

RESOLUTION NO. R2018-37

Baseline Budget and Schedule for the Downtown Redmond Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	10/11/2018	Recommend to Board	Ron Lewis, DECM Acting Executive Director
Board	10/25/2018	Final	Tony Raben, Project Director, DECM

PROPOSED ACTION

Adopts the Downtown Redmond Link Extension baseline schedule and budget by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

KEY FEATURES SUMMARY

- This action adopts the Downtown Redmond Link Extension baseline schedule and budget to extend Link light rail from the Redmond Technology Station to the Downtown Redmond and approves the start of final design and construction.
- The Downtown Redmond Link Extension proposed baseline budget of \$1,530,000,000 in year of expenditure (YOE) will provide agency administration, design, acquisition of right-of-way, construction, construction services, and third-party activities.
- The proposed baseline budget is \$1,530,000,000, or \$98,000,000 higher than the ST2/ST3 estimate in YOE.
- The cost increase is approximately seven percent higher primarily due to increased construction and right-of-way costs and risk mitigation.
- The agency's analysis shows that the cost of the project is within the capacity of the agency to fund.
- This action establishes the project revenue service date as December 31, 2024.

BACKGROUND

The Downtown Redmond Link Extension is approximately 3.4 miles from the Redmond Technology Station (formerly Overlake Transit Center) at NE 40th Street in Redmond to the East Corridor terminus station at 166th Avenue NE in Downtown Redmond and includes two stations and parking garage of approximately 1,400-spaces. Funding for final design and construction was approved with the passage of ST3 in November 2016. Service to Downtown Redmond is planned to begin in 2024.

The Downtown Redmond Link Extension will be delivered as a single design build contract package. Design and construction includes:

- 3.4 miles of double track at-grade and elevated guideway.
- Two center platform stations; one elevated and one at-grade.
- One parking garage consisting of approximately 1,400 spaces.
- Roadway and infrastructure improvements to support project needs and mitigate project impacts.

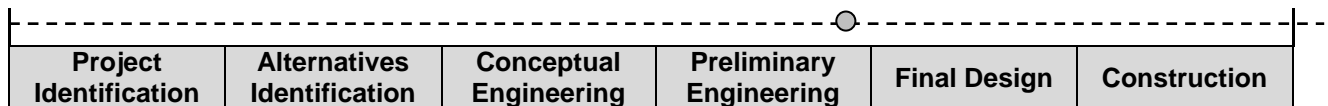
- Pedestrian safety and access improvements around the stations.
- Transit integration improvement including active and layover facilities.
- All systems infrastructure; signals, communication and traction power including traction power substations.
- Sustainability certification minimum of LEED 4.0 Silver.

The Design-Build Request for Qualifications (RFQ) was issued July 31, 2018. Statements of Qualifications were received on September 12, 2018. The approval for the design-build stipend is anticipated to be requested from the Board this month. The project team intends to issue the Request for Proposal to the design-build proposing teams following approval of the design-build stipend and this proposed action.

In July 2018, Sound Transit performed a quantitative risk assessment and Value Engineering workshop of the 30 percent design-build request for proposal and held a Peer Review session to advance the readiness of the project and provide confidence in the proposed estimate and schedule.

Environmental compliance pursuant to the State Environmental Policy Act (SEPA) and National Environmental Policy Act (NEPA) for East Link, including the Downtown Redmond Extension, was completed with the East Link Project Final Environmental Impact Statement (EIS) issued in July 2011. The Federal Transit Administration and Federal Highway Administration issued Record of Decisions for the project in November 2011. Additional information about the Downtown Redmond extension was included in the East Link Extension 2013 SEPA Addendum issued in March 2013. Additional information about proposed refinements identified in 2017 was included in the 2018 Downtown Redmond Link Extension SEPA Addendum issued on August 31, 2018.

PROJECT STATUS



Projected Completion Date: 4Q 2024

Project scope, schedule and budget summary located are on page 71 of the July 2018 Link Light Rail Program Progress Report.

FISCAL INFORMATION

This action establishes the baseline budget and schedule for the Downtown Redmond Link Extension. The authorized project allocation to date is increased by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000. There is no change to the adopted 2018 annual budget as a part of this action.

The baseline budget will fund the project through to revenue service by amending the authorized project allocation to date in the following phases: agency administration, preliminary engineering; final design, third-party agreements, right-of-way, construction, and construction services.

Downtown Redmond Link Extension

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2018 Annual Project Budget	Budget Revision	Revised 2018 Annual Project Budget	Authorized Project Allocation to Date (Current)	Allocation Change	Authorized Project Allocation to Date (New)
Agency Administration	\$2,753	\$	\$2,753	\$4,934	\$72,066	\$77,000
Preliminary Engineering	10,998		10,998	21,272	1,728	23,000
Final Design					4,500	4,500
Third Party Agreements	2,161		2,161	2,750	14,250	17,000
Right of Way	140,156		140,156	147,070	51,930	199,000
Construction					1,151,500	1,151,500
Construction Services	1,200		1,200	2,000	56,000	58,000
Vehicles						
Project Contingency						
Total	\$157,268	\$	\$157,268	\$178,026	\$1,351,974	\$1,530,000

The combined ST2/ST3 cost estimate for the Downtown Redmond Link Extension project is \$1.432 billion. By comparison, the proposed baseline budget is \$1.53 billion or \$98 million higher than the ST2/ST3 estimate.

The agency's analysis shows that the cost of the project is within the capacity of the agency to fund. The project has secured a competitive grant for \$7 million, which will be utilized in the construction phase. The agency is not relying on additional grant funding for the project.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Sound Transit is committed to hearing from the public about the Downtown Redmond Link Extension project. For more than ten years, communities, businesses, stakeholders, and agencies have helped shape the project by asking questions, talking with project staff, and providing ideas and comments. Additional outreach during project refinement phase have included participation in the City of Redmond Transit Integration (TRAIN) Study Open House, Sound Transit Open Houses on the proposed project refinements on May 17, 2017, and November 16, 2017, including an online open house/survey, briefings of community stakeholders, newsletters and fact sheets, and the Sound Transit Website.

TIME CONSTRAINTS

A one-month delay would conflict with the design-build procurement schedule for the project and negatively impact the project's critical path schedule.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. M2018-32: Refined the route, profile and stations for the Downtown Redmond Link Extension and superseded a portion of the project selected under Resolution No. R2013-09 for the East Link Project.

Motion No. M2017-92: Identified proposed refinements to the Downtown Redmond Link Extension project for further study.

Motion No. M2016-05: (1) Restored funding for the preliminary engineering on light rail from Overlake to Redmond in the Sound Transit 2 Finance Plan, (2) amended the Adopted 2016 Budget to create the Downtown Redmond Link Extension Project by (a) establishing the Project Lifetime Budget through the completion of the Preliminary Engineering Phase in the amount of \$28,617,000 and (B) establishing the 2016 Annual Budget as \$4,120,000, and (3) approving Gates 1-3 within Sound Transit's Phase Gate Process.

Resolution No. R2013-09: Selected the route, profiles, and station locations for the East Link Light Rail Project, and superseding Resolution No. R2011-10.

ENVIRONMENTAL REVIEW

KH 10/4/18

LEGAL REVIEW

JSA 10/8/18

RESOLUTION NO. R2018-37

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority adopting the Downtown Redmond Link Extension baseline schedule and budget by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) 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 Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in December 2017, the Board approved Resolution No. R2017-44, adopting an annual budget for the period from January 1 through December 31, 2018, and adopting the 2018 Transit Improvement Plan; and

WHEREAS, the Downtown Redmond Link Extension project was included in the voter approved Sound Transit 2 and Sound Transit 3 plan; and

WHEREAS, in June 2017 the Sound Transit Board identified project refinements for study in an environmental update; and

WHEREAS, the Downtown Redmond Link Extension SEPA Addendum to the East Link Project Final Environmental Impact Statement was published in August 2018; and

WHEREAS, the Sound Transit Board's refinement of the project route, profile, and stations was adopted on September 27, 2018; and

WHEREAS, the project adds approximately 3.4 miles of light rail from the Redmond Technology Station at NE 40th Street to 164th Ave NE in Downtown Redmond. The extension generally parallels State Route 520, with stations at SE Redmond/Marymoor Park area and Downtown Redmond near Redmond Town Center; and

WHEREAS, Sound Transit conducted extensive public outreach for the Downtown Redmond Link Extension from alignment selection through preliminary engineering which included email notifications, open houses, online surveys, stakeholder roundtables, and community and City Council briefings; and

WHEREAS, the Downtown Redmond Link Extension baseline budget does not include the costs of vehicles or maintenance facilities that are delivered by two separate projects—the Light Rail Vehicle Fleet Extension (Vehicles) and Operations and Maintenance Facility East (OMF: East) projects—because they benefit several light rail extensions; and

WHEREAS, a two-thirds affirmative vote of the entire membership of the Sound Transit Board is required to revise the Adopted 2018 Budget.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Downtown Redmond Link Extension baseline schedule and budget is adopted by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 25, 2018.



Ron Lucas
Board Vice Chair

ATTEST:



Kathryn Flores
Board Administrator