

RESOLUTION NO. R2018-34

Budget Amendment for the 130th Street Station on Lynnwood Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	09/13/2018	Recommend to Board	Don Billen, PEPD Executive Director Kamuron Gurol, North Corridor Development Director, PEPD John Evans, HCT Development Manager, PEPD
Board	09/27/2018	Final Action	

PROPOSED ACTION

(1) Amends the adopted 2018 annual budget to create the 130th Street 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) authorizes acceleration of the preliminary engineering phase to begin in 2018.

KEY FEATURES SUMMARY

- The 130th Street Station is a voter-approved project under the ST3 Plan with a planned start date in 2024 and completion in 2031. It is located along the Lynnwood Link Extension (LLE) light rail alignment north of the 130th Street crossing of I-5 in the City of Seattle between the future Northgate Station and the future Shoreline South/145th Station.
- Revenue service along LLE is planned to start by mid-2024, with approximate four-minute headways during peak periods. Building the 130th Street Station on the ST3 timeline would mean constructing it as an infill station with consequential impacts to service and added cost.
- This proposal is to accelerate and complete the Preliminary Engineering (PE) phase of the 130th Street Station project by Q3 2019. This due diligence effort would help determine the viability of accelerating final design and construction of the station to be sufficiently complete by 2024 concurrent with LLE to avoid or minimize service disruptions.
- If the station can be sufficiently constructed by mid-2024, then:
 - Major service disruption impacts and associated costs can be avoided.
 - Impacts to the local neighborhood would occur once instead of twice.
 - Construction cost for the station and LLE would be more predictable and/or lower.
- Accelerating PE for this project does not pre-suppose further decisions on project timing. Conducting due diligence now by completing PE will provide information and analysis necessary for a future Board decision on whether to accelerate final design and construction of the station.

BACKGROUND

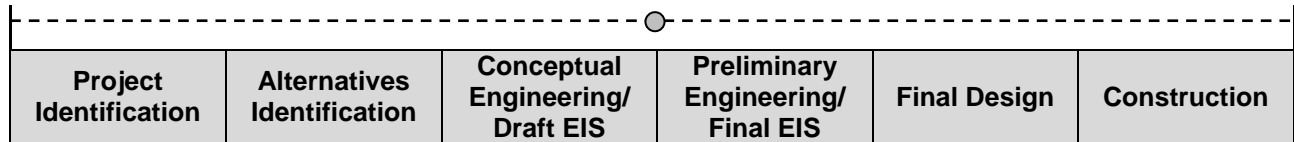
The 130th Street Station conceptual design completed as part of LLE establishes the station as an elevated urban side-platform station that accommodates four-car trains, and includes a mezzanine level and street-level plaza. No parking facilities are included. The PE phase will include advancing this conceptual design by completing preliminary engineering and environmental analysis, identifying transit access improvements, and incorporating sustainability features. Agreements and permits with WSDOT and Seattle will also be evaluated for needed amendments and amendments to agreements with current consultants and contractors will be evaluated.

The 130th Street Station conceptual design was evaluated in the April 2015 Final Environmental Impact Statement (EIS) for LLE, and no significant changes to the station concept, location, or footprint are anticipated. A new Record of Decision is not anticipated to be necessary for this project.

Coordination with the City of Seattle, WSDOT, and King County Metro will also be a critical part of this process. Work with the City of Seattle will include design committee meetings with the Seattle Light Rail Review Panel, amending LLE agreements as needed and developing concurrence on street improvements and expedited permitting. Sound Transit and WSDOT staff would need to negotiate air space lease amendments, and King County Metro will be a key partner assisting with transit integration and access.

Staff anticipates negotiating change orders to current LLE contracts for civil and systems design consultants, the construction contractor, and construction management to add scope and budget for the 130th Street Station project preliminary engineering. If negotiating such contract change orders is not feasible, then another delivery method would be evaluated.

PROJECT STATUS



Projected Completion Date for Preliminary Engineering: 3Q 2019

FISCAL INFORMATION

This action establishes a total authorized project allocation to date for the 130th Street Station project at \$6,769,000 and an annual 2018 budget of \$315,000 for this project to fund the preliminary engineering phase of the project.

The preliminary review describes a business case to consider accelerating the station. Completing the PE phase will allow Sound Transit to better evaluate the costs and benefits associated with potentially accelerating final design and construction.

While acceleration construction would lead to earlier and thus higher cumulative operating and SOGR costs, and may require potentially earlier debt borrowing, these increased costs are mostly offset by reduced cost from earlier construction, avoided mitigation cost, and potentially avoided cost from eliminating the cross-over section now part of the LLE project. Additionally, we are also taking into consideration the reduction or avoidance of impacts to the public from delays and inconvenience.

130th Street Station

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2018 Annual Project Budget	Budget Revision	Revised 2018 Annual Project Budget	Authorized Project Allocation to Date (Current)	Allocation Change	Authorized Project Allocation to Date (New)
Agency Administration	\$	\$190	\$190	\$	\$1,370	\$1,370
Preliminary Engineering		50	50		4,189	4,189
Final Design						
Third Party Agreements		75	75		1,088	1,088
Right of Way					22	22
Construction					100	100
Construction Services						
Vehicles	0	0	0	0	0	
Project Contingency	0	0	0			
Total	\$	\$315	\$315	\$	\$6,769	\$6,769

SMALL BUSINESS/DBE PARTICIPATION

Not applicable to this action.

PUBLIC INVOLVEMENT

Project staff will develop a proposed outreach plan in coordination with the City of Seattle staff and the City's Light Rail Review Panel. Likely elements include a project webpage, informational materials, open houses, and other typical techniques.

TIME CONSTRAINTS

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

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2016-16: Adopted the Sound Transit 3 Regional Transit System Plan.

ENVIRONMENTAL REVIEW

KH 9/6/18

LEGAL REVIEW

AJP 9/6/18

RESOLUTION NO. R2018-34

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority (1) amending the adopted 2018 annual budget to create the 130th Street 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) authorizing acceleration of the preliminary engineering phase to begin in 2018.

WHEREAS, the Central Puget Sound Regional Transit Authority, commonly known as Sound Transit, was formed under Chapters 81.104 and 81.112 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 Central Puget Sound Regional Transit Authority 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, the 130th Street Station is a project in the ST3 Plan approved by voters in 2016 and 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 future 145th Street Station; and

WHEREAS, revenue service along LLE is planned to start by mid-2024 with approximate four-minute headways during peak periods; and

WHEREAS, constructing the 130th Street Station after revenue service has begun would mean constructing it as an infill station resulting in adverse effects on service and cost; and

WHEREAS, accelerating project development and completing Preliminary Engineering (PE) for the 130th Street Station project would preserve the opportunity to potentially make future decisions to accelerate final design and construction of the project; and

WHEREAS, the PE work would help determine whether the 130th Street Station could be constructed earlier, and therefore if it is possible to avoid service disruption impacts and associated costs, reduce construction impacts to the local neighborhood, and reduce or provide more predictable construction costs for the 130th Street Station and for LLE; and

WHEREAS, accelerating PE for this project is intended to provide the due diligence information and analysis and does not pre-suppose further decisions to accelerate final design and construction of the station.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1: The adopted 2018 annual budget be amended to create the 130th Street 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.

Section 2: The preliminary engineering phase be accelerated to begin in 2018.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 27, 2018.



Dave Somers
Board Chair

ATTEST:



Kathryn Flores
Board Administrator