



Motion No. M2019-63

Development Agreement between Sound Transit and City of Redmond for the Downtown Redmond Link Extension

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/13/2019 06/27/2019	Recommend to Board Final Action	Ron Lewis, DECM Executive Director Tony Raben, Executive Project Director – Downtown Redmond Link Extension Becca Aue, East Corridor Project Manager

Proposed action

Authorizes the chief executive officer to execute a Development Agreement with the City of Redmond for the Downtown Redmond Link Extension for a total authorized agreement amount of \$1,379,675.

Key features summary

- The proposed development agreement provides Sound Transit with the necessary certainty in regard to development requirements, design standards, and review procedures to support the baseline scheduled opening in 2024. Additionally, the agreement leverages the project to achieve other important public outcomes and realize efficiencies.
- The proposed agreement accomplishes the following:
 - Vests Sound Transit to the city’s development regulations from the time of executing the agreement through 2026, providing certainty that the development standards and regulations applicable to the project will not change during its lifespan.
 - Provides for deviations from development standards to facilitate efficient permitting and align final development outcomes with City interests.
 - Highlights scope commitments Sound Transit is making in the Downtown Redmond Link Extension (DRLE) design-build contract of particular benefit and interest to the City including intersection improvements, new off-street bus layover at SE Redmond Station, and new and improved bicycle and pedestrian connections that improve access to stations and integrate with the regional trail network.
 - Outlines four betterments included in the DRLE construction contract that the City will fund, which will be included in a future betterments agreement to be executed in advance of the DRLE design-build contract.
- The agreement includes two improvements the City of Redmond will deliver and Sound Transit will fund:
 - An intersection realignment at East Lake Sammamish Parkway and State Route 202 with a fixed contribution by Sound Transit of \$803,375; and
 - The relocation of a public art piece impacted by the DRLE in the area of Downtown Redmond Station with a fixed contribution by Sound Transit of \$576,300.

Background

The Downtown Redmond Link Extension is a 3.4 mile light rail extension from the future Redmond Technology Center station at NE 40th Street in Redmond to the East Corridor terminus station at 166th Ave. NE in Downtown Redmond. The project includes two stations and a 1400-space parking garage. Funding for final design and construction was approved with the passage of ST3 in November 2016. Service to Downtown Redmond is planned to begin in 2024.

In 2011, DRLE was funded through conceptual engineering. The Board selected the project to be built for East Link, including Segment E of the East Link Project. In June 2017, the Board identified proposed refinements to DRLE for further study, authorizing additional environmental review and preliminary engineering. Proposed refinements include the alignment and station profile in the downtown segment of Redmond from an at-grade profile from Bear Creek to Leary Way, to an elevated profile from Bear Creek to 164th Ave NE, including an elevated station and tail tracks. Additional environmental review was completed in August 2018, and the Board approved refinements to the project to be built in September 2018.

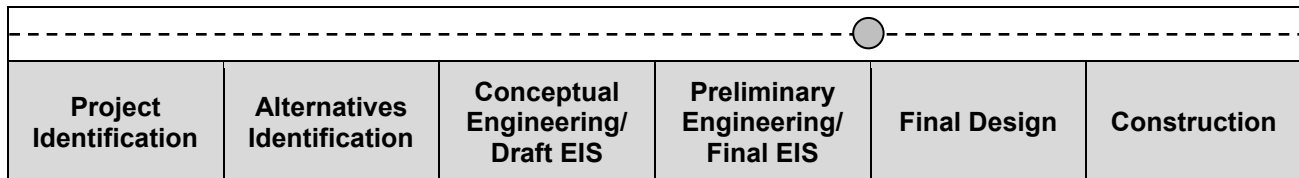
The DRLE will be delivered according to an aggressive schedule that requires full cooperation of third parties such as the City of Redmond. To facilitate this, five agreements have either been developed or are in development with the City. A Project Administration Agreement was executed in 2018, to be followed by this Development Agreement, and then later in 2019 by a betterments agreement, Real Property Reimbursement Agreement and a Transitway Agreement.

During the environmental phase of the project, expected traffic impacts associated with the DRLE were modeled and studied. The realignment of the SR 202/East Lake Sammamish Parkway intersection was identified as part of a package of work necessary to mitigate project impacts. Because this intersection is isolated away from the major road works included in the DRLE design-build contract, parties agreed that the City of Redmond will deliver this intersection improvement by 2024, including any permitting and necessary environmental review, and Sound Transit will fund it in the fixed amount of \$803,375.

Sound Transit has an easement with the City of Redmond to construct and operate the light rail within the Redmond Central Connector corridor. This easement includes terms that require Sound Transit to pay for the relocation of any public art projects impacted by the light rail project. The public art piece known as the "Erratic" is impacted by the DRLE. The City has identified a relocation site they own adjacent to the Redmond Central Connector and west of the future Downtown Redmond Station. The relocation work includes some site improvements and landscaping to provide for a commensurate relocation. Sound Transit and the City have agreed to fixed price for this work of \$576,000 inclusive of all costs. The city will be responsible for any additional permitting and environmental review that may be necessary.

Proposals for the DRLE design-build contract were received in April 2019. A request for the Board to approve the design-build contract is anticipated in the summer of 2019.

Project status



Anticipated Notice to Proceed for design build contract in Q3 2019.

Project scope, schedule, and budget summary located on page 75 of the March 2109 Agency Progress Report.

Fiscal information

This action is within the authorized project allocation to date and sufficient monies remain after approval of the action to fund the remaining work in the construction phase as contained in the current cost estimates.

The authorized project allocation to date of the Downtown Redmond Link Extension is \$1,530,000,000. Within the construction phase, \$5,779,000 has been allocated to the budget line item for Permit Conditions Risk. The proposed action would commit \$1,379,675 to this line item and leave a remaining budget balance of \$4,399,325.

Downtown Redmond Link Extension Project

(in thousands)

Project Phase	Baseline Budget	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Administration	\$77,000	\$6,139	\$	\$6,139	\$70,861
Preliminary Engineering	23,000	19,942		19,942	3,058
Final Design	4,500	119		119	4,381
Third Party	17,000	6,256		6,256	10,744
Right of Way	199,000	9,445		9,445	189,555
Construction	1,151,500		1,380	1,380	1,150,120
Construction Services	58,000	1,830		1,830	56,170
Vehicles					
Project Contingency					
Total Current Budget	\$1,530,000	\$43,730	\$1,380	\$45,110	\$1,484,890

Phase Detail - Construction

Permit Conditions Risk	\$5,779	\$	\$1,380	\$1,380	\$4,399
Other Construction Phase	1,145,721				1,145,721
Total Phase	\$1,151,500	\$	\$1,380	\$1,380	\$1,150,120

City of Redmond Development Agreement	Board Approvals to Date	Current Approved Contract Status	Proposed Action	Proposed Total for Board Approval
Agreement Amount	\$	\$	\$1,380	\$1,380
Contingency Amount				
Total Agreement Amount	\$	\$	\$1,380	\$1,380
Percent Contingency			0%	0%

Notes:

Amounts are expressed in Year of Expenditure \$000s.

* Board Approvals = Commitment and PO Contingency Remaining as of 6/3/19.

For detailed project information, see page 177 of the 2019 Financial Plan & Adopted Budget.

Disadvantaged and small business participation

Not applicable to this action.

Public involvement

Sound Transit will actively seek public feedback at all project stages of the DRLE with the goal of fostering public trust through transparent communication, meaningful involvement, and being responsive

to concerns and issues. King County, the City of Redmond, and Sound Transit are developing a coordinated approach for reaching out to and connecting with the public, especially downtown businesses, Marymoor Park users, and nearby residents of the park and guideway.

Time constraints

A one-month delay would not have a significant impact to the project schedule.

Prior Board/Committee actions.

Motion M2018-154: Executed a Project Administration Agreement with the City of Redmond for staffing services to provide expedited permitting, design, design review, and construction services for the Downtown Redmond Link Extension in the amount of \$5,711,933

Resolution R2018-37: Adopted the Downtown Redmond Link Extension baseline schedule and budget by increasing the authorized project allocation to date by \$1,351,974,000 from \$178,026,000 to \$1,530,000,000; and establishing a project revenue service date of December 31, 2024.

Environmental review – KH 6/5/19

Legal review – SS 6/7/19



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A motion of the System Expansion Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute a Development Agreement with the City of Redmond for the Downtown Redmond Link Extension for a total authorized agreement amount of \$1,379,675.

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Motion

It is hereby moved by the System Expansion Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute a Development Agreement with the City of Redmond for the Downtown Redmond Link Extension for a total authorized agreement amount of \$1,379,675.

APPROVED by the System Expansion Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Claudia Balducci
System Expansion Committee Chair

Attest:

Kathryn Flores
Board Administrator