



Motion No. M2020-55

A motion of the Board of the Central Puget Sound Regional Transit Authority identifying paused projects to advance through near-term actions in 2020.

Background

The COVID-19 crisis is greatly reducing the revenues Sound Transit relies on to expand the regional transit system. With greatly depleted revenues, Sound Transit will not be able to deliver many expansion projects on their original timelines unless we receive alternative revenue from federal, state, or other new sources. Through a realignment process, the Sound Transit Board will determine which voter-approved projects will need scope, and /or schedule modifications due to lower revenue projections.

In June 2020, Sound Transit developed the Path Forward for the Capital Program Realignment. The Path Forward established July 2021 as the target for completing the realignment process and provided a framework “to make measured progress on near-term actions while not over-committing resources or over-correcting the program before the ramifications of the recession and possible government responses come into clearer focus.” These near-term actions include potentially approving paused project actions whose cost does not limit the Board’s ability to pay for those capital and service improvements, or portions thereof, deemed most necessary to best achieve the state goals of the voter-approved plans after consideration of the adopted financial policies.

As the Board discussed, notwithstanding the limited project work approved in this motion, the Board will identify the final schedule, scope and budget for those projects allowed to advance in summer 2021 when the realignment process is completed.

At the August 27, 2020 Board Meeting, staff reviewed actions that have been paused pending Board direction. Attachment A includes projects with paused actions in either pre-planning and planning or final design phase and projects with paused action for third party funding agreements.

In response to a request from Chair Keel, at the September 10, 2020 Executive Committee, staff provided recommendations regarding which actions could be considered by the Board in the fall of 2020. By deciding which paused project actions to advance, the Board will support progress on the system expansion program in order to develop a balanced and affordable plan that best achieves the stated goals of the plans. The work recommended for advancement will help staff provide the Board with better information next year and will neither predetermine future decisions nor cause material financial impact to other projects.

Motion

It is hereby moved by the Board of the Central Puget Sound Regional Transit Authority that:

Section 1: The Board has identified the following paused projects to advance through near-term actions in the fall of 2020.

Project Name	Near-Term Action(s)
Kent and Auburn Station Parking and Access Improvements	<ul style="list-style-type: none"> Execute DBPM consultant contract with focus on cost savings alternatives

South Tacoma and Lakewood Station Parking and Access Improvements	<ul style="list-style-type: none"> • South Tacoma: Budget amendment to start project development • South Tacoma and Lakewood: Authorize Phase 1: Alternatives Development consultant contract
Sumner Station Parking and Access Improvement	<ul style="list-style-type: none"> • Execute DBPM consultant contract with focus on cost savings alternatives
I-405 BRT North & I-405 BRT South	<ul style="list-style-type: none"> • Authorize Phase 3: Preliminary Engineering (PE) consultant contract • Authorize General Engineering consultant (GEC)
SR 522 BRT	<ul style="list-style-type: none"> • Authorize General Engineering consultant (GEC)
Everett Link and OMF North	<ul style="list-style-type: none"> • Authorize consultant contract to start Alternatives Development and project development
Everett Parking Agreement	<ul style="list-style-type: none"> • Authorize agreement with City of Everett for contribution to project
Madison BRT Agreement	<ul style="list-style-type: none"> • Authorize agreement with City of Seattle for contribution to project
RapidRide C Agreement	<ul style="list-style-type: none"> • Authorize agreement with King County Metro and City of Seattle for speed and realibility improvements

Section 2: The Board directs staff to prepare the actions identified to advance the selected projects for Board consideration in the fall of 2020.

APPROVED by the Board of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on September 24, 2020.



Kent Keel
Board Chair

Attest:



Kathryn Flores
Board Administrator



Motion No. M2020-55 Attachment A

Projects and related actions for the Board to consider advancing in 2020

Project	Paused Action(s)	Approximate Value	Staff Recommendation
<i>Souder Projects</i>			
Edmonds & Mukilteo Station Parking and Access Improvements	Authorize Phase 2: Environmental review/conceptual engineering consultant contract	\$2 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 to allow more time to analyze the effect of telework on commuter based service Improvements have relatively short lead time compared to other projects
Kent and Auburn Station Parking and Access Improvements	Execute DBPM consultant contract with focus on cost savings alternatives	\$4 million	<ul style="list-style-type: none"> Staff recommends advancing in 2020 in order to develop lower cost scope and contract packaging options to determine if the projects can be delivered within the Transportation Improvement Plan (TIP) estimates
Souder Platform Extensions	<ul style="list-style-type: none"> Budget amendment to start project development Authorize Phase 1: Alternatives Development consultant contract 	\$3 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 to allow more time to analyze the effect of telework on commuter based service
Souder Maintenance Base	Execute DBPM consultant contract	\$2 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 due to limited scope of work for DBPM without advancing baseline decision
	Baseline for construction	\$210 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because long term savings opportunity depends on size of ST fleet and future decisions regarding train and platform lengths
South Tacoma and Lakewood Station Parking and Access Improvements	<ul style="list-style-type: none"> South Tacoma: Budget amendment to start project development South Tacoma and Lakewood: Authorize Phase 1: Alternatives Development consultant contract 	\$4 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 to allow more time to analyze the effect of telework on commuter based service Improvements likely to have shorter lead time than other projects

Project	Paused Action(s)	Approximate Value	Staff Recommendation
Sumner Station Parking and Access Improvement	Execute DBPM consultant contract with focus on cost savings alternatives	\$6 million	<ul style="list-style-type: none"> Staff recommends advancing in 2020 in order to develop lower cost scope and contract packaging options to determine if the projects can be delivered within the Transportation Improvement Plan (TIP) estimates
<i>Stride Bus Rapid Transit Projects</i>			
Bus Base North	Execute DBPM consultant contract	\$12 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because potential program phasing options for I-405 Stride and SR 522 Stride that have not yet been examined impact the scope and timing for Bus Base North
I-405 BRT North & I-405 BRT South	<ul style="list-style-type: none"> Authorize Phase 3: Preliminary Engineering (PE) consultant contract Authorize General Engineering consultant (GEC) 	\$13 million	<ul style="list-style-type: none"> I-405 BRT PE: Staff recommends advancing in 2020 to preserve the option of opening BRT segments as the WSDOT toll lanes are completed and obtain better cost estimates GEC: Staff recommends advancing in 2020 to review scope, phasing, contract packaging options, and partner capacity
NE 85th Interchange St. Agreement	Authorize agreement with WSDOT to rebuild interchange	~\$275 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because it comprises nearly one-third the cost of the I-405 BRT program Agreement could be completed in 2021 and still support pre-COVID-19 plan of I-405 North service in 2025
SR 522 BRT	Authorize General Engineering consultant (GEC)	\$1 million	<ul style="list-style-type: none"> Staff recommends advancing in 2020 to review scope, phasing, contract packaging options, and partner capacity
<i>Link light rail Projects</i>			
Everett Link and OMF North	Authorize consultant contract to start Alternatives Development and project development	\$16 million	<ul style="list-style-type: none"> OMF North: Staff recommends advancing in 2020 due to long planning lead time for a facility that supports multiple alignments Everett Link: Staff recommends advancing in 2020 to develop phasing options and better cost estimates for the longest ST3 light rail extension

Project	Paused Action(s)	Approximate Value	Staff Recommendation
<i>Third Party Agreements and Other Projects</i>			
Bus on Shoulder	Authorize Phase 2: Environmental Review and Conceptual Engineering	\$1 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because initial project development identified limited potential locations with modest travel time improvements, and further analysis can be deferred until next year
Everett Parking Agreement	Authorize agreement with City of Everett for contribution to project	\$0.7 million	<ul style="list-style-type: none"> Staff recommends advancing in 2020 because it leverages City funding to cost effectively provide 90 parking stalls
Madison BRT Agreement	Authorize agreement with City of Seattle for contribution to project	\$35.8 million	<ul style="list-style-type: none"> Staff recommends advancing in 2020 because Sound Transit funding is needed, amongst other factors, for the City to pursue \$60 million in federal funding
North Sammamish Park and Ride	Authorize Phase 2: Environmental Review and Conceptual Engineering	\$2 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because further work at risk until site preference clarified
Rapid Ride C/D Agreement	Authorize agreement with City of Seattle and King County	~\$25 million	<ul style="list-style-type: none"> Staff recommends deferring until 2021 because not all project elements are defined and more time needed to determine these elements. Chair proposes authorizing \$4.5 million for RapidRide C improvement due to West Seattle bridge closure.