

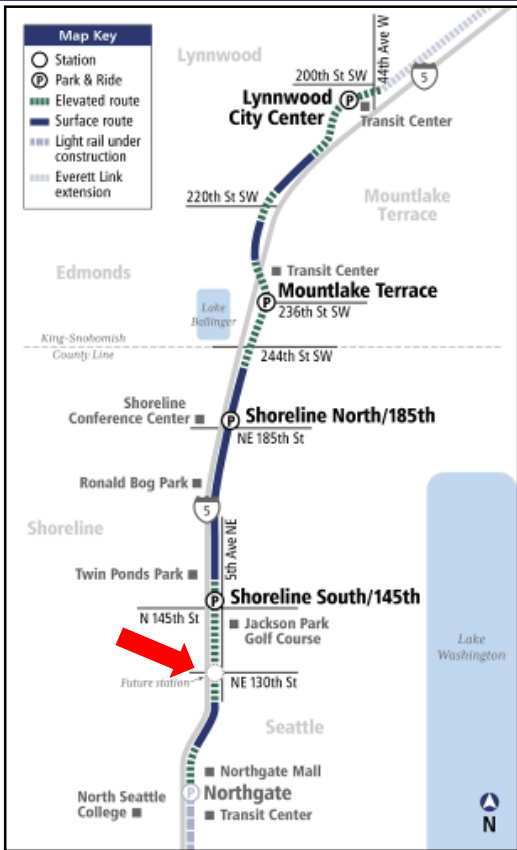


# 130<sup>th</sup> St Station

Capital Committee Presentation

September 13, 2018

# 130th St Station

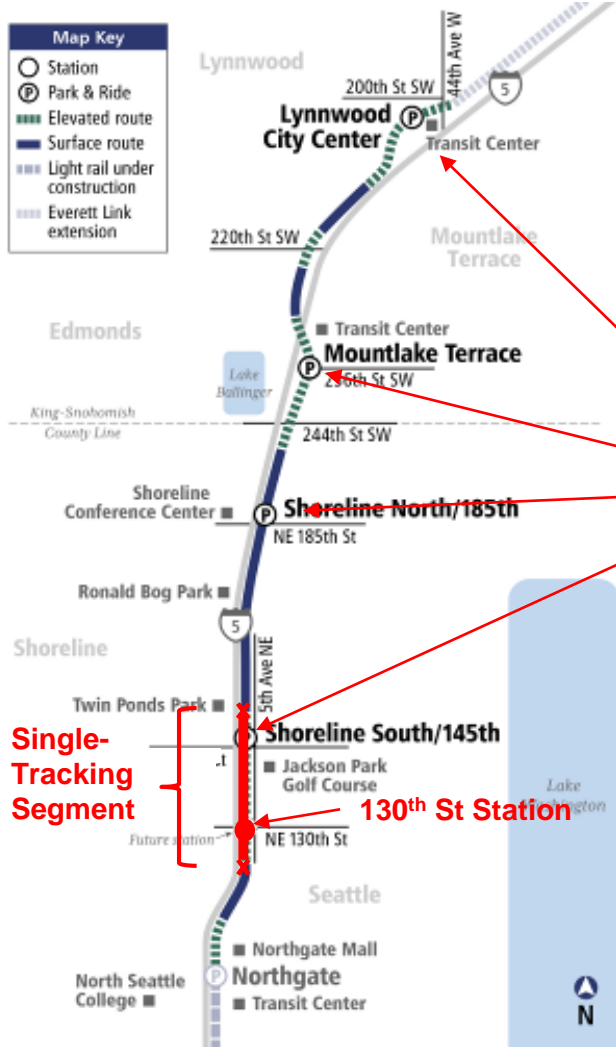


- Elevated, side-platform station on NE quadrant of I-5 / NE 130<sup>th</sup> interchange in Seattle
  - Street-level plaza along 5th Ave NE, non-motorized access improvements, sustainability features
  - Pick-up/drop-off area, no vehicle parking
  - Ave. Weekday Ridership ~2,000 (estimate at ST3 Buildout)
- ST3 cost \$62-67M
  - Project development phase to update cost estimate to reflect current market conditions
- Included in ST3 Plan as Infill Station
  - ST3 planned start in 2024 and deliver by 2031
  - Lynnwood Link Extension – revenue service begin mid-2024

# 130th St Station – Summary of Proposal

- Accelerate project development for 130<sup>th</sup> St Station
  - Start Preliminary Engineering (PE) in 2018 instead of 2024
  - Complete PE phase by 3Q 2019
- This would preserve the option to accelerate design and construction to build station concurrent with Lynnwood Link Extension.
- Unique opportunity to avoid a service impact and to reduce cost
- Accelerating PE does not pre-suppose future decisions. Additional Board action required to proceed to final design and construction.
- Establish 2018 budget of \$315,000. Total PE budget \$6.8M.

# Building as infill station adversely affects service



- If 130<sup>th</sup> St Station is built after active service has started on Lynnwood Link, then:
  - Lynnwood Link stations headways would increase substantially due to single-tracking during construction, and/or night-time construction
  - Up to 61,000 daily riders could be impacted directly, nearly 90% from Snohomish County and North King subareas
    - Potential system-wide delays could affect many more
  - ST Operations will need to develop coordinated construction service plan to address and mitigate service disruption

# Unique Opportunity

- Of the three infill stations in ST3 (130<sup>th</sup> St, Graham St, Boeing Access Rd), 130<sup>th</sup> St Station presents a unique opportunity to avoid service disruption and reduce cost
- PE will help to refine costs and confirm benefits, identify schedule needs and secure key partner agreements
- Completing PE earlier **preserves the opportunity** to accelerate final design and construction via a future Board decision



# LLE and 130<sup>th</sup> schedules

## Lynnwood Link Schedule



# Benefits of early PE



- Preserve option to accelerate design and construction
- Refine costs and benefits of earlier construction
- Identify specific milestones where 130<sup>th</sup> St Station and LLE construction schedules need to be synchronized
- Negotiate agreements and amendments with partners
- PE design is useful even if construction is not accelerated

## Business Case – Upsides of earlier construction



Roosevelt Way NE (NE 130th St.) east of 5th Avenue NE  
From: LLE EIS, 2015 Visual Simulation

- ✓ **Avoid disruption to Lynnwood Link service** and avoid mitigation cost
- ✓ **Reduce station capital cost** by building sooner at lower and more predictable costs
- ✓ **Reduce impacts to local neighborhood** from constructing once vs. twice, and reduce potential need for night-time construction
- ✓ **Potentially reduce cost to Lynnwood Link** by reducing need for track crossover and maintenance stairway
- ✓ **Provide additional access point** to Lynnwood Link service 6-7 years earlier



## Business Case – Downsides of earlier construction



- ✓ **Increased cost** on operations and State Of Good Repair cost due to early start date
- ✓ **Reduced ST financial capacity** from earlier financing costs
- ✓ **Potential impact** to staff and contractor capacity

# NE 130<sup>th</sup> Street Station: Board Approves Authorized Project Allocation \$6.77M

ALLOCATION \$ COMMITMENTS



2018 2019 2020 2021 2022 2023 2024

 Approved  Today's Action  Future Action



# Next Steps

- If receive Capital Committee recommendation for approval, proceed to Board
- If approved by Board, negotiate contract change orders for PE phase work
  - Civil Design, Systems, GC/CM, CMC
- Begin work with WSDOT and City of Seattle on program for expedited permitting, access, air space lease, right-of-way
- Complete PE, return to Board for consideration of further authorizations

# Questions?

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