

University Link Project

“Making the Case for New Starts”

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Rail-Volution

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SOUNDTRANSIT



Sound Transit

Central Link Light Rail

**Initial Segment (13.9 miles)
Open: July 2009**

**Airport Link (1.7 miles)
Open: Dec. 2009**

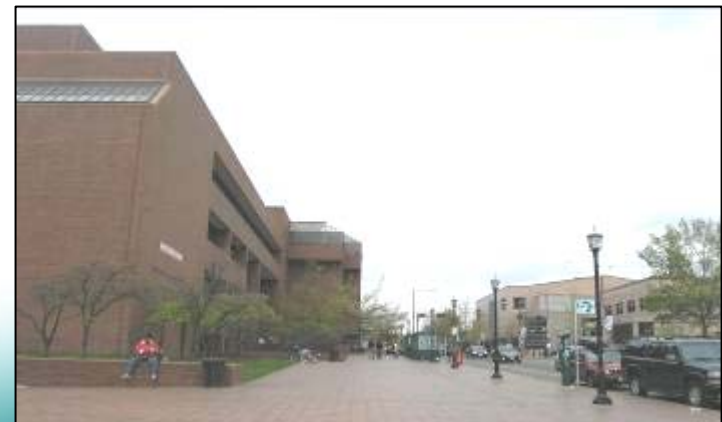


University Link Project

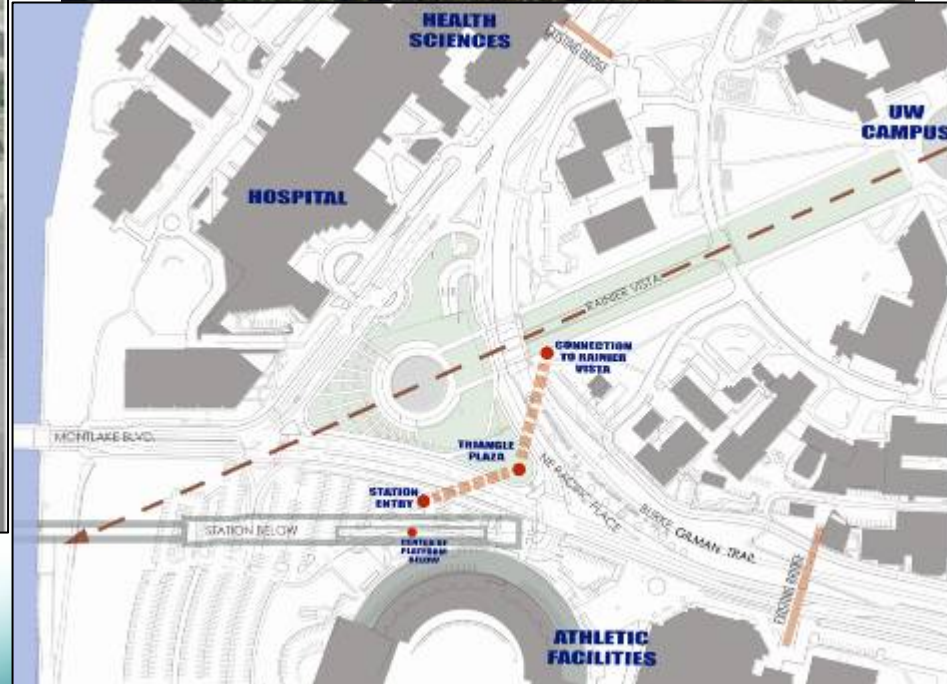
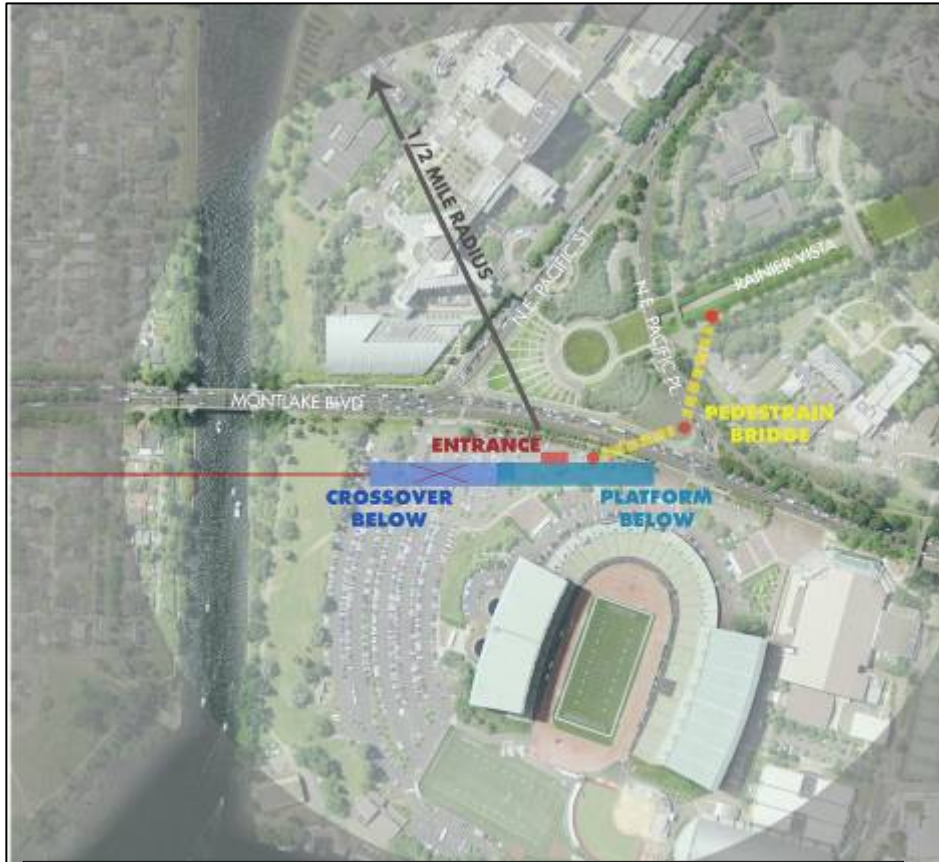


- 3.15 mile north extension to Initial Segment
 - Capitol Hill Station
 - UW Station and crossover
- Design: 2 years
- Construction: 6.5 years
- System testing: 6 months
- Project completion: 2016

Capitol Hill Station



University of Washington Station



U-Link Benefits



- Connects the region's 3 largest urban centers
- Serves UW, SCCC & Seattle U with combined 56,000 students
- Travel times:
 - UWS to downtown: 9 min.
 - CHS to downtown: 6 min
- Ridership:
 - Adds 70,000 daily boardings for a total of 114,000 systemwide daily boardings by 2030

Steps to Secure New Starts Funding

Completed:

- ✓ PE authority – December 2005
- ✓ FTA Record of Decision – June 2006
- ✓ Final Design authority – December 2006

Anticipated:

- ❑ Full Funding Grant Agreement - \$750 million
 - application – January 2008
 - execution – summer 2008

Final Design Progress

- Final Design Teams
 - NorthLink Transit Partners: civil
 - LTK: systems
- Early FD tasks completed:
 - refined design and scope, including consideration of Value Engineering
 - established contract packaging
 - applied lessons learned from Initial Segment
 - verified costs, including quantities and unit prices
 - updated right-of-way costs
 - applied current escalation factors
 - updated risk analysis



Baseline Cost Estimate (BCE)

- Board adopted capital BCE is \$1,614 M (YOES)
- BCE includes 24% for contingencies
- Updated risk analysis indicates 90% confidence in completing project within budget and schedule
- The adopted BCE reflects:
 - latest inflation factors for construction costs
 - updated estimates for right-of-way costs
 - Link staffing needs consistent with the Project Management Plan and Staffing Plan
 - more detailed design
 - final contract packaging/construction sequencing
 - lessons learned from Initial Segment

Project Costs – Federal Share

- Project BCE: \$ 1,614 million
- Financing costs: + 184 million*
- Total project budget: \$1,798 million

- Federal share: 42.4% of the total
 - \$762M federal contribution
(\$750M New Starts + \$9M CMAQ + \$3M Sec. 5309)

* Approx. cost through 2016, per FTA guidelines

U-Link New Starts Rating

- Received FTA's highest rating in 2005 and 2006
- Local Financial Commitment: Medium-High
- Project Justification: Medium-High
- Overall Project Rating: High
- Cost Effectiveness = \$ 22.26
(incremental cost/user benefits, 2007submittal)

Making the Case

- U-Link corridor:
 - dense urban corridor
 - strong all-day, 2-way transit markets and high ridership
 - TOD policies in place
- Corridor problems > U-Link benefits:
 - traffic congestion > creates new transportation corridor
 - slow bus service > much faster rail travel times
 - limited regional access > improved urban center access
 - unreliable bus service > reliable light rail service
 - potential limits to UW growth > improved transit access
 - difficult access to sports venues > improved access to venues

Making the Case (Continued)

- U-Link benefits vs. “Baseline” results:
 - 71,000 daily riders (22 million/yr) in 2030
 - 17,400 “new” daily riders
 - 4.5 million hours of total user benefits annually
- Lessons learned and advice to other agencies:
 - must start with attractive, competitive project
 - defining the “Baseline” is critical
 - document supportive land use actions and TOD policies
 - support with strong ridership forecasting expertise
 - need substantial commitment of staff and consultant resources

Questions?

University Link BCE

(YOE\$ in millions)

<u>Project Phase</u>	<u>Adopted BCE</u>
Link Staffing	\$ 115
Preliminary Engineering	24
Final Design	78
Construction Management	69
Third Parties	20
Construction	1,047
Vehicles	104
ROW	157
TOTAL	<hr/> \$1,614