



Motion No. M2022-79

Project Coordination Agreement with the City of Shoreline to enhance access to the Shoreline South/148th Street Station as part of the Lynnwood Link Extension Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	10/13/2022 10/27/2022	Recommend to Board Final action	Ron Lewis, DECM Executive Director Randy Harlow, Executive Project Director - Lynnwood Link Extension Kristin Hoffman, Light Rail Development Manager - Lynnwood Link Extension

Proposed action

Authorizes the chief executive officer to execute a project coordination agreement with the City of Shoreline which includes a contribution to the city in the amount of \$450,000 for construction work currently required for the Lynnwood Link Extension Project that will be modified and reconstructed by a city project that will enhance access to the Shoreline South/148th Street Station.

Key features summary

- This action would authorize the execution of a project coordination agreement with the City of Shoreline to streamline construction of the first phase (Phase 1) of the city's 148th Street Non-Motorized Bridge Project and eliminate construction-related impacts to future light rail operations. The city's project will provide improved passenger access to the Shoreline South/148th Street Station over Interstate 5.
- The city has redesigned a portion of the currently permitted design of the Lynnwood Link project to raise a pedestrian pathway to vertically connect with a future second phase of its bridge project that will install a pedestrian bridge over Interstate 5. The city will also design and construct a required cul-de-sac improvement that is currently required of the Lynnwood Link Project.
- This agreement will make a contribution to the City of Shoreline to release Sound Transit's permit requirements equivalent to the amount that Sound Transit will save by not constructing the required improvements.
- The total agreement amount of \$450,000 consists of the credit Sound Transit will receive from its contractor for deletion of the pedestrian path scope of work and project funds allocated to design and construct the NE 149th Street cul-de-sac, less the costs Sound Transit will incur to implement these changes, including permit revisions, construction management, and administration.
- The Shoreline City Council will consider this agreement for approval on October 24, 2022.

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 Interstate 5 and will include four stations: Shoreline South/NE 148th Street, Shoreline North/NE 185th Street, Mountlake Terrace Transit Center, and Lynnwood City Center. Revenue service is anticipated to begin in 2024.

In September 2019, the Board authorized \$3.7 million of funding for design and construction to the City of Shoreline's 148th Street Non-Motorized Bridge Project as part of the first round of awards for the Systems Access Funds to local governments under ST3 (Motion No. M2019-97).

In December 2020, the Board authorized the chief executive officer to execute a Right-of-Way Vacation Agreement with the city to convey Sound Transit owned property to the city in exchange for the vacation of city rights-of-way needed for the Lynnwood Link Extension (Motion No. M2020-77). This agreement established a process for conveyance of specific parcels that the city had planned to construct portions of its bridge project upon after they were no longer needed by Sound Transit. In late 2021, Shoreline approached the Lynnwood Link Extension team about using these parcels to construct Phase 1 of their bridge project before the Lynnwood Link Extension begins revenue service in order to minimize impacts to light rail operations.

Shoreline's bridge project creates a non-motorized path over Interstate 5 to access the Shoreline South/148th Street light rail station. Phase 1 of the project includes construction of the east side bridge abutment and connecting pathways. Phase 2 will include the west side bridge abutment, connecting pathway, and the bridge span over Interstate 5.

The city's designed non-motorized path replaces the currently designed and permitted non-motorized path in Sound Transit's permitted construction drawings. The city has requested that Sound Transit grant it temporary rights to use Sound Transit owned property for construction in advance of acquiring permanent rights on the property for its bridge abutment and connecting pathways after Sound Transit declares it surplus property. Staff concurs that the city's request is reasonable and prudent. The property interests conveyed to the city, as a part of the non-motorized pathway, are a part of Sound Transit's support and investment in this project. Sound Transit will be applying to WSDOT for land bank credit, following completion of the easement transfer.

In order to release Sound Transit of its permit obligations to construct a pedestrian pathway in this area, the city requires a contribution. The city has agreed to a contribution amount equivalent to what Sound Transit will save by not constructing the required pedestrian pathway. Sound Transit will issue a change order to the L200 contractor, Stacey-Witbeck/Kiewit/Hoffman, and receive a credit for the scope deletion. Sound Transit's costs to revise permit drawings and administer construction changes are accounted for in the contribution.

Both parties agree to the due diligence needed to achieve approvals, consistent with all applicable regulations, to complete the non-motorized path construction. Maintenance and security of the city's non-motorized path along the light rail alignment including graffiti removal, landscaping, and security enforcement will be negotiated as part of a future Operations and Maintenance Agreement and brought to the Sound Transit Board for consideration.

Project status

○					
Project Identification	Project Refinements	Conceptual Engineering/ Environmental Review	Preliminary Engineering	Final Design	Construction

Projected completion date for revenue service: 3Q 2024

Project scope, schedule and budget summary are located starting on page 47 of the July 2022 Agency Progress Report.

Fiscal information

This action is within the baseline budget and sufficient monies remain after approval of this action to fund the remaining work in the construction phase. This action does not impact the affordability of any other system expansion project.

The baseline budget for the Lynnwood Link project is \$2,771,622,000. Within the baseline line budget \$2,094,533,000 has been allocated to the Construction phase of which, \$16,448,000 has been allocated to Construction Miscellaneous. This action would commit an additional \$450,000 to provide a funding contribution to the City of Shoreline and leave a line-item budget balance of \$9,628,645.

Lynnwood Link Extension

(in thousands)

	Baseline Budget	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Administration	\$98,164	\$58,526	\$	\$58,526	\$39,638
Preliminary Engineering	39,054	39,053		39,053	1
Final Design	164,162	158,932		158,932	5,230
Third Party Agreements	17,600	13,431		13,431	4,169
Right of Way	219,053	182,227		182,227	36,827
Construction	2,094,553	1,980,864	450	1,981,314	113,239
Construction Services	139,036	136,986		136,986	2,049
Total Current Budget	\$2,771,622	\$2,570,018	\$450	\$2,570,468	\$201,154

Construction Phase Detail

Construction Miscellaneous	\$16,448	\$6,369	\$450	\$6,819	\$9,629
Other Constructicon	2,078,105	1,974,494		1,974,494	103,611
Total Construction Phase	2,094,553	1,980,864	\$450	1,981,314	113,239

Agreement Detail City of Shoreline	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Revised Total for Board Approval
Contract Amount	\$	\$	\$450	\$450
Contingency				
Total Agreement			450	450
Percent Contingency		0%	0%	0%

Notes:

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

* Board Approvals = Commitment and PO Contingency Remaining as of 9/28/22.

For detailed project information, see page 93 of the 2022 Financial Plan & Adopted Budget.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Sound Transit has engaged the public and stakeholder to reach early and durable agreement on the Lynnwood Link Extension project definition, including station locations, access and other project components. The City of Shoreline has been collaborating with Sound Transit through the Land Use Permitting approval process to ensure Sound Transit facilities are compatible with their community vision.

Time constraints

Timely approval will facilitate completion of Phase 1 of the City of Shoreline's project prior to opening the Lynnwood Link Extension.

Prior Board/Committee actions

Motion No. M2020-77: Authorizes the chief executive officer to execute a Right-of-Way Vacation Agreement with the City of Shoreline to convey Sound Transit owned property to the City in exchange for the vacation of City rights-of-way that are needed for the Lynnwood Link Extension.

Motion No. M2019-97: Awards the first round of System Access Funds to the local governments identified the not to exceed amounts determined by the Board and authorizes the chief executive officer to execute funding agreements consistent with these awards and in compliance with the System Access Fund program guidelines.

Environmental review – KH 10/5/22

Legal review – MT 10/7/22



Motion No. M2022-79

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a project coordination agreement with the City of Shoreline which includes a contribution to the city in the amount of \$450,000 for construction work currently required for the Lynnwood Link Extension Project that will be modified and reconstructed by a city project that will enhance access to the Shoreline South/148th Street Station.

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Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a project coordination agreement with the City of Shoreline which includes a contribution to the city in the amount of \$450,000 for construction work currently required for the Lynnwood Link Extension Project that will be modified and reconstructed by a city project that will enhance access to the Shoreline South/148th Street Station.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on October 27, 2022.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator