

## SOUND TRANSIT

### MOTION NO. M99-61

#### Project Agreement with Washington State Department of Transportation for Preliminary Engineering and Environmental Design for HOV Direct Access at I-5 and 164th (Ash Way) BACKGROUND AND COMMENTS

Meeting:	Date:	Type of Action:	Staff Contact:	Phone:
Finance Committee	9/16/99	Discussion/ Possible Action	Agnes Govern, Director, Regional Express Bill Guenzler, Program Manager, Capital Projects Tracy Krawczyk, Project Manager, Capital Projects	(206)398-5037  (206)398-5041  (206)689-4906

#### **ACTION:**

Approval of Motion No. M99-61 will authorize the Executive Director to execute a project agreement with the Washington State Department of Transportation (WSDOT) to conduct preliminary engineering and environmental review/documentation services for HOV Direct Access at I-5 and 164th Street SW (Ash Way). The project agreement is for an amount not to exceed \$1,218,342 (year-of-expenditure dollars) for WSDOT and their consultant services, and authorizes a contingency reserve of \$31,646 for WSDOT project services (representing 10% of WSDOT labor fees). Therefore, the total amount being requested for approval is \$1,249,988.

#### **BACKGROUND:**

Appendix A of Sound Move includes \$11 million (1995\$) for HOV access improvements at I-5 and 164th Street SW (Ash Way). This project will connect the Ash Way Park-and-Ride lot in Snohomish County with the I-5 inside HOV lanes via a flyover ramp allowing direct access to and from the south for buses and carpools. Options will be explored during the preliminary engineering phase that would allow traffic from both the north and south to use the ramps.

On July 21, 1999, the 1,000-stall Ash Way Park-and-Ride facility opened. This project was led by Community Transit in direct partnership with Sound Transit and WSDOT. After one month of operation, more than 250 riders per day were boarding Community Transit routes into Seattle. On September 19, Sound Transit will begin operations on two routes serving the facility, and both agencies plan to increase service in the future. The HOV direct access project will provide an improved link between I-5 and the new park-and-ride facility.

Because the direct access project will be constructed on WSDOT right-of-way and will be owned and maintained by WSDOT, Sound Transit staff is recommending the execution of an agreement with WSDOT designating them as project lead on the preliminary engineering and environmental review/documentation phase. WSDOT, in turn, has negotiated a contract with

CH2M Hill for consultant services on this project. This project was identified as having moderate budget and schedule risks in the 1999 Regional Express Capital Facilities Risk Assessment (July 1999).

Sound Transit staff will work collaboratively with WSDOT through participation on the project management team and as a co-lead agency for environmental compliance purposes. Upon successful completion of the preliminary engineering and environmental documentation phase, staff would return to the Board seeking approval for final design services with WSDOT as lead.

#### **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).
- ◆ Approval of Resolution No. 99, a Memorandum of Understanding establishing a cooperative relationship with WSDOT for the construction, ownership, and operation of high capacity transportation facilities (October 23, 1997).
- ◆ Adoption of Fiscal Year 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 WSDOT's preliminary engineering and environmental documentation services encompasses:

1. Project Administration
2. Project Management
3. Base Mapping and Survey
4. Alternative Analysis
5. Design Documentation File
6. Structures – Bridges and Retaining Walls
7. Geotechnical Report
8. Hydraulics Report
9. Traffic Forecast
10. Traffic Analysis
11. Access Point Decision Report
12. Community and Agency Involvement
13. Environmental Documentation
14. Permits

The project schedule calls for work to be initiated in September 1999 and completed by the end of 2000.

## **Procurement and selection process**

### **M/W/DBE participation**

Sound Transit entered into a master agreement with WSDOT (Resolution No. 99, October 23, 1997) which established responsibilities for procurement, M/W/DBE, and subcontracting practices. As stated in Exhibit A, Section 3C:

“Professional services to support the environmental consultant(s) and to complete design and construction will be supplied through contract by WSDOT at RTA’s cost, consistent with project agreements and RTA’s procurement policies. WSDOT may elect to subcontract part or all of the tasks to private consultants, in which case RTA would reimburse WSDOT for payments to subcontractors along with appropriate management costs.”

### **Cost**

The approved 1999 Budget provides for a total project budget of \$13,951,000 (YOES), including a preliminary engineering and environmental review/documentation budget of \$762,000 (YOES) for the I-5 at 164th Street SW (Ash Way) HOV access improvements. In 1995\$, the total project budget is \$11,000,000 and the preliminary engineering and environmental review (PE/ER) budget is \$660,000.

The 1999 Budget assumption that 6% of total costs would be spent on the PE/ER phase was not project specific. Given increased information on the level of analysis required for the Ash Way project, a budget of 10% for PE/ER is required for this project, which is still within planning budget ranges for this type of project.

Based on current information, the PE/ER phase is estimated to cost nearly \$1,250,000 (YOES), or \$1,110,000 (1995\$). Per Sound Transit’s Budget Guidelines (adopted by Resolution No. R98-4), “the Executive Director is authorized to transfer outlays between phases and between years so long as these transfers will not result in a necessary increase to the total project budget.” We will be transferring outlays between years and phases to fund the work outlined for 1999 and 2000. This will not result in a necessary increase to the total project budget. Upon the Executive Director’s action, the revised 1999 project budget will include a total of \$1,250,000 for the PE/ER phase, reflecting a transfer of \$488,000 (YOES) from the construction phase.

### **Contingency**

A contingency in the amount of \$31,646 (representing 10% of WSDOT labor costs) 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. Additionally, WSDOT has budgeted for a contingency in the agreement it will execute with their consultant.

**ALTERNATIVES:**

1. Do not authorize the Executive Director to execute a project agreement with WSDOT for preliminary engineering and environmental documentation services for the I-5 at 164th Street SW (Ash Way) HOV access ramps; provide direction to negotiate changes in the project agreement with WSDOT.
2. Do not authorize the Executive Director to execute a project agreement with WSDOT for the I-5 at 164th Street SW (Ash Way) HOV access ramps; provide direction that Sound Transit be the lead for preliminary engineering and environmental documentation services.

**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 project completion date of December 2003 as shown in Sound Move. Also, carpool/vanpool users and transit services operating between I-5 and the recently opened Ash Way Park-and-Ride lot would operate for a longer period of time without benefit of the travel speed and reliability improvements afforded by the HOV direct access ramp improvement.

**LEGAL REVIEW:**

The Background and Comments and the Motion are approved as to legal sufficiency.

## SOUND TRANSIT

### MOTION NO. M99-61

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute a project agreement with the Washington State Department of Transportation (WSDOT) to conduct preliminary engineering and environmental review/documentation services for HOV Direct Access at I-5 and 164th Street SW (Ash Way).

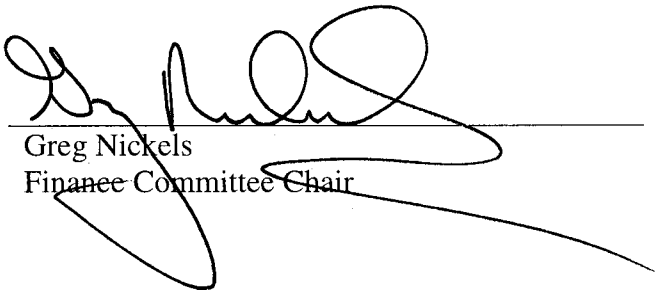
#### Background:

Sound Move calls for the development of the I-5 at 164th Street SW (Ash Way) HOV Direct Access Improvements in Snohomish County. The Sound Transit budget includes \$13,951,000 (in year of expenditure dollars) for development of this project. This motion would secure WSDOT services in an amount not to exceed \$1,218,342 to complete the first phase of the project, including preliminary engineering and environmental review through 30% completion. An additional contingency of \$31,646 is requested to be authorized to cover possible changes in the work, bringing the total amount being requested for approval to \$1,249,988.

#### Motion:

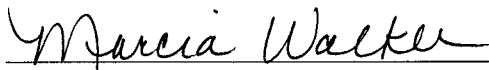
It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director be authorized to execute a project agreement with the Washington State Department of Transportation for preliminary engineering and environmental review for the development of the I-5 at 164th Street SW (Ash Way) HOV Direct Access Improvements in Snohomish County, in an amount not to exceed \$1,218,342 and that a contingency of \$31,646 be authorized to pay for changes in the work, if required.

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 16th day of September 1999.



Greg Nickels  
Finance Committee Chair

ATTEST:



Marcia Walker  
Board Administrator