

MOTION NO. M2018-50

Agreement with the City of Redmond for the East Link Extension

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Capital Committee	4/12/2018	Final Action	Ahmad Fazel, DECM Executive Director Ron Lewis, Executive Project Director – East Link Extension Leonard McGhee, Light Rail Development Manager

PROPOSED ACTION

Authorizes the chief executive officer to execute an agreement with the City of Redmond to fund the construction of a southbound right-turn pocket at 152nd Avenue NE and NE 24th Street for the East Link Extension for a fixed price of \$1,338,822.

KEY FEATURES SUMMARY

- During environmental work for the East Link Extension, a southbound right-turn pocket at 152nd Avenue NE and NE 24th Street, or a similar intersection improvement, was identified in the Record of Decision (ROD) in order to mitigate intersection impacts associated with the project.
- The City of Redmond has developed plans and a cost estimate for the construction of the intersection improvements as part of a larger \$14 million capital improvement project being completed by the city.
- The parties have determined that the most efficient means to meet Sound Transit’s mitigation requirement would be for Sound Transit to pay the city to construct those improvements. The city will have sole responsibility for the design, construction, project and construction management including, but not limited to, procurement and construction administration, as well as ownership and maintenance of the facilities after construction.
- The proposed action authorizes an agreement whereby Sound Transit agrees to pay a fixed price of \$1,338,822 to the City of Redmond.
- This agreement satisfies a traffic impact mitigation requirement of the 2011 East Link Final Environmental Impact Statement (EIS) and ROD.

BACKGROUND

The East Link Extension extends light rail to East King County via I-90 from Downtown Seattle to Mercer Island, Bellevue, and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecast for 2023.

The East Link Extension EIS issued on July 15, 2011, included evaluation of impacts to intersections affected by the East Link Extension project. The Federal Transit Administration and Federal Highway Administration issued a ROD for the East Link Extension on November 16, 2011, and November 17, 2011, respectively, completing the National Environmental Policy Act process.

The ROD identified the addition of a southbound right-turn pocket at 152nd Avenue NE and NE 24th Street, or a similar intersection improvement, to mitigate intersection impacts associated with the East Link Extension. The City of Redmond has developed plans and a cost estimate for the construction of the intersection improvements as part of a larger \$14 million City Capital Improvement Project. The parties have determined that the most efficient means to meet Sound Transit’s mitigation requirement would be for Sound Transit to pay the city to construct those improvements. The city will have sole responsibility for the design, construction, project and construction management including, but not limited to, procurement and construction administration, as well as ownership and maintenance of the facilities after construction.

The parties agree that this funding amount is fair and reasonable and that the completion of the project satisfies Sound Transit’s environmental mitigation requirement for this item. The city is responsible for the balance of funding for this project.

PROJECT STATUS

Project Identification	Alternatives Identification	Conceptual Engineering/ Draft EIS	Preliminary Engineering/ Final EIS	Final Design	Construction
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Projected Completion Date for Construction Phase: Q2 2021
 Project scope, schedule, and budget summary located on page 41 of the January 2018 Link Light Rail Program Progress Report.

FISCAL INFORMATION

This action is within the baseline budget and sufficient funds remain after approval of this action to fund the remaining work in the construction phase as contained in the current cost estimates.

The baseline budget for East Link Extension project is \$3,677,150,000. Within that amount, \$2,544,300,000 has been set aside for the construction phase. \$2,284,499,084 has been previously committed. The proposed action would commit \$1,338,822 to fund the construction of intersection improvements at 152nd Avenue NE and NE 24th Street in the City of Redmond leaving an uncommitted budget of \$258,462,094 in the construction phase.

East Link Extension

(in thousands)	Total Baseline Budget	Board Approvals	This Action	Board Approved Plus Action	Uncommitted / (Shortfall)
Agency Administration	\$186,200	\$67,671	\$	\$67,671	\$118,529
Preliminary Engineering	\$55,900	54,839		54,839	1,061
Final Design	\$283,000	252,964		252,964	30,036
Third Parties	\$52,150	39,346		39,346	12,804
Right of Way	\$298,150	261,539		261,539	36,611
Construction	2,544,300	2,284,499	1,339	2,285,838	258,462
Construction Services	257,450	215,647		215,647	41,803
Vehicles					
Total Current Budget	\$3,677,150	\$3,176,505	\$1,339	\$3,177,844	\$499,306

Phase Detail - Construction

Work by Redmond	\$2,774	\$	\$1,339	\$1,339	\$1,435
Other Construction Phase Work	2,541,526	2,284,499		2,284,499	257,027
Total Phase	\$2,544,300	\$2,284,499	\$1,339	\$2,285,838	\$258,462

City of Redmond Agreement Detail	Board Approvals to Date	Approved Contract	Proposed Action	Total for Board
Agreement Amount	\$	\$	\$1,339	\$1,339
Contingency				
Total Agreement Amount	\$	\$	\$1,339	\$1,339
Percent Contingency	0%	0%	0%	0%

Notes:

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

Board Approvals = Committed To-Date + Contingency as of February 2018, and includes pending Board actions.

For detailed project information, see page 27 of the Proposed 2018 Transit Improvement Plan (TIP).

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

Not applicable to this action.

PUBLIC INVOLVEMENT

The East Link Final EIS identified and evaluated environmental impacts associated with the project and determined that the right-turn pocket on 152nd Avenue NE mitigates one of a number of impacts associated with the project. In November 2013, Sound Transit conducted an open house for the Overlake 30 percent design and on April 14, 2014, an open house for the Overlake Master Planned Development. The City of Redmond has conducted extensive outreach since 2010 as part of its Overlake Village Subarea Plan development through the adoption of the Overlake Village Street Guidelines in 2011. Sound Transit will conduct additional outreach as the design advances and in coordination with East Link Extension outreach.

TIME CONSTRAINTS

There are no anticipated impacts from a one-month delay.

PRIOR BOARD/COMMITTEE ACTIONS

Resolution No. R2013-09: Selecting the route, profiles, and station locations for the East Link Light Rail Project, and superseding Resolution No. R2011-10.

Motion No. M2011-81: Implemented the East Link light rail project.

Resolution No. R2011-10: Selected the route, profiles, and station locations for the East Link Light Rail Project.

ENVIRONMENTAL REVIEW

KH 4/5/2018

LEGAL REVIEW

SH 4/6/2018

MOTION NO. M2018-50

A motion of the Capital Committee of the Central Puget Sound Regional Transit Authority authorizing the chief executive officer to execute an agreement with the City of Redmond to fund the construction of a southbound right-turn pocket at 152nd Avenue NE and NE 24th Street for the East Link Extension for a fixed price of \$1,338,822.

BACKGROUND:

The East Link Extension extends light rail to East King County via I-90 from Downtown Seattle to Mercer Island, Bellevue, and the Overlake area of Redmond, with stations serving Rainier Avenue/I-90, Mercer Island, South Bellevue, Downtown Bellevue, Overlake Hospital, the Bel-Red Corridor, Overlake Village, and the Overlake Transit Center. The project route, profiles, and station locations, including the tunnel route in downtown Bellevue, were selected by the Sound Transit Board on July 28, 2011, and amended on April 25, 2013. Revenue service between Seattle and the Overlake Transit Center is forecast for 2023.

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The parties agree that this funding amount is fair and reasonable and that the completion of the project satisfies Sound Transit's environmental mitigation requirement for this item. The city is responsible for the balance of funding for this project.

MOTION:

It is hereby moved by the Capital Committee of the Central Puget Sound Regional Transit Authority that the chief executive officer is authorized to execute an agreement with the City of Redmond to fund the construction of a southbound right-turn pocket at 152nd Avenue NE and NE 24th Street for the East Link Extension for a fixed price of \$1,338,822.

APPROVED by the Capital Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on April 12, 2018.



Kent Keel
Capital Committee Vice Chair

ATTEST:



Kathryn Flores
Board Administrator