



Resolution No. R2022-17

Baseline Budget and Schedule for the NE 130th Street Infill Station Project

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	06/09/2022 06/23/2022	Recommend to Board Final action	Ron Lewis, Executive Director, DECM Randy Harlow, Executive Project Director, LLE

Proposed action

Adopts the NE 130th Street Infill Station project baseline schedule and budget by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to \$240,155,000, (b) increasing the annual project budget by \$9,833,027 from \$6,584,030 to \$16,417,057, and (c) establishing an open for service date of Q2 2026.

Key features summary

- This action allows for advanced delivery of the NE 130th Street Infill Station located along the Lynnwood Link Extension (LLE) light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/148th station.
- This action allows for construction of the station superstructure (platform and canopy structural steel) in addition to station finishes, plaza and roadway improvements.
- This action advances timely construction of station superstructure and platform work to be completed prior to activation of the Lynnwood Link Extension overhead catenary system. Completing this work earlier reduces construction risks, single tracking, and shutdowns of revenue operations for Lynnwood Link that may otherwise be necessary when working adjacent to a live system.
- This action provides funding for change orders to existing construction contracts, new construction procurements and amendments to agreements to support permitting and construction of the station.
- Construction of the station will be authorized through permits from the City of Seattle, along with Project Development Approvals from the Washington Department of Transportation (WSDOT).
- This action also establishes an open for service date of Q2 2026. Opening the station soon after Lynnwood Link Extension minimizes disruption to the surrounding neighborhood.
- This action is consistent with the Board approved implementation plan affordable schedule.

Background

The NE 130th Street Infill Station is located along the Lynnwood Link Extension (LLE) light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/148th station. The infill station had a ST3-planned start date for design in 2024 and completion date of 2031. In September of 2018, the Sound Transit Board authorized advancing Preliminary Engineering for the project to determine if part or all of the station could be constructed concurrently with LLE through Resolution No. R2018-34.

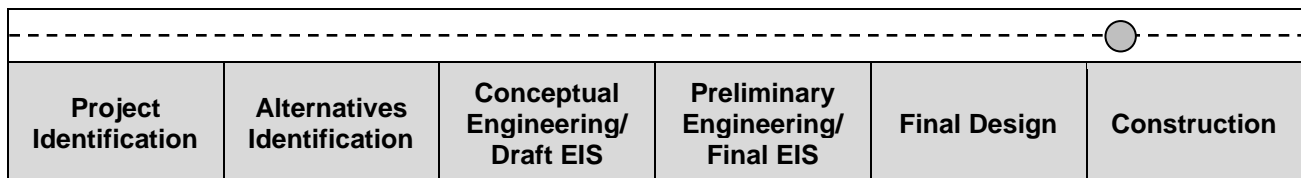
The Preliminary Engineering process was completed in December 2019, with three package options for the Board to consider advancing into final design and construction in stages that generally aligned with LLE and resulted in minimizing future disruption to LLE service. In February 2020, the Sound Transit Board authorized the first construction package consisting of substructure and foundations integrated with LLE construction and advancement of final design of the remainder of the station through Motion No. M2020-13 and Resolution No. R2020-01. In August of 2021 as part of Realignment, the Sound Transit Board authorized acceleration of the delivery of the station from 2031 to 2025.

Through April of 2022, the LLE L200 contractor is substantially complete with construction of the initial package which consisted of station foundations and substructure integrated with the LLE guideway through the station area. Final design of the second (platform superstructure and canopy framing) and third (station finishes, plaza, vertical circulation, and street improvements) packages advanced throughout 2020 and 2021. All major design packages are currently at Issued for Construction design level. Concurrently, Sound Transit collaborated with the City of Seattle to review design and develop a permitting strategy that aligns with the packaging strategy.

The target and affordable schedules for the NE 130th project, adopted by the Board in realignment, showed the project would open in 2025. In April 2022, Sound Transit reported that project costs have increased and that without additional funding, meeting either the target or affordable schedules is not possible. In order to keep the NE 130th project within the budget set during realignment, the baseline project delivery is now proposed for Q2 2026.

The anticipated procurement approach utilizes the GC/CM for the heavy civil elements incorporated in the second design package (platform superstructure and canopy framing) and utilizes a future traditional design-bid-build competitive procurement(s) for remaining station elements (the third package described above). This approach is expected to enable project delivery within the proposed baseline project budget allocation.

Project status



Projected completion date for Revenue Service: Q2 2026

Project scope, schedule and budget summary are located on page 102 of the April 2022 Agency Progress Report.

Fiscal information

This action establishes the baseline budget and schedule for the NE 130th Street Infill Station project. The authorized project allocation is increased by \$203,738,000 from \$36,417,000 to \$240,155,000. The annual project budget is increased by \$10,750,431 from \$5,666,626 to \$16,417,057.

The baseline budget will fund the project through to revenue service by amending the authorized project allocation in the following phases: agency administration, preliminary engineering, final design, third-party agreements, right-of-way, construction, and construction services.

NE 130th Street Infill Station

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation		
	Adopted 2022 Annual Project Budget	Budget Revision	Revised 2022 Annual Project Budget	Authorized Project Allocation(Current)	Allocation Change	Authorized Project Allocation(New)
Agency Administration	\$1,243	\$(211)	\$1,032	\$3,583	\$4,504	\$8,087
Preliminary Engineering	20	(10)	10	2,721	(10)	2,711
Final Design	1,824	704	2,528	10,793	6,795	17,588
Third Party Agreements	333	568	901	950	749	1,699
Right of Way	220	(220)		242	(146)	96
Construction	2,394	6,429	8,823	16,038	176,606	192,644
Construction Services	551	2,573	3,124	2,090	15,240	17,330
Vehicles						
Project Contingency						
Total	\$6,584	\$9,833	\$16,417	\$36,417	\$203,738	\$240,155

Notes:

Amounts are expressed in Year of Expenditure.

The baseline cost estimate for the project is \$240.2 million (YOES) and has no variance to the cost estimate within the Agency's Finance Plan. This action does not have an impact on the affordability of the Agency's Finance Plan and does not impact the affordability of any other system expansion project.

Disadvantaged and small business participation

The original D/SBE commitments for LLE will apply to all amended contracts.

Public involvement

Sound Transit's outreach strategy during Preliminary Engineering joined the scheduled outreach events for the LLE project and station area planning efforts by the City of Seattle. Sound Transit participated in one LLE open house for Seattle and Shoreline residents and two City of Seattle Office of Planning and Community Development station area planning outreach events. Sound Transit also hosted an online open house in fall 2020 for the 60 percent design, and on October 7th, 2021, presented to a north Seattle community group organized by the public. The project team presented the project to the Seattle Design Commission on three occasions: 30 percent design April 16, 2020; 60 percent design for superstructure May 20, 2021; and 60 percent design for station finishes February 3, 2022.

To ensure continued full inclusive outreach and public participation and compliance with Title VI of the Civil Rights Act of 1964 during final design, project staff will continue to coordinate the project outreach plan with the Community Outreach team and the Office of Small Business Development and Labor Compliance. Public involvement and outreach elements will include continued coordination with the LLE project and City of Seattle, utilizing existing and expanded efforts to promote the full and fair participation of affected populations through mailings, various media formats, and via open houses, neighborhood meetings, community fairs and festivals. Creative tactics to engage the community members during non-traditional times and disrupted schedules due to COVID-19 will be employed.

Time constraints

A one-month delay will reduce the scope that can be completed prior to overhead catenary system activation, requiring additional time and effort to safely construct remaining elements adjacent to the live overhead catenary system.

Prior Board/Committee actions

Resolution No. R2021-05: Established the flexible and accountable framework to implement ST2 and ST3 projects not yet in construction as close as possible to the dates promised to the voters that (1) allows project work to proceed right away within the confines of an affordable financial plan; (2) prioritizes maintaining project schedules through an accountable and transparent process to update the agency's revenue assumptions and financing approach and address cost increases at the project and program level; and (3) positions the agency to react quickly as new information becomes available, particularly on the revenue side, and provides greater oversight for the Board and transparency to the public through oversight mechanisms, including an annual Board program review of updated revenue and cost projections to allow the Board to revisit the realigned capital plan assumptions based on shifts in projected financial capacity and opportunities to expedite projects. This resolution also adopted, Exhibit A As Adopted, which advanced the delivery of the NE 130th Station to 2025.

Motion No. M2020-14: Authorized the chief executive officer to increase specific contracts and agreements as necessary to support the Advance Incrementally option for the NE 130th Street Infill Station, for a total limited funding authorization amount not to exceed \$20,000,000.

Resolution No. R2020-01: Amended the adopted budget for the NE 130th Street Infill Station to allow the project final design phase to begin in 2020. This action supports the Advance Incrementally option for the NE 130th Street Infill Station by (a) increasing the authorized project allocation from \$6,769,000 to \$28,904,000, and (b) increasing the adopted 2020 annual project allocation from \$2,297,648 to \$17,038,167.

Motion No. M2020-13: Identified an implementation approach for the NE 130th Street Infill Station.

Motion No. M2019-04: Authorized the chief executive officer to execute a contract amendment with HNTB Jacobs Trusted Design Partners (a Joint Venture of HNTB Corporation and Jacobs Engineering Group, Inc.), HNTB Corporation, and Jacobs Engineering Group, Inc., to provide conceptual engineering and preliminary engineering services for the NE 130th Street Infill Station project in the amount of \$2,561,477, with a 10% contingency of \$256,148 totaling \$2,817,625, for a new total authorized contract amount not to exceed \$106,564,974.

Resolution No. R2018-34: (1) Amended the adopted 2018 annual budget to create the NE 130th Street Infill Station project by (a) establishing the authorized project allocation to date in the amount of \$6,769,000 and (b) establishing the 2018 Annual Budget in the amount of \$315,000, and (2) authorized acceleration of the preliminary engineering phase to begin in 2018.

Environmental review – KH 5/27/22

Legal review – AJP 6/6/22



Resolution No. R2022-17

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the Adopted 2022 Budget for the NE 130th Street Infill Station to adopt the NE 130th Street Infill Station project baseline schedule and budget by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to \$240,155,000, (b) increasing the annual project budget by \$9,833,027 from \$6,584,030 to \$16,417,057, and (c) establishing an open for service date of Q2 2026.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under chapters 81.104 and 81.112 of the Revised Code of Washington (RCW) for the Pierce, King, and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

WHEREAS, Sound Transit is authorized to plan, construct, and permanently operate a high-capacity system of transportation infrastructure and services to meet regional public transportation needs in the Central Puget Sound region; and

WHEREAS, in general elections held within the Sound Transit district on November 5, 1996, November 4, 2008, and November 8, 2016, voters approved local funding to implement a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, in December 2019, the Board approved Resolution No. R2019-30, adopting an annual budget for the period from January 1 through December 31, 2020, and adopting the 2020 Transit Improvement Plan; and

WHEREAS, the Sound Transit 3 (ST3) System Plan identified the NE 130th Street Infill Station as a project with a scheduled start date of 2024 and a planned opening of 2031; and

WHEREAS, in September of 2018, the Sound Transit Board authorized advancing preliminary engineering for the project to determine if part or all of the station could be constructed earlier than planned under ST3, concurrently with Lynnwood Link Extension; and

WHEREAS, in February of 2020, the Sound Transit Board authorized a limited funding authorization for construction of the foundations of the station, final design and progressive advancement of construction of the NE 130th Street Infill Station; and

WHEREAS, in August of 2021, the Sound Transit Board, as approved Resolution R2021-05, revising the target opening date to 2025 for the NE 130th Street Infill Station and establishing an affordable budget for the station project; and

WHEREAS, as of April 2022, Sound Transit reported that project costs increased and that without additional funding, meeting either the target or affordable schedules was not possible. In order to keep the NE 130th project within the budget set during realignment, the baseline project delivery was now proposed for Q2 2026;

WHEREAS, the action is consistent with the implementation plan and this action does not have an impact on affordability of any other system expansion project.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the NE 130th Street Infill Station baseline schedule and budget is adopted and the adopted 2022 Budget for the NE 130th Street Infill Station is amended to provide funding required to complete the station for revenue service by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to \$240,155,000, (b) \$9,833,027 from \$6,584,030 to \$16,417,057, and (c) establishing an open for service date of Q2 2026.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on June 23, 2022.



Claudia Balducci
Board Chair pro tem

Attest:



Kathryn Flores
Board Administrator