

Motion No. M2020-13

Identifying an implementation approach for the NE 130th Street Infill Station

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	02/13/2020 02/27/2020	Recommend to Board Final action	Don Billen, Executive Director, PEPD Kamuron Gurol, Development Director, PEPD

Proposed action

Identifying an implementation approach for the NE 130th Street Infill Station.

Key features summary

- In September of 2018, the Sound Transit Board authorized advancing Preliminary Engineering (PE) for the NE 130th Street Infill Station project to determine if part or all of the project could be constructed concurrently with the Lynnwood Link Extension project (LLE). Authorization of PE did not presume further action beyond completion of PE with results presented to the Board.
- The purpose of advancing the project into PE was to determine the possibility of avoiding or minimizing future disruption of LLE customers. The LLE project is scheduled to open for revenue service in 2024, and under the ST3 plan timing construction of the NE 130th Street Infill Station would occur after LLE opens.
- The PE process completed in December 2019 identified an integrated (with the guideway) station design that would likely perform better than the original separate structures design concept. PE design also included identification of the station platform and plaza layouts, vertical circulation, pick-up/drop-off area, paratransit stop and bus stop locations.
- The PE process confirmed construction of an infill station over and around an active railway would be difficult and would create adverse effects on riders and customer service. The direct impacts of service disruption could affect over 60,000 daily riders on the LLE alignment, in addition to other potential system-wide effects. The disruption would be caused by the need to single-track trains through the construction area.
- Also, under the ST3 plan timeline, station construction would affect the local neighborhood for a second time, not long after Sound Transit completed construction of LLE project.
- At the conclusion of PE, staff identified three options for advancement for the project and presented these at the January 9, 2020 System Expansion Committee meeting:
 1. ST3 plan schedule: Complete no further work at this time. The NE 130th Street Infill Station will be constructed on the original ST3 plan timeline, opening in 2031.
 - This option provides the separate structure station design and would not address disruption to service and construction impacts to the neighborhood.
 - This option does not require additional funding.

2. ~~Advance progressively incrementally~~: Advance the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support). In Q2 2021 after final design is complete, staff would return with all financial, operational and construction information so the Board can determine whether to authorize the second or both the second and third construction packages.~~to the Board to authorize the second construction package. The Board would also discuss and may determine the timing for construction of the final construction package and therefore the date for opening the station to service.~~

- This option provides the integrated station design and would minimize service disruption and construction impacts to the neighborhood in the future.
- This option requires authorizing funding earlier than planned under ST3.

3. Advance fully: Advance the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support) and direct the NE 130th project to be completed and opened as early as practical, by approximately 2025. In Q2 2021 after final design is complete, staff would return to the Board to authorize the second and third construction packages. The station would open for service by approximately 2025.

- This option provides the integrated station design and would avoid most service disruption and construction impacts to the neighborhood in the future.
- This option requires authorizing funding earlier than planned under ST3.

- If the Board chooses to advance the project with option 2 or 3, then two actions for consideration will follow – 1) Amending the 2020 budget to begin final design and construct the first construction package (R2020-01); and 2) Approval of a limited finding authorization (M2020-14).

Background

The NE 130th Street Infill Station is located along the LLE light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/145th station in Shoreline. The infill station is a ST3 project with a scheduled start date of 2024 and a planned opening of 2031. A station at NE 130th Street was evaluated in the 2015 LLE Final EIS and mitigation commitments for the station are documented in the Federal Transit Administration's Record of Decision.

In September of 2018, the Sound Transit Board authorized advancing PE for the project to determine if part or all of the station could be constructed concurrently with the LLE, which is scheduled to open for revenue service in 2024. The purpose of this was to determine the possibility of avoiding or minimizing future disruption to LLE customers. To preserve options for the Board's consideration, some work on the LLE guideway was resequenced in the station area at a cost of approximately \$200,000, to be borne by the NE 130th Street Infill Station project. Along with completing PE, staff developed options for the Board's consideration.

Fiscal information

Proposed options assume different authorized project allocation to date as in below. Option 1 assumes that Sound Transit will complete no further work at this time, thus do not require additional budget approval. Options 2 and 3 assumes that Sound Transit will complete final design and construction of the foundation and guideway for an integrated station by Q2 2021. These options will require a \$22,135,000 increase in authorized project allocation for a total project allocation of \$28,904,000 as proposed in R2020-01. A decision to advance ~~progressively incrementally~~ or advance fully construction of the NE

130th Street Infill Station is affordable within the ST 3 Financial Plan and will not delay or render other projects unaffordable.

Option 1: ST3 plan schedule

NE 130th Street Infill Station

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2020 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	\$859		\$859	\$1,370		\$1,370
Preliminary Engineering	534		534	4,189		4,189
Final Design						
Third Party Agreements	782		782	1,088		1,088
Right of Way	22		22	22		22
Construction	100		100	100		100
Construction Services						
Vehicles						
Project Contingency						
Total	\$2,298	\$	\$2,298	\$6,769	\$	\$6,769

Option 2: Advance progressively incrementally & Option 3: Advance fully

NE 130th Street Infill Station

(in thousands)

Project Phase	Annual Project Budget			Authorized Project Allocation to Date		
	Adopted 2020 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	\$859	\$1,041	\$1,900	\$1,370	\$2,213	\$3,583
Preliminary Engineering	534	185	719	4,189	(1,468)	2,721
Final Design		6,475	6,475		10,793	10,793
Third Party Agreements	782	(282)	500	1,088	(138)	950
Right of Way	22	168	190	22	220	242
Construction	100	5,900	6,000	100	8,425	8,525
Construction Services		1,254	1,254		2,090	2,090
Vehicles						
Project Contingency						
Total	\$2,298	\$14,741	\$17,038	\$6,769	\$22,135	\$28,904

Notes: 2020 budget reflects the 2020 Financial Plan & Adopted Budget book to be approved by the Board on 2/27/2020.

Public involvement

Sound Transit’s outreach strategy during PE took advantage of 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.

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.

Time constraints

A delay in voting on the action, should an advancement option be chosen, would add risk to the project's ability synchronize with LLE's construction schedule.

Prior Board/Committee actions

Motion No. M2019-04: Authorizes 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.

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

Environmental review – KH 2/6/20

Legal review – DB 2/12/20

Motion No. M2020-13

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying an implementation approach for the NE 130th Street Infill Station.

Background

The NE 130th Street Infill Station is located along the LLE light rail alignment, in the City of Seattle north of the Northgate station and south of the Shoreline South/145th station in Shoreline. The infill station is a ST3 project with a scheduled start date of 2024 and a planned opening of 2031. A station at NE 130th Street was evaluated in the 2015 LLE Final EIS and mitigation commitments for the station are documented in the Federal Transit Administration's Record of Decision.

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To preserve options for the Board's consideration, some work on the LLE guideway was resequenced in the station area at a cost of approximately \$200,000, to be borne by the NE 130th Street Infill Station project. Along with completing PE, staff developed options for the Board's consideration. Authorization of PE did not presume further action beyond completion of PE with results presented to the Board.

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At the conclusion of PE, staff identified three options for advancement for the project and presented these at the January 9, 2020 System Expansion Committee meeting:

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 - This option provides the separate structure station design and would not address disruption to service and construction impacts to the neighborhood.
 - This option does not require additional funding.
2. Advance ~~progressively incrementally~~: Advance the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support). In Q2 2021 after final design is complete, staff would return with all financial, operational and construction information so the Board can determine whether to authorize the second or both the second and third construction packages.~~to the Board to~~

~~authorize the second construction package. The Board would also discuss and may determine the timing for construction of the final construction package and therefore the date for opening the station to service.~~

- This option provides the integrated station design and would minimize service disruption and construction impacts to the neighborhood in the future.
 - This option requires authorizing funding earlier than planned under ST3.
3. Advance fully: Advance the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support) and direct the NE 130th project to be completed and opened as early as practical, by approximately 2025. In Q2 2021 after final design is complete, staff would return to the Board to authorize the second and third construction packages. The station would open for service by approximately 2025.
- This option provides the integrated station design and would avoid most service disruption and construction impacts to the neighborhood in the future.
 - This option requires authorizing funding earlier than planned under ST3.

Option 1 assumes that Sound Transit will complete no further work at this time, thus do not require additional budget approval. Options 2 and 3 assumes that Sound Transit will complete final design and construction of the foundation and guideway for an integrated station by Q2 2021.

If the Board chooses to advance the project with option 2 or 3, then two actions for consideration will follow – 1) Amending the 2020 budget to begin final design and construct the first construction package (R2020-01); and 2) Approval of a limited finding authorization (M2020-14). These options will require a \$22,135,000 increase in authorized project allocation for a total project allocation of \$28,904,000 as proposed in R2020-01.

A decision to advance incrementally or advance fully construction of the NE 130th Street Infill Station is affordable within the ST 3 Financial Plan and will not delay or render other projects unaffordable.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the following implementation approach is identified for the NE 130th Street Infill Station:

Advance progressively: Advance the schedule for completing final design and complete construction of the first construction package for an integrated station (station foundation and structural support). In Q2 2021 after final design is complete, staff would return with all financial, operational and construction information so the Board can determine whether to authorize the second or both the second and third construction packages.

~~(Option to be determined)~~

APPROVED 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