

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 98-13

Project Agreement with Washington State Department of Transportation for Pre-construction and Construction Services for Swamp Creek Park & Ride and HOV Access Projects

BACKGROUND AND COMMENTS

Meeting:	Date:	Agenda Item:	Staff Contact:	Phone:
Finance Committee	4/2/98	No. 13	Agnes Govern, Director, Regional Express	206-684-1673
Board of Directors	4/9/98	TBD	Bill Guenzler, Program Manager, HOV Access	206-689-3534

ACTION:

Board approval of Resolution No. 98-13, authorizing the Executive Director to execute a project agreement with the Washington State Department of Transportation (WSDOT) for pre-construction and construction services for Swamp Creek Park & Ride and HOV Access projects.

BACKGROUND:

WSDOT has completed environmental work and developed engineering plans for the improvement of State Route 525 from Interstate 5 to State Route 99 in Snohomish County. It was necessary to design the improvement so that it would be compatible with a project from *Sound Move* that would construct ramps connecting the Park and Ride Lot at this location to State Route 525. In October of 1997, Sound Transit sent a letter of understanding to WSDOT authorizing the expenditure of \$100,000 to conduct limited environmental analysis on the Sound Transit investments at this location. It was expected that more environmental review and preliminary engineering would be required later to obtain environmental approval for the Park and Ride Lot expansion and HOV ramp construction. WSDOT has compiled environmental information and cost information and shared the results in two meetings with representatives from Lynnwood, Community Transit, Snohomish County, and Sound Transit. The following conclusions were reached:

- Coordinating the Sound Transit investments with the widening of the highway has significant benefits over treating this project separately.
 - Consolidating property negotiations on parcels where both projects require partial taking.
 - WSDOT has a larger project area to satisfy wetlands mitigation requirements.
 - Land and facilities needed for storm water conveyance and detention can be shared.
 - Better ability to manage the duration and severity of construction disruption.
 - Lowers probability for rework.
- There are no extraordinary environmental or public issues that prevent “fast tracking” the Sound Transit investment.
- WSDOT is willing to become the project manager of a combined project that would include the Sound Transit investments.

- A number of issues will be resolved through the project development.
 - Balancing budget through reducing scope. (More on this under a separate section)
 - Limiting disruption to Community Transit service during construction.
 - Developing an agreement for future maintenance.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- Adoption of Sound Move, The Ten-Year Regional Transit System Plan (May 31, 1996)
- Adoption of Implementation Guide (May 22, 1997)
- Adoption of M/W/DBE Policies (May 22, 1997)
- Approval of Memorandum of Understanding with WSDOT (October 23, 1997)
- Administrative approval for WSDOT to complete \$100,000 worth of environmental analysis.
- Adoption of Fiscal Year 1998 Budget (December 11, 1997)

KEY FEATURES:

- Authorizes the Executive Director to execute a Project Agreement with WSDOT procuring services of WSDOT for environmental documentation, engineering, right-of-way acquisition, and construction administration.
- The agreement is separated into three phases reserving the right for Sound Transit to reassess at the end of each phase and direct WSDOT to proceed to the next step, if appropriate.
- The three phases include:
 1. Phase I for -----**11-97 through 12-98**
 Project administration
 Environmental Analysis
 Traffic Analysis
 Preliminary Engineering
 Right-of-way estimates
 2. Phase II for -----**11-98 through 12-99**
 Project administration
 Design and construction contract specifications
 Right-of-way acquisition services
 3. Phase III for -----**1-2000 through 7-2001**
 Contract advertisement
 Award of contract
 Construction management
- Combines the budgets for the Park and Ride Lot improvements and ramps into one budget and reduces the scope of the ramp project to conform to the approved budget.
- Assumes that WSDOT will donate land, without cost to Sound Transit, for the expansion of the Swamp Creek Park and Ride Lot.
- Allows for the cost of services to be increased to cover inflation.
- Requires WSDOT's subcontracting to conform to Sound Transit's procurement policies.
- Requires WSDOT to involve Sound Transit at particular steps in the acquisition of right-of-way.

REDUCING THE SCOPE OF THE RAMP PROJECT:

The initial (1995) budget for the Swamp Creek improvements was \$8M (\$6M for the Park and Ride Lot facility and \$2M for the ramps). RTA and WSDOT have made a close examination of the projects and respective budgets and have concluded that the project, as described, may require as much as \$14M to complete. The major factors in the cost increase relate to the costs of widening SR 525 at the ramp connections, right of way acquisition, and the creation of a left turn pocket on 164th Street Southwest which necessitates reconstructing the bridge over SR 525.

Snohomish County, Lynnwood, and Community Transit were consulted and the parties declined to participate financially to make up the \$5M funding shortfall. Therefore, the attached Agreement would implement a substitute ramp project which will conform to the approved budget and provide considerable benefits to Community Transit service at the Swamp Creek Parking facility.

The substitute project would:

1. Increase the parking capacity of the current Park and Ride Lot on WSDOT property by 300 stalls.
2. Make improvements to passenger amenities.
3. Revise the transit access and egress.
4. Construct a new ramp direct from the Park and Ride Lot connecting to southbound SR 525.

The substitute project compares with this original project in several ways:

1. It reduces cost.
2. It retains the southbound connections for buses through the Park and Ride Lot (as opposed to connecting 164 St. SW to SR 525).
3. North bound buses would reach the expanded Park and Ride Lot essentially as they do now by exiting SR 525 onto 28th Avenue West until reaching 164th Street.

FUNDING:

This agreement is for Phase I and estimates Phases II and III costs to enable Sound Transit to fully understand the steps and probable costs of completing improvements at this location. The cost figures are based upon a particular alternative for serving and expanding the Swamp Creek Park and Ride Lot. Its projected cost conforms to approved funding by reducing project scope. Prior to proceeding with Phases II and III, Regional Express Department will use data from Phase I and make a final determination as to the project scope and seek Board approval before proceeding with the next phases. It is important to note that the current financial shortfall and scope reduction is required whether or not RTA contracts with WSDOT to provide the professional services for project development.

BUDGET/PROJECTIONS
(in \$000s)

Project	Adopted Budget		Cost Projection	
	1998 Budget	Lifetime YOE	1998	Lifetime
Park and Ride Lot	\$2,388	\$6,692		
HOV @ SR 525	391	2,242		
Total Resources	\$2,779	\$8,934		
		\$8,487 (after RTA expense)		
Phase I Exp. <ul style="list-style-type: none"> • Project Administration • Environment Documentation • Traffic Analysis • Preliminary Design • Right-of-Way Estimates 			\$481*	\$481*
Phase II <ul style="list-style-type: none"> • Project Administration • Design and Construction Contract Specifications 			\$200	\$693
Right-of-Way Acquisition				\$12
ST Share of Widening SR 525				\$501
Phase III				\$128
Construction Contract				\$6,436
Contingency Controlled by RTA				\$200
Total Cost of Alternative 1			\$681	\$8,451

*Includes \$100,000 for WSDOT preliminary analysis per RTA/WSDOT Letter of Understanding (Exhibit "D").

ALTERNATIVES:

1. Authorize the Executive Director to execute a project agreement with Washington State Department of Transportation for environmental documentation, right-of-way services, engineering and construction administration of HOV Access and Park and Ride Lot expansion located on State Route 525 at 164th Street SW in Snohomish County in the amount of \$8,451,000 to implement a project that would expand the parking facility and connect it to State Route 525.

2. Renegotiate an agreement with WSDOT which would reimburse the State for Phase I activity consistent with the original project scope and seek additional resources (approximately \$5M) to complete the project as originally proposed. (Initial indications from Lynnwood, Community Transit, and Snohomish County indicate that those jurisdictions would not favor money coming from local jurisdictions. There is significant question regarding the availability of alternative grant funding.)

3. Compensate WSDOT for the cost of building State Route 525 consistent with the future Sound Transit ramps, and subsequently Sound Transit would schedule and complete Sound Transit improvements. This cost would be \$1,386,000 plus a fee for preparation of design and specifications. This approach would require that Sound Transit satisfy wetlands and storm water run-off requirements separate from the WSDOT highway improvements at the time the ramps would eventually be built; an approach that would increase the ultimate cost of ramp construction significantly.

CONSEQUENCES OF DELAY:

WSDOT has worked on the improvements to State Route 525 for several years and it is now proposed for a \$12M project running from I-5 to State Route 99. This project has commitment to proceed and failure to plan and design the connections for the HOV ramps will increase costs significantly. Future costs can be limited by 1) widening the highway compatible with the northbound ramp connection; and 2) designing and constructing the improvements simultaneously, especially the drainage facilities and wetlands replacement. The Memorandum of Understanding with WSDOT requires the party creating delays to stand the economic penalty of delays. Therefore, any increase in cost on Swamp Creek would be borne by Sound Transit. With greater cost, Sound Transit would have to decide whether these particular improvements were feasible.

RECOMMENDATION:

Regional Express staff recommends Alternative 1, authorizing an agreement with WSDOT to implement a reduced scope project at the Swamp Creek Park and Ride Lot on SR 525.

**Regional Transit Authority
Resolution No. 98-13**

A Resolution of the Board of Directors of the Regional Transit Authority for the Pierce, King, and Snohomish Counties region authorizing the Executive Director to execute an agreement with Washington State Department of Transportation for Pre-construction and Construction Services for Swamp Creek Park & Ride and HOV Access Projects.

Whereas, a Regional Transit Authority (“RTA”) has been created for the Pierce, King and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030; and

Whereas, on November 5, 1996, Central Puget Sound area voters approved local funding for Sound Move, the ten-year plan for regional high-capacity transit in the Central Puget Sound region; and

Whereas, the Sound Move ten-year plan includes the design and construction of 14 HOV Access Ramps and 34 Community Connections projects; and

Whereas, on October 23, 1997, the Board of Directors of the RTA authorized the execution of a Memorandum of Understanding (MOU) between the RTA and the Washington State Department of Transportation (WSDOT) which described the respective roles for the two agencies in implementing Sound Move projects involving WSDOT rights-of-way; and

Whereas, according to the October 23, 1997 MOU with WSDOT, engineering work for Sound Transit projects on WSDOT property is to be provided by the State; and

Whereas, *Sound Move* contains an HOV Access project that would connect 164th Street SW with State Route 525 in Snohomish County and a Community Connections project that would expand the Park and Ride Lot on WSDOT property at this location; and

Whereas, WSDOT is in the final preparations of a project that would widen SR 525 from Interstate 5 to State Route 99 which passes through the area; and


Whereas, WSDOT is in the position of being able to coordinate the WSDOT improvements with the *Sound Move* investments if an Agreement is executed at this time; and

Whereas, preliminary evaluation has determined that the cost of the HOV Access project from *Sound Move* exceeds the money available for this project, while an alternative project, which has considerable benefits to transit, has been identified and recommended as a substitute; and

Whereas, the alternative project can be implemented with available money, and WSDOT is agreeable to designing and constructing this project in combination with WSDOT widening of SR 525 through an agreement with RTA:

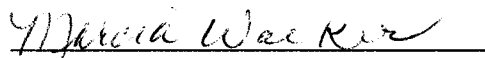
NOW, THEREFORE, BE IT RESOLVED by the Board of the Regional Transit Authority that the Executive Director be authorized to execute an agreement for pre-construction and construction services with Washington Department of Transportation, Maximum Not To Exceed of \$8,451,000.

Approved by the Board of Directors of the Regional Transit Authority for the Pierce, King, and Snohomish Counties region at a regular meeting thereof on the 9TH day of April, 1998.



Bob Drewel
Board Chair

ATTEST:


Marcia Walker
Board Administrator