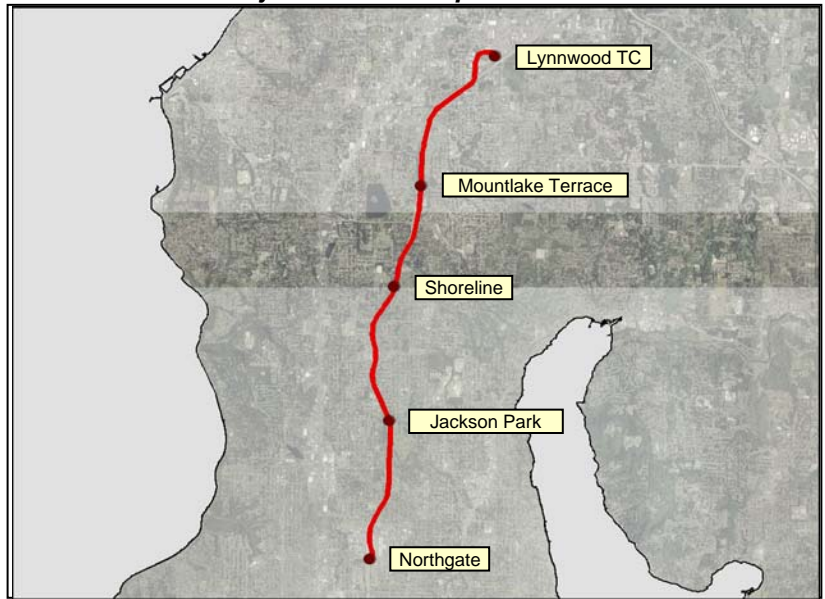


Link LRT: Northgate to Lynnwood TC

Project Number	N39
Subarea	N King & Sno
Primary Mode Impacted	Link
Facility Type	Link Service
Version Number	1.0
Date Last Modified	4/24/2008

Project Locator Map



Short Project Description

Construct an extension of the Central Link light rail system for approximately 8.2 miles from Northgate to Lynnwood Transit Center. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Purpose: To extend Link LRT service farther north.

Cost

in Millions of 2007\$

	Low	High
Agency Admin	\$63.3	\$72.8
Environmental Clearance and PE	\$39.2	\$45.1
Final Design, Specs, Permitting	\$98.0	\$112.7
ROW Acquisition	\$71.2	\$81.8
Construction	\$850.5	\$978.1
Vehicles	\$0.0	\$0.0
Contingency	\$78.4	\$90.1
Total	\$1,200.5	\$1,380.6

Design Basis

Conceptual

Environmental Documentation Required

- Environmental Impact Statement Required
- Environmental Assessment Required
- Environmental Checklist Required

Relationships to Other Projects

Relationship	Project
Dependent on	Project N6

Project Partners

WSDOT
Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood
Community Transit
FHWA
FTA

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Long Description

This capital project scope, and the companion capital cost estimate, are intended to include the entire project development cycle (agency and project administration, environmental clearance, design, all aspects of property acquisition, permits, agreements, construction, testing, commissioning and contingencies) from project initiation through the start-up of the revenue operations.

At this stage of project development, a representative alignment was used to develop a cost estimate. The final alignment and station locations would be determined through project level design and environmental review. The base cost estimate includes design allowance contingency, construction change order contingency, and unallocated contingency.

Description:

This project would construct an extension of the Central Link light rail system for approximately 8.2 miles from Northgate to Lynnwood Transit Center. For costing purposes, the alignment is assumed to be entirely aerial primarily along I-5.

Project Elements Included:

- Link LRT guideway, track and systems extended approximately 8.2 miles north from Northgate Station to Lynnwood TC
- Alignment entirely aerial primarily along I-5
- After leaving Northgate Station, the alignment would continue along the east side of I-5 to North of SW 220th St, where it would cross over I-5 to the West side
- Four new stations at NE 145th Street, NE 185th Street, 236th Street, and Lynnwood Transit Center (terminal station), all sized to accommodate 4-car trains
- 500 structured parking spaces at NE 145th Street, NE 185th Street, and Lynnwood Transit Center (in addition to existing parking)
- Pedestrian bridge across 44th Ave W. from Lynnwood TC station
- Rebuild sound walls as necessary
- 1 percent for art per ST policy
- One track crossover at each station

Utilities:

- undergrounding of overhead utilities where utilities must be moved to accommodate the project
- electrical, water, sewer, communications

Right-of-Way and Property Acquisition:

- ROW acquisition required where alignment must leave WSDOT ROW
- ROW for construction staging areas
- ROW payment to WSDOT where alignment is in WSDOT ROW

Mitigation:

- The final project scope will include all mitigation(s) committed to by ST in pertinent, future project-level environmental documents.

Exclusions:

- Non-structural architectural and aesthetic elements in excess of the ST art program

Permits Required:

- building, electrical, mechanical, utility, construction-related

Agreements Required:

- WSDOT; Cities of Seattle, Shoreline, Mountlake Terrace, and Lynnwood; FHWA; FTA

Flexible Access to ST Facilities:

The goal of this project is to accommodate the future demand for ridership on transit services available at the station/center, by improving access/egress for this location. The scope of the transit parking components included in this project could be revised to include a range of strategies for providing rider access to the transit facility. Along with, or instead of parking for private vehicles or van pools, a mix of other investments could be accomplished through the budget for this project. These other strategies include:

- Pedestrian improvements within one-quarter mile of stations
- Additional bus/transfer facilities at stations
- Bicycle improvements within one-half mile,
- Transit speed and reliability improvements on routes connecting to the facilities,
- Expanded or new kiss-&-ride areas at stations, and/or
- Off-site parking along an existing bus route that connects frequently (20-minute or shorter headway) to stations during the peak periods.

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This flexible approach would permit ST staff to examine alternatives to expanded parking and could lead to even lower GHG emissions and less land consumed by parking. ST's highest priority for this project budget would remain meeting demand and riders' needs. **The budget for flexible access will not exceed the Board-adopted budget for this project.** Access and demand studies would be required prior to changing this project's scope. Determination of what level and mixture of investments would be most effective and affordable within the project's budget would be done through a planning effort that includes a more-detailed examination of demand and use, as well as coordination with affected jurisdictions and partner agencies, the community surrounding the station/center, and the users of the transit services available at the location. ST Board action is required to change a project's scope in this manner.

ST has developed scope definitions for ST2 project proposals for the purposes of developing cost estimates, phasing of investments, a financial plan, and the estimation of project benefits. This scope definition should not be construed as a commitment that all defined features will be included in the final developed project.

Evaluation Measures

Measure	Measurement/ Rating	Notes
Average Weekday Ridership	N/A	See light rail system ridership estimates
Capital Cost	\$1200.5 - \$1380.6	in Millions of 2007\$
Annual Operating Cost	N/A	See LRT maintenance base, vehicles and operations project (SYS-LRT)
Travel Time & Reliability	High	
Connectivity & Integration	High	
Land Use & Development	High	
Customer Experience	High	
Risk Avoidance	Low	

Key Issues and Benefits

Issues

- none

Benefits

- Extends light rail service farther north in a strong transit corridor
- Provides opportunities to restructure bus services, producing savings that could be reinvested elsewhere in the transit system.
- Connects Shoreline, Mountlake Terrace and the Lynnwood designated urban center with the University District, Capitol Hill, Seattle CBD and Seatac designated urban centers.
- Significantly improves speed and reliability of transit service between Lynnwood, Mountlake Terrace, Shoreline, Northgate, University District, Capitol Hill, and Downtown Seattle.