

**SOUND TRANSIT
STAFF REPORT**

RESOLUTION NO. R2008-09

**Approval of Revised University Link Baseline Cost Estimate and
Authorizing Submission of Revised Federal Full Funding Grant Agreement Application**

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	7/17/08	Discussion/Possible Action to Recommend Board Approval Action	Ahmad Fazel, Link Executive Director	(206) 398-5389
Board	7/24/08		John Harrison, Deputy Executive Director Ron Endlich, University Link Deputy Project Director	(206) 398-5309 (206) 398-5141

Contract/Agreement Type:	✓	Requested Action:	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	
Agreement with Other Jurisdiction(s)	✓	Budget Amendment	
Real Estate		Property Acquisition	

PROJECT NAME

University Link – Pine Street Stub Tunnel (PSST) to University of Washington (UW) Station

PROPOSED ACTION

1. Approves the revised University Link Project capital Baseline Cost Estimate at \$1.756 billion (YOES\$).
2. Authorizes the chief executive officer to submit a revised Full Funding Grant Agreement application with a federal share of \$813 million to the Federal Transit Administration for the University Link Project.

KEY FEATURES of PROPOSED ACTION

- Establishes the revised University Link Project capital Baseline Cost Estimate (BCE) at \$1.756 billion (YOES\$) as the basis for the revised Full Funding Grant Agreement (FFGA) application submittal to the Federal Transit Administration (FTA).
- Authorizes the chief executive officer to submit a revised final FFGA application for the University Link Project to the FTA in the summer 2008, setting the federal share at \$813 million. Final approval of the FFGA is expected by late 2008.
- The proposed revised project capital BCE reflects a change to the current adopted baseline budget of approximately \$142 million, an 8.8% net increase. This increase is recommended by the FTA based on recent national experience involving the bidding of large tunneling contracts and uncertainties in the current global construction market. FTA concerns have

focused on the potential risk of a limited number of tunnel bidders affecting the competitiveness of bids, higher geotechnical risk uncertainties, and recent extraordinary fluctuations in construction material-related costs including steel, concrete, and energy prices. Because these concerns are based primarily on problems encountered on other FTA tunnel projects and uncertainty in materials and fuel costs, FTA is proposing to increase its federal funding contribution by \$63 million to partially off-set this recommended budget increase. If approved by the Board, the \$142 million budget increase would be assigned as follows: \$126 million to "Allocated Contingency" for tunnels and stations to mitigate underground geotechnical and market risks and \$16 million for additional escalation cost. The revised cost estimate will not affect the University Link project's high rating for FTA New Starts program.

- It has been determined that sufficient uncommitted financial capacity is available within the North King County subarea to fund this revised capital BCE and the ST2 scenarios currently under review by the Board are still affordable within the ST2 financial policies. In addition, the University Link Project has previously secured \$12 million in other federal grants, and Congress appropriated \$19.6 million for the project in FY 2008.
- In addition to the \$1.756 billion project capital BCE, associated financing costs, currently estimated at approximately \$192 million through 2016, per FTA guidelines, is assumed bringing the total project cost to an estimated \$1.948 billion. The FFGA of \$813 million plus \$12 million in other federal grants would represent a 42.4% federal funding share.
- Upon Board approval, the revised University Link capital BCE will be incorporated into the agency draft 2009 budget for final Board review and approval as part of the 2009 budget adoption process.
- Sound Transit's current baseline project completion milestone for the University Link project is late September 2016, with the actual date to coincide with the transit service change date. Based on other recent national project experience, FTA has recommended that the University Link project completion milestone stated in the revised FFGA application be changed to April 2017 to create seven additional months of schedule float for FFGA application submittal review purposes. Sound Transit's internal target date of late September 2016 for start of revenue service, however, remains unchanged.

BUDGET IMPACT SUMMARY

Current Project Phase: Final Design
Projected Completion Date: 2016

Action Outside of Adopted Budget:	✓	Comments on Checked Items
This Project	✓	Indicates use of uncommitted financial capacity within the North King County subarea will be required.
This Phase		
This Task		
Budget Amendment Required	✓	Amendment of the University Link Project budget would be submitted for approval as part of the 2009 budget adoption process in November 2008.

Key Financial Indicators:	✓	Comments on Checked Items
Contingency Funds Required		
Funding required from other parties (other than what is in financial plan)		

Not checked = action is assumed in current Board-adopted budget. No budget action or adjustment to financial plan required.

BUDGET and FINANCIAL PLAN DISCUSSION

The University Link Project cost estimate and schedule completion milestone were baselined by Board resolution on September 27, 2007. The current Adopted 2008 Lifetime Capital Budget for University Link is \$1.614 billion. The proposed resolution would revise the project capital Baseline Cost Estimate for University Link to \$1.756 billion. The amount represents a net increase of \$142 million over the current adopted project budget.

This proposed action would result in an increase to the expected budget for both the Link light rail capital program and the North King County subarea by \$142 million. Of this amount, FTA has proposed to increase the federal funding share amount in the proposed FFGA by \$63 million, partially offsetting the financial impact to Sound Transit. It has been determined that sufficient uncommitted financial capacity is available within the North King County subarea to fund the local share of this revised baseline budget, without any changes to the existing financial policies.

Elements of the University Link Finance Plan include:

1. \$813 million of federal New Starts grants awarded over 9 federal fiscal years (2008-2016).
2. Minimum net debt service coverage ratio for any single year for the North King County subarea is 1.15x.
3. Issuance of bonds after 2009 for the University Link Project with 10-year interest only structure.
4. Already secured grants, including a \$9 million Congestion Mitigation Air Quality (CMAQ) federal grant and a \$3 million FTA Section 5309 Fixed Guideway formula grant. Sound Transit will continue to seek additional non-FFGA grant sources for University Link but no additional competitive grants funds are currently assumed in the Finance Plan. The total federal funding share of the University Link cost would be 42.4%.

No changes in the University Link Finance Plan approved by the Board in April 2006 are necessary to accommodate the higher proposed BCE, except increasing the FFGA amount to \$813 million. However, the expected North King County subarea debt coverage ratio is now projected to be near to the minimum 1.15x level.

Reassigning some portion of the North King County subarea share of the remaining Link Initial Segment project reserve (currently \$90.7 million) to University Link after construction completion in 2009 would provide additional financial resources to the University Link Project, if needed, to address other extraordinary and unforeseen events during construction.

The following budget table is included for reference purposes only. Upon Board approval of this action, the revised project budget will be incorporated into the draft agency 2009 budget for final Board review and approval as part of the 2009 budget adoption process in November 2008.

BUDGET TABLE

Action Item A: Approval to revise the University Link Project Baseline Cost Estimate, and authorization to submit a revised Full Funding Grant Agreement application to the Federal Transit Administration for the University Link Project.

(Year of Expenditure \$000)

University Link Capital Baseline Cost Estimate

University Link	Current Adopted Capital Baseline Cost Estimate (BCE) (A)	Amount of Change (B)	Proposed Capital Baseline Cost Estimate (BCE) (C)
Agency Administration	115,229		115,229
Preliminary Engineering	24,388		24,388
Final Design	77,944		77,944
Right of Way	157,332		157,332
Construction	1,046,946	142,000	1,188,946
Construction Services	68,526		68,526
Third Party Agreements	19,733		19,733
Vehicles	103,909		103,909
Total Current Budget	1,614,007	142,000	1,756,007

University Link	Proposed Capital Baseline Cost Estimate (BCE) (D)	Committed To Date (E)	Uncommitted (Shortfall) (F)
Agency Administration	115,229	14,688	100,541
Preliminary Engineering	24,388	24,353	35
Final Design	77,944	58,679	19,265
Right of Way	157,332	111,753	45,579
Construction	1,188,946	11,630	1,177,316
Construction Services	68,526	64,754	3,772
Third Party Agreements	19,733	9,424	10,309
Vehicles	103,909	99,185	4,724
Total Current Budget	1,756,007	394,466	1,361,541

Notes:

(A) CURRENT ADOPTED Baseline Cost Estimate (BCE) reflects Board Resolution R2007-20, adopted 9/27/07.

(E) COMMITTED TO DATE amounts are from Agency WBS Report as of May 2008 + approved and pending board actions not recorded as of 5/31/08, or submitted after that date.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

PROJECT DESCRIPTION and BACKGROUND for PROPOSED ACTION

On April 27, 2006, the Sound Transit Board adopted Resolution No. R2006-07, which selected the University Link Project to be advanced to final design and property acquisition, followed by construction and operation. The University Link Project is a 3.15-mile extension to the Initial Segment of light rail in twin-bored tunnels with two cut-and-cover stations connecting downtown Seattle with Capitol Hill and the University of Washington (UW) campus.

Preliminary engineering for University Link was completed in spring 2006. Following the Board adoption of Resolution No. R2006-07, property acquisition for the Capitol Hill Station was authorized by the Board in May 2006. In June 2006 the Record of Decision (ROD) for North Link was issued by the FTA, completing the environmental review process.

Final design for University Link began after the Board authorized a contract execution with Northlink Transit Partners on November 9, 2006 to provide civil engineering and architectural final design services, and permission to enter final design from the FTA was received on December 11, 2006. The Board also authorized a contract with LTK Engineering for systems final design services on May 10, 2007. In addition, the Master Implementation Agreement with the University of Washington was approved by the Board on June 14, 2007. The Board approved the University Link Baseline Cost Estimate of \$1.614 billion and late September 2016 schedule completion milestone and authorized the submittal of the draft FFGA on September 27, 2007.

Major progress has been made on University Link final design activities. The first two early work construction contracts, UW Station utility relocation (Contract U210) and Capitol Hill Station demolition and environmental remediation (Contract U211) are 100% complete and will be advertised for bid in July 2008. The I-5 undercrossing work (Contract U215) is 90% complete and is expected to be advertised in late 2008. The design for the first major station excavation and tunneling contract for the UW Station (Contract U220) is 90% complete and is expected to be advertised in early 2009. Substantial design progress has also been made on the later construction contract packages. Sound Transit has also completed a constructability review of the major station excavation and tunneling contracts. A constructability review of the two station finishes contracts (Capitol Hill Station: Contract U240 and UW Station: Contract U250) will be completed in July 2008.

In addition, Sound Transit and its design teams have been refining the project cost estimates and schedules; and conducting further risk assessments to validate project budget, schedules, and contingency assumptions. Staff has also undertaken several additional mitigation strategies to reduce geotechnical and market risks including revising the General Conditions, meeting with contractors one-on-one to describe the project, and providing advance copies of the main tunnel (U220) contract documents for industry review and comment five months prior to advertising them for bid.

The proposed project budget revision recommended by FTA is based upon its recent experience on other FTA funded tunnel projects across the country that have not benefited from the same technical rigor undergone by the University Link project. FTA concerns have focused on the risk of a limited number of potential tunnel bidders affecting the competitiveness of bids,

higher geotechnical risk uncertainties, and recent extraordinary fluctuations in construction material-related costs including steel, concrete, and energy prices.

Sound Transit's current baseline project completion milestone for the University Link project is late September 2016, with the actual date to coincide with the transit service change date. Based on other recent national project experience, FTA has also recommended that seven additional months of schedule float be added at the end of the University Link project changing the project completion milestone stated in the revised FFGA application to April 2017 for FFGA application submittal review purposes. Sound Transit's internal target date of late September 2016 for start of revenue service, however, remains unchanged.

Staff submitted a draft FFGA application to the FTA in January 2008. Upon Board adoption of this action, staff will submit a final FFGA application to the FTA in summer 2008. Following final review by FTA Region X staff, the final FFGA application would be transmitted to FTA Headquarters for approval. A final 60-day Congressional review would then occur. Final approval of the FFGA is expected by late 2008.

University Link has received the Federal Transit Administration's highest-possible rating in the competitive federal New Starts funding process. The Bush Administration has provided \$100 million for the project in its proposed FY 2009 transportation budget, and Congress is expected to take action on the FY 2009 transportation budget before the start of the fiscal year on October 1, 2008. Congress has historically kept FFGA funding commitments, including the FFGA commitment of \$500 million for the Initial Segment project. The final installment of \$28.8 million of the \$500 million is in the Administration's proposed FY 2009 budget and is expected to be considered by Congress this year.

Prior Board/Committee Actions on this Project

Motion/Resolution Number and Date	Summary of Action
R2007-20 9/27/07	Approved the University Link Project capital Baseline Cost Estimate at \$1.6.14 billion; establishes the baseline project schedule milestone as late September 2016; and authorizes the chief executive officer to submit a Full Funding Grant Agreement application to the Federal Transit Administration for the University Link Project.
M2007-62 6/14/07	Authorized the chief executive officer to execute a Master Implementation Agreement with the University of Washington establishing terms and conditions to acquire access to and use of University of Washington property for purposes of design, construction, operation, monitoring, and maintenance of Link light rail transit system.
M2007-52 5/10/07	Authorized the chief executive officer to execute a technical amendment of the agreement with the City of Seattle, for grant of a non-exclusive use of a light rail transitway as related to the North Link Light Rail Project to reflect the Board selected final North Link alignment.
M2007-51 5/10/07	Authorized the chief executive officer to execute a contract with LTK Engineering Services, LLC to provide systems engineering final design services for the University Link Project.
M2006-78 11/9/06	Authorized the chief executive officer to execute a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link Project with final design work subject to Federal Transit Administration final design approval.
R2006-07 4/27/06	(1) Selected the final route, profile, and station locations for the North Link Light Rail Project; (2) selected the University Link portion of North Link to be constructed and operated as part of the Central Link Light Rail Project, including authorizing the steps necessary to complete final design and implementation of the University Link Project including securing a federal Full Funding Grant Agreement; (3) increased the University Link lifetime Adopted 2006 Budget and revising the annual Adopted 2006 Budget; and (4) for planning purposes reduced the minimum debt service coverage for the North King County subarea to 1.15x for the University Link Finance Plan.
R2005-06 1/27/05	Identified the 12th Avenue alternative as the preferred Roosevelt route and station location for the North Link Light Rail Project.
M2003-33 3/13/03	Directed staff to complete additional work on North Link route alternatives in order to provide the Board with more comprehensive information for its North Link route decision-making process.
M2002-69 5/23/02	Authorized staff to modify the set of route alternatives in the North Link Draft Supplemental Environmental Impact Statement.
M2002-13 2/24/02	Selected route alternatives for inclusion and study in the North Link Draft Supplemental Environmental Impact Statement excluding less promising route alternatives for further study.
M2001-104 9/27/01	Directed staff to reevaluate route alternatives from Convention Place Station to Northgate and approved the North Link work program and budget needed to complete this effort.

CONSEQUENCES of DELAY

Delay in Board action to approve this resolution would impact the FFGA application approval timeline for University Link, and potentially affect Sound Transit's ability to secure FFGA approval for University Link within 2008. The federal New Starts FFGA process is highly competitive and there are a number of projects throughout the United States that are queuing

up for FFGA commitments. If there is a delay in the FFGA application or approval timeline for University Link, the FTA could redirect Sound Transit's \$813 million commitment to other projects that are ready to go forward.

The permission to enter final design was received from the FTA in December 2006 authorizing Sound Transit to incur project costs for, and limited to, final design activities and utility relocation prior to grant approval. Without the FFGA approval, Sound Transit may not start any other physical construction activity, including site preparation, demolition, and procurement of long lead items without an approved Letter of No Prejudice (LONP). Delays in the FFGA application would delay the start of physical construction and impact the overall project schedule potentially resulting in higher costs.

The revised FFGA application cannot be submitted without authorization from the Board, or without a revised baseline budget.

PUBLIC INVOLVEMENT

Sound Transit staff has held a number of station design workshops, project open houses, and other meetings involving property owners, neighborhood and business groups, and other interested parties since the beginning of environmental and preliminary engineering work and during the final design work completed to date. Staff also meets regularly with agency and community stakeholders and affected property owners, as needed, as the project proceeds.

Staff has also met regularly with the Capitol Hill stakeholders to discuss station design, business impact mitigation, and transit-oriented development issues around Capitol Hill Station over the last year and a half. Meetings have also been held with affected property owners to discuss the U-Link tunnel easement acquisition process. Staff has also held several public open house meetings to review the Capitol Hill Station and UW Station design progress over the last year. The next round of station design open houses are planned for September 2008.

Sound Transit Board meetings have also afforded the public with additional opportunities to be informed about the project and comment on the proposed budget changes, proposed baseline of budget and schedule, and on the proposed FFGA application. A copy of the final grant application will be posted on Sound Transit's website in August 2008 after the final FFGA application is submitted to the FTA.

Sound Transit will continue an active community outreach program as University Link final design is completed and construction work efforts begin.

ENVIRONMENTAL COMPLIANCE

R. Lewis 7/11/08

LEGAL REVIEW

JW 7/11/08

SOUND TRANSIT

RESOLUTION NO. R2008-09

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority approving the revised University Link Project capital Baseline Cost Estimate at \$1.756 billion and authorizing the chief executive officer to submit a revised Full Funding Grant Agreement application with a federal share of \$813 million to the Federal Transit Administration for the University Link Project.

WHEREAS, a Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King, and Snohomish County region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, on November 5, 1996, at a general election held within the Central Puget Sound Regional Transit Authority district, the voters approved local funding for Sound Move, the plan for high capacity transit in the Central Puget Sound Region, which includes an electric light rail line connecting the cities of SeaTac, Tukwila, and Seattle; and

WHEREAS, Sound Transit is implementing the Sound Move transit plan; and

WHEREAS, on November 5, 1999, Sound Transit and the Federal Transit Administration (FTA) issued a final environmental impact statement (FEIS) for the Central Link Light Rail Transit Project to satisfy the requirements of the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA); and

WHEREAS, on November 18, 1999, the Sound Transit Board approved Resolution No. R99-34, which selected the Central Link Light Rail Project alignment from the University District in Seattle to South 200th Street in the City of SeaTac to be built; and

WHEREAS, on July 27, 2000, the Board adopted Resolution No. R2000-11, which further refined the alternatives to be studied for the University District to Northgate light rail segment; and

WHEREAS, because of the changed and unforeseen circumstances set forth in Resolution No. R2001-16 adopted on November 29, 2001, the Board selected as the initial segment of the

Central Link Light Rail Project to be constructed, the 14-mile segment from Convention Place Station in downtown Seattle to South 154th Street in Tukwila, with connections to Sea-Tac Airport;; and

WHEREAS, because Sound Transit is committed to completing the light rail segments from downtown Seattle to the University District and to Northgate, on September 27, 2001 the Board approved Motion No. M2001-104, which authorized a work plan including the engineering and environmental analysis required to evaluate light rail routes and station alternatives for Central Link light rail between Convention Place and Northgate; and

WHEREAS, the scoping process to evaluate the range of proposed actions, alternatives, and impacts to be discussed in the North Link Supplemental Environmental Impact Statement (SEIS) was completed in November 2001; and

WHEREAS, on February 14, 2002, the Board approved Motion No. M2002-13, which identified routes for inclusion in the North Link draft SEIS; and

WHEREAS, on May 23, 2002, the Board approved Motion No. M2002-69, which modified the route alternatives previously identified for study in the North Link draft SEIS; and

WHEREAS, on March 13, 2003, the Board approved Motion No. M2003-33, which directed staff to complete additional work to further develop the North Link route alternatives in order to better inform its decision-making; and

WHEREAS, on November 21, 2003, Sound Transit and the Federal Transit Administration issued a Draft SEIS to satisfy the requirements of NEPA and SEPA. The 2003 Draft SEIS stated that a purpose of the revised North Link project was to reduce costs and construction risk. The 2003 Draft SEIS included a detailed evaluation of the costs and impacts of the North Link route alternatives. The 2003 Draft SEIS process included a 70-day public comment period and two public hearings; and

WHEREAS, following consultation with the University of Washington, the Board approved Motion No. M2003-128 on December 11, 2003, which authorized study of a modified Montlake route; and

WHEREAS, in February 2004, Sound Transit issued an addendum to the 2003 Draft SEIS. The addendum analyzed the impacts of a modified Montlake route through the University of Washington campus. The addendum process included a 30-day public comment period and a public meeting to discuss its contents. Over 300 letters and oral comments were received on the 2003 Draft SEIS and addendum; and

WHEREAS, on May 20, 2004, the Sound Transit Board adopted Resolution No. R2004-08 identifying the preferred route and stations for the North Link Light Rail Project (except identifying two potential routes and stations for the Roosevelt area) and authorizing staff to complete the Final SEIS and other work on the preferred alternative and other alternatives in the 2003 Draft SEIS; and

WHEREAS, on January 27, 2005, the Sound Transit Board adopted Resolution No. R2005-06 identifying the preferred Roosevelt route and station location for the North Link Light Rail Project; and

WHEREAS, on July 28, 2005, the Sound Transit Board adopted Resolution No. R2005-20, which modified the preferred route, profile, and station locations for the North Link Light Rail Project including removal of the First Hill light rail station and identifying University Link as the preferred segment of North Link for purposes of the Final SEIS and for purposes of obtaining a New Starts rating from the Federal Transit Administration; and

WHEREAS, Sound Transit published the 2005 North Link Draft SEIS in October 2005 to identify project changes since the 2003 Draft SEIS. Two public open houses/hearings were held during the 45+ day comment period and approximately 80 letters and oral comments were received; and

WHEREAS, in December 2005 the FTA announced that University Link received its highest New Starts rating, the only project in the nation to achieve this rating for fiscal year 2007 since new project rating criteria were recently implemented by FTA; and

WHEREAS, the North Link Final SEIS was published on April 7, 2006, informing the Board's final decision on the North Link Project to be built, including route, station locations, project phasing and financing; and

WHEREAS, on April 27, 2006, the Sound Transit Board adopted Resolution No. 2006-07 (1) selecting the final route, profile, and station locations for the North Link Light Rail Project; (2) selecting the University Link portion of North Link to be constructed and operated as part of the Central Link Light Rail Project, including authorizing the steps necessary to complete final design and implementation of the University Link Project including securing a federal Full Funding Grant Agreement; (3) increasing the University Link lifetime Adopted 2006 Budget and revising the annual Adopted 2006 Budget; and (4) for planning purposes reducing the minimum debt service coverage for the North King County subarea to 1.15x for the University Link Finance Plan; and

WHEREAS, on November 9, 2006, the Board approved execution of a contract with Northlink Transit Partners, Joint Venture to provide civil engineering and architectural final design services for the University Link Project with final design work subject to Federal Transit Administration final design approval; and

WHEREAS, on May 10, 2007, the Board approved execution of a contract with LTK Engineering Services, LLC to provide systems engineering final design services for the University Link Project; and

WHEREAS, on May 10, 2007, the Board approved a technical amendment of the agreement with the City of Seattle, for grant of a non-exclusive use of a light rail transitway as related to the North Link Light Rail Project to reflect the Board selected final North Link alignment; and

WHEREAS, on June 14, 2007, the Board approved a Master Implementation Agreement with the University of Washington establishing terms and conditions to acquire access to and use of University of Washington property for purposes of design, construction, operation, monitoring, and maintenance of Link light rail transit system; and

WHEREAS, on September 27, 2007 the Board approved the University Link Project Capital Baseline Cost Estimate at \$1.6.14 billion; establishes the baseline project schedule milestone as late September 2016; and authorizes the chief executive officer to submit a Full Funding Grant Agreement application to the Federal Transit Administration for the University Link Project; and

WHEREAS, major progress has been made on University Link final design activities; and

WHEREAS, Sound Transit and its design teams have been refining the project cost estimates and schedules and conducting further risk assessments to validate project budget, schedules and contingency assumptions; and

WHEREAS, staff has also undertaken several additional mitigation strategies to reduce geotechnical and market risks; and

WHEREAS, the proposed project budget revision is recommended by FTA based upon its recent experience on other FTA funded tunnel projects across the country. FTA concerns have focused on the risk of a limited number of potential tunnel bidders affecting the competitiveness of bids, higher geotechnical risk uncertainties, and recent extraordinary fluctuations in construction material-related costs including steel, concrete and energy prices.

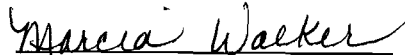
NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority as follows:

Section 1: The revised University Link Project capital Baseline Cost Estimate of \$1.756 billion (YOES) and associated financing costs is approved.

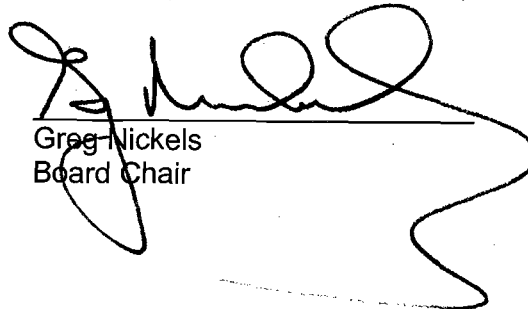
Section 2: The chief executive officer is authorized to submit a revised Full Funding Grant Agreement (FFGA) application with a federal share of \$813 million to the Federal Transit Administration (FTA) for the University Link Project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 24, 2008.

ATTEST:



Marcia Walker
Board Administrator



Greg Nickels
Board Chair