

Resolution No. R2021-17

Budget Amendment for the NE 130th Street Infill Station

| Meeting: | Date: | Type of action: | Staff contact: |
|----------------------------|------------|--------------------|--|
| System Expansion Committee | 10/14/2021 | Recommend to Board | Ron Lewis, DECM Executive Director |
| Board | 10/28/2021 | Final action | Randy Harlow, Executive Project Director, LLE |

Proposed action

Amends the adopted budget for the NE 130th Street Infill Station by increasing the project allocation by \$7,513,000 from \$28,904,000 to \$36,417,000 to provide funding for Motion No. M2021-63 to support schedule-critical activities enabling the full build option for the NE 130th Street Infill Station.

Key features summary

- The proposed action would provide the required budget to maintain the schedule for opening the NE 130th Street Infill Station in 2025, consistent with the Affordable and Initial Target schedules.
- A separate action, Motion No. M2021-63, would authorize the chief executive officer to increase specific contracts and agreements necessary to complete the work.
- This action will not increase the Adopted 2021 annual budget.

Background

The NE 130th Street Infill Station is located along the Lynwood Link Extension (LLE) alignment, in the City of Seattle north of the Northgate Station and south of the Shoreline South/148th Station in Shoreline. The infill station is an ST3 project with an originally scheduled start date of 2024 and a planned opening of 2031. On August 5, 2021, as part of the Board's actions with realignment, the opening date of this station was rescheduled to 2025.

A station at NE 130th Street was evaluated in the 2015 LLE Final Environmental Impact Statement (EIS) and mitigation commitments for the station are documented in the Federal Transit Administration's Record of Decision (ROD).

In September 2018, the Sound Transit Board authorized advancing Preliminary Engineering for the project to determine if all or part of the station could be constructed earlier than planned under ST3, concurrently with LLE. The purpose was to explore opportunities to avoid or minimize future service impacts to LLE, scheduled to open for revenue service in 2024.

In February 2020, the Board authorized advancing Final Design along with construction of the station foundation and in August 2021, the Board authorized a project delivery date of 2025. Staff have completed PE and Final Design will be complete in Q1 2022. Resolution No. R2021-05 also adopted Exhibit A, which advanced the delivery of the NE 130th Station to 2025.

Project status

| | | | | | |
|-------------------------------|------------------------------------|--|---|---------------------|---------------------|
| ○ | | | | | |
| Project Identification | Alternatives Identification | Conceptual Engineering/ Draft EIS | Preliminary Engineering/ Final EIS | Final Design | Construction |

Projected completion date for Construction: 2025

Project scope, schedule and budget summary are located on page 95 of the July 2021 Agency Progress Report.

Fiscal information

This proposed action funds advancement of the construction phase for procurement of structural steel and concrete pre-cast girders and system general contractor/construction management. The associated costs will increase the authorized project allocation by \$7,513,000 from \$28,904,000 to \$36,417,000 and will not change the 2021 annual budget.

NE 130th Street Infill Station

(in thousands)

| Project Phase | Annual Project Budget | | | Authorized Project Allocation to Date | | |
|-------------------------|------------------------------------|-----------------|------------------------------------|---|-------------------|---|
| | Adopted 2021 Annual Project Budget | Budget Revision | Revised 2020 Annual Project Budget | Authorized Project Allocation to Date (Current) | Allocation Change | Authorized Project Allocation to Date (New) |
| Agency Administration | \$1,070 | | \$1,070 | \$3,583 | | \$3,583 |
| Preliminary Engineering | 4,495 | | 4,495 | 2,721 | | 2,721 |
| Final Design | | | | 10,793 | | 10,793 |
| Third Party Agreements | 435 | | 435 | 950 | | 950 |
| Right of Way | 220 | | 220 | 242 | | 242 |
| Construction | 3,297 | | 3,297 | 8,525 | 7,513 | 16,038 |
| Construction Services | 889 | | 889 | 2,090 | | 2,090 |
| Vehicles | | | | 0 | | |
| Project Contingency | | | | 0 | | |
| Total | \$10,405 | \$ | \$10,405 | \$28,904 | \$7,513 | \$36,417 |

The current cost estimate for the NE 130th Street Infill Station project is \$201 million in 2020\$ and is affordable within the Agency’s Finance Plan. Staff are managing the project toward a 2025 delivery, consistent with both Affordable and Initial Target Schedules. This action is in alignment with the program master schedule and budget, and it does not impact the affordability of any other system expansion project.

Disadvantaged and small business participation

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

Public involvement

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 at open houses, neighborhood meetings, community fairs and festivals.

An online open house for the NE 130th Street Infill station was successfully completed in November, 2020. Sound Transit aimed to reach the representative demographics of the surrounding population by providing information in eight languages and used the following Community Partner Organizations to support distribution of outreach materials: Latinx, Ethiopian, Somali, Chinese, Arab, Pakistani, and Eritrean. Data collected from website visits showed participation by visitors in all eight languages. The project team plans to provide emails to residents in the vicinity of the station in Q4 2021 to communicate updates on the project. A second open house in Q2 2022 is being planned.

Time constraints

Timely approval of this action is necessary to enable Motion No. M2021-63 and support 2025 schedule for delivery of the project.

Prior Board/Committee actions

Resolution No. R2021-05: Established a 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.

Motion No. M2020-14: Authorized the chief executive officer to increase specific contracts and agreements as necessary to support the Advance Incrementally or Advance Fully options for the NE 130th Street Infill Station, for a total limited funding authorization amount not to exceed \$20,000,000 contingent upon Board approval of Resolution No. R2020-01.

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 or Advance Fully options 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 10/6/21

Legal review – JSA 10/8/21



Resolution No. R2021-17

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending the adopted budget for the NE 130th Street Infill Station by increasing the project allocation by \$7,513,000 from \$28,904,000 to \$36,417,000 to provide funding for Motion No. M2021-63 to support schedule-critical activities enabling the full build option for the NE 130th Street Infill Station.

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, in January 2020, the Board approved Resolution No. R2020-01, increasing the authorized project allocation from \$6,769,000 to \$28,904,000, and increasing the adopted 2020 annual project allocation from \$2,297,648 to \$17,038,167; 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 foundation of the station, final design and progressive advancement of construction of the NE 130th Street Infill Station.

WHEREAS, in August of 2021, the Sound Transit Board authorized a delivery date of 2025 for the NE 130th Street Infill Station.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the adopted budget for the NE 130th Street Infill Station is amended by increasing the project allocation by \$7,513,000 from \$28,904,000 to \$36,417,000 to provide funding for Motion No. M2021-63 to support schedule-critical activities enabling the full build option for the NE 130th Street Infill Station.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on _____.

Kent Keel
Board Chair

Attest:

Kathryn Flores
Board Administrator