

- Capital Committee 4/9 (Staff Recommendations)
→ Committee recommendation to Board
- Board vote - April 23.



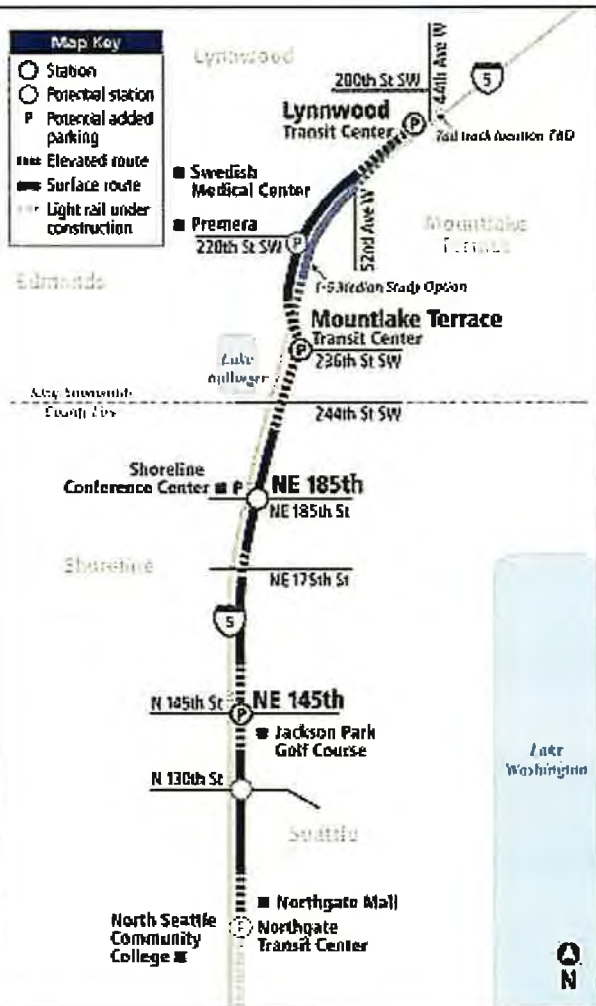
Lynnwood Link Extension Project Selection

North Corridor Leadership Group Briefing
March 16, 2015

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The preferred alternative

- 8.5 mile extension from Northgate to Lynnwood Transit Center
 - Fully exclusive: ~ 55% retained cut/fill; ~ 45% elevated
- 4 stations
 - Shoreline: NE 145th Street – elevated
 - Shoreline: NE 185th Street – retained cut
 - Mountlake Terrace: MLT Transit Center – elevated
 - Lynnwood: Lynnwood Transit Center – elevated
- ~1,500 stalls of added P&R capacity in 3 new garages at 145th, 185th and Lynnwood
- 60,000-70,000 riders/day in 2035; 20,000+ new
- ~\$1.5 B in 2014\$
 - Does not include fleet or O&M capacity



Status & schedule

- Complete final PE 30% design package March
- Publish Final EIS April
- **ST Board selects project to be built** **April**
- Submit New Starts Engineering application to FTA Summer
- Receive FTA NEPA Record of Decision, New Starts project rating & approval to begin Engineering (final design) phase Fall
- Complete 60% design, baseline project & begin ROW acquisition 2016
- Complete 100% design & ROW acquisition, sign FFGA with FTA, and begin construction 2018
- Begin revenue service 2023

Outreach prior to Board decision

- North Corridor Leadership Group (March 16)
- Letters to impacted property owners (late March)
- Notices of Final EIS availability (around April 1)
 - Postcard to ~80,000 corridor residents
 - Newspapers & Federal Register
 - Website notice
 - E-mail notice to ~ 4,000
 - Posters & community kiosks
- Briefings as requested

Top project risks

Schedule: FTA environmental and New Starts approvals

Schedule: FHWA environmental and right-of-way approvals

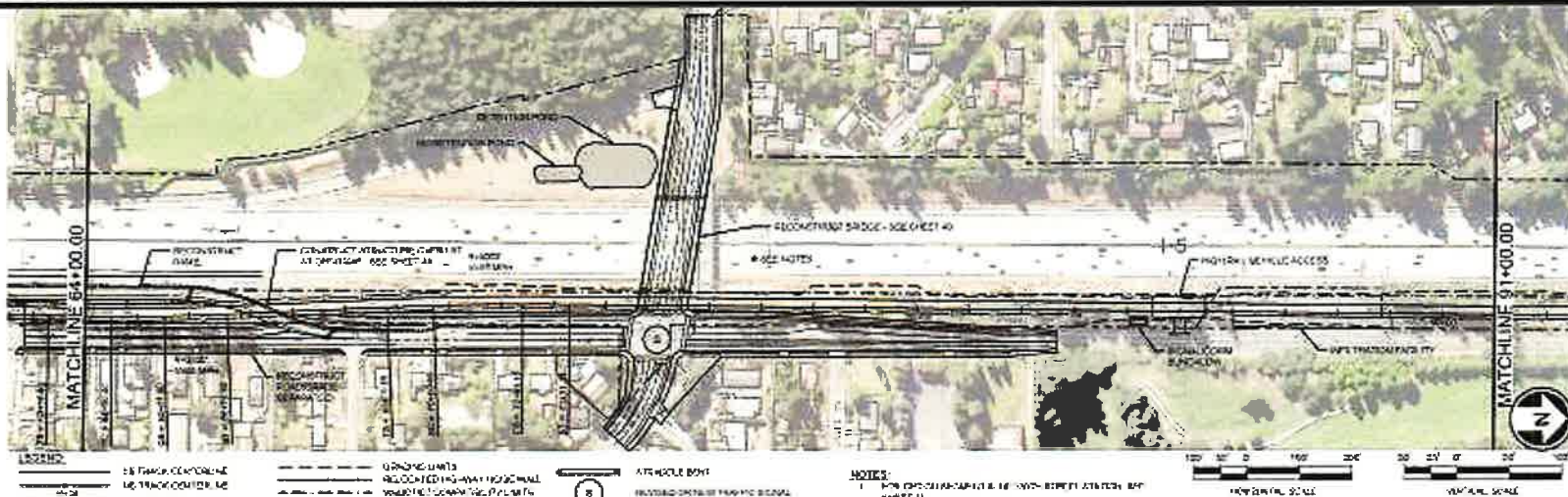
Cost: Scope additions & betterment requests

Cost: Inflation

Cost: FTA New Starts funding availability & competition

Current preferred alternative near 130th St.

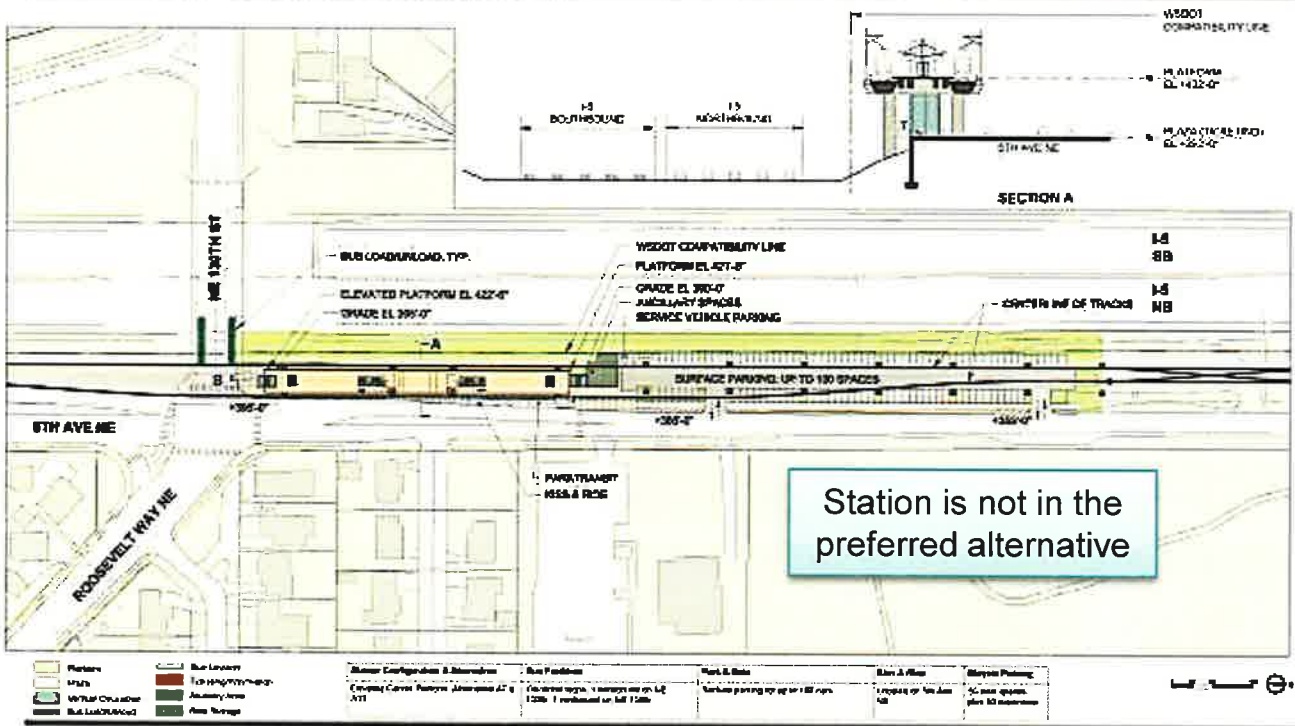
SOUND TRANSIT LYNNWOOD LINK EXTENSION



- At-grade under 130th St. bridge
- Requires re-building bridge, interchange and 5th Ave NE
- No station included, but leaves room for one
- WSDOT highway work on critical path
- **High schedule risk**

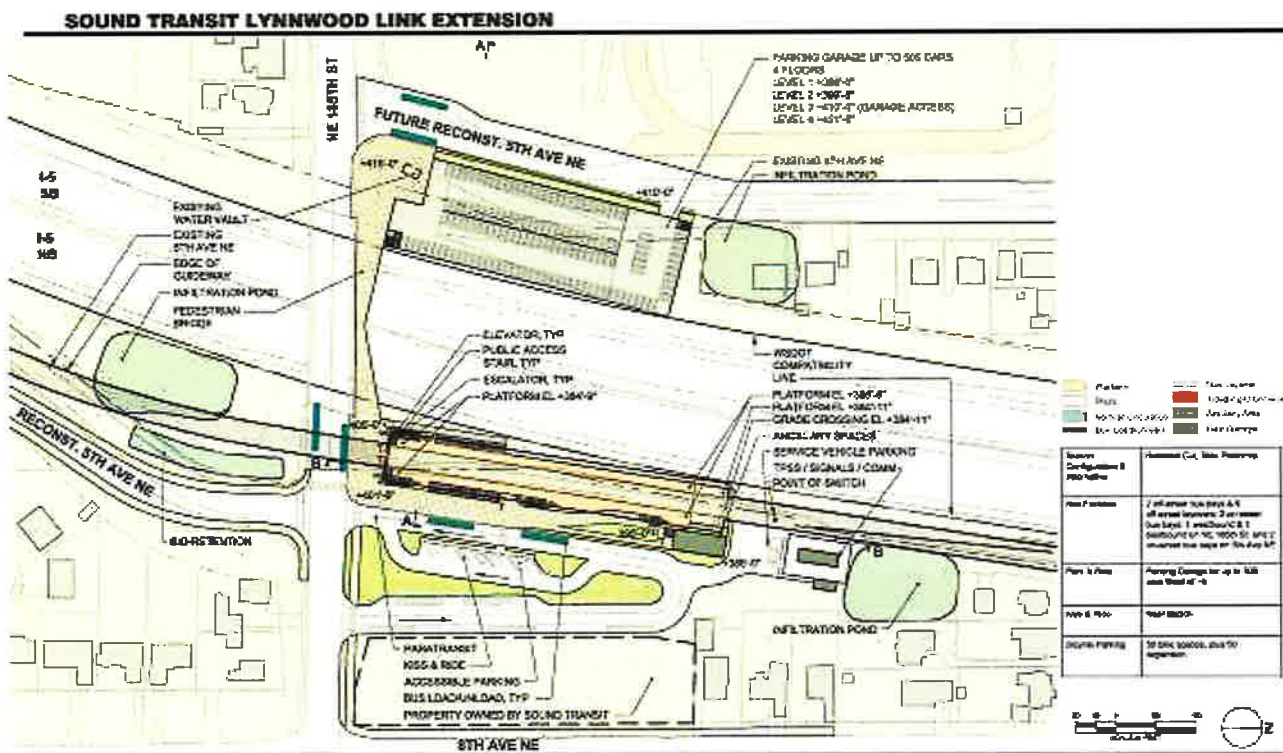
Change? Go over 130th St.

SOUND TRANSIT LYNNWOOD LINK EXTENSION



Pros	Cons
Avoids 130 th bridge & interchange rebuild & reduces WSDOT/FHWA complications & delay	Does not improve 130 th bridge or interchange (non-LRT benefit)
Takes WSDOT work off critical path	Increases visual impacts
Saves cost (~\$10M)	Does not add value to WSDOT land bank
Station is still possible (elevated)	
Reduces WSDOT P&R impact	

Current 185th St. station preferred alternative



- Separates garage from station to minimize neighborhood impact & preserve TOD options
- Pinches I-5 on both sides
- Requires 185th Street bridge modifications or separate ped bridge
- Requires 5th Ave modifications
- Joint use garage has not panned out
- **High WSDOT/FHWA risks**

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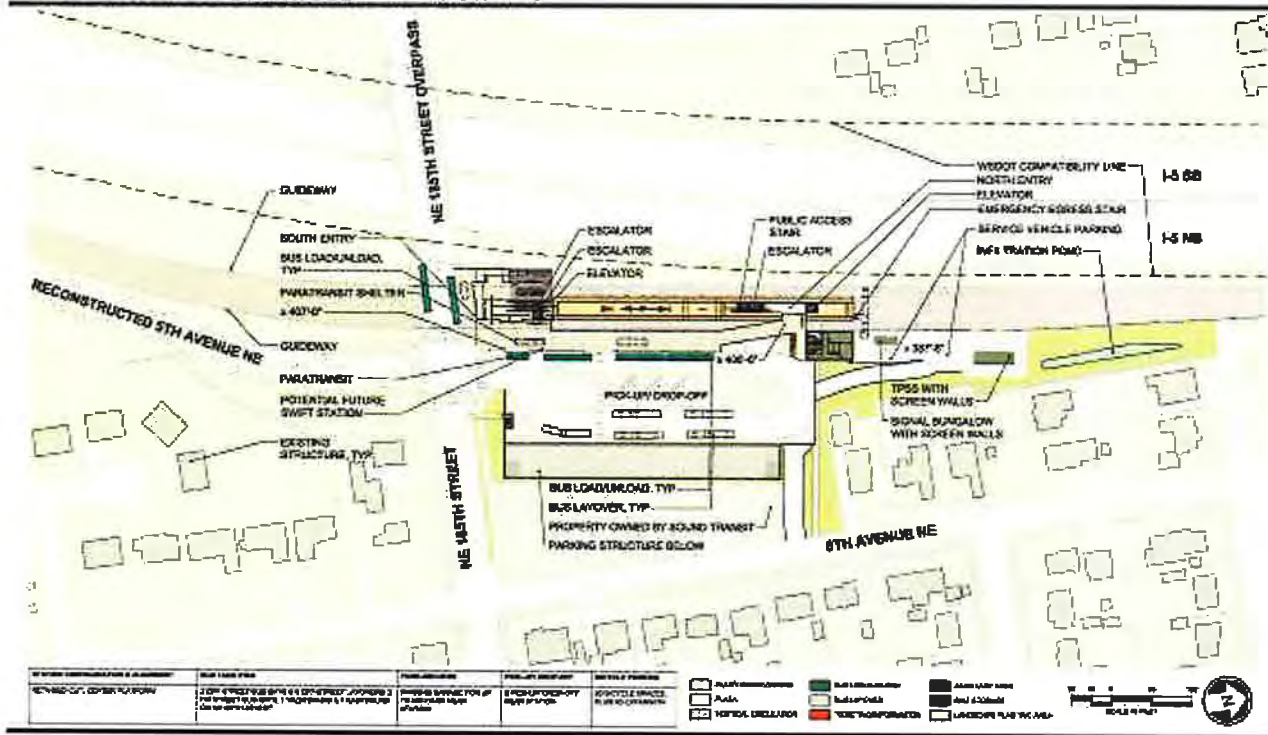
**FINAL DIS - PRELIMINARY DESIGN
 PREFERRED ALTERNATIVE
 NE 185TH STREET STATION
 SITE PLAN**

DWG NO. A15-8AP001
 SHEET 34 OF 11
 NCT No. _____

FHWA has said if ST touches 185th Bridge then ST has to redo entire Bridge

Change? Move 185th garage east

SOUND TRANSIT LYNNWOOD LINK EXTENSION

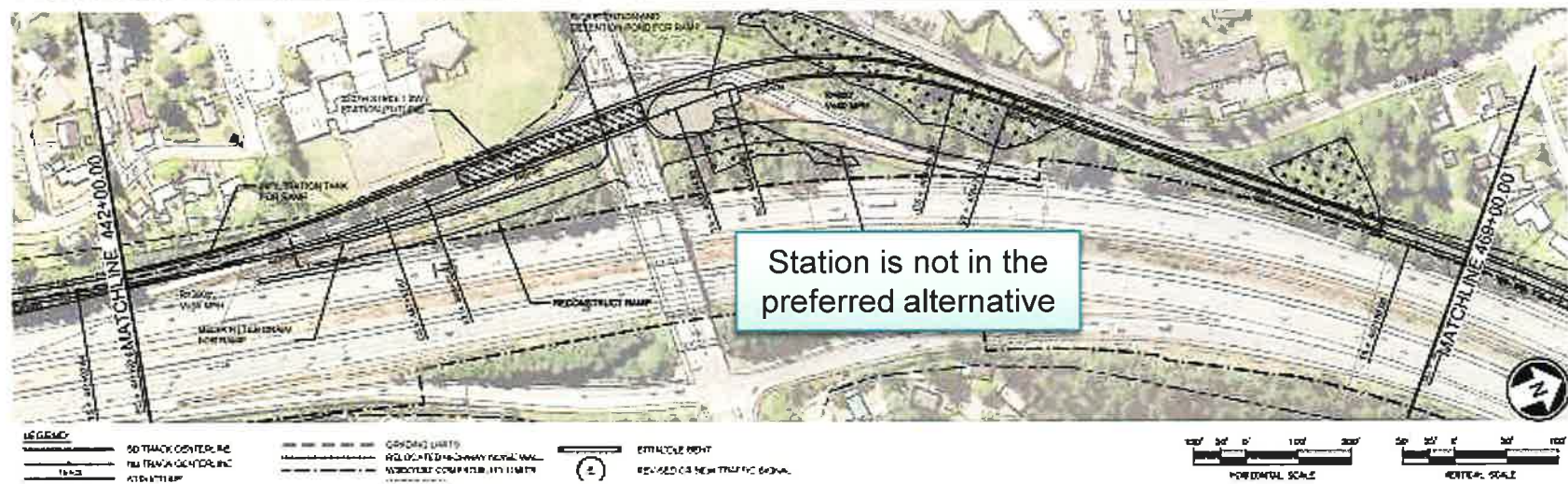


Pros	Cons
Reduces constraints on widening I-5	Garage more visible until adjacent land redevelops
Eliminates need to relocate 5 th Ave NE west of I-5	Slightly reduces land available for TOD next to station
Reduces need to modify NE 185 th bridge	Increases traffic on 8 th Ave NE
Saves cost (~\$1-2M)	
Improves garage access to station	
Maintains TOD options	

→ Cost sharing arrangement w/ school Dist for stadium (Sound Transit)
 → Dist want to put garage next to I-5 - pinches I-5 expansion potential.
 → ST thinks easier if on east side - all together - don't have to deal w/ WSDDT

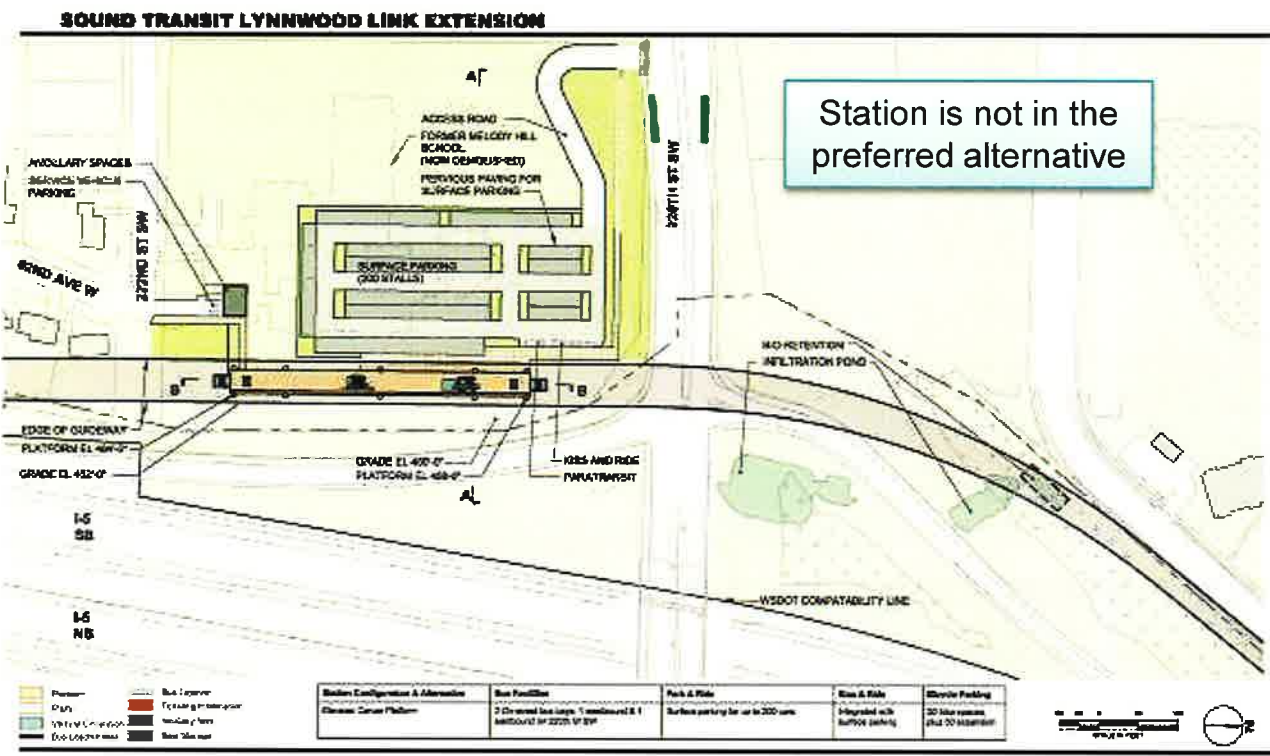
Current preferred alternative near 220th St.

SOUND TRANSIT LYNNWOOD LINK EXTENSION



- Entirely within WSDOT right-of-way
- Requires relocating southbound interchange ramps, with wetland impacts
- No station included, but leaves room for one
- Adjacent school property deemed historic during DEIS process -- buildings now gone
- **High WSDOT/FHWA risks**

Change? Move guideway west

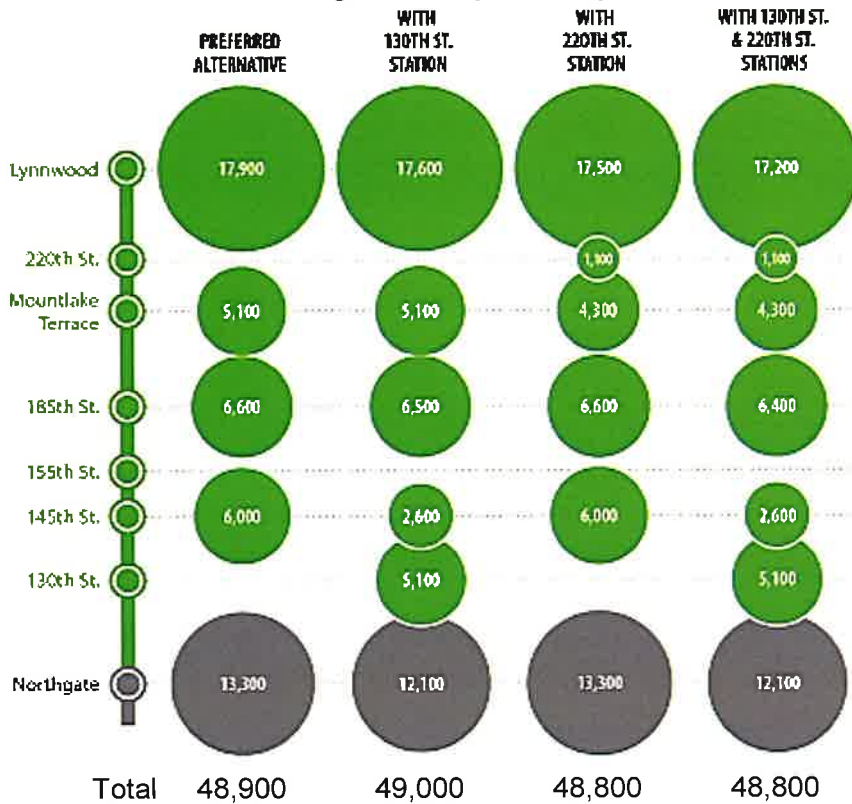


Pros	Cons
Avoids changes to 220th interchange	Requires purchase of Edmonds SD property
Provides bigger, more flexible construction area	ESD cooperation required; may require protective acquisition
Reduces wetland impacts and permitting risks	Requires 5 additional residential acquisitions

Improves location of potential station and TOD opportunities

Add 130th and/or 220th stations?

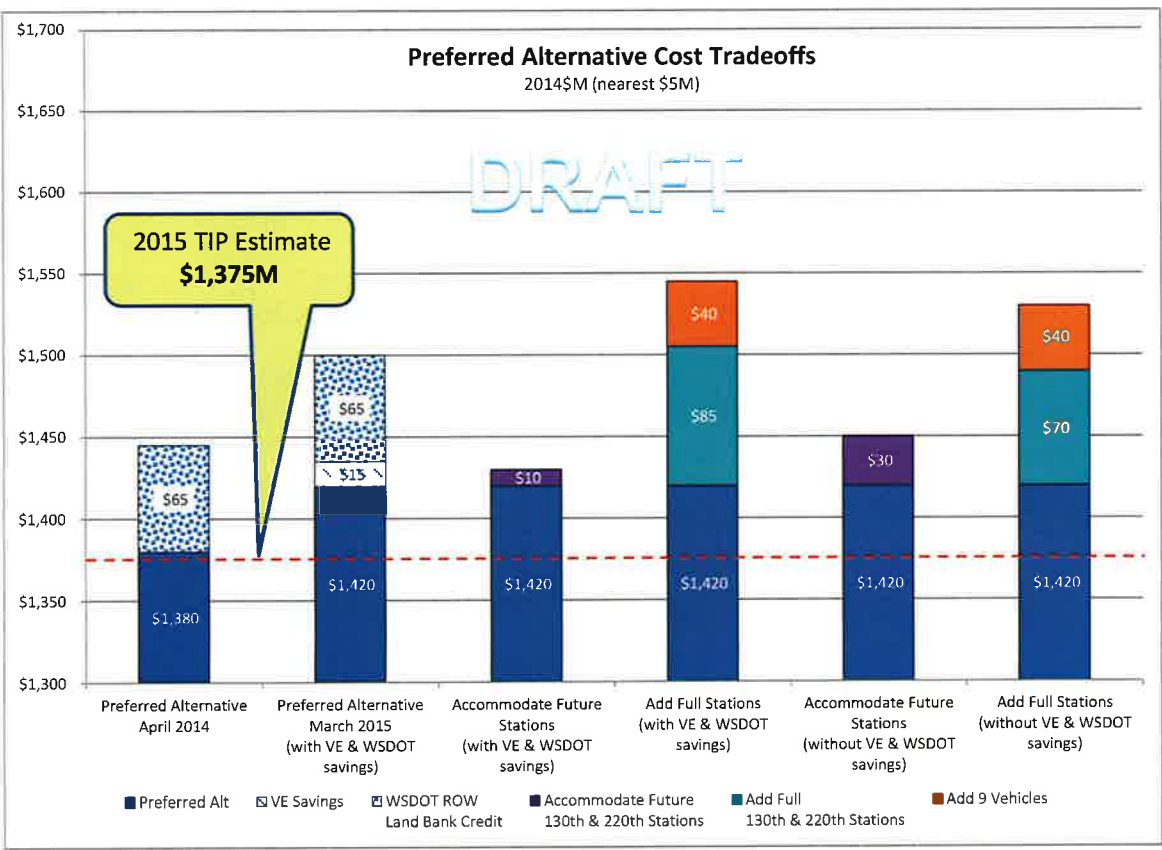
Forecast average weekday boardings in 2035



Pros	Cons
<p>Improves system access</p> <ul style="list-style-type: none"> * Pinehurst & Bitter Lake * Mountlake Terrace & Edmonds 	<p>Added stations add cost</p> <p><i>Under current preferred alternative</i></p> <ul style="list-style-type: none"> * Accommodate both in future: \$30M now; \$55M later * Build 130th now: \$30M * Build 220th now: \$40M
<p>TOD potential (w/ current zoning)</p> <ul style="list-style-type: none"> * 130th = low * 220th = moderate 	<p><i>If value/risk changes are made</i></p> <ul style="list-style-type: none"> * Accommodate both in future: \$5-10M now; \$60-70M later * Build 130th now: \$40M * Build 220th now: \$45M
<p>May reduce parking pressure on Northgate, 145th, Mountlake Terrace and/or Lynnwood stations</p>	<p>Added stations don't add substantial ridership -- riders just move between stations</p>

Added stations would slow the overall system & increase fleet requirements

Costs & tradeoffs



- Design refinements have increased cost of the preferred alternative ~\$40M, or 3%
- Value engineering produced ~\$15M potential savings
- Use of WSDOT land bank credits to offset \$65M ROW costs is TBD
- Cost of preferred alternative with WSDOT credits and VE savings now ~\$45M / 3.3% over TIP estimate