

2021 Proposed Budget

System Expansion Committee

11/12/2020

Why we are here

Today we are here to provide information

- Summary of the 2021 proposed agency budget
- Briefing on budget section within Committee purview – system expansion projects:
 - Link
 - Sounder
 - Regional Express
 - Stride

Budgets within Committee purview

Committee	Budget/TIP Sections
Rider Experience and Operations	<ul style="list-style-type: none">• Transit operations• Non-system expansion projects
System Expansion	System expansion projects – Link, Sounder, Regional Express, Stride
Executive	System expansion projects – Other
Finance and Audit Committee	Other committees recommend budget to FAC; FAC recommends to Board

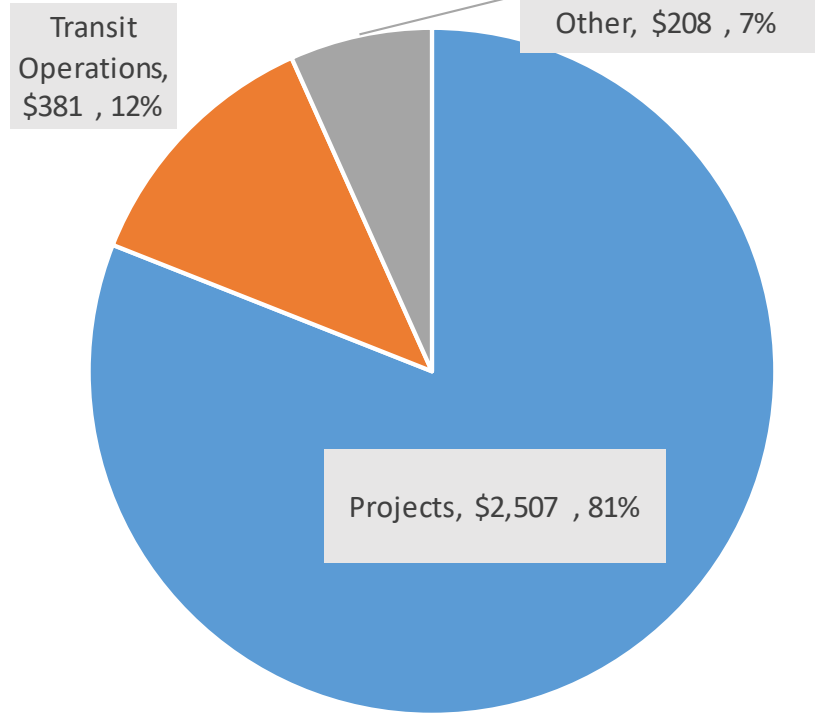
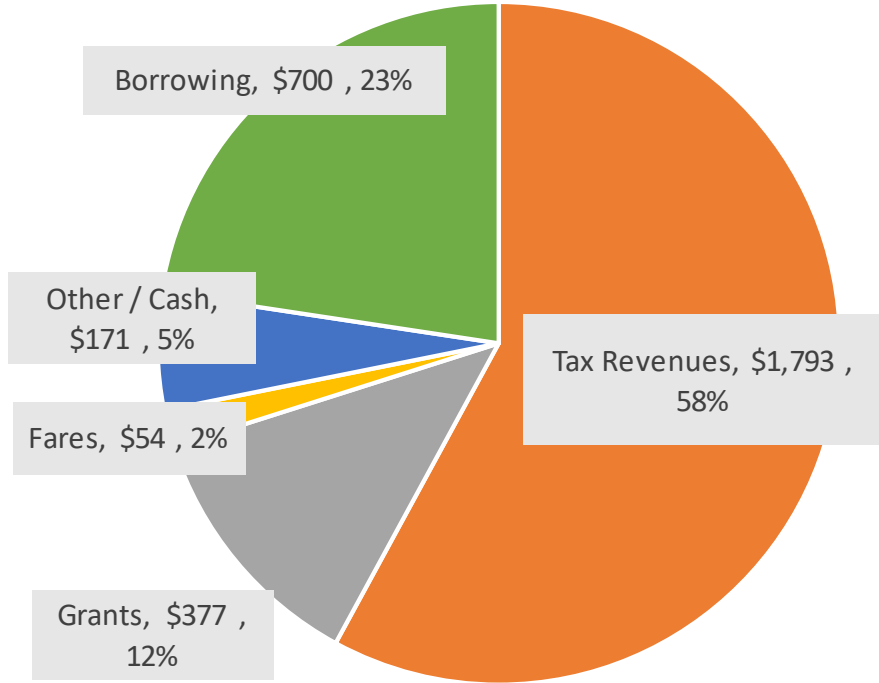
2021 Proposed Budget

2021 Proposed Sources and Uses of Funds

Sources (\$3.1B)

(in Millions)

Uses (\$3.1B)



Key assumptions in 2021 Budget target and process

- Resource allocation consistent with early realignment guidance and agency priorities.
- Achieve efficiencies and fiscal discipline by tightly managing expenses.
- Service levels/budget reflect moderate ridership growth from current levels.
- Reduce spending on operating budget to maintain 2020 spending levels, with only additional dollars to support new services and assets.

2021 projects budget: \$2.5 billion

2021 reflects early Board guidance on realignment

<i>In \$million</i>	2020 Forecast	2021 Proposed
System Expansion	2,242	2,306
Enhancements	23	36
State of Good Repair	56	46
Administrative	114	119
Total	\$2,435	\$2,507

*Numbers may not add correctly due to rounding. 2020 forecast is as of September.

2021 system expansion projects: \$2.3B

<i>In \$Million</i>	2020 Forecast	2021 Proposed
Link	2,119	1,973
Souder	46	96
Regional Express	15	18
Stride	43	175
Other	19	45
Total System Expansion	\$2,242M	\$2,306M

*Numbers may not add correctly due to rounding.

Key Assumptions for System Expansion Projects

Keep construction funded in 2021 budget

- Northgate, East Link, Lynnwood, Federal Way, Downtown Redmond, Hilltop Tacoma Link, OMF East, Puyallup

Provide funding in 2021 budget to continue work in planning and final design

- Maintain shovel readiness for variable revenue/grant scenarios.
- Slower, more incremental approach in some instances as longer-term realignment takes shape.

System Expansion Link

Link Operations & Maintenance Facility East \$7.6M

- Building energy performance measurement and verification
- Startup and move-in
- Training



Light Rail Vehicle Fleet Expansion \$172M

- Continue LRV engineering, manufacturing, inspection, and commissioning
- Anticipate delivery of additional 50 vehicles
- Anticipate conditional acceptance of additional 49 vehicles



Northgate Link Extension \$55M



- Complete civil and systems contract work
- Startup and testing
- Revenue service begins

Hilltop Tacoma Link Extension \$63M



- Continue construction
- LRV manufacturing

East Link Extension \$255M

- Final civil handover to systems
- Systems substantial completion
- Mercer Island transit integration construction
- Testing and commissioning



Downtown Redmond Link Extension

\$280M

- Design-build – completion of design and construction ramp up
- Property acquisition and relocation
- Utility relocations
- Demolition, construction of haul roads and environmental site controls



Federal Way Link Extension \$429M

- Design-build – completion of design and continued construction
- Utility relocations continue
- Property acquisition and relocation activities continue



Lynnwood Link Extension \$593M

- Civil construction ramp up along the entire alignment
- System design and beginning of systems long lead procurement
- Utility relocation
- Property acquisition and relocation



NE 130th Station \$10M

- Advance construction on progressive station structure
- Complete shafts/column construction
- Advance permitting strategy
- Return to Board Q3 2021



Keys to Successful Link Construction

- Safe planning and execution of field construction
- Effective management of Covid impacts on labor and supply chain
- Optimal partnerships with multiple cities, King County Metro, WSDOT, public and private utilities, labor and our contractors

Tacoma Dome Link Extension and OMF South \$26M

- Complete Draft EIS
- Commence Final EIS
- Third party coordination and agreements



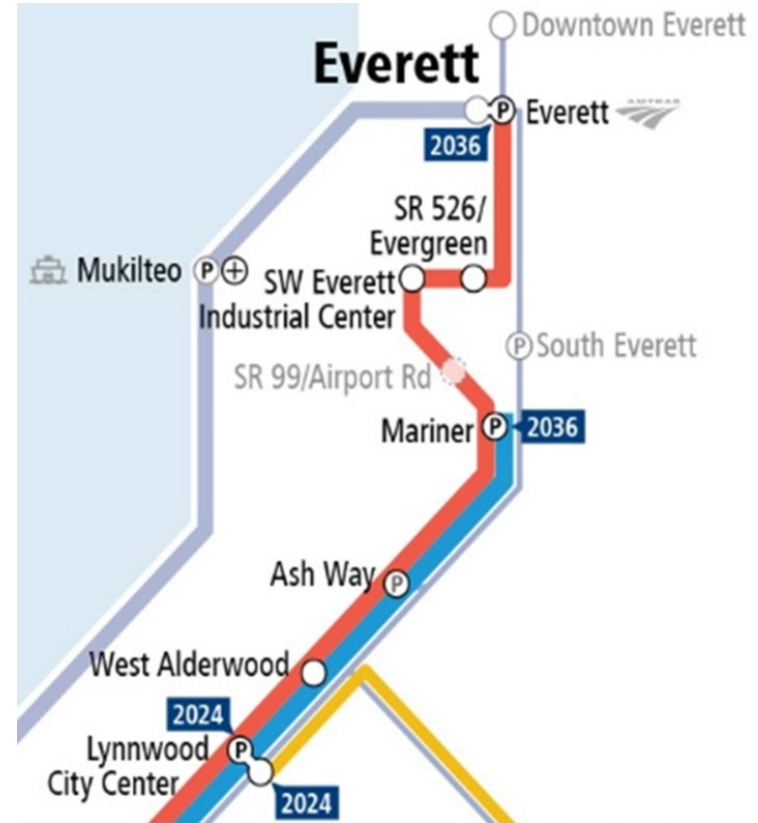
West Seattle to Ballard Link extensions \$45M

- Complete Draft EIS
- Commence Final EIS
- Third party coordination



Everett Link Extension & OMF North \$15M

- Commence Alternatives Analysis
- Third Party Coordination



North Corridor MOW \$22M

- Commence Alternatives Development and Preliminary Engineering, pending Board direction
- Potential ROW Acquisition



***System Expansion
Sounder***

Sounder Investments \$56M

- Station Access Improvements
 - Puyallup Station – Parking Garage Construction
 - Sumner, Kent and Auburn Stations Parking Garages – Limited effort pending further Board direction, ROW acquisition
 - Sounder Maintenance Base – ROW acquisition and limited action until further direction regarding baseline action



Sounder Investments \$14M

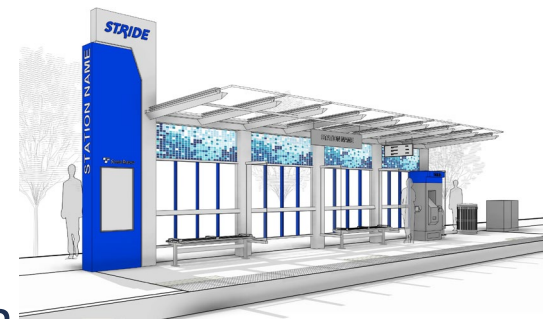
- Lakewood & S. Tacoma Stations Access Improvements
 - Alternatives Analysis
- Potential Sounder South Capacity Expansion
 - Limited coordination with other projects, e.g. Auburn parking and access expansion
 - Further work dependent upon realignment
- Edmonds & Mukilteo Stations Access Improvements
 - Further work dependent upon realignment



System Expansion Stride

I-405 Bus Rapid Transit \$77M

- 30% design
- Continued construction at NE 44th
- Third party coordination and agreements
- Potential start of final design and limited construction agreements WSDOT, pending Board direction
- NE 85th Interchange Project would require further Board direction and a budget amendment



SR 522/NE 145th BRT \$90M

- Complete Bothell BAT lane construction
- Potential property acquisition
- Third party coordination and agreements
- Potential start of final design, pending direction from the Board and/or realignment



Bus Base North \$7M

- Review project requirements and timing in conjunction with BRT phasing analysis
- Continue property acquisition
- Third party coordination and agreements
- Limited action pending further direction from Board and/or realignment



System Expansion
Regional Express

Bus System Expansion \$17M

- Funding for Board approved agreements
 - Pacific Ave SR 7 Corridor Improvements
 - RapidRide C and Madison BRT
- Further work dependent upon realignment
 - Bus on Shoulder
 - North Sammamish Park & Ride
 - Rapid Ride D funding agreement



***Budget timeline
and next steps***

Potential budget adjustment needed in 2021

- **2021 mid-year budget will be updated based upon Board realignment decisions**
- **Budget adjustments may be requested from the Board to meet incremental realignment decisions and unforeseeable needs such as increased ridership demand, and COVID-related cost increases.**

Timeline

October – budget and Financial Plan kickoff

- **10/22** – Board Meeting – Overview of Long-Range Financial Plan projections and budget

November – budget overview and property tax levy approval

- **11/5** – Executive Committee – budget overview.
- **11/5** – Rider Experience and Operations Committee – budget overview.
- **11/12** – Public hearing – budget and property taxes.
- ➔ **11/12** – System Expansion Committee – budget overview.
- **11/19** – Board Meeting – request for approval of the property tax levy.

Timeline continued

December – budget recommendation and approval

- **12/3** – Executive Committee – recommends to FAC.
- **12/3** – Rider Experience and Operations Committee – recommends to FAC.
- **12/10** – **System Expansion Committee – recommends to FAC.**
- **12/17** – Finance and Audit Committee – recommends to Board.
- **12/17** – Board – adoption of the Proposed 2021 Budget and Transit Improvement Plan.

Thank you.



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