: Authorizing the chief executive officer to execute a Funding Agreement with the City of Des Moines to reimburse Sound Transit to design and construct the College Way Connection Project as part of the Sound Transit Federal Way Link Extension design-build contract in the amount of \$1,400,000.

Soraya Lowry, HCT Development Manager, provided the staff report. This Funding Agreement outlines the terms and conditions related to the design and construction of the College Way Connection project. Under the agreement, Sound Transit will design and construct improvements that enhance multi-modal connections between Kent/Des Moines light rail station and Highline College. The agreement commits the City to pay Sound Transit \$1,400,000 for this work. The City would be responsible for any costs resulting from City-initiated change orders. The Des Moines City Council approved the action on October 4, 2018.

Boardmember Upthegrove stated that there has been conversations with Highline College about impacts. The City of Des Moines stepped in to ensure there are no adverse impacts to the college and will make sure the connection to the campus does not result in adverse impacts to the operations at the college.

**It was moved by Boardmember Upthegrove, seconded by Boardmember Johnson, and carried by unanimous vote that Motion No. M2018-125 be forwarded to the Board with a do pass recommendation.**

Motion No. M2018-126: Authorizing the chief executive officer to execute a Partnering Agreement with the City of Kenmore for the SR 522/NE 145th Bus Rapid Transit project.

Paul Cornish, BRT Project Director, and Kathy Leotta, Project Manager, provided the staff report. A Concurrence Agreement was signed in November 2017 by the Cities along the SR 522/NE 145th Bus Rapid Transit (BRT) corridor, WSDOT, King County Metro, and Sound Transit. The agreement was to establish the understanding of roles and responsibilities and actions required for the timely delivery of the project.

This action is a Partnering Agreement with the City of Kenmore. The agreement will establish the roles and responsibilities of key staff, working together to complete the project, collaboration on the development of a community outreach and communication plan, collaboration on the station area planning activities, identifying actions to streamline permit review, and participate actively with both agencies in the environmental review process. The Kenmore City Council approved execution of the agreement on September 10, 2018.

Committee Chair Balducci asked how many more agreements will be necessary after this one for the project. Mr. Cornish replied that the BRT program goes through 13 cities; however, it isn't expected to require agreements with each city. There may be more, but staff is unsure how many at this time.

Boardmember Roberts mentioned that there is an active group working on the SR 522 corridor, which involves Sound Transit and all of the communities. It is a complicated corridor and the group is working to find the right package.

**It was moved by Boardmember Johnson, seconded by Boardmember Earling, and carried by unanimous vote that Motion No. M2018-126 be forwarded to the Board with a do pass recommendation.**

## REPORTS TO THE COMMITTEE

### West Seattle and Ballard Link Extensions – Level 2 Results

Cathal Ridge, Executive Corridor Director; Ron Endlich, Project Director; and Wesley King, Corridor Operations Director, provided an update on the planning process for the West Seattle and Ballard Link Extensions. These are ST3 representative projects and are currently being planned together. Staff presented the Level 2 recommendations from the Stakeholders Advisory Group (SAG) and the Elected Leadership Group (ELG).

There were over 50 quantitative and/or qualitative measures used in the Level 2 evaluation. All of the measures were rated on a scale of high, medium, and low performance. In Level 2, a cost assessment was conducted to inform comparison of Level 2 alternatives by segment. Costs for end-to-end alternatives will occur in Level 3.

External engagement from June through September 2018 included 66 community briefings; 11 festivals that engaged more than 3,800 community members; 3 neighborhood forums; 1 online open house; 9 email



updates to more than 4,000 subscribers; 4 SAG meetings; 1 ELG meeting; and eight station charrettes to facilitate collaborative design sessions with agencies and community stakeholders took place. The three-hour neighborhood forums in West Seattle, downtown Seattle, and Ballard were particularly well attended.

Sound Transit is partnering with the City of Seattle to increase equity and inclusion at all levels of project development. Staff is using the City's Racial Equity Toolkit (RET) strategies, which have been developed to increase meaningful involvement, enhance mobility and access, create opportunities for equitable development, and avoid disproportionate adverse impacts on communities of color and low-income populations as the projects proceed.

Financial constraints and their impacts are important factors in considering Level 2 recommendations. The ST3 plan was based on 2014 conceptual cost estimates and, since then, there has been significant escalation in construction and real estate costs in the region. The Level 2 cost assessments provide a basis for comparing alternatives within a segment, while Level 3 end-to-end alternatives will facilitate comparisons to the ST3 budget.

**Interbay/Ballard Segment:** In addition to the representative project, there were seven alternatives looked at along 15th on the east side of Interbay, on 20th along the west side of Interbay, and in the middle east of the BNSF tracks. Moving further north crossing the Ship Canal, there are options that cross in the vicinity of 15th, 14th, and 20th/17th. In the Ballard area, there are station options in the 14th to 15th area and one in the 17th area. As the project crosses the Ship Canal, alternatives include a moveable bridge, a fixed bridge, and tunnel options. The bridge options generally have more effects on businesses, maritime businesses, and navigation, but they also have a lower cost delta. The least expensive of the tunnel options is the Armory Way/Tunnel/14th, which would require third party funding. All of the alternatives can be delivered within the timeframe identified in the ST3 Plan. The ELG recommended the Central Interbay/Fixed Bridge/14th and the Armory Way/Tunnel/14th be carried forward along with the ST3 representative project. The ELG discussion included general concern with the representative project, a movable bridge, and anything on 15th Avenue; they recommended consideration of a pedestrian bridge if the Smith Cove Station is located east of 15th Avenue; and there were concerns with effects of the alternatives on Fishermen's Terminal.

**Downtown Segment:** There were three alternatives looked at in addition to the representative project. There are alternatives on 5th Avenue or 6th Avenue through the midtown area, and stations locations at Harrison, Republican, Mercer, or Roy through the South Lake Union and Seattle Center area. Because this segment is entirely underground, there are five underground station locations for this area. There was a small cost difference between all of the alternatives. In addition to the representative project, the ELG recommendation was to carry forward the 5th/Harrison and 5th/Terry/Roy/Mercer alternatives with some refinements. ELG discussion centered around ensuring good transfers at the Westlake Station and consideration of pedestrian safety upgrades at the South Lake Union Station.

**Chinatown/ID Segment:** There were five alternatives evaluated in addition to the representative project. The alternatives included a tunnel portal on 5th Avenue, mined tunnels at 5th Avenue and 4th Avenue, and a cut-and-cover station at 4th Avenue. Although there were additional construction impacts with the cut-and-cover options on 5th Avenue, they would come in at a lower cost than the representative project. The 4th Avenue options have higher costs. The depth of the mine stations would be over 200 feet and those stations would also drive down the depth of the mid-town station. In addition to the representative project, the ELG recommendation was to carry forward all alternatives except the Surface E-3 alternative.

**SODO Segment:** There were three alternatives evaluated in addition to the representative project. There was the Surface E-3 alternative that would operate at grade, but would add roadway overpasses to improve rail, freight, and traffic operations by avoiding crossing gates. The Massachusetts Tunnel Portal alternative is also at grade, but goes into a tunnel configuration east of Ryerson Base. The Occidental Avenue alternative is an elevated alignment that would serve the western part of SODO with a station above Occidental Avenue east of 1st Avenue. The Surface E-3 and the Massachusetts Tunnel Portal costs

would be the same or lower than the representative project; the Occidental Avenue option would be at a higher cost. In addition to the representative project, the ELG recommendation was to carry forward the Surface E-3 and Massachusetts Tunnel Portal alternatives.

West Seattle/Duwamish Segment: There were four alternatives evaluated in addition to the representative project. In general, the alternatives would cross the Duwamish River near the West Seattle Bridge on either the north or south side. There is also an option south in the vicinity of Idaho Street. The alternatives then funnel into the Delridge community with a station the area of Genesee and then go along Genesee in an elevated configuration with a station in Avalon. In addition to the representative project, the ELG recommended moving forward with the Gold Course/Alaska Junction/Tunnel alternative and suggested exploring a Junction station location at 41st/42nd and exploring a north crossing of the Duwamish River.

The next step will be to move into the Level 3 stage of analysis with results anticipated to be available by early February 2019 and Level 3 recommendations by early April.

Boardmember Johnson stated that he is a member of the elected leadership group for this project. One of the critical factors for this process is to continue to winnow down the options that go into Level 3. The ELG has spent time talking about the Chinatown-International District and the impacts to the neighborhood. Each of the alternatives the Board is being asked to analyze could be characterized as having a fatal flaw associated with it -- from costs to ridership. The ELG feels the Chinatown-International District station location deserves more attention in the form of higher-level analysis and more alternatives than the other segments. The cost and schedule impacts will be better known in Level 3.

Boardmember Roberts said he looked at the delta compared to the ST3 plan for both Ballard and West Seattle to be somewhere in the range of \$1.2 to \$2 billion over the ST3 plan in terms of the alternatives being moved forward. Mr. Ridge commented that end-to-end alternatives will be developed in Level 3 and will give a sense of what the overall delta would be to the representative project. Boardmember Roberts stated his concern about adding costs and how will they be financed. Other players will need to come to the table in a fashion that does not draw on the bonding capacity of the agency to do the other projects it is obligated to do under ST3.

Boardmember Earling stated that he continues to be impressed with the public outreach. He wants Sound Transit to complete the spine within the finance plan. The funding will be a major concern for him and it will be important to work within a budget. As the agency builds out these segments, it would be good to get parallel costs for other projects compared to the ST3 plan to see where the agency will be financially.

Committee Chair Balducci stated that the information being generated would allow the Board to take ideas about potential future tradeoffs and have meaningful discussions. The challenges are going to be very real. There will be value that will come out of the investment of good planning work in determining if this alignment selection is ultimately going to serve the most people, do the most good, and be the best transit service that Sound Transit can provide within the constraints of the program.

## EXECUTIVE SESSION

None

## OTHER BUSINESS

None

**NEXT MEETING**

Thursday, November 8, 2018  
1:30 to 4:00 p.m.  
Ruth Fisher Boardroom

**ADJOURN**

The meeting adjourned at 4:01 p.m.

  
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Claudia Balducci  
Capital Committee Chair

ATTEST:

  
\_\_\_\_\_  
Kathryn Flores  
Board Administrator

APPROVED on December 13, 2018, JE