

SOUND TRANSIT

MOTION NOS. M99-52 and M99-53

Preliminary Engineering and Environmental Documentation for 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	8/19/99	Discussion/Possible Action	Agnes Govern, Director, Regional Express Bill Guenzler, Program Manager, HOV Access Tracy Krawczyk, Project Manager, HOV Access	398-5037 398-5041 689-4906

ACTION:

Approval of two Finance Committee motions for preliminary design and environmental review for the 112th Street SE/ I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop. The first motion, Motion No. M99-52, awards a contract to Entranco for an amount not to exceed \$1,698,520 and authorizes a 10% contingency reserve of \$169,852. The second motion, Motion No. M99-53, authorizes the Executive Director to execute an agreement with the Washington State Department of Transportation for an amount not to exceed \$371,924 and authorizes a 10% contingency reserve of \$37,192 for agency project services. Therefore, the total amount being requested for approval is \$2,277,488.

BACKGROUND:

Appendix A of *Sound Move* includes \$6 million (1995\$) for HOV access improvements at 112th Street SE/I-5 and \$14 million (1995\$) for the Silver Lake Park-and-Ride/Flyer Stop, both located in the Silver Lake area of Everett in Snohomish County. Motion No. M99-52 secures necessary consultant services required to complete preliminary engineering and environmental documentation (PE/ED) through the 30% design stage for these projects.

Because one or both of the projects will be constructed within WSDOT right-of-way, Motion No. M99-53 secures WSDOT project support services through the 30% design phase. These services include providing guidance to the PE/ED consultant throughout the preliminary design, environmental documentation and design file efforts, and processing documents submitted for review and/or approval. This agreement is consistent with the Memorandum of Understanding executed with WSDOT establishing a cooperating relationship regarding the Regional Express/HOV program.

RELEVANT BOARD POLICIES AND PREVIOUS ACTIONS TAKEN:

- ◆ Adoption of *Sound Move*, the 10-Year Regional Transit System Plan (May 31, 1996).
- ◆ Adoption of Implementation Guide (May 22, 1997).
- ◆ Approval of Memorandum of Understanding with WSDOT (October 23, 1997).
- ◆ Adoption of the 1999 Budget (November 12, 1998).
- ◆ Regional Express Capital Projects Risk Analysis (Discussion Paper, July 1999).

EXECUTIVE SUMMARY:

Scope of work

The scope of work for the preliminary engineering/environmental documentation consultant encompasses:

1. Project Administration
2. Site Configuration and Facilities Analysis
3. NEPA Environmental Assessment
4. Community and Agency Involvement
5. Preliminary Engineering Studies
6. Traffic Forecasts and Analysis
7. Eight-Point Added Access Report
8. Preparation of Final Design Documentation File
9. Permits and Approvals
10. Work Plan, Budget Estimate, and Schedule for Final Design and Administration of Construction Contract

The scope of work for WSDOT efforts provides for agency support of all tasks outlined for the consultant, including processing of relevant documents for review and approval. The work will be initiated in 1999 and completed by early 2001.

Procurement and selection process

In December 1997, Sound Transit received statements of qualifications from 15 firms proposing to contract for preliminary engineering and environmental review for Community Connections and HOV Access projects. Based upon written submittals, a pool of eight qualified applicants was established for eight initial projects or project groupings. Subsequently, it was decided that one of the partnering agencies would execute its own contract to complete one of the eight projects and that substitution of the 112th Street SE/Silver Lake project grouping as the eighth project for contract award was consistent with the contracting process. The Silver Lake project grouping was selected for inclusion because the City of Everett has grants pending for roadway work near the project site that will be in jeopardy without an expedient process for preliminary engineering and environmental review of the HOV ramps. WSDOT was consulted to determine the adequacy of the eight firms' qualifications to conduct civil engineering work within WSDOT right of way. Two firms were contacted to determine their interest and to update their statement of qualifications. Based on their responses, Entranco was selected to negotiate a contract.

M/W/DBE Participation

The consultant has committed to employing four M/W/DBE firms for work totaling \$267,862, representing 15.77% of the consultant contract amount (exclusive of contingencies). These firms will conduct park-and-ride lot design, surveying, public involvement, and hydraulic design studies. A fifth firm selected to provide geotechnical services (\$78,982 or 4.65% of the contract total) lost its MBE status subsequent to contract negotiations, and the decision was made to retain it on the team because of its technical expertise.

Cost

The approved 1999 Budget includes \$406,000 (year of expenditure dollars) for the I-5 @ 112th Street SE HOV access improvements and \$946,000 (YOES) for the Silver Lake park-and-ride/flyer stop. The total, \$1,352,000 (YOES), will amply cover the portions of the contract to be performed in 1999 (estimated at \$500,000). The remaining \$1,777,488 of the contracts, including contingencies, will be completed by early 2001, and the 2000 Proposed Budget will include sufficient funds in the preliminary engineering/environmental review phase to cover these expenses.

The 1999 Budget assumption that 6% of total costs would be spent on the PE/ED phase was not project specific. Given increased information on the level of analysis required for the Silver Lake projects, we have reflected a budget of 10% to 11% for PE/ED, which is still within planning budget ranges for these types of projects. The 1999 Budget assumed \$1,352,000 (YOES) for preliminary engineering/environmental review. The proposed budget for this phase is \$2,277,488 (YOES), representing an increase of \$925,488 (YOES) for the two projects.

Because both of the Silver Lake projects were identified as high budget risk in the 1999 Regional Express Capital Facilities Risk Assessment (July 1999), aggressive risk management strategies will need to be implemented to deliver the projects within the original *Sound Move* combined budget of \$20 million (1995\$). These strategies include conducting project management/control programs such as monitoring and comparing schedule and costs, reviewing cost estimates at project milestones, and incorporating value-engineering principles in the on-going project design efforts.

Contingency

A 10% contingency fund in the amount of \$169,852 is set aside for the PE/ED consultant services, and a 10% contingency fund in the amount of \$37,192 is set aside for WSDOT services. These funds are controlled by Sound Transit to cover the cost of unforeseen circumstances. Use of the contingencies requires written justification and approval by the project manager and department director.

ALTERNATIVES:

The following alternatives are available for Finance Committee action:

1. Award the contract by motion to Entranco for PE/ED services and authorize the Executive Director to execute a project agreement with WSDOT for the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop; provide direction to negotiate changes.
2. Do not award the contract to Entranco for PE/ED services nor authorize the Executive Director to execute a project agreement with WSDOT for the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop; provide direction to negotiate changes.

CONSEQUENCES OF DELAY:

In the event the Finance Committee directs staff to renegotiate or revise provisions of the agreement, work on the project would be delayed. This would result in not meeting the HOV access ramps and park-and-ride/flyer stop completion dates of December 2003 as shown in *Sound Move*. Additionally, grant funding secured by the City of Everett for improvements to 112th Street may be jeopardized by delays associated with coordination with the HOV access ramp design.

LEGAL REVIEW:

The Legal Department has reviewed and approved the Background and Comments and the Motions.

SOUND TRANSIT

MOTION NO. M99-52

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a contract with Entranco for the preliminary engineering and environmental review for the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop in the City of Everett, in an amount not to exceed \$1,698,520, and an additional authorization for a 10% contingency of \$169,852.

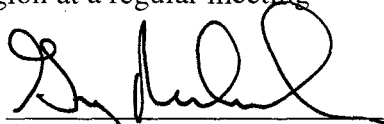
Background:

Sound Move calls for the development of the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop in the City of Everett. The Sound Transit budget includes \$24.5 million (in year of expenditure dollars) for development of this combined project. This motion would secure the consultant services of Entranco for \$1,698,520 to complete the first phase of the project including environmental review and preliminary design through 30%. An additional 10% contingency of \$169,852 is requested to be authorized to cover possible changes in the work.

Motion:

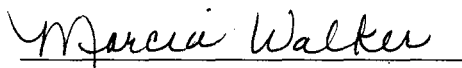
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute a contract for environmental review and preliminary engineering services to the consulting firm of Entranco for an amount not to exceed \$1,698,520 and that a 10% contingency of \$169,852 be authorized to pay for changes in the work, if required, for the development of the 112th Street SE/I-5 Direct Access Improvements and Silver Lake Park-and-Ride/Flyer Stop in the City of Everett.

Approved by the Finance Committee of the Central Puget Sound Regional Transit Authority for the Pierce, King, and Snohomish Counties region at a regular meeting thereof on the 5th day of August, 1999.



Greg Nickels
Finance Committee Chair

ATTEST:



Marcia Walker
Board Administrator