



Resolution No. R2020-01

Budget Amendment for the NE 130th Street Station

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	02/13/2020 02/27/2020	Recommend to Board Final action	Ron Lewis, Executive Director, DECM John Sleavin, Executive Technical Advisor, DECM

Proposed action

Amends 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. This action is contingent upon the Board's decision in Motion No. M2020-13.

Key features summary

- If the Sound Transit Board decides to incrementally or fully advance the NE 130th Street Infill Station project, then budget and contract authorizations are needed for final design and construction. This work will continue to be coordinated with the Lynnwood Link Extension (LLE) project.
- This action would provide the required budget increase to complete final design and to construct the first construction package (foundation and guideway). A separate action, Motion No. M2020-14, would authorize the chief executive officer to execute the change orders to existing LLE contracts for the work.

Background

The NE 130th Street Infill Station is located along the LLE 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 an 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 (ROD).

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 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. Staff have completed PE and developed options for the Board's consideration.

Project status

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Fiscal information

This proposed action funds advancement of the final design phase to begin in 2020. Associated costs will increase the authorized project allocation to date of the project in the amount of \$22,135,000 to \$28,904,000 and increase the 2020 annual budget in the amount of \$14,740,519 to \$17,038,167.

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

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.

Disadvantaged and small business participation

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

Public involvement

Not applicable to this action.

Time constraints

If the Board decides to incrementally or fully advance the NE 130th Street Infill Station, a one month delay for this action adds risk to staff's ability to fully synchronize with the Lynnwood Link Extension construction schedule, and compromise the opportunity to avoid or minimize service disruption and construction impacts in the future.

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



Resolution No. R2020-01

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority amending 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 Progressively 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.

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, 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.

WHEREAS, a decision to advance progressively 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.

NOW, THEREFORE, BE IT RESOLVED by the Board of the Central Puget Sound Regional Transit Authority that the Adopted 2019 Annual Budget is amended to establish one of the early ST3 deliverable projects by Advance Progressively 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.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on February 27, 2020.



Paul Roberts
Board Vice Chair

Attest:



Kathryn Flores
Board Administrator