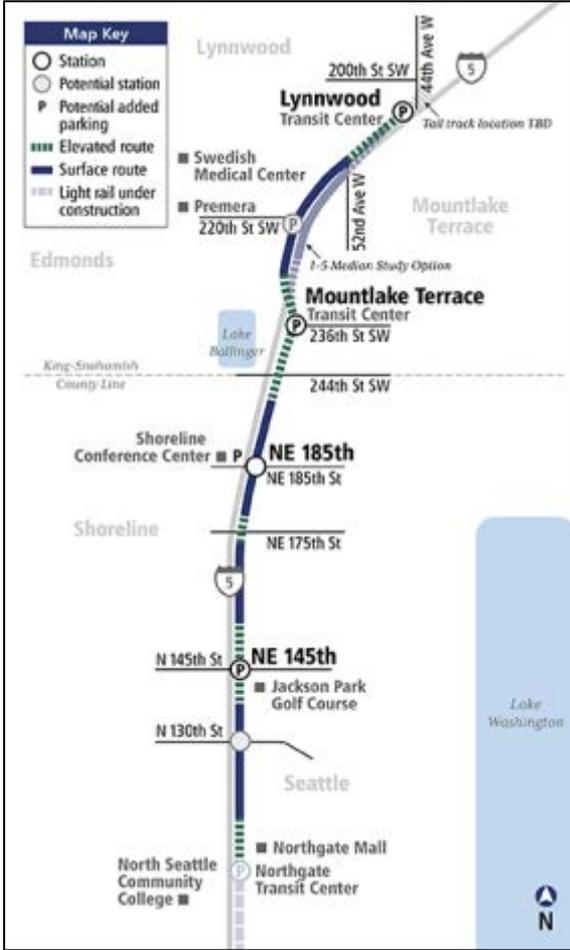




Lynnwood Link Extension Project Update

April 10, 2014 Capital Committee

Refinements & further study



Lynnwood

- Preferred alternative re-alignment
- Additional parking at Lynnwood Transit Center

Mountlake Terrace

- Segment B preferred alternative re-alignment (I-5 west side)
- Station/future station at 220th Street SW
- Additional parking at Mountlake Terrace Transit Center

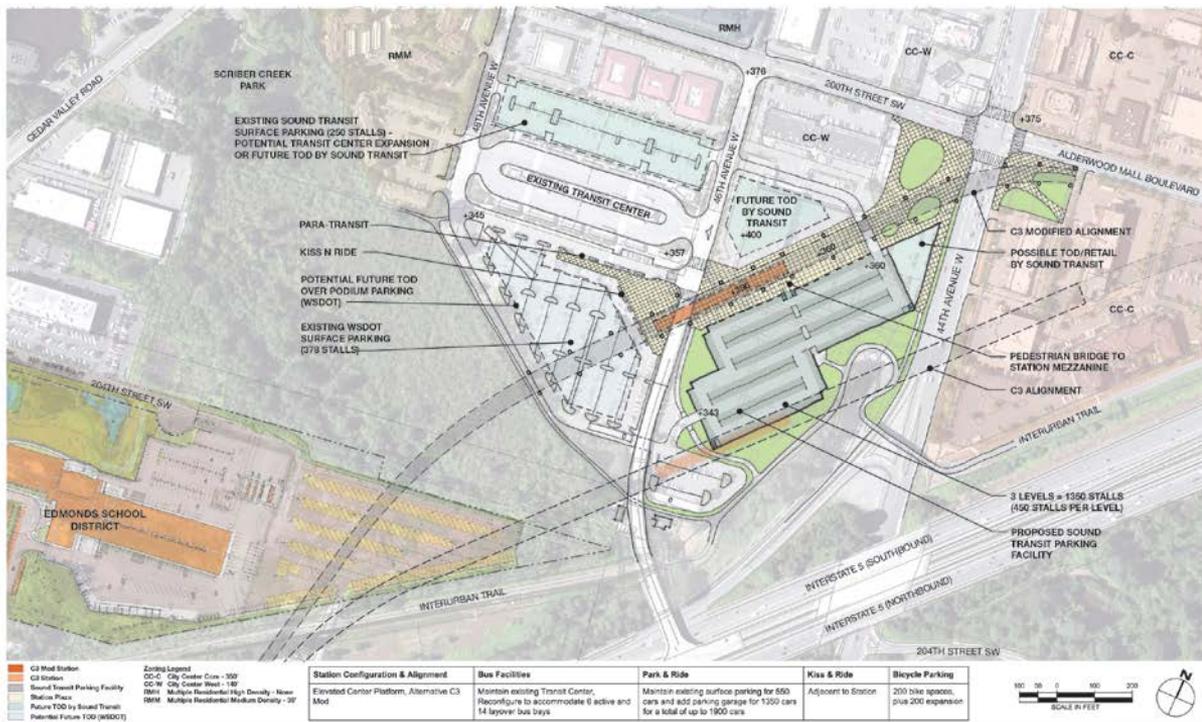
Shoreline

- NE 185th Street hybrid alignment/station/garage alternative
- 185th Street bridge pedestrian improvements

Seattle

- Station/future station at NE 130th Street
- Maintaining access to the Latvian Church

Lynnwood station area



C3 Modified v. C3

Pros

- Closer to transit center
- Preserves more TOD opportunity
- Reduces utility impacts
- Lynnwood supports

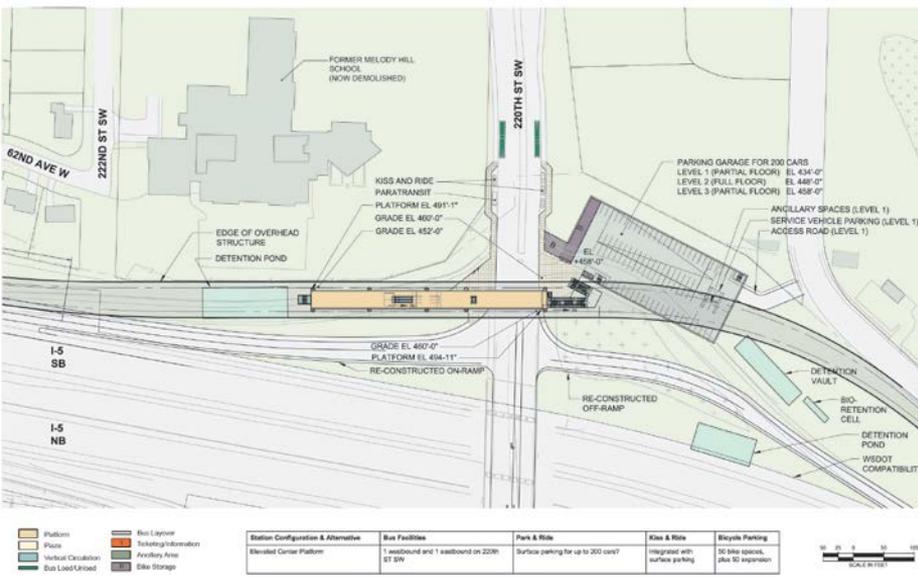
Cons

- Costs ~\$18M more
- More property impacts
- More wetland impacts

Added parking

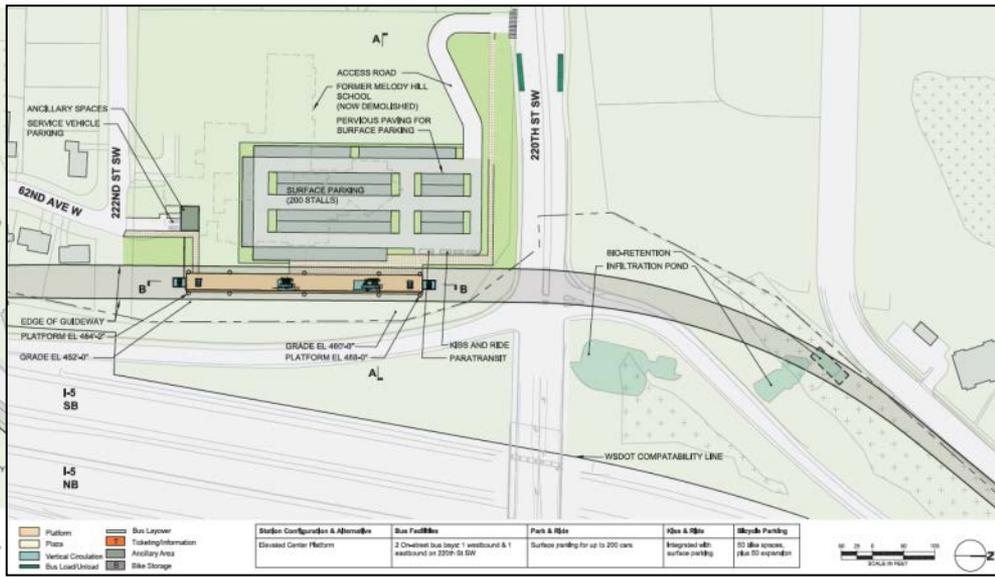
- Additional garage floor (450 stalls) costs ~ \$22M

Segment B preferred alternative refinement



Current preferred alternative

- Elevated with garage entirely in WSDOT right of way
- Requires relocating freeway ramps
- Station ~\$50M now, or \$25M now + \$35M later if phased

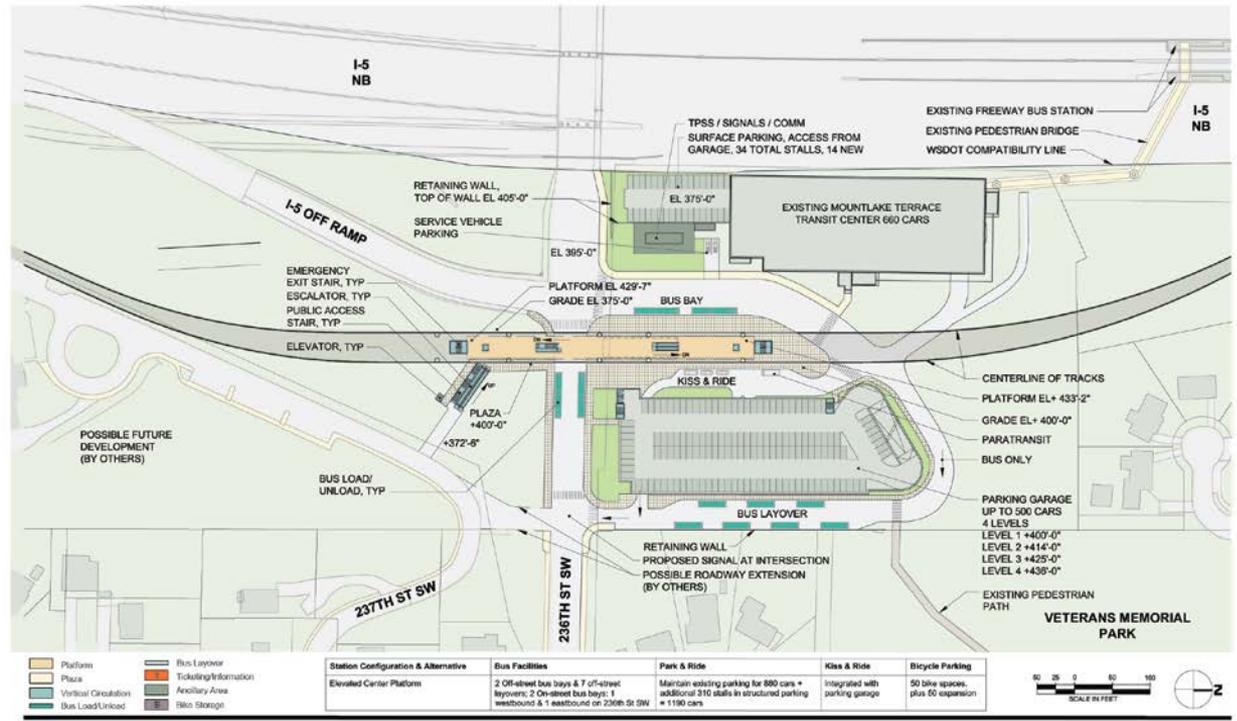


Potential re-alignment

- Elevated with surface parking on old school site
- Does not relocate ramps but more property impacts
- Station costs the same, but alignment ~\$10M cheaper

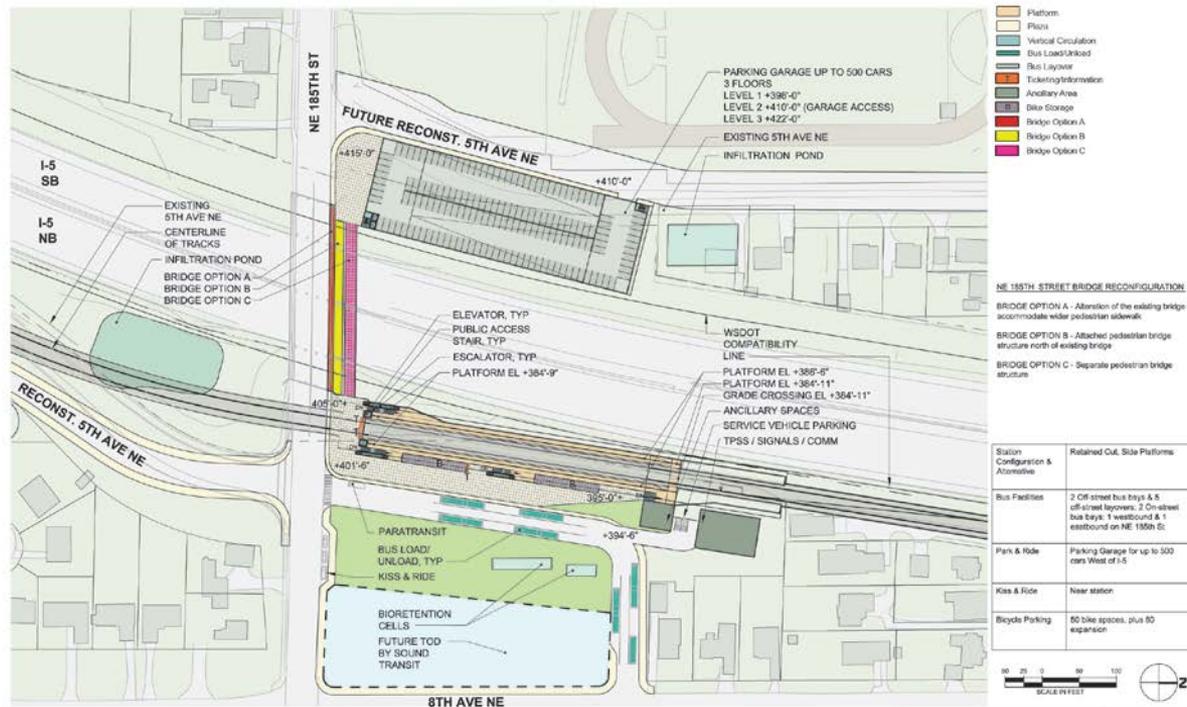
Mountlake Terrace station added parking

- 880 stalls today in garage and surface lots; generally full
- 2 sites for another garage
- 500 stall garage would cost ~\$25M
- Not currently programmed



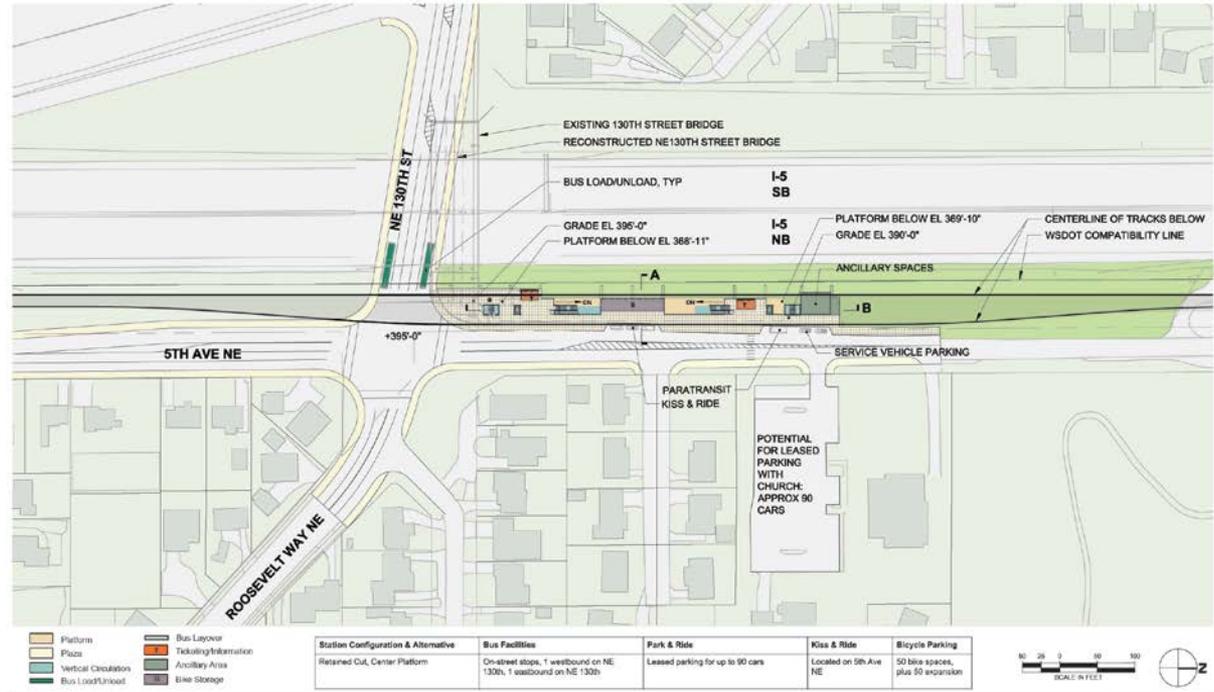
NE 185th Street station area

- New hybrid station scheme
- 3 ways to improve station-garage connection:
 - Current 185th bridge
 - Wider 185th bridge
 - Separate ped bridge
- Discussing joint-use garage with Shoreline School District



NE 130th Street station

- Revised Metro bus connections = more station boardings, but not more system boardings
- Building station now costs ~\$25M
- Allowing for future station costs ~\$15M now, another ~\$20M later

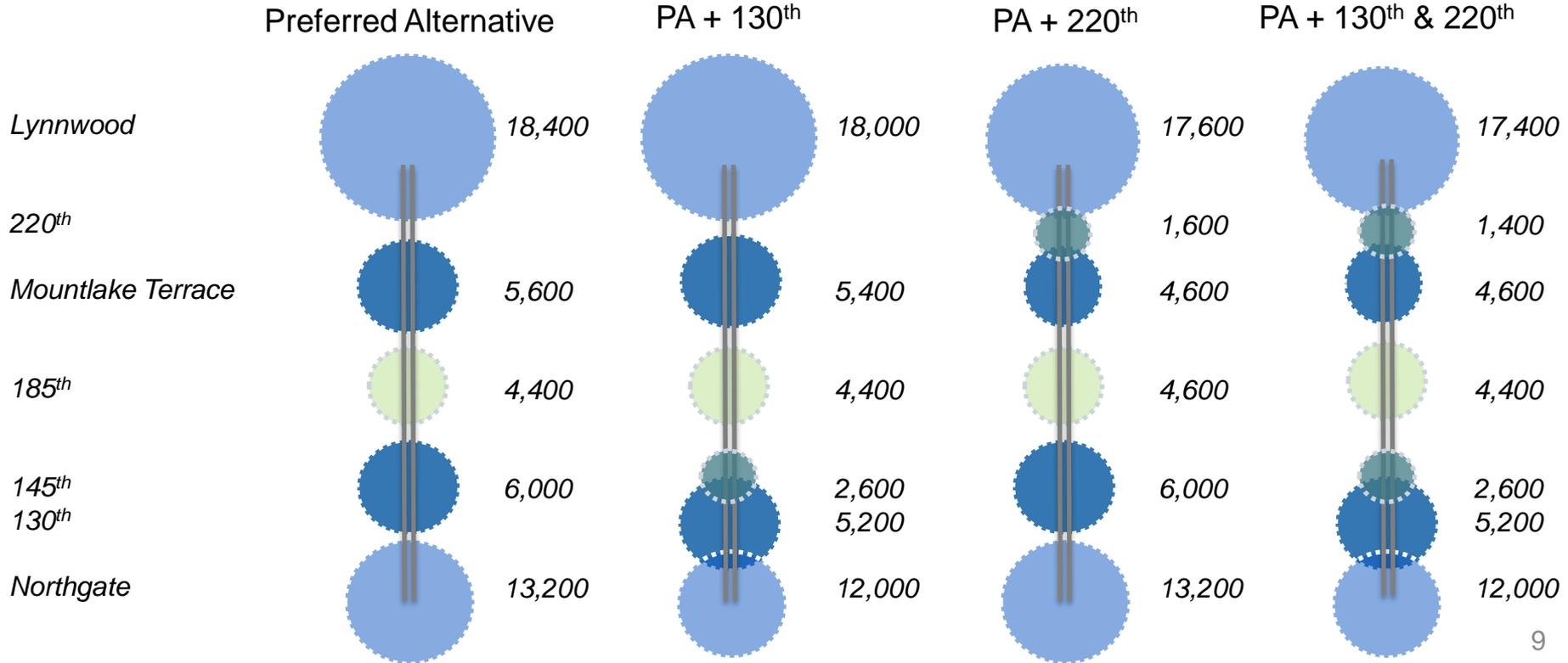


NE 117th/Latvian Church area

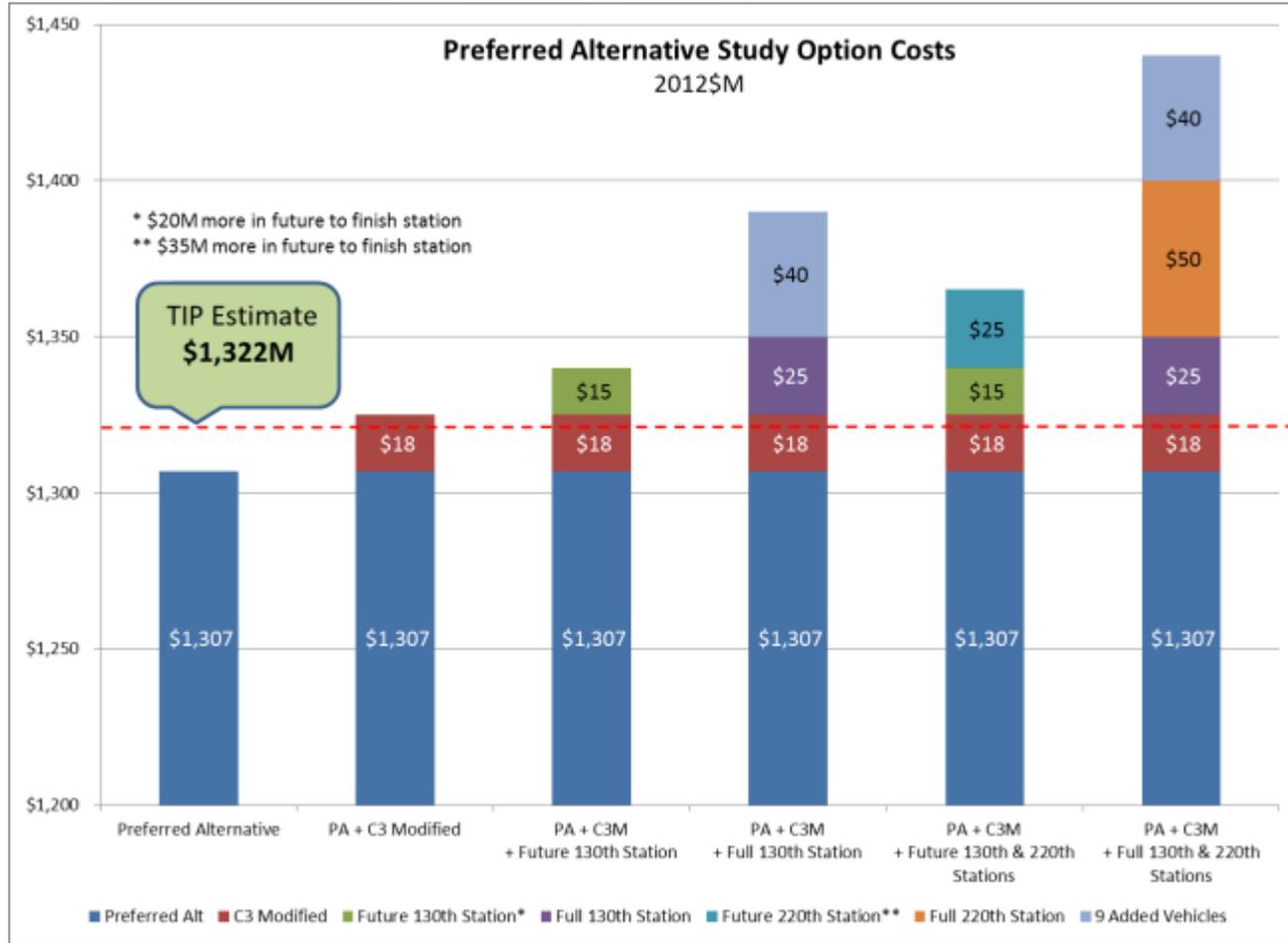
- Rebuilding church access road to City standards requires additional property
- Caretaker's house relocated
- Church access maintained during and after construction
- Parking may need to move during construction



2035 daily boardings



Costs

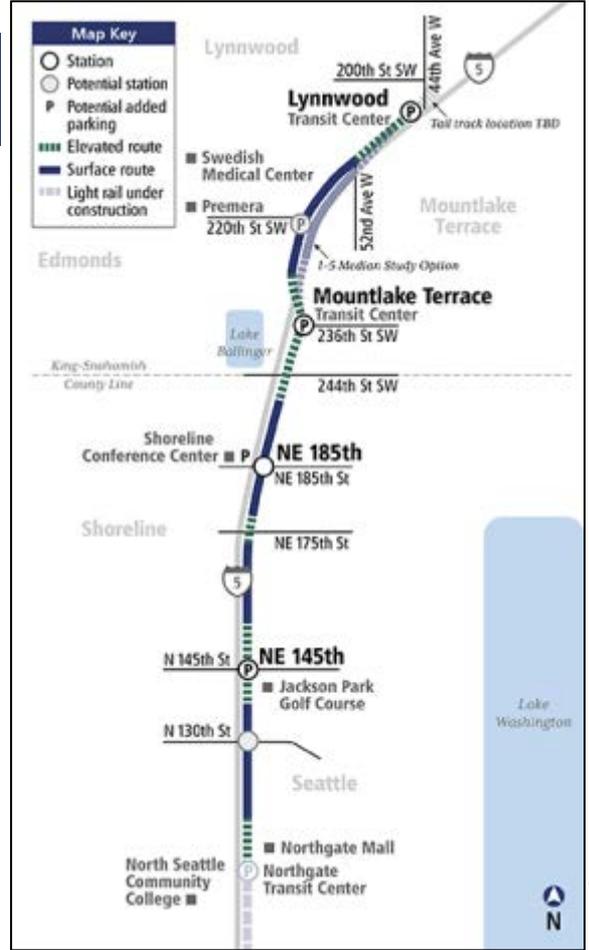


Next steps

- Remainder of 2014
 - Prepare the Final EIS
 - Complete preliminary engineering & update cost estimates
 - Perform constructability & risk reviews and value engineering
 - Explore project delivery strategies
 - Obtain preliminary FTA New Starts project rating

- Early 2015
 - Publish the Final EIS
 - Board selects the project to be built
 - Obtain FTA & FHWA Records of Decision
 - Apply to FTA for New Starts Engineering authority

- Mid 2015
 - Begin final design



A close-up, low-angle shot of a white and blue Sound Transit bus. The bus features a large, stylized wave graphic in shades of blue and teal. The word "SOUND" is partially visible in large white letters on the blue section of the bus. The bus has several windows and a door visible on the left side. The background is a clear blue sky.

 **SOUNDTRANSIT**
RIDE THE WAVE