

RESOLUTION NO. R2016-04
Federal Way Link Extension Project Scope Expansion and Budget Amendment

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	02/11/2016	Recommend to Board	Ric Ilgenfritz, PEPD Executive Director Don Billen, Director, Capital Project Development
Board	02/25/2016	Final Action	Cathal Ridge, Light Rail Development Manager

PROPOSED ACTION

(1) Restores funding to the Sound Transit 2 Financial Plan and expands the scope of the Federal Way Link Extension project to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center, additional third-party coordination and right-of-way activities, and (2) amends the Adopted 2016 Budget for the Federal Way Link Extension by (a) increasing the Lifetime Budget from \$42,877,459 to \$48,790,000 and (b) increasing the 2016 Annual Budget from \$21,763,407 to \$25,193,726.

KEY FEATURES SUMMARY

- The 2010 Sound Transit 2 Program Realignment suspended preliminary engineering, right-of-way and construction activities for the Federal Way Link Extension south of Kent/Des Moines. Based on the realignment action, the current project scope includes preparation of a Final Environmental Impact Statement, preliminary engineering of the preferred alternative from the Angle Lake station to the proposed Kent/Des Moines Station, and additional conceptual engineering south of Kent/Des Moines Station to the Federal Way Transit Center to support completion of environmental review.
- Because the agency revenue outlook has changed, agency staff has determined that there is now adequate financial capacity to complete preliminary engineering to the Federal Way Transit Center should the Board choose to restore funding. This would facilitate advancing the entire Federal Way Link Extension project into final design and construction should funding become available through passage of ST3 or another source.
- The proposed action expands the current project scope to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center. It also includes additional funding for third party coordination and right of way activities in support of advancing the project into final design and construction.
- The expanded scope would increase the Lifetime Budget by approximately \$5.9 million and the Adopted 2016 Budget by approximately \$3.4 million.
- The administration phase of the Project includes sufficient budget to support the staff activity required for this work. The consultant contract amendment funded in this proposed budget amendment is presented to the Board in a separate motion.

BACKGROUND

The Federal Way Link Extension extends from the future Angle Lake Link light rail station at South 200th Street in SeaTac to the Federal Way Transit Center area in Federal Way. Currently there is projected funding to construct to Kent/Des Moines, in the vicinity of Highline College. Construction funding to the Federal Way Transit Center is a candidate project being considered as part of Sound Transit 3. Service to Kent/Des Moines is planned to begin in 2023.

With this action, the scope is expanded to perform preliminary engineering of the preferred alternative south of the proposed Kent/Des Moines Station to the Federal Way Transit Center as well as additional third party coordination and right of way activities. This work will facilitate advancement of the entire project into final design and construction.

The ST2 Plan approved by voters in the fall of 2008 included extension of the Central Link system to South 200th Street and Kent/Des Moines (Highline College) by 2020, and to South 272nd Street (Redondo/Star Lake) by 2023. The ST2 Plan also included environmental review and preliminary engineering from South 272nd Street to the Tacoma Dome, as well as right-of-way preservation.

As a result of a projected \$3.9 billion revenue loss resulting from the economic recession, it was subsequently established that there would be insufficient revenue to complete all elements of the ST2 program by 2023 as originally planned. In response to the revenue loss, in September 2010, staff provided the Board with a comprehensive review of the proposed ST2 capital and operating plans in an effort to develop a strategic approach that aligned the cost of the plan with projected revenues.

In December 2010, the Board approved Motion No. M2010-102 *“approving a program implementation plan to implement the regional transit system plan within existing resources”* and provided direction to *“execute a work plan to evaluate the South Corridor and develop a program implementation plan.”* The initial results of this evaluation concluded that extending light rail to South 272nd Street by 2023 was no longer feasible, however, an extension to Kent/Des Moines could be completed by 2023. Based on these conclusions, the Board adopted Resolution No. R2011-18 which directed staff to proceed with environmental review and preliminary engineering from South 200th Street to Kent/Des Moines and to initiate a separate study to conduct alternatives analysis from Kent/Des Moines to Tacoma.

In February 2012, the Board approved Resolution No. R2012-07 to expand the South Corridor HCT project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center.

In July 2015, the Board approved Motion No. M2015-56, to identify a preferred alternative for the Federal Way Link Extension from Angle Lake to the Federal Way Transit Center. All alternatives continue to be evaluated, and the Sound Transit Board will make a final decision on the project to be built after completion of the Final Environmental Impact Statement.

If there is insufficient revenue to complete all the projects and services in the Sound Move and ST2 Plans as planned, the Board is authorized to fund those affordable portions of the capital projects and service improvements that best achieve the stated goals of the Sound Move and the ST2 Plans.

FISCAL INFORMATION

This action amends the Federal Way Link Extension project budget to (a) increase the Project Lifetime Budget by \$5,912,541 to fund the Agency Administration, Preliminary Engineering, Third Party, and Right-of-Way Acquisition phases; and (b) increase the 2016 Annual Budget by \$3,430,319 to fund the Agency Administration, Preliminary Engineering, Third Party, and Right-of-Way Acquisition phases as represented in the table.

The finance plan will be adjusted to support the funding for the costs associated with the completion of preliminary engineering as indicated in the action.

Restoring funding for the project is affordable within the agency financial plan.

Federal Way Link Extension

BUDGET AMENDMENT

Phase	2016 Annual Budget			Lifetime Budget		
	2016 Project Budget	Budget Transfer	Revised Project Budget	2016 Project Budget	Budget Transfer	Revised Project Budget
Agency Administration	5,912	(1,543)	4,369	9,385	0	9,385
Preliminary Engineering	14,137	1,524	15,660	30,883	2,446	33,329
Final Design	0	0	0	0	0	0
Right of Way	318	2,593	2,911	1,034	2,593	3,627
Construction	0	0	0	0	0	0
Construction Services	0	0	0	0	0	0
Third Party Agreements	1,397	857	2,254	1,575	874	2,449
Vehicles	0	0	0	0	0	0
Contingency	0	0	0	0	0	0
Total	21,763	3,430	25,194	42,877	5,913	48,790

Notes:

Amounts are expressed in Year of Expenditure \$000s.
 Project Budget is Adopted by Board in December 2015, Resolution N R2015-36.

SMALL BUSINESS PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one-month delay in approval of this action would delay the completion of preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2015-35: Adopted an annual budget for the period from January 1 through December 31, 2016, and adopting the 2016 Transit Improvement Plan.

Motion No. M2015-56: Identified the preferred light rail route and station locations for the Federal Way Link Extension Final Environmental Impact Statement and approves Gate 3 within Sound Transit’s Phase Gate process.

Motion No. M2013-77: Identified the light rail alignment and station alternatives for detailed study in the Draft Environmental Impact Statement, approves Gate 2 within Sound Transit’s Phase Gate process, and changes the project name to Federal Way Link Extension.

Resolution No. R2012-07: (1) Expanded the scope of the South Corridor HCT–South 200th Street to Kent/Des Moines project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center; (2) amended the Adopted Lifetime Budget for the South Corridor HCT project to increase it by \$24,327,240 from \$17,515,899 to \$41,843,139; (3) amended the Adopted 2012 Budget for the South Corridor HCT project to increase it by \$1,254,486 from \$2,576,500 to \$3,830,986; (4) reduced the scope of the South Corridor Alternatives Planning project for the portion of the Federal Way extension that was already budgeted within that project; (5) amended the Adopted Lifetime Budget for the South Corridor Alternatives Planning project to decrease it by \$1,478,681 from \$5,542,319 to \$4,063,638; (6) amended the Adopted 2012 Budget for the South

Corridor Alternatives Planning project to decrease it by \$739,341 from \$3,122,250 to \$2,382,909; and (7) approved Gate 1 within Sound Transit's Phase Gate process for the revised South Corridor HCT project and changes the name of the project to the South Corridor HCT–South 200th Street to Federal Way Transit Center project.

Motion No. M2010-102: Approved a plan to implement the Sound Move and ST2 Plans within available resources.

ENVIRONMENTAL REVIEW

JI 2/3/2016

LEGAL REVIEW

LA 5 February 2016

RESOLUTION NO. R2016-04

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) restoring funding to the Sound Transit 2 Financial Plan and expanding the scope of the Federal Way Link Extension project to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center, additional third-party coordination and right-of-way activities, and (2) amending the Adopted 2016 Budget for the Federal Way Link Extension by (a) increasing the Lifetime Budget from \$42,877,459 to \$48,790,000 and (b) increasing the 2016 Annual Budget from \$21,763,407 to \$25,193,726.

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 ST2 Plan approved by voters in the fall of 2008 included extension of the Central Link system to South 272nd Street by 2023 and environmental review and preliminary engineering from South 272nd Street to Tacoma Dome, as well as right-of-way preservation; and

WHEREAS, as a result of a projected \$3.9 billion revenue loss resulting from the economic recession, it was subsequently established that there would be insufficient revenue to complete all elements of the ST2 program by 2023; and

WHEREAS, in response to the revenue loss, in September 2010, staff provided the Board with a comprehensive review of the proposed ST2 Capital and operating plans in an effort to develop a strategic approach that aligned the cost of the plan with projected revenues; and

WHEREAS, in December 2010 the Sound Transit Board approved Motion No. M2010-102 concluding that extending light rail to South 272nd Street by 2023 was no longer feasible, however, an extension to Kent/Des Moines could be completed by 2023; and

WHEREAS, the Sound Transit Board subsequently adopted Resolution No. R2010-18 directing staff to proceed with environmental review and preliminary engineering from South 200th Street to Kent/Des Moines and initiate a separate study to conduct alternatives analysis from Kent/Des Moines to Tacoma; and

WHEREAS, in February 2012 the Sound Transit Board approved Resolution No. R2012-07 to expand the South Corridor HCT project to include alternatives analysis, environmental review, and conceptual engineering to the Federal Way Transit Center; and

WHEREAS, Sound Transit and the FTA published a Draft EIS for the Federal Way Link Extension on April 10, 2015; and

WHEREAS, in July 2015 the Sound Transit Board approved Motion No. M2015-56 to identify a preferred alternative for the Federal Way link Extension from Angle Lake to Federal Way Transit Center and approved Gate 3 within Sound Transit's Phase Gate process; and

WHEREAS, the Sound Transit Board in December 2015 approved Resolution No. R2015-36, adopting an annual budget for the period from January 1 through December 31, 2016, and adopted the 2016 Transit Improvement Plan.

WHEREAS, if there is insufficient revenue to complete all the projects and services in the Sound Move and ST2 Plans as planned, the Board is authorized to fund those affordable portions of the capital projects and service improvements that best achieve the stated goals of the Sound Move and the ST2 Plans.

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

Section 1: Restore funding to the Sound Transit 2 Financial Plan and expand the scope of the Federal Way Link Extension project to include preliminary engineering from the Kent/Des Moines Station to the Federal Way Transit Center, additional third-party coordination, and right-of-way activities.

Section 2: Amend the Adopted 2016 Budget for the Federal Way Link Extension by (a) increasing the Lifetime Budget from \$42,877,459 to \$48,790,000 and (b) increasing the 2016 Annual Budget from \$21,763,407 to \$25,193,726.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 25, 2016.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator