

# **Lynnwood Link Extension**

## **Seattle, Washington**

(November 2021)

The Central Puget Sound Regional Transit Authority (Sound Transit) is building an 8.5-mile extension to the light rail system from the Northgate station in King County to the Lynnwood City Center Station in Snohomish County. The project alignment primarily runs parallel to the existing configuration of Interstate 5 (I-5) with approximately 4.1 miles on aerial structure guideway and approximately 4.4 miles of retained cut or fill guideway. The light rail is exclusively located within the freeway right-of-way for much of the route. The project includes construction of four stations and a vehicle operation, maintenance, and storage facility as well as the purchase of 34 vehicles multiple-section 95-foot long articulated light rail vehicles. It also provides train control and signals, communications, traction power supply and distribution, and fare collection systems and equipment. Service is planned to operate 20 hours a day, seven days a week, with trains every four minutes during weekday peak periods and every five minutes during weekday off-peak periods and on weekends.

The project is intended to relieve congestion, improve transit performance, and enhance mobility choice in this dense suburban corridor where, because of geography and development pressures, other means of transportation enhancement are limited. The existing roadway network in this corridor is severely constrained. Two major north-south highways extend through the corridor – I-5 and State Route (SR) 99. I-5 experiences recurring congestion and high variability in travel times. The parallel SR 99 is a high-volume, medium-speed arterial for most of its length, with some expressway sections. Development patterns prohibit expansion of either facility. Although there is extensive bus service in the corridor today, these buses are subject to the same travel delays as automobiles in the corridor.

The total project cost under the FFGA is \$3,260.4 million; of which, the Section 5309 New Starts funding share is \$1,172.7 million.

### **Status**

The project was originally included in the region's fiscally constrained long-range transportation plan in May 2010. Sound Transit completed an alternatives analysis in 2011. A Draft Environmental Impact Statement (EIS) was published in July 2013. The project entered New Starts Project Development in December 2013. In April 2015, a Final EIS for the project was published and Sound Transit selected a final locally preferred alternative (LPA). The LPA was adopted into the region's fiscally constrained long-range transportation plan in May 2015. FTA issued a Record of Decision (ROD) in July 2015. A separate environmental review process was conducted for the operation, storage and maintenance facility, and FTA signed a separate ROD for the facility in November 2015, completing the environmental review process for the project as a whole. FTA approved the project into New Starts Engineering in February 2016. Sound Transit and FTA entered into a Full Funding agreement in December 2018 with the revenue service projected for July 2024. Approximately 99% of the construction contracts have been awarded and approximately 54% of construction is complete.

Section 3005 of the Fixing America’s Surface Transportation (“FAST”) Act (Pub. L. 114-94; Dec. 4, 2015) authorized FTA to award Federal major capital investment funds for final design and construction of the Lynwood Project. Through FY 2021, Congress has appropriated a total of \$497.71 million for the project.

Reported in Year of Expenditure Dollars		
Source of Funds	Total Funds (\$million)	Appropriations to Date
<b>Federal:</b> Section 5309 New Starts	\$1,172.73	\$497.71 million in total appropriations through FY 2021
<b>Local:</b> Sound Transit Dedicated Sales, Rental Car and Motor Vehicle Excise Tax Revenues and Bonds	\$1,429.76	
Transportation Infrastructure and Finance Innovation Act (TIFIA) Loan Funds	\$657.86	
<b>Total:</b>	<b>\$3,260.35</b>	

**NOTES:** The Source of Funds and Total Funding numbers are as established at the signing of the FFGA. The sum of the figures may differ from the total as listed due to rounding.

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