

RESOLUTION NO. R2012-13
Project Baseline and Phase Gate 5 for the Northgate Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:	PHONE:
Capital Committee	06/14/12	Recommendation to Board	Ahmad Fazel, DECM Executive Director	(206) 398-5389
Board	06/28/12	Final Action	Don Davis, Executive Project Director North Link	(206) 370-5508

PROPOSED ACTION

(1) Revising the alignment that was selected by the Board in 2006 for the North Link – UW Station to Northgate Project (currently known as the Northgate Link Extension); (2) adopting the Northgate Link Extension baseline schedule and budget, which constitutes Board approval of Gate 5 within Sound Transit’s Phase Gate System by (a) amending the project Lifetime Budget from \$465,500,000 to \$2,131,400,000, and (b) amending the project 2012 Annual Budget from \$76,248,584 to \$47,247,600; (3) establishing a Northgate Link Extension Project Reserve with a Lifetime Budget of \$50,000,000 and an Annual Budget of \$0; and (4) amending the Initial Segment Project Reserve by reducing the Lifetime Budget from \$58,495,000 to \$8,495,000.

KEY FEATURES

- Adopts the Northgate Link Extension baseline schedule and budget to extend Link from the University of Washington Station to the Northgate Station. The project is now known as the Northgate Link Extension in keeping with the Board policy on Facility and Link System Naming that was adopted by the Board in February 2012. Adoption of the project baseline schedule and budget constitutes approval of Gate 5 within the agency’s Phase Gate system.
- Revises the Northgate Link Extension alignment to relocate the north tunnel portal from NE 75th Street to NE 94th Street and reconfigure the station at Brooklyn Avenue NE and NE 45th Street.
- Establishes September 2021 as the project completion schedule milestone that marks the start of revenue service. This completion date is nine months later than contemplated in the Sound Transit 2 Plan because of the time needed to optimize the final alignment and station configuration and to scope the final design effort to accommodate those changes.
- Establishes a Northgate Link Extension Lifetime Budget of \$2,131,400,000 (YOE\$) to provide final design, acquisition of right of way, construction, construction services, agency administration, third party activities and procurement of light rail vehicles.
- Reduces the Northgate Link Extension 2012 Annual Budget by \$29,000,984 to reflect lower than anticipated property acquisitions, as well as construction and right-of-way activities that will take place in future years.
- Establishes a Northgate Link Extension Project Reserve of \$50,000,000 as a separate project to meet unanticipated cost increases for the approved Northgate Link Extension scope, alignment, and identified budget elements. The Initial Segment Project Reserve will be reduced by \$50,000,000 to fund the Northgate Link Extension Project Reserve, consistent with Resolution No. R2001-16.
- Any unexpended Northgate Link Extension Project Reserve funds remaining at the completion of the Northgate Link Extension will be applied to extending Link, consistent with Board approved system plans and financial policies.

PROJECT DESCRIPTION

The Northgate Link Extension extends light rail approximately 4.3 miles beyond the future interim northern terminus of University Link at the University of Washington Station. The project features approximately 3.4 miles of twin bored tunnels with two underground stations, one at Brooklyn Avenue NE and NE 45th Street in the University District and a second station at 12th Avenue NE and NE 65th Street in the Roosevelt neighborhood. The alignment includes about 0.9 miles of guideway that transitions from tunnels to an elevated structure and an elevated station that spans NE 103rd Street, near the Northgate Mall.

The Northgate Link Extension is scheduled to be completed in September 2021 and will provide an interim terminus for Link at Northgate until the Lynnwood Link Extension is operational, currently anticipated in 2023. In 2010, the Board approved a plan to implement the Sound Move and ST2 Plans within available resources (Motion No. M2010-102). Motion No. M2010-102 recognized a delay in the completion date for the Northgate Link Extension.

The public benefits of opening light rail service to Northgate include increasing access to the Link system for north King County and Snohomish County, increasing overall system ridership and creating new jobs. The Northgate Link Extension has the highest projected ridership of all the segments in the ST2 Plan, with over 62,000 estimated daily boardings by the year 2030.

Consistent with the requirements of the Record of Decision (ROD), both temporary and permanent parking spaces displaced by construction of the Northgate Station will be mitigated by the Northgate Link Extension. Parking replacement strategies have been developed in collaboration with King County Metro (KCM), the City of Seattle and the Northgate Mall owners, Simon Properties Group. In addition to the parking facilities at Northgate, the station will be served by frequent bus service to KCM's Northgate Transit Center (which KCM plans to re-build), on-street bus pullouts at the station, an on-street "kiss and ride" drop-off and pick-up area, secured bicycle parking, and improved pedestrian and bicycle connections in the station vicinity. The Northgate Station is being designed to accommodate a future pedestrian bridge connection, if a pedestrian bridge across Interstate-5 is built. The two underground stations at Brooklyn Avenue NE and NE 45th Street and 12th Avenue NE and NE 65th Street do not have parking facilities, but will be served by frequent on-street bus service, passenger drop-off areas, and bicycle and pedestrian amenities to provide easy access to the stations.

All of the Northgate Link Extension stations will include ticket vending machines, ORCA card readers, updated passenger signage and ADA wayfinding features. The station at Brooklyn Avenue NE and NE 45th Street will be designed to facilitate future transit oriented development (TOD) to be built over the station. The station designs at 12th Avenue NE and NE 65th Street and at Northgate will incorporate accommodations for TOD on sites adjacent to or in the immediate vicinity of the stations.

FISCAL INFORMATION

The resolution amends the 2012 Lifetime Budget (TIP) and the annual Adopted 2012 Budget for the Northgate Link Extension. All amounts are expressed in year of expenditure dollars.

- The Northgate Link Extension Lifetime Budget will be increased by \$1,665,900,000 to complete final design, property acquisition, construction, and related project activities to extend light rail to Northgate by 2021. The current project lifetime Budget is \$456,500,000. This resolution establishes a Northgate Link Extension Lifetime Budget of \$2,131,400,000.

- The 2012 Annual Budget for the Northgate Link Extension for the fiscal year would be amended to reduce funding by \$29,000,984 from \$76,248,584 to \$47,247,600 to reflect current schedules
- A separate project establishing a \$50,000,000 Project Reserve is created and funded by transferring \$50,000,000 from the Initial Segment Project Reserve to cover unanticipated cost increases in the project.
- The ST2 program includes a separate budget line item for funds to cover builders risk insurance related to the ST2 capital program. The 2013 Proposed Budget will include a reduction of \$16,503,597 in the systemwide insurance budget, as those funds are being transferred into the baseline budget for the Northgate Link Extension.

Changes to the Northgate Link Extension Cost Estimates

ST2 Plan Estimate (2012\$)	\$ 1,620,290,000
Plus: Sound Move Budget	\$ 45,991,958
Builders Risk*	\$ 16,076,000
Vehicles (Northgate Link Extension Share)*	<u>\$ 192,775,000</u>
Total (2012\$)	\$ 1,875,132,958
Proposed Baseline Budget (2012\$)	\$ 1,793,989,040
Variance: Over / (Under)	\$ (81,143,918)

* Budget for these elements was included in the overall ST2 program cost estimates.

The 2012 Annual Budget and Lifetime Budget include the North Link – UW Station to Northgate Project, currently known as the Northgate Link Extension.

North Link - UW Station to Northgate

BUDGET AMENDMENT

Phase	2012 Annual Budget			Lifetime Budget		
	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ 5,099	\$ 552	\$ 5,650	\$ 49,461	\$ 100,039	\$ 149,500
Preliminary Engineering	\$ 2	\$ (2)	\$ -	\$ 15,251	\$ (175)	\$ 15,077
Final Design	\$ 22,600	\$ 3,251	\$ 25,851	\$ 106,127	\$ 6,996	\$ 113,123
Right of Way	\$ 37,153	\$ (24,872)	\$ 12,282	\$ 164,820	\$ (16,770)	\$ 148,050
Construction	\$ 7,345	\$ (5,542)	\$ 1,802	\$ 19,596	\$ 1,303,904	\$ 1,323,500
Construction Services	\$ 850	\$ 150	\$ 1,000	\$ 89,250	\$ 22,800	\$ 112,050
Third Party Agreements	\$ 3,200	\$ (2,538)	\$ 662	\$ 20,994	\$ (9,994)	\$ 11,000
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ 259,100	\$ 259,100
Contingency	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	\$ 76,249	\$ (29,001)	\$ 47,248	\$ 465,500	\$ 1,665,900	\$ 2,131,400

Notes:

Amounts are expressed in Year of Expenditure \$000s.

Project Budget is located on page 34 of the 2012 Transit Improvement Plan (TIP).

Initial Segment Program Reserve

BUDGET AMENDMENT

Phase	2012 Annual Budget			Lifetime Budget		
	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party Agreements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ 58,495	\$ (50,000)	\$ 8,495
Total	\$ -	\$ -	\$ -	\$ 58,495	\$ (50,000)	\$ 8,495

Notes:
 Amounts are expressed in Year of Expenditure \$000s.
 Project Budget is located on page 42 of the 2012 Transit Improvement Plan (TIP).

North Link - Program Reserve

BUDGET AMENDMENT

Phase	2012 Annual Budget			Lifetime Budget		
	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget	Adopted 2012 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Final Design	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Right of Way	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Construction Services	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Third Party Agreements	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contingency	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000
Total	\$ -	\$ -	\$ -	\$ -	\$ 50,000	\$ 50,000

Notes:
 Amounts are expressed in Year of Expenditure \$000s.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

EQUAL EMPLOYMENT WORKFORCE PROFILE

Not applicable to this action.

BACKGROUND

In 1996 voters approved the Sound Move Plan, a 24-mile Central Link light rail alignment between Northgate in Seattle and South 200th Street in SeaTac. The Sound Move Plan projected completion of at least 21 miles of light rail by 2006. The plan did not include funding to build light rail between the University District and Northgate, but did require the agency to seek additional funding. If funding sources did not become available, the University District to Northgate segment would not be built. The ST2 Plan approved by voters in November 2008 does include funding for the extension of the Central Link system to the Northgate Station to be completed by the end of 2020.

A number of challenges encountered in the early part of the Central Link project resulted in a more phased implementation of the plan. The final design and construction phases for the segments of

the Central Link alignment from the University of Washington Station to the Northgate station and from South 154th Street to South 200th Street were put on hold pending funding availability.

The North Link Final Supplemental Environmental Impact Statement (FSEIS), which was issued on April 7, 2006, informed the Board's final decision on the North Link Project including route and station locations. On April 27, 2006, the Sound Transit Board adopted Resolution No. R2006-07, which selected the final route, profile, and station locations for North Link including the Northgate Link Extension from the University of Washington Station to the Northgate Station.

In September 2010, the Sound Transit Board approved a contract with Jacobs Associates to refine the preliminary engineering work done under the Sound Move program and to perform final design for the North Link Project. The objectives of the design refinement effort were to optimize the plan and profile for the guideway and stations, conduct geotech, survey, utility, and other technical studies, review and refine right of way impacts, coordinate the guideway alignment with WSDOT and the City of Seattle.

The design refinement resulted in two changes from the adopted alignment that would reduce project impacts and achieve construction cost savings. The changes include: (1) extending the tunnel segment north of the Roosevelt Station from a planned tunnel portal site at NE 75th Street to a revised portal at NE 94th Street, and (2) moving the proposed site of a Brooklyn station approximately 40 feet to the east to minimize conflict with the University of Washington Tower and revising the station entrance locations to optimize passenger access. The design refinement effort is now complete and the resulting revisions to the project have been addressed in a NEPA re-evaluation and SEPA addendum issued by Sound Transit.

Approval of this action would facilitate completion of the Northgate Link Extension by September 2021, approximately nine months later than the schedule target identified in the ST2 Plan. The schedule change is due to the time needed to optimize the final alignment and station configuration and to scope the final design effort to accommodate those changes.

ENVIRONMENTAL COMPLIANCE

Environmental compliance pursuant to the National Environmental Policy Act (NEPA) and the State Environmental Policy Act (SEPA) for North Link was completed with the Central Link Final Environmental Impact Statement (EIS) issued in November 1999 and North Link Final Supplemental EIS in April 2006. The FTA issued a Record of Decision for the North Link Project in June 2006. A NEPA re-evaluation of the changes proposed from the design refinement work was issued in March 2012. A SEPA addendum was issued on March 16, 2012.

Jl 6/1/2012

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2010-02: Amended the Adopted 2010 Lifetime Capital Budget for the North Link – UW Station to Northgate project from \$107,176,375 to \$345,499,512 to complete final design, third party coordination, property acquisition, and related tasks, and amends the 2010 annual budget by decreasing the Right of Way Acquisition and Permits phase by \$9,000,000 and increasing the Final Design phase by \$9,000,000.

Resolution No. R2008-17: Amended the Adopted 2008 Budget to (a) revise the North Link – University of Washington Station to Brooklyn Station Project lifetime budget to \$26,443,957 and the 2008 annual budget to \$6,572,609; and (b) revised the North Link – Northgate to 45th Street

Project lifetime budget to \$19,548,000 and the 2008 annual budget to \$13,120,674 to supplement funding for actions authorized by Resolution No. R2006-14 regarding the acquisition of property interests for the North Link - Roosevelt Station.

Resolution No. R2006-07: (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.

TIME CONSTRAINTS

A one month delay would erode project float very early in the project's life cycle, and could impact the schedule for critical procurement and construction activities. It is preferable to obtain Board approval at this time in order to avoid further delays in completing the project.

PUBLIC INVOLVEMENT

Project staff has held numerous public meetings on the Northgate Link Extension during final design and property acquisition phase. Staff held public open house meetings to review Brooklyn and Roosevelt Station 30% and 60% designs. Staff also held public open house meetings to review Northgate Station 15% and 30% design work. Five construction open house meetings have also been held to discuss North Link construction impacts. Since the start of final design in January 2011, a total of 16 formal public meetings have been held.

An open house to review Northgate Station construction impacts, including parking replacement mitigation options, was held on March 21, 2012. A second public open house was held on June 4, 2012 to receive further public input on Northgate parking replacement plans, including the proposed shared use replacement parking garage.

In addition, a monthly electronic newsletter is transmitted to a project e-mail list of over 2,700 people.

LEGAL REVIEW

LA 6/11/2012

RESOLUTION NO. R2012-13

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) Revising the alignment that was selected by the Board in 2006 for the North Link – UW Station to Northgate Project (currently known as the Northgate Link Extension); (2) adopting the Northgate Link Extension baseline schedule and budget, which constitutes Board approval of Gate 5 within Sound Transit's Phase Gate System by (a) amending the project Lifetime Budget from \$465,500,000 to \$2,131,400,000 and (b) amending the project 2012 Annual Budget from \$76,248,584 to \$47,247,600; (3) establishing a Northgate Link Extension Project Reserve with a Lifetime Budget of \$50,000,000 and an Annual Budget of \$0; and (4) amending the Initial Segment Project Reserve by reducing the Lifetime Budget from \$58,495,000 to \$8,495,000.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under RCW Chapters 81.104 and 81.112 for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Central Puget Sound Regional Transit Authority district on November 5, 1996 and November 4, 2008, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region, which includes extension of Link light rail to Northgate; and

WHEREAS, Resolution No. R2006-07, adopted by the Sound Transit Board on April 27, 2006, selected the alignment and station locations for North Link as an extension of the Central Link Light Rail project; and

WHEREAS, environmental compliance pursuant to the State Environmental Policy Act (SEPA) for North Link was completed with the North Link Final Supplemental Environmental Impact Statement (SEIS) issued on April 7, 2006, and environmental compliance pursuant to the National Environmental Policy Act (NEPA) by the Federal Transit Administration (FTA) was completed with the issuance of a Record of Decision for North Link on June 7, 2006; and

WHEREAS, both temporary and permanent parking spaces displaced by construction of the Northgate Station will be mitigated by the Northgate Link Extension Project as required by the Record of Decision (ROD),; and

WHEREAS, by Resolution No. R2010-02, adopted on February 25, 2010, the Sound Transit Board amended (1) the Adopted 2010 Lifetime Capital Budget for Northgate Link Extension Project from \$107,176,375 to \$345,499,512 to perform final design, third party coordination, property acquisition and related tasks, and (2) the Northgate Link Extension Project 2010 annual budget by decreasing the Right of Way Acquisition and Permits phase by \$9,000,000 and increasing the Final Design phase by \$9,000,000; and

WHEREAS, by Motion No. M2010-85 adopted on September 23, 2010, the Board authorized the execution of a contract with Jacobs Associates to provide civil engineering and architectural final design to refine the preliminary engineering work done under the Sound Move Program for the North Link – UW Station to Northgate Project; and

WHEREAS, the design refinement identified two changes from the adopted alignment, including relocation of the north portal structure and extension of the bored tunnel, that would reduce project impacts and achieve construction cost savings; and

WHEREAS, the design refinement effort is now complete and the resulting revisions to the project have been addressed in a NEPA re-evaluation approved by the FTA on March 9, 2012, and a SEPA addendum issued by Sound Transit on March 16, 2012; and

WHEREAS, by Resolution No. R2001-16, the Board established a project reserve fund for the Link Initial Segment and directed any unexpended project reserve funds to be applied to extending Link light rail north and south; and

WHEREAS, in accordance with Sound Transit's Phase Gate process, all requirements necessary to pass through Gate 5, establish project baseline schedule and budget, have been met.

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

Section 1. The alignment that was selected by the Board in 2006 for the North Link – UW Station to Northgate Project (currently known as the Northgate Link Extension) is revised.

Section 2. The Northgate Link Extension baseline schedule and budget is adopted by (a) amending the project Lifetime Budget from \$465,500,000 to \$2,131,400,000 and (b) amending the project 2012 Annual Budget from \$76,248,584 to \$47,247,600, which constitutes Board approval of Gate 5 within Sound Transit's Phase Gate System;

Section 3. The Northgate Link Extension Project Reserve is established with a Lifetime Budget of \$50,000,000 and an Annual Budget of \$0.

Section 4. The Initial Segment Project Reserve is amended by reducing the Lifetime Budget from \$58,495,000 to \$8,495,000.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 28, 2012.



Julia Patterson
Board Vice Chair

ATTEST:



Marcia Walker
Board Administrator



PHASE GATE ACTION
Northgate Link Extension

MEETING	DATE	STAFF CONTACT	PHONE
Board	6/28/2012	Ahmad Fazel, DECM Executive Director Don Davis, North Link Executive Project Director	(206) 398-5389 (206) 398-5508

GATE 1	GATE 2	GATE 3	GATE 4	GATE 5	GATE 6	GATE 7	GATE 8
Enter Project Development	Identify Alternatives	ID Preferred Alternative	Enter Final Design	Establish Baseline	Proceed to Construction	Transition to Operations	Close Out Project

ACTION REQUESTED

Adopt the Baseline Scope, Schedule and Project Budget through the Construction Phase

BUDGET

Current Lifetime Budget: \$465,500,000
Baseline Budget: \$2,131,400,000

SCHEDULE

Project Schedule assumed in ST2: 2020
Baseline Schedule: September 2021

PROJECT DESCRIPTION

The Northgate Link Extension (formerly known as the North Link - University of Washington to Northgate Project) would extend light rail approximately 4.3 miles beyond the future interim northern terminus of University Link at the University of Washington Station. The project features approximately 3.4 miles of twin bored tunnels with two underground stations, one at Brooklyn Avenue NE and NE 45th Street in the U-District and a second station at 12th Avenue NE and NE 65th Street in the Roosevelt neighborhood. The alignment includes about 0.9 miles of guideway that transitions from tunnels to an elevated structure and an elevated station that spans NE 103rd Street, near the Northgate Mall. The North Link Project is scheduled to be completed in September 2021 and will provide an interim terminus for Link Light Rail at Northgate until the Lynnwood Link extension is operational, currently anticipated in 2023.

The revised scope includes extending the tunnel segment north of the Roosevelt Station from a planned tunnel portal site at NE 75th Street to a revised portal at NE 94th Street, and moving the proposed site of the Brooklyn Station approximately 40 feet to the east with revised station entrance locations. The scope also includes replacement of parking spaces temporarily or permanently displaced by construction of the Northgate Station portion of the North Link Project.

The baseline schedule would complete the North Link Project by September 2021. This is about nine months later than the schedule target identified in the ST2 Plan. This delay is due to the amount of time spent in optimizing the final alignment and station configuration and in scoping the final design effort to accommodate those changes.

The baseline budget would establish a Project Lifetime Budget of \$2,131,400,000 (YOES) to provide final design, acquisition of right of way, construction, construction services, agency administration, third party activities and procurement of Light Rail Vehicles as required to complete the project.

ACTION APPROVED


Pat McCarthy, Board Chair

June 28, 2012
Date