

RESOLUTION NO. R2014-13

Amending the Adopted 2014 Budget for the Link Operations and Maintenance Satellite Facility Project

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Board	7/24/14	Final Action	Ric Ilgenfritz, PEPD Executive Director Michael Williams, Deputy Executive Director, Capital Project Development

PROPOSED ACTION

Amends the Adopted 2014 Budget to increase it by \$4,271,574, from \$32,556,531 to \$36,828,105 for the Link Operations and Maintenance Satellite Facility Project.

KEY FEATURES SUMMARY

- This action would provide sufficient funding to complete the preliminary engineering (PE) design of the Link Operations and Maintenance Satellite Facility preferred site and the Final Environmental Impact Statement (FEIS).
- To complete the preliminary engineering and Final EIS phase of the project, the budget needs to be increased to cover the additional costs associated with completing preliminary engineering and the Final EIS.

BACKGROUND

In November 2008, the voter-approved ST2 Plan included funding to locate, design and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements. ST2 did not specify locations for additional Link Operations and Maintenance facilities. Sound Transit currently owns and operates 62 light rail vehicles. The ST2 light rail expansion will require a fleet of 180 light rail vehicles.

The adopted lifetime budget for the Link Operations and Maintenance Satellite Facility (OMSF) project as shown in the 2014 Transportation Improvement Plan (TIP) is \$32,556,531. The estimated cost of the OMSF is substantially higher than was estimated in the ST2 Plan. The ST2 Plan assumed a smaller facility in south King County with a number of trains stored at the light rail terminal stations. An operations analysis conducted in 2011 determined that the OMSF needs to be constructed either in the north or east to support the light rail extensions to Lynnwood and Bellevue and concluded that storing trains at the terminal stations would increase operating costs. As a result, OMSF sites being evaluated in the EIS store and maintain 96 cars and are located in both Lynnwood and Bellevue. The larger sites, higher construction cost estimates, increase in right-of-way costs, and the Board’s direction to consider ways to integrate the sites into surrounding land use, have increased the amount of effort and costs required to complete the preliminary engineering and Final EIS.

Through Motion No. M2014-51, the Board will consider identifying an OMSF preferred alternative during the July 2014 Board meeting. The identification of a preferred alternative for the Final EIS is a statement of the Board’s current intent regarding the OMSF project based on the Board’s review of the Draft EIS, public comments from interested citizens, agencies, tribes and organizations, and other information developed to date; it is not a final decision. The Board will continue to consider all alternatives and make a final decision on the OMSF site to be built after publication of the Final EIS.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering	Preliminary Engineering	Final Design	Construction
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Projected Completion Date for conceptual engineering: 3Q 2014

Project scope, schedule and budget summary included in the June 2014 Agency Progress Report

FISCAL INFORMATION

This action would increase the project budget by \$4,271,574 to fund completion of preliminary engineering. This increase is due to an increased scope of work and a design of a larger facility, in a different geographical location than originally estimated during the development of the ST2 program. Costs for the OMSF are split between subareas, consistent with the voter approved ST2 plan with 21% funded by the Snohomish subarea, 17% by the North King subarea, 19% by the South King subarea and 43% by East King. This specific request for additional funding is affordable within each subarea's remaining financial capacity.

In addition to the budget amendment under this action, the current estimate developed during the conceptual engineering design for the final costs of the OMSF facility, including construction costs, are \$105 million to \$170 million higher than the current ST2 cost estimate (including this budget amendment). By subarea, the additional total costs would be: \$22-36 million Snohomish, \$18-29 million North King, \$20-32 million South King and \$45-73 million East King. These additional costs are still being refined and will be updated upon further design. The project is not scheduled to be baselined until Q4 2016.

The additional \$105 million to \$170 million in costs are currently within the financial capacity of the Snohomish, North King and South King subareas. However, the additional program costs for the East King subarea are in excess of the financial capacity of the subarea through 2023 and would require the Board to take additional actions. These options could include (1) reallocation of subarea costs for the project consistent with benefit; (2) allocation of additional grant funding if available; (3) allocation of the financial benefits of a potential U.S. Department of Transportation TIFIA loan; (4) allocation of other positive tax or fare revenue forecast; (4) extension of inter-subarea cash transfers post 2023; and/or (5) reduction in other subarea capital costs. Staff will update the Board on the potential for each of these options prior to baselining of the project.

Link Operations and Maintenance Satellite Facility

BUDGET AMENDMENT

Phase	2014 Annual Budget			Lifetime Budget		
	2014 Project Budget	Budget Transfer	Revised Project Budget	2014 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	1,166	0	1,166	3,237	0	3,237
Preliminary Engineering	1,519	2,611	4,130	5,710	4,272	9,982
Final Design	0	0	0	0	0	0
Right of Way	23	0	23	23,225	0	23,225
Construction	0	0	0	0	0	0
Construction Services	0	0	0	0	0	0
Third Party Agreements	220	0	220	385	0	385
Vehicles	0	0	0	0	0	0
Contingency	0	0	0	0	0	0
Total	2,928	2,611	5,539	32,557	4,272	36,828

Notes:

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

Project Budget is located on page 27 of the 2014 Transit Improvement Plan (TIP).

PUBLIC INVOLVEMENT

Public involvement for this project has been conducted through the NEPA/SEPA environmental process. Additional public involvement will take place during preliminary engineering and the development of the Final EIS.

TIME CONSTRAINTS

A one month delay would not create a significant impact to the project schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Motion No. M2013-74: Authorized the chief executive officer to increase the contingency for the contract with Huitt-Zollars, Inc., to conduct conceptual engineering and environmental review of site locations for a Link Operations and Maintenance Satellite Facility in the amount of \$627,772 for a total contract contingency of \$833,764 and a total authorized contract amount not to exceed \$2,893,680.

ENVIRONMENTAL REVIEW

JI 7/8/2014

LEGAL REVIEW

LA 18 July 2014

RESOLUTION NO. R2014-13

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the 2014 Adopted Budget to increase it by \$4,271,574 from \$32,556,531 to \$36,828,105 for the Link Operations and Maintenance Satellite Facility Project.

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created 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; and

WHEREAS, the ST2 plan approved by the voters on November 4, 2008 included funding to locate, design, and construct additional operations and maintenance facility capacity to accommodate future Link light rail fleet requirements; and

WHEREAS, the locations for additional Link Operations and Maintenance Satellite Facilities (OMSF) were not specified in the ST2 plan; and

WHEREAS, in the fall of 2012, the Sound Transit Board identified four OMSF site alternatives to be studied in an Environmental Impact Statement (EIS). The Draft EIS describes the alternatives and their potential environmental impacts, provides environmental information to inform the Board in its identification of a preferred alternative and identifies measures to avoid and minimize impacts and when necessary mitigate adverse impacts. On May 9, 2014 the Link OMSF Draft EIS was published for a 45-day public review and comment period; and

WHEREAS, the Sound Transit Board is expected to identify a preferred site alternative for the Link OMSF at its regularly scheduled meeting on July 24 2014; and

WHEREAS, an increase in the Adopted 2014 Budget for the Link OMSF is needed to complete the preliminary engineering design of the Link OMSF preferred site alternative and the Final EIS.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2014 Budget is amended to increase it by \$4,271,574 from \$32,556,531 to \$36,828,105 for the Link Operations and Maintenance Satellite Facility Project.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on July 24, 2014.



Dow Constantine
Board Chair

ATTEST:



Marcia Walker
Board Administrator