

**RESOLUTION NO. R2015-30**  
**Budget Amendment for Lynnwood Link Extension**

<b>MEETING:</b>	<b>DATE:</b>	<b>TYPE OF ACTION:</b>	<b>STAFF CONTACT:</b>
Capital Committee	11/12/2015	Recommendation to Board	Ahmad Fazel, DECM Executive Director Ric Ilgenfritz, PEPD Executive Director
Board	11/19/2015	Final Action	<b>Rod Kempkes, Lynnwood Link Executive Project Director</b> <b>Michelle Ginder, Lynnwood Link Development Manager</b>

**PROPOSED ACTION**

Amends the 2015 Adopted Budget to (1) increase the lifetime capital budget for the Lynnwood Link Extension by \$423,742,313 from \$64,118,687 to \$487,861,000, (2) increases the 2015 Annual Budget by \$2,329,890 from \$16,324,776 to \$18,654,671; and (3) authorizes the project to advance through Gate 4 within Sound Transit’s Phase Gate Process.

**KEY FEATURES SUMMARY**

- This action increases the Lynnwood Link Extension Lifetime Budget by \$423,742,313 and increases the 2015 Annual Budget by \$2,329,890 to fund Right of Way Acquisition and adjust the annual budget levels for Agency Administration, Final Design, Third Party, Right of Way Acquisition, and Construction Services phases.
- This action also authorizes the project to advance through Gate 4: Enter Final Design within Sound Transit’s Phase Gate process to allow the project to enter the final design and right of way acquisition phases. Final design is scheduled to begin in 2016.
- In April 2015, the Board selected the route, profile and stations for the Lynnwood Link Extension and the project is ready to proceed to Gate 4. Future Board actions will baseline the project budget and schedule at approximately the mid-point of final design (Gate 5), and authorize construction at the completion of final design (Gate 6).

**BACKGROUND**

The Lynnwood Link Extension is an 8.5 mile light rail extension from Northgate to Lynnwood with service to the cities of Shoreline, Mountlake Terrace, and Lynnwood. The extension will travel primarily along I-5 and include four stations at NE 145<sup>th</sup> Street, NE 185<sup>th</sup> Street, Mountlake Terrace Transit Center, and Lynnwood Transit Center. New parking structures will be constructed at NE 145<sup>th</sup> Street, NE 185<sup>th</sup> Street, and Lynnwood Transit Center. The project will begin Final Design in 2016 and is scheduled to open for service in 2023.

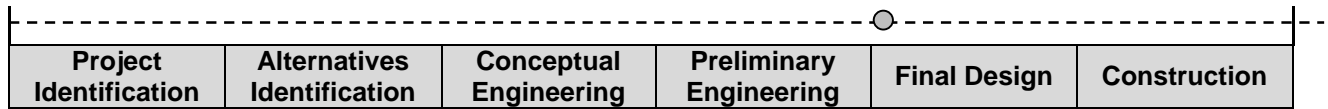
The Lynnwood Link Final Environmental Impact Statement was issued in April 2015 pursuant to the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) and completing the SEPA process. The Sound Transit Board selected the project route, profile, and stations on April 23, 2015. The Federal Transit Administration (FTA) issued a Record of Decision on July 10, 2015 and the Federal Highway Administration issued a Record of Decision on August 31, 2015, completing the NEPA process.

Preliminary engineering is complete on the project. In September 2015, Sound Transit submitted its application to FTA to Enter the Engineering phase of the project. Sound Transit is currently in the procurement process for a Lynnwood Link final design consultant, anticipated to begin work in

early 2016. This Phase Gate action will allow the project to move to the final design and right of way acquisition phase and amends the project lifetime budget.

Future Board actions will baseline the project budget and schedule (Phase Gate 5) at approximately the mid-point of final design, and authorize construction at the completion of final design (Phase Gate 6).

**PROJECT STATUS**



Project Completion Date for Final Design Phase: 2Q 2018  
 Project scope, schedule and budget summary located on page 37 of the August 2015 Agency Progress Report.

**FISCAL INFORMATION**

Capital projects that meet the Sound Transit’s Phase Gate criteria are implemented in phases through the Phase Gate process. The Board acts to fund a phase when a project moves from one phase to the next. The Board action can amend both the current year Annual Budget and the project’s lifetime budget when a project moves to the next phase.

This action recognizes the advancement of the project from the Preliminary Engineering to the Final Design phase of the project and amends the Lynnwood Link Extension project lifetime budget to a) increase the Project Lifetime Budget by \$423,742,313; and (b) increase the 2015 Annual Budget by \$2,329,890 to fund Right of Way Acquisition and adjust the annual budget levels for Agency Administration, Final Design, Third Party, Right of Way Acquisition, and Construction Services phases.

The 2016 Proposed Budget and TIP have been presented to the Board for consideration. The 2016 Annual Budget for the Lynnwood Link Extension project will be presented as an amendment to the 2016 TIP as part of the budget adoption process in December.

Resolution No. R2015-05 stated: “The current cost estimate for the project, excluding vehicles and vehicle maintenance facilities separately budgeted, is approximately \$1.5 billion. Costs may change in response to the final definition of the project.”

At the completion of preliminary engineering, the project cost estimate remains approximately \$1.5 billion (\$2014).

**Lynnwood Link Extension**

**BUDGET AMENDMENT**

Phase	2015 Annual Budget			Lifetime Budget		
	2015 Project Budget	Budget Transfer	Revised Project Budget	2015 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	3,149	(763)	2,386	11,738	76,567	88,305
Preliminary Engineering	12,049	(2,495)	9,554	44,334	(2,334)	42,000
Final Design	0	0	0	0	111,453	111,453
Right of Way	350	6,133	6,483	7,050	116,728	123,778
Construction	0	0	0	0	0	0
Construction Services	0	0	0	0	104,925	104,925
Third Party Agreements	777	(546)	231	996	16,404	17,400
Vehicles	0	0	0	0	0	0
Contingency	0	0	0	0	0	0
<b>Total</b>	<b>16,325</b>	<b>2,330</b>	<b>18,655</b>	<b>64,119</b>	<b>423,742</b>	<b>487,861</b>

Notes:

Amounts are expressed in Year of Expenditure \$000s.  
 Project Budget is located on page 33 of the 2015 Transit Improvement Plan (TIP).

**SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION**

Sound Transit promotes and encourages small business participation, which also includes Disadvantaged Business Enterprises (DBEs). Small Business and DBE goals are based upon an examination of subcontracting opportunities contained in the work of this contract and the number of Small Businesses/DBEs available to perform such subcontracting work.

Sound Transit determined that Small Business and DBE subcontracting opportunities are infeasible or improbable based upon the work described, so Small Business/DBE goals were not established or required.

**PUBLIC INVOLVEMENT**

Following identification of the preferred alternative in late 2013 for evaluation in the Final EIS, public outreach during preliminary engineering and preparation of the Final EIS included periodic community updates via newsletter and e-mail, and briefings as requested. Potentially affected property owners were notified and updated on real estate process and schedule, and notices were sent to residents near soil and noise testing locations before field work began. In 2015, a number of specific outreach activities advertised the availability of the Final EIS and highlighted opportunities for the public to provide further input to the Sound Transit Board before the Board’s project selection, including:

- Notification postcard to approximately 80,000 corridor residents;
- Website, newspaper & Federal Register notices of availability;
- An e-mail notice to approximately 4,000 interested persons;
- Posters at transit facilities and kiosks at community gathering places; and
- Letters to approximately 270 potentially impacted property owners.

**TIME CONSTRAINTS**

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

## **PRIOR BOARD/COMMITTEE ACTIONS**

Resolution R2015-5: Selected the route, profile, and stations for the Lynnwood Link Extension.

Motion No. M2013-96: Identified the preferred light rail routes and station locations for the Lynnwood Link Extension Final Environmental Impact Statement.

Motion No. M2012-17: Identified the light rail route and station alternatives to study in detail in the Lynnwood Link Extension Draft Environmental Impact Statement.

Motion No. 2011-87: Identified the range of North Corridor Transit Project alternatives to be studied in the Draft Environmental Impact Statement and excluding from further study worse performing and less promising alternatives evaluated in the project alternatives analysis.

## **ENVIRONMENTAL REVIEW**

Jl 10/26/2015

## **LEGAL REVIEW**

JW 11/04/2015

**RESOLUTION NO. R2015-30**

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the 2015 Adopted Budget by (1) increasing the lifetime capital budget for the Lynnwood Link Extension project by \$423,742,313 from \$64,118,687 to \$487,861,000, (2) increasing the 2015 Annual Budget by \$2,329,890 from \$16,324,776 to \$18,654,671, and (3) authorizing the project to advance through Gate 4 within Sound Transit's Phase Gate Process.

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; and

WHEREAS, the Lynnwood Link extension project was included in the voter approved Sound Transit 2 plan; and

WHEREAS, The Lynnwood Link Extension Final Environmental Impact Statement (EIS) was issued in April 2015 pursuant to the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) and completing the SEPA process, and

WHEREAS, The Sound Transit Board selected the project route, profile and stations on April 23, 2015; and

WHEREAS, the Federal Transit Administration (FTA) issued a Record of Decision on July 10, 2015 and the Federal Highway Administration (FHWA) issued a Record of Decision on August 31, 2015, completing the NEPA process; and

WHEREAS, Motion No. M2011-87 authorized the project to Enter Gate 2 – Identify Alternatives and Motion No. M2013-96 authorized the project to enter Gate 3 – Identify Preferred Alternative; and

WHEREAS, in accordance with Sound Transit’s Phase Gate process, all requirements necessary to pass through Gate 4: Enter Final Design, have been met.

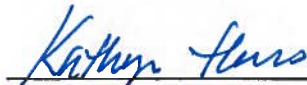
NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that (1) the Adopted 2015 Lifetime Budget for the Lynnwood Link Extension project is amended from \$64,118,687 to \$487,861,000 by increasing the budget by \$423,742,313; and (2) the 2015 Annual Budget is amended from \$16,324,776 to \$18,654,671 by increasing the budget by \$2,329,890, and (3) project advancement through Gate 4 within Sound Transit’s Phase Gate Process is authorized.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 19, 2015.



Dow Constantine  
Board Chair

ATTEST:

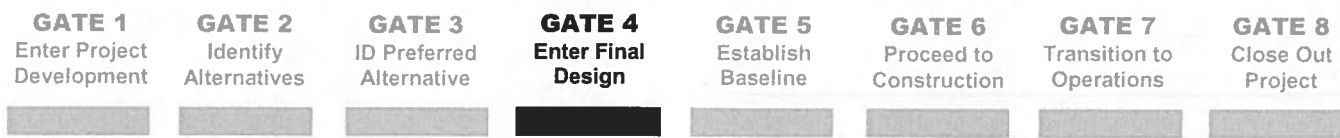


Kathryn Flores  
Board Administrator



**PHASE//GATE** ACTION  
Lynnwood Link Extension

MEETING	DATE	STAFF CONTACT	PHONE
Capital Committee	11/12/2015	Ric Ilgenfritz, PEPD Executive Director	206-398-5239
Board	11/19/2015	Ahmad Fazel, DECM Executive Director Michelle Ginder, Lynnwood Link Development Manager Rod Kempkes, Lynnwood Link Executive Project Director	206-398-5389 206-398-5328 206-398-5374



**ACTION REQUESTED**

Resolution No. R2015-30 authorized the Lynnwood Link Extension Project to advance through Gate 4.

**PROJECT BUDGET**

Est. Project Cost (excl. construction): \$487,861,000

**PROJECT SCHEDULE**

Project Final Design Completion: 2018

**PROJECT DESCRIPTION**

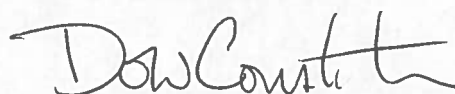
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Future Board actions will baseline the project budget and schedule at approximately the mid-point of final design (Phase Gate 5), and authorize construction at the completion of final design (Phase Gate 6).

**ACTION APPROVED**

  
Dow Constantine  
Board Chair

11/19/15  
Date