

Motion No. M2025-18

Increase Contingency Funds for Certain NE 130th Street Infill Station Agreements and Contracts

Meeting:	Date:	Type of action:	Staff contact:
System Expansion Committee Board	04/10/2025 04/24/2025	Recommend to Board Final action	Terri Mestas, Deputy CEO, Capital Delivery Michael Morgan, Executive Director, Capital Delivery Taylor Carroll, Deputy Executive Director, Pinehurst Station Josh Pategas, Executive Project Director, Pinehurst Station

Proposed action

Authorizes the chief executive officer to increase certain NE 130th Street Infill Station contract and/or agreement amounts as necessary, for a total authorized cumulative increase not to exceed \$12,000,000, all within the NE 130th Street Infill Station project approved baseline budget.

Key features summary

- Sound Transit's experience with completed work (e.g. the Initial Segment, University Link Extension, Northgate Link Extension, and Lynnwood Link Extension) and active contracts (e.g., Downtown Redmond Link Extension and Federal Way Link Extension) indicates that opening a new light rail project can require significant unanticipated work and the agency must be in a state of readiness to meet jurisdictional and operational requirements that arise during the final stages of the project and through closeout.
- This action would authorize the use of Board-approved baseline budget funds not to exceed a cumulative total of \$12,000,000, as needed, to add contingencies to and increase the authorized amounts of certain active contracts and intergovernmental agreements related to the NE 130th Street Infill Station project to facilitate opening and project close-out.
- This authorization will be applied to contracts and agreements within the final design, construction services, third party, and construction phases of the project, all within the approved baseline budget.
- The work will be within the approved scope of the contracts or agreements and may include but not be limited to safety certification, agency requested changes, and changes required by Authorities having Jurisdiction.
- This action will allow for funds to be allocated to individual contracts or agreements such that the amounts used will not exceed \$12,000,000 in cumulative increases.
- Staff will report to the Board no later than the fourth quarter of 2026 to provide a full accounting of contingency used and the reconciliation of any contracts and any agreements to which these funds were applied.

Background

The NE 130th Street Infill Station 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 Shoreline South/148th station. The infill station is a ST3 project with an originally 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. The first two phases of the station were built as part of the LLE project to minimize impacts to LLE service. On August 5, 2021, as part of the Board's actions with realignment, the opening date of the station was advanced. The final phase, station finishes, is currently in progress and on track to be complete by the baseline schedule, Q2 2026.

On other light rail projects, the Board has authorized use of a contingency fund to increase the amounts of various contracts and governmental agreements to finalize the project work and requirements for revenue service and closeout of the project.

The funds identified for this action have been previously authorized by the Board for this project. There are adequate funds available within the NE 130th Street Infill Station project baseline budget to fund the close-out contingency requested. This action would authorize the use of funds not to exceed a cumulative total of \$12,000,000, as needed, to increase the authorized amounts and add contingencies to certain active contracts and intergovernmental agreements related to the station, including the following:

Within the Final Design Phase:

- Civil Design Services During Construction by HNTB-Jacobs Trusted Design Partners.
- Systems Design Services During Construction by Hatch.

Within the Third-Party Phase:

- Construction Services Task Order with the Washington State Department of Transportation.

Within the Construction Services Phase:

- Civil construction management consultant PGH Wong, supporting Sound Transit's construction team for all elements of civil facilities construction.
- Systems construction management consultant Northwest Transit Systems Partners (NTSP), supporting Sound Transit's construction team for all elements of systems construction.

Within the Construction Phase:

- Station finishes construction with Absher Construction Co.
- Systems construction with Mass Electric Construction Co.
- Construction and Permitting support agreement with the City of Seattle.
- Passenger signage contract with Tube Art Displays Inc.

To facilitate timely opening of the station this action will authorize the chief executive officer to allocate funds within the NE 130th Street Infill Station project budget to intergovernmental agreements, construction contracts, design contracts, signage contract, and construction management consultant contracts, increasing contract and agreement contingencies and authorized amounts as necessary, within the cumulative total increase of \$12,000,000. Staff will report to the Board no later than the fourth quarter of 2026 to provide a full accounting of contingency used and the reconciliation of any contracts and any agreements to which these funds were applied.

Project status

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

Projected completion date for Construction: 1Q 2026

Current project status, performance metrics, and additional information are located on page 20 of the February 2025 System Expansion Monthly Status' Report.

Fiscal Information

The baseline budget for the NE 130th Infill Station project is \$240,155,000. The proposed action does not commit any new funds but will allow for contract contingency and agreement amounts to be increased as necessary, using funds from existing budgetary line items, of up to \$12,000,000.

Pinehurst Station

(in thousands)

Project Phase	Baseline Budget	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$8,647	\$5,447	\$0	\$5,447	\$3,200
Preliminary Engineering	2,711	2,711	-	2,711	-
Final Design	21,042	16,932	2,500	19,432	1,610
Third Party	1,303	1,026	200	1,226	76
Right of Way	146	51	-	51	95
Construction	189,082	159,744	7,300	167,044	22,038
Construction Services	17,225	13,764	2,000	15,764	1,460
Total	\$240,155	\$199,676	\$12,000	\$211,676	\$28,479

Notes:

Amounts are expressed in Year of Expenditure \$000s.

For detailed project information, see page 123 of the 2025 Proposed Budget & Financial Plan.

* Board Approvals = Commitment and PO Contingency Remaining as of 2/28/2025.

Disadvantaged and small business participation

Participation by small businesses and disadvantaged business enterprises (DBEs)

Below is the current DBE and Small Business performance on the associated contracts:

AE 0010-15 – Civil Final Design Services – HNTB-Jacobs	
Small business commitment: 16.5%	Small business attainment: 18.51%
DBE commitment: 10%	DBE attainment: 10.58%

AE 0003-15 – Systems Final Design Services – Hatch Assoc	
Small business commitment: 30.59%	Small business attainment: 31.32%
DBE commitment: 28.74%	DBE attainment: 29.73%

AE 0039-15 – Civil Construction Management – PGH Wong	
Small business commitment: 14.1%	Small business attainment: 24.53%
DBE commitment: 7.1%	DBE attainment: 18.15%

AE 0040-15A – Construction Management Services for Eastlink/Northlink Systems Project – Northwest Transit System Partners	
Small business commitment: 11%	Small business attainment: 18.60%
DBE commitment: 6%	DBE attainment: 7.39%

AE 0040-15B – Lynnwood Link Systems CMC – Northwest Transit System Partners	
Small business commitment: 11%	Small business attainment: 19.37%
DBE commitment: 6%	DBE attainment: 12.16%

CN 0089-22 – L230 - NE 130th Station Finish – Absher Construction Co.	
Small business commitment: 11.31%	Small business attainment: 7%
DBE commitment: 11.31%*	DBE attainment: 2.69%*

CN 0115-14C – Station Systems Construction – Mass Electric Construction Co.	
Small business commitment: 6%	Small business attainment: 7.19%
DBE commitment: 3%	DBE attainment: 5.49%

*SBE is a combination of SBE and DBE

Public involvement

Not applicable to this action.

Time constraints

A one-month delay would impact staff's ability to advance changes to the design contract in order to provide timely support to construction activity.

Prior Board/Committee actions

Motion No. M2025-04: Adopted the permanent station name of Pinehurst Station, for the NE 130th Infill Station, located in north Seattle on the Lynnwood Link Extension.

Motion No. M2024-79: Authorized the chief executive officer to execute a contract modification with Tube Art Displays, Inc. to revise the term of the contract through project completion and incorporate NE 130th St Infill Station signage fabrication and installation services in the amount of \$550,000, with a 10 percent contingency of \$55,000 totaling \$605,000, for a new total authorized contract amount not to exceed \$14,382,288.

Motion No. M2023-82: Authorized the chief executive officer to execute a funding agreement with the City of Seattle for design and construction of the city's NE 130th St./NE 125th St. Corridor Improvement Project in an amount not to exceed \$4,600,000 to come from the budgeted station access allowance for the project.

Motion No. M2023-58: Authorized the chief executive officer to execute a contract with Absher Construction Company to construct the finishes for the NE 130th Street Infill Station project in the amount of \$98,270,000, plus a 15 percent contingency of \$14,740,500, for a total authorized contract amount not to exceed \$113,010,500.

Motion No. M2022-46: (1) Authorizing the chief executive officer to execute contract modifications to specific existing Lynnwood Link Extension contracts, for the NE 130th Street Infill Station project; and (2) authorizing increases to the contract contingency values for specific existing Lynnwood Link Extension contracts for the NE 130th Street Infill Station Project. All actions are contingent upon Board approval of the baseline project budget through Resolution No. R2022-17.

Resolution No. R2022-17: Adopted the NE 130th St Infill Station project baseline schedule and budget by (a) increasing the authorized project allocation by \$203,738,000 from \$36,417,000 to \$240,155,000, (b) increasing the annual project budget by \$9,833,027 from \$6,584,030 to \$16,417,057 and (c) establishing an opening for service date of Q2 2026.

Environmental review – KH 3/24/25

Legal review – JSA 4/3/25

Motion No. M2025-18

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase certain NE 130th Street Infill Station contract and/or agreement amounts as necessary, for a total authorized cumulative increase not to exceed \$12,000,000, all within the NE 130th Street Infill Station project approved baseline budget.

Background

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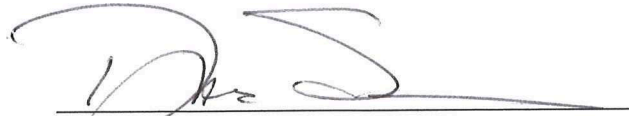
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Motion

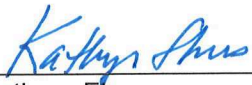
It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to increase certain NE 130th Street Infill Station contract and/or agreement amounts as necessary, for a total authorized cumulative increase not to exceed \$12,000,000, all within the NE 130th Street Infill Station project approved baseline budget.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 24, 2025.



Dave Somers
Board Chair

Attest:



Kathryn Flores
Board Administrator