130th St Station

- Elevated, side-platform station on NE quadrant of I-5 / NE 130th 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
Accelerate project development for 130th 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 130th 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 (130th St, Graham St, Boeing Access Rd), 130th 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 130th schedules

Lynnwood Link Schedule

- Planning and environmental review (2010-2015)
- Final design (we are here) (2016-2019)
- Construction (2019-2024)
- Testing & pre-operations (6-9 months)
- Start of Service (Mid 2024)

Potential 130th PE/FD 2019-21
Potential 130th Const. 2021-24
Benefits of early PE

- Preserve option to accelerate design and construction
- Refine costs and benefits of earlier construction
- Identify specific milestones where 130th 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

- 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 130th Street Station: Board Approves Authorized Project Allocation $6.77M

Illustrative - Not to Scale

Project Development

$6.77M

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?

PEPD
John Evans

OPS
John Weston

DECM
John Sleavin

Kamuron Gurol
North Corridor Development
Director