

# **Exhibit A**

## **SCOPE OF WORK**

### **LYNNWOOD LINK SUPPLEMENT**

To the April 20, 1998 MOA for Intergovernmental Cooperation between Sound Transit and the City of Seattle for the Central Link Light Rail Project

## Introduction

This scope of work describes City of Seattle (“City”) tasks and deliverables necessary to facilitate Sound Transit’s final design of the Lynnwood Link extension of the Central Link light rail line. Under this Lynnwood Link Supplement, the City agrees to provide project management, expedited design review, expedited permit processing, utility engineering studies, and other design and field support services as described in the scope of work below. This scope was developed based on past experience with previous Link projects and on the recognition of differences with the proposed Lynnwood Link Project (“PROJECT”), the 8.5-mile light rail extension from Northgate to Lynnwood. The scope includes certain work outside the City of Seattle limits; SCL and SPU own and operate assets along the I-5 corridor north of 145<sup>th</sup> Ave North to the King/Snohomish County line.

The scope of services defined in this Supplement will commence upon execution of the Lynnwood Link Supplement and will be funded through June 2018 unless otherwise agreed by both Parties. Modifications to this Scope of Work to meet the needs of the PROJECT may be made by mutual agreement between the Parties as described in the Lynnwood Link Supplement Agreement, which this **Exhibit A** is a part of, by reference.

## Scope of Work

### Task 1 – Core Team Management

The Seattle Department of Transportation (**SDOT**) will provide the City’s Core Team management of all final design review required for the portions of the PROJECT within the Seattle city limits. For reviews of PROJECT components outside of the Seattle city limits, SDOT to provide a single point of contact to facilitate the dissemination of review packages and consolidation of comments from affected City departments (an optional task to be assessed if needed). The team is comprised of the City’s Rail Transit Manager, Lynnwood Link Executive Project Director, SDOT Street Use Division representative, and project control staff.

#### **SDOT’s Lynnwood Link Core Team will:**

- Provide management, oversight and coordination of PROJECT-related City activities to help ensure services are provided in an efficient and effective manner.
- Coordinate City-wide design review, and permitting activities.
- Coordinate issuance of PROJECT Construction Permits, Street Improvement Permits (SIP) and Utility Major Permits (UMP) for advanced utility work by the SDOT Street Use Division to satisfy the permitting requirements of the agreement authorized by Ordinance 119975, as amended.
- Facilitate resolution of PROJECT policy and design issues.
- Manage the City’s Lynnwood Link Supplement budget and administer monthly progress reporting, monthly invoicing, and other City financial accounting responsibilities.
- Provide a coordinated point of contact for Sound Transit.

Under this task SDOT may contract with a consultant to provide the single point of contact for reviews of PROJECT components outside of the Seattle city limits.

## **Task 2 – Design Review and Guidance (SDOT)**

The City of Seattle will review PROJECT design submittals in accordance with the terms and conditions of this Lynnwood Link Supplement. City design review activities supporting the final design effort include pre-submittal reviews, identifying and resolving conflicting City comments, and preparing and delivering one set of internally consistent and coordinated City comments to Sound Transit for each submittal. City, with the exception of SDOT and SFD, will work with Sound Transit to use the Sound Transit SharePoint site for comment entry during design reviews. If the site is found to be too inefficient, an alternate method comment transfer will be agreed to by Sound Transit and the City. Sound Transit will provide the format for the City to use in providing their comments for design reviews. Street Improvement Permit (SIP) and Utility Major Permit (UMP) reviews will follow SDOT SIP or UMP format.

City design review activities under this task support the issuance of the overarching PROJECT Construction Permits and will involve the Seattle Department of Transportation (SDOT), Seattle Public Utilities (SPU), Seattle City Light (SCL), the Seattle Fire Department (SFD), and any consultants retained by the City. Design review will be coordinated with Seattle Department of Design and Construction (SDCI) and Seattle City Light (SCL) reviews provided under Tasks 3 and 4 below. No park lands, i.e. Jackson Park Golf Course will be impacted, therefore reviews or involvement by Seattle Parks is not anticipated.

Departmental managers will coordinate the activities of their departments and represent their departments on all Lynnwood Link matters.

### **City of Seattle Departmental Managers will:**

- Oversee his/her department's activities as defined in this Lynnwood Link Supplement.
- Ensure that the City has done whatever it reasonably can do to help Sound Transit become permit-ready.
- Serve as their department's liaison to Sound Transit.
- Manage resolution of design, field support, permitting and real estate issues.
- Coordinate notification of private utilities about relocation.
- Provide fiscal management of their department's activities.
- Participate in Sound Transit design meetings and committees to further PROJECT implementation as needed, including Fire Life Safety Committee and Permit Management Work Group.

Under this task:

- SDOT may contract a Geotechnical Consultant for review of geotechnical investigations and recommendations, including settlement impacts to City infrastructure.

- SDOT will provide existing traffic count and signal data and review the Traffic Engineering Reports.
- SDOT will assist Sound Transit in application and interpretation of city requirements regarding required setback distances, sidewalk widths, curb lines, on-street parking and traffic lanes.
- SFD will assist Sound Transit in application and interpretations of fire code requirements.
- The City will assist Sound Transit to promote Crime Prevention through Environmental Design (CPTED) by incorporating CPTED considerations in the City's review comments.
- The City will work with Sound Transit to achieve early determination of City requirements and interpretations, and these determinations will be memorialized through Letters of Concurrence.

City reviews will be on efforts leading up to and including the applicable 60% and 90% design submittals, as listed below. All comments resolution or lack thereof and actions shall be documented at the subsequent submittal stage. The 100% submittals will be transmitted to City reviewers to confirm that all prior 90% review comments submitted to Sound Transit have been addressed for permit issuance.

### **Background on Design Contracts and Contract Packages**

The final design contracts for the PROJECT consist of civil and systems final design contracts. The civil design contract will develop three heavy civil contract packages and the systems design contract will develop one heavy systems contract package.

The contract packages utilize the Heavy Civil GC/CM project delivery method with the exception of L100 which will be delivered utilizing design-bid-build (DBB) project delivery. The focus of City of Seattle design reviews and permitting is anticipated to be primarily within Contract Package L100 and partially within Contract Package L200, where additional coordination activities for advanced utility work with the City of Shoreline may occur. Each Contract Package is described below and shown geographically in Figure 1-1.

- L100 (DBB) — 0.1 mile elevated guideway and trackwork from the Northgate Station tail track to north of vacated NE 107<sup>th</sup> Street on 1<sup>st</sup> Avenue NE. Known as the Lynnwood Connector, Sound Transit intends to Change order this package to the N160 contract with final design by LLE CONSULTANT working with N160 contractor
- L200 (Heavy Civil GC/CM) — 4.7 mile guideway from the Lynnwood Connector to North 200<sup>th</sup> Street including 1.7 mile elevated and 3.0 mile retained cut/fill guideway, trackwork, one elevated station at N 145th Street, one retained cut station at NE 185th Street and a 500 stall garage at each station
- L300 (Heavy Civil GC/CM) — 3.7 mile guideway from North 200<sup>th</sup> Street to the Lynnwood Transit Center consisting of 2.3 mile elevated and 1.4 mile retained cut/fill guideway, trackwork, elevated stations at the Mountlake Terrace Transit Center and Lynnwood Transit Center and a 1650 stall garage at the Lynnwood Transit Center

- L800 (Heavy Systems GC/CM) — 8.5 mile length for the entire line from the Northgate Station tail track to the Lynnwood Transit Center including signaling, traction power, overhead contact, communications and Supervisory Control and Data Acquisition (SCADA)
- There is a potential optional future station at NE 130th St which is currently not part of the scope.
- Potential Advanced Work Packages (“mini-MACC’s”) that are not currently part of the scope of work:
  - Utility Relocations — Includes the design and relocation of utilities crossing I-5 and other major utility relocations impacted by the PROJECT improvements that may involve long lead times and/or crew availability and/or seasonal restrictions.
  - Demolition and Remediation — Includes demolition and site remediation of significant structures impacted by the PROJECT improvements. Demolition within this submittal includes residential dwellings, structures, or buildings along the alignment. Also included is site grading following demolition activities to prepare each site for the next phase of work.
  - NE 145th St Interchange as applicable
  - Other packages of work determined to be advantageous in meeting the goals and objectives of the PROJECT.

**LEGEND**

- At-grade
- ..... Elevated
- Station
- Potential Future Station (not in project)

**SOUTH - NE NORTHGATE WAY to NE 200TH**



**LYNNWOOD LINK EXTENSION CONTRACT PACKAGES**

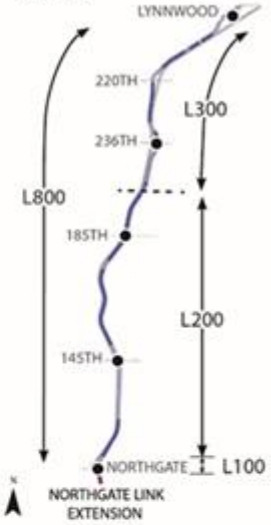
- L300**  
 North Civil GC/CM  
 • 3.7 mile guideway  
 • 2.3 elevated  
 • 1.4 retained of  
 • Trackwork  
 • Two elevated stations  
 • 1650 stall garage

- L200**  
 South Civil GC/CM  
 • 4.5 mile guideway  
 • 1.5 elevated  
 • 3.0 retained of  
 • Trackwork  
 • One elevated station, one retained cut station  
 • Two 500 stall garages

- L100**  
 Lynnwood Connector GC/CM  
 • 0.3 mile elevated guideway  
 • Construction by N160  
 • Trackwork by N180

- L800**  
 Systems GC/CM  
 • 8.5 mile length  
 • Traction electrification  
 • Signaling  
 • Communications

**KEY MAP**



**NORTH - NE 200TH ST to LYNNWOOD TRANSIT CENTER**



Figure 1-1

## Design Review

The civil contract packages may be divided into smaller individual submittals for review. Refer to Table 1 for more detailed information on location and anticipated City department involvement. The specific submittals anticipated at this time are listed below.

In accordance with subsection 3.13 of the Supplement Agreement, Sound Transit will seek separate Street Improvement Permits (SIP) or Utility Major Permits (UMP) from SDOT through the SIP or UMP Design Guidance permit processes for the following two (2) contracts. These contracts may be broken up into several SIP or UMP packages, based on consultation with the SIP/UMP project manager upon application submittal.

- L100 (Northgate Connector) Contract
  - 1<sup>st</sup> Ave NE in the vicinity of NE 107<sup>th</sup>
- L200 (South Segment) Contract- portion within City of Seattle to NE 145<sup>th</sup> St
  - 1<sup>st</sup> Ave NE from the interface with L100 to NE 117<sup>th</sup> St
  - NE 145th St Interchange
  - Utility Relocation at NE 123rd St
  - Utility Relocation at NE 125th St
  - 2 – Street Relocation Packages (within the City of Seattle): 1st Ave NE at NE 115th St and 3rd Ave NE at NE 117th St.
  - 6 – Streets affected by the Transit Way Agreement: NE 115th Street; NE 116th Street; NE 120th Street; NE 123rd Street; NE 125th Street; NE145th Street
  - 2 - Signal bungalows: NE 120th St; and Jackson Park – Park and Ride
  - TPSS at NE 120th St
  - 5 - Stormwater management facilities: NE 120th TPSS; Jackson Park signal bungalow; non-motorized crossing at NE 115th St; 3rd Ave improvements at NE 117th St and 5th Ave improvements south of NE 145th St.

All SDOT SIP and UMP design review and guidance fees associated with the above contracts will be paid separately from this agreement through the standard SIP billing process.

In addition to the SIP/UMP reviews, L100 and L200 (portion within City of Seattle) will also require review of the full contract design package (i.e. full plan set and specifications). Sound Transit shall submit the SIP/UMP package and full design package at the same time to the SIP/UMP project manager for a simultaneous review of both packages. The two packages shall be consistent with one another. The assigned SDOT SIP/UMP project manager will coordinate the review of both packages. A Project Construction Permit (PCP) will be issued upon completion of both the SIP/UMP and full design package reviews.

The following contracts or PROJECT elements are not within the City of Seattle, but affect SPU or SCL utilities. Their review will be coordinated directly with the assigned SCL or SPU project managers:

- L200 (South Segment) - portion outside City of Seattle north of NE 145<sup>th</sup> St
- L300 (North Segment) – portion outside City of Seattle but within King County
- 9 - Utility Relocations (outside of City of Seattle): NE 155th St; NE 165th St; NE 167th St; NE 170th St; NE 180th St; NE 183rd St; NE 189th St; NE 195th St; NE 201st St

- 4 - Street Relocation Packages (outside of City of Seattle): 1<sup>st</sup> Ave NE (NE 159<sup>th</sup> ST to NE 161<sup>st</sup> St; 1<sup>st</sup> Ave NE (NE 170<sup>th</sup> ST to NE 174<sup>th</sup> St); NE 183<sup>rd</sup> St and relocated 5<sup>th</sup> Ave (south of 185<sup>th</sup>); NE 185<sup>th</sup> St and relocated 5<sup>th</sup> Ave (north of 185<sup>th</sup>)

The following contracts or PROJECT elements are not currently part of this Scope of Work:

- L800 (Systems)
- Advanced Work Packages
- Future station at NE 130<sup>th</sup> Street

### **Task 3 – Seattle Department of Construction and Inspections (SDCI) Services**

Seattle Department of Construction and Inspection (SDCI) permits may be required for elements of the PROJECT. For example, work on private property within the City of Seattle such as demolition or station construction would require SDCI permits. Permits by SDCI will be completed under a value-based permit fee structure and are not funded through this agreement. SDCI permitting fees will not be collected for SFD work that is covered in Task 6. SDCI and SDOT staff will coordinate City review efforts to ensure timely reviews of Sound Transit design and permit submittals to meet PROJECT schedule requirements.

### **Task 4 – SCL Design Review and System Engineering Services**

Seattle City Light (SCL) and Sound Transit jointly recognize the PROJECT has a tight schedule and submittal review timeframes. Sound Transit may request that SCL expedite review of specific submittals critical to the PROJECT schedule, in which case SCL will make that submittal the highest priority for Sound Transit submittal review consistent with the timeframes described in Section 3.9 of this Lynnwood Link Supplement to the MOA.

SCL to perform:

#### **1. Coordination**

- a. SCL will assign experienced staff and facilitate direct communication between the PROJECT team, the assigned SCL personnel from the Major Accounts, and Customer Care Center and SCL staff members that are familiar with Sound Transit projects.

Coordinate services among SCL service center, system planning and various City departments as needed

- a. SCL Capital Projects personnel assigned to each Project site location will:
  - i. Prioritize PROJECT work within the department
  - ii. Anticipate production needs within City agencies
  - iii. Anticipate and respond to priorities identified by the PROJECT
  - iv. Coordinate with Sound Transit if PROJECT priorities change
  - v. Resolve issues (including those that cross City agency divisions and department jurisdictions) to facilitate Sound Transit’s ability to submit complete submittals and applications that meet City requirements.



- b. SCL staff will participate in coordination meetings with Sound Transit staff and consultants, as needed, to ensure close PROJECT coordination
- c. Provide timely responses and documentation
- d. Provide a PROJECT team organization chart of dedicated personnel with roles, responsibilities and contact information.
- e. Coordinate with City of Shoreline for work within the City of Shoreline

## **2. Plan Reviews**

- a. Provide timely review of all submittals for compliance with Seattle City Light Standards.
- b. Review Sound Transit's Civil Final Design plans, provide comments and seek resolution with the Sound Transit PROJECT team on the following:
  - i. Impacts on the electrical infrastructure.
  - ii. Proposed relocations of the transmission and distribution facilities.
  - iii. Potential relocations and protect-in-place mitigation strategies.
- c. Notify Sound Transit of known planned system upgrades in vicinity of the PROJECT limits for PROJECT coordination.
- d. Identify standards publications for design compliance.
- e. Provide guidance and design feedback throughout final design of the PROJECT to prepare for relocation and relocation alternatives.
- f. Where Seattle City Light has permanent rights they will be granted permanent rights during relocation prior to construction of new facilities.
- g. Where necessary Sound Transit will have an operational agreement in place with Seattle City Light Operations Center prior to construction of new facilities.

## **3. Technical Support**

- a. Provide technical support and guidance on the design of electrical transmission and distribution for:
  - i. Overhead powerline and pole relocations
  - ii. Undergrounding of overhead electrical facilities

## **4. System Upgrades for TPSS Services**

- a. Agree on final determination of system upgrades and design system improvements required by Sound Transit as identified in the SCL Facilities Study for Light Rail Stations dated February 29, 2016.
- b. The cost of system improvements to meet contingency loading from other traction power sub stations and to provide additional redundancy will be borne by Sound Transit in accordance with City and State Law. Seattle City Light shall bear the cost of system upgrades to meet normal Sound Transit load per Seattle City Light Departmental Policies and Procedures.

- c. Coordinate for determination of system upgrades assignment and rough order of magnitude cost estimates.

## **5. Assumptions**

- a. Site drainage and grading associated with electrical infrastructure within ROW to be reviewed by SPU.
- b. Parcel specific reviews to be conducted by DPD and Seattle City light Real Property division.

## **Task 5 – SPU Design Review and System Engineering Services**

Seattle Public Utilities (SPU) and Sound Transit jointly recognize the need to evaluate SPU infrastructure and the ability to provide adequate utility service during the construction and operation of Lynnwood Link. SPU will provide a timely review of all submittals for compliance with all applicable current City codes and SPU current Design Standards and Guidelines, including but not limited to site drainage and grading, and impact to water system for the PROJECT.

SPU will assign an experienced group of staff members that are familiar with Sound Transit projects to each site location due to tight schedule and submittal timeframes. SPU personnel assigned to each Project site location will be responsible for prioritizing PROJECT work within the department, anticipating production needs within City agencies, anticipating and responding to priorities identified by Sound Transit, coordinating with Sound Transit if PROJECT priorities change, and helping to resolve issues (including those that cross City agency divisions and department jurisdictions) to facilitate Sound Transit's ability to submit complete applications that meet City requirements.

Appropriate SPU staff will participate in coordination meetings with Sound Transit staff and consultants, as needed, to ensure close PROJECT coordination. Sound Transit may request that SPU expedite review of specific submittals critical to the PROJECT, in which case SPU will make that submittal the highest priority for Sound Transit submittal review consistent with the timeframes described in Section 3.9 of this Lynnwood Link Supplement to the MOA.

Anticipated scope of work:

### **New Sanitary Sewer Service**

- New 6 inch services at certain locations in support of the proposed rail line and associated facilities

### **Reconfiguration of Water facilities**

The following SPU water utility modifications are expected:

- Water Line under 185<sup>th</sup> Street
- Water Line under 195<sup>th</sup> Street (dry line to be preserved for future needs)
- Various impacts to the water system along the rail corridor
- New hydrants at certain locations in support of the proposed rail line and associated facilities

### **Stormwater management**

The PROJECT will require the preparation of stormwater report(s) meeting City of Seattle criteria by the Sound Transit design team. A draft stormwater report will be prepared at the 60% design milestone and

finalized by 90% design milestone. SPU will review stormwater plans and reports for the following improvements (at a minimum):

- Light rail guideway
- TPSS (NE 120th St)
- Signal bungalows (NE 120th St and S. Jackson Park and Ride)
- Non-motorized crossing at NE 115th Street
- 3rd Avenue improvements (at NE 117th Street), and
- 5th Ave NE improvements south of NE 145th Street.

For the tasks listed above and for projects beyond the City limits requiring coordination with the City of Shoreline, SPU will perform:

- **Plan Reviews** - Review Sound Transit Civil Design for impacts on SPU infrastructure, including potential relocations and protect-in-place mitigation strategies.
  - Provide Sound Transit design team information of existing facilities and known planned system upgrades in the vicinity of the PROJECT limits.
  - Provide guidance and design feedback on protection standards to be met to protect SPU infrastructure and maintain service.
- **Pre-Construction services** - Identify potential points of service connection for Sound Transit temporary construction and permanent operation.
  - Provide Sound Transit design team information of known planned system upgrades in the vicinity of the PROJECT limits.
  - Provide limits on outages, or identify conditions where temporary facility is necessary to support construction.
  - Identify the number and types of SPU work force needed during construction for submittal review, inspection, and construction service work and coordination.
- **SPU system upgrades** - Manage the planning, design review, and cost estimating of system upgrades needed.
  - List dedicated personnel to PROJECT with roles and responsibilities.
  - Participate in periodic coordination meeting with Sound Transit to go over PROJECT status.
- **Coordination** - Coordinate services among SPU sewer and water service, system planning and various city departments.
  - Provide timely responses and documentation as required by the PROJECT task, and schedule.
  - Early discussion with ST of conflicts in communication within the City to aid in Sound Transit design decision making.
- **Support work on utility impacts.**

- Identify communication tree within SPU for Sound Transit design team contact.
- Make available sewer cards and water main as-built information. Sound Transit to research and obtain relevant information to evaluate potential conflicts with City technical staff.
- Make available design standards and guidance to mitigate impacted facilities.
- Identify availability of field crew and procurement constrains to support advanced utility construction.

## **Task 6 – Seattle Fire Department Design, System, and Plan Review**

Seattle Fire Department (SFD) and Sound Transit jointly recognize the need to ensure the Lynnwood Link project meets minimum requirements for fire and life safety. SFD will provide a timely review of all submittals for compliance with applicable current City codes including but not limited to: Seattle Fire Code, Seattle Fire Code administrative rules, NFPA 130, as amended, and related standards. The applicable Fire Code and related standards will be determined by a separate letter of concurrence.

Due to tight schedule and submittal timeframes, SFD will assign experienced staff to the PROJECT and facilitate direct communication between the Sound Transit design team and SFD staff members that are familiar with Sound Transit projects. SFD personnel assigned to Lynnwood Link will be responsible for prioritizing PROJECT work within the department, anticipating production needs within City agencies, anticipating and responding to priorities identified by Sound Transit, coordinating with Sound Transit if PROJECT priorities change, and helping to resolve issues (including those that cross City agency divisions and department jurisdictions) to facilitate Sound Transit’s ability to submit complete plan submittals that meet City requirements. This person will provide a direct line of communication between the Sound Transit design team and the assigned SFD personnel from the Fire Marshal Office, Special Projects section.

Appropriate SFD staff will participate in coordination meetings with Sound Transit staff and consultants, as needed, to ensure close PROJECT coordination. Sound Transit may request that SFD expedite review of specific submittals critical to the PROJECT, in which case SFD will make that submittal the highest priority for Sound Transit submittal review consistent with the timeframes described in Section 3.9 of this Lynnwood Link Supplement to the MOA.

The review will include construction safety requirements such as standpipes and radio communication and life safety systems, and ensure the final product allows reasonable emergency response throughout the facilities. This will include the review of plans relative to integration of the various fire and life safety systems in emergency modes.

## **Task 7 –Right of Way Dedication (SDOT)**

Sound Transit proposes to move and reconstruct the following streets as part of the PROJECT.:

- 1<sup>st</sup> Ave NE in vicinity of NE 115<sup>th</sup> St
- 3<sup>rd</sup> Ave NE and NE 117<sup>th</sup> St

Sound Transit will need to work with SDOT to complete right of way dedications and/or easements needed.

Also, a new access road on 1<sup>st</sup> Ave NE at NE 120<sup>th</sup> Street may be built to access a new Sound Transit TPSS. The type of easement needed has not yet been determined. Sound Transit may need to work with SDOT to complete needed right of way dedications or easements.

This task includes early coordination with SDOT's Real Estate group during the final design phase of the PROJECT and does not currently include the continued coordination that would be required through construction. The City's acceptance of right of way and property transfers would typically occur after construction of the new roadway is complete.

## **Basis of Scope and Budget Estimate**

The City and Sound Transit have developed this Scope of Work (**Exhibit A**), and Budget (**Exhibit C**) based on the information available at an early stage of PROJECT development and informed by the past experience of the parties on other Link Light Rail projects. Sound Transit recognizes that the budget as depicted in Exhibit C may not be sufficient to complete the entire work effort required by the City as noted in the Scope of Work contained in Exhibit A. As such, Sound Transit will supplement the budget noted in Exhibit C with unspent funds currently budgeted in an existing Letter Agreement with SCL for design services dated May 7, 2015 and extended per agreement through December 31, 2016. Upon reaching 60% design and during the Project baselining process, Sound Transit, in cooperation with the City of Seattle will assess the adequacy of the budget for the completion of the scope of work identified in Exhibit A and may revise this Supplement to complete the work needed to permit the PROJECT. In the event, prior to the PROJECT reaching 60% design, the expenditures appear to be trending in excess of the budget identified in Exhibit C for each task, the guidelines established under Section 6.5 of the Supplement will be followed.

The Budget represents the Parties' best estimate for completing the Scope of Work, but does not represent a fixed fee commitment to complete the Scope of Work. The City agrees to make best efforts to complete the scope within the Budget, and further agrees not to exceed the budgeted amount without prior authorization from Sound Transit.

## **Assumptions**

In addition to those assumptions stated elsewhere in this Lynnwood Link Supplement, the following assumptions have been used in estimating the effort required to complete the Scope of Work.

- These estimates are for work to be performed in direct support of the PROJECT.
- Geotechnical information and settlement impacts have not yet been fully determined for the PROJECT. This scope assumes that Department Managers and City-retained consultants, if any, will review geotechnical and settlement reports for impacts to City infrastructure. The budget does not include the development of significant settlement monitoring and mitigation measures, should these efforts prove necessary.
- Estimates are based on the parties adhering to the definitions of 60%-, and 90%-Complete Submittal as outlined in this Lynnwood Link Supplement.
- SDCI permitting fees will not be collected for SFD work that is covered in Task 6.
- SDCI review and permit fees are not included.

- SDOT Street Improvement Permit (SIP) and Utility Major Permit (UMP) review and permit fees are not included.
- Budgets reflect anticipated blended hourly rates and overhead charges using mid-point of agreement estimates or salary escalation rates. Significant additional hourly rate or overhead adjustments are not anticipated during the duration of this agreement and would be offset by scope reductions given the fixed total Budget associated with this Agreement.
- Formal design submittals and reviews will transpire in substantial compliance with the Schedule provided in **Exhibit B**.
- Estimates assume that no Parks Department facilities will be directly impacted by Lynnwood Link construction activities.
- Real estate transactions for easements or subsurface rights on City-owned property that is not street right-of-way will be handled outside the scope of this agreement.
- Sound Transit will work with City staff to address other jurisdictions' permitting scope of work that impacts City's infrastructure prior to obtaining permitting agreement
- SCL budget estimates assume:
  - Sound Transit will provide construction and operation load characteristics for supply studies.
  - Final electrical design is not covered in this Scope of Work.
  - SCL support for the contract bid process or construction services is not included in this Scope of Work.
  - Services to be handled over the counter and are not included in this scope of work.

## **Budget and Contingency**

The Budget for this Lynnwood Link Supplement is described in **Exhibit C**. A contingency of 10% was included in the Budget for this Supplement. The reallocation of uncommitted funds within or between tasks by the City is allowed subject to prior written approval by Sound Transit. The use of contingency is subject to prior written approval by Sound Transit and requires a change order.

Table 1 – Work Activities and City Effort by Department

Jurisdiction	Contract Package	City of Seattle Department	SPU		SCL		SDOT		SFD		DPD	
		Design Submittal Review Package	60%	90%	60%	90%	60%	90%	60%	90%	60%	90%
StCity of Seattle	L100 - Northgate Link Connector	Water Facilities Reconfiguration	✓	✓			✓	✓	✓	✓	Payments to DPD for design services will be covered under value-based permit fees and are excluded from the funding for this Lynnwood Link Supplement.	
		Electrical Utility Relocations			✓	✓	✓	✓				
		Structures					✓	✓				
	L200 - Heavy Civil Contract South	Street Relocation/Reconstruction	✓	✓	✓	✓	✓	✓	✓	✓		
		New Sanitary Sewer	✓	✓			✓	✓				
		Water Facilities Reconfiguration	✓	✓			✓	✓	✓	✓		
		Stormwater Reports	✓	✓			✓	✓				
		Stormwater Facilities	✓	✓								
		Electrical Utility Relocations			✓	✓	✓	✓				
		Electrical System Upgrades			✓	✓	✓	✓				
City of Shoreline	L200 - Heavy Civil Contract South	Water Line Reconfiguration	✓	✓								
		Electrical Utility Relocations			✓	✓						
		Electrical System Upgrades			✓	✓						
	L300 - Heavy Civil Contract South	Electrical Utility Relocations			✓	✓						
		Electrical System Upgrades			✓	✓						

\* All SDOT design review and guidance fees associated with the L100 and L200 contracts will be paid separately from this agreement through the standard SIP billing process.