SOUNDTRANSIT

Motion No. M2026-49

Increase Contingency Funds for Certain Pinehurst Station Agreements and Contracts

Meeting:	Date:	Type of action:
System Expansion Committee	11/12/2026	Recommend to Board
Board	11/19/2026	Final Action

Staff name:	Staff title:
Brad Owen	Acting Chief Capital Delivery Officer
Michael Morgan	Executive Director, Capital Delivery
Taylor Carroll	**Deputy Executive Project Director**

Proposed action

Authorizes the chief executive officer to increase the cumulative contingency amount authorized to increase certain Pinehurst Station contract and/or agreement amounts as necessary, by an amount of $15,000,000, for a new total authorized cumulative increase not to exceed $27,000,000, all within the existing Pinehurst Station project approved baseline budget.

Key features summary

- This action would authorize the additional use of Board-approved baseline budget funds not to exceed an additional total of $15,000,000, as needed, to add contingencies to and increase the authorized amounts of certain active contracts and intergovernmental agreements related to the Pinehurst Station project to facilitate beginning revenue service and project close-out.
- This action augments previous authority authorized by Motion No. M2025-18 to allow additional funds within the Pinehurst Station project's approved baseline budget to be available to be allocated to individual contracts or agreements such that amounts used will not exceed $27,000,000 in cumulative increases.
- 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 project's 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.
- Staff will report to the Board no later than the fourth quarter of 2027 to provide a full accounting of contingency used and the reconciliation of any contracts and any agreements to which these funds were applied. Importantly, Resolution No. R2026-11 notes that any realized cost savings from the Pinehurst Station project should be applied to the Graham Street Infill Station Project and at present, a savings of $5M - $7M is currently forecast for this project.

Background

The Pinehurst Station project 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, opened for service on Sept 30, 2026. Ongoing and close out work will continue through 2027.

The agency is committed to a high state of readiness to address unanticipated work and to meet operational requirements that arise during the final stages of the project after revenue service and through closeout. With limited resources and ability to close out projects timely, this motion will address such needs and follow-on scopes of work and long-term oversight beyond the project lifecycle.

Sound Transit's experience with this project as well as with other Light Rail Extensions indicates that opening new light rail infrastructure can require significant unanticipated work and the agency must be in a state of readiness to meet jurisdictional and operational requirements that arise after opening and by going through closeout.

A previous Board action (Motion No. M2025-18) authorized $12,000,000 of available project baseline-budget for these purposes. The additional amount requested would increase the total authorized amount to $27,000,000, which is available within the project's adopted Baseline Budget.

This action would authorize the use of funds not to exceed a cumulative total of $27,000,000, as needed, to increase the authorized amounts and add contingencies to certain active contracts and intergovernmental agreements related to the station:

- Civil Design Services During Construction by HNTB-Jacobs Trusted Design Partners.
- Systems Design Services During Construction by Hatch.
- Construction Services Task Order with the Washington State Department of Transportation.
- Civil construction management consultant PGH Wong, supporting Sound Transit's construction team for all elements of civil facilities construction, contract and AHJ closeout.
- Systems construction management consultant Northwest Transit Systems Partners, supporting Sound Transit's construction team for all elements of systems construction.
- 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 revenue service preparations and project closeout of the station, this action will authorize the chief executive officer to allocate funds within the Pinehurst 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 $27,000,000. Importantly, Resolution No. R2026-11 notes that any realized cost savings from the Pinehurst Station project should

be applied to the Graham Street Infill Station Project and at present, a savings of $5M - $7M is currently forecast for this project.

Project status

The station opened for Revenue Service on September 30, 2026. Closeout activities, including completion of punch list items, property actions, and final permit activities will take place over the next year.

Fiscal information

The baseline budget for the Pinehurst 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 $15,000,000. With this action, combined with the full utilization of previously approved Motion No. M2025-18, the project is forecasted to realize budget savings of approximately $7,000,000.

NE 130th Street Infill Station
(in thousands)

Project Phase	Baseline Budget	Board Approvals*	This Action	Total Commitment Plus Action	Uncommitted / (Shortfall)
Agency Administration	$11,710	$9,014	$0	$9,014	$2,696
Preliminary Engineering	2,711	2,711	-	2,711	-
Final Design	23,542	22,124	1,400	23,524	18
Third Party	1,103	1,039	0	1,039	64
Right of Way	146	51	0	51	95
Construction	181,201	160,371	13,100	173,471	7,729
Construction Services	19,743	19,149	500	19,649	94
Total	**$240,155**	**$214,459**	**$15,000**	**$229,459**	**$10,696**

Notes:
Amounts are expressed in Year of Expenditure $000s.
For detailed project information, see page 134 of the 2026 Adopted Budget & Financial Plan.
* Board Approvals = Commitment and PO Contingency Remaining as of 9/30/2026.

Disadvantaged and small business participation

Sound Transit promotes and encourages small business participation, which also includes disadvantaged business enterprises (DBEs). Consistent with Sound Transit Policies and federal regulations, Sound Transit has established small business/DBE goals for these contracts. These goals were based upon an examination of subcontracting opportunities contained in the work of this contract and the number of small businesses/DBEs available to perform such subcontracting work under the regulations applicable at that time.

On October 3, 2025, U.S. Department of Transportation issued an Interim Final Rule (IFR) that removed race- and sex- based presumptions of social and economic disadvantage for purposes of Disadvantaged Business Enterprise (DBE) certification and implements new regulations in 49 CFR Part 26. The IFR temporarily prohibits the use of DBE goals or counting DBE participation after October 3, 2025, in contracts receiving federal funding. DBE participation will not be counted toward a DBE goal at this time, in accordance with IFR and the Final Rule issued September 25, 2026, and FTA guidance related to the IFR and Final Rule. Sound Transit will continue to collect subcontractor information.

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 and timely closeout processes.

Prior Board/Committee actions

Resolution No. R2026-11: Updated the Sound Transit 3 System Plan to be affordable within available and projected financial capacity; and directed Sound Transit to incorporate any realized cost savings from the Pinehurst Station project, to the extent they are confirmed and available, to the Graham Street Infill Station Project.

Motion No. M2025-18: Authorized 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.

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 9/24/26

Legal review – JSA 11/6/26

Motion No. M2026-49

A motion of the Board of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to increase the cumulative contingency amount authorized to increase certain Pinehurst Station contract and/or agreement amounts as necessary, by an amount of $15,000,000, for a new total authorized cumulative increase not to exceed $27,000,000, all within the existing Pinehurst Station project approved baseline budget.

Background

The Pinehurst Station project 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, opened for service on Sept 30, 2026. Ongoing and close out work will continue through 2027.

The agency is committed to a high state of readiness to address unanticipated work and to meet operational requirements that arise during the final stages of the project after revenue service and through closeout. With limited resources and ability to close out projects timely, this motion will address such needs and follow-on scopes of work and long-term oversight beyond the project lifecycle.

Sound Transit's experience with this project as well as with other Light Rail Extensions indicates that opening new light rail infrastructure can require significant unanticipated work and the agency must be in a state of readiness to meet jurisdictional and operational requirements that arise after opening and by going through closeout.

A previous Board action (Motion No. M2025-18) authorized $12,000,000 of available project baseline-budget for these purposes. The additional amount requested would increase the total authorized amount to $27,000,000, which is available within the project's adopted Baseline Budget.

This action would authorize the use of funds not to exceed a cumulative total of $27,000,000, as needed, to increase the authorized amounts and add contingencies to certain active contracts and intergovernmental agreements related to the station:

- Civil Design Services During Construction by HNTB-Jacobs Trusted Design Partners.
- Systems Design Services During Construction by Hatch.
- Construction Services Task Order with the Washington State Department of Transportation.
- Civil construction management consultant PGH Wong, supporting Sound Transit's construction team for all elements of civil facilities construction, contract and AHJ closeout.
- Systems construction management consultant Northwest Transit Systems Partners, supporting Sound Transit's construction team for all elements of systems construction.
- 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 revenue service preparations and project closeout of the station, this action will authorize the chief executive officer to allocate funds within the Pinehurst 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 $27,000,000. Importantly, Resolution No. R2026-11 notes that any realized cost savings from the Pinehurst Station project should be applied to the Graham Street Infill Station Project and at present, a savings of $5M - $7M is currently forecast for this project.

This action would authorize the additional use of Board-approved baseline budget funds not to exceed an additional total of $15,000,000, as needed, to add contingencies to and increase the authorized amounts of certain active contracts and intergovernmental agreements related to the Pinehurst Station project to facilitate beginning revenue service and project close-out.

This action augments previous authority authorized by Motion No. M2025-18 to allow additional funds within the Pinehurst Station project's approved baseline budget to be available to be allocated to individual contracts or agreements such that amounts used will not exceed $27,000,000 in cumulative increases.

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 project's 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.

Staff will report to the Board no later than the fourth quarter of 2027 to provide a full accounting of contingency used and the reconciliation of any contracts and any agreements to which these funds were applied. Importantly, Resolution No. R2026-11 notes that any realized cost savings from the Pinehurst Station project should be applied to the Graham Street Infill Station Project and at present, a savings of $5M - $7M is currently forecast for this project.

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 the cumulative contingency amount authorized to increase certain Pinehurst Station contract and/or agreement amounts as necessary, by an amount of $15,000,000, for a new total authorized cumulative increase not to exceed $27,000,000, all within the existing Pinehurst Station project approved baseline budget.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on November 19, 2026.

Dave Somers
Board Chair

Attest:

Kathryn Flores
Board Administrator